



Link Connections

Public Engagement Report

Prepared by

King County Department of Transportation Communications

August 2015

Contents

Executive Summary	4
Who helped shape the recommended service changes	4
Timeline	5
How we notified people about opportunities to participate and helped them understand what was being considered	6
Summary of what we did, what we heard by phase	6
Adjustments made to the recommendation	11
Outreach Plan and Activities	13
Overview – goals, timeline	13
Notifications – how we let people know they could participate	15
Feedback methods – how people shared their opinions	24
Equity and Social Justice	31
Sounding Board Recommendation	33
Executive Summary	33
Vision	34
Public Process	34
North and Northeast Seattle	35
Capitol Hill	40
Other Areas	42
Overall recommendations	43
Public Feedback Summaries by Phase	47
Phase 1	47
Phase Two	55
Phase 3	84
Measures of Success	99
Appendix A: Online Survey Questions – Phase 1	105
Appendix B: Online Survey Questions – Phase 2	116
Appendix C: Online survey Questions – Phase 3	156
Appendix D: Emails, Phone Calls, and Letters Received	185
Phase 1	185
Phase 2	193
Phase 3	230

Appendix E: Media Coverage	272
Phase 1.....	272
Phase 2.....	272
Appendix F: Community Advisory Groups	275
Sounding Board.....	275
Eastside Community Advisory Group.....	279
Appendix G: Public Meeting Sign-in and Comment Sheets	285
Appendix H: Survey Responses (Phase 1)	306
Appendix I: Survey Responses (Phase 2)	922
Appendix J: Survey Responses (Phase 3)	1781

Executive Summary

After two decades of planning and construction, Link light rail service is coming to Capitol Hill and the University of Washington’s Husky Stadium in early 2016. This new service will give riders a reliable 8-minute trip—avoiding freeway and surface-street traffic—between the University District and downtown Seattle.

Over three phases of outreach, starting in November 2014, Metro Transit has worked in partnership with Sound Transit to engage the public in shaping a set of bus service changes that would take effect shortly after the new Link service begins. These changes are intended to address problems that riders experience with bus service today and to create better connections for riders in the future.

For Phase 1, Metro and Sound Transit started with a clean slate, asking members of the public to share how they were currently using transit, what was working for them, what wasn’t working, and what they would like to see improved.

We used the feedback gathered during this phase to create two alternative network concepts that showcased possibilities for the future. Alternative 1 emphasized a more frequent, consolidated, and grid-like system, while Alternative 2 focused on maintaining existing geographic coverage while providing connections to the new light rail service. Both alternatives featured opportunities to connect with Link light rail and reduced duplications of service between buses and light rail.

During Phase 2 of outreach in March 2015, we showed riders and community members the two concepts and asked what they liked and what raised concerns for them in each alternative. We used this feedback to create one proposed set of changes that we shared with the public in a final round of public outreach (Phase 3) in May.

Over the nine months of outreach for the project, **we received 16,000 comments** from the general public, a panel of vested transit riders, key institutions, and community groups. This feedback helped transit planners understand how people are using our service today, how they’d like to use it in the future, and what’s most important to riders as we work to balance how they use service today with the changes they want to see in the future.

Who helped shape the recommended service changes

- **Inter-agency team** – Metro convened an inter-agency working group that included representatives from Sound Transit, the Seattle Department of Transportation, the University of Washington, and Seattle Children’s Hospital. This group met throughout the engagement process to reflect on public feedback, participate in the design of service concepts and proposals, and collaborate to engage the public in providing feedback.

- **Sounding Board** – We recruited a community advisory group made up of 21 people who use transit in the project area. The board’s purpose was to advise Metro and Sound Transit service planners on bus change concepts and proposals and on the outreach process. This group met 10 times between January and July of 2015. They wrote a recommendation, included in this report, that reflects their consensus on the recommended service changes.
- **Eastside Community Advisory Group** – Once it became clear that changes to service along the State Route 520 corridor might be part of the process, we pulled together a selected group of transit riders and jurisdiction representatives who live and use transit along that corridor. They met two times, before and after the second phase of outreach, to advise Metro and Sound Transit service planners on the concepts they were considering and on the outreach process. Metro chose to not move forward with significant changes to SR-520 routes, so the group did not meet again before or after Phase 3.
- **General public** – We invited current riders of potentially affected Metro and Sound Transit service—residents, students, and employees who travel in the project area—to serve on the Link Connections Sounding Board and provide feedback via online surveys and at face-to-face outreach events during each phase of outreach.
- **Stakeholders** – We invited more than 80 businesses, institutions, business and community groups, and organizations serving underrepresented populations to provide representatives to serve on the Sounding Board. We also encouraged them to provide feedback and spread the word about opportunities to provide feedback during all three phases of outreach. We also briefed stakeholders—at their request or ours—throughout the project area.

Timeline

- **November 2014: Phase 1** of public outreach. We hold Community Conversations with the public and begin recruiting members for the Sounding Board.
- December 2014: Sounding Board member selection.
- January to July 2015: Sounding Board met 10 times.
- March and April 2015: Eastside Community Advisory Group met two times.
- **March 2015: Phase 2** of public outreach. We shared two alternative concepts with the public and gather feedback.
- April 2015: Service planners refined the concepts and developed a single proposed set of changes.

- **May 2015: Phase 3** of public outreach. We shared the proposed set of changes with the public and collected their feedback.
- June to July 2015: Metro prepared the service change ordinance, including this public engagement report.
- Late August to October 2015: the King County Council considers the service change ordinance.

How we notified people about opportunities to participate and helped them understand what was being considered

Unless otherwise noted below, Metro did the following at each phase of outreach to announce and promote participation,

- Joint news releases (Metro, Sound Transit, Seattle Department of Transportation)
- Joint social media (Metro, Sound Transit, Seattle Department of Transportation) – #Bus2Link on Twitter, Instagram, and Facebook
- Project website: www.kingcounty.gov/metro/LinkConnections
- Information sheets and phone lines in 12 non-English languages
- “Talk with Ted” videos (Phase 3 only)
- Street teams and information tables
- Email notifications to route and project subscribers and stakeholders
- Echo notifications – e.g. U Pass holders, Commute Trip Reduction-affected employers, Seattle Department of Neighborhood’s News You Can Use
- Posters at high-use bus stops
- Posters and rack cards on buses and mailed to community centers, libraries, and schools

Summary of what we did, what we heard by phase

Phase 1 – November 2014

What’s working, what’s not, what could be improved

People reached

- Website views: 9,400+
- Social media: 28,000+
- Street teams, information tables: 2,000+
- Rack cards, posters: 7,500+
- E-notifications: 27,000+
- Stakeholders notified: 80+
- Mailing: 30+

Participants

- Online survey responses: 4,000+
- Community conversations: 80+
- Phone/email: 5+
- Sounding Board applicants: 140+

What we heard

Where people go, or where they would like to go

- Destinations in the project area mentioned more than 100 times include the University of Washington and University of Washington Medical Center, the University District, Ballard, Fremont, Green Lake, Northgate, First Hill, downtown Seattle, Capitol Hill, and South Lake Union.
- Requested east-west connection improvements reflected in the current recommendation include connections between Lake City and Northgate; Sand Point and Green Lake via 65th Avenue NE; northeast Seattle, Fremont, and Queen Anne; northeast Seattle and Ballard; and Capitol Hill, Ballard, and Fremont.

How transit options work now

- A majority of people told us their transit options work ok.
- Most use transit for work or school and said they would like to use transit more for other trip purposes if service were more reliable, frequent, and available at nights/on weekends.
- The top three complaints about current service were:
 1. It takes too long
 2. It's overcrowded
 3. It's unreliable

What's most important when choosing transit

- How long the trip takes
- Reliability of service
- The perception that the more transfers riders make, the less reliable the trip will be

Acceptable tradeoffs

The top three things people said would make transfers more acceptable were:

1. Buses/trains arriving on time
2. Only having to wait 5 minutes or less for the next bus or train
3. Good shelter from the weather at the transfer stop

More than 60 percent said they would be willing to spend 10-15 minutes getting to frequent transit service.

Phase 2 – March 2015

Likes and concerns about Alternatives 1 and 2

People reached

- Website views: 25,500+
- Social media: 32,000+
- Street teams, information tables: 2,000+
- Rack cards, posters: 25,000+
- E-notifications: 35,000+
- Stakeholders notified: 80+
- Mailing: 30+

Participants

- Online survey responses: 6,000+
- Public meetings, briefings: 200+
- Phone/email: 60+

What we heard

In north Seattle, our final recommendation reflects several things most liked about Alternative 1:

- The frequency of the network (ranked number 1).
- Frequent/all-day service from the new University of Washington station to University Village shopping center and Children’s Hospital.
- More reliable travel times between northeast Seattle and Capitol Hill.
- New east-west service connecting Sand Point, Windermere, View Ridge, Wedgwood, Ravenna, Roosevelt, Green Lake, Wallingford, and Fremont.

The box most frequently checked among concerns about Alternative 1 indicated that the respondent believed the benefits of the alternative would outweigh any concerns he or she had about it. The second most-frequent choice was concern about having to travel farther during the day and on weekends to reach consolidated service on 25th Avenue NE, 35th Avenue NE, Roosevelt Way NE, and Sand Point Way.

The top two concerns expressed about Alternative 2, which preserved more of the current network’s geographic coverage, were that it lacked frequent service and would mean longer wait times for people connecting between very-frequent light rail service and infrequent bus service.

Given that nearly half of survey respondents said they would use transit more if Alternative 1 were implemented, and Phase 1 survey results indicated that people are willing to walk 10-15 minutes to reach frequent transit service, the final recommendation for change in north Seattle is fairly consistent with what was proposed in Alternative 1, with some additions to address concerns we heard during our outreach.

In Capitol Hill and the Central Area, participants preferred Alternative 1 for frequency (ranked number one), a frequent/all-day connection between Madison Valley, Capitol Hill, South Lake Union, and the Seattle Center, and a new direct connection from Madison Park to the Capitol Hill light rail station. However, they were concerned about having less service along the Pike Street/Pine Street corridor; a loss of one-seat rides between the top of Capitol Hill and the University District; and a loss of one-seat rides to downtown Seattle or the Capitol Hill Station from Montlake.

Similarly, the top likes about Alternative 2 indicate that participants liked that this alternative kept more service on the Pike Street/Pine Street corridor and that it left things more like the way they are today, but their top concerns about it included its lack of service frequency and the lack of reliable service on Route 8.

Neither alternative promised much change in how people use transit service, so the final set of recommended changes keeps or includes some of the things people told us they wanted: more-reliable and frequent service; preserving much of the existing transit network; some new connections the public told us were most important to them; and making transfers as seamless as possible where changes are being made to better connect communities to light rail and provide more-reliable service.

Phase 3 – May 2015

One proposed network: can people accept it?

People reached

- Website views: 24,000+
- Social media: 35,500+
- Street teams, information tables: 4,500+
- Rack cards, posters: 20,000+
- E-notifications: 21,000+
- Stakeholders notified: 80+
- Mailing: 30+

Participants

- Online survey responses: 1,900+
- Public meetings, briefings: 100+
- Phone/email: 120+

During this phase of outreach, we heard from fewer people—mostly those who had the most concerns about what we were proposing. Our notifications reached fewer people because we had narrowed our set of changes to a smaller number of routes. In addition, Sound Transit did its own outreach to riders of routes 540, 542, and 545 for the changes it was considering.

While we had a similar number of website views to those in past rounds of outreach, participation in the online survey and at meetings was lower. On the other hand, we

received twice as many phone and email inquiries. Key concerns expressed in all channels of public input were:

- **DART Route 941 and deletion of Route 71** – Proposed Route 941 wouldn't operate long enough throughout the day or wouldn't operate frequently enough; the loss of connection to the University District, and confusion about how DART service works.
- **Deletion of Route 72 and revision of Route 73** – Concerns about transferring between buses and Link light rail at the Montlake Triangle, and about loss of weekend service on Route 73.
- **Revised Route 16 and associated changes to routes 31, 32, 26, and 26X** – Residents east of Wallingford Avenue N and south of N 40th Street expressed concerns about having to walk farther to reach service on Stone Way N for a slightly slower trip, or uphill to N 40th Street for a faster trip to reach direct bus service into downtown. Residents of Kirkwood Place N were concerned about an increase in bus frequency along their narrow street.
- **Combining and revising routes 28 and 28X** – Riders using this service to reach Fremont and South Lake Union would have a longer walk or a two-bus trip to make this connection.
- **Deletion of Route 43** – Those traveling to/from the Montlake neighborhood and destinations north of E Aloha Street, where 23rd Avenue E becomes 24th Avenue E, face a two-seat ride to downtown.
- **Revision of Route 12** – Residents who live near or on 19th Avenue E, including those who live at two large senior housing communities, expressed concerns about losing their direct bus connection to E Madison Street.
- **Route 11** – This proposal cuts Madison Park off from downtown Seattle and from easy access to light rail.

The following section summarizes results from our online survey on key features of the proposal.

- **On creating new all-day connections to the University of Washington Station** – 61 percent said they would use transit the same or more; 15 percent said they might not use this service, but could accept the changes; 24 percent said they wouldn't use the service and could not accept the changes.
- **On increasing all-day frequency** – 68 percent said they would use transit the same or more; 13 percent said they might not take advantage of the change, but could accept it; 19 percent said they wouldn't take advantage and could not accept the change.

- **On improving reliability by replacing all-day bus service with connections to light rail** – 51 percent said they would use transit the same or more; 26 percent said they might not take advantage of the new connections, but could accept the change; 23 percent said they would not take advantage of the new connections and could not accept the change.
- **On additional late night/weekend service** – 57 percent said they would use transit the same or more; 38 percent said they might not take advantage of the new service but could accept the change; 5 percent said they wouldn't take advantage of it and could not accept the change.
- **On changes to routes 16, 26, and 26X** – 52 percent said they would use transit the same or more; 32 percent said they might not take advantage of the changes but could accept them; 16 percent said they wouldn't take advantage of the changes and could not accept them.
- **On improving reliability by splitting Route 8** – 61 percent said they think this change should be made; 17 percent said they don't think it should be made, but could accept it; 23 percent said they don't think this change should be made and they could not accept it.
- **On improving reliability by splitting Route 48** – 57 percent said they think this change should be made; 15 percent said they don't think this change should be made, but could accept it; 27 percent said they don't think this change should be made and they could not accept it.
- **On providing frequent, all-day connections to the Capitol Hill Station** – 67 percent said they would use transit the same or more; 20 percent said they might not take advantage of it, but could accept the change; 12 percent said they wouldn't take advantage of it and could not accept the change.
- **On a water-to-water Route 11** – 44 percent said they would use transit the same or more; 39 percent said they might not take advantage of the change, but could accept it; 17 percent said they wouldn't take advantage of it and could not accept it.
- **On changing Route 12** – 65 percent said they would use transit the same or more; 20 percent said they might not take advantage of the change, but could accept it; 16 percent said they wouldn't take advantage of it and could not accept it.

Adjustments made to the recommendation

The final recommended set of changes forwarded to the King County Executive incorporates adjustments, detailed below, made in response to concerns heard during the last phase of outreach.

- **New Route 78** – This new route was designed in response to community concerns about the loss of Route 71 and its proposed replacement by DART Route 941 (Phase 3). The new route will provide a longer span of service (from 6 a.m. to 10 p.m.), operate every 30 minutes (instead of hourly), and provide a direct connection into the University District.
- **Keeping Route 12 as-is** – Given the populations served by this historic route and the concerns expressed by its users, we are not proposing any changes to this route at this time.
- **Routes 8 and 11** – A water-to-water Route 11 received more negative than positive feedback. In order to address the desire for Madison Park and Madison Valley residents to have convenient access to the Capitol Hill Station, continue to have a direct connection to downtown Seattle, and provide former Route 43 riders with frequent connections for bus-to-bus and bus-to-Link service, we are recommending that both routes operate along Madison between 24th Avenue E and 19th Avenue E.
- **Splitting Route 8 at the Mount Baker Transit Center** – If these changes are adopted, Route 8 would be split at the Mount Baker Transit Center in response to community preference.

This report documents our outreach goals, approach, and activities; who we engaged, how many we reached, and how many participated; and summaries of what we heard during each phase of our Link Connections outreach.

Outreach Plan and Activities

Overview – goals, timeline

In the first quarter of 2016, Sound Transit will open Link light rail stations on Capitol Hill and next to the University of Washington's Husky Stadium. As we integrate this new asset into Seattle's transportation system, King County Metro Transit and Sound Transit are considering changes to bus service that would complement the new light rail system, creating a multi-modal transit network that provides efficient, convenient, and reliable service.

Metro, in partnership with Sound Transit, has coordinated with the Seattle Department of Transportation, the University of Washington, and Seattle Children's Hospital to engage people who may be affected by service changes related to this integration of bus and new light rail service.

Our outreach was intended to proactively engage the public in helping us shape the final Metro service change proposal that will be transmitted to the King County Council for approval in fall 2015, and the final amended service implementation plan that will be submitted to the Sound Transit board at roughly the same time.

Our outreach had three phases; all are summarized in this report.

Engagement goals

Our intent was to design an engagement process in which...

- The public and key stakeholders are able to help shape the final service change proposal as well as the public outreach process itself.
- A sounding board (community advisory group) whose membership reflects those who will be affected by the changes helps shape what we share with the public and how we share it at each stage of public input.
- We coordinate with partner agencies in a way that is seamless to stakeholders and the public, so participants know how decisions are made and how their involvement shapes those decisions.
- All communities are engaged in a manner that promotes and fosters trust.
- We are responsive and accountable to the public.
- We ensure that the public has access to understandable, accurate, and transparent information.
- We demonstrate and reflect back how public input shapes our service planning and outreach at each phase.

Timeline

- **November 2014: Phase 1** of public outreach. We held Community Conversations with key stakeholders and began recruiting members for the Sounding Board.
- December 2014: Sounding Board member selection.
- January to July 2015: Sounding Board met 10 times.
- March and April 2015: Eastside Community Advisory Group met two times.
- **March 2015: Phase 2** of public outreach. We shared two alternative concepts with the public and gathered feedback
- April 2015: Service planners refined the concepts and developed a single proposed set of changes.
- **May 2015: Phase 3** of public outreach. We shared the proposed set of changes with the public and collected their feedback
- June to July 2015: Metro prepared the service change ordinance, including this public engagement report.
- Late August to October 2015: the King County Council considers the service change ordinance.

Phase 1 outreach – Nov. 5-Dec. 5, 2014

Outreach goals

- Introduce the public and stakeholders to the planning process for changing bus service to integrate with light rail service to Capitol Hill and Husky Stadium.
- Hear from the public about how they are using transit service today—what’s working, what isn’t, and what they’d like to see improved—as well as what’s most important to them about integrating bus and light rail service.
- Recruit a sounding board whose membership reflects those who will be affected by the changes being considered.

We spoke with about 6,000 people during this phase of outreach, and more than 4,000 gave us direct feedback.

Phase 2 outreach – March 5-31, 2015

Goals:

- Engage existing and future riders in imagining how they would use service in two alternative network concepts in northeast Seattle, Capitol Hill, and along the SR-520 corridor.
- Create multiple meaningful channels for people to share what benefits and tradeoffs they perceive in the two network concepts in a way that will help us create one network proposal to share with, and get feedback from, the public in May.

We spoke with about 8,000 people during this phase of outreach, and more than 6,000 gave us direct feedback.

Phase 3 outreach – May 11-31, 2015

Goals:

- Reflect back how a final proposal was shaped with public input.
- Understand the level of acceptance of these changes and how people's transit use would be affected if this proposal were to be adopted.

We spoke with about 8,000 people during this phase of outreach, and more than 6,000 gave us direct feedback.

Notifications – how we let people know they could participate

Website content

We created a Have a Say website (<http://www.kingcounty.gov/metro/LinkConnections>) with information about Link Connections planning process and how to participate. For each phase of outreach, this site included a calendar of upcoming outreach events, information about what was being asked of the public or the proposals for which we were seeking input; a way to sign up to receive email or text updates on the project; links to the online survey; and details about the Sounding Board. The site also had links to the Metro Matters blog, Metro's Facebook page, and other social media outlets with related content. Contact information was provided in English and Spanish, and project information was provided in 12 languages.

During Phase 1, the website...

- Was viewed 9,400 times.

- Included an application to serve on the Sounding Board.

During Phase 2, the website...

- Was viewed more than 25,500 times.
- Included information about two network alternatives – by area (in the form of static peak, all-day, and frequency maps); by route (in the form of individual route information sheets); and by interactive map.
- Included a summary of public feedback from Phase 1 and technical information used to develop the alternative concepts.
- Added a “latest news” information box where blog posts were used to respond to frequently asked questions throughout the outreach period.

During Phase 3, the website...

- Was viewed more than 24,000 times.
- Included information about one proposed network – by area (in the form of area summary handouts for northeast Seattle and Capitol Hill and static peak, all-day, and frequency maps), by route (in the form of individual route information sheets), and by interactive map.
- Included a summary of public feedback from Phase 2 and videos featuring Metro Transit Planner Ted Day explaining how the proposal responded to feedback received in Phase 2.

Media and social media

At the start of our outreach and throughout each phase, Metro used joint news releases with partner agencies and key social media channels Twitter and Facebook to encourage public participation in shaping the service changes. Metro, Sound Transit and others got the word out and shared feedback using the hashtag #Bus2Link.

Phase 1

- Metro and Sound Transit sent a joint news release (www.kingcounty.gov/transportation/kcdot/NewsCenter/NewsReleases/2014/November/nr141106_LinkConnections.aspx) to area news outlets, ethnic media, and community blogs.
- Facebook: We posted information on the Metro and Have-a-Say Facebook pages before each of the five Community Conversation meetings. These Facebook pages have 2,570 and 507 followers, respectively.

- Twitter: Metro tweets alerted more than 25,000 followers about these meetings and the opportunities to serve on the sounding board or share feedback and ideas through the online survey.



King County Metro @kcmetrobus · Nov 24
#Bus2Link: Interpretation in Amharic, Oromo, Tigrinya, Russian, Mandarin Chinese & Arabic will be available ow.ly/EPy3u 2/2



King County Metro @kcmetrobus · Nov 24
How will transit change with Link @UW? #Bus2Link meeting 630pm Tuesday, Lake City. Survey, join the conversation ow.ly/EPxWS 1/2



King County Metro @kcmetrobus · Nov 24
How will transit change with Link @UW? Survey, join the conversation ow.ly/ENXqb Meeting 11/25 #Bus2Link

Tuesday, November 25

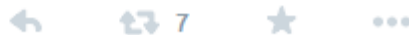
6:30pm Link Connections: Multi-Lingual Community Conversation

When Tue, November 25, 6:30pm – 8:30pm

Where Lake City Court, 12536 33rd Avenue NE, Seattle, WA 98125 ([map](#))

Description Join us to share how you use bus service in Northeast Seattle, the U District, and Capitol Hill today, what works well, and what you'd like to see change. Your input will help shape the future of transit in these areas. Please note: this is NOT an open house! The conversation starts promptly at 6:45 pm and should wrap up before 8:30 pm.

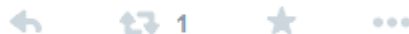
Refreshments will be provided. Interpretation in Amharic, Oromo, Tigrinya, Russian, Mandarin Chinese, and Arabic will be available. Other interpretation and reasonable accommodations available upon request. Please call 206-477-2225 at least 72 hours in advance of the



[Expand](#)



Sound Transit @SoundTransit · Nov 20
RT @kcmetrobus: At noon today (Nov 20) we're @UW Hub to talk about how #Bus2Link service can work for you ow.ly/EzdD7




King County Metro @kcmetrobus · Nov 20
At noon today (Nov 20) we're @UW Hub to talk about how #Bus2Link service can work for you ow.ly/EzdD7 w/ @SoundTransit



Phase 2

- A joint news release by King County Executive Dow Constantine, Seattle Mayor Ed Murray, and Sound Transit ([Linked up: Transit agencies working together on bus changes as Link expands to Husky Stadium](#)) announced the next phase of open houses for Link Connections outreach and the availability of online content for public review. The release also announced upcoming changes to bus service in the downtown Seattle Transit Tunnel and Metro’s coordination with the City of Seattle to keep traffic moving for buses and cars through these changes.
- Facebook and Twitter: Metro reached nearly 29,000 Twitter followers and 3,077 Facebook fans on its Metro and Have a Say pages.
- Leveraging these channels and teaming up with our partners, we were able to reach tens of thousands of additional followers. Key among them were followers of @UW (+80,000), Sound Transit (+17,900), the Seattle Transit Blog (+11,000), and the Seattle Department of Transportation (+24,500).



 **Sound Transit**
@SoundTransit Follow

More than 4K have taken the latest survey about potential ST and @KCMetrobus route changes with U-Link! Thanks!
1.usa.gov/1H50nge

RETWEETS 4 FAVORITES 3

2:57 PM - 19 Mar 2015

 **King County Metro**
@kcmetrobus Follow

Comments are due today on concepts for bus changes as Link reaches #CapitolHill, @UW. ow.ly/L0g4L

Overview Alternatives **Have A Say** Sounding Board For Transit Geeks

Have A Say

After exploring the [two alternative concepts](#) for changing transit service in affected areas after Link comes to Capitol Hill and the University of Washington, please tell us what you think. Please [take our survey](#) or attend one of our [outreach events](#) (our calendar will be updated as new outreach events are scheduled). Your comments will be used to help shape a proposal that will be ready for public review in May.


This round of comments will close March 31, 2015.


Take our survey

Attend a meeting

RETWEETS 10 FAVORITES 4

10:23 AM - 31 Mar 2015

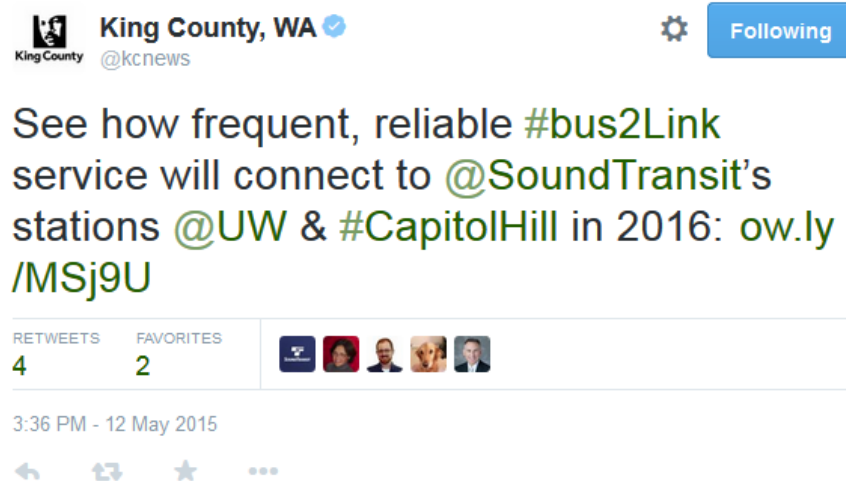
 **Charles B** @Charles_B_STB · Mar 31
@kcmetrobus @UW just want to say again, the new concept for the 67 looks amazing. Can't wait to ride it. Hope @seattledot invests in it too.

 **Charles B** @Charles_B_STB · Mar 31
@kcmetrobus @UW @seattledot specifically, this project ought to give BRT features to the new routes 70 and 67 seattle.gov/transportation...

Phase 3

- Metro and Sound Transit issued a joint news release ([Linked up: Transit agencies working together on bus changes as Link expands to Husky Stadium](#)) quoting Executive Constantine as head of Metro and Board Chair of Sound Transit. The release announced the proposed changes and upcoming public meetings by Metro and Sound Transit.
- Facebook and Twitter: Metro reached nearly 33,500 Twitter followers and 3,500 Facebook fans on its Metro and Have a Say pages.
- Leveraging these channels and teaming up with our partners, we were able to reach tens of thousands of additional followers. Key among them were followers of @UW (+80,000), Sound Transit (+17,900), the Seattle Transit Blog (+11,000), and the Seattle Department of Transportation (+24,500).

Tweet announcing proposal and start of Phase 3 comment period



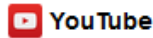
- 3,463 impressions
- 57 total engagement
- 29 link clicks

Innovative use of video and social media to promote Phase 3 outreach



King County Metro @kcmetrobus · May 28

Watched all 4? #Bus2Link Ted (Day) Talks [youtube.com/watch?v=bAIWxt...](https://www.youtube.com/watch?v=bAIWxt...)
[youtube.com/watch?v=iY8K9Y...](https://www.youtube.com/watch?v=iY8K9Y...) [youtube.com/watch?v=4luERb...](https://www.youtube.com/watch?v=4luERb...) [youtube.com/watch?v=rsQKs8...](https://www.youtube.com/watch?v=rsQKs8...)



Talk with Ted Day: Link Connections east-west service in northeast...

Metro and Sound Transit are proposing ways to connect the new light rail service with buses to make an efficient network of service. Starting in 2016, Sound ...

[View on web](#)

RETWEETS

6

FAVORITES

3



6:44 PM - 28 May 2015 · Details

Reminders to participate throughout the outreach period



King County Metro
@kcmetrobus

There are a few more days to give feedback on our proposed #Bus2Link changes ow.ly/Nz99u #CapitolHill #UW

Proposed Routes Near Montlake Triangle

What will change when Link comes to Capitol Hill and the UW?

Help us improve connections between buses and light rail when new Link service begins

Starting in 2016, Sound Transit's University Link light rail extension will connect the University District with Capitol Hill, downtown Seattle, Rainier Valley, and Sea-Tac Airport. Metro and Sound Transit are thinking about ways to connect the new light rail service with buses to make an efficient network of service.

The Link extension will add two stations: one on Capitol Hill, at Broadway and E. John Street, and one at the University of Washington's Husky Stadium. Light rail will offer an eight-minute trip between the University of Washington and

RETWEETS 8 FAVORITES 6

12:52 PM - 28 May 2015

Sound Transit, jseattle, Seattle Transit Blog and 3 others

Posters

During each phase of outreach, we put up Rider Alert posters with a project description and an invitation to participate at stops in the project area that average 200 or more daily boardings. The exact stops and number of posters varied from phase to phase as the geographic area of the project expanded and contracted, depending on the routes being considered for change.

Take-away cards on buses and in customer kiosks

For each phase of outreach, we printed cards for bus drivers to put on buses going through the project area. These cards were also placed in customer kiosks at the University of Washington student union building, the University Bookstore, and Seattle Central College.

Cards printed and distributed:

- Phase 1 – 7, 500
- Phase 2 – 25,000 (included Eastside routes)
- Phase 3 – 20,000

Subscriber notifications

At the start of each phase of outreach and as a reminder towards the end of each phase, we sent an email or text message with a description of the project and an invitation to participate to 25,332 subscribers of service alerts for bus routes that serve the project area. Tracking data show that this notification had an open rate of 32 percent and a click rate of 5 percent.

- Phase 1: 54 routes, 25,332 recipients, 32% open rate, 5% click rate
- Phase 2: 54 routes and Link Connections project list, 35,783 recipients, 31% open rate, 9% click rate
- Phase 3: 32 routes and Link Connections project list, 19,501 recipients, 28% open rate, 11% click rate

Sound Transit Rider Panel notification

Notifications went out to 2,055 members of Sound Transit's SoundWaves rider panel during the first weeks of phases 1 and 2. They included information about the project, upcoming meetings, and the survey. In phase 3, Sound Transit's notification directed their riders to their own website for details about their proposed changes and opportunities to give them feedback. (SoundWaves is an online community where riders can get information and share experiences, opinions, and preferences through surveys.)

Community partner email

At the start of each phase of outreach, we sent an email to more than 80 community-based organizations and stakeholder groups in the project area. The email included a description of the project, an invitation to participate, and a request to help spread the word, with attachments that stakeholders could use to let people know about opportunities to participate and/or engage their constituents in providing feedback in their own way. For example, during Phase 1, we provided a fill-in questionnaire and poster encouraging stakeholders to ask the survey questions at an upcoming meeting.

Echo emails to stakeholder lists

Several stakeholder organizations forwarded our initial notification to their lists. Those we are aware of include:

- Seattle Department of Neighborhoods' northeast Seattle edition of News You Can Use
- Commute Trip Reduction-affected employers in the project area
- ORCA Passport customers
- U-PASS holders
- Seattle Children's Hospital employees

- University of Washington Medical Center employees
- Eastlake Community Council's e-news
- Ravenna Community Association's e-news

Mailing

At the start of each phase of outreach, we mailed a cover letter, poster, and take-away cards to key locations such as libraries, schools, senior centers, health and social service organizations, and community centers in the project area.

Feedback methods – how people shared their opinions

Sounding Board and Eastside Community Advisory Group

During Phase 1 of outreach, we recruited community members to serve on the project's Sounding Board, whose purpose was to advise Metro and Sound Transit on the project's service change concepts and proposals as well as on our community outreach process.

We invited stakeholders and members of the public to apply to serve on the Sounding Board, via either online or printed applications. We received more than 140 completed applications and selected 24 applicants who, as a group, reflected the diversity of the population that would be affected by the changes under consideration. In particular, we were seeking people who rode—and were interested in—transit, and were involved in their communities.

Because we the geographic scope of the changes had not been finalized at the start of the process, we selected applicants who travel in and out of northeast Seattle and Capitol Hill on any of the routes identified in tiers 1 through 4 of the [University Link Extension Planning Background Information Report](#) finalized by Metro service planners in January 2015. See Appendix F: Community Advisory Groups for a list of Sounding Board members.

The Sounding Board began meeting in January. At its early meetings, the board provided reflection and feedback on what we heard during the first phase of outreach, the two alternative concepts we took out for public comment in the second phase of outreach, and on our outreach plan.

After developing the alternative concepts we would be taking out for the second phase of outreach, we formed the Eastside Community Advisory Group to complement the Sounding Board. This group was made up of former members of Eastside sounding boards, Transit Advisory Commission members, and Sound Transit Citizen Oversight Committee members, as well as Eastside jurisdictions affected by the concepts. This group met once before the start of Phase 2 outreach to provide feedback on the

concepts we would be taking out. See Appendix F: Community Advisory Groups for a list of advisory group members.)

Members of both advisory groups helped us spread the word about our outreach, attended our outreach events, and listened along with us during the second phase of outreach. Both groups met after the conclusion of Phase 2 to help us interpret the feedback we received and advise us on moving from concepts to a proposal for our third round of outreach.

Since Metro elected to pull back on any Eastside changes for the proposal we shared with the public in May, we did not reconvene the Eastside Community Advisory Group.

The Sounding Board met several times in June to help us reflect on the feedback we received and advise us on what changes should be part of Metro's recommendation to the King County Council. Their process concluded in July, when they came to consensus on their own recommendations regarding the change (see Sounding Board Recommendation, page 33.)

Approach to feedback by phase

During Phase 1, we wanted to have a conversation with members of the public about how they use transit service today—what's working and what isn't—as well as what's most important to them about bus and light rail integration, and what they'd like to see improved. We wanted to listen with an open mind, without preconceived bus change concepts on the table. We felt it was important to create welcoming and open space for sharing and let participants shape the conversation. Using a set of open-ended questions as our guide, we provided online and face-to-face opportunities for people to share their thoughts with us.

During Phase 2, we wanted to hear from people what they liked or were concerned about with each alternative, and how they would use each alternative to get around. We weren't looking for people to pick one alternative or the other, but rather to tell us the features of each that were most important to them.

We used lists of key features of each alternative (informed by feedback from the Sounding Board and Eastside Community Advisory Group) in both the online questionnaire and in face-to-face meetings and asked people to indicate what they liked and what most concerned them about each alternative. We limited the number of things a person could choose to help ensure we were hearing what was most important or most concerning about each alternative.

We broke information up into four areas – North Seattle (including northeast, northwest, and routes serving SR-522); Capitol Hill and Central Area (including Montlake, Madison Valley, and Madison Park); the Eastside (including routes that serve SR-520); and Eastlake and South Lake Union.

Feedback gathering activities

Street teams and information tables

Staff members distributed take-away cards to people at bus stops and information tables during each outreach phase. The following street team and information table events were promoted on Metro’s website and via social media.

Phase 1 street teams and information tables – reached 2,000+

Staff members asked people about how they’re using transit today and what they’d like to see improved.

Date (2014)	Time	Location
Nov. 6	2:30-5:30 p.m.	Bus stops on Campus Parkway and Brooklyn Avenue NE
Nov. 6	2:30-5:30 p.m.	Bus stops on Stevens Way NE (on University of Washington campus)
Nov. 12	3-6 p.m.	Downtown Seattle Transit Tunnel Westlake Station, Bay A
Nov. 13	3-6 p.m.	Fourth Avenue and Pike Street, eastbound bus stop
Nov. 18	7-9 a.m.	Downtown Seattle Transit Tunnel International District Station, Bay A
Nov. 18	10 a.m.-1 p.m.	Seattle Central College information table
Nov. 19	10-1 p.m.	University of Washington Medical Center information table

Phase 2 street teams and information tables – reached 2,000 +

Staff members answered questions about the two alternatives and took notes on people’s reactions, documenting what things people seemed to like and what their concerns they expressed. They encouraged people to go online, study the alternatives, and complete the survey.

Date (2015)	Time	Location
March 12	1 to 3:30 p.m.	Seattle University information table,
March 12	2:30 to 5:30 p.m.	Bus stops on NE Campus Parkway and Brooklyn Avenue NE
March 12	2:30 to 5:30 p.m.	Bus stops on Stevens Way NE (on UW campus)
March 17	3 to 6 p.m.	Intersection of Fourth Avenue and Pike Street
March 17	3 to 6 p.m.	Overlake Transit Center,
March 18	11:30 a.m. to 1 p.m.	Microsoft
March 19	11 a.m. to 2 p.m.	Seattle Central College
March 18	3 to 6 p.m.	Downtown Seattle Transit Tunnel at Westlake Station,

Date (2015)	Time	Location
		Bay A
March 18	7 to 9 a.m.	Downtown Seattle Transit Tunnel at International District Station, Bay A
March 18	7 to 9 a.m.	Kirkland Transit Center
March 19	7 to 9 a.m.	Redmond Transit Center
March 24	10 a.m. to 1 p.m.	University of Washington Medical Center
March 30	11 a.m. to 2 p.m.	University of Washington Husky Union Building,

Phase 3 street teams and information tables – 4,500+

Staff members explained the proposed changes and asked for feedback on how these changes would affect their use of transit.

Date (2015)	Time	Location
May 12	2:30 to 5:30 p.m.	Bus stops on NE Campus Parkway and Brooklyn Avenue NE
May 12	3 to 6 p.m.	Intersection of Fourth Avenue and Pike Street
May 13	2:30 to 5:30 p.m.	Bus stops on Stevens Way NE (on UW campus)
May 13	12 to 2 p.m.	UW Husky Union Building information table
May 16	--	University Street Fair information table
May 17	--	Capitol Hill Farmers Market information table
May 20	11 a.m. to 2 p.m.	Seattle Central College information table
May 26	3 to 6 p.m.	Downtown Seattle Transit Tunnel at University Station, Bay A
May 27	10 a.m. to 1 p.m.	University of Washington Medical Center information table
May 27	7 to 9 a.m.	Downtown Seattle Transit Tunnel at Westlake Station, Bay A

Online surveys

We used online surveys to collect feedback in all three phases of outreach. This was the primary way members of the public shared their input to shape the final proposal. At all face-to-face outreach events, participants were encouraged to go online and complete the online survey.

- Phase 1 – 4,087 completed online surveys
- Phase 2 - 6,484 completed online surveys
- Phase 3 – 1,900 completed online surveys

Public meetings

In Phase 1, a total of 80 people joined us across five public meetings (see details below). We publicized the meetings on our poster and promoted them on our website

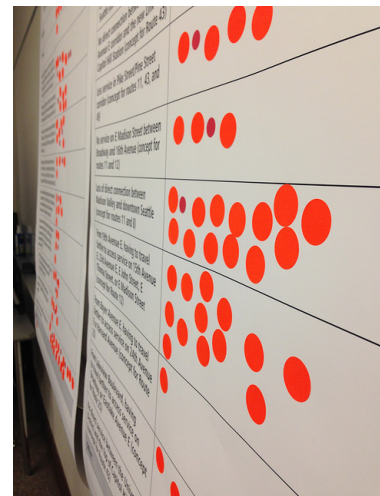
and via social media. Each meeting started with a brief introduction by project staff members. Participants then broke into small groups to discuss a set of questions for an hour or more.

Phase 1 public meetings

Date (2014)	Time	Meeting Location
Nov. 13	6-8 p.m.	Ravenna-Eckstein Community Center
Nov. 17	12-1 p.m.	Seattle University Brown Bag Lunch
Nov. 17	6-8 p.m.	Seattle First Baptist Church
Nov. 20	11:30-1:30 p.m.	University of Washington
Nov. 25	6:30-8:30 p.m.	Lake City Court (Multi-lingual event)

In Phase 2, a total of 100 people joined us across three public meetings (details below), which were publicized on our poster and promoted on our website and via social media.

The meetings were structured as open houses with stations dedicated to each alternative, Link light rail stations and service, Seattle Department of Transportation-related information, and Metro’s Long Range Planning effort. Lists of things to like or things to be concerned about were posted around the room and each participant was given 10 sticky dots to apply to these lists as they wished.



Phase 2 public meetings

Date (2015)	Time	Meeting Location
March 19	6 - 8 p.m.	Seattle University
March 25	6 - 8 p.m.	Bellevue City Hall
March 26	6 - 8 p.m.	University Heights Center



In phase three, a total of 30 people joined us at two Metro-hosted open houses and two Sound Transit-hosted open houses. Stations were set up by geographic area – northeast Seattle, Capitol Hill, and Eastside. Each station had assigned staff members and blank easels for writing down questions, comments, ideas, and concerns.

At the two Metro-hosted meetings, Sound

Transit outreach staff members were available to share information about the Capitol Hill and University of Washington stations, and Seattle Department of Transportation staff members were available to share information and answer questions about things like Seattle’s Proposition 1 investments and transit master plan projects that are (or will be) underway in the project areas.

Phase 3 public meetings

Date (2015)	Time	Location	Host
May 19	6 - 8 p.m.	Kirkland City Hall	Sound Transit
May 20	6 - 8 p.m.	Capitol Hill (Seattle Academy of Arts and Sciences)	Metro
May 26	6 - 8 p.m.	Redmond City Hall	Sound Transit
May 27	6 - 8 p.m.	Northeast Seattle (University Christian Church)	Metro

Stakeholder briefings

Metro and Sound Transit partnered to reach out to key stakeholders. In Phase 1, the goal was to invite them to apply to serve on the Sounding Board. In phases 2 and 3, it was to brief them on the changes being considered and invite them to participate in providing feedback.

In Phase 1, we invited stakeholders to host their own conversation and send us the results (we provided them with a fill-in survey). In phases 2 and 3, we invited all stakeholders to have us attend their meetings, and we proactively sought to brief neighborhood district councils, jurisdictions or groups with jurisdictional representatives, chambers of commerce or business associations, and groups serving seniors or people with disabilities. Not all groups we approached were able to take us up on our offer to brief them. The following tables document the briefings we did during the second two phases.

Phase 2

Date (2015)	Briefing
March 3	Redmond City Council
March 5	Northeast District Council
March 6	Seashore Forum
March 13	Eastside Transportation Partnership
March 17	League of Women Voters Transportation Committee
March 18	Madison Valley Merchants’ Association/East District Council
March 19	Seattle Commission for People with DisAbilities
March 24	Capitol Hill Chamber of Commerce
March 26	North County Mobility Coalition

Phase 3

Date (2015)	Briefing
April 29	Maple Leaf Community Council
May 4	Madison Park Community Council
May 5	SDOT's Madison BRT Madison Capitol Hill/Central Area Segment briefing
May 5	SDOT's Madison BRT Madrona Community Council briefing
May 6	SDOT's Madison BRT Project open house
May 7	Northeast District Council
May 12	SDOT's Madison BRT 12th Avenue Stewards briefing
May 14	Central District Council
May 18	University of Washington Transportation Committee
May 18	Fremont Community Council
May 18	SDOT's Roosevelt High Capacity Transit meeting in South Lake Union
May 19	Transit Advisory Commission
May 19	King County Mobility Coalition
May 19	League of Women Voters Transportation Committee
May 19	SDOT's Roosevelt High Capacity Transit meeting in the University District
May 20	Madison Valley Merchants/East District Community Council
May 28	North County Mobility Coalition
May 28	Chinese Information Service Center (in Mandarin and Cantonese)
June 1	First Hill Improvement Association
June 10	Ballard District Council/Crown Hill Merchants' Association
July 3	Seashore Forum
July 6	Central Area Chamber of Commerce

Phone calls, emails, letters

Phase 1: We received 5 emails, phone calls, and letters. People who were unable to make it to our outreach events provided feedback on what they would like to see improved as a result of this project.

Phase 2: We received 60 emails, phone calls, and letters. People called to ask questions about the two alternative concepts, to request information in print, and/or to provide their feedback on the concepts. All received responses, by email, phone, or mail, to thank them for contacting us, reflect back what we heard, and/or answer their questions.

Phase 3: We received 120 emails, phone calls, and letters. People called to ask questions about the proposed changes, to request information in print, and/or to provide their feedback on the proposal. All received responses, by email, phone, or mail, to thank them for contacting us, reflect back what we heard, and/or answer their questions.

After each phase of outreach ended, we continued to receive phone calls, emails, and letters. Those contacts are not counted in the totals listed in this report, but they are all documented in Appendix D: Emails, Phone Calls, and Letters Received.

Equity and Social Justice

Given the diversity of Metro's bus riding population, our community engagement must ensure that all voices are reflected in the decision-making process. Our data do not indicate that any non-English languages are spoken in high enough numbers in the project area to justify the expense of fully translating all project materials. But after conversations with the University of Washington, Seattle Department of Neighborhoods, and Seattle Housing Authority, we translated some project information into Tier 1 and 2 languages as identified in the King County's Executive Order on Translation. We have established voice message lines and provided a handout that is available online and in print in the following languages:

- Amharic
- Arabic
- Chinese - Mandarin
- Korean
- Oromo
- Punjabi
- Russian
- Somali
- Spanish
- Tigrinyan
- Ukrainian
- Vietnamese

In all of our outreach phases, when emailing stakeholders we emphasized the availability of these materials and phone lines and encouraged them to pass this information along to constituents they serve who are not proficient in English.

During Phase 1, we held a multi-lingual community conversation at Lake City Court, with interpreters in Arabic, Chinese, Oromo, Tigrinyan, Amharic, and Russian available. This event was advertised to residents in all 11 languages. While turnout was low, we gathered good feedback from participants and interpreters about the important issues facing these populations.

During Phase 3, we presented to 50 seniors served by the Sunshine Garden Club at the Chinese Information Service Center (see sign-in sheet in Appendix G: Public Meeting Sign-in and Comment Sheets).

Sounding Board Recommendation

Executive Summary

The extension of Link light rail to Capitol Hill and the University of Washington stations was an opportunity for King County Metro Transit and Sound Transit to redesign transit service not only in the areas near the stations but also for neighboring districts. Metro, in particular, looked to leverage the fast, frequent, and reliable Link service to free resources that would otherwise duplicate that service and apply them to create a more frequent and intelligible network of connecting routes. The Link Connections Sounding Board was tasked to evaluate that redesigned network and its refinements via a six-month process. This report contains the Board's observations and recommendations regarding the proposed restructure.

The Board largely favors changes that create a network of increased frequency and reliability while retaining connections between neighborhoods and commercial centers served by the current network and in some cases creating new connections. Most regular commuters' routes will be unaffected under these revisions and some will benefit from more convenient or more frequent service. The proposed network sometimes requires transfers for trips that were once one-seat rides; the Board feels that the benefits from improved frequency and reliability outweigh the inconvenience of losing some direct routes. However, the trade-off means that facilitating transfers will be of utmost importance; the Board has recommendations for changes to infrastructure and customer information to improve the transfer experience, some of which require partnership with other organizations.

While current riders make the best of the system we have now, there are many who can't or choose not to ride due to infrequent, unreliable buses; there is no place east of I-5 and north of NE 45th St with frequent service. With the current lack of frequency, transit riders make a significant time commitment when they travel other than established commute routes, especially if they have to transfer; it best serves people who can elect to use a car for spontaneous or infrequent trips.

The proposed changes double service along major corridors in Northeast Seattle, including NE 65th St, 25th Ave NE, and 35th Ave NE, increase frequency throughout the project area, and make transferring easier. With this restructure, the Sounding Board expects spontaneous and less common trips to be easier, improving access for transit-dependent populations without diminishing the peak network. Additionally, and importantly, the proposal provides access to the regional transit system without requiring users to go downtown.

The Board acknowledges the work of the planners in the transit agencies and the contributions of the many affected municipalities, employers, community groups, and individuals that brought this proposal forward. It particularly recognizes the extensive effort to inform the public of the opportunity represented by the Link extension and to gather, evaluate, and respond to public input in the final design.

Vision

The Sounding Board strongly supports Metro's efforts to create a more intelligible, frequent transit network in coordination with the opening of Link light rail stations on Capitol Hill and at the University of Washington. We appreciate Metro planners' creative responses to community feedback. Strengthened by Seattle's Proposition 1 funding, Metro's final restructuring proposal delivers more reliability and frequency, enabling more people both to commute and take spontaneous trips without the need of a car. At the same time, we believe it respects existing transit patterns, so that it offers individuals more options without causing unnecessary disruption to their established routines.

King County and the City of Seattle are experiencing rapid population growth, adding more people who need to move around our already congested region. Our roadways are constrained by geography; to keep this region moving, King County wants to encourage people who currently drive to ride transit. Convenient and reliable mass transportation is one way to do that.

An effective transit network must be intelligible, frequent, and reliable. Riders need to be able to see clearly how to get from one point to another, so they feel comfortable using transit for more than their regular commute. Transfers need to make sense and involve minimal wait times; with a frequent system, transfer opportunities expand the realm of destinations. Likewise, riders need to have confidence that buses will arrive as scheduled in order to depend on them to travel to appointments, pick up children from childcare, get to a theater before the curtain goes up, and make myriad other trips that require predictable travel times and reliable service. Our transit system needs to get people where they need to go, when they need to get there, with reasonable speed and reliability.

We believe this restructure is a good step toward achieving the system we need.

We encourage Metro to continue to pursue this course, identifying opportunities for fresh approaches that better serve transit riders.

Public Process

In November 2014, King County Metro Transit and its interagency partners began public outreach regarding transit revisions in response to the extension of Link light rail to Capitol Hill and the station at Husky Stadium. The first phase of outreach used a wide array of notification methods to elicit public comments from multiple audiences, with approximately 6000 responses.

Those responses fed into two alternatives for U-Link transit revisions, which were again presented to the public for comment through multiple means in March, 2015. The Link Connections Sounding Board also evaluated the two alternatives. Metro and others evaluated more than 6,000 responses from the public as well as input from the

Sounding Board to shape a revised alternative. That alternative was offered for public comment in May, 2015. Comments from this additional public outreach further modified the alternative to address outstanding concerns. The result is the proposed ordinance going forward.

North and Northeast Seattle

Though the Metro project area included both Capitol Hill and Northeast Seattle, the northeast easily sees the most dramatic restructure. Where transit in Capitol Hill was already marked by a network of frequent service, Metro is proposing unprecedented service levels for NE Seattle. The changes brought about by the proposed restructure would dramatically reshape transit use patterns in the areas north of the Ship Canal. Connections to the downtown core would become more reliable by having riders transfer to Link to head downtown instead of having passengers ride often-delayed Routes 71, 72, or 73 directly to and from downtown. The service hours now spent traveling downtown would be reallocated to creating a frequent transit grid in places that have never seen more than half-hourly service. Along with consolidating service onto fewer streets, these changes open up a number of new possibilities to run errands, visit the mall, and get to work via bus. We believe that both existing riders and new riders will be excited about the new options the proposal gives them for travel north of the Ship Canal.

Certainly Metro is taking a risk in re-orienting the bus network around the Link station at Husky Stadium. The loss of one-seat rides downtown (such as on Routes 71, 72, and 73) is going to be controversial and acceptance of the transfer to Link at Husky Stadium hinges on making the transfer experience at Montlake as frictionless as possible. In order to realize the full benefits of light rail to the UW, we believe that a number of issues should be addressed. They include things such as improved transit access to the station area and investments in real-time information and wayfinding. There are other small areas where the board feels other mitigating changes are warranted. Overall, we believe the current proposal does a good job of preserving existing transit connections while increasing system intelligibility and frequency.

Montlake Triangle

Until Northgate Link opens in 2021, the focus of the proposed northeast network will be the Link station at Husky Stadium. Correspondingly, the biggest hurdle in attracting people to ride Link is the transit and transfer experience surrounding the Montlake Triangle. As the station is sited far away from the amenities of the main campus, we urge the University and Sound Transit to provide sufficient facilities for waste, so the increased foot traffic doesn't negatively impact the station environment. Since the station is located at the southeast edge of campus rather than central campus; it will be very convenient for riders during events at the stadium and for patients and staff of the medical center, but less so for destinations on the main UW campus. A great many riders using this station will be going to and from campus itself or the bus lines that run through it.

The transfer experience in this part of Northeast Seattle is awkward; congestion on Montlake Boulevard coupled with a lack of bus-only lanes in this area require that riders inbound from the northeast disembark on Stevens Way and walk to the station down Rainier Vista and across the pedestrian overpass. The University will be adding a new set of stops at Mason Road, adjacent to Rainier Vista, but this still leaves a more than five minute walk to the station. We feel that it is important to route buses to stop as close to the station as possible, since the walk to transfer will still eat up time for the thousands of commuters, visitors, and other riders expected to use it each day.

Ideally, Metro would be able to shorten the transfer walking distances by running buses in both directions along Montlake Boulevard in front of the station. While this is practical in the northbound direction, southbound Montlake Boulevard is so heavily congested that Metro cannot depend on it for southbound travel to the station. For this reason, the Sounding Board strongly supports efforts of Metro and interagency partners such as WSDOT, SDOT, and the University of Washington to incorporate a southbound bus-only lane along Montlake Boulevard. As it is now, the traffic configuration prioritizes inefficient single occupancy vehicles above higher-capacity, more space-efficient buses. A move such as this would allow buses to drop passengers much closer to the station, and would shave five minutes off of transfers from these bus routes.

Metro has made other necessary improvements to the triangle transfer area which were within its purview; stops on Pacific St were moved closer to the station, improving access for riders of Routes 48, 271, ST 540, ST 541, and ST 542. A new stop southbound on Montlake Blvd NE between NE Pacific Pl and NE Pacific St will be convenient for riders boarding outbound Routes 44 and 45. A new stop northbound on Montlake Blvd near the station will facilitate transfers to outbound Route 78 and to and from Route 65.

Neighborhoods North of the Ship Canal and East of 20th Ave NE

The neighborhoods in Northeast Seattle such as Ravenna, Wedgwood, Sand Point, and Laurelhurst experience some of the greatest changes of any area under the proposed network. Service levels along most north-south corridors are dramatically improved to 15 minutes or better and new east-west connections to Green Lake, Fremont, and South Lake Union are provided along NE 65th St. Some of these service hours come from deletion of Routes 71 and 25, changes that we know will be controversial. That the changes in this area are so bold is not without reason. Even when Link is extended to Northgate in 2021, transferring onto Link at Husky Stadium to get Downtown or to Capitol Hill will remain an attractive option for riders in many of these neighborhoods. The proposed network reflects this fact though even larger reductions in travel times downtown would be possible if a more direct path south on Montlake Blvd were a reliable option.

Route 65: Frequency improvements on all days of operation effectively double the number of trips on this route. In addition its path of travel near the station at Husky Stadium is revised. Southbound, it travels as now via Pend Oreille Rd and Stevens Way

through UW campus. Then it loops back south via 15th Ave NE and east via NE Pacific St and NE Pacific Pl to stop northbound on Montlake Blvd NE near the station entrance. Its northbound routing continues north from there onto NE 45th Street, Sand Point Way NE, and its current routing. Signage and announcements should make it clear that people who prefer not to walk to the station from Stevens Way and those boarding from the station have a short walk from and to the bus stop.

Route 372: The route will add Saturday and Sunday service as well as later evening service until approximately midnight, seven days a week. This extended service will operate at least every half hour. Weekday morning and midday frequency is improved as well.

Route 78: This route replaces portions of Route 71 in the Wedgwood and View Ridge neighborhoods in response to community feedback. We feel it is unfortunate that it duplicates already frequent service along Sand Point Way between 47th Ave and 65th St, while failing to reconnect the Ravenna and Bryant neighborhoods with the University District. Daily, About 450 riders (20% of ridership) on Route 71 board on the segment along NE 65th St and roughly 25% of riders on southbound trips get off between 65th and 15th Ave and Campus Parkway. However, we appreciate that both Route 78 and revised Route 73 serve Children’s Hospital. It also restores half-hour service to portions of Laurelhurst.

Routes 64/76/74: All of these peak-only routes receive more trips to help offset the loss of one seat rides downtown. In addition, Route 64 is revised to serve South Lake Union and First Hill while bypassing the downtown core. Route 76 receives more trips to make up for the losses from Route 64. NE 65th not only retains its entire peak network, but sees off-peak service doubled via new Route 16. Route 74 also receives more trips in the morning and afternoon.

Neighborhoods East of I-5 and West of 20th Ave NE

The Board believes that the U District, Roosevelt, Maple Leaf, and Northgate neighborhoods are well served by the current proposal. The deletion of Route 72 and the revision of Route 73 are likely to be controversial as they will no longer provide one-seat rides to downtown. But we believe that the transit experience from these neighborhoods to the major destinations of the downtown core, Northgate, and along University Way will in many instances improve. While one-seat ride travel time between NE 65th St and the downtown core is substantially slower via revised Route 16, it is replaced with very frequent (6-8 minute) service to and from the Montlake Triangle. Travel times to the downtown core are unlikely to be significantly reduced due to the station location at Husky Stadium and the transfer time penalty, but reliability should improve substantially particularly for “reverse peak” trips from downtown where buses currently cannot take advantage of the I-5 express lanes. Travel times and reliability to and from Capitol Hill are significantly improved. In addition, east-west connections are improved by adding frequency and a new connection to Roosevelt, Ravenna, and Sand Point along NE 65th St. We strongly support Metro’s proposed changes in these areas.

Route 48/45: The proposal splits the current Route 48 in the U-District at 45th and 15th Ave with overlap down to the Montlake Triangle. The northern portion is renumbered Route 45 and has improved frequency on Sundays from half-hourly to every 15 minutes. The split does require a transfer for riders who want to continue south of the Ship Canal but the Board believes that increased reliability gained by splitting the route better serves the majority of ridership. We also feel that Metro missed an opportunity by removing the proposed through-routing of Route 45 with Route 271. This through-routing would have provided a valuable cross-lake connection to employment centers in on the eastside where many residents of these neighborhoods work.

Route 66: The proposal turns Route 66 into a peak-only route connecting Maple Leaf and Northgate to South Lake Union, Downtown, and First Hill. Potential downsides to this change are crush-loads on the peak-only trips and disconnecting Eastlake and the Denny Triangle from Roosevelt and Maple Leaf. However, there was little negative public comment regarding these revisions during the outreach phase.

Route 67: This route gets 15 minute or better service between Northgate and the Montlake Triangle. In addition the routing is revised from running on 5th Ave NE to running along Roosevelt Way through Maple Leaf before switching over to use University Way south of Ravenna Blvd. The Board concurs with Metro that the new routing is desirable as it connects the retail hearts of each neighborhood. The Board also believes that adding a stop at NE 40th St. and University Way would facilitate transfers to routes a block east at 15th Ave NE.

Route 70: Keeping Route 70 on its current routing provides a good complement to U-Link and ensures that residents of Eastlake have access to grocery stores in the U District while students in the U District still have direct access to residences, jobs, and businesses in Eastlake and South Lake Union.

Route 72: The deletion of this route is offset by the revision to Route 73 from the U District north through Roosevelt and Maple Leaf. However, the current proposal cuts off Maple Leaf from direct service to Lake City. Having Sound Transit Route 522 stop at 80th and Lake City Way could mitigate the disconnection and also provide one seat rides downtown for parts of Maple Leaf at off-peak times.

Routes 73: The new Route 73 routing solves three problems that were brought to Metro's attention during public comment: hills between Roosevelt and 15th Ave NE in Maple Leaf that reduce transit accessibility, lack of service on the Roosevelt and 12th Ave couplet in the U District, and loss of direct service between Pinehurst and neighborhoods to the south. This routing provides a good complement to Route 67 and combines with it to provide very frequent service from UW station to the west side of campus and points north. Direct one-seat rides to downtown via this route would disappear as it would be through-routed with Route 78. The Sounding Board regretted the lack of weekend service on this route pair but failed to reach a consensus as to what solution was favored.

Neighborhoods North of Lake Union and West of I-5

The sounding board wholeheartedly supports the changes Metro is proposing for Wallingford, Green Lake, Fremont, and East Ballard. Changes in these areas are small and are mostly in the form of additional service frequency and span thanks to both Proposition 1 funding and service hours being re-allocated due to Link opening. The route changes proposed in this area are generally responses to rider feedback and supported by public comments in the outreach process. There are only a few route-level comments to make in this area:

Route 16: This route becomes a backbone of frequent all-day travel connecting many neighborhoods north of Lake Union and the Ship Canal with downtown and South Lake Union. It is revised to run along NE 65th St from Green Lake all the way to Sand Point and is taken off Aurora in order to pass through the center of Fremont before continuing along Dexter Ave into South Lake Union and onto the downtown core. Service levels along the new routing are improved to 15 minutes or more every weekday from early morning until 10 pm and from 9 am to 10 pm on weekends.

East-west service along NE 65th St was identified as a priority during the Seattle Transit Master Plan process and strongly supported by feedback from surveys during the outreach phase of Link Connections. There are certainly riders in Wallingford, particularly those who ride from near the QFC, along Meridian Ave N, and in the Tangletown area, who will experience longer trips to downtown by an estimated 7 to 10 minutes. For others along the route, fast alternatives are provided by Route 26X or the E line. This routing is likely to reduce reliability due to Fremont bridge openings during off-peak hours and weekends. Despite these drawbacks, the sounding board believes that the revised Route 16 is a good idea in its current form.

Route 26/26X: This route is extended northwards from its current terminus at Ravenna Blvd and Green Lake Way along the current Route 16 path north to North Seattle College and then directly to the Northgate Transit Center via N 92nd St and First Ave NE rather than north to Northgate Way and east to 5th Ave NE. Also, the route will follow its express routing along Aurora and onto N 40th St in Wallingford. These changes are necessary due to revisions to Route 16. The Board believes that while a few folks will be inconvenienced, the faster travel times to the transit hubs at Northgate and Downtown will draw ridership and improve reliability issues caused by the Fremont bridge.

Route 28X/28: Shifting this route onto Aurora (its current express path) is a response to rider feedback and while it does bypass the heart of Fremont, the revised routing along NW 39th St leaves less than ¼ of a mile walk to reach downtown Fremont. Reliability is improved by avoiding the Fremont Bridge.

Capitol Hill

The two primary areas slated for restructuring - NE Seattle and Capitol Hill - differ in fundamental ways. While the proposed restructure in NE Seattle is a radical structural change - leveraging Sound Transit's investment to provide unprecedented frequency and network legibility - the Capitol Hill restructure mostly represents a difference of degree rather than kind. It is a delicate compromise that reduces redundancy and increases frequency while also retaining more of the legacy network in response to public feedback.

The Sounding Board acknowledges and appreciates the difficulty of responding adequately to mixed and often conflicting public feedback, and we support the current proposal as the best compromise that can be achieved for this restructure. The proposed network preserves current endpoints for most routes while changing their intermediate pathways, increasing access to Capitol Hill Station while preserving one-seat rides for key constituencies.

Route 8¹: PM peak congestion on Denny Way significantly degrades basic mobility for Route 8 riders on a daily basis, even in far away neighborhoods such as Judkins Park and Rainier Beach. Though a major rethinking of the Denny corridor is the only hope for transit reliability, the Sounding Board strongly supports the proposal to split Route 8 at Mount Baker TC and use Proposition 1 funds to increase layover time. If significant improvements to Denny can be achieved, we support the original proposal for a frequent crosstown route serving Lower Queen Anne, Capitol Hill, and Madison Park.

Routes 9/60: Though the Sounding Board also recognizes the necessarily limited scope of any restructure, we are disappointed that Routes 9 and 60 were not included in this proposal. We believe that the resulting partial restructure unnecessarily duplicates service hours between the Rainier Valley, Beacon Hill, and Capitol Hill, and also between Capitol Hill Station and Downtown Seattle. As an alternative, we are supportive of the Seattle Transit Master Plan's vision to reinvest these service hours in a new crosstown trolley route serving the U District, Capitol Hill, Beacon Hill, and Othello, with a shift from Broadway to 12th Avenue as capital funding allows for new trolley wire to be installed.

Routes 11/43¹: The proposal reroutes Route 11 to Capitol Hill Station via the Route 43 pathway, and deletes Route 43. The Sounding Board appreciates the boldness and network legibility of the original proposal for a crosstown Route 8 between Uptown, South Lake Union, Capitol Hill, and Madison Park, but given the intractable unreliability of Denny Way and the negative feedback received from Madison Park residents, we understand and support Metro's revision to the current proposal. This proposal represents the best compromise, providing Madison Park access to Link, preserving the

¹ At the time of the Sounding Board's writing of this report, Metro was considering a different option for Routes 8 and 11 than is in the final recommendation.

highest ridership portion of Route 43 on Thomas/John/Olive, and preserving a one-seat ride to Downtown for current Route 11 riders in Madison Valley and Madison Park.

Though most former Route 43 riders will enjoy enhanced connections, riders along 24th Ave E are likely to be moderately inconvenienced. Backtracking to UW Station, even when faster, will be both unintuitive and susceptible to Montlake congestion. For these riders, improving the reliability and passenger experience of transfers is the key to making this network concept function. We are particularly concerned about transfers between Routes 8, 11, and 48 at the intersection of 23rd Ave E and E John. We urge Metro to frequently assess the performance and reliability of these routes in the year following U-Link opening, and we urge Metro to work with SDOT to leverage planned investments in the corridor to add pedestrian-activated signals, curb ramps, lighting, wayfinding signage, and any other amenities that would improve the passenger experience.

The Sounding Board acknowledges the loss of service on Madison between 19th and 24th. Though inconsistent with both Madison BRT and with intelligible Madison corridor service, we feel it is an acceptable tradeoff to achieve other needed network improvements. Current Route 11 riders who board between 20th and 24th will have short walks to 19th Avenue (Route 12), E Thomas St (Route 11), or E Union St (Route 2), none of which exceed ¼ mile.

Given the common pathway that will be shared on Route 8 and Route 11 between MLK/Madison and Olive/Summit, the Sounding Board strongly recommends scheduling these routes for even 15-minute headways along their shared corridor on evenings and weekends.

Route 12: Though the Sounding Board generally supported the previous concept to delete Route 12 on 19th Avenue and shift Route 49 to Madison Street, we support the current proposal to leave Route 12 unchanged. Though the 19th Avenue tail chronically underperforms, we acknowledge its legacy value for Capitol Hill residents, and we also acknowledge that retaining the current Route 12 allows Madison to retain frequent service, allows Route 11 to connect to Capitol Hill Station, retains trolley service on Madison in the expectation of eventual BRT, and adequately mitigates the loss of Route 43.

Route 25: The Sounding Board supports the deletion of this route. One of us, a regular Route 25 rider, acknowledged that it is one of the most underused routes in the system. Current riders along Fuhrman and Boyer will be required to go to 24th Ave E, Eastlake Ave E, or Harvard Ave E to reach the U District and to Eastlake or Harvard to reach the downtown core. With a short walk, restored Route 47 will serve riders near Lakeview/Belmont. Users along the Laurelhurst loop, an admittedly small number, will be required to walk to the new Route 78 or to Sand Point Way NE, but will also enjoy double the frequency. Also, like most others in Northeast Seattle, riders to and from Laurelhurst must transfer at UW Station to continue to the downtown core.

Route 49: The Sounding Board supports retention of Route 49 between the U District, North Broadway, and Capitol Hill Station. However, we feel that continued Route 49 service to Pike/Pike is excessive given the retention of Route 10 along its current pathway. We acknowledge that Metro received comments about both overserving and underserving Pike/Pine, but we feel that 7.5 minute combined evening frequencies between Downtown and Broadway/Pine are excessive, especially given inadequate 30 minute evening and weekend frequency on Route 8. We urge Metro to look at reinvesting service hours from Routes 9, 49, and 60 in order to boost evening and weekend service on Route 8 to frequent levels.

Other Areas

Other areas are impacted to some degree by changes more directly related to Northeast Seattle and Capitol Hill. The areas west of I-5 are discussed above. Except as noted, the Board endorses these changes.

Eastside: Sound Transit will create new Route 541 for 12 to 15 weekday peak trips between Overlake and Campus Parkway in the University District. Some Route 545 trips will be converted to Route 542 weekday peak trips which will operate between Bear Creek P&R and the University area. Route 540 will have revised routing via Houghton P&R and I-405 for faster trips, alternating with Metro Route 277. As mentioned elsewhere, some stops in the Montlake Triangle will be moved to be closer to the U-Link station at Husky Stadium.

South Lake Union: The more-frequent Route 16 will operate on Dexter, closer to employment locations in South Lake Union. Revised routing of routes 26 and 28 on Aurora Avenue moves them further from those locations along with their through-route partners routes 131 and 132, but reliability of these pairs should improve by avoiding the Fremont Bridge. Route 64 will change to serve Fairview Ave N in South Lake Union and Route 66 will become a peak-only route also revised to serve South Lake Union. In addition, Route 70 will begin later operations weekday and Saturday evenings and gain all-day service on Sundays. Route 8 will have added midday weekday trips and may experience greater reliability from having been split from its southern portion (new Route 38.) Absent infrastructure changes to further improve reliability (discussed elsewhere), Route 8 could benefit from further frequency additions, especially in the evenings.

Southeast Seattle: This area benefits most from the revisions to routes 8 and 48. The southern portions of these routes should see reliability improvements by being split from their northern portions. For Route 8, the split is at Mount Baker, with Route 38 covering the southern portion. For Route 48, the split is in the University area, with the northern portion renumbered Route 45. Route 48 also sees greater frequency in the mornings and middays, seven days a week. Both splits require a transfer for certain riders: those continuing past Mount Baker (8 and 38) and the U District (45 and 48.)

Overall recommendations

As we've noted above, many routes in this proposal are hindered by infrastructure challenges. Additionally, there are some areas where we believe the system might run more effectively with changes in the distribution of service hours. With such a large restructuring, we also recognize the importance of evaluating its efficacy and maintaining the flexibility to adjust service as needed.

Infrastructure

Metro cannot solve infrastructure issues alone. We urge Metro and its partner agencies and institutions, including Sound Transit, SDOT, WSDOT, Seattle Police Department, and the University of Washington to work together to reconfigure roads, reposition transit stops, and address the other issues that prevent the network from performing as effectively as it could.

In particular, we recommend the following infrastructure improvements:

Wayfinding and Real-Time Transit Information: As described previously, the Montlake Triangle will become a critical transit hub as riders transfer to and from the light rail station at Husky Stadium. Because there are four separate outbound bus stops for different routes on or opposite the triangle itself, and more on Stevens Way, extensive wayfinding signage is needed throughout the area. This should consist of real-time bus arrival displays at the station and each of these stops to provide a comprehensive view of stop locations, arrival times, and destinations for each bus and train. Essentially, Montlake Triangle should be treated as a single, multi-bay transit center, with area and Sound Transit station maps replicated at each bus stop in the Montlake Triangle. Additional wayfinding signage should direct people to the pedestrian overpass as a means to avoid street-level intersections. During the first few weeks after the restructure, Metro and Sound Transit should provide even more extensive guidance to help riders navigate the system.

Though transfers at the Capitol Hill station are closer together, wayfinding signage and real-time transit information will also be crucial there. Additionally, wayfinding and real-time transit information should be provided at other busy or confusing transfer points, such as 23rd & John, University Way, and Campus Parkway.

We also encourage Metro to emphasize Link stations on headsigns for all routes either terminating at or passing through a Link station (e.g. "UW Link Station, via Green Lake" for Route 45, and "Madison Park, via Capitol Hill Station" for Route 11). This is especially important for Route 48, as traveling north to the UW station to catch a train south to downtown is counterintuitive.

Montlake Blvd Southbound Transit Lanes: Because buses cannot travel reliably on southbound Montlake, routes have been designed to go through the UW campus, which creates longer walking paths for transfers to the light rail station and can cause confusion. While serving the UW campus will continue to be a priority, a southbound

bus-only lane on Montlake Blvd would make direct, more intuitive routing possible where appropriate.

Denny Way Reconfiguration: Congestion on Denny Way makes Route 8 notoriously unreliable. Increasing frequency on Route 8 will not be truly effective until the bus is able to travel Denny Way at predictable speeds. We understand that Metro and SDOT are currently studying possible remedies for Denny Way, and we encourage them to find a solution as soon as possible. In the meantime, we'd welcome incremental improvements to help ease the painful situation for Route 8 riders.

Enforcement: SDOT has been adding bus-only lanes to city streets in a laudable effort to provide priority to transit. However, not all drivers honor the posted restrictions. SPD, partnering with SDOT and Metro, needs to enforce bus-only lanes throughout the city.

Sound Transit Route 522 stop on Lake City Way: The deletion of Route 72 in the current proposal disconnects the Roosevelt area from Lake City and removes a reasonably fast one-seat ride downtown. Adding a stop for ST Route 522 on Lake City Way between 15th Ave NE and NE 80th Street could mitigate both shortcomings at minimal expense. The Sounding Board strongly urges Sound Transit to add this stop.

Metro Route 67 stop at NE 40th Street & NE University Way NE: Adding a stop at NE 40th Street & NE University Way NE would facilitate transfer to east-west buses to and from campus and north-south routes on 15th NE.

Distribution of service hours

Generally, we are pleased with the way the service hours have been distributed. Greater frequency throughout the system should make it more accessible to more people. Additionally, the greater frequency in evening and weekend service on many routes will provide more flexibility to people who are choosing whether to drive or take transit to evening and weekend activities. However, there are a few areas we believe service hours could be redistributed more effectively:

Shifting Hours from Route 49 to Route 8: Route 8 should have more frequency on evenings and weekends. Meanwhile, Route 49 provides frequent service that largely duplicates the light rail service, as it runs from Pike/Pine to Broadway to the U District. We believe it would be appropriate to shift some service hours from Route 49 to Route 8.

Redundant Service on Pike/Pine: Currently, many riders rely on buses on Pike and Pine to travel from Capitol Hill to Downtown. With the new light rail station on Capitol Hill, most of those riders will find it more convenient to take the train. The Sounding Board believes the proposal provides excessive service on Pike/Pine, and encourages Metro to monitor those routes for opportunities to shift service hours to other corridors.

Evaluating the Restructure

We are glad that Metro recognized the opportunity afforded by the University Link light rail extension to re-envision service in Northeast Seattle and Capitol Hill. The high-capacity, fast connection to downtown allows more efficient transfer opportunities and frees up service hours to benefit other corridors. The resulting system, as proposed, is by far more logical and more useful than our current system.

Metro's proposal includes bold and significant changes to the network. While we believe Metro's planners have carefully considered the impacts of these changes, it's impossible to predict exactly what will happen. Additionally, riders will need some time to adapt, and their eventual traffic patterns may not be immediately apparent. Therefore, we encourage Metro to closely monitor ridership levels throughout the system periodically over the next few years.

Though Metro regularly monitors operations and ridership after its service revisions, a large system change warrants more comprehensive evaluation. King County should devote resources to assessment, including surveys designed to capture the ridership behavior of the same individuals before and after the changes. Given the scope of the changes, Metro will need to be prepared to adjust service levels as warranted, especially in areas of overcrowding. Immediately after implementation, if there are capacity issues with Link light rail trains during non-peak times, Metro and Sound Transit should add train capacity or provide additional bus capacity to meet this demand. Additionally, Metro should perform a more thorough administrative review of the changes in this proposal one year after they're implemented, when ridership data should be clearer.

Sounding Board Process

This project generated a lot of impassioned feedback from community members and stakeholders, and it was the Sounding Board's job to help prioritize this feedback. We deliberated over the possible negative impacts of the new system, but on balance feel that the new structure will positively impact the great majority of riders. Though some neighborhoods were unhappy with the last public proposal, we tried to balance their concerns against those who didn't speak out, and advocate for a fair and useful system. Unfortunately, this does not mean that every person served by the network is better off, but it does mean that the new allocation of resources creates a better system for the great majority of users. Indeed, though one of our Sounding Board members is a regular rider of Route 25, proposed for deletion, she still acknowledges that the resources given to that route are under-utilized, and are better-used to bolster areas with more demand.

In fact, setting aside certain necessary investments outside the scope of this particular transit plan, the biggest criticism we can levy against the restructuring process is that it took such a huge event to trigger it. Our project area was limited to Northeast Seattle, Capitol Hill, and certain adjacent areas, but we had no difficulty thinking of areas across the city and the county that would benefit from such a process. The difficulty of a transit

system that stretches as far back as ours does is that it was amended and appended bit by bit as different needs arose, but infrequently with the opportunity to redesign the system as a whole. During this process, the planners at Metro were given free rein to redesign the network from scratch, and as a result, the product reflects current needs rather than past patterns. We would encourage Metro to apply similar methods to restructures of this scope to expand the area accessible by frequent transit.

A consensus report respectfully submitted by the Link Connections Sounding Board

- *Jeff Altman, Lake Forest Park*
- *Scott Bonjukian, University District*
- *Mitchell Brown, Northeast Seattle*
- *Mel Burchett, Capitol Hill*
- *Roger Chao, Eastlake*
- *Jennifer Conners, Capitol Hill*
- *Erin David, Capitol Hill*
- *Eric Feiveson, Northeast Seattle*
- *Richard Fuhr, Northeast Seattle*
- *Anna Fun, International District*
- *Duane Gerstenberger, Northeast Seattle*
- *Nik Gordon, Tacoma*
- *Brie Gyncild, Capitol Hill (writing committee member)*
- *Richard Harrell, Northeast Seattle (writing committee member)*
- *Joy Jacobson, Central Area*
- *Andrew Martin, Northwest Seattle (writing committee member)*
- *Angela Nunez, University District*
- *Sean Peterfreund, Madison Valley/Central Area*
- *Zach Shaner, Capitol Hill (writing committee member)*
- *Erin Tighe, Northeast Seattle (writing committee member)*
- *David Wiggins, Madrona*

Public Feedback Summaries by Phase

Phase 1

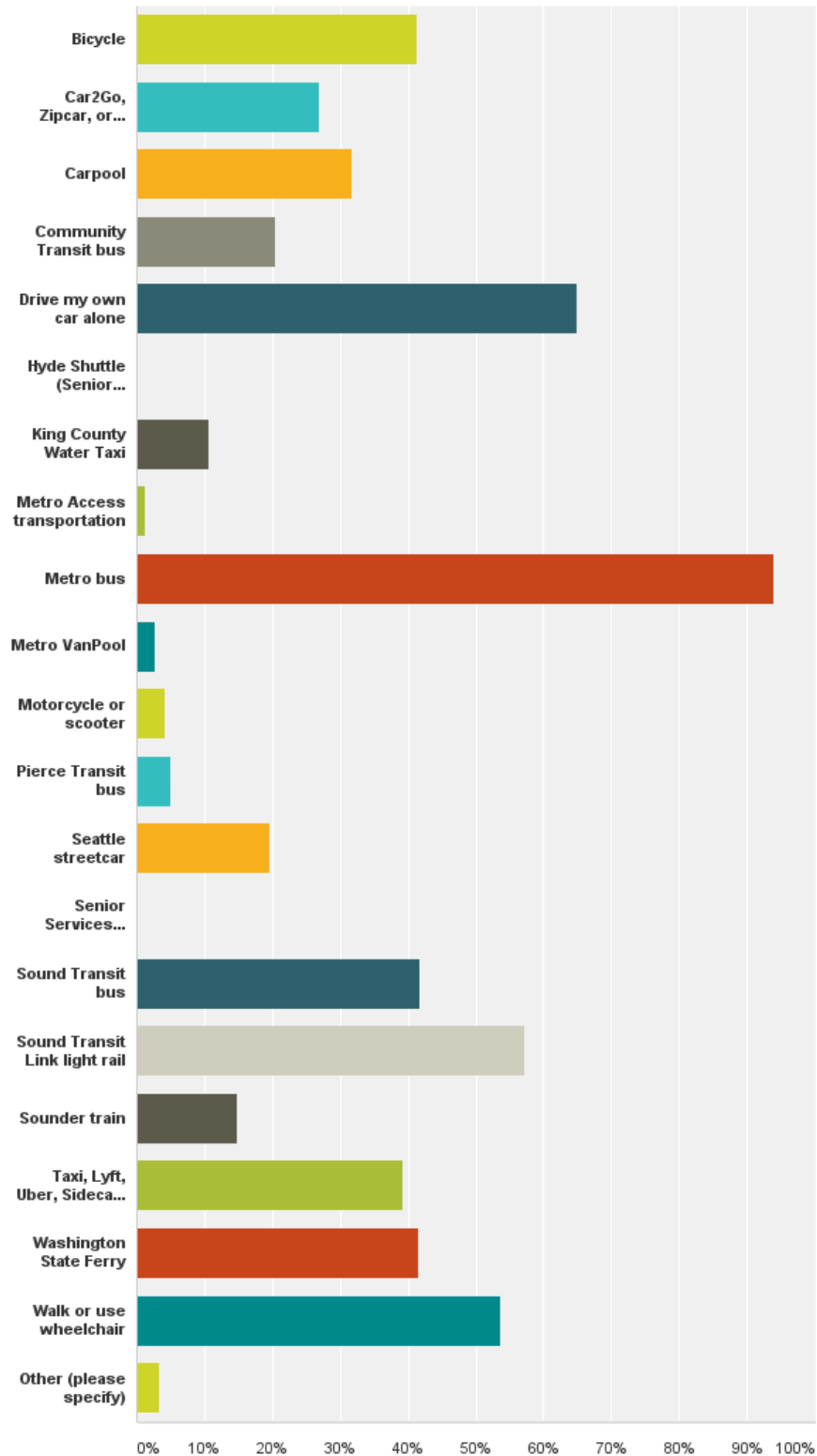
Who we heard from

At the end of the comment period, we had heard from about 6,000 people through our online survey, community conversations, street team events, information tables, phone lines, and email.

Participants told us they use many modes to get around, as reflected in the chart below. Those who choose transit over driving do so for many reasons. For example, one respondent to our survey lives in a dense urban environment (Capitol Hill), has little to no parking available for a personal vehicle, has close proximity to groceries and amenities, and is centrally located to reach work downtown. Most respondents said they use transit to commute to work and school. Many said they would prefer to use transit more for other trip purposes if the service was more reliable, frequent, and available at night and on weekends.

Q1 What types of transportation do you use now, or have you used in the past? (select all that apply)

Answered: 4,082 Skipped: 5



King County Metro Transit

Participants said they use the following bus routes to travel from many points outside the project area to many points within it, as well as to travel within the project area. The chart below shows a response count by route, from most- to least-chosen.

If you ride the bus, or have in the past, please indicate which of the following route(s) you use or have used.

Route	Responses
71/71X	1921
73/73X	1908
72/72X	1883
48	1658
43	1557
49	1351
44	1242
70	987
10	916
8	880
75	817
66	783
74	756
11	744
2	694
65	658
3	632
26/28	625
12	612
32	601
4	597
16	567
31	539
67	514
372	488
271	486
ST 545	479
30	466
68	465
60	436
25	408

Route	Responses
76	361
255	345
ST 512	287
1	280
14	268
9	257
373	248
13	243
77	243
ST 542	236
64X	228
ST 540	209
ST 556	177
106	165
316	161
ST 555	156
27	128
None of these	111
242	110
ST 586	97
167	92
197	90
311	76
252	69
277	61
107	53
257	43
Total who responded	4017

What we heard

Question: Where do you go, or where would you like to go, using transit?

We're mapping specific destinations and neighborhoods noted in people's answers to this open-ended question in a Google map (<http://bit.ly/1BA6wgu>). Coding these responses is resource intensive, so as of this report's publication date the map shows only about half of the survey responses. It includes destinations people told us were significant (such as cultural, religious, low-income, senior, and social-service locations or parks), and should be included in the analysis of service needs. It also includes destinations or corridors identified as needing service in the evening, late at night, early in the morning, or on weekends. A legend for the symbols found on the map follows:

- Green Star = more than 100 mentions
- Blue Diamond = 50-100 mentions
- Gold Square = 15-50 mentions
- Red Circle = 1-15 mentions

When viewing the map, click on a symbol to learn more about the characteristics of each destination (e.g. whether it was indicated as a destination of cultural significance, or specific businesses or cross streets that were bunched together into one symbol).

Some key themes that came up consistently in answers to this question were:

- People come from around the Puget Sound area to the University of Washington. We heard from people in Pierce and Snohomish counties as well as the far reaches of King County who make this trek daily using—and transferring between—several different modes of transportation. As it becomes less affordable for students and staff members to live in the University District and surrounding neighborhoods, many are commuting from the south part of King County and Pierce County to work and go to school. We heard concerns that the more transfers we impose on those coming from these areas, the more burden we are putting on low-income populations, who suffer disproportionate impacts of unpredictable service and long travel times.
- People would like to see better east-west service, including service between the following locations:
 - Lake City and Northgate
 - Sand Point and Greenlake via 65th Avenue NE
 - Northeast Seattle and Ballard through the heart of “The Ave” (University Way NE) instead of through the south or north end
 - Northeast Seattle and Queen Anne
 - Northeast Seattle and Fremont
 - Capitol Hill and Ballard
 - Capitol Hill and Fremont
 - Capitol Hill and West Seattle

- People offered ideas for frequent and reliable service down 25th Avenue NE to connect with Link light rail.
- Many people are excited about Link connecting them to Capitol Hill, downtown Seattle, Rainier Valley, and Sea-Tac Airport.
- Areas and travel patterns that people don't want planners to lose sight of include...
 - North Capitol Hill and Montlake communities to/from downtown Seattle and the University District
 - Coming from the south (southeast Seattle and Beacon Hill) to the south part of Capitol Hill, Yesler Terrace, and First Hill hospitals (Harborview, Swedish on First Hill and Cherry Hill, Virginia Mason, and the Polyclinic on Madison Street)
 - Eastlake community to/from downtown Seattle and University District/northeast Seattle
 - Madison Valley to/from downtown Seattle and the University District
 - Other north-south corridors of Capitol Hill—Bellevue/Summit/Belmont, 15th Avenue and 19th Avenue on Capitol Hill
 - Various northeast neighborhoods like Wedgewood, View Ridge, and Laurelhurst connecting to the University District
- Some expressed a desire for better service to the Sand Point corridor connecting riders to Magnuson Park, NOAA, and Children's Hospital.

Question: How do the transit options you use work for you? Do they get you where you want to go?

A majority of those who responded to this question said their current transit options do work for them. The top three complaints expressed about current service were that it takes too long, buses are overcrowded, and the schedule is unreliable. Because of these experiences, a number of people said they prefer direct routes because transfers increase travel time.

People expressed a desire for increased service frequency, especially outside peak times. They also want improved network connectivity, east-west connectivity, and diagonal/cross-town connections in Seattle. There is excitement and a belief that the coming light rail service will improve transit overall in the affected communities and beyond.

Some people really like their current routes and don't want them changed. These include riders of routes 68, 74, 75, and 271.

Others miss routes that have been cut, including routes 45, 46, and 48X, because of the faster service they provided to connect Queen Anne, Ballard, Greenwood, southeast Seattle, and the Central Area with the University of Washington. People in the Leschi, Central Area, and Yesler communities would like the all-day, evening, and weekend service that was lost when Route 27 was scaled back to peak-only service last September to be restored. Riders in the Summit/Belmont area of Capitol Hill expressed desire for a return of Route 47, which connected them to downtown all day and at night.

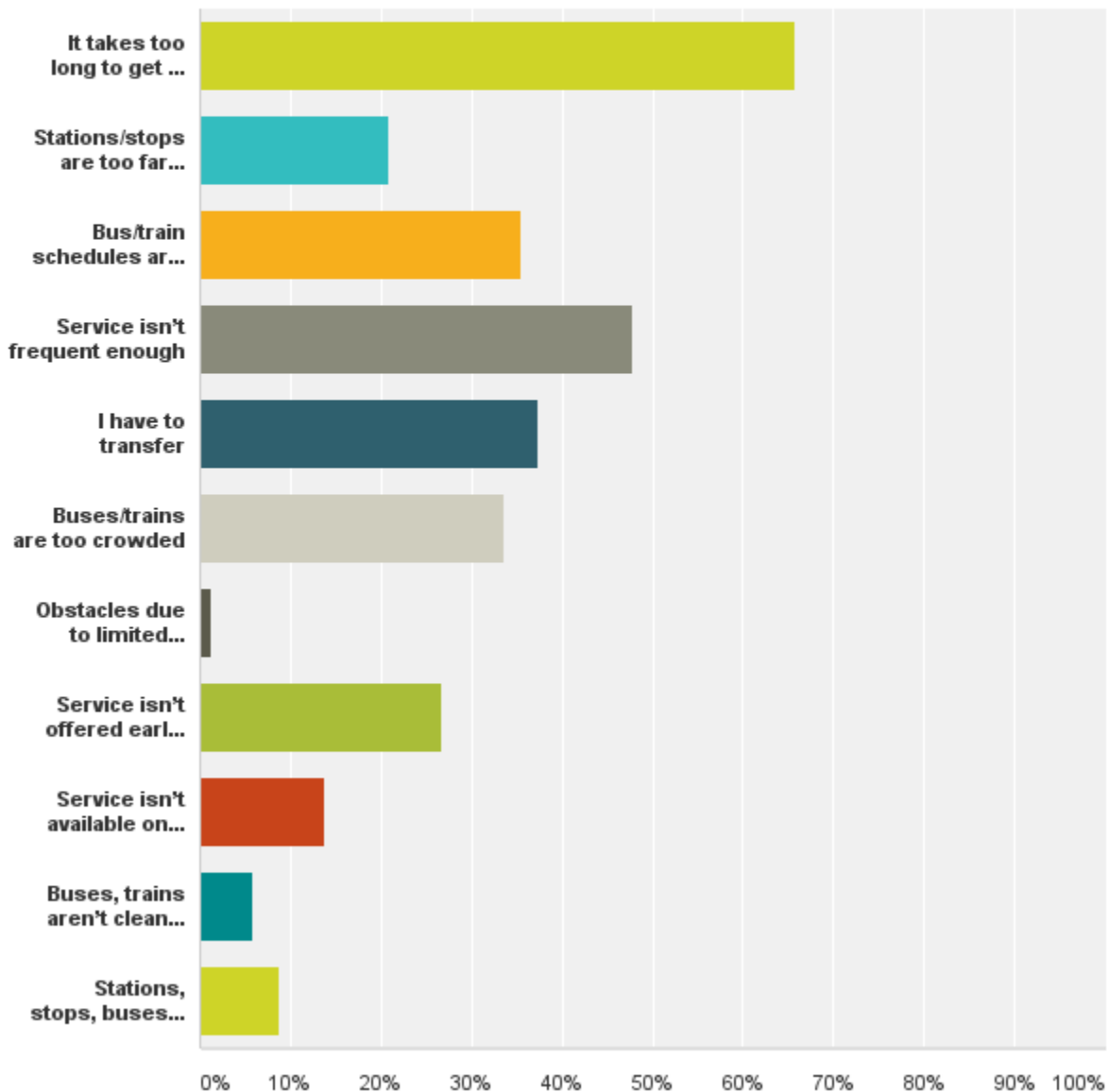
Question: What's most important to you when riding transit?

We asked what prevents people from using transit, what would make them use transit more, and what's most important to them about using transit. The length of time the trip takes and the reliability of the trip time were clearly the most important concerns. The more people have to transfer, the less reliable they perceive their trips to be, especially if service is not frequent. We heard countless stories from people about their transfer experiences. If one leg of a trip runs late and a rider misses a connecting trip, and it's a half-hour wait for the next trip, transit can become too unpredictable and inconvenient. If service were more frequent and reliable, people told us, they would find transfers more acceptable.

Feedback from immigrant communities suggests that many immigrants are used to relying on a service network that is less complex and comes more frequently. Several people talked about how in their native countries, they never used any "system" to plan a trip. They could walk to a bus stop, wait no longer than 15 minutes, and make connections to other modes and services at major transfer points throughout their cities. They would find our bus service easier if it operated in more of a grid and service were frequent enough to not require the use of a schedule. The service would also be easier to use if wayfinding signs were in multiple languages, particularly at major inter-modal transfer points and where people need to know how to get to a key activity center.

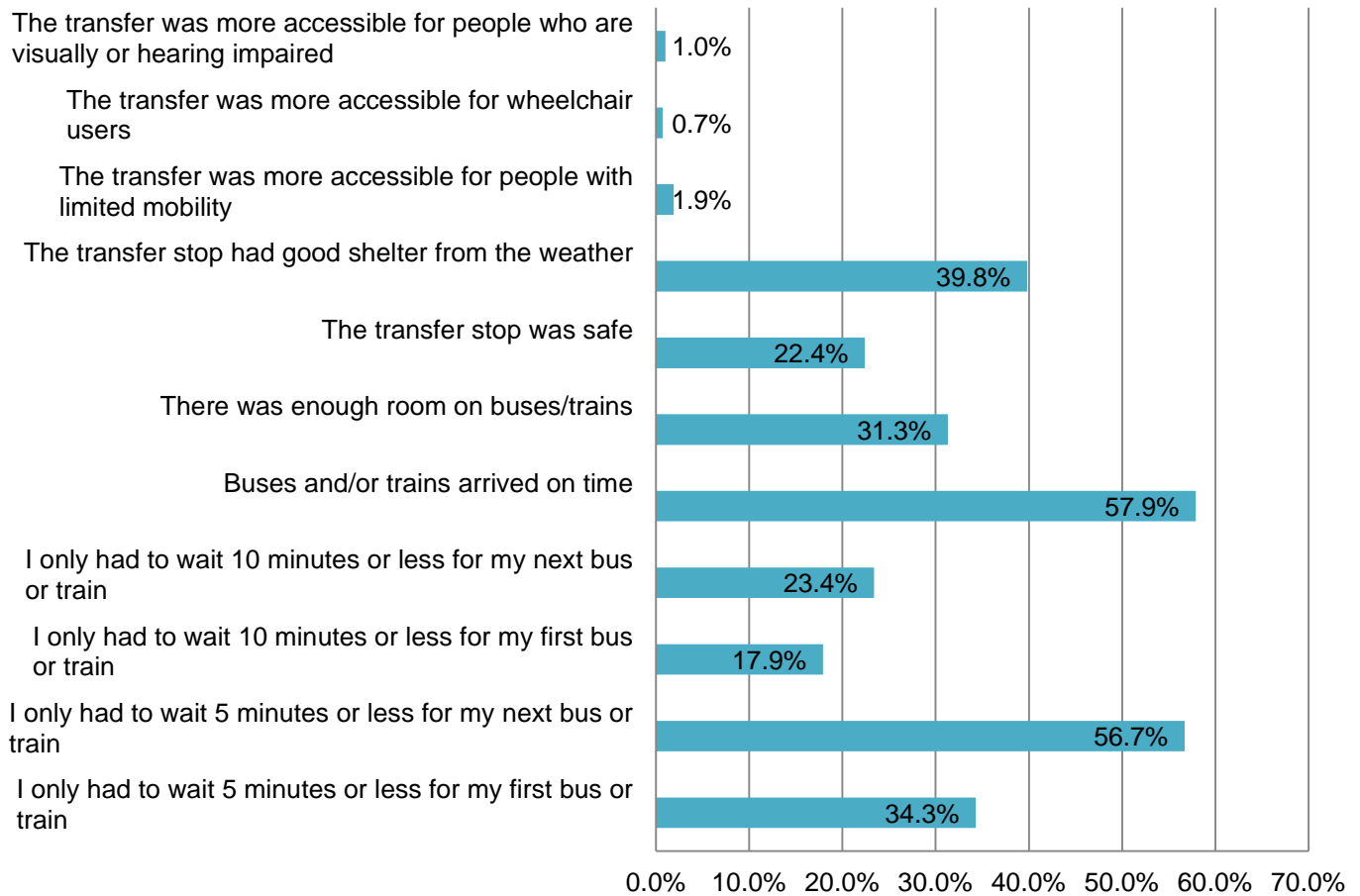
Q6 What are the top three things that prevent you from using public transportation, or make it difficult for you to use it? (choose up to 3)

Answered: 3,751 Skipped: 336



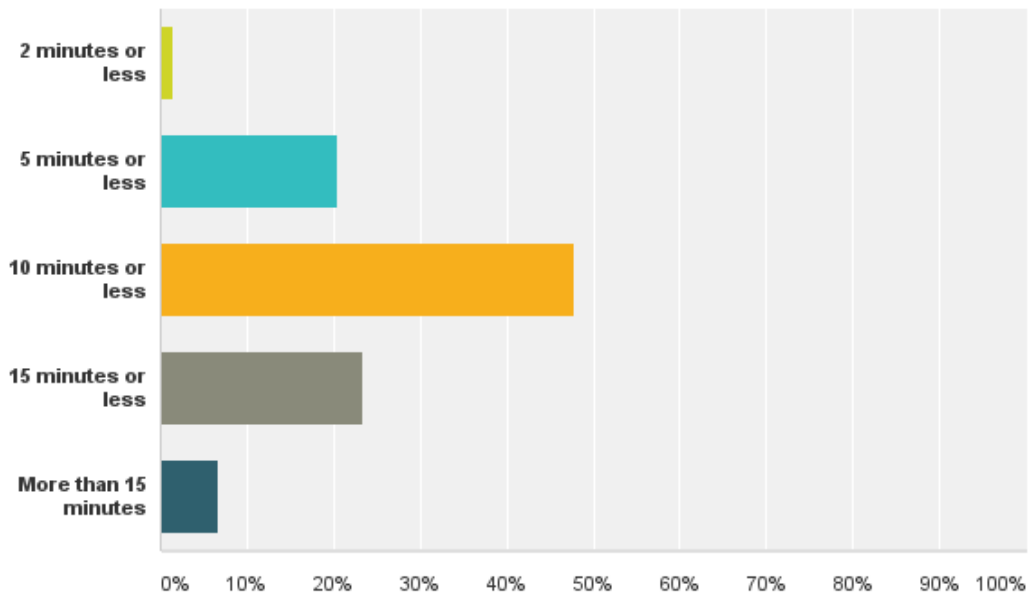
The next chart shows survey responses about which factors would make the person more willing to transfer. The chart after that shows how many minutes respondents said they would be willing to spend getting to very-frequent (i.e., every 10 minutes or less) service. This second chart also reflects what we heard from people in face-to-face conversations.

**A more-efficient network of service that connects more people to more places may require more transfers. What would make transfers more acceptable to you?
I would be willing to transfer if (choose up to 3):**



Q10 How many minutes would you be willing to spend getting to transit (walking, biking, or some other mode) that offered very frequent transit service (i.e., service that comes every 10 minutes or less)?

Answered: 3,783 Skipped: 304



Other

Many respondents understood the connection between reliable and fast bus service and bus priority investments. Where people advocated for more-frequent service on major corridors, they also advocated for bus priority transit investments, such as transit-only lanes and transit signal priority improvements.

Phase Two

Who we heard from

At the end of the comment period, we had heard from more than 8,000 people through our online survey, public meetings, street team events, information tables, phone lines, and email.

Participants live all over the Puget Sound region, with South King County (including all areas south of the project area, such as southeast Seattle and West Seattle) at the top of the list.

Question: What city or neighborhood do you live in?

City or Neighborhood	Count	Percentage
South King County	830	13%
Central Capitol Hill	703	11%
Northwest King County	555	9%
North Capitol Hill	280	4%
Central District	271	4%
University District	265	4%
Kirkland	230	4%
Downtown Seattle	220	3%
Wallingford	214	3%
Wedgwood	206	3%
Montlake	196	3%
Ravenna	173	3%
Green Lake	170	3%
Madison Park	168	3%
Redmond	168	3%
Lake City	166	3%
Other County	160	2%
Northgate	143	2%

City or Neighborhood	Count	Percentage
Bellevue	137	2%
Bryant	133	2%
Maple Leaf	118	2%
Fremont	113	2%
View Ridge	107	2%
Other Eastside	104	2%
Sand Point	98	2%
Eastlake/Portage Bay	85	1%
Woodinville	81	1%
Laurelhurst	77	1%
Kingsgate	75	1%
Roosevelt	58	1%
Issaquah	57	1%
South Lake Union	48	1%
Jackson Park	43	1%
Eastgate-Issaquah	20	0%
Windermere	14	0%

Ninety-three percent of survey respondents said they use transit. If they indicated that they ride the bus, we asked them to tell us all of the routes they ride. The following table lists the routes they identified, in order from most- to least-checked, and with “other (please specify)” listed last.

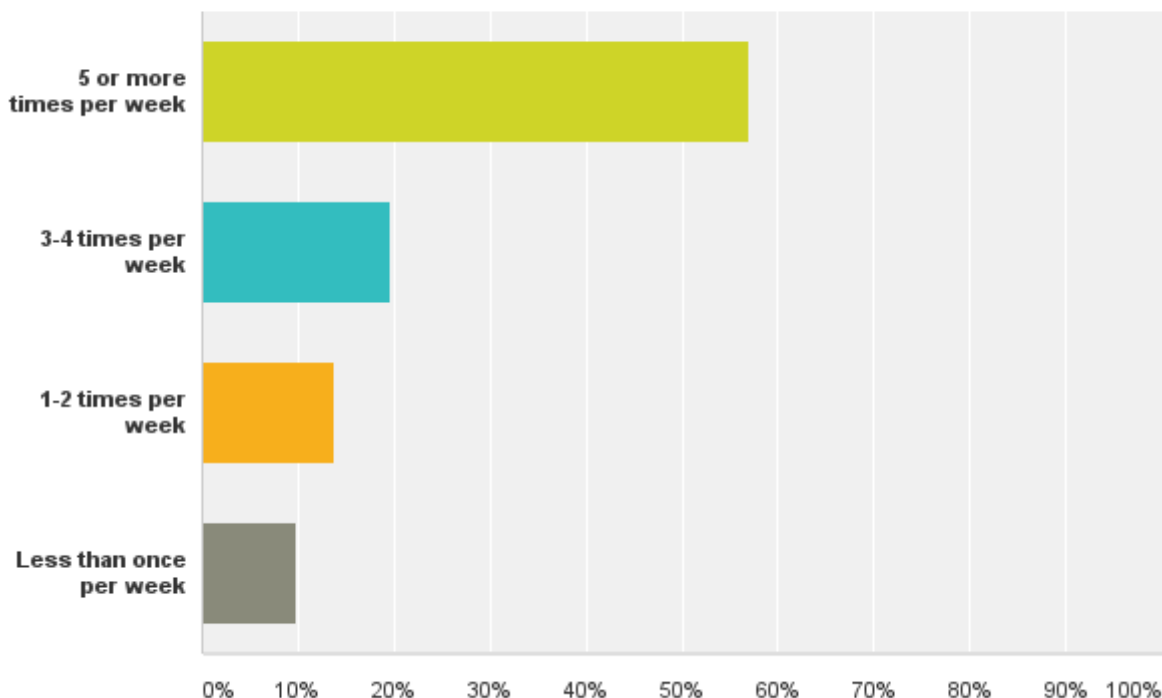
Route	Responses	Percentage
43	1643	28.7%
48	1590	27.8%
71	1525	26.6%
72	1429	25.0%
73	1396	24.4%
49	1212	21.2%
8	1184	20.7%
545	1112	19.4%
44	1101	19.2%
11	896	15.6%
75	891	15.6%
10	870	15.2%
70	808	14.1%
74	679	11.9%
65	645	11.3%
12	643	11.2%
32	627	10.9%
66X	614	10.7%
16	606	10.6%
255	558	9.7%
31	547	9.6%
542	497	8.7%
271	482	8.4%
372X	427	7.5%

Route	Responses	Percentage
67	388	6.8%
68	377	6.6%
28	374	6.5%
76	361	6.3%
25	344	6.0%
26X	326	5.7%
30	322	5.6%
540	219	3.8%
373X	205	3.6%
64X	199	3.5%
77	186	3.2%
242	183	3.2%
28X	177	3.1%
556	146	2.5%
555	145	2.5%
252	141	2.5%
311	141	2.5%
316	116	2.0%
257	112	2.0%
277	68	1.2%
235	57	1.0%
238	43	0.8%
Other (please specify)	1744	30.5%

A majority (57 percent) of survey respondents said they ride the bus five or more times per week.

Q5 How often do you ride transit?

Answered: 5,752 Skipped: 732



What we heard

In general

Not surprisingly, we heard enthusiasm for increased frequency and a desire not to give up other rider amenities (coverage, one-seat rides, etc.) to get it. Most people were able to imagine using service more and connecting to new places with some of the new concepts and increased frequencies offered in Alternative 1. Some failed to see how they would benefit from a connection to Link light rail, for one or more of the following reasons.

- They think connection should wait until light rail is extended farther to the University District, Roosevelt, and Northgate.
- They don't live near one of the new Link light rail stations.
- They have shaped their lives around the current bus service that is available to them, and it's hard for them to imagine how it could be better.

Some expressed confusion about the passage of Seattle's transportation Proposition 1 last November, saying they thought its passage meant that their bus service would, in their words, "be saved." Both alternatives showed some amount of change, including

deletion of routes. They felt they had been misled into believing their bus service would remain the same if Proposition 1 passed.

Given that both alternatives would require some amount of transferring to Link light rail, people wanted more detail about those transfer environments. They wondered where their buses would drop them off and how easy it would be to reach the light rail stations. (During outreach Phase 2 we developed a map showing the Montlake Triangle, stop locations, and which buses would serve those stops in Alternative 1.)

There was skepticism that a single, high-frequency route on some corridors would even be possible, given the roadways they would be operating on. Denny Way and southbound Montlake Boulevard NE were the two pathways people were most concerned about. They felt that in order for Alternative 1 to be successful, there would have to be more bus priority treatments on these roads.

We also heard confusion from participants about why neither alternative seemed to be in line with the City of Seattle's Madison Bus Rapid Transit Project and the Roosevelt to Downtown High Capacity Transit Project. We were encouraged to present a proposal that better integrates the various agencies' efforts in these neighborhoods.

North Seattle concepts

Key themes expressed via all outreach activities include:

- Enthusiasm for concept of a revised Route 16 that would provide an all-day connection between Sand Point, Wedgwood, Roosevelt, Green Lake, Wallingford, Fremont, and downtown Seattle.
- Strong preference for frequent, all-day service connecting the UW Link light rail station, University Village, and Seattle Children's Hospital. And, a request that this type of service be extended all the way up to Magnuson Park.
- Desire for improved connections between northeast Seattle neighborhoods and South Lake Union.
- Retention of direct service from Roosevelt and NE 45th Street to Eastlake, South Lake Union, and downtown Seattle – especially for UW Medicine and Seattle Children's patients and employees traveling to facilities in South Lake Union.
- Concern from View Ridge and Windermere residents (Route 71 riders) who, during the midday, would have to travel farther to access frequent north-south service to downtown or have to transfer twice from two buses to Link light rail to get downtown if they were unwilling or able to get to frequent north-south service.
- Desire to keep service on the Roosevelt Way NE and 11th Avenue NE couplet to take advantage of bus priority improvements the City of Seattle is making there and the dense housing being constructed along this corridor that is designed to encourage use of transit.
- Concern from Pinehurst and Maple Leaf communities about having to travel farther to access all-day transit on Roosevelt Way NE – for some in areas where there are no sidewalks.

- Desire from Jackson Park residents to keep a direct connection to the University District.
- Strong preference to maintain current peak services providing connections between northeast Seattle neighborhoods and downtown Seattle.
- Interest from the Laurelhurst community in having a frequent shuttle service through their community to connect riders to Link light rail at the University of Washington’s Husky Stadium.

We received two formal letters during this outreach period from the Seattle Parks Foundation Board and Seattle Children’s Hospital. The Parks Foundation strongly supports a revised Route 16 that would provide great connections to two major parks. Seattle Children’s Hospital strongly supports increased service at all times of day to their location to serve their diverse employee base and patients coming to the hospital from throughout the region. Seattle Children’s had a strong preference for the concept to extend Route 255 past the light rail station to the hospital providing a long-overdue and much needed direct connection for Eastside employees and patients to the hospital.

Sixty-eight percent (3,804) of all survey respondents said they would like to give us feedback on concepts for north Seattle. We asked survey respondents to tell us what they liked and what concerned them most about alternatives 1 and 2. We provided a list of elements and a space for respondents to add other issues we did not list. The following charts show the results for both alternatives, including coded responses to “other (please specify).”

Question: What do you like most about Alternative 1 in north Seattle?

Response	Count
In general, the frequency of service in this network concept	1541
Frequent, all-day service between the new University of Washington Link station, University Village, and Seattle Children’s Hospital (concept for Routes 65, 75, and 255)	1075
Improved frequency between the University District and northeast Seattle neighborhoods, including Wedgwood, Ravenna, Maple Leaf, Lake City, and Sand Point (concepts for route 65, 67, 75, and 372X)	920
Faster, more reliable travel times between Capitol Hill and NE Seattle	860
New direct connection between Ballard, Greenwood, Green Lake, the new University of Washington Station, and the Eastside (concept for through-routing routes 45 and 271)	856
New, frequent, direct connection between Sand Point, Wedgwood, Ravenna, Roosevelt, Green Lake, and Wallingford (concept for Route 16)	811
Keeping peak service between northeast Seattle neighborhoods and downtown Seattle (concept for routes 73, 74, 76, 77, and 312)	663

Response	Count
Frequent, all-day service between Northgate, Maple Leaf, Roosevelt, the University District, and the new University of Washington Link station (concept for Route 67)	618
Frequent, all-day service between the new University of Washington Station and University Way/The Ave (concept for routes 45, 48, 67, and 271)	593
Frequent, all-day service between the Eastside and Seattle Children’s Hospital (concept for Route 255)	552
Faster connection between east Green Lake, Wallingford, and downtown Seattle (concept for Route 26X)	523
New weekend service between Lake City, Ravenna, and the University District (concept for Route 372X)	401
New connection between Wallingford and Fremont (concept for Route 16)	362
New, direct peak-period connection between South Lake Union and northeast Seattle neighborhoods (concept for routes 64X and 66X)	358
Frequent, all-day service between the University District, Overlake, downtown Redmond, and Bear Creek Park and Ride (concept for Route 542)	347
Nothing	259
More direct service between Green Lake and Northgate (concept for Route 16)	258
Everything	257
Keeping peak service between Maple Leaf (on 5th Avenue NE and 15th Avenue NE) and downtown Seattle (concepts for routes 66, 77, and 373)	217
The new route for Route 8	7
More consolidated service that eliminates duplication	6
Increased weekend service	6
Better service to SeaTac Airport	5
Efficient transit system	4
Routes taken off the University of Washington campus and routed near light rail stations	3

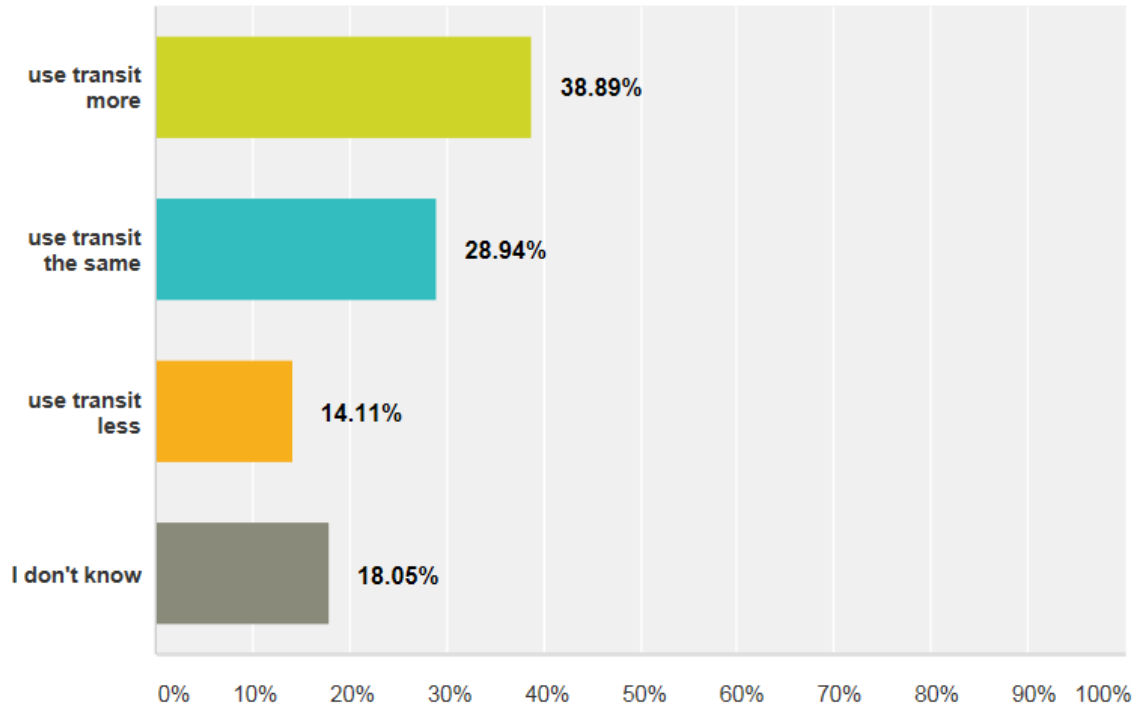
Question: What concerns you the most about Alternative 1 in north Seattle?

Response	Count
The benefits outweigh any concerns I might have	806
From NE 75th Street, NE 55th Street, and 40th Avenue NE, having to travel farther to access service during off-peak times (concepts for routes 71, 16, 65, and 75)	360
From 15th Avenue NE, having to travel farther to access service on Roosevelt Way NE (concept for routes 73 and 67)	321
In View Ridge and Windermere, having to travel farther to access service on 35th Avenue NE, Sand Point Way, or NE 65th Street during off-peak times (concepts for routes 71, 72, 16, 65, and 75)	250

Response	Count
No direct service between College Way N/Meridian Ave N and Wallingford and Green Lake (concept for routes 16 and 26X)	244
Slower connection to downtown Seattle from Stone Way (concept for Route 16)	229
No direct connection between Lake City and Ravenna (concept for Route 72)	209
In Laurelhurst, having to travel farther to access service on Sand Point Way (concept for Route 25)	187
From 5th Avenue NE, having to travel farther to access service on Roosevelt Way NE (concept for routes 66 and 67)	176
From 11th Avenue NE/Roosevelt Way NE, having to travel farther to access service on University Way NE (concept to consolidate service on University Way/The Ave with routes 48 and 67)	155
Everything	134
I am concerned about losing routes	92
This alternative increases distance between stops	91
This alternative will increase commute times	74
This alternatives increases transfers	66
I am concerned about the proposed changes to route 43	65
This alternative should consider outlying communities (Bothell, Woodinville, Kingsgate, Pinehurst, etc.)	59
I am concerned about the proposed changes to ST 545	54
This alternative should increase service from Seattle to the Eastside	47
I am concerned about the reduction in off-peak service	47
This alternative does not have enough east-west connections	46
This alternative does not provide direct service between Madison Park and Downtown Seattle (Route 11)	37
I am concerned this will increase traffic congestion	33
This alternative reduces geographical coverage of service	27
This alternative should increase service to Magnuson Park (Route 255)	21
This alternative worsens service between downtown Seattle and the University of Washington	19
I am concerned this will increase cost of trips	15
Transfer from bus to Link should be on the same block	13
I am concerned about disability access in underserved corridors	13
This alternative does not improve service to NW Seattle	11
I am concerned about the cost of this alternative	4
I am concerned about the loss of trolley service	4

How would your use of transit be affected if Alternative 1 were implemented in north Seattle? I would ...

Answered: 2,764 Skipped: 3,720



Question: What do you like most about Alternative 2 in north Seattle?

Response	Count
Frequent, all-day service between the University District and the new University of Washington Link station (concept for routes 43, 44, 48, 70, and 271)	952
Frequent, all-day service between Northgate, Maple Leaf, Roosevelt, the University District, and downtown Seattle (concept for Route 73)	643
Nothing	513
Keeps service to Montlake	407
Keeps service on 19th Avenue E	393
New, direct connection between Sand Point, Wedgwood, Ravenna, and Roosevelt (concept for Route 71)	383
Direct service between Laurelhurst, University Village, and the new University of Washington Link station (concept for Route 62)	341
New weekend service between Lake City, Ravenna, and the University District (concept for Route 372X)	328
Keeps frequent all-day service on 11th Avenue NE/Roosevelt Avenue NE in the University District (concept for Route 48)	294
More direct service between Green Lake and Northgate (concept for Route 16)	290
All-day service between Shoreline, Jackson Park, and the University District (concept for Route 373X)	268
All-Day service on NE 75th Street, 40th Avenue NE, and NE 55th Street (Concept for Route 68)	192
Keeps service to Laurelhurst	180
Everything	154
Keeps bus Routes 64, 65, 252, 255, 257, 545	75
Unsure	34
Provides a broader transportation network	21
Increases overall convenience	16
Requires fewer transfers	13
More frequent service on Route 74	5
Provides easy access to new Light Rail	4
Safety	2
Has the potential to reduce traffic congestion	2
Route 542 doesn't deviate into Overlake Transit Center	2
Overall increased frequency	2
Creates Route 541	2

Response	Count
Consolidates Routes 26/26x/28/28x	1

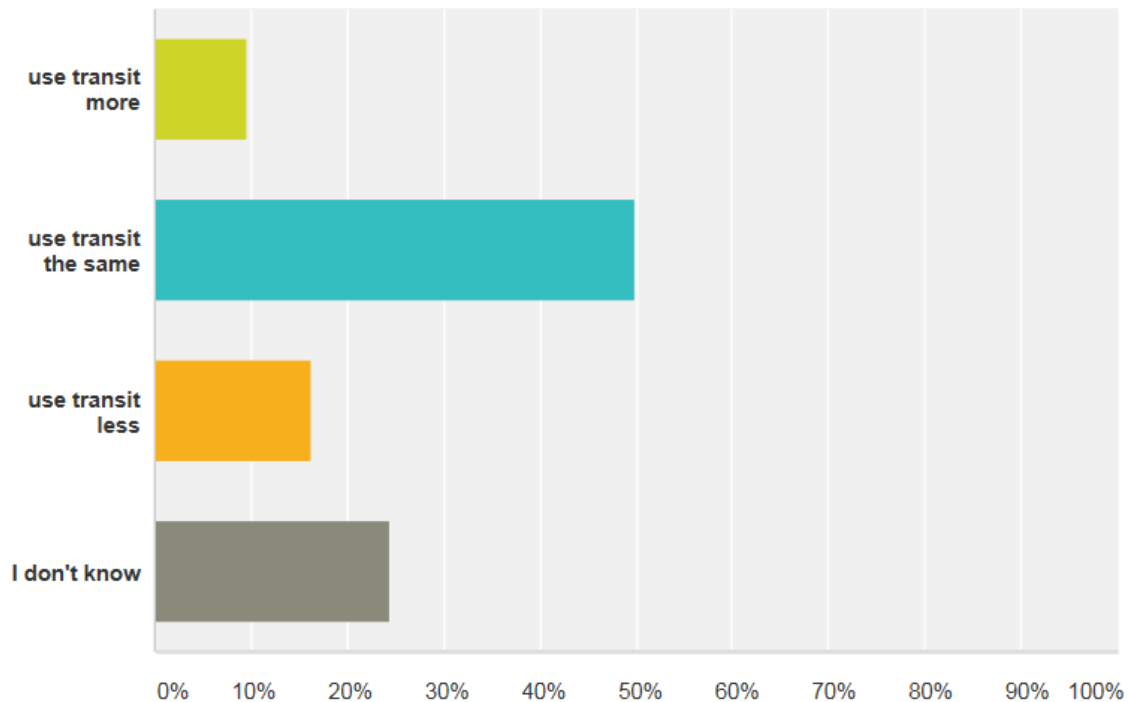
Question: What concerns you the most about Alternative 2 in north Seattle?

Response	Count
Lack of frequent service	1182
Longer wait times for people connecting between very frequent light rail service and bus service that runs every 30 minutes (concepts for routes 25, 65, 68, and 75)	1073
No direct connection between Lake City and Ravenna (concept for Route 72)	186
In Maple Leaf, having to travel farther to access all-day service on Roosevelt Way NE (concept for routes 66X, 67, and 73)	181
The benefits outweigh any concerns I might have	172
Everything	163
No direct service between College Way N/Meridian Avenue N and Green Lake and Wallingford (concept for Route 16)	162
Not enough change with this alternative (does not provide improvements to the system)	57
Proposed changes to Route 71	21
Deletion of Route 242	19
Proposed changes to Route 43	19
Will increase the need for transfers	19
Traffic congestion along bus routes	15
No direct access to Seattle Children's Hospital	13
Longer commute times	11
No direct access to Light rail UW Station from northeast Seattle	10
Inconvenient bus access for elderly/disabled	9
Proposed changes to Route 48	9
Not enough improvement to east-west connections	7
Unsure	7
Deletion of Route 73	6
Reduction in bus service on Capitol Hill	6
Deletion of Route 30	5
Nothing	5
Poor night/weekend bus service	5
Deletion of Route 66	4

Response	Count
Distances from bus stops to light rail are too far	4
I will be forced to drive more often	4
Not enough parking at Park and Rides	4
Removes frequent service from 15th Ave NE corridor	4
No direct connection from North Seattle residential neighborhoods to South Lake Union	3
Proposed changes to Route 8	3
Safety	3
Bus route configuration in the U District is very confusing	2
Increased distance between bus stops	2
No direct route to downtown Seattle	2
Poor service from Northgate to UW Medical Center	2
Proposed changes to Route 30	2
Proposed changes to Route 74	2
No direct service between Bryant neighborhood and Seattle Center	1
No south County connections (Renton, Kent, etc.)	1

How would your use of transit be affected if Alternative 2 were implemented in north Seattle? I would ...

Answered: 2,452 Skipped: 4,032



Capitol Hill and Central Area concepts

Key themes expressed via all outreach activities include:

- No clear preference for Alternative 1 or Alternative 2 in terms of how it would affect people's use of transit. It seemed as though neither alternative really hit the mark for riders.
- Confusion about service along the Madison Street corridor – why wouldn't we plan with the City of Seattle's Madison Bus Rapid Transit project in mind? Desire for continuous service all along Madison Street, especially the 23rd Avenue to 17th Avenue stretch that is home to Safeway, Trader Joe's, dense housing, and other important destinations.
- Desire to keep service on 19th Avenue, providing service to important destinations including schools, a business district, the County Doctor Clinic, and newly built dense housing.
- Concern about so much and so many services operating along Broadway with Link light rail and streetcar service soon to be up and running, along with providing frequent service on multiple routes, bike lanes, and cars – is this too much along this corridor?

- Concern about loss of service on the Pike/Pine corridor and a desire to make sure there is enough service operating along this heavily used corridor to handle the ridership.
- Interest in putting service on 12th Avenue – something neither alternative offered.
- Route 43 was our most commented on route with people wanting to maintain an easy and fast trip to downtown Seattle and the University District from the top of Capitol Hill.
- Desire to maintain connections from the Central Area to destinations served by Route 8 today.
- Desire to maintain direct service to downtown Seattle from Madison Park and Madison Valley without having to transfer to Link light rail.
- Concern about the loss of Route 25 to the Boyer/Fuhrman avenues segment of the route – requiring riders to travel farther to access service on Eastlake Avenue E or 24th Avenue E in Montlake.

One Madison Park resident worked hard to assemble input from fellow community members and offer an “Alternative 3” for consideration. This alternative featured a revised Route 11 operating along Madison, a Route 8 that was split at 23rd and Jackson, and other concepts not illustrated in either Alternative 1 or Alternative 2.

A total of 1,887 (42%) survey respondents said they would like to give feedback on concepts on Capitol Hill and in the Central Area. We asked survey respondents to indicate things they liked and things that concerned them most about alternatives 1 and 2. We provided a list of elements and a space for respondents to add other things we did not list. The following charts show the results for both alternatives, including coded responses to “other (please specify).”

Question: What do you like most about Alternative 1 in Capitol Hill and the Central Area?

Response	Response Count
Improved frequency of all-day service connecting Madison Valley, Capitol Hill, Denny Regrade, South Lake Union, and Seattle Center (concept for Route 8)	708
In general, the frequency of service in this network concept	620
Faster, more reliable travel times between Capitol Hill and northeast Seattle	546
Increased frequency between southeast Seattle, the Central Area, the University of Washington, and the University District (concept for Route 48)	514
Improved, frequent all-day service along Madison Street between Broadway and downtown Seattle (concept for Route 49)	483
New, direct connection between Madison Valley, E John Street, and Link light rail at the new Capitol Hill Station (concept for Route 8)	481
Keeps a direct connection between the Central Area – along Martin Luther King, Jr. Way – and Link light rail at the new Capitol Hill Station (concept for Route 38)	380
New connection between north Capitol Hill and Madison/Marion corridor (Concept for Route 49)	332

New direct connection between Rainier Freeway Station, First Hill hospitals, Seattle Central College, and Group Health on 15th Avenue (concept for Route 9X)	240
Nothing	208
Everything	161
In general, access to light rail	7
Simplicity of fewer routes at higher frequencies	3
Sound transit route: Changing 545 to peak-only and 542 to be all-day.	2
Faster frequency of the 70 bus	1

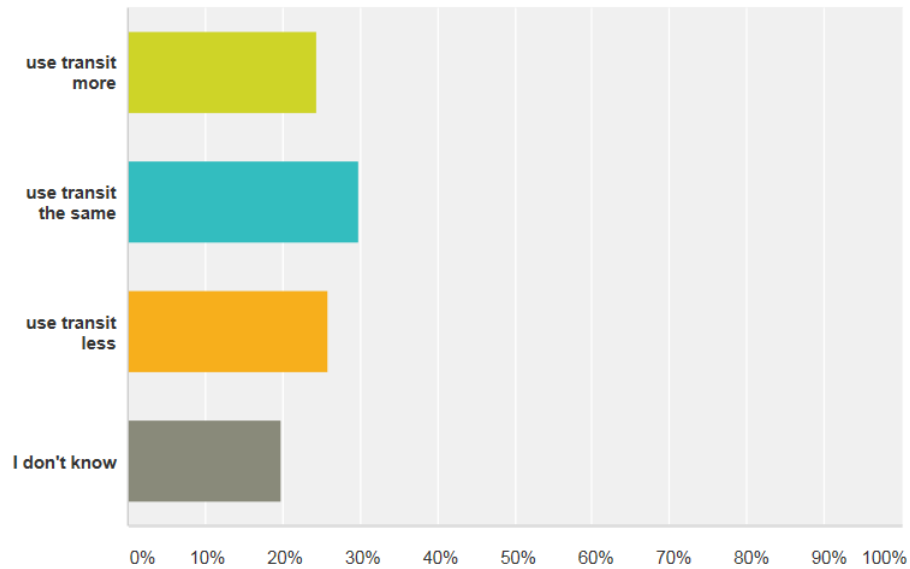
Question: What concerns you the most about Alternative 1 for Capitol Hill and the Central Area?

Response	Response Count
Less service in Pike Street/Pine Street corridor (concept for routes 11, 43, and 49)	621
No direct service between the University District and the top of Capitol Hill (concept for Route 43)	609
No direct connection between the 24th Avenue E corridor and the new Link Capitol Hill Station (concept for Route 43)	439
Loss of direct connection between Madison Valley and downtown Seattle (concept for routes 11 and 8)	434
Loss of direct connection between the 24th Avenue E corridor and downtown Seattle (concept for Route 43)	420
From 19th Avenue E, having to travel farther to access service on 15th Avenue E, 23rd Avenue E, E John Street, E Thomas Street, or E Madison Street (concept for Route 12)	354
No service on E Madison Street between Broadway and 16th Avenue (concept for routes 11 and 12)	328
The benefits outweigh any concerns I might have	257
From Boyer Avenue E, having to travel farther to access service on 24th Avenue E or Harvard Avenue (concept for Route 25)	110
From Lakeview Boulevard, having to travel farther to access service on Broadway or Eastlake Avenue E (concept for Route 25)	100
Everything	76
Deletion of Route 43	37
Proposed changes to Route 8	24
Impact for elderly or disabled (concerns with transfers, further distance to stops, lack of access to medical centers.)	21
Proposed changes to Route 12	14
Increased need to transfer	12
Proposed changes to Route 545 removes direct connection to downtown Seattle from Redmond outside of peak times	11
Further distance to stop (bus and light rail)	17
Deletion of Route 48	8
Deletion of Route 11	7
Longer travel time	6
Deletion of Route 25	6

No service improvements for Madison Park	6
Eliminating service to some areas is not an improvement	5
Loss of direct service to Capitol Hill Group Health Complex	5
Not enough service to South Lake Union	5
Proposed changes to Route 38	5
Buses will be stuck in traffic congestion	6
Lack of east side connectivity	4
This alternative does not provide service from north Capitol Hill to Downtown Seattle	4
Increases my need to drive	3
Concern about capacity of Link to absorb all types and large quantity of commuters	3
Unsure	6
Does not get enough riders to the light rail stations efficiently	3
Lack of connection between north Capitol Hill and light rail stations	3
Lack of service on 12th Ave	3
Loss of service to east Capitol Hill	3
Montlake/Portage Bay communities do not have easy access to new light rail station	3
People who don't live on major roads have less access	3
Safety	2
Lack of service areas	2
Increase in travel time for commuters from Renton using downtown as a hub	2
Losing bus from top of Capitol Hill to Montlake	2
Losing Montlake freeway station	2
Loss of downtown service for Summit riders	2
No restoration of Route 27	2
Overall, reduces transit options too much	2
Proposed changes Route 48	2
Transfers to light rail and other lines but be timed correctly/efficiently.	2
Does not improve evening/weekend bus service	1
Express service/service with transfers is not a substitute for local service	1
Increase the number of bus stops in densely populated areas	1
Lack of connection between the University District and Capitol Hill	1
Maintain Route 9X service to Rainier Valley/Beach	1
Does not address need for additional service in peak/commuter hours	1
No direct connections from Central District to First Hill medical centers	1
Quicker connection within Capitol Hill to South End and other parts of Seattle	1
Reduction of Route 66 Express	1
Route 8 and Route 38 could overlap on John to make this proposed transfer easier	1
Route 9X not expanded to include evenings and weekends	1
Separate Route 48 and Route 67 like you did with the 48-45 and previously with the 43-44, 49-7	1

How would your use of transit be affected if Alternative 1 were implemented on Capitol Hill and in the Central Area? I would ...

Answered: 1,473 Skipped: 5,011



Question: What do you like most about Alternative 2 on Capitol Hill and in the Central Area?

Response	Response Count
Keeps more service in the Pike/Pine corridor (concept for routes 10, 11, 43, and 49)	648
Keeps a direct connection to downtown Seattle from 24th Avenue E and the top of Capitol Hill (concept for Route 43)	558
Provides connection to the new Link Capitol Hill Station from 24th Avenue E (concept for Route 43)	496
Keeps a direct connection to downtown Seattle from Madison Valley (concept for Route 11)	436
Keeps service on 19th Avenue E (concept for Route 12)	326
Connection between Link light rail at the new University of Washington Station and Boyer Avenue E, Furhman Avenue E, and Lakeview Boulevard E (concept for Route 25)	262
Nothing	185
Everything	101
This alternative does not alter Route 8	4
This alternative does not require travelling farther between stops	4
This alternative maintains eastside connectivity (Route 545)	4
This alternative keeps Route 48 service to Greenlake	3
This alternative maintains connections to the U District	3

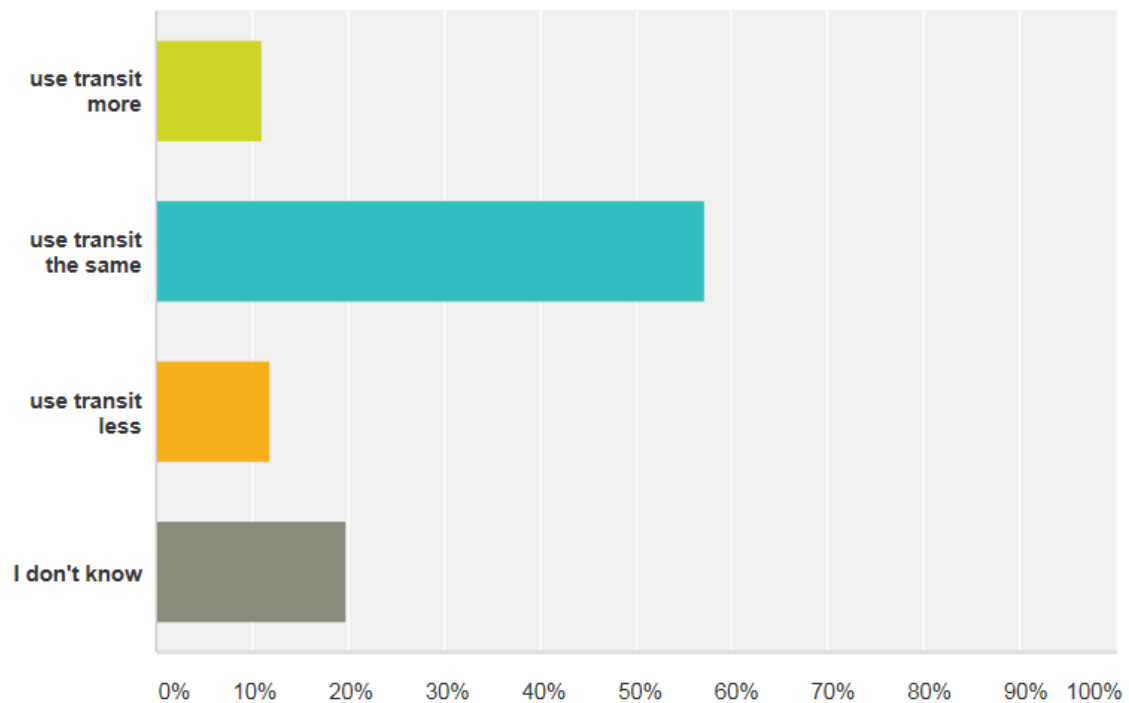
This alternative maintains connections to SR 520	1
This alternative will require fewer transfers	1

What concerns you the most about Alternative 2 on Capitol Hill and in the Central Area?

Response	Response Count
In general, the lack of frequent service in this network	703
Continued lack of reliable service on Route 8	517
No connection to Link light rail from Madison Valley	308
The benefits of Alternative 2 outweigh any concerns I might have	239
Everything	92
I am concerned this alternative does not make any significant changes to existing service	41
I do not understand why Alt 2 provides "no connection to Link light rail from Madison Valley." The map shows that Route 8 would stay as is, leading to Broadway and John	9
I am concerned about station locations	7
I am concerned about the changes to Route 48	7
This alternative does not address congestion on key routes	6
This alternative does not serve North Capitol Hill	5
I am concerned about the loss of off-peak service	5
I am concerned about the changes to ST 545	4
This alternative does not provide connections to/from the Central District	4
This alternative increases commute time	4
This alternative should connect the Central District to Downtown Seattle	3
This alternative does not improve service to First Hill	2
This alternative decreases service	2
This alternative increases commute times	2
Station locations are inconvenient	1

How would your use of transit be affected if Alternative 2 were implemented on Capitol Hill and in the Central Area? I would ...

Answered: 1,339 Skipped: 5,145



Eastside

Key themes expressed via all outreach activities:

- “We love our 545 and just want more of it!” – it’s overcrowded
- Why make us transfer during non-peak times instead of during peak times only? That would make more sense.
- Lack of understanding about how Link light rail will work and the potential benefits. Once explained, an excitement and willingness to try.
- Questions about the transfer environment.
- “You have been out to get us before and now you are using this as an excuse to do it again” – routes 277, 242, and others that were candidates for cuts during the service reduction planning

We received two formal letters from stakeholders with a vested interest in Eastside changes. Microsoft and Seattle Children’s Hospital weighed in on these changes. Microsoft expressed concerns about how these changes would or would not improve overcrowding, meet ridership demands outside of the peak, and benefit their

employees. Seattle Children’s Hospital strongly supported the concept to revise Route 255 in Alternative 1 that would have provided a frequent, all-day connection between the Eastside and the hospital for patients and employees.

A total of 1,375 (34%) survey respondents said they would like to give feedback on concepts for the Eastside. We asked survey respondents to indicate things they liked and things that concerned them most about alternatives 1 and 2. We provided a list of elements and a space for respondents to add other things we did not list. The following charts show the results for both alternatives, including coded responses to “other (please specify).”

Question: What do you like most about Alternative 1 on the Eastside?

Response	Response Count
More direct service during peak shoulders (on either side of peak periods) from Redmond to downtown Seattle to help address overcrowding (concept for Route 545)	385
Direct connection between downtown Kirkland, the University of Washington, Link light rail at the new University of Washington Station, University Village, and Seattle Children’s Hospital (concept for Route 255)	367
Improved night and weekend service between Eastgate, Bellevue, and the University District (concept for Route 271)	316
Increased midday service between Redmond, the University of Washington, the UW Medical Center, and the University District (concept for Route 542)	291
More reliable travel times between Redmond and the south end of downtown Seattle, via a connection to Link light rail (concept for Route 542)	269
Faster service between Redmond and Seattle Children’s Hospital via a transfer to frequent bus service at Husky Stadium (concepts for routes 65, 255, 542, and 545)	267
New direct connection between Eastgate, Bellevue, Ballard, Greenwood, and Green Lake (concept for through-routing routes 45 and 271)	267
More service across Lake Washington from downtown Kirkland (concept for routes 255 and 256)	264
Improved service frequency between Bothell, Kenmore, Lake City, and the University District (concept for Route 372)	210
Keeps direct connection between downtown Kirkland and downtown Seattle during peak commute times (concept for Route 255X)	199
New, direct connections between South Lake Union, Woodinville, Totem Lake, and Kirkland (concept for Route 311)	138
New direct service from Bear Creek Park-and-Ride to the University of Washington and Link light rail at the new University of Washington station (concept for Route 542)	135
More peak period service across Lake Washington from the Woodinville Park-and-Ride, Brickyard Park-and-Ride, and Totem Lake Freeway Station (concept for Route 311)	112
Nothing	111
Increased all-day service to Issaquah Highlands (concept for Route 207)	93
Everything	80
Increased, peak-only service across Lake Washington from Houghton Park-and-Ride (concept for Route 540)	77

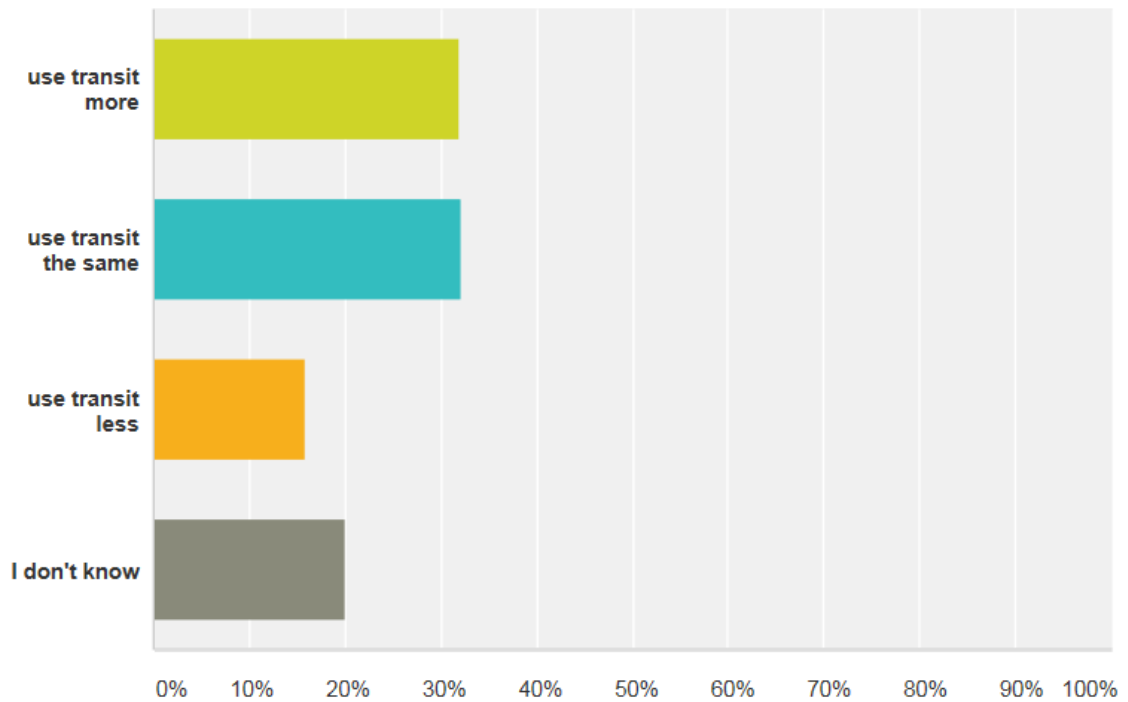
Question: What concerns you the most about Alternative 1 on the Eastside?

Response	Response Count
Bus-light rail transfer required to travel between Redmond and downtown Seattle during weekday off-peak hours (concept for Route 545)	320
Bus-light rail transfer required on weekends between Redmond and downtown Seattle (concept for Route 545)	229
Transfer required between Link light rail and bus service during off-peak commute times between Kirkland and downtown Seattle (Concept for Route 255)	168
No direct connection between Woodinville and the University District (concept for Route 372)	120
Transfer required to get between neighborhoods north of Totem Lake and downtown Seattle (Concept for routes 277 and 255)	115
Loss of direct service to the center of the University District and the UW campus from South Kirkland (Concept for Route 540)	113
Transfer required between Issaquah and downtown Bellevue and the University District outside of peak commute times (concept for Route 271)	111
No direct connection between Overlake and neighborhoods north of the University District (concept for Route 242)	95
Reduced service frequency between Issaquah and the Eastgate Park-and-Ride (concept for Routes 207 and 271)	81
Results in more transfers on my commute	26
Potential increase in commute times	24
Deletion of Route 252	15
Consolidation of routes will lead to overcrowding on buses	13
Deletion of Route 257	12
Transfers to U-Link must be close to the LINK station (for ease of travel and mobility/accessibility concerns).	9
Alternative 1 will cause me to drive more instead of using transit	6
Nothing	5
Does not create direct connections between Capitol Hill and the Eastside	4
No discussion of dealing with safety concerns with stoplights, crosswalks, and sidewalks in areas of Totem Lake Freeway stops and Kingsgate Park and Ride	4
Proposed Route 256 does not service North Kirkland	3
Detour of Route 311 through UW will cause delays	3
Does not adequately address late night and weekend service	3
Does not increase peak service	3
No direct connections from the Eastside to South Lake Union	3
Does not create direct connections between Montlake and north Eastside areas	2
Loss of direct service from Houghton Park and Ride to downtown Seattle	2
Need connections to express service at SR 520	2
Does not create direct connections between Seattle and Bellevue	2
Route 271 will get stuck in traffic going through Medina to get on SR 520.	2
ADA access from Kingsgate Park and Ride not addressed	1

Add express service from Northgate to downtown Kirkland	1
Add stops on Lake City Way on Route 522	1
All options make it difficult for those who work in the middle of the University of Washington campus	1
Does not bring back Route 265	1
Proposed detour of Route 542 to Overlake Transit Center	1
Does not create direct connections to Downtown Seattle	1
Unsure	1
Lack of service from Kent Station	1
Deletion of Route 277	1
Does not maintain routes from Finn Hill to University District	1
No direct connection between Woodinville and Downtown Seattle	1
Reduced service to Bear Creek Park and Ride	1

How would your use of transit be affected if Alternative 1 were implemented on the Eastside? I would ...

Answered: 1,121 Skipped: 5,363



Question: What do you like most about Alternative 2 on the Eastside?

Response	Response Count
Keeps weekday evening and night service between Redmond and downtown Seattle (Concept for Route 545)	310
Keeps weekday midday direct service between Redmond and downtown Seattle (Concept for Route 545)	305
Keeps weekend direct service between Redmond and downtown Seattle (Concept for Route 545)	252
Route 255 keeps all-day direct service to downtown Seattle on weekdays	197
Nothing	180
Route 255 keeps weekend direct service to downtown Seattle.	173
Keeps all-day service on Route 271 from Issaquah to the University of Washington	137
Maintains direct service to the center of the University District and the UW campus from South Kirkland (Concept for Route 540)	99
Route 311 keeps direct service to downtown Seattle without deviating to the University of Washington	87
New Route 541 provides increased peak service to the new Link University of Washington Station via Overlake Village	84
Keeps existing routes 252 and 257	78
Everything	51
Unsure	5
Keeps me from having to transfer to light rail	3
Keeps Route 542 unchanged	3
More frequent Route 545 service	3
Route 255 provides service to Brickyard	1
More convenient access to bus stops	1
Extension of services hours for Route 372X	1

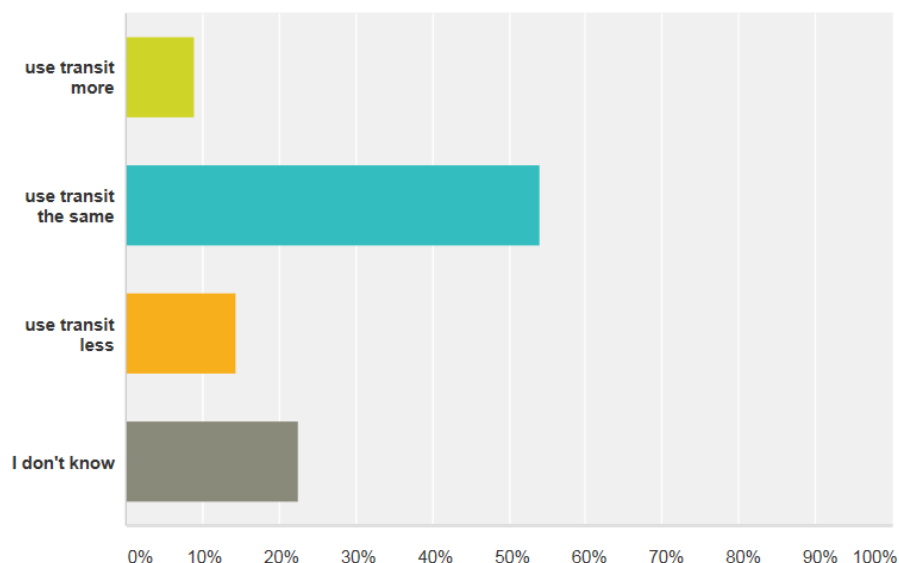
Question: What concerns you the most about Alternative 2 on the Eastside

Response	Response Count
It does not take advantage of the investment in Link light rail service to better distribute bus resources	294
No new weekend service to the new Link University of Washington station	204
Less frequent bus service on Route 271 on nights and Saturdays	140
No new direct service from State Route 520 to Children’s Hospital	135
No frequent all-day connection between downtown Kirkland and UW Link light rail station	129
The benefits outweigh any concerns I might have	128
Turn-back trips on Route 545 at the Overlake Transit Center	115
No direct service from Bear Creek to the University of Washington	71
Everything	67

Deletion of Route 242	11
Deletion of Route 277	4
Not enough parking at Park and Rides	4
No direct connection between Redmond and Green Lake	3
Potential overcrowding of Route 545	3
No increase in trips for Route 311	2
Nothing	2
Potential overcrowding of Route 255	2
Weekend SR-520 service distributed over infrequent routes	2
Increase travel time from Maple Leaf to Redmond	1
Lack of connections to the SE like Kent Station outside of peak times	1
Lack of service to/from Houghton Park and Ride	1
Longer commute from Maple Leaf to Redmond	1
No direct connection between Overlake and Northgate	1
No direct connection from Eastgate Park and Ride to new Light Rail	1
No direct connection from the Eastside to South Lake Union	1
No direct connection from Woodinville to the University District	1
No direct connections with Kenmore and Bothell	1
No increase in the number of trips on Route 252 and 257	1
Overall lack of options connecting Seattle to the Eastside	1
Potential overcrowding of Route 311	1
Rather increase frequency of Route 556 than Route 271	1
Route 372 would not serve Woodinville	1
Unsure	1

How would your use of transit be affected if Alternative 2 were implemented on the Eastside? I would ...

Answered: 977 Skipped: 5,507



Eastlake and South Lake Union

Key themes expressed via all outreach activities:

- A desire for Eastlake residents and businesses to have more local service through their community.
- A desire to keep a direct connection between Eastlake and “the heart” of the University District – not just the south end of the University District as provided in Alternative 1.
- A strong preference for increased service on Route 8.

A total of 767 (20%) survey respondents said they would like to give feedback on concepts for Eastlake and South Lake Union. We asked survey respondents to indicate things they liked and things that concerned them most about alternatives 1 and 2. We provided a list of elements and a space for respondents to add other things we did not list. The following charts show the results for both alternatives, including coded responses to “other (please specify).”

Question: What do you like most about Alternative 1 in Eastlake and South Lake Union?

Response	Response Count
----------	----------------

Improved frequency between South Lake Union, Seattle Center, and Capitol Hill (Concept for Route 8)	329
More-frequent service during peak commute times between Eastlake, South Lake Union, the south end of the University District, the University of Washington, the UW Medical Center, and Link light rail at the new University of Washington Station (concept for Route 70)	320
Faster, more direct commuter connections between Maple Leaf, Green Lake, and South Lake Union via I-5 (Concept for Route 66)	161
New direct connection between South Lake Union and Madison Valley (Concept for Route 8)	127
Faster, more direct commuter connections between Wedgwood, Ravenna, and South Lake Union via I-5 (Concept for Route 64)	121
New, direct connections between South Lake Union, Woodinville, Totem Lake, and Kirkland (concept for Route 311)	72
Everything	64
Nothing	44
Unsure	6
Connections between South Lake Union, Bellevue, and Issaquah	1
Faster, more direct service between South Lake Union and Downtown Seattle during commute hours	1
New east-west connection through Route 16	1

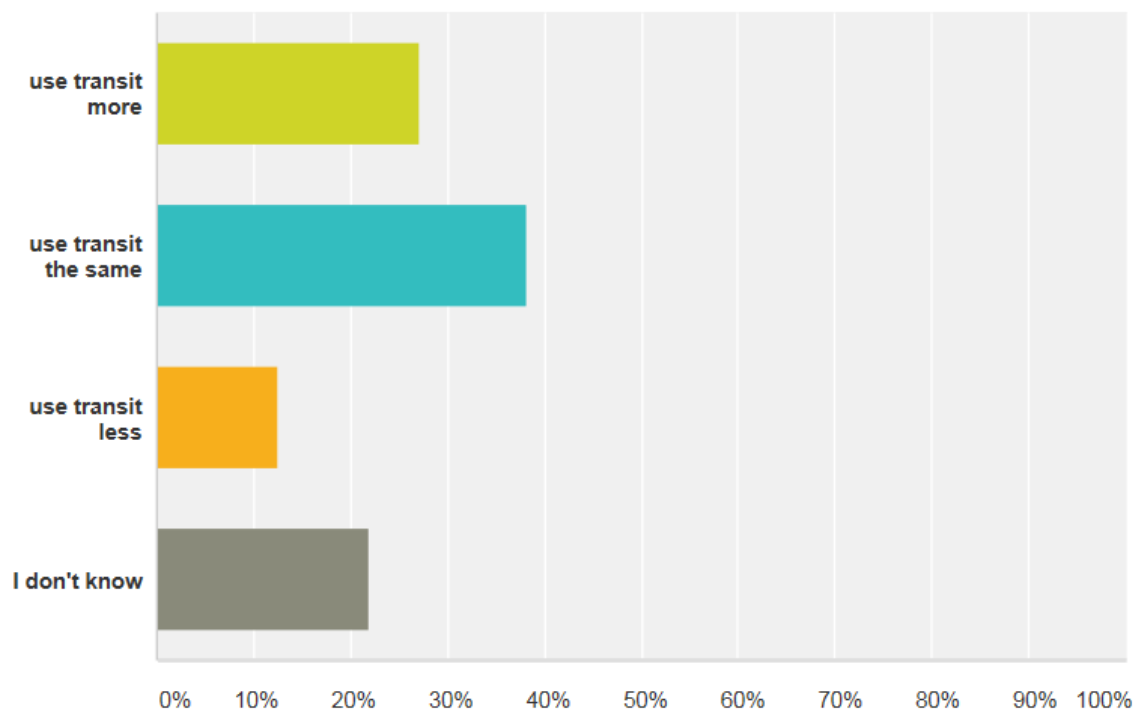
Question: What concerns you the most about Alternative 1 in Eastlake and South Lake Union?

Response	Response Count
Loss of direct connection between Eastlake and the heart of the University District (concept for routes 66X and 70)	232
No direct connection to neighborhoods north of the University District during off-peak hours (concept for Route 66X)	170
The benefits outweigh any concerns I might have	139
From Lakeview Boulevard, having to travel farther to access service on Broadway or Eastlake Avenue E (concept for Route 25)	56
From Boyer Avenue E, having to travel farther to access service on 24th Avenue E or Harvard Avenue (concept for Route 25)	53
Everything	18
Route 8 remains on congested Denny Way and does not connect to the Central Area along Martin Luther King Jr Blvd	12
Potential delays and slow service of Route 311	7
Loss of Route 64 connection to downtown	6
No direct connection from Roosevelt & 45th to Convention Place Station	3
Unsure	3
Deletion of Route 25	2
No direct connections between Downtown Seattle and Eastlake Ave	2
No direct east/west connection to South Lake Union, including to the Eastside	2

Using Mercer to connect buses to South Lake Union and potential to increase traffic congestion	2
Consolidation of routes leading to overcrowded buses	1
Deletion of Route 26	1
Deletion of Route 28	1
Deletion of Route 43	2
Does not include restoring Route 47	1
No consideration of a University District shuttle to connect UW students, faculty, and visitors with express bus and light rail service	1
No direct connection from South Lake Union to Northgate	1
No direct service to Seattle Center	1
Reduced connection from Kingsgate to South Lake Union	1
Too much Metro bus service from University District to Downtown Seattle	1
Deletion of Route 252	1
Deletion of Route 257	1
Increased volumes of people and parking at freeway stops and park and rides	1

How would your use of transit be affected if Alternative 1 were implemented in Eastlake and South Lake Union? I would ...

Answered: 650 Skipped: 5,834



Question: What do you like most about Alternative 2 in Eastlake and South Lake Union?

Response	Response Count
Nothing	17
Unsure	10
Maintains Route 70 and has it operating with all-day service	7
Faster, more reliable service	4
Direct connections between Downtown Seattle and Eastlake	3
Direct connections between Wallingford/Greenlake/Northgate to South Lake Union	3
Maintains Route 8	2
Everything	2
Fewer overall service changes	2
Direct connections between U-District and Eastlake	1
Improved service in Portage Bay/Eastlake	1
Maintains Route 25	1

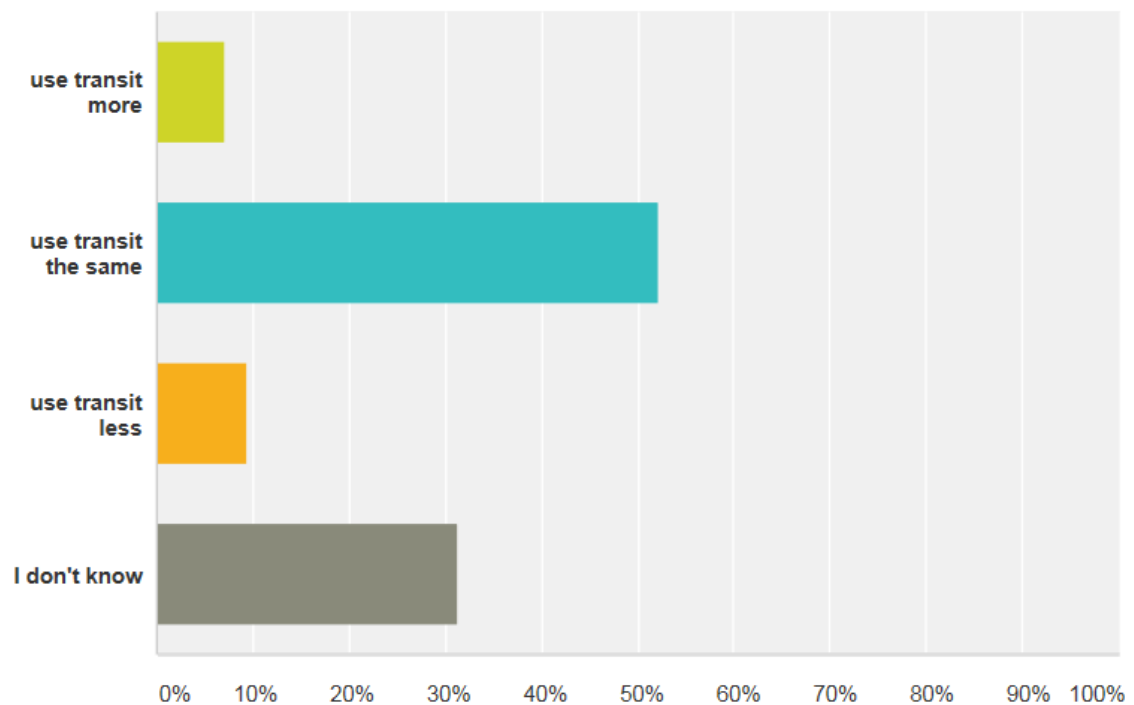
Maintains Route 66	1
Maintains Route 252	1
Offers mid-day service connections to Light Rail	1
Maintaining access transit	1
Eases traffic congestion in South Lake Union	1
Maintains Route 64X	1
Additional connections between Downtown Seattle and the University District	1
Provides connection to Route 70 by Route 73 or Route 373X	1

Question: What concerns you the most about Alternative 2 in Eastlake and South Lake Union?

Response	Response Count
Everything	11
Deletion of Route 66X	9
Potential for increased walking distances and wait times for bus services	8
Unsure	5
Nothing	4
Lack of additional service through South Lake Union	4
Deletion of Route 25	2
No direct connections to the Eastside	2
Maintains Route 8 in its current route	2
Less direct connections	2
Loss of bus frequency	2
The benefits outweigh any concerns I might have	1
Lack of good continual connection to South Lake Union and the University District	1
Deletion of Route 43	2
Reductions of direct connections to North Seattle	1
Overcrowding on current bus routes	1
Loss of direct connection between Eastlake and Downtown Seattle	1
Retains too many direct connections between the University District and Downtown Seattle	1

How would your use of transit be affected if Alternative 2 were implemented in Eastlake and South Lake Union? I would ...

Answered: 535 Skipped: 5,949



Phase 3

Who we heard from

At the end of this outreach period, we had spoken with more than 6,500 people about the proposed changes via our online survey (more than 1,900 responses), public meetings, stakeholder briefings, information tables and street teams, and phone calls and emails.

In our online survey, we heard from participants who live in the following geographic areas (ordered from largest to smallest number of participants):

- Northeast Seattle neighborhoods – 610
- Central Seattle neighborhoods – 568
- Northwest Seattle neighborhoods – 466
- Eastside neighborhoods – 110
- North of Seattle in King County – 54
- Southeast Seattle neighborhoods – 36

- Southeast King County – 29
- Southwest Seattle neighborhoods – 27
- Southwest King County – 20
- Pierce County – 13
- Snohomish County – 9
- Kitsap County – 3
- Thurston County – 3

Ninety six percent of survey respondents use transit. If a survey respondent indicated that they ride the bus, we asked what route(s) they ride. Participants were asked to check all that apply. Here is a list of routes in order from most checked to least checked – with “other (please specify)” listed last.

Response	Percentage	Count
43	28%	522
48	28%	516
71	28%	505
73	24%	435
72	23%	424
8	20%	366
44	18%	330
49	16%	300
10	14%	255
11	14%	253
16	13%	232
12	13%	230
75	12%	211
70	11%	202
32	11%	193
74	11%	193
65	10%	184
66X	10%	174
31	9%	160

Response	Percentage	Count
372X	8%	155
68	8%	147
67	8%	141
ST 545	7%	126
76	7%	120
28	6%	116
25	6%	113
26X	5%	97
30	5%	93
ST 542	5%	85
373X	5%	82
28X	4%	74
64X	4%	65
ST 540	4%	65
77	3%	55
316	3%	47
242	2%	35
238	0%	6
Other (please specify)	27%	492

Eleven percent of survey responders who chose to answer the question indicated they have some kind of disability. Nearly a quarter of survey responders indicate they do not have access to a car.

Is it worth mentioning that during this round of outreach that we had fewer survey responses than in past rounds – even with the same amount of notifications and visits to our website.

There are several factors we think are cause for this – the size and scope of the project area and routes affected was narrowed down from phase two; Sound Transit collected feedback on its route proposals via their own online survey as opposed to Metro collecting it on their behalf; and more than sixty percent of people who participated in phases 2 and 3 indicated they saw how public feedback shaped what was being proposed. To the latter point, people may have felt their views were reflected in the final proposal or perceived that a decision had already been made and thought it wouldn't be worthwhile to share their views at this stage.

We also experienced an increase in the number of phone calls and emails during this phase of outreach. As this was the “last call” for feedback, while the participation rates were lower, the comments tended to be hyper-focused on things people were most concerned or upset about.

What we heard

Overall, we continued to hear support for the increases in frequency and span (routes serving Children's Hospital, Fremont, Route 49), improvements to the reliability of routes (routes 8 and 48), and the new connections being provided in the proposed network (revised Route 16, new connections to South Lake Union). Our survey was broken into sections. Survey responders had the choice to give us feedback about proposed changes in North Seattle and/or proposed changes in the Capitol Hill/Central Area. At the end of each section, we asked whether the responder had anything else to share, such as ideas to make the proposal better. After theming these responses, in north Seattle, overall support for the proposal was at the top of the list. In Capitol Hill/Central Area, overall support for the proposal came in second place. An example of a comment that demonstrates general support for the proposal is noted at right.

Key hotspots that stand out from open-ended survey data, phone calls, emails, and meeting attendees include the following:

“I want to thank Metro for taking advantage of the upcoming Link service to the UW to restructure routes in northeast Seattle. In particular, I think the restructured 73, 67, and 16 look great. They reach popular destinations and do so more frequently and efficiently than before. My wife and I are excited about being able to take the 16 from Roosevelt over to Green Lake, Wallingford, Fremont, Or Queen Anne, and to do so without waiting for infrequent buses. I also look forward to options for returning home to the Roosevelt neighborhood from work downtown after 6:30 pm without having to take the slow, non-express 73 or 72 or 71. Instead I can take Link to UW and transfer to the frequent route 67. Great work! I want to thank Metro for making some big changes in NE Seattle to make transit more frequent, logical, and fast.”

- Email from Andrew Gardner

In Northeast Seattle

- **DART Route 941 and deletion of Route 71** – Route 71 riders in View Ridge, Windermere, and Bryant neighborhoods expressed doubt about the DART Route 941 being an adequate replacement for their all-day service connecting them to downtown Seattle. In particular, the span and frequency of the service being less than they have today on Route 71 and the loss of a direct connection into the U District. There was confusion about how DART service works and, after explanation, several people thought this would be a good fit for their community.
- Associated with the proposed DART Route 941 is the **deletion of Route 25 in Laurelhurst**. Several residents in Laurelhurst continue to advocate for an increase to service on Route 25, the Laurelhurst Community Council continues to express an interest in a shuttle service to connect them to Link light rail, and some residents thought the Route 941 fit the bill of providing the shuttle connection to Link.
- **Deletion of Route 72 and revision to Route 73** – Some riders continue to express concern about transferring between buses and Link light rail at the Montlake Triangle. Route 72 riders who would be using Route 372X for all-day connections to downtown would be dropped off and picked up on Stevens Way. Several riders advocated for Metro to figure out a way to route the 372X along Montlake, instead of through campus. They offered ideas for using the parking lot north of the Link station to route buses out of the “Montlake mess” and provide riders a direct connection to the station.
- For residents in Jackson Park, while relieved to see some form of Route 73 offered in the proposal, were concerned about lack of weekend service for the route. In addition, there was confusion about where transfers would be made to connect with Link light rail and concerns about a long walk distance.

In northwest Seattle

- **Revised Route 16 and associated changes to routes 31, 32, 26, 26X** – We heard primarily from residents east of Wallingford Ave N and south of N 40th Street who were concerned about having to walk farther to access service on Stone Way for a slightly slower trip or uphill to N 40th St for a faster trip to access direct bus service into downtown. While a few residents appreciated the new connections they would have with Routes 31/32 providing east-west options, others felt the combined frequency of buses coming every 15 minutes through their neighborhood was too much service. Overall, people we heard from feel there is significant development of dense housing happening here that needs to be adequately served by bus service into downtown.
- We also heard from a group of residents who live along Kirkwood PI N and are concerned about the proposed increase in frequency on Route 16. They have

been advocating for Metro to move Route 16 off their street for over a year. They used this third phase of outreach to make their concerns known again by writing a letter and attending our Northeast Seattle public meeting in force. In their letter, accompanied by approximately 75 signatures, and at the meeting, they shared their concerns about how their street is too narrow to accommodate buses and how the noise of the bus service degrades their quality of life. Some have experienced buses side-swiping their cars, others experience their windows or houses shaking when buses pass by and are concerned about damage to their foundations.

- In addition, we heard from residents of several senior housing communities along Meridian Ave North and at University House, another senior housing community, at Stone Way and N 44th Street. On initial approach, most thought we were proposing to delete Route 16. After conversation with staff most were reassured to learn they could continue to get to a majority of their current destinations on either Route 16 or a revised Route 26X. There were some who remain concerned about the loss of direct service to Polyclinic Northgate and businesses along NE Northgate Way, like Target. We met with residents at University House in person to explain the changes and hear their concerns. While they will continue to have access to downtown Seattle via Route 16, residents at this location will have to walk farther or take 2-3 buses to access points North – which they get to today on the current Route 16. This will be a hardship for most residents.
- **Combining and revising routes 28 and 28X** – We received a letter of concern from the Ballard District Council and Crown Hill Merchants' Association about changes proposed for routes 28 and 28X. They perceive these changes will make it harder for their residents to access Fremont and South Lake Union – growing employment centers. We also received several emails from riders expressing a similar concern. This connection would still be served by Route 40, which would mean a longer walk or a 2-bus trip to make this connection if these changes are adopted. We briefed the Ballard District Council and Crown Hill Merchants' Association at their June meeting where we were able to answer their questions and explain the proposal in full. While the group remained concerned about the loss of direct connection for 28 riders to Fremont, they expressed appreciation for more express trips to downtown and more reliable service and an increase in frequency (especially on Sunday) on Route 45.

In Capitol Hill and the Central Area

- **Deletion of Route 43** – Route 43 was the most commented on route individually and at the top of the list of concerns in the open-ended survey responses. In particular, those traveling to/from the Montlake neighborhood and destinations north of Aloha, where 23rd Avenue becomes 24th Avenue who face a two-seat ride to downtown. Easy access to transit is compounded for the Montlake/Boyer area of Capitol Hill with the loss of Route 25. This is a very low ridership route so

we did not hear from Route 25 riders in a large quantity, but their concerns should be noted.

- **Revision of Route 12** – Residents who live near or on 19th Avenue, including those who live at two, large senior housing communities, expressed concerns their loss of direct bus connection to Madison. They rely on this route to get them to grocery stores like Madison Market and Trader Joe's, as well as to First Hill hospitals for work and medical appointments. This route was the second most commented on route in the open-ended survey responses for this area.
- **Route 11** – We received very mixed feedback on a Route 11 that would operate water-to-water. At a briefing of and in correspondence with Madison Park residents, we heard complaints about how this proposal cut them off from the central business district in downtown Seattle and easy light rail access. We also heard more strongly from Madison Park and Madison Valley people who preferred the concept for a combined Route 8 and 11 offered in Alternative 1 of phase 2 outreach – emphasizing the desire for these communities to connect with light rail on Capitol Hill.

In the online survey, we emphasized key features of the proposed network and asked respondents whether they would take advantage of these features to use transit more, the same, or whether they wouldn't take advantage of these features but could or could not accept these changes. For this report, we are focusing on questions and answers that relate to things riders have expressed strong interest in – either positive or negative. (Find the complete set of questions asked and responses in Appendix C: Online survey Questions – Phase 3, page 156, and Appendix J: Survey Responses (Phase 3), page 1781.)

In the phase three survey, we said and asked:

What we heard people want

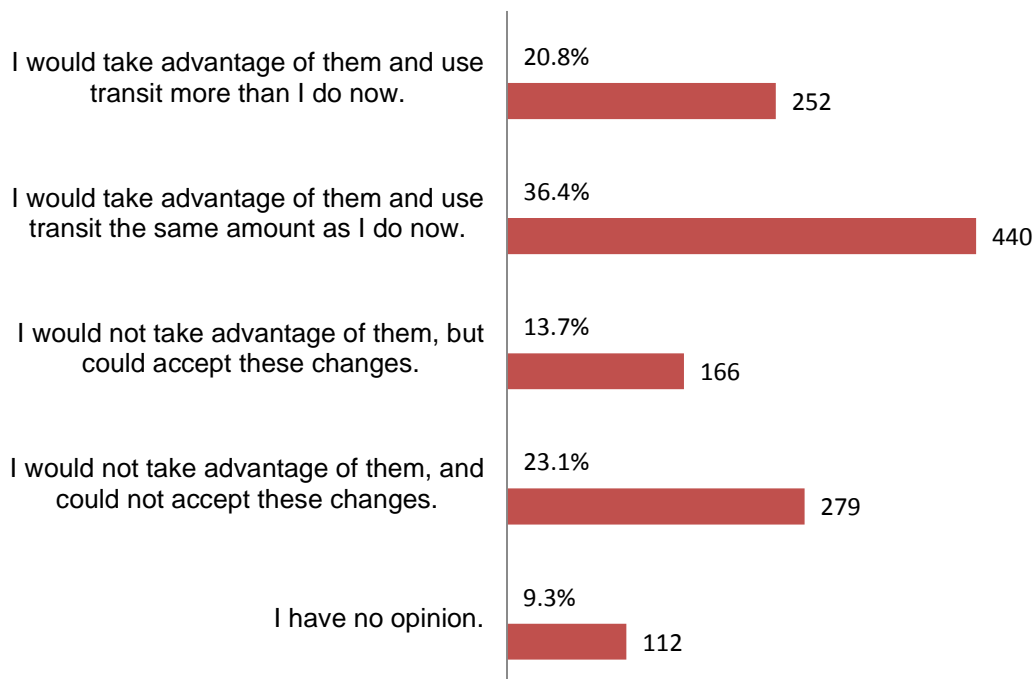
Convenient all-day connections to the new Link University of Washington Station at Husky Stadium.

What's in the proposal

- Service every 8 minutes or better between the heart of the University District and the University of Washington Station on five all-day routes (44, 45, 48, 67, and 271).
- Route 65 (which goes down 35th Avenue NE) and new DART Route 941 (serving View Ridge, Wedgwood, and Laurelhurst) would serve stops on Montlake Boulevard, near the new Link station.
- Routes 31, 32, 65, 73, 75, 372X, and 373 would serve stops on Stevens Way on the University of Washington campus.
- Routes 44, 45, 48, 65, 67, and 271 would serve stops on NE Pacific Street.

- Metro is working with the Seattle Department of Transportation and other partners to establish bus stops near the new light rail stations that will make connecting between buses and light rail as convenient as possible.
- Routes 44, 45, and 67 will start near the University of Washington Station, which will help them leave on time and make connecting between buses and light rail more reliable.

How would these proposed changes, designed to make convenient, all-day connections to the University of Washington Link station, affect you?



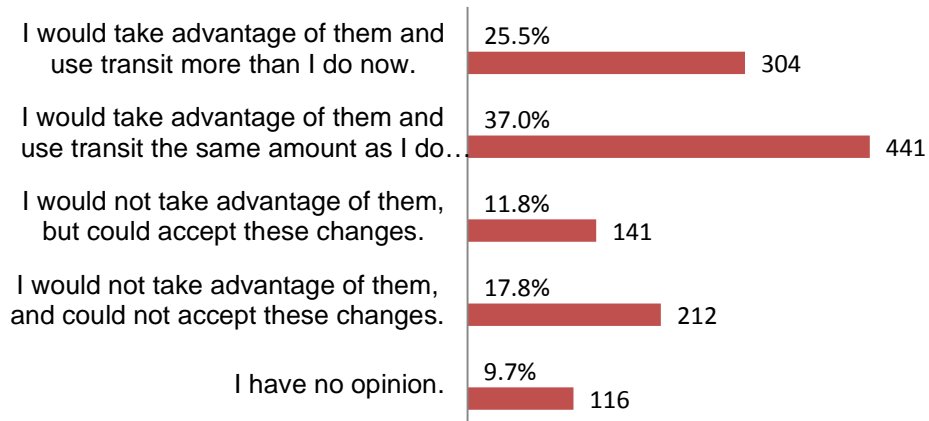
What we heard people want

- Frequent, all-day service.
- Convenient transfers.

What's in the proposal

Improved frequency on routes 16, 44, 48, 49, 65, 67, 70, 73, 75, and 372X.

How would these improvements in frequency affect you?



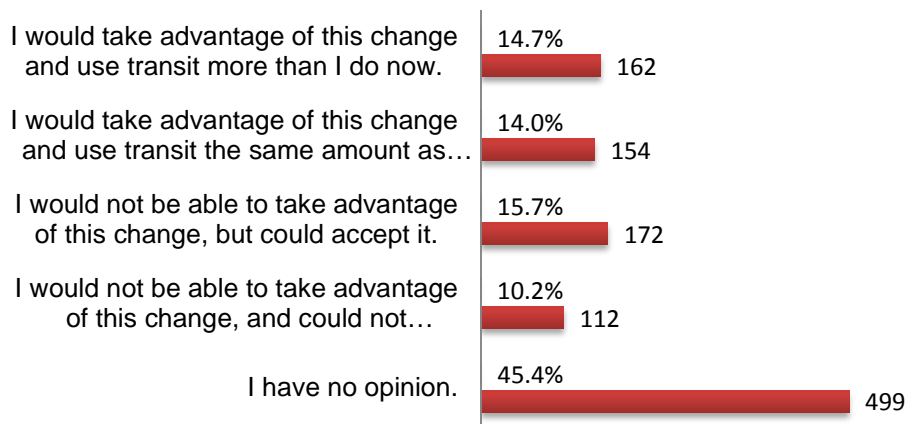
What we heard people want

Better east-west connections.

What's in the proposal

- New connection between Sand Point, View Ridge, Ravenna, Roosevelt, Green Lake, Wallingford, and Fremont (revised Route 16).
- Improved frequency on routes 44 and 75.

How would the proposed change to the Route 16 affect you?



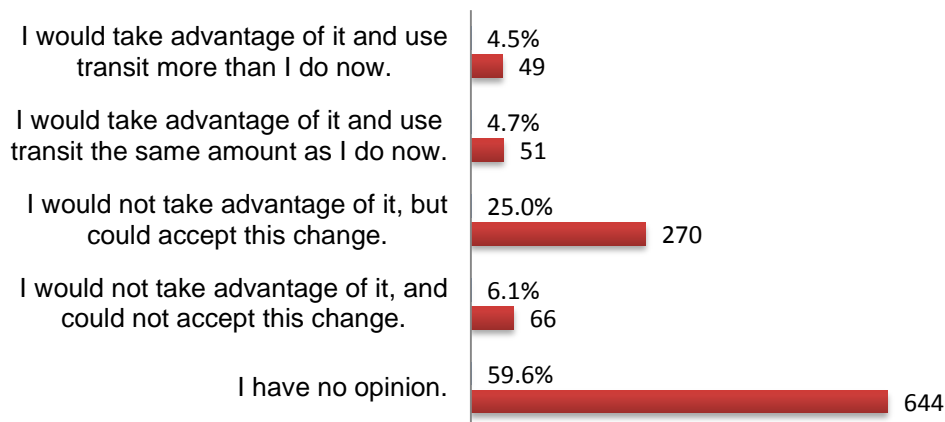
What we heard people want

- Connection between Laurelhurst and the University of Washington Link station.
- Fewer transfers for those unable to get to frequent north-south service on 35th Avenue NE and Sand Point Way, as provided in Metro's earlier Alternative 1 network concept.

What's in the proposal?

New DART Route 941 would provide an all-day connection to the University of Washington Station serving View Ridge, Windermere, Wedgwood, and Laurelhurst. Flexible service would be provided in the View Ridge and Laurelhurst areas, so residents of those areas could reserve a pick up or ask to be dropped off closer to their homes than the nearest regular stop.

How would a new DART Route 941 affect your use of transit?



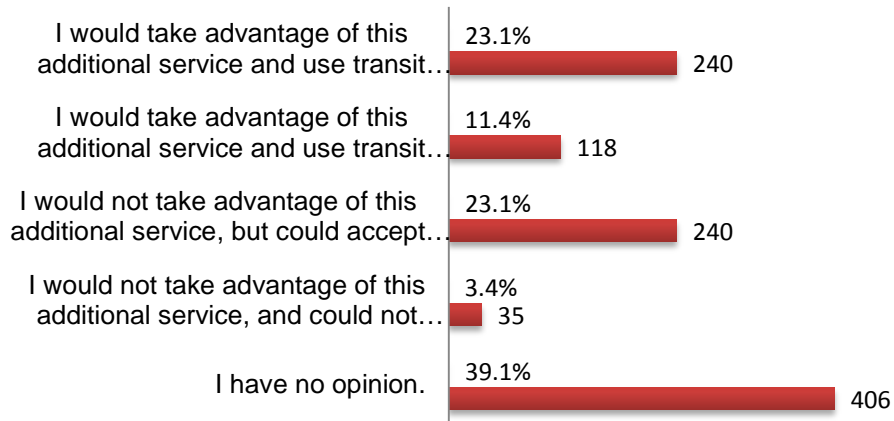
What we heard people want

More late-night and weekend service.

What's in the proposal?

More late-night and weekend service on routes 67, 70, and 372X.

How would this addition of late night and weekend service affect your use of transit?



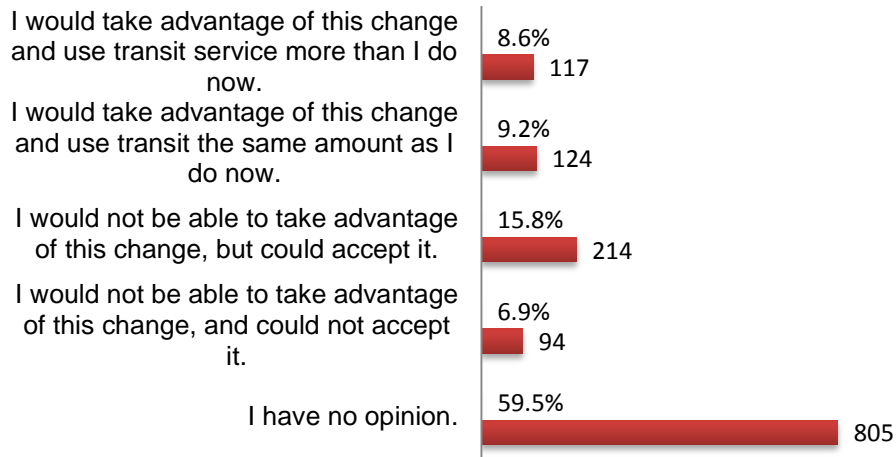
What we heard people want

- Better east-west connections.
- Direct connection between Madison Park, Madison Valley, and downtown Seattle.
- The Alternative 1 concept for three different routes serving Madison was confusing and did not take advantage of Seattle's efforts to provide bus rapid transit improvements along the corridor.

What's in the proposal

Revised Route 11 would provide continuous service on Madison Street between Madison Park and downtown Seattle. It would be the only route operating on the Madison corridor, and would have service levels close to those of bus rapid transit.

How would a revised Route 11 affect you?



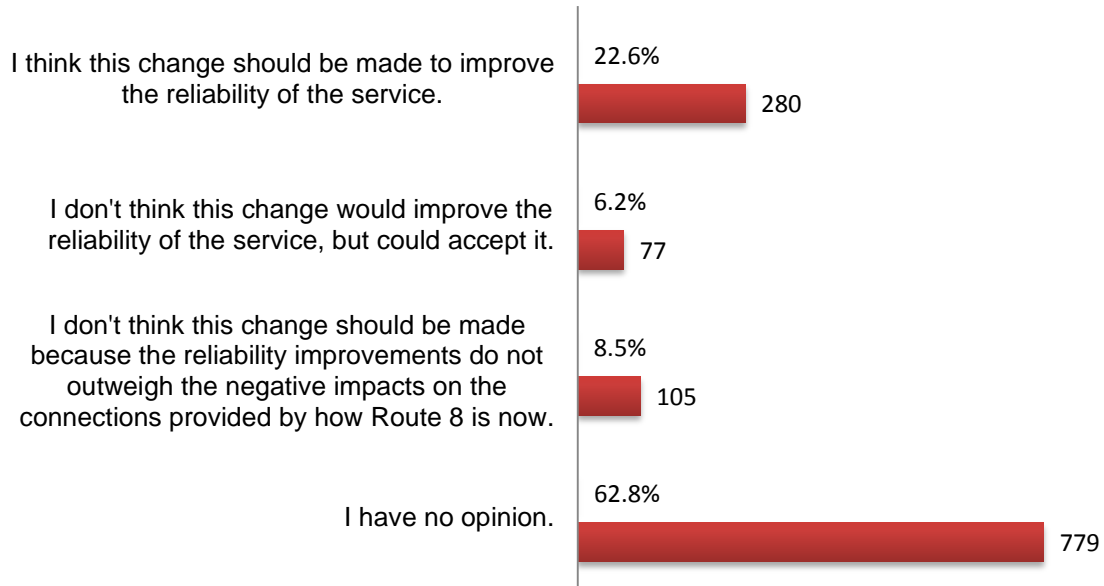
What we heard people want

Reliable service.

What's in the proposal?

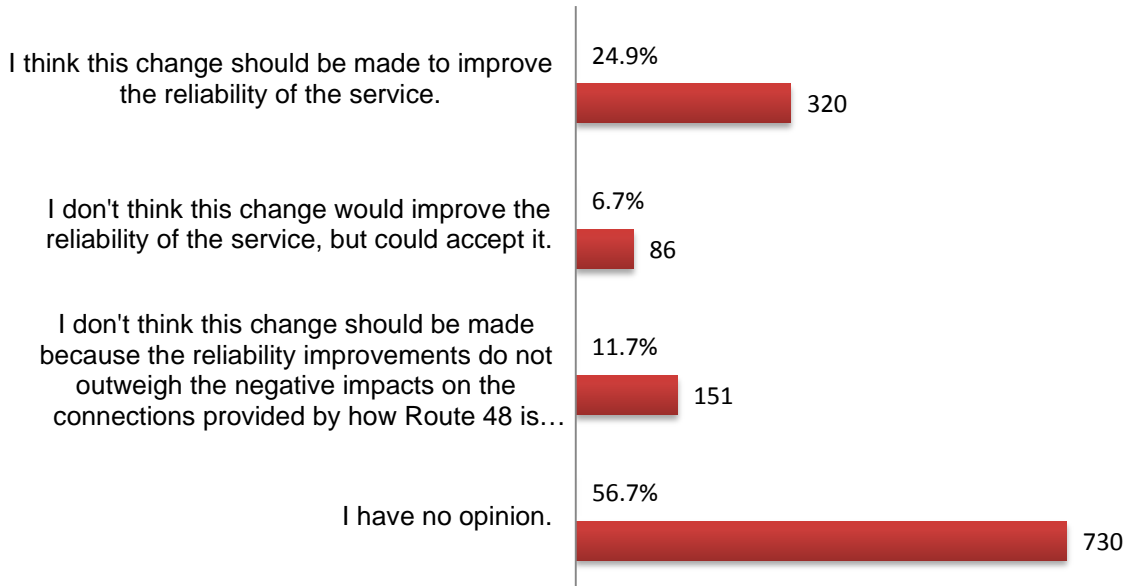
- Splitting Route 8 into two routes (Route 8 would continue to provide service between 23rd Avenue S/S Jackson Street and lower Queen Anne, while new Route 38 would operate along the southern part of the route between Rainier Beach and 23rd Avenue S/S Jackson Street). Each route would operate independently, with no through-routing.
- Splitting Route 48 into two routes (new Route 45 would serve the north part of the route, keeping Route 48 to serve the south part of the route). Each route would be operated independently, with no through-routing.

What do you think about the proposal to split Route 8?



In the survey, we also asked where people would prefer the Route 8 to be split – 23rd and Jackson or at the Mount Baker Transit Center. While 13% of survey respondents selected 23rd and Jackson and 12% selected Mount Baker Transit Center, the rest had no opinion. In face-to-face outreach opportunities, we continually heard about riders' preference to split the route at the transit center to provide connections to Link light rail at the south end and more bus routes (routes 7, 9X, 14, 48).

What do you think about the proposal to split Route 48?



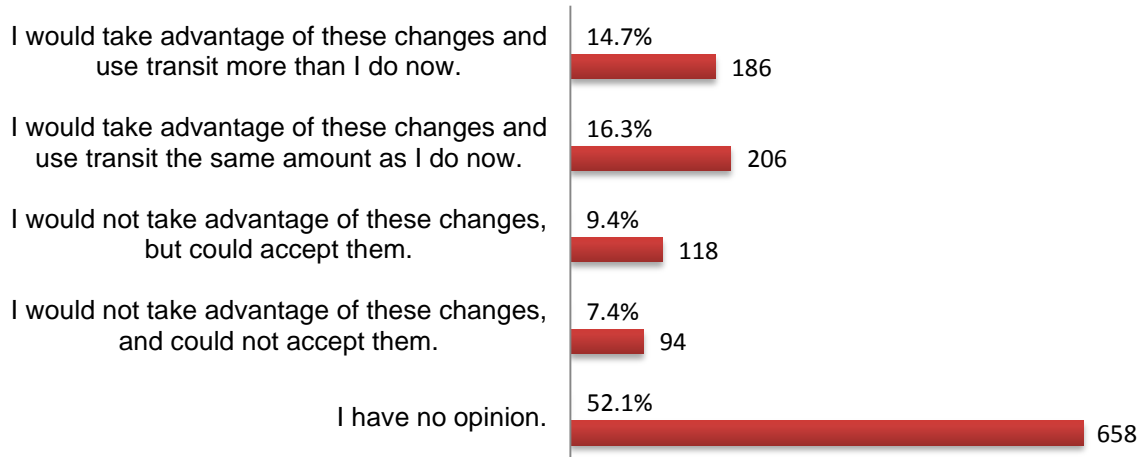
What we heard people want

- Fast and easy connection between the top of Capitol Hill and the University District.
- Fast and easy connection between the top of Capitol Hill and downtown Seattle.
- Service on 19th Avenue E.

What's in the proposal

- Improved frequency on routes 8, 11, and 48.
- Frequent connection to light rail at Capitol Hill Station on routes 8 and 12.
- Revised Route 12 would provide service on 19th Avenue E between E Galer Street and E Thomas Street into downtown, past the Capitol Hill Station.

How would your use of transit be affected if Route 12 were revised and frequency were improved on route 8, 11, and 48?



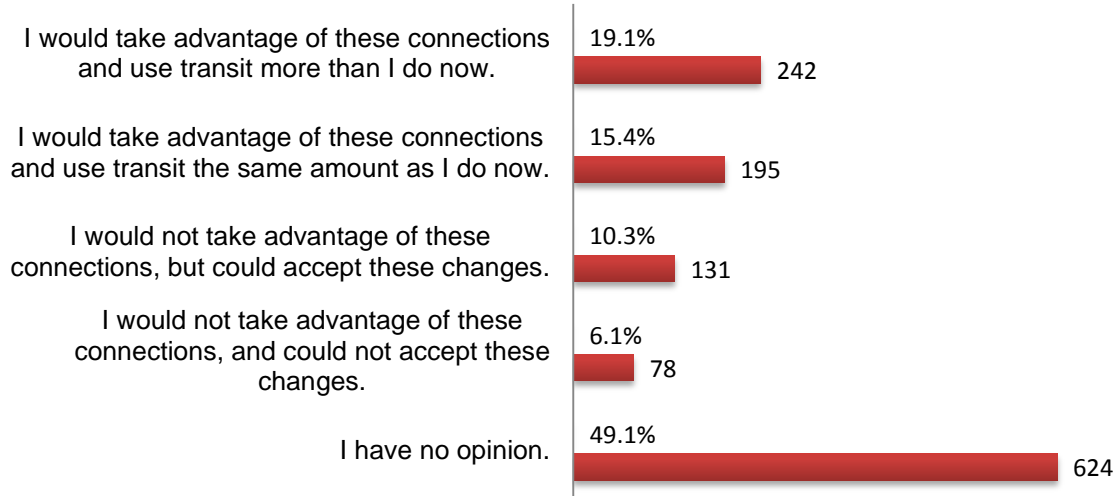
What we heard people want

Convenient, all-day connections to light rail at the Capitol Hill Station.

What's in the proposal

- Routes 8 and 12 would provide frequent east-west service on E John Street, E Thomas Street, and E Olive Way for the Central Area, Madison Valley, and Capitol Hill.
- Routes 9 and 49 and the First Hill Streetcar would provide frequent north-south service on Broadway E for access to Seattle Central College, Seattle University, north Capitol Hill, Capitol Hill, First Hill, and Yesler Terrace.

How will your use of transit be affected by proposed frequent, all-day connections to the Capitol Hill Station?



Measures of Success

We identified a number of goals for our engagement process that we designed our process to achieve (see “goals” in the Overview section). To this end, we asked a series of questions in the online survey of each phase of outreach to collect feedback on our outreach process. We also received feedback about our outreach through other channels – emails, at meetings, etc. This section looks at how we measured our success and how we did at achieving these goals.

Did the public see how they shaped the final service change proposal?

As we progressed through each phase of outreach, we worked to demonstrate how public input shaped what we were asking for feedback on. We asked survey responders who participated in previous phases of outreach whether they saw how public feedback shaped what we shared with the public.

In phase two outreach, there were approximately 670 survey responders who indicated they had participated in phase one. Thirty percent saw how feedback helped shaped some of the ideas being considered. Twenty seven percent did not. And, forty three percent weren’t sure.

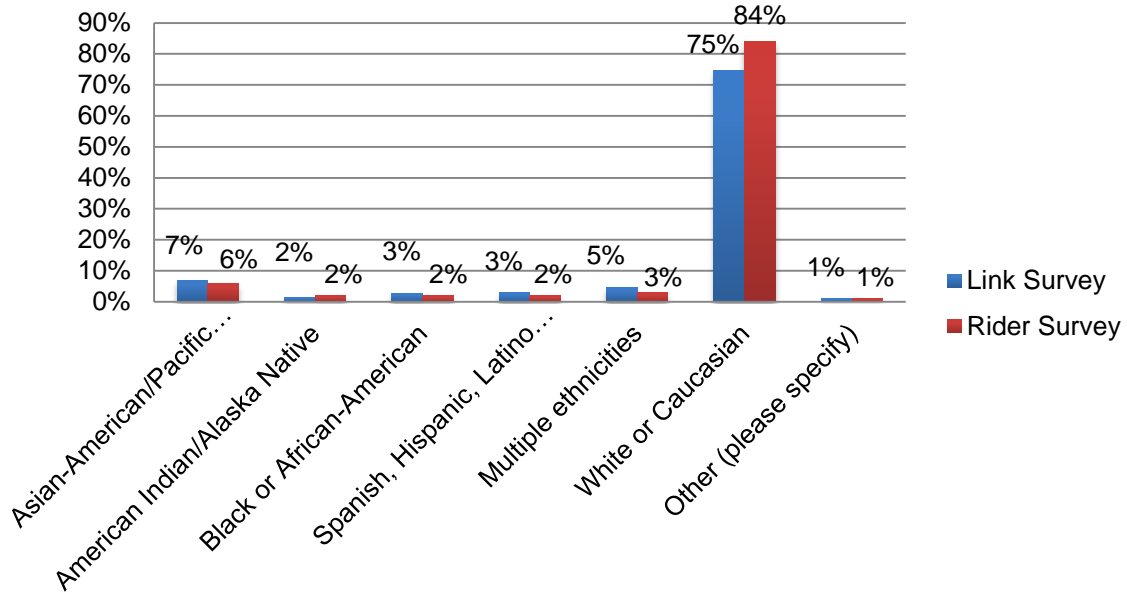
We worked to improve our communications to show how public feedback shaped what was being proposed in phase three of outreach. We created a unique video series we called, “Talks with Ted,” where he walked through the proposal and how it was shaped by what we heard in phase two. We added language for each section of our survey to indicate what we had heard from the public and what we were proposing that responded to that.

In phase three, approximately 410 survey responders indicated they had participated in phase two outreach. **Sixty five percent saw how public feedback shaped what we were proposing.** Fifteen percent did not. Twenty percent weren’t sure.

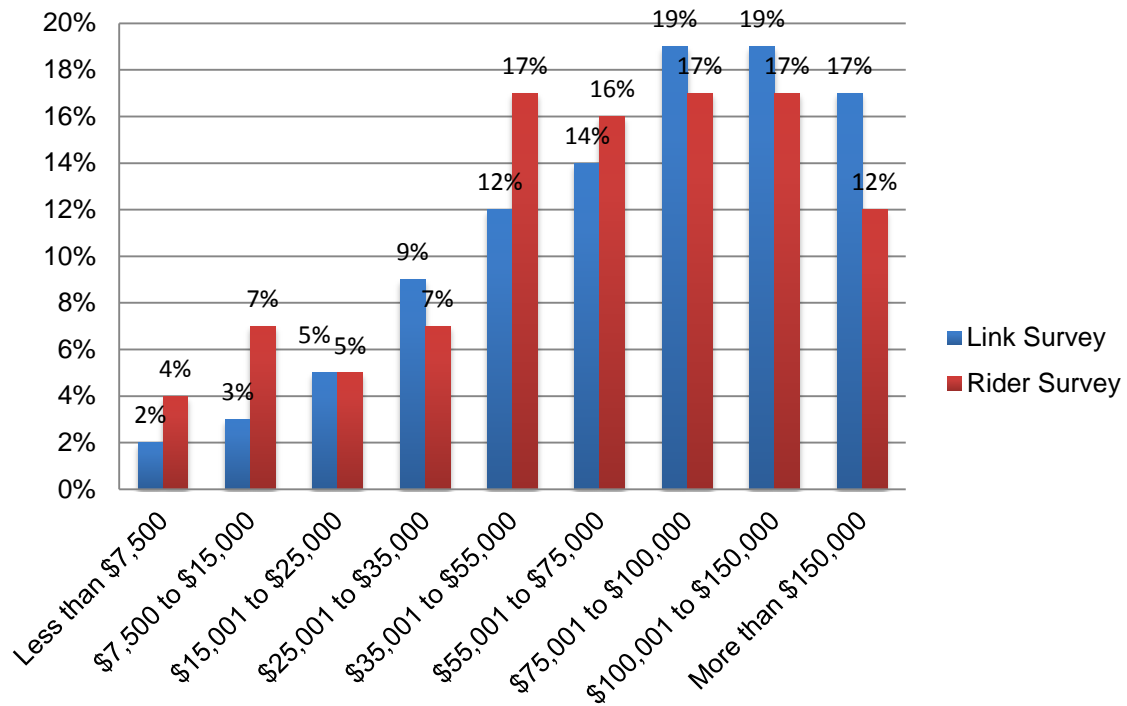
Did we engage participants who are reflective of our ridership in the project area?

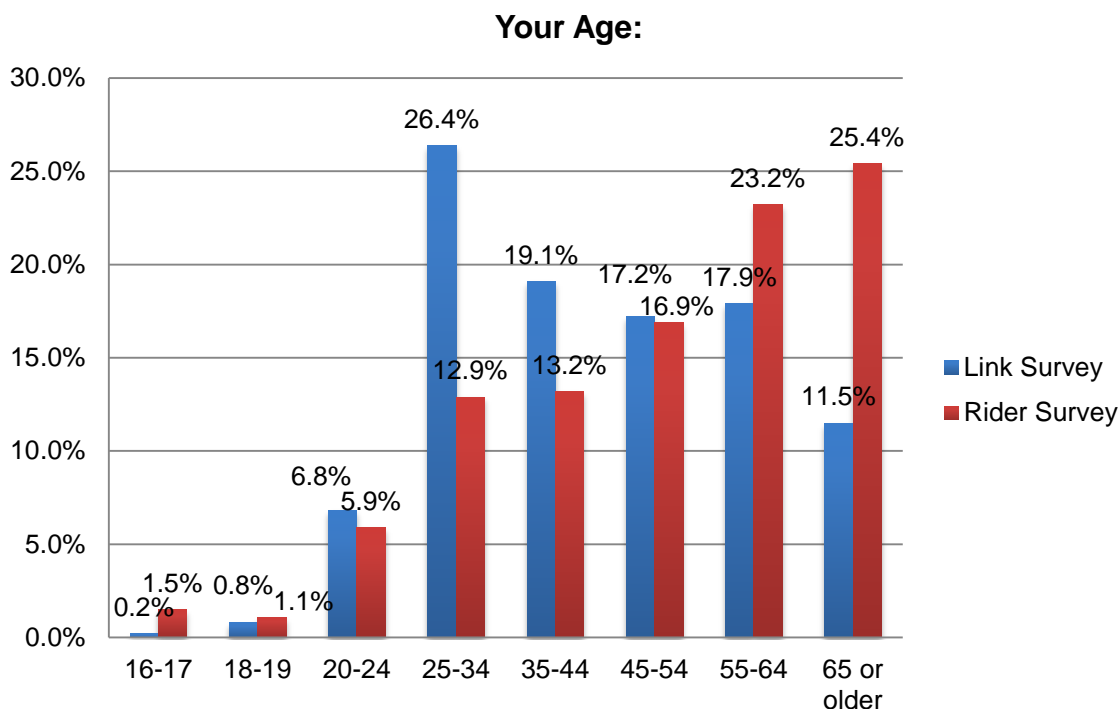
We asked a series of demographic questions in our online survey in phases two and three to help us assure we were hearing from a group of people who are reflective of Metro ridership. The following charts compare the demographic information collected in our phase three survey with demographic information collected in Metro’s most recent rider survey for the zip codes included in the project area. Please note the numbers from Metro’s rider survey comprise a small sample size.

Do you consider yourself...



What is your annual household income?





On the whole in phase three, our online survey participants have a generally consistent makeup in ethnicity and annual household income to our ridership in the project area. However, we had a greater participation rate among young adults and less of a participation rate among people 55 and older compared to our ridership. This stresses the importance of our work to facilitate public meetings and meet face-to-face with our riders where they are so we can hear from those who may not participate in online engagement for a variety of reasons.

Do participants feel their participation will result in better decisions?

In each phase of outreach we asked in our online survey whether participants agreed that taking the time to share their feedback would result in better decisions being made. Here are the results:

- Phase 1 – More than 80 percent strongly or somewhat agreed
- Phase 2 – Nearly 80 percent strongly or somewhat agreed
- Phase 3 – More than 70 percent strongly or somewhat agreed

Did participants benefit from access to understandable, accurate, and transparent information?

In each phase of outreach we asked questions about whether people felt welcome to provide feedback and whether they felt they had enough time to provide meaningful feedback; and, in phases two and three, what resources they used to understand what we were asking for feedback on, and whether those resources were helpful.

In Phase 1

- Nearly 90 percent of respondents strongly or somewhat agreed that the notice, advertisement, and/or invitation to learn more and share thoughts about Metro's Link Connections project was clear and welcoming.
- More than 80 percent of respondents felt they were given enough time to provide meaningful feedback.

In Phase 2

- Ninety three percent of respondents strongly or somewhat agreed that the notice, advertisement, and/or invitation to learn more and share thoughts about Metro's Link Connections project was clear and welcoming.
- The top three resources participants used to learn about the alternatives were Metro's website (81%), information shared via the news media or neighborhood blog (18%), and Sound Transit's website (18%). When asked whether the resources the respondent used to learn about the alternatives helped them understand the concepts, 80 percent said, "Yes," seven percent said, "No," and 12 percent said, "I don't know."
- Seventy eight percent of respondents felt they were given enough time to provide meaningful feedback.

In Phase 3

- Eighty eight percent of respondents strongly or somewhat agreed that the notice, advertisement, and/or invitation to learn more and share thoughts about Metro's Link Connections project was clear and welcoming.
- The top three resources participants used to learn about the alternatives were Metro's website (90%), Sound Transit's website (23%), and information shared via the news media or neighborhood blog (19%). When asked whether the resources the respondent used to learn about the alternatives helped them understand the concepts, eighty six percent said, "Yes," 7 percent said, "No," and 7 percent said, "I don't know."
- Seventy six percent of respondents felt they were given enough time to provide meaningful feedback.

Other feedback about our outreach process

We provided an open-ended question in our surveys allowing people to provide additional feedback about our outreach. This feedback was used to improve our effectiveness and be responsive to the public.

Some examples of how we used this feedback were:

- **Our Phase 2 survey**—for some our survey was too long; for others, they ran into trouble filling out the survey on their mobile devices; some people ended up losing their input and starting over. Others gave up and called to complain and express their views over the phone. We investigated the issues people reported completing the survey and made some changes to how it was formatted during the course of the outreach. We let people know what we learned, what we did, and how they could still give us input in a [blog post](#) published and emailed to project email list subscribers.
- **In Phase 2... People told us to use video**—Several people thought a general overview of the concepts provided in the form of a video would have been helpful. Reading through text on a website only appeals to certain types of learners. We need to do a better job providing information for all types of learners. So during phase 3 we listened and used “Talks with Ted” – a series of videos to describe what was in the proposed changes and how it responded to people’s feedback – to provide a different way to absorb the information. These videos were well-received by the public.
- **In Phase 3... complaints about our survey** – Some people complained that our survey in phase three didn’t allow them to give feedback in the way they wanted. We sent a reminder to route subscribers and our project list in the final week of the public comment period. In this reminder, we walked through all the ways people could provide input – including skipping through the survey questions until participants get to the place in the survey where we provided a way to comment about a route or set of routes and emailing or calling us directly – emphasizing that all channels are equally valid.
- Regardless of how people felt about what we were proposing, we received a clear message that they want to see the results of their feedback and how we reflect this in the changes we put forth. By phase three, we built text into each survey question to demonstrate how public feedback shaped what was being proposed – helping pave the way for the highest number of people (more than sixty percent) reporting that they could see how public input shaped what we were proposing.

There were numerous other comments about Metro and our outreach – from to whom we reached out to our survey. These comments will help us learn and continue to improve our communications and engagement efforts moving forward.

Appendix A: Online Survey Questions – Phase 1



Link Connections Survey

What will change when Link comes to Capitol Hill and the UW?

Help us improve connections between buses and light rail when Link service is extended

Starting in 2016, Sound Transit's University Link light rail extension will connect Capitol Hill and the University District with downtown Seattle, Rainier Valley, and Sea-Tac Airport.

Metro and Sound Transit are thinking about ways to connect the new light rail service with buses to make an efficient network of service in these areas. Please share how you use bus service today, what works well, what you'd like to see change, and what your priorities are. Your input will help shape the future of transit in these areas.

We estimate this survey will take about 10 minutes to complete.

How you use transit

1. What types of transportation do you use now, or have you used in the past? (select all that apply)

- Bicycle
- Car2Go, Zipcar, or similar private car sharing service
- Carpool
- Community Transit bus
- Drive my own car alone
- Hyde Shuttle (Senior Services)
- King County Water Taxi
- Metro Access transportation
- Metro bus
- Metro VanPool
- Motorcycle or scooter
- Pierce Transit bus
- Seattle streetcar
- Senior Services Volunteer Transportation
- Sound Transit bus
- Sound Transit Link light rail
- Sounder train
- Taxi, Lyft, Uber, Sidecar, or other similar service
- Washington State Ferry
- Walk or use wheelchair
- Other (please specify)

2. If you ride the bus, or have in the past, please indicate which of the following route(s) you use or have used.

- | | | |
|--------------------------------|---------------------------------|--|
| <input type="checkbox"/> 1 | <input type="checkbox"/> 48 | <input type="checkbox"/> 242 |
| <input type="checkbox"/> 2 | <input type="checkbox"/> 49 | <input type="checkbox"/> 252 |
| <input type="checkbox"/> 3 | <input type="checkbox"/> 60 | <input type="checkbox"/> 255 |
| <input type="checkbox"/> 4 | <input type="checkbox"/> 64X | <input type="checkbox"/> 257 |
| <input type="checkbox"/> 8 | <input type="checkbox"/> 65 | <input type="checkbox"/> 271 |
| <input type="checkbox"/> 9 | <input type="checkbox"/> 66 | <input type="checkbox"/> 277 |
| <input type="checkbox"/> 10 | <input type="checkbox"/> 67 | <input type="checkbox"/> 311 |
| <input type="checkbox"/> 11 | <input type="checkbox"/> 68 | <input type="checkbox"/> 316 |
| <input type="checkbox"/> 12 | <input type="checkbox"/> 70 | <input type="checkbox"/> 372 |
| <input type="checkbox"/> 13 | <input type="checkbox"/> 71/71X | <input type="checkbox"/> 373 |
| <input type="checkbox"/> 14 | <input type="checkbox"/> 72/72X | <input type="checkbox"/> ST 512 |
| <input type="checkbox"/> 16 | <input type="checkbox"/> 73/73X | <input type="checkbox"/> ST 540 |
| <input type="checkbox"/> 25 | <input type="checkbox"/> 74 | <input type="checkbox"/> ST 542 |
| <input type="checkbox"/> 26/28 | <input type="checkbox"/> 75 | <input type="checkbox"/> ST 545 |
| <input type="checkbox"/> 27 | <input type="checkbox"/> 76 | <input type="checkbox"/> ST 555 |
| <input type="checkbox"/> 30 | <input type="checkbox"/> 77 | <input type="checkbox"/> ST 556 |
| <input type="checkbox"/> 31 | <input type="checkbox"/> 106 | <input type="checkbox"/> ST 586 |
| <input type="checkbox"/> 32 | <input type="checkbox"/> 107 | <input type="checkbox"/> None of these |
| <input type="checkbox"/> 43 | <input type="checkbox"/> 167 | |
| <input type="checkbox"/> 44 | <input type="checkbox"/> 197 | |

3. Where do you currently go on transit, or where would you like to be able to go on transit? List specific names and/or addresses.

4. Are there any significant destinations such as cultural, religious, low-income, senior, social service locations or parks that we should include as we analyze service needs?

How transit works for you

5. How do the transit options you use work for you? Do they get you where you want to go?

6. What are the top three things that prevent you from using public transportation, or make it difficult for you to use it? (choose up to 3)

- It takes too long to get to my destination
- Stations/stops are too far away from my home, work, school, etc.
- Bus/train schedules are not reliable
- Service isn't frequent enough
- I have to transfer
- Buses/trains are too crowded
- Obstacles due to limited mobility or disability
- Service isn't offered early enough/late enough
- Service isn't available on weekends
- Buses, trains aren't clean or comfortable
- Stations, stops, buses, or trains aren't safe

Why?

7. Are there particular corridors or places that need service in the evenings, on weekends, very early in the morning, or late at night?

Tradeoffs

Information about how people use the transit system, where they want to go, and riders' priorities helps us plan a convenient and efficient transit system.

Limited resources sometimes mean tradeoffs—like reducing the number of stops in order to improve speed and reliability. It's important for Metro and Sound Transit to know what features are top priorities for our riders.

8. What is most important to you when deciding whether to take the bus? (choose up to 3)

- How fast I can get to my destination
- Whether the bus will come on time
- How far the bus stop is from my home/destination
- How long, or during what parts of the day, service is offered
- How traffic congestion will affect travel time
- Parking availability/cost if I drive
- Cost
- Environmental impact
- How comfortable the trip is
- Whether a transfer is required

9. What would cause you to ride transit more? (choose your top 5)

- If it took less time to get to my destination
- If stations/stops were closer to my home/work/school
- If it were the less expensive transportation option
- If travel times were more reliable
- If it ran more often
- If I didn't have to transfer
- If stations/stops were safer
- If buses/trains were cleaner/nicer
- If it ran later/earlier
- If it ran on weekends
- If seats were more comfortable
- If it offered reliable WiFi access

10. How many minutes would you be willing to spend getting to transit (walking, biking, or some other mode) that offered very frequent transit service (i.e., service that comes every 10 minutes or less)?

- 2 minutes or less
- 5 minutes or less
- 10 minutes or less
- 15 minutes or less
- More than 15 minutes

11. A more-efficient network of service that connects more people to more places may require more transfers. What would make transfers more acceptable to you?

I would be willing to transfer if (choose up to 3):

- I only had to wait 5 minutes or less for my first bus or train
- I only had to wait 5 minutes or less for my next bus or train
- I only had to wait 10 minutes or less for my first bus or train
- I only had to wait 10 minutes or less for my next bus or train
- Buses and/or trains arrived on time
- There was enough room on buses/trains
- The transfer stop was safe
- The transfer stop had good shelter from the weather
- The transfer was more accessible for people with limited mobility
- The transfer was more accessible for wheelchair users
- The transfer was more accessible for people who are visually or hearing impaired

How would you like to receive updates

Please let us know what are the best ways to stay in touch with you about this project and let you know about future opportunities to help Metro plan service.

12. I would like to receive updates by email.

Yes

No

Enter email address

13. I would like my community organization to receive updates by email. The organization's name and email address are:

Organization:

Email Address:

14. I would like to receive updates by visiting your website (www.kingcounty.gov/Metro/LinkConnections).

Yes

No

15. I would like to receive updates in some other way (please specify):

Feedback about our outreach (optional)

The following questions are optional. Your answers will help us improve the way we engage members of the community as we make decisions about transit service.

16. How did you hear about the opportunity to participate in the Link Connections project? (check all that apply)

- News media or neighborhood blog
- Metro Matters blog
- Metro or King County website
- Metro email or text alert
- Advertisement on/in bus
- Poster at my bus stop
- Handout given to me at a transit center or community event
- Twitter
- Facebook
- Friend
- Employer
- An organization I'm involved with

Other (please specify):

17. The notice, advertisement, and/or invitation to learn more and share your thoughts about Metro's Link Connections project was clear and welcoming.

- Strongly agree
- Somewhat agree
- Somewhat disagree
- Strongly disagree
- No opinion

18. From the time you were notified, were you given enough time to provide meaningful feedback in this phase of Metro's Link Connections planning process?

- Yes
- No
- I don't know

19. I believe that taking the time to share my views will result in better decisions being made about service changes once Link service is extended to the UW.

- Strongly agree
- Somewhat agree
- Somewhat disagree
- Strongly disagree
- No opinion

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

Appendix B: Online Survey Questions – Phase 2

Welcome

Metro and Sound Transit have developed two alternative concepts for how bus service could be integrated with light rail. These concepts include new and improved connections and changes to make bus service more efficient, reliable, and easy to use. In this survey, we're asking you to think about how you might use the alternative concepts, what you like and dislike, and your ideas to make each alternative better. You'll be able to give us feedback about both alternatives by area and/or by route. Your input will help shape a proposal, which we'll share for public comments in May before making a recommendation to the King County Council and the Sound Transit Board. They will then make decisions about how to change bus service after Link service begins in Capitol Hill and the University District. We hope you've taken some time to explore the alternatives on our project website before completing this survey. **Friendly warning:** depending on which sections you choose to complete, this survey might take you longer than 15 minutes.

1. What city or neighborhood do you live in? (check one)

- Bellevue
- Kingsgate
- Roosevelt
- Bryant
- Kirkland
- Sand Point
- Central District
- Lake City
- South Lake Union
- Central Capitol Hill
- Laurelhurst
- University District
- Downtown Seattle
- Madison Park
- View Ridge
- Eastgate-Issaquah
- Maple Leaf
- Wallingford
- Eastlake/Portage Bay
- Montlake
- Wedgwood
- Fremont
- North Capitol Hill
- Windermere
- Green Lake
- Northgate
- Woodinville
- Issaquah
- Ravenna
- Jackson Park
- Redmond
- Other (please specify)

2. Where do you go or want to go using transit? (check all that apply)

- | | | |
|---|---|--|
| <input type="checkbox"/> Bellevue | <input type="checkbox"/> Kirkland | <input type="checkbox"/> Seattle Center |
| <input type="checkbox"/> Bryant | <input type="checkbox"/> Lake City | <input type="checkbox"/> Seattle Children's Hospital |
| <input type="checkbox"/> Central District | <input type="checkbox"/> Laurelhurst | <input type="checkbox"/> South Lake Union |
| <input type="checkbox"/> Central Capitol Hill | <input type="checkbox"/> Madison Park | <input type="checkbox"/> University District |
| <input type="checkbox"/> Downtown Seattle | <input type="checkbox"/> Maple Leaf | <input type="checkbox"/> University of Washington or UW Medical Center |
| <input type="checkbox"/> Eastgate-Issaquah | <input type="checkbox"/> Montlake | <input type="checkbox"/> View Ridge |
| <input type="checkbox"/> Eastlake/Portage Bay | <input type="checkbox"/> North Capitol Hill | <input type="checkbox"/> Wallingford |
| <input type="checkbox"/> Fremont | <input type="checkbox"/> Northgate | <input type="checkbox"/> Wedgwood |
| <input type="checkbox"/> Green Lake | <input type="checkbox"/> Ravenna | <input type="checkbox"/> Windermere |
| <input type="checkbox"/> Issaquah | <input type="checkbox"/> Redmond | <input type="checkbox"/> Woodinville |
| <input type="checkbox"/> Jackson Park | <input type="checkbox"/> Roosevelt | |
| <input type="checkbox"/> Kingsgate | <input type="checkbox"/> Sand Point | |
| <input type="checkbox"/> Other (please specify) | | |

3. Do you currently use Metro or Sound Transit bus service?

- Yes
- No

Your route(s)

4. What route(s) do you ride?

- | | | |
|---|------------------------------|-------------------------------|
| <input type="checkbox"/> 8 | <input type="checkbox"/> 64X | <input type="checkbox"/> 252 |
| <input type="checkbox"/> 10 | <input type="checkbox"/> 65 | <input type="checkbox"/> 255 |
| <input type="checkbox"/> 11 | <input type="checkbox"/> 66X | <input type="checkbox"/> 257 |
| <input type="checkbox"/> 12 | <input type="checkbox"/> 67 | <input type="checkbox"/> 271 |
| <input type="checkbox"/> 16 | <input type="checkbox"/> 68 | <input type="checkbox"/> 277 |
| <input type="checkbox"/> 25 | <input type="checkbox"/> 70 | <input type="checkbox"/> 311 |
| <input type="checkbox"/> 26X | <input type="checkbox"/> 71 | <input type="checkbox"/> 316 |
| <input type="checkbox"/> 28 | <input type="checkbox"/> 72 | <input type="checkbox"/> 372X |
| <input type="checkbox"/> 28X | <input type="checkbox"/> 73 | <input type="checkbox"/> 373X |
| <input type="checkbox"/> 30 | <input type="checkbox"/> 74 | <input type="checkbox"/> 540 |
| <input type="checkbox"/> 31 | <input type="checkbox"/> 75 | <input type="checkbox"/> 542 |
| <input type="checkbox"/> 32 | <input type="checkbox"/> 76 | <input type="checkbox"/> 545 |
| <input type="checkbox"/> 43 | <input type="checkbox"/> 77 | <input type="checkbox"/> 555 |
| <input type="checkbox"/> 44 | <input type="checkbox"/> 235 | <input type="checkbox"/> 556 |
| <input type="checkbox"/> 48 | <input type="checkbox"/> 238 | |
| <input type="checkbox"/> 49 | <input type="checkbox"/> 242 | |
| <input type="checkbox"/> Other (please specify) | | |

5. How often do you ride transit?

- 5 or more times per week
- 3-4 times per week
- 1-2 times per week
- Less than once per week

Your feedback on the bus change concepts being considered

Metro and Sound Transit have developed two alternative concepts for how transit could be coordinated with light rail. These concepts include new and improved connections and changes to make transit more efficient, reliable, and easy to use.

- The goal of **Alternative 1** is to create a consolidated, frequent network of service.
- **Alternative 2** involves more modest changes. This concept assumes that riders will switch to Link light rail only where it will make their travel times significantly shorter, but it still responds to likely future shifts in the transit market.

Both concepts...

- Are designed using Metro's Service Guidelines and public input from our first round of outreach last November.
- Aim to provide more reliable trip times for bus riders with a transfer to Link light rail, which will provide congestion-free trips (Capitol Hill-downtown Seattle in four minutes; Husky Stadium-downtown Seattle in eight minutes, and Capitol Hill-University of Washington in four minutes).
- Assume the same bus hour resources as we have on the streets today (for example, they do not take into account added investments by the City of Seattle that will begin in June and September 2015).

Alternative 1

- Consolidates service into fewer routes on major streets where ridership is highest, for more productivity and efficiency.
- Provides service frequencies of 15 minutes or better in all places where service remains. (Currently, most routes in northeast Seattle come every 30 minutes.) Increased frequency means less wait time when catching a bus or transferring between services, and a more dependable travel time.
- Offers more new connections between destinations we've heard are important to you.
- Concentrates riders at fewer transfer points, allowing us to focus resources on amenities at these locations.
- Takes the uncertainty and pre-planning out of choosing to ride. Riders would know where to go to catch the bus and would not have to worry about when the bus is coming.
- Riders in some areas would have to travel farther to reach transit.

Alternative 2

- Maintains more geographic coverage. For the most part, riders could reach transit the same way they do today, without having to travel farther.
- Offers a choice to riders between having a one-seat ride between major destinations or transferring.
- Provides less-frequent service than Alternative 1, with longer wait times for transfers.
- Offers some new connections between destinations we've heard are important to you.

If you haven't already taken the time to study how these alternative concepts would affect your area or route, please do so on our [project website](#).

6. Would you like to give us feedback on changes being considered for north Seattle (including neighborhoods in northeast and northwest Seattle)?

- Yes
- No

7. What do you like most about the Alternative 1 concept in north Seattle? (choose up to 10)

- Everything
- Nothing
- In general, the frequency of service in this network concept
- New, frequent, direct connection between Sand Point, Wedgwood, Ravenna, Roosevelt, Green Lake, and Wallingford (concept for Route 16)
- Improved frequency between the University District and northeast Seattle neighborhoods, including Wedgwood, Ravenna, Maple Leaf, Lake City, and Sand Point (concepts for route 65, 67, 75, and 372X)
- New weekend service between Lake City, Ravenna, and the University District (concept for Route 372X)
- New direct connection between Ballard, Greenwood, Green Lake, the new University of Washington Station, and the Eastside (concept for through-routing routes 45 and 271)
- Faster connection between east Green Lake, Wallingford, and downtown Seattle (concept for Route 26X)
- New connection between Wallingford and Fremont (concept for Route 16)
- New, direct peak-period connection between South Lake Union and northeast Seattle neighborhoods (concept for routes 64X and 66X)
- Frequent, all-day service between the new University of Washington Link station, University Village, and Seattle Children's Hospital (concept for Routes 65, 75, and 255)
- Frequent, all-day service between the Eastside and Seattle Children's Hospital (concept for Route 255)
- Frequent, all-day service between the new University of Washington Station and University Way/The Ave (concept for routes 45, 48, 67, and 271)
- Frequent, all-day service between Northgate, Maple Leaf, Roosevelt, the University District, and the new University of Washington Link station (concept for Route 67)
- More direct service between Green Lake and Northgate (concept for Route 16)
- Keeping peak service between northeast Seattle neighborhoods and downtown Seattle (concept for routes 73, 74, 76, 77, and 312)
- Keeping peak service between Maple Leaf (on 5th Avenue NE and 15th Avenue NE) and downtown Seattle (concepts for routes 66, 77, and 373)
- Frequent, all-day service between the University District, Overlake, downtown Redmond, and Bear Creek Park and Ride (concept for Route 542)
- Faster, more reliable travel times between Capitol Hill and NE Seattle
- Other (please specify)

Your feedback on north Seattle concepts, continued

8. What concerns you the most about the alternative 1 concept in north Seattle? (choose up to five)

- Everything
- The benefits outweigh any concerns I might have
- Slower connection to downtown Seattle from Stone Way (concept for Route 16)
- No direct connection between Lake City and Ravenna (concept for Route 72)
- From 5th Avenue NE, having to travel farther to access service on Roosevelt Way NE (concept for routes 66 and 67)
- From 15th Avenue NE, having to travel farther to access service on Roosevelt Way NE (concept for routes 73 and 67)
- From from 11th Avenue NE/Roosevelt Way NE, having to travel farther to access service on University Way NE (concept to consolidate service on University Way/The Ave with routes 48 and 67)
- In Laurelhurst, having to travel farther to access service on Sand Point Way (concept for Route 25)
- No direct service between College Way N/Meridian Ave N and Wallingford and Green Lake (concept for routes 16 and 26X)
- In View Ridge and Windermere, having to travel farther to access service on 35th Avenue NE, Sand Point Way, or NE 65th Street during off-peak times (concepts for routes 71, 72, 16, 65, and 75)
- From NE 75th Street, NE 55th Street, and 40th Avenue NE, having to travel farther to access service during off-peak times (concepts for routes 71, 16, 65, and 75)
- Other (please specify)

Your feedback on north Seattle concepts, continued

9. How would your use of transit be affected if Alternative 1 were implemented in north Seattle?

- I would use transit more
- I would use transit the same
- I would use transit less
- I don't know

Why?

10. How would you improve Alternative 1 in north Seattle – keeping in mind that the goal of this network concept is to have a consolidated, frequent network of service?

Your feedback on north Seattle concepts, continued

Alternative 2

11. What do you like most about Alternative 2 in north Seattle? (choose up to seven)

- Everything
- Nothing
- New, direct connection between Sand Point, Wedgwood, Ravenna, and Roosevelt (concept for Route 71)
- Frequent, all-day service between the University District and the new University of Washington Link station (concept for routes 43, 44, 48, 70, and 271)
- Frequent, all-day service between Northgate, Maple Leaf, Roosevelt, the University District, and downtown Seattle (concept for Route 73)
- More direct service between Green Lake and Northgate (concept for Route 16)
- Direct service between Laurelhurst, University Village, and the new University of Washington Link station (concept for Route 62)
- All-day service between Shoreline, Jackson Park, and the University District (concept for Route 373X)
- New weekend service between Lake City, Ravenna, and the University District (concept for Route 372X)
- Keeps frequent all-day service on 11th Avenue NE/Roosevelt Avenue NE in the University District (concept for Route 48)
- All-Day service on NE 75th Street, 40th Avenue NE, and NE 55th Street (Concept for Route 68)
- Keeps service to Laurelhurst
- Keeps service to Montlake
- Keeps service on 19th Avenue E (Capitol Hill)
- Other (please specify)

12. What concerns you the most about Alternative 2 in north Seattle? (choose up to five)

- Everything
- The benefits outweigh any concerns I might have
- No direct service between College Way N/Meridian Avenue N and Green Lake and Wallingford (concept for Route 16).
- No direct connection between Lake City and Ravenna (concept for Route 72)
- In Maple Leaf, having to travel farther to access all-day service on Roosevelt Way NE (concept for routes 66X, 67, and 73)
- Longer wait times for people connecting between very frequent light rail service and bus service that runs every 30 minutes (concepts for routes 25, 65, 68, and 75)
- In general, the lack of frequent service in this network concept
- Other (please specify)

Your feedback on north Seattle concepts, continued

13. How would your use of transit be affected if Alternative 2 were implemented in north Seattle?

- I would use transit more
- I would use transit the same
- I would use transit less
- I don't know

Why?

14. How would you improve Alternative 2 in north Seattle – keeping in mind that the goal of this network concept is to keep more coverage while still taking advantage of connections with new light rail service?

Capitol Hill and Central Area

15. Would you like to give us feedback on changes being considered for the Capitol Hill and Central Area, including Montlake and Madison Valley?

Yes

No

Your feedback on Capitol Hill and Central Area concepts

Alternative 1

16. What do you like most about Alternative 1 on Capitol Hill and in the Central Area? (choose up to five)

- Everything
- Nothing
- Improved frequency of all-day service connecting Madison Valley, Capitol Hill, Denny Regrade, South Lake Union, and Seattle Center (concept for Route 8)
- Improved, frequent all-day service along Madison Street between Broadway and downtown Seattle (concept for Route 49)
- New, direct connection between Madison Valley, E John Street, and Link light rail at the new Capitol Hill Station (concept for Route 8)
- Keeps a direct connection between the Central Area – along Martin Luther King, Jr. Way – and Link light rail at the new Capitol Hill Station (concept for Route 38)
- Increased frequency between southeast Seattle, the Central Area, the University of Washington, and the University District (concept for Route 48)
- New direct connection between Rainier Freeway Station, First Hill hospitals, Seattle Central College, and Group Health on 15th Avenue (concept for Route 9X)
- New connection between north Capitol Hill and Madison/Marion corridor (Concept for Route 49)
- Faster, more reliable travel times between Capitol Hill and northeast Seattle
- In general, the frequency of service in this network concept
- Other (please specify)

17. What concerns you the most about Alternative 1 on Capitol Hill and in the Central Area? (choose up to five)

- Everything
- The benefits outweigh any concerns I might have
- Loss of direct connection between the 24th Avenue E corridor and downtown Seattle (concept for Route 43)
- No direct connection between the 24th Avenue E corridor and the new Link Capitol Hill Station (concept for Route 43)
- Less service in Pike Street/Pine Street corridor (concept for routes 11, 43, and 49)
- No service on E Madison Street between Broadway and 16th Avenue (concept for routes 11 and 12)
- Loss of direct connection between Madison Valley and downtown Seattle (concept for routes 11 and 8)
- From 19th Avenue E, having to travel farther to access service on 15th Avenue E, 23rd Avenue E, E John Street, E Thomas Street, or E Madison Street (concept for Route 12)
- From Boyer Avenue E, having to travel farther to access service on 24th Avenue E or Harvard Avenue (concept for Route 25)
- From Lakeview Boulevard, having to travel farther to access service on Broadway or Eastlake Avenue E (concept for Route 25)
- No direct service between the University District and the top of Capitol Hill (concept for Route 43)
- Other (please specify)

Your feedback on Capitol Hill and Central Area concepts, continued

18. How would your use of transit be affected if Alternative 1 were implemented on Capitol Hill and in the Central Area?

- I would use transit more
- I would use transit the same
- I would use transit less
- I don't know

Why?

19. How would you improve Alternative 1 on Capitol Hill and in the Central Area – keeping in mind that the goal of this network concept is to have a consolidated, frequent network of service?

Your feedback on Capitol Hill and Central Area concepts, continued

Alternative 2

20. What do you like most about Alternative 2 on Capitol Hill and in the Central Area? (choose up to four)

- Everything
- Nothing
- Connection between Link light rail at the new University of Washington Station and Boyer Avenue E, Furhman Avenue E, and Lakeview Boulevard E (concept for Route 25)
- Keeps service on 19th Avenue E (concept for Route 12)
- Keeps more service in the Pike/Pine corridor (concept for routes 10, 11, 43, and 49)
- Keeps a direct connection to downtown Seattle from 24th Avenue E and the top of Capitol Hill (concept for Route 43)
- Provides connection to the new Link Capitol Hill Station from 24th Avenue E (concept for Route 43)
- Keeps a direct connection to downtown Seattle from Madison Valley (concept for Route 11)
- Other (please specify)

21. What concerns you the most about Alternative 2 on Capitol Hill and in the Central Area? (choose up to two)

- Everything
- The benefits of Alternative 2 outweigh any concerns I might have
- No connection to Link light rail from Madison Valley
- Continued lack of reliable service on Route 8
- In general, the lack of frequent service in this network
- Other (please specify)

Your feedback on Capitol Hill and Central Area concepts, continued

22. How would your use of transit be affected if Alternative 2 were implemented on Capitol Hill and in the Central Area?

- I would use transit more
- I would use transit the same
- I would use transit less
- I don't know

Why?

23. How would you improve Alternative 2 on Capitol Hill and in the Central Area – keeping in mind that the goal of this network is to keep more coverage while still taking advantage of connections with new light rail service?

Eastside

24. Would you like to give us feedback on changes being considered for the Eastside, including service that travels on State Route 520 and State Route 522?

Yes

No

Your feedback on Eastside concepts

Alternative 1

25. What do you like most about Alternative 1 on the Eastside? (choose up to 10)

- Everything
- Nothing
- Improved night and weekend service between Eastgate, Bellevue, and the University District (concept for Route 271)
- New direct connection between Eastgate, Bellevue, Ballard, Greenwood, and Green Lake (concept for through-routing routes 45 and 271)
- Increased all-day service to Issaquah Highlands (concept for Route 207)
- More direct service during peak shoulders (on either side of peak periods) from Redmond to downtown Seattle to help address overcrowding (concept for Route 545)
- More reliable travel times between Redmond and the south end of downtown Seattle, via a connection to Link light rail (concept for Route 542)
- Increased midday service between Redmond, the University of Washington, the UW Medical Center, and the University District (concept for Route 542)
- Faster service between Redmond and Seattle Children’s Hospital via a transfer to frequent bus service at Husky Stadium (concepts for routes 65, 255, 542, and 545)
- More service across Lake Washington from downtown Kirkland (concept for routes 255 and 256)
- Direct connection between downtown Kirkland, the University of Washington, Link light rail at the new University of Washington Station, University Village, and Seattle Children’s Hospital (concept for Route 255)
- Keeps direct connection between downtown Kirkland and downtown Seattle during peak commute times (concept for Route 255X)
- Increased, peak-only service across Lake Washington from Houghton Park-and-Ride (concept for Route 540)
- New, direct connections between South Lake Union, Woodinville, Totem Lake, and Kirkland (concept for Route 311)
- New direct service from Bear Creek Park-and-Ride to the University of Washington and Link light rail at the new University of Washington station (concept for Route 542)
- More peak period service across Lake Washington from the Woodinville Park-and-Ride, Brickyard Park-and-Ride, and Totem Lake Freeway Station (concept for Route 311)
- Improved service frequency between Bothell, Kenmore, Lake City, and the University District (concept for Route 372)
- Other (please specify)

26. What concerns you the most about Alternative 1 on the Eastside? (choose up to five)

- Transfer required between Issaquah and downtown Bellevue and the University District outside of peak commute times (concept for Route 271)
- Bus-light rail transfer required to travel between Redmond and downtown Seattle during weekday off-peak hours (concept for Route 545)
- Bus-light rail transfer required on weekends between Redmond and downtown Seattle (concept for Route 545)
- Loss of direct service to the center of the University District and the UW campus from South Kirkland (Concept for Route 540)
- Transfer required between Link light rail and bus service during off-peak commute times between Kirkland and downtown Seattle (Concept for Route 255)
- Transfer required to get between neighborhoods north of Totem Lake and downtown Seattle (Concept for routes 277 and 255)
- Reduced service frequency between Issaquah and the Eastgate Park-and-Ride (concept for Routes 207 and 271)
- No direct connection between Woodinville and the University District (concept for Route 372)
- No direct connection between Overlake and neighborhoods north of the University District (concept for Route 242)
- Other (please specify)

Your feedback on Eastside concepts, continued

27. How would your use of transit be affected if Alternative 1 were implemented on the Eastside?

- I would use transit more
- I would use transit the same
- I would use transit less
- I don't know

Why?

28. How would you improve Alternative 1 on the Eastside – keeping in mind that the goal of this network is to have a consolidated, frequent network of service?

Your feedback on Eastside concepts, continued

Alternative 2

29. What do you like most about Alternative 2 on the Eastside? (choose up to five)

- Everything
- Nothing
- Keeps weekday midday direct service between Redmond and downtown Seattle (Concept for Route 545)
- Keeps weekday evening and night service between Redmond and downtown Seattle (Concept for Route 545)
- Keeps weekend direct service between Redmond and downtown Seattle (Concept for Route 545)
- New Route 541 provides increased peak service to the new Link University of Washington Station via Overlake Village
- Maintains direct service to the center of the University District and the UW campus from South Kirkland (Concept for Route 540)
- Route 255 keeps all-day direct service to downtown Seattle on weekdays
- Route 255 keeps weekend direct service to downtown Seattle.
- Route 311 keeps direct service to downtown Seattle without deviating to the University of Washington
- Keeps existing routes 252 and 257
- Keeps all-day service on Route 271 from Issaquah to the University of Washington
- Other (please specify)

30. What concerns you most about Alternative 2 on the Eastside? (choose up to four)

- Everything
- The benefits outweigh any concerns I might have
- It does not take advantage of the investment in Link light rail service to better distribute bus resources
- No new weekend service to the new Link University of Washington station
- No direct service from Bear Creek to the University of Washington
- Turn-back trips on Route 545 at the Overlake Transit Center
- No frequent all-day connection between downtown Kirkland and UW Link light rail station
- Less frequent bus service on Route 271 on nights and Saturdays
- No new direct service from State Route 520 to Children's Hospital
- Other (please specify)

Your feedback on Eastside concepts, continued

31. How would your use of transit be affected if Alternative 2 were implemented on the Eastside?

- I would use transit more
- I would use transit the same
- I would use transit less
- I don't know

Why?

32. How would you improve Alternative 2 on the Eastside – keeping in mind that the goal of this network is to keep more coverage while still taking advantage of connections with new light rail service?

Eastlake and South Lake Union

33. Would you like to give us feedback on changes being considered for Eastlake and South Lake Union?

- Yes
- No

Your feedback on Eastlake and South Lake Union concepts

Alternative 1

34. What do you like most about Alternative 1 in Eastlake and South Lake Union? (choose up to four)

- Everything
- Nothing
- Faster, more direct commuter connections between Maple Leaf, Green Lake, and South Lake Union via I-5 (Concept for Route 66)
- Faster, more direct commuter connections between Wedgwood, Ravenna, and South Lake Union via I-5 (Concept for Route 64)
- New, direct connections between South Lake Union, Woodinville, Totem Lake, and Kirkland (concept for Route 311)
- More-frequent service during peak commute times between Eastlake, South Lake Union, the south end of the University District, the University of Washington, the UW Medical Center, and Link light rail at the new University of Washington Station (concept for Route 70)
- Improved frequency between South Lake Union, Seattle Center, and Capitol Hill (Concept for Route 8)
- New direct connection between South Lake Union and Madison Valley (Concept for Route 8)
- Other (please specify)

35. What concerns you the most about Alternative 1 in Eastlake and South Lake Union? (choose up to three)

- Everything
- The benefits outweigh any concerns I might have
- Loss of direct connection between Eastlake and the heart of the University District (concept for routes 66X and 70)
- No direct connection to neighborhoods north of the University District during off-peak hours (concept for Route 66X)
- From Boyer Avenue E, having to travel farther to access service on 24th Avenue E or Harvard Avenue (concept for Route 25)
- From Lakeview Boulevard, having to travel farther to access service on Broadway or Eastlake Avenue E (concept for Route 25)
- Other (please specify)

Your feedback on Eastlake and South Lake Union concepts, continued

36. How would your use of transit be affected if Alternative 1 were implemented in Eastlake and South Lake Union?

- I would use transit more
- I would use transit the same
- I would use transit less
- I don't know

Why?

37. How would you improve Alternative 1 in Eastlake and South Lake Union – keeping in mind the goal of this network concept is to have a consolidated, frequent network of service?

Your feedback on Eastlake and South Lake Union concepts, continued

Alternative 2

38. What do you like most about Alternative 2 in Eastlake and South Lake Union?

39. What concerns you the most about Alternative 2 in Eastlake and South Lake Union?

Your feedback on Eastlake and South Lake Union concepts, continued

40. How would your use of transit be affected if Alternative 2 were implemented in Eastlake and South Lake Union?

- I would use transit more
- I would use transit the same
- I would use transit less
- I don't know

Why?

41. How would you improve Alternative 2 in Eastlake and South Lake Union – keeping in mind that the goal of this network concept is to keep more coverage while still taking advantage of connections with new light rail service?

Feedback – Final Thoughts

42. Would you like to provide feedback on a specific route or routes?

Yes

No

Your feedback on a specific route or routes

43. What route(s) would you like to give us feedback about? (check all that apply)

- | | | |
|------------------------------|------------------------------|-------------------------------|
| <input type="checkbox"/> 8 | <input type="checkbox"/> 49 | <input type="checkbox"/> 242 |
| <input type="checkbox"/> 10 | <input type="checkbox"/> 64X | <input type="checkbox"/> 252 |
| <input type="checkbox"/> 11 | <input type="checkbox"/> 65 | <input type="checkbox"/> 255 |
| <input type="checkbox"/> 12 | <input type="checkbox"/> 66X | <input type="checkbox"/> 257 |
| <input type="checkbox"/> 16 | <input type="checkbox"/> 67 | <input type="checkbox"/> 271 |
| <input type="checkbox"/> 25 | <input type="checkbox"/> 68 | <input type="checkbox"/> 277 |
| <input type="checkbox"/> 26 | <input type="checkbox"/> 70 | <input type="checkbox"/> 311 |
| <input type="checkbox"/> 26X | <input type="checkbox"/> 71 | <input type="checkbox"/> 316 |
| <input type="checkbox"/> 28 | <input type="checkbox"/> 72 | <input type="checkbox"/> 372X |
| <input type="checkbox"/> 28X | <input type="checkbox"/> 73 | <input type="checkbox"/> 373X |
| <input type="checkbox"/> 30 | <input type="checkbox"/> 74 | <input type="checkbox"/> 540 |
| <input type="checkbox"/> 31 | <input type="checkbox"/> 75 | <input type="checkbox"/> 542 |
| <input type="checkbox"/> 32 | <input type="checkbox"/> 76 | <input type="checkbox"/> 545 |
| <input type="checkbox"/> 43 | <input type="checkbox"/> 77 | <input type="checkbox"/> 555 |
| <input type="checkbox"/> 44 | <input type="checkbox"/> 235 | <input type="checkbox"/> 556 |
| <input type="checkbox"/> 48 | <input type="checkbox"/> 238 | |

Other (please specify)

44. What would you like to tell us about this route or these routes?

Demographics and household information (optional)

45. How many persons, including yourself, live in your household?

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

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

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

47. Your age:

- 15 or younger
- 16-17
- 18-19
- 20-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65 or older
- I would rather not say

Demographics and household information (optional), continued

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

- Mobility
- Vision
- Hearing
- Cognitive
- I would rather not share
- Not applicable
- Other (please specify)

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

- Asian-American/Pacific Islander
- American Indian/Alaska Native
- Black or African-American
- Spanish, Hispanic, Latino (Mexican, Mexican American, Chicano, or Latino)
- Multiple ethnicities
- White or Caucasian
- I would rather not say
- Other (please specify)

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

- Amharic
- Arabic
- Chinese (Mandarin, Cantonese, etc.)
- English
- Korean
- Oromo
- Russian
- Spanish
- Somali
- Tagalog
- Tigrinya
- Ukrainian
- Vietnamese
- I would rather not say
- Other (please specify)

Demographics and household information (optional), continued

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

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

52. What is your annual household income?

- Less than \$7,500
- \$7,500 to \$15,000
- \$15,001 to \$25,000
- \$25,001 to \$35,000
- \$35,001 to \$55,000
- \$55,001 to \$75,000
- \$75,001 to \$100,000
- \$100,001 to \$150,000
- More than \$150,000
- I don't know
- I would rather not say

Your feedback about the outreach process

53. How did you hear about Metro and Sound Transit’s Link Connections project? (check all that apply)

- News media or neighborhood blog
- Metro Matters blog
- Sound Transit blog
- Metro or King County website
- Sound Transit website
- Metro email or text alert
- Sound Transit email or text alert
- Advertisement on/in bus
- Poster at a bus stop
- Handout given to me at a transit center or community event
- Twitter
- Facebook
- Friend
- Employer
- An organization I’m involved with
- Other (please specify)

54. The notice, advertisement, and/or invitation to learn more and share your thoughts about Metro and Sound Transit’s bus change concepts was clear and welcoming.

- Strongly agree
- Somewhat agree
- Somewhat disagree
- Strongly disagree

55. What resources did you use to understand the bus change concepts that Metro and Sound Transit are considering? (check all that apply)

- Metro’s website
- Sound Transit’s website
- Metro Matters blog
- Sound Transit’s blog
- Attended one or more of Metro and Sound Transit’s public meetings
- Spoke with staff members at an information table or community event
- Attended a presentation by staff members at a meeting hosted by another group
- Information shared via a Sounding Board member
- Information shared via the news media or neighborhood blog
- Other (please specify)

Your feedback about the outreach process, continued

56. Did these resources help you understand the change concepts being considered and how these changes would affect you?

- Yes
- No
- I don't know

Why?

57. From the time you were notified, were you given enough time to provide meaningful feedback in Metro's and/or Sound Transit's decision-making processes?

- Yes
- No
- I don't know

58. Did you participate in the first round of public outreach about the Link Connections project last November?

- Yes
- No
- I don't know

Participation last November

59. Do you see how your feedback helped shape some of the ideas being considered?

- Yes
- No
- I don't know

Why?

Your feedback about the outreach process, continued

60. I believe that taking the time to share my views will result in better decisions about bus changes that will be made following the start of Link light rail service to Capitol Hill and the University of Washington's Husky Stadium.

- Strongly agree
- Somewhat agree
- Somewhat disagree
- Strongly disagree
- No opinion

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

Thank you

62. We're moving to more electronic notification to keep people informed about Metro's service planning. If you use email and would like to stay informed about next steps in this decision-making process, as well as future opportunities to participate in decision-making, please provide us with the information listed below.

Name:

Email Address:

Appendix C: Online survey Questions – Phase 3



Link Connections Survey - Phase 3

Welcome

In March, Metro and Sound Transit received public feedback on two alternative concepts for how bus service could integrate with new Link light rail service to Capitol Hill and the University of Washington's Husky Stadium.

We took that feedback into consideration as we put together the current set of proposed bus service changes. Metro's proposal is designed to create a more reliable, frequent, and easy-to-use network that emphasizes connections to new Link service. Buses on most routes would come at least every 15 minutes, making connections more convenient.

The proposal also aims to take advantage of the fast, reliable service that Link light rail will provide to downtown Seattle, the University of Washington, Capitol Hill, and other destinations to address longstanding problems like late or overcrowded buses in northeast Seattle and Capitol Hill.

In this survey, please tell us what you like, what you can accept, and what you can't accept about Metro's proposed changes. We'd also like to know how these changes will affect your use of transit. You'll be able to give us feedback about the proposal by area and/or by route.

Your input will help shape Metro's final recommendation to the King County Council, which will make decisions this fall about how to change bus service after Link service begins early next year.

If you haven't already, please explore the proposal on our project website before taking this survey.

To learn about/comment on Sound Transit's proposal, visit: www.soundtransit.org/LinkConnections.

Friendly warning: depending on which sections you choose to complete, this survey might take you longer than 15 minutes.

Accessibility accommodation: to request this survey in an alternative format or language other than English, please call 206-477-3835 or email deanna.martin@kingcounty.gov

1. In what city or neighborhood do you live? (check one)

- | | | |
|--|--|---|
| <input type="radio"/> Bryant | <input type="radio"/> Lake City | <input type="radio"/> Roosevelt |
| <input type="radio"/> Central Area | <input type="radio"/> Laurelhurst | <input type="radio"/> Sand Point |
| <input type="radio"/> Central Capitol Hill | <input type="radio"/> Madison Park | <input type="radio"/> South Lake Union |
| <input type="radio"/> Downtown Seattle | <input type="radio"/> Maple Leaf | <input type="radio"/> University District |
| <input type="radio"/> Eastlake/Portage Bay | <input type="radio"/> Montlake | <input type="radio"/> View Ridge |
| <input type="radio"/> Fremont | <input type="radio"/> North Capitol Hill | <input type="radio"/> Wallingford |
| <input type="radio"/> Green Lake | <input type="radio"/> Northgate | <input type="radio"/> Wedgwood |
| <input type="radio"/> Jackson Park | <input type="radio"/> Ravenna | <input type="radio"/> Windermere |
| <input type="radio"/> Other (please specify) | | |

2. Do you currently use Metro or Sound Transit bus service?

- Yes
- No

Your route(s)

3. What bus route(s) do you ride?

- | | | |
|---|------------------------------|---------------------------------|
| <input type="checkbox"/> 8 | <input type="checkbox"/> 44 | <input type="checkbox"/> 75 |
| <input type="checkbox"/> 10 | <input type="checkbox"/> 48 | <input type="checkbox"/> 76 |
| <input type="checkbox"/> 11 | <input type="checkbox"/> 49 | <input type="checkbox"/> 77 |
| <input type="checkbox"/> 12 | <input type="checkbox"/> 64X | <input type="checkbox"/> 238 |
| <input type="checkbox"/> 16 | <input type="checkbox"/> 65 | <input type="checkbox"/> 242 |
| <input type="checkbox"/> 25 | <input type="checkbox"/> 66X | <input type="checkbox"/> 316 |
| <input type="checkbox"/> 26X | <input type="checkbox"/> 67 | <input type="checkbox"/> 372X |
| <input type="checkbox"/> 28 | <input type="checkbox"/> 68 | <input type="checkbox"/> 373X |
| <input type="checkbox"/> 28X | <input type="checkbox"/> 70 | <input type="checkbox"/> ST 540 |
| <input type="checkbox"/> 30 | <input type="checkbox"/> 71 | <input type="checkbox"/> ST 542 |
| <input type="checkbox"/> 31 | <input type="checkbox"/> 72 | <input type="checkbox"/> ST 545 |
| <input type="checkbox"/> 32 | <input type="checkbox"/> 73 | |
| <input type="checkbox"/> 43 | <input type="checkbox"/> 74 | |
| <input type="checkbox"/> Other (please specify) | | |

4. How often do you ride transit?

- 5 or more times a week
- 3-4 times a week
- 1-2 times a week
- Less than once a week

Your feedback on Metro's bus change proposal

Summary of Metro's proposal

The proposed changes would create a more reliable, frequent, and simplified grid network that emphasizes connections to Link light rail at the new University of Washington and Capitol Hill stations. Buses on most routes would come at least every 15 minutes, making connections more convenient. Very frequent service — buses every 8 minutes or better — would connect the University District with Husky Stadium on five all-day routes (44, 45, 48, 67, and 271). Two routes (8 and 48) that currently face traffic delays would be split into shorter routes to improve their reliability.

The proposal assumes a restructure of existing Metro resources to make these changes, which means we can't add frequency or make new connections without deleting some routes or changing the pathways of existing routes. The exception is service that is being added with funds from the City of Seattle after voter approval of Proposition One last November. These changes are designed to reduce crowding, improve reliability, and improve service frequency on Metro routes that serve Seattle.

Frequency improvements

- Improved frequency on 14 all-day routes: 8, 10, 11, 12, 16, 44, 48, 49, 65, 67, 70, 73, 75, and 372X.
- 12-minute or better all-day weekday frequency on five corridors connecting to Link light rail: East John/East Thomas Street (Route 8), NE 45th Street (Route 44), University Way NE (routes 45 and 67), 23rd Avenue E (Route 48), Broadway/10th Avenue E (Route 49).
- Added trips on four peak-only routes, including routes 64X, 74X, 76, and 316.

Night, weekend improvements

- New weekend service on three routes, including 67, 70, and 372X.
- New late-night service on weekdays on four routes, including 12, 67, 70, and 372X.

New connections

- Sand Point, View Ridge, Ravenna, Roosevelt, Wallingford, and Fremont (revised Route 16).
- Madison Park, Madison Valley, First Hill, the Seattle Central Public Library, and the downtown Seattle waterfront (revised Route 11).
- University Village and the Husky Stadium Link station (revised Route 65).
- Northgate, Maple Leaf, and the University of Washington Medical Center (revised Route 67).
- Wedgwood, Ravenna, Roosevelt, South Lake Union, and First Hill (revised Route 64X).
- Northgate, Maple Leaf, Green Lake, South Lake Union, and First Hill (Route 66).

If you haven't already, please review how this proposal would affect your area or route on our [project website](#).

5. Would you like to give us feedback on changes being considered for north Seattle (including neighborhoods in northeast and northwest Seattle)?

- Yes
- No

Your feedback on the north Seattle proposal

What we heard people want

Convenient all-day connections to the new Link University of Washington Station at Husky Stadium.

What's in the proposal

- Service every 8 minutes or better between the heart of the University District and the University of Washington Station on five all-day routes (44, 45, 48, 67, and 271).
- Route 65 (which goes down 35th Avenue NE) and new DART Route 941 (serving View Ridge, Wedgwood, and Laurelhurst) would serve stops on Montlake Boulevard, near the new Link station.
- Routes 31, 32, 65, 73, 75, 372X, and 373 would serve stops on Stevens Way on the University of Washington campus.
- Routes 44, 45, 48, 65, 67, and 271 would serve stops on NE Pacific Street.
- Metro is working with the Seattle Department of Transportation and other partners to establish bus stops near the new light rail stations that will make connecting between buses and light rail as convenient as possible.
- Routes 44, 45, and 67 will start near the University of Washington Station, which will help them leave on time and make connecting between buses and light rail more reliable.

6. How would these proposed changes, designed to make convenient, all-day connections to the University of Washington Link station, affect your use of transit?

- I would take advantage of them and use transit more than I do now.
- I would take advantage of them and use transit the same amount as I do now.
- I would not take advantage of them, but could accept these changes.
- I would not take advantage of them, and could not accept these changes.
- I have no opinion.

Your feedback on the north Seattle proposal, continued

What we heard people want

- Frequent, all-day service.
- Convenient transfers.

What's in the proposal

Improved frequency on routes 16, 44, 48, 49, 65, 67, 70, 73, 75, and 372X.

7. How would these improvements in frequency affect you?

- I would take advantage of them and use transit more than I do now.
- I would take advantage of them and use transit the same amount as I do now.
- I would not take advantage of them, but could accept these changes.
- I would not take advantage of them, and could not accept these changes.
- I have no opinion.

Your feedback on the north Seattle proposal, continued

What we heard people want

Reliable service.

What's in the proposal

- Replacement of complicated and unreliable all-day bus service between NE Seattle and downtown Seattle with frequent connections to Link light rail at the University of Washington Station
- Splitting Route 48 into two routes (new Route 45 to serve the north part of the route, keeping Route 48 to serve the south part of the route). Each route would be operated independently.
- Operating Route 67 independently (with no through-routing, in which the same bus serves two different routes).
- Routes 31 and 32 will be connected via through-routing with a single route (75) instead of two routes (65 and 75).

8. How would the proposal to replace all-day bus service between NE Seattle and downtown Seattle with connections to light rail affect you?

- I would take advantage of these connections and use transit more than I do now.
- I would take advantage of these connections and use transit the same amount as I do now.
- I would not take advantage of these connections, but could accept these changes.
- I would not take advantage of these connections, and could not accept these changes.
- I have no opinion.

9. What do you think about the splitting of Route 48?

- I think this change should be made to improve the reliability of the service.
- I don't think this change would improve the reliability of the service, but could accept it.
- I don't think this change should be made because the reliability improvements do not outweigh the negative impacts on the connections provided along the entire pathway of current Route 48.
- I have no opinion.

10. What do you think about the proposal to operate Route 65 independently and through-route routes 31 and 32 with Route 75 only?

- I think this change should be made to improve the reliability of the service.
- I don't think this change would improve the reliability of the service, but could accept it.
- I don't think this change should be made because the reliability improvements do not outweigh the negative impacts on the connections provided by the way these routes are through-routed now.
- I have no opinion.

What we heard people want

Better east-west connections.

What's in the proposal

- New connection between Sand Point, View Ridge, Ravenna, Roosevelt, Green Lake, Wallingford, and Fremont (revised Route 16).
- Improved frequency on routes 44 and 75.

11. How would the proposed change to the Route 16 affect you?

- I would take advantage of this change and use transit more than I do now.
- I would take advantage of this change and use transit the same amount as I do now.
- I would not be able to take advantage of this change, but could accept it.
- I would not be able to take advantage of this change, and could not accept it.
- I have no opinion.

12. How would improved frequency on routes 44 and 75 affect you?

- I would take advantage of this improvement and use transit more than I do now.
- I would take advantage of this improvement and use transit the same amount as I do now.
- I would not take advantage of this improvement, but could accept it.
- I would not take advantage of this improvement, and could not accept it.
- I have no opinion.

What we heard people want

- All-day service on Roosevelt Way NE/11th Avenue NE in the University District.
- All-day service on 15th Avenue NE in Pinehurst and Maple Leaf.
- All-day connection between Jackson Park and the University District.

What's in the proposal

Revised Route 73 would provide all-day service on 15th Avenue NE between NE 145th Street and NE 65th Street, and on Roosevelt Way NE/11th Avenue NE/12th Avenue NE between NE 65th Street and NE Campus Parkway.

13. How will the proposal to revise Route 73 affect you?

- I would take advantage of this change and use transit more than I do now.
- I would take advantage of this change and use transit the same amount as I do now.
- I would not take advantage of this change, but could accept it.
- I would not take advantage of this change, and could not accept it.

What we heard people want

- Connection between Laurelhurst and the University of Washington Link station.
- Fewer transfers for those unable to get to frequent north-south service on 35th Avenue NE and Sand Point Way, as provided in Metro's earlier Alternative 1 network concept.

What's in the proposal?

New DART Route 941 would provide an all-day connection to the University of Washington Station serving View Ridge, Windermere, Wedgwood, and Laurelhurst. Flexible service would be provided in the View Ridge and Laurelhurst areas, so residents of those areas could reserve a pick up or ask to be dropped off closer to their homes than the nearest regular stop.

14. How would a new DART Route 941 affect your use of transit?

- I would take advantage of it and use transit more than I do now.
- I would take advantage of it and use transit the same amount as I do now.
- I would not take advantage of it, but could accept this change.
- I would not take advantage of it, and could not accept this change.
- I have no opinion.

Your feedback on the north Seattle proposal, continued

What we heard people want

New connections to South Lake Union, University Village, and the University of Washington Medical Center.

What's in the proposal

- New connection between Wedgwood, Ravenna, Roosevelt, South Lake Union, and First Hill (revised Route 64X).
- New connection between Northgate, Maple Leaf, Green Lake, South Lake Union, and First Hill (Route 66).
- New connection between University Village and light rail at the University of Washington Station (revised Route 65).
- New connection between Northgate, Maple Leaf, and the University of Washington Medical Center (revised Route 67).

15. How would a new connection between Wedgwood, Ravenna, Roosevelt, South Lake Union, and First Hill affect your use of transit?

- I would take advantage of it and use transit more than I do now.
- I would take advantage of it and use transit the same amount as I do now.
- I would not take advantage of it, but could accept this change.
- I would not take advantage of it, and could not accept this change.
- I have no opinion.

16. How would your use of transit be affected by a new connection between Northgate, Maple Leaf, Green Lake, South Lake Union, and First Hill?

- I would take advantage of this new connection and use transit more than I do now.
- I would take advantage of this new connection and use transit the same amount as I do now.
- I would not take advantage of this new connection, but could accept it.
- I would not take advantage of this new connection, and could not accept it.
- I have no opinion.

17. How would your use of transit be affected by a new connection between University Village and light rail at University of Washington Station?

- I would take advantage of this new connection and use transit more than I do now.
- I would take advantage of this new connection and use transit the same amount as I do now.
- I would not take advantage of this new connection, but could accept it.
- I would not take advantage of this new connection, and could not accept it.
- I have no opinion.

18. How would your use of transit be affected by a new connection between Northgate, Maple Leaf, and the University of Washington Medical Center?

- I would take advantage of this new connection and use transit more than I do now.
- I would take advantage of this new connection and use transit the same amount as I do now.
- I would not take advantage of this new connection, but could accept it.
- I would not take advantage of this new connection, and could not accept it.
- I have no opinion.

What we heard people want

- More service connecting Eastlake with downtown Seattle and the University District.
- Direct connection from Eastlake into the heart of the University District.

What's in the proposal

The routing of Route 70 would remain unchanged. Service after 7 p.m. and on Sundays would be increased to every 15 minutes. The span of service would improve to operate between 6 am and 1 am weekdays, Saturday, and Sunday.

19. How would your use of transit be affected by increases to the frequency and span of Route 70?

- I would take advantage of this new connection and use transit more than I do now.
- I would take advantage of this new connection and use transit the same amount as I do now.
- I would not take advantage of this new connection, but could accept it.
- I would not take advantage of this new connection, and could not accept it.
- I have no opinion.

What we heard people want

More late-night and weekend service.

What's in the proposal?

More late-night and weekend service on routes 67, 70, and 372X.

20. How would this addition of late night and weekend service affect your use of transit?

- I would take advantage of this additional service and use transit more than I do now.
- I would take advantage of this additional service and use transit the same amount as I do now.
- I would not take advantage of this additional service, but could accept these changes.
- I would not take advantage of this additional service, and could not accept these changes.
- I have no opinion.

What we heard people want

- New connections between Fremont/Wallingford and northeast Seattle.
- Faster connection between Wallingford and downtown Seattle.

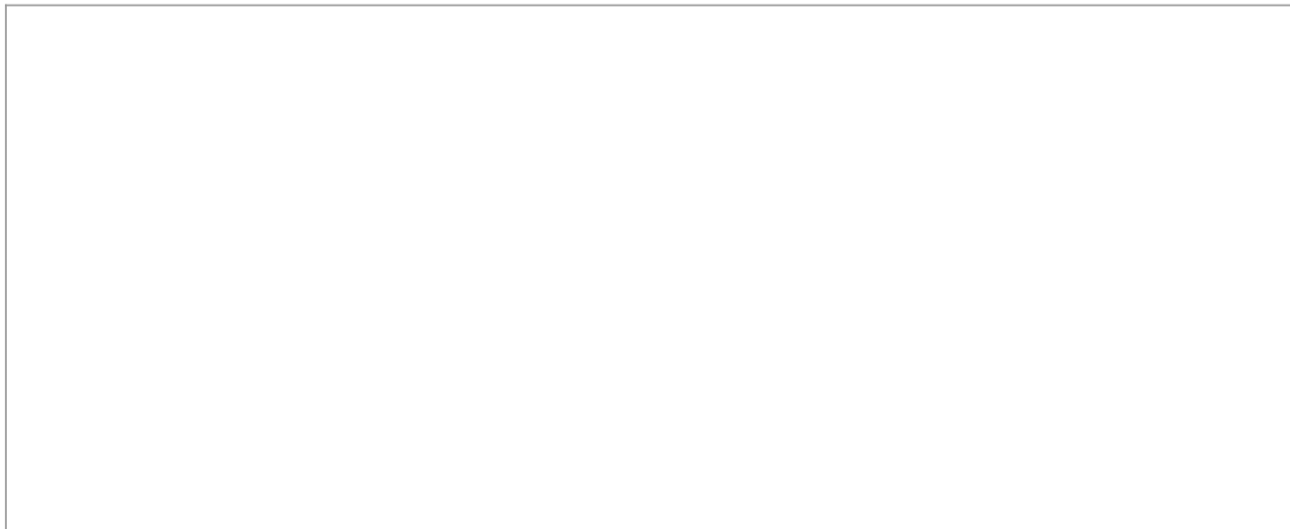
What's in the proposal

- A new east-west connection between Sand Point and Green Lake on Route 16 (via Ravenna on NE 65th Street).
- Route 26X will provide faster trips than current Route 26 because it will use Aurora Avenue instead of surface streets in Fremont and the Westlake area.

21. How would these changes to routes 26, 26X, and 16 affect your use of transit?

- I would take advantage of this additional service and use transit more than I do now.
- I would take advantage of this additional service and use transit the same amount as I do now.
- I would not take advantage of this additional service, but could accept these changes.
- I would not take advantage of this additional service, and could not accept these changes.
- I have no opinion.

22. Do you have anything else you'd like to share about the proposed changes in north Seattle, such as ideas you have for making this proposal better at serving the mobility needs of your community?



Capitol Hill and Central Area

23. Would you like to give us feedback on changes being considered for Capitol Hill and the Central Area, including Montlake, Madison Park, and Madison Valley?

- Yes
- No

Your feedback on the Capitol Hill and Central Area proposal

What we heard people want

Frequent, all-day service.

What's in the proposal?

Improved frequency on routes 8, 10, 11, 12, 48, and 49.

24. How would these frequency improvements affect you?

- I would take advantage of them and use transit more than I do now.
- I would take advantage of them and use transit the same amount as I do now.
- I would not be able to take advantage of them, but could accept these changes.
- I would not be able to take advantage of them, and could not accept these changes.
- I have no opinion.

What we heard people want

- Better east-west connections.
- Direct connection between Madison Park, Madison Valley, and downtown Seattle.
- The Alternative 1 concept for three different routes serving Madison was confusing and did not take advantage of Seattle's efforts to provide bus rapid transit improvements along the corridor.

What's in the proposal

Revised Route 11 would provide continuous service on Madison Street between Madison Park and downtown Seattle. It would be the only route operating on the Madison corridor, and would have service levels close to those of bus rapid transit.

25. How would a revised Route 11 affect your use of transit?

- I would take advantage of this change and use transit service more than I do now.
- I would take advantage of this change and use transit the same amount as I do now.
- I would not be able to take advantage of this change, but could accept it.
- I would not be able to take advantage of this change, and could not accept it.
- I have no opinion.

What we heard people want

Reliable service.

What's in the proposal?

- Splitting Route 8 into two routes (Route 8 would continue to provide service between 23rd Avenue S/S Jackson Street and lower Queen Anne, while new Route 38 would operate along the southern part of the route between Rainier Beach and 23rd Avenue S/S Jackson Street). Each route would operate independently, with no through-routing.
- Splitting Route 48 into two routes (new Route 45 would serve the north part of the route, keeping Route 48 to serve the south part of the route). Each route would be operated independently, with no through-routing.

26. What do you think about the proposal to split Route 8?

- I think this change should be made to improve the reliability of the service.
- I don't think this change would improve the reliability of the service, but could accept it.
- I don't think this change should be made because the reliability improvements do not outweigh the negative impacts on the connections provided by the way these routes are through-routed now.
- I have no opinion.

27. If Metro splits Route 8 into two routes, where would you prefer the split to occur?

- 23rd Avenue S and S Jackson Street (currently proposed)
- Mount Baker Transit Center
- No opinion

Other (please specify)

28. What do you think about the proposal to split Route 48?

- I think this change should be made to improve the reliability of the service.
- I don't think this change would improve the reliability of the service, but could accept it.
- I don't think this change should be made because the reliability improvements do not outweigh the negative impacts on the connections provided by the way these routes are through-routed now.
- I have no opinion.

What we heard people want

Convenient, all-day connections to light rail at the Capitol Hill Station.

What's in the proposal

- Routes 8 and 12 would provide frequent east-west service on E John Street, E Thomas Street, and E Olive Way for the Central Area, Madison Valley, and Capitol Hill.
- Routes 9 and 49 and the First Hill Streetcar would provide frequent north-south service on Broadway E for access to Seattle Central College, Seattle University, north Capitol Hill, Capitol Hill, First Hill, and Yesler Terrace.

29. How would your use of transit be affected by proposed frequent, all-day connections to the Capitol Hill Station?

- I would take advantage of these connections and use transit more than I do now.
- I would take advantage of these connections and use transit the same amount as I do now.
- I would not take advantage of these connections, but could accept these changes.
- I would not take advantage of these connections, and could not accept these changes.
- I have no opinion.

What we heard people want

- Fast and easy connection between the top of Capitol Hill and the University District.
- Fast and easy connection between the top of Capitol Hill and downtown Seattle.
- Service on 19th Avenue E.

What's in the proposal

- Improved frequency on routes 8, 11, and 48.
- Frequent connection to light rail at Capitol Hill Station on routes 8 and 12.
- Revised Route 12 would provide service on 19th Avenue E between E Galer Street and E Thomas Street into downtown, past the Capitol Hill Station.

30. How would your use of transit be affected if Route 12 were revised and frequency were improved on routes 8, 11, and 48?

- I would take advantage of these changes and use transit more than I do now.
- I would take advantage of these changes and use transit the same amount as I do now.
- I would not take advantage of these changes, but could accept them.
- I would not take advantage of these changes, and could not accept them.
- I have no opinion.

What we heard people want

Frequent and adequate service along the Pike/Pine corridor to accommodate ridership demand.

What's in the proposal?

- Routes 10, 12, 47, and 49 would all serve the Pike/Pine corridor, and together they would provide service at least every 10 minutes.
- New late-night service on Route 12.

31. How would your use of transit be affected if this level of service were provided along the Pike/Pine corridor?

- I would take advantage of this service and use transit more than I do now.
- I would take advantage of this service and use transit the same amount as I do now.
- I would not take advantage of this service, but could accept these changes.
- I would not take advantage of this service, and could not accept these changes.
- I have no opinion.

32. Do you have anything else to share with us about Metro's proposal for Capitol Hill and Central Area bus service, such as ideas for how to make the proposal better meet the mobility needs of your community?

Feedback – Final Thoughts

33. Would you like to provide feedback on a specific route or routes?

Yes

No

34. What route(s) would you like to give us feedback about? (check all that apply)

- | | | |
|---|------------------------------|-------------------------------|
| <input type="checkbox"/> 8 | <input type="checkbox"/> 32 | <input type="checkbox"/> 71 |
| <input type="checkbox"/> 10 | <input type="checkbox"/> 43 | <input type="checkbox"/> 72 |
| <input type="checkbox"/> 11 | <input type="checkbox"/> 44 | <input type="checkbox"/> 73 |
| <input type="checkbox"/> 12 | <input type="checkbox"/> 47 | <input type="checkbox"/> 74 |
| <input type="checkbox"/> 16 | <input type="checkbox"/> 48 | <input type="checkbox"/> 75 |
| <input type="checkbox"/> 25 | <input type="checkbox"/> 49 | <input type="checkbox"/> 76 |
| <input type="checkbox"/> 26 | <input type="checkbox"/> 64X | <input type="checkbox"/> 77 |
| <input type="checkbox"/> 26X | <input type="checkbox"/> 65 | <input type="checkbox"/> 238 |
| <input type="checkbox"/> 28 | <input type="checkbox"/> 66X | <input type="checkbox"/> 242 |
| <input type="checkbox"/> 28X | <input type="checkbox"/> 67 | <input type="checkbox"/> 316 |
| <input type="checkbox"/> 30 | <input type="checkbox"/> 68 | <input type="checkbox"/> 372X |
| <input type="checkbox"/> 31 | <input type="checkbox"/> 70 | <input type="checkbox"/> 373X |
| <input type="checkbox"/> Other (please specify) | | |

Demographics and household information (optional)

36. How many persons, including yourself, live in your household?

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

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

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

38. Your age:

- 15 or younger
- 16-17
- 18-19
- 20-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65 or older
- I would rather not say

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

- Mobility
- Vision
- Hearing
- Cognitive
- I would rather not share
- Not applicable
- Other (please specify)

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

- Asian-American/Pacific Islander
- American Indian/Alaska Native
- Black or African-American
- Spanish, Hispanic, Latino (Mexican, Mexican American, Chicano, or Latino)
- Multiple ethnicities
- White or Caucasian
- I would rather not say
- Other (please specify)

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

- Amharic
- Arabic
- Chinese (Mandarin, Cantonese, etc.)
- English
- Korean
- Oromo
- Russian
- Spanish
- Somali
- Tagalog
- Tigrinya
- Ukrainian
- Vietnamese
- I would rather not say
- Other (please specify)

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

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

43. What is your annual household income?

- Less than \$7,500
- \$7,500 to \$15,000
- \$15,001 to \$25,000
- \$25,001 to \$35,000
- \$35,001 to \$55,000
- \$55,001 to \$75,000
- \$75,001 to \$100,000
- \$100,001 to \$150,000
- More than \$150,000
- I don't know
- I would rather not say

Your feedback about the outreach process

44. How did you hear about Metro and Sound Transit's Link Connections project? (check all that apply)

- News media or neighborhood blog
- Metro Matters blog
- Sound Transit blog
- Metro or King County website
- Sound Transit website
- Metro email or text alert
- Sound Transit email or text alert
- Advertisement on/in bus
- Poster at a bus stop
- Handout given to me at a transit center or community event
- Twitter
- Facebook
- Friend
- Employer
- An organization I'm involved with
- Other (please specify)

45. The notice, advertisement, and/or invitation to learn more and share your thoughts about Metro and Sound Transit's bus change concepts was clear and welcoming.

- Strongly agree
- Somewhat agree
- Somewhat disagree
- Strongly disagree

46. What resources did you use to understand the bus service changes that Metro and Sound Transit are proposing? (check all that apply)

- Metro website
- Sound Transit website
- Metro Matters blog
- Sound Transit blog
- Attended one or more Metro and/or Sound Transit public meeting(s)
- Spoke with staff members at an information table or community event
- Attended a presentation by staff members at a meeting hosted by another group
- Information shared by a Sounding Board member
- Information shared via the news media or neighborhood blog
- Other (please specify)

47. Did these resources help you understand the proposal being considered and how these changes would affect you?

- Yes
- No
- I don't know

Why?

48. From the time you were notified, were you given enough time to provide meaningful feedback in Metro's and/or Sound Transit's decision-making processes?

- Yes
- No
- I don't know

49. Did you participate in the second round of public outreach about the Link Connections project in March?

- Yes
- No
- I don't know

Participation last March

50. Regardless of how you feel about the proposed changes, do you see how public feedback helped shape this proposal?

- Yes
- No
- I don't know

Why?

Your feedback about the outreach process, continued

51. I believe that taking the time to share my views will result in better decisions about bus changes that will be made after Link light rail begins service to Capitol Hill and the University of Washington's Husky Stadium.

- Strongly agree
- Somewhat agree
- Somewhat disagree
- Strongly disagree
- No opinion

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

Thank you

53. We're moving to more electronic notification to keep people informed about Metro's service planning. If you use email and would like to stay informed about next steps in this decision-making process, as well as future opportunities to participate in decision-making, please provide us with the information listed below.

Name:

Email Address:

Appendix D: Emails, Phone Calls, and Letters Received

This appendix includes contacts that came in after the official close of each outreach phase. Comments received after the close of one outreach phase and before the start of the next outreach phase are included as part of the previous phase.

Phone numbers, email addresses, and mailing addresses have been removed and replaced with asterisks (***).

Phase 1

Received between Nov. 5, 2014 and March 4, 2015

No.	Date	Content
1	Nov 10, 2014 7:25 PM	<p>My usual commute</p> <p>I have done the Metro 197 in the past. I can not drive to Federal way from Sumner each morning.</p> <p>And catching the bus at UWMC in the evening is standing room only. Not an option to stand to Federal Way. And Federal Way is one of the most dangerous transit centers in the system. There is always police activity at Federal Way.</p> <p>There is no way to leave UWMC at 16:15 and catch a 71,72,73 in time to make it downtown to King Street Station at catch the train leaving at 5:12PM to get to Sumner at 5:45PM. And the 71,72,73 are all crowded and standing room only. I have tried many many many times. I am usually on the 5:42pm sounder departing Seattle arriving in Sumner at 6:18PM</p> <p>My day is walk out of my house at 0600am</p> <p>Catch the 6:17AM sounder leaving Sumner</p> <p>Arrive Seattle 6:57am</p> <p>Walk into bus tunnel at International district</p> <p>Catch the 71.72.73 at 07:07AM They leave every ten minutes.</p> <p>Arrive 41st and University Way 7:27ish</p> <p>Walk over to 15th to catch anything coming down 15th.</p> <p>Usually make it into UWMC at 0740AM</p> <p>This is only if all connection are made.</p> <p>Then I leave UWMC at 1615pm walk to Montlake Freeway Station, Which is not ADA accessible I might add.</p> <p>Wait at Montlake Freeway for MEtro 255 or Sound Transit 545 Express to get to</p>

No.	Date	Content
		<p>International District.</p> <p>I can catch the 5:42pm Train, Never the 5:12PM train.</p> <p>Arrive in Sumner at 6:18PM walk home 10 minutes.</p> <p>Total day 0600 to 1830pm. 12.5 hours for a 8.5 hour work day.</p> <p>Poor transfers between routes day after day after day.</p> <p>Commuter since 1989 to UW,</p> <p>Doris Campbell</p>
2	Nov 11, 2014 12:51 AM	<p>Hi, With the light rail coming, and repaving plans for Roosevelt Way NE in 2015, I would love to see dedicated bus lanes/BRT considered for Roosevelt Way. I wrote this blog post about the repaving project, which contains plenty of space for a bus-only lane: http://www.seattlebikeblog.com/2014/09/02/salomon-safety-changes-need-to-be-part-of-roosevelt-repaving-project/I'm looking at it from a safety perspective (Roosevelt is unsafe to cross with two general purpose travel lanes; removing one lane in a road diet could be used to speed up bus transit on the corridor).However, there are potentially many benefits to be had with a bus-only lane. Typically, when Roosevelt is backed up, it's from the I-5 on-ramps and University Bridge crossings. Buses bypassing this congestion could be a very attractive option for travelers. I'll be get the 60% plans for the Roosevelt Repaving Project from Seattle Dept of Transportation today, and meet with them on Wednesday to discuss bike-related changes to the corridor. **I would love to know what Metro's thoughts are regarding the corridor. I'd be happy to schedule a meeting to discuss in person, as well.** One thing not mentioned in the above blog post is that Roosevelt is prescribed a dedicated rail or bus line in Seattle's Transit Master Plan (on page 34):http://www.seattle.gov/transportation/docs/tmp/final/TMPFinalSummaryReportandAppendices.pdf We also have a walk planned for tomorrow where we'll chat with businesses along Roosevelt; the current and future bus situation will be part of the discussion.</p>
3	Nov 12, 2014 10:33 PM	<p>I won't be able to make it to any of the bus reorg outreach events, bur have the following suggestions as a frequent Northgate transit center user:</p> <ul style="list-style-type: none"> - Routes 67, 68 and 75 all run on the uw campus, so running them either on Pacific instead or putting stops near Stevens Way NE and Rainier Vista could provide a fairly frequent (though perhaps not super fast) access to the UW station along existing routes. - Adding clear signage that these buses stop at or near the UW station would be useful. - Rerouting the 41 from downtown via I-5 to UW station via Roosevelt could be useful in 2019 if it is indeed removed from the tunnel at that time. <p>Thanks,</p> <p>Charles</p>
4	Nov 13, 2014 8:15 PM	<p>November 5, 2013 Kevin Desmond, General Manager King County Metro King Street Center Mailstop: KSC-TR-0415201 S Jackson St, Room 415 Seattle, WA 98104-3856</p>

No.	Date	Content
		<p>Jeff Munnoch, DECM Community Outreach Director Sound Transit 401 S. Jackson St. Seattle, WA 98104</p> <p>RE: Transit Connections to UW LINK Station from Northeast Seattle</p> <p>Dear Mr. Desmond and Mr. Munnoch: On behalf of the Ravenna-Bryant Community Association (RBCA), we would like to offer a few comments with respect to our desire to have strong transit connection to the future University of Washington (Husky Stadium) LINK station from Northeast Seattle neighborhoods.</p> <p>While we are interested in strong connections to both this station and the future Roosevelt Station, the University of Washington Station is planned to open no later than 2016, five or six years earlier than the Roosevelt Station. We understand that transit planning for the UW Station is within Metro's service planning horizon, while potential service planning to address the Roosevelt Station is not. We will have similar interest in planning for transit access to the Roosevelt station at the appropriate time.</p> <p>With respect to the University of Washington Stadium Station access planning, we are very interested in supporting frequent, direct transit access to the station, especially during the period of time when the Husky Stadium Station and the Roosevelt Station open (2016-2021). At present, transit access between Downtown Seattle and Ravenna-Bryant can be characterized as marginal, at best, especially during non-peak commute times, as summarized below (and as noted in the referenced Attachment "Off-Peak Commute Times"):</p> <p>Peak Service:</p> <ul style="list-style-type: none">• #76 bus serves the northern portion of Ravenna-Bryant; a valued link to downtown that generally provides excellent transit service, assuming seats are available.• #74 bus serves the southern portion of Ravenna-Bryant, which provides "express" service, after winding through the U-District for 15-20 minutes, with 30-minute headways even during the peak hours. <p>Non-Peak Service:</p> <ul style="list-style-type: none">• For that portion of the neighborhood in proximity to the #71 bus, there is an approximately 45-55 minute travel time to downtown (depending on the time of day and origin/destination within Ravenna-Bryant), generally with 30 minute headways.• For that portion of the neighborhood in proximity to the #30 bus, a transfer in the U-district is required, with at least one-hour travel time to and from downtown with 30-minute headways. <p>We hope that Sound Transit, Metro, and the City of Seattle will look at the opening of Husky Stadium Station as an opportunity to connect Northeast Seattle residents with 8-10 minute travel times to and from downtown, with 6-minute headways 18-hours a day, every day. Roosevelt and Ravenna-Bryant are two of the North Seattle neighborhoods with latent demand for solid transit service, if the service existed that was reasonably time competitive to driving.</p> <p>We believe the opening of the North Link to Husky Stadium should provide the impetus to re-configure the transit service for North Seattle, and we hope to work with you to do so in</p>

No.	Date	Content
		<p>order to increase transit's appeal, and therefore its use, in Northeast Seattle. Finally, we believe that creating a strong bus-train connection at the station is consistent with Sound Transit's System Access Policy, adopted in March of this year, which emphasizes Sound Transit's interest in working with partner agencies and jurisdictions to maximize pedestrian, bike, and transit access to new transit stations.</p> <p>Thank you very much for your consideration.</p> <p>Sincerely, Tony Provine President, Ravenna-Bryant Community Association Cc: Tom Rasmussen, Seattle City Council, Transportation Committee Chair Larry Phillips, King County Council, Transportation, Economy & Environment Committee Chair Rod Dembowski, King County Council, Regional Transit Committee Chair Marshall Foster, Seattle DPD, Planning Director Peter Hahn, Seattle Department of Transportation Director Victor Obeso, King County Metro, Service Development Manager Attachment: Off-Peak Commute Times Sent via e-mail</p>
5	Nov 13, 2014 8:19 PM	<p>October 5, 2013</p> <p>Mr. Kevin Desmond, General Manager King County Metro 201 S Jackson St, Room 415 Seattle, WA 98104-3856</p> <p>Mr. Jeff Munnoch, DECM Community Outreach Director Sound Transit 401 S. Jackson St. Seattle, WA 98104</p> <p>RE: Transit Connection to UW HUSKY STADIUM LINK Station from Northeast Seattle</p> <p>Dear Mr. Desmond and Mr. Munnoch:</p> <p>On behalf of the Ravenna-Bryant Community Association (RBCA), I would like to offer comments with respect to our desire to have a reliable, direct transit connection to the future University of Washington (Husky Stadium) LINK station from Northeast Seattle neighborhoods. This letter builds upon the content of our November 4, 2013 letter to you.</p> <p>Recently, we were very encouraged to learn of County Executive Constantine's executive order intended to improve cooperation between King County Metro and Sound Transit, and believe that our desire for an effective transit connection to the LINK station is in complete alignment with that policy direction. Recognizing that Metro's funding situation is in flux, we believe that a direct connection to the Husky Stadium LINK station could be made in a revenue-neutral manner. The 372 and the 74 bus routes would be the two most obvious existing bus lines to re-route to the station. Regardless of the exact strategy, the goal is to achieve frequent, direct, reliable route(s) from our neighborhood and others in Northeast Seattle to the station, with the most seamless connection possible given the limitations of the station design and peak-hour southbound congestion along Montlake Boulevard.</p> <p>While there are many current transit riders in our neighborhood, we believe that the opening of Husky Stadium LINK Station will uncover massive latent demand for rapid transit if a direct, efficient connection to the stadium can be created. We would be happy to work with you on any stakeholder outreach that may be needed to support this effort.</p>

No.	Date	Content
		<p>Thank you for your consideration. Sincerely, Tony Provine President Ravenna-Bryant Community Association Cc: Dow Constantine, King County Executive Tom Rasmussen, Seattle City Council, Transportation Committee Chair Rod Dembowski, King County Council, Transportation, Economy & Environment Committee Chair Reagan Dunn, King County Council, Regional Transit Committee Chair Marshall Foster, Seattle DPD, Planning Director Scott Kubly, Seattle Department of Transportation Director Victor Obeso, King County Metro, Service Development Manager</p>
6	Nov 13, 2014 8:35 PM	<p>STREET TEAM NOTES: WESTLAKE STATION - BAY A</p> <p>What routes do people ride: 41, 71, 72, 73, 74, 78, 77, 316</p> <p>Places they regularly visit: Northgate, U District, neighborhoods north of the U District (tails of routes 71, 72, 73), Roosevelt, I-5/65th Street Park and Ride How does transit work for them? Generally transit seems to work for the riders I spoke with. During the PM peak while I was at Westlake, some buses were packed and riders had to wait for another. Perhaps this could be considered as a barrier to transit. Some riders asked about Link capacity as it is hoped that this will help resolve the bus overcrowding.</p> <p>Important cultural or otherwise significant destinations: None that were mentioned by any of the riders I spoke with. Particular corridors or places that need service outside peak commute times: One rider commented on the confusing operation of the 71-72-73 along the Eastlake/Fairview corridor. To her, this is a key corridor that isn't well served at present by the current 71-72-73 and also the 70, which doesn't operate enough.</p> <p>RE transfers: A few of the riders I spoke with aren't keen on a transfer to Link at Husky Station while others are willing to consider if there's a travel advantage. Some riders would prefer to transfer at the U-District Station now under construction at 43rd/Brooklyn, but don't realize that this is coming later with the Northgate extension. How could transit be improved? Didn't ask this, although most riders I spoke with seem to be positive about the Link extension and view it as an overall improvement.</p>
7	Nov 13, 2014 8:46 PM	<p>STREET TEAM NOTES: STEVENS WAY on CAMPUS</p> <p>Routes people ride: 75, 31/32, 68, 545</p> <p>Places they regularly visit: Wedgewood, U Village, Seattle Children's Hospital, UW, UWMC, Roosevelt, Northgate, the Ave, Magnuson Park, eastside</p> <p>How does transit work? Most riders I spoke with felt the service works well and they don't want it changed - especially true of 68 and 75 riders. One Seattle Children's employee travels from the Eastside to Children's every day for work and she has to transfer on campus from a 545 to the 75. She wishes for a more direct connection to Children's. People traveling to Fremont and Magnolia via the 31/32 appreciate not having to go into downtown to get to/from the UW, but I heard several people say they miss Route 45, which was deleted during the Sept 2012 restructure when RR C and D Lines were implemented. Most people I spoke with experience some level of overcrowding on their service, but they also are getting on where they will have a seat.</p> <p>Important cultural or otherwise significant destinations: None were mentioned</p>

No.	Date	Content
		<p>Corridors that need service outside the peak commute times: U Village, the Ave, and hospital workers at Seattle Children's and UWMC need increased service at night and on weekends</p> <p>How could transit be improved: An east-west connection that takes people to the center of the Ave. Several people expressed frustration with service that takes them to the south end of the Ave and they have to transfer or walk to get to the heart of the business district. "Don't fix what isn't broken" - especially true for 68 riders. Increased service to deal with capacity issues</p>
8	Nov 13, 2014 8:55 PM	<p>STREET TEAM NOTES: CAMPUS PARKWAY & BROOKLYN</p> <p>Routes people ride: 372, 72, routes that go to North Capitol Hill</p> <p>Places people regularly visit: Wedgewood, SeaTac Airport, Ballard</p> <p>How does transit work? 26 is very slow; one person mentioned not liking the audio stop announcements</p> <p>RE Transfers: Several people would prefer service closer to them, rather than service that would come more often; more shelters and protection from the weather is needed to make transfers for acceptable.</p> <p>How could transit be improved? Better East-West connections between Wedgewood and Ballard; better connections between bus and South Lake Union Streetcar</p>
9	Nov 19, 2014 5:30 PM	<p>Hi DeAnna, It was great to see you last night. I love it when worlds intersect. Thanks for your willingness to do a little probing to find this data for me. I've included one of the messages I had from the study below, in case it's of any use. As you can see, the study was sponsored by the US DOT in cooperation with PSRC, WSDOT, and King County. I assume all those partners got the data, but have no idea where it lives. I've had no luck accessing the rsgsurvey.com site. Thanks for any help you can give me, either uncovering the data or pointing me in the direction of someone who might have it. best, brie ***</p>
10	Nov 19, 2014 5:45 PM	<p>Here are some notes that I took while at the Seattle Central College information table. We spoke to 40-50 folks over our 3+ hours at the table.</p> <ul style="list-style-type: none"> • One customer complained about too many buses operating early. She rides routes 1, 36, 40 and 60 regularly. • One customer requested cheaper fares/subsidies for students and families. • One customer requested that RapidRide operate more frequently during the Owl periods. • Two customers ride Routes 3 and 4 and transfer on Broadway. The both noted that they experienced long waits for Route 9 to reach the college and were excited that the Streetcar will provide a frequent connection. • One customer rides Route 106 from Skyway and would like more frequent service. • One customer noted that it was difficult to reach South Lake Union from Capitol Hill. • One customer would like to have more Orca card re-value stations. • One customer requested more security and fare inspectors on Link Light Rail. • One customer requested more bike storage on Link. • One customer requested that WiFi and Cell phone reception be provided in the

No.	Date	Content
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11	Nov 19, 2014 9:50 PM	<p>STREET TEAM NOTES: PIKE & 4th AVE STREET TEAM</p> <p>**I worked 4th & Pike yesterday afternoon with Melony. We encountered all sorts of folks, of course. Miscellaneous notes from my experience about approaches that worked, and some comments:</p> <p>1) Lots of people were receptive to filling out the online survey once I explained that buses are likely to change with Link, but we don't know how yet and would like to understand where/how they travel.</p> <p>2) I tried to catch anyone who didn't outright shoo me away. I even approached people who were plugged into earphones and most unplugged to listen. In that location in particular, I think it helped to start with "I'm from Metro..." even while wearing the garb. One woman told me she's developed a shield there b/c there are so many solicitors or unstable people who approach waiting bus riders. I also "invited" them to fill out an "online survey." The word "invite" was received positively, and saying "online" before the word survey quickly assured them that I wasn't asking them to do it right then.</p> <p>3) I was not asked for a single paper survey or sounding board application. Everyone who listened to me seemed able to use the internet, regardless of their age, language or ability/disability.</p> <p>4) A few people seemed confident their bus couldn't possibly change because it's the only bus that goes where they're going. Best example was Rt 11 to Madison Pk. When I suggested that some neighborhoods might involve transferring between Link and a bus, some of these people perked up, but others scoffed. I hope we'll have a clear messaging technique to get the attention of these doubters ("bus restructure deniers?").</p> <p>**</p> <p>6) Another good reason for being on the street every once in a while – In talking to a rider about potential transfers between Link and a bus, I realized that this rider wasn't using his ORCA card to its potential. He didn't know it could be used on other systems like Link, which he uses now; that it gave transfer credit; that it could hold E-purse to supplement his current 1-zone off peak pass when a ride costs more or when he forgets to load his pass; and that he could load it at a grocery store in his neighborhood (he's been going to the tunnel b/c he doesn't like to transact \$ on the internet). He reacted as though his world had completely opened up with all this news. I think I made his day! (smiley face) . So we need to keep up our ORCA messages for everyone, but especially while talking about more transferring and about low-income ORCA cards. Both users and distributors need to understand this. Melony kindly took our bag, as I was headed to an evening event. She won't be at KSC today, but can bring it back early next week. Handwarmers appreciated! We split one pair.**</p>
12	Nov 25, 2014 8:52 PM	<p>Yes, hi, DeAnna, I found your name and number on the Metro website for the Transit Advisory planning committee or whatever it's called... Anyway, I've been wanting to call Metro and ask them about something. I take the car now. But, years ago when I used to take the bus - I work on Eastlake and I live in West Seattle - I remember there was one bus, one of the 70's, that stopped on Eastlake one evening and I got on going home from work and it actually went non-stop all the way to West Seattle. Well, I mean I shouldn't say non-stop, it stopped at certain points along the way, but it was like an express bus. It stopped downtown and you didn't have to get off the bus and wait downtown and take another bus to West Seattle. If you stayed on the bus - it was either one of the 70's? I can't remember the number of it now to be honest because it was like in the early nineties and um I just stayed on that one bus from Eastlake all the way to West Seattle. So I'm calling to ask if there's any plan in the works in the near future to have something like that where a bus would be like - I guess the closest thing to it would be like an express bus that would maybe connect West Seattle all the way to the University of Washington you know with stopping</p>

No.	Date	Content
		<p>points along the way. Not like it's non-stop. But, you don't have to board a second bus is what I'm trying to get at so I'm hoping that there's something like that maybe... where if you live in West Seattle, you can just board one bus to get through town, through Eastlake, and all the way up through the University of Washington. So, call me back. And, if you're not the right person to talk to, please point me in the right direction, I'd appreciate it. So my name is Donna and you can call me at work during days of my work. My work is ***. And, if you get my voice mail, it's perfectly fine to leave a message. Thank you. Hope to hear from you soon, bye bye.</p>
<p>13</p>	<p>Feb 7, 2015 12:44 AM</p>	<p>Dear Ms Martin, As senior citizens living in Laurelhurst we are rapidly approaching the age where we will need transit service to UW Village shopping center, the UW business district, and the new light rail station. Metro bus 25 is no answer with its infrequent service and limited routing. Looped, frequent shuttle van service could be ideal and vans could more easily negotiate the hills rather than large buses. Please consider these needs in the Laurelhurst area as you consider transit improvements. Robert E. Center</p>
<p>14</p>	<p>Feb 9, 2015 8:21 PM</p>	<p>This is to urge Metro to provide reliable and frequent Metro service from Northeast Seattle to connect with the new light rail stations at the UW and in the University District in a way that does NOT require transfers or lost time meandering through the UW campus.</p> <p>I live on 35th Ave NE and 47th St., and work in the University District. I was extremely inconvenienced last year when Metro discontinued the route (# 25 or 30... not sure) that linked Mary Gates Memorial Drive to the University District by going up directly on the viaduct along NE 45th. All routes now go through the UW campus and require a transfer into order to get back to NE 45th.</p> <p>If routes stay the same there will be NO efficient timely service between Northeast Seattle (e.g., Mary Gates Memorial Way) and either of the two new stations.</p> <p>I would highly recommend reinstating a route that goes directly up the viaduct along NE 45th to link to the University District station, as well as another route that goes along Montlake to link to the UW station (the #25 used to do this, but unfortunately that route was also eliminated years ago).</p> <p>Thank you, Angela Notari Syverson</p>
<p>15</p>	<p>Feb 10, 2015 5:27 PM</p>	<p>SINCE BECOMING VISUALLY IMPAIRED AND HAVING TO GIVE UP MY DRIVER'S LICENSE, I HAVE BECOME DEPENDENT ON METRO SERVICE FOR DOCTOR'S VISITS, DOWNTOWN SHOPPING, THEATER ETC. I STRONGLY SUPPORT A LOOPED, FREQUENT SHUTTLE APPROACH ALONG THE NORTHEAST SEATTLE CORRIDOR AND DOWNTOWN.</p> <p>THANKS, STEVE DASSEL</p>
<p>16</p>	<p>Feb 13, 2015 8:00 PM</p>	<p>Thank you for requesting input on service between Laurelhurst and the light rail. We would very much appreciate a link between Laurelhurst and the in-progress light rail station in the University District or along Montlake by the stadium. My husband and I try to take public transportation to the airport, which means currently that we avoid flights on the weekend because there is no bus service from our neighborhood. Sometimes we return on light rail to downtown, transfer to a bus that goes to the University District, and then walk home (down the Viaduct and up the big hill toward Lake Washington). It makes a tiring trip with a roller bag, and we are senior citizens. When we are going downtown (and not to the airport), if there is no convenient Laurelhurst bus (these run mainly during rush hour and not on weekends) we get a ride to the U-District, and then take a bus downtown. We're excited about the possibility of light rail coming closer by. We hope there might be a shuttle</p>

No.	Date	Content
		in our future, such as the Harborview shuttle that runs between the U-District and Harborview Hospital. Thank you. Sincerely Joan Vesper ***
17	Feb 13, 2015 8:07 PM	How will the new tax revenue approved on Nov. 2014 by Seattle voters be used?
18	Feb 13, 2015 8:17 PM	<p>15 minute headway is not very frequent service. I like the frequent network approach, but 15 minutes is a long wait.</p> <p>I was hoping for the stadium station to become a transfer mode for the NE area (Wedgewood, View Ridge, Sand Point), alternative 1 does not provide direct access to the station. Made route 65 go south on Montlake as well even during rush hour it takes about 10 minutes to go from U-Village to stadium station which is still faster than doing the loop over the campus and during non-congregated time remaining the 65 on Montlake south would be an amazing improvement for setting to downtown, Capitol Hill, and the eastside.</p> <p>By routing 65 over campus your are missing this opportunity. Additionally, one way service is confusing.</p> <p>in general, I think you should put some more emphasis an improving connections to the new link stations. The presentation of Alternative 1 on 2/4/15 appeared very much bus centric, with Link Connections being almost as after thought.</p>

Phase 2

Received between March 5 and May 11, 2015

No.	Date	Content
19	Mar 10, 2015 4:01 PM	<p>Deanna,</p> <p>I received an e-mail asking for input on the two proposed plans of bus service with the soon to be UW link connection. I am one of the many commuters to UW from Tacoma and am wondering how either plan would affect the 586-express bus from Tacoma to UW?</p> <p>Thank you for your time, Lia Wetzstein</p>
20	Mar 10, 2015 4:07 PM	<p>I am confused by the maps to the proposed changes to route # 372. For alternative proposal #2 the map shows that route #372 would serve the Light Rail Station at Husky Stadium but it is not clear on the map for alternative #1 that route #372 would do so. I use route # 72 to go downtown from Ravenna Avenue and NE 92nd but Metro is proposing to delete route #72 on both alternatives. If alternative #1 is adopted and route # 372 does not go to the Light Rail Station how am I suppose to go downtown since there are no other routes from my stop that go downtown. And don't tell me to transfer to another bus in the University District because that would be stupid and would take me much longer to get to my destination. I can handle a transfer to the Light Rail at Husky Stadium but not transferring to another bus in the University District. Besides my taxes are going up to support Metro and for that I would expect to continue to receive the same service I have today because that is what was promised on the ballot issue. Jack Papegaay ----- From: Jack Papegaay [mailto:***] Sent: Friday, March 06, 2015 1:19 PM To: Martin, DeAnna Subject: Re: Proposed Changes to routes #72 and # 372 DeAnna, Thanks for your</p>

No.	Date	Content
		<p>reply but I have 2 concerns with the proposal to eliminate the #72 and replace it with the #372. One concern is that when the # 372 comes by my stop at NE 92nd and Ravenna Avenue it is on many occasions already standing room and I have to wonder that when the # 72 is gone how are those passengers from that route my stop suppose to get on when the bus is already full. And after NE 92nd there are more stops along the way. Good luck to those people who want to catch the bus and there is no room. The other concern is having to get off at Stevens Way and then having to walk an estimated 5 minute walk to the Light Rail Station. Now that may not sound like that is a long way but for passengers who have difficulties walking or who are elderly that is a long walk and especially in our normal fall and winter weather in the rain, wind and cold. So why can't the # 372 go down Montlake Blvd to the Light Rail station and then go through the UW Campus. The Light Rail is fine but Metro is taking away a direct route to downtown on the #72 and replacing with a transfer point and adding a 5 minutes walk. I would call that a poor exchange and not user and customer friendly. I feel very strongly that Metro needs to re-evaluate this and especially considering that the # 372 is already crowded when the UW is in session and now you want to add all of the # 72 passengers. Good luck with that and then adding a 5 minute walk on top of that. I will repeat again that is not a good idea and poor planning by Metro. Pass my concerns on to the appropriate people at Metro. Jack Papegaay</p>
21	Mar 10, 2015 4:08 PM	<p>Hello,</p> <p>I've been traveling the 31 & 32 (formally the 30 & 31) from 40th and Stone Way to and from UW for 3 1/2 years. I was looking at Link Connection Alternative 1, and I think it's a mistake to move the 31/32 further south to 35th and Wallingford. Despite 31/32's somewhat frequent delays, the routes provide consistent, quick service to/from UW.</p> <p>There are many rentals and apartments (and growing) near Stone Way where many UW students and staff live. Some of these riders would walk down to 35th but many people would walk up to catch the 44. As I'm sure you're aware, the 44 almost always packed, and its ridership will only increase due to the continued apartment boom in Ballard. Due to its routing and number of stops, my commute would not only increase by the distance needed to walk but also the length of the bus ride.</p> <p>As you continue to plan Link Connections, please remember the many transit riders that live between 99 and Stone Way.</p> <p>Thank you, Stacey Wedlake</p>
22	Mar 10, 2015 4:09 PM	<p>Hi Deanna, I like some of the Alternative 1 options – the only reservation I have is that when I work late if I get the last or near-last 542 from Redmond to U-District that I will miss the last LINK and need to take a cab from U-District to Broadway/John. Where can I find the update LINK schedule? If the last LINK runs at midnight from U-District I'll probably be okay; but if last train is at 11:15p I'll almost certainly miss it on the 542. Regards,-Tyler Szabo</p>
23	Mar 10, 2015 4:10 PM	<p>will route 75 go all the way to the University light rail station?</p>
24	Mar 10, 2015 4:12 PM	<p>Hi,</p> <p>I was just looking at the Metro Link alternatives map here: http://metro.kingcounty.gov/programs-projects/link-connections/alternatives.html#maps</p> <p>While Alternative 1 looks reasonable, I must *highly* recommend that Alternative 2 be</p>

No.	Date	Content
		<p>changed to remove buses from the 12th Ave NE Greenway: http://www.seattle.gov/transportation/12thavegreenway.htm</p> <p>Buses do not belong on the Greenway, which is designed for slower speeds and people walking/biking. The northern part of the Greenway is narrow and has speed humps, but that same treatment can't be applied to parts south of NE 47th until Metro removes bus service from the Greenway.</p> <p>The roadway in question is 12th Ave NE between NE 45th and NE 47th St.</p> <p>Please ensure that is part of both alternative plans.</p> <p>Thank you,</p> <p>Andres Salomon</p> <p>Seattle Neighborhood Greenways</p>
25	Mar 10, 2015 4:14 PM	<p>Dear Ms. Martin,</p> <p>Congratulations, to you and the whole team you are the contact for, on a detailed, well thought through and well explained pair of proposals for the bus restructuring around the next phase of Link light rail. On the whole I am strongly supportive of option 1, though I do have a few specific concerns. First of all, the good things. The overall approach of consolidating service and pruning some lines in exchange for greater frequency and legibility of others makes good sense, and I've seen this work well in Vancouver, where there are fewer one-seat rides than with the current Seattle system, but an overall easier to use and faster bus network. I am also glad to see proposals to split the 8 and 48, which should have happened long ago to address reliability issues. Personally I'll lose a useful one-seat ride to Green Lake and Greenwood as a result, but I can easily see the reliability improvement making up for that. On a similar note, I encourage the team to look at removing the odd deviation the former 8 / future 38 takes, jogging from MLK to 23rd and back. That has always struck me as sacrificing several minutes of travel time and legibility of the route to a one-seat ride for a handful of people, and the easiest time to remove it would seem to be when you are making large-scale changes already. My main concern with this package is the deletion of the 12. For most of Madison St there will be reasonable alternatives, but for the 19th Ave stretch there don't seem to be. For able-bodied passengers who aren't carrying too much, walking over to the 10 is not prohibitive, but that bus is already often standing room only, and sometimes has to turn passengers away due to overcrowding, so if it's to take on former 12 (and 11) passengers it will need a significant increase in frequency, which hasn't been proposed. My real concern, though, is for the mobility impaired and times when people do need to carry a lot, because the hills between the current 12 route and the 10 or 48 are a serious barrier (not to mention the appalling condition of sidewalks in this area). It would be salutary for some transit planners to go to the current 12 terminus with a wheelchair user, or someone who walks with a frame, and try to get to 15th or 23rd Ave from there with them. Finally, I hope you are coordinating with Pronto Cycle Share, to have plenty of bike docks available at both stations when they open. There are a lot of people who live or work between ½ a mile and a mile from each station, which is an ideal distance for the utility of bike shares - it's further than people usually want to walk but cycling is likely to be quicker than the bus at that range, and everyone who cycles instead of taking the bus helps keep the busses efficient by taking one more short term boarding-disembarking pair out of the system.</p> <p>Yours, Eldan Goldenberg</p>

No.	Date	Content
26	Mar 10, 2015 5:22 PM	<p>I am looking at the two different alternatives for transit planning.</p> <p>Alternative one says it would eliminate route 48 and talks about a new line from U district to Loyal Heights. What are the riders supposed to do who currently take 48 from South Seattle to univ district? There seems to be no plan in alternative one to provide a bus route for them. Am I misunderstanding something? Too many people commute everyday to write off this population.</p> <p>Please clarify.</p> <p>Thanks Rory Murphy</p>
27	Mar 10, 2015 5:25 PM	<p>Light rail does nothing for me. I am an 80 year old who uses route 71 most often to go downtown, to the U district, also to church and library as needed.</p> <p>Your survey is confusing.</p> <p>There seems to be little thought given to how the elderly and other unemployed folks get around.</p> <p>I voted myself higher taxes to improve transit, not take it away.</p> <p>Husky Stadium is not in the U district - it is out of the way, except for UW students and football fans.</p> <p>I must have Alternative 2 in order not to have to drive everywhere and to retain my current way of life. I hope to stay in my home for a long time yet</p> <p>I tried to fill out the survey.</p> <p>Please consider the "old folks."</p>
28	Mar 10, 2015 6:53 PM	<p>Hi, my name is Madeline Marine and I'm looking at these link connections alternatives for the new Husky Stadium. So I'm looking at what the alternatives are and it's just a narrative, it doesn't say how it actually changes. One is more, one is less but I don't see how it actually changes the route so I'm obviously missing something. ***</p>
29	Mar 13, 2015 9:15 PM	<p>DeAnna,</p> <p>This is Redge Newbeck again, ***. Sorry I have another question. We just in Seattle - I think late last year - we funded an institutional levy in Seattle sales tax levy - such that we could - restore some of the service that was cut from Metro service system wide.</p> <p>So were these plans made before or after that and how does that impact increase, which is going to be going into effect relate to this? Is this in addition to that, will that change be made on top? Because I got one comment back from somebody saying that these alternates were made before the levy for Seattle. Question is, what does the levy with Seattle have to do with this. Is this going to be - is the levy going to be put on on top of this - is this already included in the proposals. Would like to be able to give this gentleman an answer back. I'd appreciate that.</p> <p>Again, this is Reg Newbeck, *** - thank you for spending all the time on the phone with me - that was really great - I appreciated that. I hope that you understand where I'm coming from as in trying to project and being able to function in some manner shape or form in the</p>

No.	Date	Content
		<p>environment. I expect change but change shouldn't be such that people are put out of their way because of it.</p> <p>Thank you, bye.</p> <p>-----</p> <p>From: Reg Newbeck [mailto:***] Sent: Thursday, March 12, 2015 6:49 PM To: Martin, DeAnna Subject: My Summary View of the Metro Changes</p> <p>DeAnna,</p> <p>This posted from me on the Seattle Transit Blog as well as Nextdoor on Wednesday and here are some added comments from today.</p> <p>More has come up relative to the elderly and handicapped and to the least I'm thoroughly disgusted with the CAVALIER answers on the blog and I know it doesn't represent Metro, but the surely think they are speaking for Metro. People on the blog told them to take a cab to get to Group Health after the 43 is dropped! I can't believe that this is ADA complaint either!</p> <p>I am going to try to come up with a third alternative that does not play games by playing one service area against another. It is amazing read comments that the 38 riders will have access to shopping on E. Madison from 23rd to Broadway and then be told that if you used the 11 go find another place to do you shopping or make the transfers.-----</p> <p>[Blog comment]</p> <p>I would like to pass on a comment from a poster on Nextdoor Madison Park, which really sums up the problem with Alternative one for all routes "The proposals are head spinning."</p> <p>A number of others are in total disbelief that this will actually happen and it is less than a year away. We've gotten a lot of comments and most people don't understand the complexity of the change, nor the impact on their normal routines like work, shopping and getting from point A to B, which will totally change. It's really easy for some to tell people to change the pattern and even places that they shop. It's also really easy to tell people to walk some or and/or to wait for buses in unfriendly parts of town. Others have thrown in the towel and said that they going to drive rather than deal with transfer and walking!</p> <p>Yes, some people will benefit from these changes, but the cavalier attitude toward those who will be hurt will not benefit anyone especially if Metro or the County come asking for money again as they most likely will! This change is going to take a massive sales effort and in my view, it's gotten off to a very bad start to say they least! In addition, the confusion of the added funding from Proposition One doesn't help the credibility of the City of Seattle, Metro or King County! The talk about SDOT's BRT just added to the confusion and uncertainty of what's going on.</p> <p>In reality these changes are draconian and greater than those proposed by Metro last year and much harder to stomach due to complex relationship of the pieces which the website does a poor job of relating! Not everyone has the time or expertise to devote to becoming an expert on way the changes will impact their lives which they surely will, since almost</p>

No.	Date	Content
		<p>everyone is impacted for the good or bad!</p> <p>I really hope that Metro is really giving us two alternatives for each of the routes listed and that this is not a done deal which some have expressed to me! So far I haven't really seen openness for alternatives and if that be the case, then Metro should be honest with us!</p> <p>Change is hard, but it can be forced down our thoughts or it can be made palatable, so which will it be?</p>
30	Mar 13, 2015 9:17 PM	<p>DeAnna,</p> <p>I'm thinking that we know each other from Washington Ceasefire! Hope you are doing well. I saw your name on the Metro website and thought I would drop you a line and say hello. The reason I was on the website was because I heard that the #25 bus was being considered for elimination! Horrors! That is my bus! If possible I would love to talk to you about this concept which I think is Alternative 1. And I'm sure my community council (Roanoke Park/Portage Bay) would be interested in some sort of community meeting maybe with Montlake! Anyway, it is good to reconnect with you.</p> <p>Best wishes, Sandy Kraus</p>
31	Mar 13, 2015 9:19 PM	<p>Hi Deanna,</p> <p>I'm moving to Downtown Redmond this month and learned the U-Link service change proposal could impact my planned bus commute on Route 545. I wasn't able to find any information about the travel time impacts of the proposed changes for Eastside riders. Can you please provide that information? Thanks!</p> <p>Leah Zoppi</p>
32	Mar 13, 2015 9:21 PM	<p>Hi Deanna, I am having trouble understanding the description below. There is no 38 in the mix. Maybe there is an attempt to a reference to the 48. I do not believe that there is an area that can be described as between E. John and Broadway. Current description that I am trying to understand is below: Alternative 1 • East of E John Street, use Route 8 to reach Link light rail. • Between Broadway and E John Street, use Route 38 to reach Link light rail. • West of Broadway, use Route 10. Alternative 2 • No change.</p>
33	Mar 16, 2015 5:38 PM	<p>Hi - I live in North Ravenna and I ride the bus. I think you need to repurpose a couple buses directly to the light rail station. I don't see that on the maps I looked at. That station needs to serve commuters directly all week long.</p> <p>I don't see how most of NE Seattle commuters benefit from the current plans. We need a simple connection from light rail to a bus that goes up 25th Ave NE and/or connects to other buses to Laurelhurst and north. Asking riders to walk up to campus is not terrible but of course you will lose riders. We need to make light rail a hub ... not assume that UW is the hub. It's too far and those buses too slow winding through campus. The UW stadium is the logical drop point for most NE riders to head up Montlake to go north (all the way to Bothell really) or NE (Wedgwood). No one will want to slog out of the U-District or Roosevelt stations.</p> <p>From what I can read from the maps you are assuming most will walk from Stevens way to the stadium and vice versa. That's too optimistic. Some will, most will not. More people become bus riders if they could get out across the street from the station. That's new ridership potential for bus/light rail if you make the stop easily accessible.</p>

No.	Date	Content
		<p>From what I can tell from the map, most bus lines continue to fan out to the NW from the UW stadium station along Pacific. But those all end up the same place all the U-District / Downtown buses already go. Why not take one or more of the 70's buses that all go from downtown to U-District? Pull a couple off the run from downtown and have them start at the light rail station with similar terminus routes in NE Seattle. But running up Montlake instead? This increases coverage with no real losses (the remaining 70s still hit U-District). Routes like the 372 except have it stop by the station (not up on campus).</p> <p>Have a few run along Pacific and up Montlake and then either Sand Point or 25th Ave NE make sense to me. Benefit UW Med Center AND pick up light rail riders.</p> <p>Tom Sterling</p> <p>Cell: ***</p>
34	Mar 16, 2015 8:50 PM	<p>The route I use the most is 255 from convention center station to downtown Kirkland (heading east anytime between 9:30am and 11am, and back anytime between 4pm and 9pm). I prefer alternative 1 even though it means more transfers since it'll make it easier for me to get from the convention center station to bars in greenwood/maple leaf.</p> <p>Can 255 end at ulink and become (slightly) more frequent? Brining it down to 10 minute headways (morning-11am and 4-8pm) would make the added transfer much less painful.</p> <p>Thanks for listening and for taking on bug changes in alternative 1!</p> <p>-Nish</p>
35	Mar 17, 2015 4:06 PM	<p>[Emailed as follow up to a phone call from Mayor Mary Jane Goss.] Dear Mayor Goss, Sorry for the delay in getting back to you. We spoke last week about your request to have more information about how the alternative concepts Metro and Sound Transit are considering will affect Lake Forest Park bus service. You asked for a copy of the powerpoint Jeremy Fichter used at Seashore. I've cc'd him on this email. Jeremy, can you please send Mayor Goss a copy of the presentation? To recap, the only changes that would affect Lake Forest Park are the ideas for Route 372X. In both alternatives, this route would get more service. Here's a link to a route info sheet to describe the concept for the route, which is the same in both alternatives: http://metro.kingcounty.gov/programs-projects/link-connections/pdf/372x-info-03-15.pdf For your friend who takes the 372 and connects to service in Bellevue, she will continue to be able to do this under both alternatives. Route 535 provides a direct connection between UW Bothell campus and downtown Bellevue. You also had questions about park and ride facilities. I have cc'd Steve Cahan, Metro's park and ride person, who would be a good resource for you as you figure out how to invest your city resources to increase parking options for residents to connect to bus service. Please let me know if there is anything else I can help with. Best wishes, DeAnna</p>
36	Mar 19, 2015 4:44 PM	<p>What about the effect Light Rail will have on inbound and outbound CT Commuter Routes into the U-District like the 860 that I personally take?</p> <p>David Copsey</p>
37	Mar 19, 2015 4:47 PM	<p>Hi Deanna,</p> <p>I've been wondering: once the Capitol Hill/Husky Stadium stretch of light rail opens, will bus routes such as the 41 continue to travel through the tunnel, or come up to street level?</p>

No.	Date	Content
		<p>Thanks,</p> <p>John Brookes</p>
38	Mar 19, 2015 4:57 PM	<p>Jeremy: Thank you for your presentation yesterday at the Madison Valley meeting. I appreciated that you took a genuine interest in peoples' ideas, concerns, and suggestions. As promised I wanted to share with you the Briefing Memo the CTCC (Central Transit Community Coalition) put together last year for meetings with the County Executive and Metro and subsequently with King County Councilmembers during the time of the proposals for major cuts in our service. It outlines a number of the needs along transit routes in our area of focus that were threatened last year by the proposed service cuts. Since Metro's current planning potentially impacts service on 19th Avenue E by proposing to remove Route 12, I want to draw your attention to page 3 of the memo which describes some of the needs along 19th:Country Doctor Community Clinic - Provided care at its 19th Avenue and E Republican Street site to more than 10,000 patients in 2013 from throughout King County and beyond: 28% from Capitol Hill/Central Area; 44% from other parts of Seattle; 21% from King County (outside Seattle city limits); 7% from outside the county (primarily Snohomish and Kitsap counties). The clinic is open Tu, W, Th 9-9 and M, Fr 9-5. Access by Route #12 is important for both patients and staff. Schools – Stevens, St Joseph's and Holy Names Academy are reached by the #12. In addition over 20% of the Seattle Academy of Arts and Sciences student population lives in the zip codes served by Route #12 where it is proposed to be cut, including zip codes 98112 and 98122. Businesses and Residents – There is a growing business and residential community along 19th, including a new 40-unit apartment building, 19th and Mercer, promoting their location on Route #12 and attracting younger residents without cars. _____ As you can see, the loss of service along 19th Avenue E will have a negative impact on important community services which rely on the long-established transit service. The Briefing Memo as a whole gives you an insight into needs along other routes in our area of focus that were threatened by last years proposed service cuts. In our March briefings last year we also raised the concern we discussed yesterday about the bus signage on interlined routes (see the mention on the page after Page 6 of the memo). I look forward to following-up with you about that concern and the ideas we were discussing yesterday to get your thoughts and suggestions. Please let me know if you have any questions. I have also cc: Linda McVeigh, Executive Director of Country Doctor Community Clinic on this email if you would like to reach out to her. Thank you, Anne Knight ***</p>
39	Mar 19, 2015 5:00 PM	<p>[3/12/15] Deanna, I am finding the information difficult to understand.</p> <p>Is it possible for you to make a presentation to the Wallingford Community Council Board?</p> <p>We meet the first Wednesday of each month from 7:15 to 9 at the Good Shepherd Center, Sunnyside Ave N and N 50th.</p> <p>Gregory Hill Architect</p> <p>----</p> <p>[3/17/15] DeAnna,</p>

No.	Date	Content
		<p>Our first interest will be the changes to the following routes: 16 26 26E 31 44</p> <p>Gregory Hill Architect</p>
40	Mar 19, 2015 6:18 PM	<p>[3/18] The survey "Your bus may change when Link opens: learn more, participate now" forwarded by UW Transportation Services was not really applicable for my response, but I thought I needed to give some input. Light Link Rail doesn't meet my needs as a UW employee even when it eventually goes up to Lynnwood. The main reason is the UW station near Husky Stadium is too far from my work location. I would need bus connections from the Stevens Way campus loop to and from the stadium station. Without the bus service to/from the Stevens Way campus loop, the time to walk to the station would be too time consuming. It seems the station location was selected more for sports fans rather than employees and students. Debra Wolf----[3/19] Hi DeAnna, Thank you for your response and help. That would most likely work if it came frequently (10-15). Cheers, Debbie</p>
41	Mar 19, 2015 7:16 PM	<p>Hi Deanna,</p> <p>My name is Dorothy, nickname Duffy, last name Park. I'm calling on Monday the 16th a little before 4 o'clock and I have been looking at...well you came to our League of Women Voters meeting and I went in November to community input regarding the proposed changes that will be possibly coming for...I live in Sand Point on Sand Point Way. And I'm trying to figure out how to figure out how to look at these two alternatives and how they would affect what/how I currently use Metro, and I have some questions because I'm having a little difficulty trying to figure out if either alternative does, for what I use it for currently. So I'm wondering if there were somebody who could spend some time on your end looking at the map and my end and then telling me kind of, you know, really what/how it would work under the two alternatives. And I have some kind of dumb questions too, also, which I can't get the answer to off of the internet, like will the alternatives use the transfer stations at Campus Parkway, and get on the , you know, express lanes and go into the bus tunnels and do that kind of thing under the proposed changes. SO, I just have lots of questions and was hoping someone could help me. My home number is area code ***. I am home this afternoon for about an hour and will be home tomorrow in the morning. Ok, thank you DeAnna. I appreciate your helping with this. Bye.</p>
42	Mar 19, 2015 7:18 PM	<p>Please make sure there is adequate bus or shuttle service to the new light rail station in the University area. Smaller and/ or more frequent connections are needed to provide transportation to the Laurelhurst/ NE Seattle area. Luanne Mills</p>
43	Mar 24, 2015 8:20 PM	<p>When Montlake Blvd southbound is clogged all the way back to U Village or beyond, is ST arranging for a shuttle from north UW parking lot so the many potential riders from NE Seattle can access the train??</p> <p>~ Jean</p> <p>from iphone</p> <p>***</p>
44	Mar 24, 2015	<p>We like Alternative 1 because that 255 bus would get us much closer to Husky sports</p>

No.	Date	Content
	8:23 PM	<p>events than it does now. BUT: we also want to get to 255's current downtown-tunnel stops AT NON-PEAK HOURS at University St (for Benaroya Hall) and at the 2 stops south of there for sports events. New Route 256 won't help us AT ALL, off-peak. We can't tell from your proposed routes and interactive maps whether we could get to the 3 southernmost tunnel stops on light rail, after transferring from the 255 at the new UW station, WITHOUT ANOTHER LIGHT-RAIL TRANSFER INSIDE THE TUNNEL, which would KILL any time advantage of going by light rail from UW to our destination.. The interactive map makes it look like the orange light-rail line from UW stops at the Convention Center entrance to the tunnel, and might need a second transfer to connect to the other tunnel stops shown by the green light-rail line when I click "Central LLR stations (existing)". Please clarify the proposed Alternative 1 light-rail routes/connections for downtown. Thank you, John and Beth McCaslin, frequent 255 riders</p>
45	Mar 24, 2015 8:23 PM	<p>Deanna,</p> <p>In some of the PDF's that show changes to bus routes under the two proposals for Link connections, some cells show a red dash. For example: http://metro.kingcounty.gov/programs-projects/link-connections/pdf/545-info-03-15.pdf</p> <p>I'm not sure what the red dash means. Could you explain?</p> <p>Thank you Deanna! greg r.</p>
46	Mar 24, 2015 8:25 PM	<p>Ms. Martin</p> <p>I moved to Laurelhurst from the Northgate area and was shocked to find that to get downtown on the bus went from 10 to 15 minutes to 60 minutes.</p> <p>I also frequently use the bus to go to Seattle Center which also takes 40 to 60 minutes. It is very confusing to know which 75 bus is the one going to Seattle Center becoming a 32. As Seattle continues to increase its population it is very important to make sure our transportation options grow with it. To Adequately use light rail we need to be able to reach it.</p> <p>Thank you.</p> <p>Sincerely, Linda A. Luiten</p>
47	Mar 24, 2015 8:29 PM	<p>It is vital to make sure that the elderly and physically handicapped have transportation within walking distance of their homes.</p> <p>I am used to taking an hour to get downtown, and it doesn't bother me. I build that hour into my schedule and enjoy either watching the people and the landscape or reading. I love riding the bus.</p> <p>If #71 is eliminated, I will have to drive and park, since I am ten blocks away from 65th NE. I am 80 years old.</p> <p>I just hope I live long enough to enjoy safewr driving and the end of road construction in the areas I drive through when a bus does not get me where I need to go.</p> <p>Judith Hance</p>

No.	Date	Content
		NE Seattle
48	Mar 25, 2015 3:51 PM	<p>Hi DeAnna,</p> <p>I normally take the 255 from the South Kirkland P&R to the International District and back every day for work, and am trying to understand how my route would change with the proposed alternatives. It seems to me that I would instead be taking the new 256 route, which is only offered during “peak hours,” but I can’t seem to find any information about what the actual time frames are when these peak hours would occur. From when to when will this route be available each morning and each night? What about on weekends? And if my work schedule doesn’t match up with the peak hours schedule, what would my alternative all-day route be that would get me between these two stops?</p> <p>Thank you very much! KRISTINA BIRKEL</p>
49	Mar 25, 2015 3:53 PM	<p>DeAnna,</p> <p>A neighbor of mine posed a question about buses stopping at the Montlake Flyer Stop. Do you have any information about this? She was not only interested in know if the #25 will continue to stop there along Montlake Blvd but also if Eastside buses will be using the Montlake Flyer stop or will the Montlake Flyer Stop be shut down. Thanks.</p> <p>Sandy</p>
50	Mar 25, 2015 4:36 PM	<p>Hello Deanna,</p> <p>I've looked at and the 311 bus proposal. I'm astounded that you find this to be a good solution. Frankly, I'm furious.</p> <p>I take and have been taking the 311 bus to my job in Westlake for the last three years coming and going from the Brickyard PNR. I actually had to begin taking one bus earlier in the morning to avoid sardine like quarters on the 6:29am bus and the same with the 4:08pm at night. I now take the 6:12am out of Brickyard PNR which is still very full and the 3:48pm at night.</p> <p>Going home it takes me an hour, coming to work 30 minutes. What you are proposing is preposterous. Not only will I be giving up an express bus but I'll have to transfer, walk to the link from the bus stop, wait for the link and then go clear out of my way to South Lake Union and then onto Westlake. You're adding at least 30-40 more minutes onto my commute. I would have to get up even earlier to get work on time because of this ridiculous idea.</p> <p>Sound Transit and Metro want people to take the bus and the light rail but you're penalizing Eastsider's for working in Seattle. Bad enough they are now tolling 405 and then you add insult to injury by creating an even longer commute? Are you kidding me?</p> <p>I will fight this idea to the end. I plan to hold a meeting with printouts on my bus with all the other riders encouraging them to speak up and be heard. I will also go to the local news channels 4,5,7 & 13 and have them do a ride along and see the proposed route to get my point across. I will advocate for this not to be affected.</p> <p>It's bad enough the 311 stops running after the morning commute and the first bus out of downtown Seattle is not until 3:30pm. The 255 may as well be the slow boat to China with all the stops it makes as it snakes completely through Kirkland. We have no good alternatives, stop taking away what we have just because you don't commute with us.</p> <p>Regards,</p>

No.	Date	Content
		Debbie Sullivan
51	Mar 25, 2015 4:59 PM	I support Laurelhurst Community Club’s proposal. Our current every 60 minutes with no night or weekend transit is a real problem. Thank you. Kate Hemer ***
52	Mar 25, 2015 5:03 PM	<p>Greetings,</p> <p>Thank you for the opportunity to comment on future bus route possibilities for the UW Laurelhurst neighborhood.</p> <p>I live in Laurelhurst and work both at UW and downtown. I would take the #25 to work every day if it were possible. Right now the frequency (hourly) of the route precludes my doing this. The bus schedule doesn't allow me to get to & from work as required by my job and still be able to meet my children when their school bus drops them off.</p> <p>In addition, I need to be able to take the bus on weekends (as I'm a physician who frequently works on weekends) but this hasn't been possible since the weekend routes were eliminated.</p> <p>When we first moved to the neighborhood, the #25 ran every 30 minutes during the daytime and also had Saturday/Sunday service. I wish that this frequency could be restored.</p> <p>I read on your website that, although changes are being made to improve the #25 schedule reliability, no increase in frequency or restoration of weekends is planned. Given the new UW station becoming available in 2016, this seems very short sighted. If there were increased frequency of the #25, I believe that many in the Laurelhurst neighborhood would use the #25 on a daily basis, especially if it ties into the new UW rail station.</p> <p>If the UW station is going to connect to First Hill and downtown, maybe consideration could be given to shortening the #25 route (to connect to the UW station and other key routes with more frequent service running to & from Laurelhurst/Children's Hospital?)</p> <p>Given the 'Montlake Mess' (that will be worsening with the 520 bridge changes), anything that gets Laurelhurst residents out of their cars and using transit would be enormously helpful.</p> <p>Thank you for all of the great work that you are doing. The UW, Northgate and other stations are all exciting and wonderful projects that I anticipate using in the future. We moved to Seattle from Austin Texas 2 years ago and I am very impressed by the Seattle transit system.</p> <p>BTW, Austin frequently looks to Seattle as a model transportation system that it aspires to become someday. Unfortunately, they are late to the game and it is always more difficult/expensive to develop comprehensive transit systems as time goes by. We are very fortunate to have such a great system in Seattle as well as an agency that solicits the rider's opinions as it moves forward.</p> <p>Thank you so much for consideration of these comments.</p> <p>Sincerely, Charlotte H. Smith MD</p>
53	Mar 25, 2015 8:47 PM	After spending 30 minutes on your survey http://metro.kingcounty.gov/programs-projects/link-connections/have-a-say.html - after adding my inputs and pressing the final "next" it didn't appear to submit anything but just returned me to the first page – and as I

No.	Date	Content
		<p>paged through, all my comments were removed. So not trying that again. Maybe there is a larger issue with the survey? Maybe my inputs were recorded – can't tell – but here is a summary of the feedback I have provided as it relates to the proposed medications for bus service 255 (and the proposed 256). • Both the proposed 255 and 256 routes need to be all-day every day. • There are 2 core hubs – downtown Seattle (workers and nightlife) and UDistrict (students and nightlife). There should be direct connections to both, all day• Making the 256 only operate in peak hours means that outside of that – people have to now a) change to link light rail and b) take longer getting to downtown It is not just people who work downtown, Monday to Friday, that want to go directly to downtown</p> <ul style="list-style-type: none"> • Weekend Hours of operation need to extend. The current 255 has the last bus leave Seattle at ~11pm on Sat and Sun – most nightlife activities are nowhere near over by then. This has been a red flag for years. This needs to b fixed Make the 255 and 256 routes all day, every day and with extended hours of operation over the weekend. This will be a win for everyone and still provides links to light rail for use when wanting to Capital Hill Please can this feedback be shared with whomever (since I couldn't get survey responses submitted) - Thanks
54	Mar 26, 2015 5:48 PM	<p>I strongly suggest to split #8 bus route into two individual route.</p> <p>As we know current #8 often delayed because the long distance.</p> <p>I suggest to create a new route #88 running between the [Cap Hill Link Station] and [Seattle Center] based on the current #8.</p> <p>This short distance bus can be just use 2 bus car for the whole day --it could be as frequent as every 10 min or 15 min.</p> <p>This new #88 will connect to Cap Hill core business/South Lake Union./Lower QA with connect to Ballard and downtown.</p> <p>This would be link for 4 busiest business area of Seattle--it could make shopping more easier and easy for tourists.</p> <p>#8 after wards can still run from [Cap Hill Link Station] to [Rainer Beach].</p> <p>Please consider.</p> <p>thank you much. Julien</p>
55	Mar 26, 2015 8:47 PM	<p>Hi Deanna, I'm on the Board of Park Commissioners, and very interested in commenting on the Alternative plans. I went to the UW Medical Center today, based on the posted schedule, but was told you had the table there yesterday. Can you tell me other dates to talk to someone? The Board will likely want to make comments as a whole. I have a board meeting tomorrow, the 26th, and unable to go to the community meeting.Thanks, Diana Kincaid---</p> <p>[3/26/15] Hi DeAnna,Thanks for getting back to me so quickly. There is a strong possibility the Park Board will want to comment as a body. What is the deadline for comment, and where should we send our letter? Those are the two most pressing questions, since we have our meeting this evening. Yes, it would be helpful to speak with a service planner. When would one be available? Thanks for your help, Diana ----</p> <p>Diana called Ted Day and indicated that the Park Board is really excited about the prospect of frequent service to their two most congested and parking restricted parks of Green Lake and Magnuson Park. She indicated they especially loved the changes to Route 16 in</p>

No.	Date	Content
		<p>Alternative One and the increased frequency of Route 75 in Alternative One. She also indicated that there will be continued low-income residential growth at Magnuson Park and that Alternative One would be quite beneficial to this future population. She did raise the concern about the access to Link at the Montlake Triangle not being the best and was hopeful the future might lead to improvements there.</p>
56	Mar 27, 2015 7:29 PM	<p>Lewis called DeAnna to discuss the proposed plans. He told her he moved to Jackson Park to have the 73 service and does not drive. He indicated that route 73 lets him travel everywhere at all times.</p> <p>He expressed concern that if the 73 goes away, he would have to transfer to get to places like the International Film Festival and Specialty Store, and added that it is too difficult to transfer when carrying groceries. He commented that he thought this route would be safe because Seattle got funding. He added that there are a couple of senior housing facilities between 135th to 115th along the 73 route. It will be too hard for them to go farther to access transit. He noted that if he misses the 77, he can still catch the 73 on weekdays. It's always crowded. He expressed interest in more buses going to Jackson Park – especially on Sunday. He indicated that he would be satisfied If route 373 came in both directions and with direct service direct service, and does not want to have to take a bus to link to get to downtown Seattle.</p>
57	Mar 27, 2015 9:33 PM	<p>I'm an Eastside Resident and a choice bus rider who generally walks 0.7 miles to the Yarrow Point (92nd Ave) Freeway station. The changes in Alternative 1 would make bus service dramatically less attractive me, particularly evenings and weekends, and cause me to reduce my transit use. The Alternative 1 changes eviscerate bus service for Eastside riders from Redmond, Overlake, West Bellevue and the Points communities, and Kirkland who rely on SR-520 bus service to access downtown Seattle evenings, weekends, and mid-day weekdays. They would waste the investments that have just been made in the SR-520 project with new bus stations and HOV lanes. Today we have two 7 day/week, 18 hour/day bus routes linking the Eastside with downtown Seattle. Metro 255 from Totem Lake, Kirkland, S. Kirkland P&R, and the Points to downtown Seattle, and Sound Transit 545 from Redmond, Overlake, and the Points to downtown Seattle. The vast, vast majority of riders are headed to or from downtown Seattle, especially at off-peak times. The U-District is primarily a weekday daytime travel generator. Sound Transit already proved this by the many years they tried to create demand for ST 540 which once ran 7 days/week all day and is now only a peak period Mon-Friday route. The transfer conditions at UW Husky station are poor. Montlake Blvd is often congested and unreliable and Montlake Bridge openings are frequent, especially on weekends. The two proposed replacement buses would stop in different places Eastbound, so a rider can't wait in one place for both bus routes. These changes eviscerate our bus service, and use some Eastside service hours to create more bus service inside Seattle. During off-peak periods, today the buses reach downtown Seattle before transferring riders would be reaching the Link platform at UW Husky stadium. The travel time from Montlake to downtown Seattle is only about 6-8 minutes. The buses heading toward Pacific St or Montlake Blvd will have multiple traffic lights, potential Montlake Bridge opening and Montlake Blvd congestion, before they even drop off riders on NE Pacific St or Montlake Blvd – and that's not even thinking about what happens on football game days. If there were to be a "forced transfer" at UW Husky, there should have been a direct connection between SR-520 and the Husky stadium lot, or dedicated lanes on a bridge that doesn't open. Yet both of these alternatives haven't been provided, instead relying on ancient, congest infrastructure that is over capacity and a bottleneck – I mean the Montlake Bridge and Montlake Blvd. Redirecting our Eastside bus routes which take us to downtown Seattle to serve other parts of Seattle where we don't want to go simply guts Eastside bus service without giving Eastsiders anything in return. Metro and Sound Transit should retain frequent all-day 7-day/week bus service for SR-520</p>

No.	Date	Content
		<p>service direct to downtown Seattle. Retain the frequency, service hours, and span of service as provided today on Metro-255 and Sound Transit-545. Weekend or evening U-District riders can easily enough transfer to Link at Westlake and be in the U-District in 8 minutes. If Metro and Sound Transit want to improve connectivity at UW-Husky, they should require WS-DOT to retain the full function of the current Montlake Freeway stations, by building a facility as nice as the ones at Evergreen Point and 92nd Ave, for Montlake, which would be a short reliable walk to connect to Link. That's a better choice than truncating our buses. Sincerely YoursCarl Stork</p>
<p>58</p>	<p>Mar 30, 2015 6:36 PM</p>	<p>Good Morning Deanna:</p> <p>I attended last night's meeting at University Heights, and wanted to extend my thanks to everybody involved. As a new-ish part-time Metro driver and a lifelong North Seattle resident, I really appreciate all the outreach efforts that are being made.</p> <p>One thing that percolated up through my brain overnight that I did not think to say to anybody yesterday (nor commented in the survey) was that while I strongly support Alternative 1, perhaps more thought needs to be given to the underlying geography/terrain. Particularly in the East-West directions, Seattle has some ... pedestrian- and bicycle-unfriendly hills. When considering the walksheds for a the major restructuring that Alt1 is, these hills need to be given some consideration.</p> <p>Again, thanks, Michael Andersson</p> <p><***></p>
<p>59</p>	<p>Mar 30, 2015 6:36 PM</p>	<p>I recommend Alternative One, since I understand it maximizes connectivity with light rail, and thus the light rail ridership count.John NilesSeattle***</p>
<p>60</p>	<p>Mar 30, 2015 6:37 PM</p>	<p>Yes. Couldn't even get off the first page upon entering my answers.</p> <p>Also, this is WAAAY too long and complicated. This is my second attempt and I paged through the survey to see if you edited it in any way and you didn't.</p> <p>There is NO clear explanation of what you are trying to accomplish. The maps are even more confusing.</p> <p>Please don't send me this again without cleaning up the content as well.</p> <p>Laurine Fabrick ***</p>
<p>61</p>	<p>Mar 30, 2015 6:38 PM</p>	<p>Dear Ms. Martin,</p> <p>I tried to express my opinions regarding the two proposals using the survey link. In case they were not received, I am sending this note to reiterate what I said.</p> <p>I am opposed to Plan One. I could live with Plan Two as long as you retain the trolleys. I use the 43, 12, 11 and 2. The 12 is the route I use most often. It is a great route!! It serves three hospitals, The Country Doctor on 19th, Seattle University, the Hearing, Speech and Deafness Center, numerous high schools, Town Hall, Seattle Art Museum, Central Library, the Federal Court House and the list goes on and on.</p> <p>I am a disabled senior and cannot walk up and down the hills of Downtown Seattle. I'm not</p>

No.	Date	Content
		<p>alone. The trolley is always full. It serves a wide variety of individuals and families who have no other means of transportation. Parents take their children to the clinics by means of the trolleys. The blind and deaf use it all the time.</p> <p>Your current service also does not address the serious lack of public transportation in the Aurora area where senior housing has been built. You need to improve service to all areas where SHAG Housing exists and where low income families live.</p> <p>The list of problems which your proposed changes creates goes on and on.</p> <p>One final point on the trolleys. They don't create the kind of pollution that diesel buses create. They are very effective on the steep hills and they are an icon of Old Seattle. Don't remove them. We will all lose in the long run.</p> <p>Sincerely,</p> <p>Jo Ann Gabrielson</p>
62	Mar 30, 2015 6:40 PM	<p>[3/27/15] Thank you for the prompt response. I also tried to fill out the online survey on my phone but it may have stopped before the final "next" button.***[3/27/15]I looked over the 2 alternatives for NE Seattle and I didnt see what seems like an major gap in both plans: better connecting Ravenna and Bryant (denser and more pedestrian oriented neighborhoods) to the new light rail station. A frequent route going down 25th to the new station would seem an obvious solution. Michael Jacobson ***</p>
63	Mar 31, 2015 3:03 PM	<p>Attached and pasted below are comments from Laurelhurst on the Link Connection Alternatives. Thank you for considering our views.</p> <p>Colleen and Jeannie LCC March 31, 2015 DeAnna Martin, Community Relations Planner King County Department of Transportation King Street Center 201 S Jackson St Seattle, WA 98104</p> <p>Re: Link Connection Alternatives Comments</p> <p>Dear Ms. Martin, and the Metro and Sound Transit Sounding Board,</p> <p>The Laurelhurst Community Club (LCC) commends the efforts of both King County Metro and Sound Transit to plan for the optimal connectivity between the two transit modes.</p> <p>The new Light Rail at the University of Washington Stadium Station and the Capital Hill Station service will be operative in the next 18 months, and LCC supports plans to establish effective routes to encourage residents both north and south of the Ship Canal to use more transit. Traffic from commuters forced to use SOV's for transportation has resulted in increasing gridlock, especially around the Montlake Interchange where the new Light Rail Station is located. Currently, cars are heavily used in this corridor due to limited and slow options on the current Metro transit route #25.</p> <p>LCC representative, Colleen McAleer, attended two of the Metro and Sound Transit Sounding Board meetings held in January and reported back on the process. LCC further</p>

No.	Date	Content
		<p>analyzed the two proposed service model alternatives offered to support connections when the Light Rail is operational.</p> <p>LCC recommends that the Sounding Board adopt Alternative #2 as the option that would best serve the needs for transit users in northeast Seattle, and for our neighborhood. It offers a wider range of routes, stops are located closer to residents which reduces the walking distances to "catch a bus", to a through route, or to Light Rail.</p> <p>Trading off the wait times (which are longer) in Alternative #2, vs # 1 is still more beneficial, especially for bicycle passengers, seniors, students and lower income families who will benefit from more convenient, "one seat" rides, and offers access to more direct routes. In addition, the new east/west service (#16) proposed is a much needed component of this plan, and offers a service which has not yet been provided. This will connect the Seattle Parks & Recreation offerings at Magnuson Park and Greenlake, reducing the need for SOV on the city's crowded cross roads.</p> <p>Alternative # 2 retains the bus route in the Laurelhurst neighborhood, converting it to #62. This offers an excellent option of a much quicker connection to the Light Rail Station by running the route directly on Montlake Boulevard, shortening the ride time by 2/3rds. This improvement in more direct, quicker service to Light Rail will be an effective enticement to encourage more use of transit for employees, and residents near to this new route.</p> <p>There is one point of concern is that this new service is planned to cease at 6:00pm, with no weekends and holidays offered. This may cause this route to fail, as riders will probably not be able to get that last ride before 6:00pm. It also eliminates a viable transit option for weekend recreational activities and airport rides that are not 6am-6:00pm. LCC requests that the length of service be extended to match that of the Light Rail operating service to maximize its appeal, and usage to make this a viable new route for Metro.</p> <p>We do not support Alternative #1. While it seems to offer more frequent service, the trade off to eliminate existing routes, and requiring further distances to transit stops is not beneficial to the riders who need transit service the most.</p> <p>LCC again requests consideration of operating a continuous shuttle route that would connect the new Light Rail with stops at the University Village, Laurelhurst, Seattle Children's Hospital, the Center for Spiritual Living, and Magnuson Park. It would be very effective to offer service along the Montlake Blvd (or ideally, inside the excess space inside the E-1 lot of the University of Washington), on to NE 45 St, stop inside Laurelhurst, and along then to Sandpoint Way NE, and looping back after Magnuson Park/NOAA facility, tying these routes into a 20 minute shuttle run. It would operate as long as the Light Rail Station does, and offer reliable and quick one-seat access to rapid transit. This route would be a viable incentive to employees, residents and recreational users along this NE Seattle corridor.</p> <p>LCC asks that the Sounding Board consider this as an option for NE Seattle connectivity to the Light Rail Station.</p> <p>Thank you for considering the views and recommendations of the Laurelhurst Community Club, and please contact us if we can provide any addition information that will result in more transit connectivity and incentivize more transit users.</p> <p>Sincerely,</p>

No.	Date	Content
		<p>Colleen McAleer Vice President and Land Use Committee ***</p> <p>Jeannie Hale President</p>
64	Mar 31, 2015 6:01 PM	<p>Please reconsider what you're doing with routes around the new UW station. As it stands, the connection hub remains on the east side of the University, at NE Campus Pkwy and University Way. This removes the benefits that the Link Connection offers to NE Seattle. There should be more direct connections to the Link station at Husky stadium. Consider at least the express routes coming from the East side of I5. Why not leverage the connection at the stadium by routing the 74 along Sand Point Way and Monklake directly to the rail connection? The same should be true of the 75; instead of sending the 75 up through the University to get to Campus Parkway, send it along Montlake to the Link connection at UW stadium. Routing the 75 along Montlake would also give students bus access to the gymnasium and the parking surrounding that area. It would also DRAMATICALLY lower commute times for the Sand Point corridor to Downtown Seattle, by connection to the new Link station. For someone coming from the Sand Point area, it takes an hour or more to get to downtown, and the new maps don't change it because there is still no access to the Link connection at UW stadium. We still have to take the 30 or 75 to the Campus Parkway hub, and wait for a 71/2/3 transfer to downtown. It baffles me how the Link station remains unusable to those in NE Seattle, cut off from all bus routes and stranding anyone at the Campus Parkway hub. Please open up access to the station to the Sand Point corridor by routing at least the 75 along Montlake instead of sending the 75 through the UW campus.</p>
65	Mar 31, 2015 7:02 PM	<p>My name is Watcom Kluger (sp?) and I live in Montlake and I just found your phone number and name on the Metro King County web regarding Metro bus service changes for next year and I would like to let you know, and maybe you can pass it on, that everybody in my family would not like Alternative 1 because it cuts out buses 25 and 43 and these are the buses we depend on to go everywhere from downtown to University of Washington as well as farther on to airport. It is too far for us elderly people to walk from here to Husky Stadium - that would be the answer I guess for Alternative 1 so we hope to continue the same service with Alternative 2 and hopefully not reduce the bus times too much. My number is ***. Thank you very much.</p>
66	Mar 31, 2015 7:13 PM	<p>Hello, this is Renada Pinch and I am calling to say that I'm very upset about the idea of eliminating the 43 or other buses that are on the chopping block. Elders can walk to or bicycle to damn light rail which in my opinion is a dysfunction to begin with, hasn't gotten up and running, and is taking to damn long and is costing too much. Buses are the only vehicle that elders or people who cannot ride bicycles have. This is a hair brained idea. And I've been using that 43 bus, and the 48 bus, the 25 bus, all the buses that are in this area - And there's no reason for this to be going on. It's one thing for the city to relax the cap restrictions and ruin everyone's views and make elders seem like they should just go away or something.</p> <p>But this is just ridiculous and I oppose the idea. My name is Renada Pinch and I am at ***. Thank you.</p>
67	Mar 31, 2015 9:58 PM	<p>The link from Columbia City station to bus 97 during these two days was perfectly handled.</p> <p>I lost no time the first day and counted on it the next.</p> <p>Thanks.</p>
68	Apr 1, 2015 3:13 PM	<p>Hi Deanna, I wasn't able to properly express my concerns in the survey, so I thought I would email you more clear information. I commute with my bike on Route 255. Looking at the possible changes (I have already had to change from the cancelled route 265), I am</p>

No.	Date	Content
		<p>wondering how I will get to work with my bike. Looking at the alternatives, I don't think there'd be room for me and my bike on the University Light Rail to downtown (and back). The 'new' route 256 only runs during peak times, and as I catch the bus at 6am to go downtown and return at about 3:30pm, I would not be able to use this alternative. Note: Since this information has been released, I have been monitoring how many people get on the 255 in Kirkland and how many get off at the Montlake Freeway station. After a couple weeks I have seen not one person get off here that boarded in Kirkland. Two people have boarded on hwy520 to get off at this station, but any bus going along 520 could do this transfer. The 255 bus is packed to standing capacity most of the times it runs with people all going downtown, diverting everyone to transfer in the University District would add time and hassle to the commuters. I have been a loyal bus rider for years, even biking further and further to avoid driving into Seattle, but as my options become more difficult and time consuming, I will have to re-think my commute to downtown. Light rail to the east side would be great (that can accommodate bikes). Thanks for taking the time to read my input! Sincerely, Dina Leviten</p>
69	Apr 1, 2015 3:15 PM	<p>Hello Deanna, It was a pleasure to meet you at the Link Connections open house last Thursday. I am a Wallingford resident who frequently uses Metro transit and wanted to share with you some thoughts about the proposed service changes.</p> <p>Alternative 1 does provide more frequent service downtown via the upgraded 16 and 26X routes. I would also make use of the revised 255 to get to/from Kirkland.</p> <p>However there is still a gap in service to get from Fremont or Wallingford to University Heights as none of the 26/31/32 routes go far enough east or north, and the 16 goes too far north. The routing funnels everything into the southern U District which leaves these neighborhoods disconnected. Would it be possible to take one of the 31 or 32 north along 15th Ave NE to provide a direct route?</p> <p>Also, I fail to understand why there is no bus transfer to Link from Wallingford. The 31/32 go via Stevens Way which is a quarter mile away from the station. I expect to travel to the airport with bags and a small child. Am I supposed to traverse the UW campus to get to the station? What if I were disabled or otherwise mobility impaired? How is this fair for these passengers, versus those on the routes that go directly to the station via Pacific? Perhaps one of the 31 or 32 could be routed along Pacific to address this gap.</p> <p>I hope you consider this feedback and consider some small adjustments that will make Alternative 1 a good solution for all Wallingford residents.</p> <p>- Mark Foltz</p>
70	Apr 1, 2015 3:16 PM	<p>Hello! I would like to start by saying thank you for all of your efforts on this project. It is an exciting time for public transit in Seattle, and I am excited to see Metro build upon the new Link backbone. I live in Eastlake, and I applaud the recognition that the 70 requires more reliability, frequency, and peak rides. With all of the development in South Lake Union, this route is in very high demand, and it appears that Metro is investing in improving this route in many ways. For that, I am very thankful. One thing to consider, though, is whether it really is beneficial to remove any other bus lines from serving Eastlake. Without the 66 or 25, Eastlake is entirely dependent on the 70. Unfortunately, the 70 is at the mercy of the Mercer mess and is regularly at risk of getting caught up in that traffic. As a result, it can be unreliable in addition to being very crowded. The 66 skirts that heavy traffic by traveling on Eastlake Avenue. This helps to ensure some level of service even when traffic is a mess in SLU. In addition, it relieves some of the pressure on the route since many Fred Hutch</p>

No.	Date	Content
		<p>employees and other downtown employees can ride the 66 as opposed to those workers heading to SLU. In general, I support Alternative 1, which I believe takes a bolder step to building a serious transportation network in the city. But I would ask that you reconsider whether that alternative requires forsaking Eastlake Ave as a route that can provide reliable and timely service.Thanks! Eric</p>
71	Apr 1, 2015 3:20 PM	<p>Hi Ms. Evans, I attended Thursday evening "open house" at University Heights to look at and comment on the two alternative proposals for bus route changes to coincide with the opening of the Montlake Link Station. I live in Lake City and regularly use the bus routes that start or come through Lake City to get to the University, the University District retail core, the Roosevelt area, Wedgewood, Green Lake, the NorthGate area, and north Capitol Hill. I spoke with you very briefly before I left the open house and got your card. I do like some aspects of both the alternative plans, specifically the increase in frequency of the 75 and 65, and the added days of service for the 372. These changes will make service to the campus and the south part of the University District retail core better. But they do not totally replace the service that will be lost with elimination of the Route 72 bus. So I want to voice my concern about the loss of "one" bus access from Lake City to the Roosevelt, west Ravenna, and north University District.I am now retired and would like to use the bus service as much as possible. I regularly go into the Roosevelt District to get my haircut, eat at the Sunlight Cafe, go to scarecrow video and the University Branch library. I normally use the Route #72 to do this as it stops at both NE 65th Ave and Ravenna Avenue. I can also use 65th Avenue as a transfer point to the Route #48 to go to Green Lake and the Routes 66/67 to go to Northgate. (It appears that in the Alternative #1 the Route 48 would be replaced by a rearranged Route #16). This weekend I had an opportunity to sound out a few folks who work in Lake City and who I know take bus #72 to get home, they live along the current route mostly from 80th to the north part of the University District. A few had filled out the survey on bus rerouting alternatives. Most knew that the route 72 was to be cancelled, but assumed that the city would replace this route. I'm not sure why they think this. I've suggested to all of them that they fill out your survey. But given what I've found out I wonder why no open house on the two proposed alternatives was scheduled for the Lake City/Northeast Seattle area to make it easier for those residents to comment on the two alternatives. I know folks in the Wedgewood/View Ridge area will be affected by changes in the Route #71, so it seems like an obvious place to hold a comment meeting.Believing that I need to not just complain, but to propose solutions please consider implementing one of the following changes in the final draft alternative plan1. Change the route of the #372 bus. Under both of the current rerouting proposals you got a lot of service going to the east side of the U of W campus.Change the route of the #372 to go up Lake City Way and then turn south on 15th Ave NE. This would take the bus through the east Roosevelt area and down past the west side of the campus. The bus would then go directly to the new Montlake Station, turn around and head back north on !5th Ave. Or 2. Keep and revise Route # 72. Run the #72 on its current route to NE 65th St, from there have it turn west on NE 65th and then south on Roosevelt heading downtown. Increase the service on this route to every 15 minutes during peak-rider periods during the work week.In addition, I am concerned about the loss of bus service to the Group Health area of Capitol Hill. I would rather ride a bus that takes a little longer but gets me very near Group Health CH, than take what I'm imagining will be a very congested light rail service coming out of the District and then have to walk 5 blocks to Group Health. Thanks for the chance to propose specific changes to the emerging NE Seattle transit revision plan that would, I think, improve service particularly to non-students. Tom Reynolds</p>
72	Apr 1, 2015 3:35 PM	<p>Dear Ms. Martin:I have lived on the west side of Laurelhurst (east side of Talaris) since 1971. Traffic and parking have increased exponentially since then.I would use a local bus which circled through the neighborhood and went to the Un Village, the University of Wash, the Un District. If is circled up to the Metropolitan Market, and the strip from Katterman's to</p>

No.	Date	Content
		<p>City Peoples, it would also be helpful, especially as we get older. I just went though 8 months of not driving because of shingles in one eye and sever light intolerance; luckily my husband was able to take over - lots of folks who want to stay in their homes might not be so lucky.The other problem we experience is parking on our block (42nd Ave NE) during Husky Football games. My fear is that people will park on our block daily and walk over to catch light rail. Because of the bus route, parking is now only allowed on one side of the street (heading south), and there is no extra room for cars - lots of homes have 2 cars, and many do not have drive ways in front or alley access in back (the alley only goes about 2/3 of the way because of the geography . Seattle Children's Hospital works to keep employees from parking on our street, but it still occurs at the northern end of the block.It would be nice to have some later bus service, if coupled with rapid bus service to downtown.We have attended the Sea Symphony on Thurs evening since Benaroya Hall opened. It now takes 1 hour minimum to get through the University District or over Montlake and downtown for dinner by 5:30pm, before the Symphony. Not acceptable. Next year we are going to try Saturday evenings, which might be just as bad. If bus service is convenient and runs after performances, that could be a welcome alternative.Thank you for asking for input. You may use what I wrote but I prefer to remain anonymous to anything in print or which circulates (we are the older generation!!!).**</p>
73	Apr 1, 2015 3:36 PM	<p>Deannal thought there was a dedicated email address to send email comments regarding the proposed March 2016 service change. Warren----- Forwarded message ----- From: Warren Yee <***> Date: Tue, Mar 31, 2015 at 11:30 AM Subject: March 2016 service change comments To: jack.whisner@kingcounty.gov, ted.day@kingcounty.gov</p> <p>Would one of you forward this this to Jeremy (don't have his email address). good luck on developing the final proposal thanks - WarrenThese are my comments on the proposed March 2016 service change proposals: General Comments:-----NEED TO PUSH ORCA Cards, if you are forcing people to transfer between a KC Metro bus and LINK light rail. Perhaps, a free card blitz (no \$5 fee) prior to service change. Route 12: Alternative 1 only-----To continue service to Interlaken Park is to extend (reroute) Rt. 60 to Interlaken Park. There would be no transit service on 19th Ave E between Madison St and E. John St, but Rt. 60 would serve the portion north of E. John St. Operate every 20 minutes peak, 30 minutes off peak. However, no weekend night service (since Rt. 60 does not provide that now).Route 16:-----I would assume Route 16 would return back to Ferry Terminal terminal once AWV project is complete (late 2017 ???)Route 25:-----Delete as proposed. Route 47 could be extended on weekday daytime to service portions of Rt. 25. (see Route 47). There should be a peak hour route serving Laurelhurst neighborhood (Route 275 could, if it uses 40 foot coaches).Route 26/26X:-----Though Rt 26 local will be using the express routing, will Rt 26 make all stops along Aurora Ave N or make only the express stops along Aurora? In the AM peak, not all trips need to start at Northgate. Some AM trips could start from Green Lake instead (existing terminal). Route 28/28X:----- Though Rt 28 local will be using the (almost) express routing, will Rt 28 make all stops along Aurora Ave N or make only the express stops along Aurora? In the AM peak, not all trips need to start at Broadview. Some AM trips could start from Whittler Heights/Careek Park instead (existing terminal).Both 26X/28X:-----Being off the Fremont Bridge and Fremont itself, the 131/132 thru-route should work better (not subject to bridge opening delays). However, with no Fremont, wonder how ridership will be on these two routes?Route 45:-----Prefer that KC Metro maintain service to the corner of NE 65th St and 15th Ave NE for Roosevelt HS service for students. Can reroute via Cowen Park and University Way or stay on 15th Ave NE (NORTHBOUND only). Southbound needs to be</p>

No.	Date	Content
		<p>on University Way so riders along University Way can take either Routes 45 and 67 to access LINK station at Husky Stadium.Route 47 (Not part of the original proposal): Assumes Route 25 is deleted (adding night service if route 43 is deleted)----- -----During weekday daytime, extend Rt 47 via Belmont Ave E, then Lakeview Blvd to existing Rt. 25 route to Husky Stadium Station. every 30 minutes peak and 60 minutes off peak (meaning every other coach turns back at Summit midday). Would have to use Diesel buses weekday daytime. Could switch over to trolley buses weeknights, and definitely use trolleys weekends (assume no motorization). Might look at adding night service, if Route 43 is deleted, since this route would be the only route to/from downtown.Route 60 (Not part of the original proposal): Assumes Route 12 is deleted----- -----Reroute northern terminal from Broadway District to Interlaken Park via E. John St/E. Thomas St. then 19th Ave E to existing Route 12 terminal. There is plenty of service along Broadway (Routes 38, 49) and this reroute will maintain direct First Hill-Interlaken Park service (though weekday night service may end slightly earlier than existing Rt 12 service and no weekend night service).Route 71: alternative 2 only-----If the Route 16 (alternative 1 option) does not go through, perhaps look at extending Rt 71 to Green Lake and thru routing it with Route 26 local instead. Route 73:-----Alternative 1 - Instead of operating via Ravenna Blvd NE to Green Lake P&R, operate via Cowen Pl/15th Ave NE to NE 82th St. (Maple Leaf). This would maintain one seat ride service to South Maple Leaf riders. Alternative 2 - Please renumber from 73 to 78 instead. This is so riders know that Route 78 does not operate to Jackson Park nor operate along 15th Ave NE. Keeping it as Route 73 will confuse riders. Route 76:-----Operate express routing via Roosevelt Way NE/11th Ave NE couplet (like the former Rt 79 routing) using the NE 42nd St express lane exit. This would at least continue service along the Roosevelt Way NE/11th Ave NE corridor between NE 42nd and NE 65th StS (though only peak hour), and maintain some U. Dist - Wedgwood (along NE 65th St) direct service (though not quite along University Way, the center of U-Dist).Route 207:-----Operating to Issaquah Highlands already duplicates Route 554 (which has 30 minutes peak and 20 minute weekday midday service). Realistically, service planning needs to do a comprehensive redo of local Issaquah service (Rts. 200, 208, 269 and proposed 207) to provide better service there and reducing duplication. Route 235: Assumes alternative 1 (and route 255 terminating at Totem Lake)-----Staff's proposal would have 235 take over the 255 between Totem Lake and Brickyard. However the 255 travels along 124th Ave NE, which has a limited draw area, due to regional electrical transmission wires along the west side of the street. Proposed that Rt 235 would take over the routing of Rt. 236 between Totem Lake and Brickyard, since there is more housing around the 236 routing and Rt. 235 operates more frequently and later at nights.Route 236 (not part of the original proposal, connected to Route 235 proposal): Assumes alternative 1 (and route 255 terminating at Totem Lake)-----This would be rerouted to operate on 124th Ave NE, instead of NE 132nd St/132nd Ave NE/NE 143rd St/119th AVE NE, since the current routing has more housing and is best served by Rt. 235 instead, with more frequent service and later evening service.Routes 252 and 257:----- -----I don't think this proposal will fly, only because in order to get to downtown, would require TWO transfers from the Kingsgate/Queensgate neighborhoods (one transfer at the Totem Lake Freeway Station, then another at Husky Stadium LINK Station). Two transfers is asking a bit too much from riders. Might look into reducing # of trips (and some deleted trips can be used to fund more 311 trips).Route 255: (would be 275 under alternative 1)----- -----To make sure that riders know this route no longer goes to Downtown Seattle (Alternative 1), I suggest this route be renumbered to 275 instead. 275 was a former Metro route that almost followed the 255 prior to ST 540 operating. The 255 would be used in place for the peak only 256. Have concerns of the Montlake Blvd routing outbound on weekdays, due to frequent traffic backups. Perhaps going through the campus (weekdays) will be much better (may take a bit longer, but would not be subject to time variability, like</p>

No.	Date	Content
		<p>SB Montlake Blvd would). Would add more ridership with stops on campus. Yes, to provide continuity with the weekend routing (staying on Montlake Blvd), weekday routing would operate around the Pacific Triangle (operate via NE Pacific Pl), thus the same stop would be used for all 275 trips (at NE Pacific Pl and Montlake Blvd SB).Kingsgate P&R should still be served directly on weekdays. Also, instead of operating on NE 45th St to Children's Hosp, look at operating via 25th Ave NE, then NE 55th St, then 40th Ave NE, to Childrens Hospital. This would provide E-W service on NE 55th St for a 15 block segment (thus no need for Route 68, Alternative 2, and Route 30). If using 40 foot coaches, look at extending route into Laurelhurst during peak hours only (select trips). Route 275 does not operate on Opening Day of Boating Season (see Route 256, see 255 below).Route 256: (would be 255 under alternative 1)-----If adopted, should just keep the 255 number (the 255 proposal in alternative 1 will be renumbered something else). All riders associate 255 as route to downtown. No need to use a new number. Both Routes 255/275 would be in one timetable. Also, with the 255/275 reorganization and the deletion of the 260, Juanita Riders are left with either no express nor local one seat service to Downtown Seattle. A possible extension to Juanita in the peak direction only? Also, Route 255 (256) will need to operate on the first Saturday in May. Opening day of Boating season forces the closure of Montlake Bridge forces a long detour to access the Husky Stadium LINK station (275). Better to just operate directly to downtown Seattle that day. Route 311:-----Though this proposal is related to the 252 and 257, I would go ahead and go with the proposal to serve Husky Stadium Station/UW and South Lake Union (but not as many trips, as the 252 and 257 would remain). There is serious doubts about using Mercer St as your routing. Where are going to be the stops and if they are in bus pullouts (aka bus traps), and with the heavy traffic on Mercer, I have serious doubts about using Mercer. Know that you are trying to serve the Gates Foundation area. For Downtown riders, those using Woodinville P&R have the 522 and those using Kingsgate P&R/Totem Lake will have the 252/257.Route 372:----- --Definitely need a local version and an express version of this route for rush hour service. With new local service added, the current express service could use less stops. No Stops between 25th Ave NE/NE 47th St and Lake City Way/NE 120th St except at 110th, 98th and 65th sts (one possible example).With the deletion of the Woodinville P&R, will there be enough space at the remaining P&Rs to accommodate? May need to maintain the Woodinville portion, if the 311 (alternative 1) proposal does not go thru. Route 373:----- Add express stop at 15th Ave NE and NE 75th St to make up loss of the Rt 68 (and 73). Some other additional stops may be needed with the loss of the 73 north of NE 80th St.Routes 542 and 545 (assuming alternative 1):-----For the first Saturday in MAY (Opening Day of Boating Season, forcing the closure of Montlake Bridge). Operate both Routes 542 and 545 every 30 minutes (instead of just operating 542 every 15 minutes). Detour would take too much time to access Husky Stadium Station, might as well go directly to Downtown Seattle on the bus instead.That is all</p>
74	Apr 1, 2015 3:39 PM	<p>Hi DeAnna -- I want to thank you and the others from Metro for hosting last night's public comment event at U Heights. There were helpful "listeners" from Metro who encouraged those attending to submit input and suggestions, which I and many others did. I would like to list the 3 suggestions/comments I made last evening as a person who resides in the Northeast Seattle Sand Point/Magnuson Park/View Ridge service area, as I feel the Two Alternatives which have been presented for service in our area for getting riders to downtown Seattle actually substantially reduces the service we presently have by requiring more transfers (2 transfers under Proposed Route 71 under Alternative 2) or a transfer with a long walk of at least 5 minutes plus additional time to get into the UW Link Light Rail station and to a connecting train (Proposed Route 75 under both Alternatives 1 & 2). The only option we would have for avoiding these two scenarios would be to take Route 74, which is only proposed to operate during Peak Periods during both Alternative, as it currently does -- hence, no mid-day or evening service. The 3 suggestions I made are as follows: 1) Make Route 74 an All-Day two-way service route. This route serves Sand</p>

No.	Date	Content
		<p>Point, Magnuson Park, View Ridge, Ravenna & U District riders very well and would offer extremely good service for getting downtown and back for these populations. In the evening after NOAA closes, the Route 74 could end at and turn around in the entrance to Magnuson Park at NE 65th St and Sand Point Way NE (instead of at NOAA), at least giving folks who live between NE 65th & NE 74th Street a safe, do-able walk home. 2) Make Route 75 a "looped" drop-off to the U Link Light Rail Station (similar to that proposed for Route 68 under Alternative 2). This would eliminate the transfer of getting off at Stevens Way with at least a 5 minute walk to the station and at least another 5 minutes to get to the platform for a train downtown. Yes, the train boasts an 8 minute ride to downtown, but a 10 plus minute transfer to take advantage of this 8 minute ride is really poor service! Under the two proposed Alternatives, I understand the Route 75 is being looked at as a "connector" to routes 31 & 32, but I'm confident Metro can successfully figure out how to have Route 75 offer a "looped" drop-off at the Light Rail Station and still connect to these routes. 3) Combine Alternative 2 Route 16 with Alternative 1 Route 73. This would at least offer riders who wished to go downtown the option of getting off Route 16 at Roosevelt Way NE and transferring to Route 73 for a reasonable ride to downtown time-wise rather than being forced to stay on the Route 16 for what would be a ridiculously long ride to downtown (most likely a 75 minute or more trip -- best guess from Metro folks last night). *I wish to make one additional comment: I understand and appreciate that Metro Planner Jack has a "lot on his plate" and has his own vision of what will and won't work within constraints Metro has to deal with in planning for future change. However, I wish to state that in my recent contact with Jack (both via phone and last evening), he appears to "push" his own agenda instead of being open to the suggestions and concerns of riders. The other planners present at the public in-put event last evening were very open to suggestions being made and encouraged ideas and input for consideration in this next "go-round" of planning. Thank you, DeAnna, for your hard work and responsiveness on behalf of Metro customers and also hope you'll be able to thank the planner in the blue shirt last evening (the young man I mentioned to you -- I think his name is Jeremy?) for encouraging me to give my input (he wrote down my suggestion for the "looped" stop at the U Link Light Rail Station for Route 75). I do hope I'll be available to attend the next community session in May -- I'll be watching for information regarding it. Take good care & enjoy your weekend. Dorothy "Duffy" Clarke PS -- If possible I would really appreciate an acknowledgement that you received this input from me -- thanks very much.</p>
75	Apr 1, 2015 3:45 PM	<p>I gave some more personal feedback through the survey but I wanted to add that as the Pinehurst Community Council president I have seen a lot of concern about the current Alternative 1 design in our neighborhood.</p> <p>People seem to generally support the faster and more frequent network that you're trying to create but feel like our neighborhood is largely being left out. The benefits stop at Maple Leaf. Our service seems to be getting worse and we are losing connections to Link in the process. This is especially true as you get further north along 15th Ave NE where much of our density, lower incomes, and SHA senior housing reside.</p> <p>There has been a relatively positive response to ideas like this:</p> <p>http://seattletransitblog.com/2015/03/15/pinehurst-bus-suggestions-for-alternative-one/</p> <p>But we are also not set on any one solution. We just want to make sure that our neighborhood can continue to get where we need to and there seems to be a lot of excitement to get to the UW and Link Light Rail especially.</p> <p>Thanks,</p>

No.	Date	Content
		Phillip Duggan Pinehurst Community Council President
76	Apr 1, 2015 3:47 PM	Ms. Martin, I have completed the survey but wanted to email regarding service between Totem Lake Freeway station & UW. This is my commute 5 days a week. In the am, I take 252 or 257 to Evergreen point & transfer to a bus going to the U. In the evenings I either take a bus to Montlake Freeway station or Evergreen Point from the U & transfer to 252, 257, or 311. In the mornings, most days I am standing on the 252 or 257. Same for evenings. Also the 311 is frequently stuffed to capacity in the evenings, especially if it's a regular sized bus. I am VERY concerned that increasing the # of runs on the 311 will not offset the loss of the 252 or 257. There are always lines of people waiting to board the 252 or 257 at Kingsgate P & R. That P & R fills early. I'm not sure there will be enough room in the park & rides or on the platform at 405 & 128th for the number of people seeking to get to Seattle from places along those routes. Also, I don't see how the 311 can be increased enough on its own to meet the demand of all the riders in our area. That said, it would be AWESOME to have the 311 as RapidRide.Thanks.
77	Apr 3, 2015 4:04 PM	<p>Re: Alternative concepts for service changes related to opening of University Link</p> <p>Dear Mike and Matt,</p> <p>I am writing to comment on the alternative concepts for changing Sound Transit and Metro service after U Link begins serving Capitol Hill and the University of Washington as have been proposed by Sound Transit and Metro Transit. We have several concerns related to the service concepts that are proposed. As group our comments orient around the theme that any changes made to commuting along the SR520 corridor should either improve upon today's commuting convenience and flexibility or, at a minimum, maintain a similar level of convenience to what commuters experience today. After review of the alternatives our specific comments include:</p> <ol style="list-style-type: none"> 1. Connections at Husky Stadium - It is our understanding that riders transferring between Link and buses (such as Route 542) at Husky Stadium will need to walk about four to five minutes between the Link station and bus stops on NE Pacific St. This distance will necessitate too long a walk for a major transfer point and will add to the overall travel times of riders forced to transfer between Link and buses. Please work to reduce the walking distance transferring riders need to walk and make this transfer as convenient as possible. 2. Span of Service of Route 545 - In Alternative 1, Route 545 service would only exist during peak periods (5:00 – 10:30 a.m. and 2:30 p.m. – 6:30 p.m.). Restricting service to these hours would allow most Microsoft employees who commute on Route 545 to continue doing so, but a significant number of employees commute home later than 6:30 p.m. Ridership on two Connector routes that serve similar markets as Route 545 (Capitol Hill and Belltown) have strong ridership after 6:30 p.m. Extending service on Route 545 an additional hour to 7:30 p.m. would ensure that more Microsoft commuters would be served. 3. Convenience of Route 542 – When Link opens, many riders traveling between Capitol Hill and the Microsoft campus in the morning will take Link to Husky Stadium and then transfer to Route 542. With a long transfer distance and only 15 minute frequency on Route 542, this transfer will not be very convenient. In the future when the SR-520 flyer stops are closed, riders will not be able to use Route 545 from Montlake, so Route 542 ridership will grow even more. Please consider two improvements to make 542 more convenient. First, improve frequency to make transfers between Route 542, Link, and local routes more convenient and to decrease overall travel times. Second, send Route 542 through Overlake Transit Center for afternoon trips in the westbound direction, as Route

No.	Date	Content
		<p>545 does today, to improve convenience for Microsoft riders.</p> <p>Thank you for your consideration of these comments. If you have any questions, please contact me at ***.</p> <p>Sincerely,</p> <p>Jim Stanton Senior Community Affairs Manager, AICP</p> <p>Microsoft Real Estate and Facilities</p>
78	Apr 3, 2015 7:06 PM	<p>Yes, I'm calling about the survey. My name is Joanne Gabrielson. My phone number is ***. I reside in Kirkland but I take public transit in Seattle, especially Route 12, the trolley lines, and I'm making a huge pitch for you to keep the trolley lines as they exist today. They are incredibly popular with all sorts of people and they are an iconic representation of Seattle. I feel that the 12, 11, there are so many of these lines that are so useful and I as a disabled senior using it during the mid-day, really really love the trolley service. It's non-polluting, it's got all sorts of advantages. IF you wish to call me back, I tried to fill out the survey. I don't know, because I use a tablet, I don't know if it went through, so I have been unable to attend meetings because of my age and disability, because they are in the evenings. Anyway, this is just to let you know, if you want more opinion from me, I would be really unhappy if...it's not that I'm opposed to light rail, I just don't think it will serve the public the way the trolleys do. Take care, and if you wish, give me a call back and I'll try to not play phone tag. Bye bye.</p>
79	Apr 6, 2015 9:35 PM	<p>Dear Ms. Martin,</p> <p>I send comments regarding future Metro transit service. Living in Laurelhurst, I use route 25 for occasional trips downtown. A bus stop is close to my house, making it easy for me to time one of the twelve daily outbound trips. However, the return trips are so limited in number that I usually take one of the 70's to the U District, then walk home. As a senior, I am fortunate enough to still easily walk but I now that my mobility may become more limited as I age further. When my husband and I want to go to a downtown event, then use one of the 70 bus routes.</p> <p>We are looking forward to having the light rail station at husky Stadium opening in a year. As is currently routed, we can use the 25 to get to campus, from where it will be a fairly easy walk to the station. However, we see two major drawbacks to effectively using the 25 as our link to the light rail. One is that makes just 12 round trips, weekdays only. The other is the distance between the campus bus stop and the station, too far to carry luggage for the airport.</p> <p>As you gather and process public comments , I hope that you will consider neighborhood access to the Husky Stadium light rail station.</p> <p>Sincerely, Donna Shhy</p>
80	Apr 6, 2015 11:05 PM	<p>Ms. Martin, I didn't think I could be adversely affected by the Metro changes associated with Capital Hill streetcar because I live n Magnolia. But if Alt 1 is implemented, I will have one heck of a time getting to Dr appts on First Hill and Madison St.</p> <p>Metro needs to keep route 12 during the day because there are plenty of older folks who live in Magnolia, Queen Anne, Ballard, etc. who aren't as mobile as they would like to be,</p>

No.	Date	Content
		<p>and don't need to spend additional time and money trying to get to an appt on pill hill.</p> <p>Thanks, Martha Tofferi</p>
81	Apr 6, 2015 11:31 PM	<p>I think that the current route 11 should be maintained, with direct-to-downtown routing.</p> <p>Donald F Padelford Seattle</p>
82	Apr 6, 2015 11:31 PM	<p>I am looking at the two alternatives regarding bus routes and frequencies when light rail comes to the UW. I am disappointed to see it looks as if Route 68 will no longer exist under either alternative. Reason stated is duplicate route. I personally do not see duplication as I travel from 25th Ave NE (near U-Village) to the Northgate Transit Center (I am not alone this bus). As far as I can tell, the only other route that will get me there is the 75 with a longer walk to catch and a much longer drive to the Transit Center. I do not see this as a viable option and would have to get into my car. I already take two buses. What will be my options under these alternatives for the route I need to travel? I believe light rail will eventually link to Northgate. I am hoping that Route 68 can be preserved at least until that segment is open. Please pass my concerns on to all appropriate parties. Thank you, Catherine Lander</p>
83	Apr 6, 2015 11:32 PM	<p>Hello, Deanna – am just getting back in town and was unable to attend any of the community meetings.</p> <p>I want to voice my opinion for the on-going continuance of route 12. I take that bus to work, Monday through Friday, between 7:30am and 8am.</p> <p>I get on at 19th and E Mercer and am fortunate enough to get a seat. By the time the bus picks up on Madison between 19th and 20th, there is standing room only.</p> <p>This bus runs approximately every 10 minutes in the early morning hours and is packed. I'm not sure what the criteria is for canceling a route, but I fail to see the reasoning to cancel this bus, at least during the early AM hours, as it is very used.</p> <p>I also see that route 43 may be discontinued, so where would the riders on route 12 and 43 go for transit? I walk four blocks now to get to the route 12 bus. If I were forced to walk any further, I would opt to drive singularly in my vehicle to work each day. I absolutely love taking the bus to work as it is fast, convenient and environmentally friendly.</p> <p>Thank you for your consideration,</p> <p>Charlene N. Hutchinson</p> <p>Executive Assistant</p> <p>***</p>
84	Apr 6, 2015 11:33 PM	<p>Hi DeAnna,</p> <p>I tried to take the survey that was advertised at my bus stop, but the survey said it was closed.</p> <p>I vote for alternative #2. Route 43 is such a useful route that covers a wide variety of locations and types of riders. Keep it! (Just my 2¢)</p>

No.	Date	Content
		Thanks, Dan
85	Apr 7, 2015 3:49 PM	This is regarding the Link Connections project. I would like to receive a survey & schedules of everything that is going. Thanks.
86	Apr 7, 2015 3:56 PM	Have someone call me about what should be done about the buses when Link takes over in 2016. I also have other questions and concerns that can be discussed when we talk.
87	Apr 7, 2015 4:01 PM	I would like to receive a survey and a call. I would like to talk to a real person. Thank you.
88	Apr 7, 2015 4:02 PM	When will route 27 start running all day? Please give a call. Thanks.
89	Apr 7, 2015 4:10 PM	I would like to receive a survey copy of Metro buses, not Link. I would like to send my comments and concerns about the buses. Looks like the buses will be going away when Link comes to town and nobody seems to be concerned about the buses - but I am! You guys are concerned about Link - I'm concerned about the buses. This is my life we are talking about and I need to express my opinion. Thank you.
90	Apr 7, 2015 4:12 PM	What changes will the changes be for route 43? Please call me with this information. Thanks.
91	Apr 7, 2015 4:14 PM	<p>Hello Jeremy and Victor-</p> <p>Thank you for the opportunity to participate in the U-Link Integration meetings. Please find the letter attached formalizing Seattle Children's input regarding U-Link Integration.</p> <p>Best,</p> <p>Jamie Cheney ----</p> <p>Victor Obeso & Jeremey Fichter King County Metro Transit I Service Planning King Street Station</p> <p>201 S. Jackson St. Seattle, WA 98104</p> <p>RE: U-Link is as promising as the "last mile" connection is strong</p> <p>Dear Victor & Jeremy:</p> <p>Seattle Children's Hospital looks forward to Link Light Rail service at UW Station in early 2016. We have eagerly participated in the U-Link Integration team and very much appreciated the inclusive and transparent process facilitated by Metro.</p> <p>Seattle Children's Hospital lies 1.5 miles beyond Link's UW Station. As such, Link's potential to attract Seattle Children's employees, patients and visitors depends upon the strength of the "last mile" connection. In our case, U-Link is only as promising as the "last mile" connection is strong. Metro Transit's service, speed, and reliability on the Montlake-Sand Point Way corridor is critical to access Seattle Children's Hospital -a destination of regional value and a major worksite. It is with this in mind that we formally and respectfully submit our input here.</p>

No.	Date	Content
		<p>Regional Access for Acute Care. Seattle Children's Hospital is the destination for the region's most seriously ill children. More than 1,000 patients receive care at Children's each day. For patients, their families and visitors, frequent reliable service along the Montlake- Sand Point Way corridor is critical for ensuring they have convenient, affordable access from South King County to NE Seattle, and all points in between.</p> <p>Major Employer and Investments in Trip Reduction. Children's is a major institution with more than 5,000 employees. We are a regional worksite attracting employees from all over the County.. Children's has a commitment to reduce drive alone commuting to just 30% by 2030 and has made significant investments in ORCA Passport, Transit Now, and a host of innovative programs such as a \$4 daily commute bonus for employees who ride transit instead of driving alone to work. 19% of our workforce relies on transit. Frequent, reliable service along the Montlake- Sand Point Way corridor supports our significant private investments and further growth in transit mode share.</p> <p>The below comments are related to specific elements of Alternative 1 and Alternative 2.</p> <p>Support for Eastside Connection; Route 255. This route is a valuable and productive connection between the Eastside and NE Seattle and serves a latent employee market at Children's. We welcome a discussion on how Children's can support a bus turnaround near the hospital and or</p> <p>encourage the route to extend to Magnuson Park and simultaneously serve a growing market there.</p> <p>In addition to adding Eastside connectivity, Route 255 is the only route in Alternative 1 that would run directly to UW Station from the north via Montlake and Sand Point Way. Not only would this create a critical link for Children's employees and visitors but it would improve access for University Village's thousands of daily employees and customers as well as surrounding residents.</p> <p>SOOT is currently studying an HOV lane for southbound Montlake and Seattle Children's is eager to support such a measure as long as there is transit service on the corridor to utilize it.</p> <p>Maintain Roosevelt Way & NE 45th Street Connectivity to SLU and Downtown. Alternatives 1 and 2 route transit service to UW Station and reduce service along Roosevelt Way to Downtown. This results in a major gap in service between Roosevelt Way and NE 45th and the northeastern portion of downtown near Convention Place Station (Link will not serve this station). Children's has</p> <p>350 staff members in administrative offices at 43rd and Roosevelt Way as well as more than 1,000</p> <p>Children's Research Institute employees in buildings near Convention Place Station. Many of these employees have inter-facility travel needs between these areas and a significant number of employees rely on this corridor to commute to work. Seattle Children's urges Metro to maintain a north-south corridor from NE 45th Street to downtown via Eastlake Avenue.</p> <p>Support for Route 16 on NE 651 St. The proposed changes to Route 16 will greatly improve east</p>

No.	Date	Content
		<p>west travel in North Seattle which is challenging today. Seattle Children's has 700 employees at our</p> <p>70th and Sand Point Facility. Many of them would benefit from this change when U-Link opens and many more will benefit from this route once North Link opens as it will provide a direct connection to Roosevelt Station. Seattle Children's supports this proposal and would be willing to help find layover space or turn around solutions if needed.</p> <p>Support for Route 65 on Montlake. All day 15 minute service along the Montlake- Sand Point Way corridor supports reliable "last mile" service, especially when combined with 15 minute service provided by route 255.</p> <p>The combined headways of route 65 and 255 would achieve frequent service along the Montlake Sand Point Way corridor thereby creating a strong "last mile" connection to Children's. This connection would support affordable convenient access to acute health care and to thousands of jobs.</p> <p>Best regards, Jamie Cheney</p>
92	Apr 7, 2015 4:17 PM	<p>I live in Capitol Hill and was wondering how the light rail is going to affect my livelihood. If route 43 were to get cut I'm not sure how I will get around. I'm a senior citizen & need to be sure how to get around if this change were to occur. Please give me a call. Thanks.</p>
93	Apr 7, 2015 4:20 PM	<p>I ride route 12 from Lakewood to get to work. I hear there's talk that it will go away. Is this true? I'm concerned and would like a call for confirmation. Please call me at your convenience. Thanks.</p>
94	Apr 9, 2015 5:51 PM	<p>It appears I'm too late to contribute to the online survey, but as a frequent rider of line 12, I am much more inclined to voice support for Option 2.</p> <p>On option 1, I am concerned about the lack of connections from East Capitol Hill and Madison Park to downtown.</p> <p>Respectfully, Holly Salewski</p>
95	Apr 9, 2015 5:52 PM	<p>I saw that you may be deleting Route 43, which is the main bus that I use. And the one lots of other people use too. The Link Light Rail between Capitol Hill and the U District won't do what the 43 does, for lots of us who live in between the planned Link Light Rail stops. We'd end up having to take two buses to get downtown, one to get to the University stop (or Capitol Hill stop) and then the Link Light Rail to downtown. As I get older I'm going to depend on the buses more. Please don't make it more difficult.</p>
96	Apr 9, 2015 8:08 PM	<p>I've been giving a lot of thought to the two proposals for new bus routing as the apply to the Wallingford area. I think the most important thing to be kept in mind, and this actually applies city wide, is all the new construction of apartment houses, in our case along Stone Way between 45th and 34th and on 45th though Wallingford. You can see the city wide impact at this website: www.seattleinprogress.com. It is particularly amazing in South Lake Union and west Capitol Hill. They are going to need a lot more bus service than we've talked about up till now.</p> <p>But back to Wallingford. The more I think about it the more I am convinced that it is not a good idea to be switching the 26 and 16 routeings. First, the current 16 tends to serve folks</p>

No.	Date	Content
		<p>north of Wallingford. By the time they get to Wallingford they deserve to have their travails over with, to get on Aurora and go. The reroute at NSCC to miss Northgate Way will improve reliability. But (changing its number to 26 and) sending it wandering through east Wallingford before it gets onto Aurora is not helpful. (I often pick up the 16 at Ravenna, changing from the 48 - I don't see many of the people on the bus when I get on get off in Wallingford.)</p> <p>Sending the new 16 off east along 65th only accomplishes giving the route something else to do so you don't have to couple it with the 131 and send it way down south. Anyone who gets on the bus on 65th headed west is going to change buses in Roosevelt for an express to downtown. A more useful thing to do with the 26 is to continue its route a little north into the Green Lake shopping district and have it loop around PCC before it heads back south. When the Roosevelt Light Rail station opens it might make sense for it to head on over there, but that is a few years away.</p> <p>Another important reason to not mess with the 26 and 16 is to keep the 31 and 32 headed down Stone Way. Right now that gives a 15 minute headway (roughly) along this street with all its apartments. It would be reasonable to expect that some of these new apartment dwellers are also students at UW so it will be valuable for that destination.</p> <p>You also need to be looking at the proposal from SDOT to make 45th and 50th a one-way couplet with 45th going east and 50th going west, from Fremont N to 15th NE. This will require moving half the electric bus wiring on 45th up to 50th. I think it is going to be very difficult to make a bus run work with that much distance between the go and return legs. You might want to talk to SDOT about a dedicated reverse bus lane on 45th.</p> <p>--</p> <p>Mike Ruby</p> <p>Envirometrics, Inc.</p> <p>***</p> <p>***</p>
97	Apr 13, 2015 9:10 PM	<p>Dear Ms. Martin, As a regular weekday commuter from Madison Park to First Hill, I'm greatly concerned about future plans for our one-and-only option for public transportation to downtown Seattle. As it currently stands, for workers, the schedule to downtown areas is barely sufficient. The route currently is most reliable in departure times from it's starting point at 42nd and Lynn - yet with its 15-20 minute frequency, at its peak, missing one bus results in the need to seek other transport options, like personal car or Car2Go or Uber, defeating the purpose of public transit. The evening commute from downtown to Madison Park is currently unpredictable, unreliable and time consuming. Many times, it's a really poor option. Much of this problem has to do with the #11 route and traffic patterns. One either has to try to catch the downtown bus before 5 or patiently wait until around 6. That's a 2 hour variable in terms of what time I can reach home after work! So Metro has my support in working for greater efficiencies that lead to more frequent, reliable bus service to and from Madison Park, that are viable for commuting workers, young families and the elderly, many of whom live in Madison Park without cars. I've always wondered why there isn't a shuttle bus service running from Pine and Broadway down to Madison Park. That way, the route is shorter, less impacted by downtown traffic snarls and can run more frequent, shorter runs. Many buses come to the Pine and Broadway area, which already run much more frequently than the #11 (in the usual evening commute, I regularly see</p>

No.	Date	Content
		<p>several #43, 49, and #10 buses pass by before one #11 ever shows up!). If there was a way to get from Capitol Hill down to Madison Park, it would seem to me to solve the problems I've outlined. Good luck. And I'll be watching for the new proposal in early May. Regards, Kay Branz ***</p>
98	Apr 13, 2015 10:39 PM	<p>Hello,I have been reading the exchanges on the "Next Door" site about the bus route alternatives being considered for implementation when the Broadway Transit Center opens. Please do not break up the #8 bus route. Reasons: 1. The #8 route itself is not impacted by the TC opening, other than the fact that more riders might take it to transfer at the Center. 2. Service for the #8 is delayed due to traffic on Denny, so breaking it up will not help, but rather will make the route even longer. 3. Adding service for the #8 will help because buses won't leave riders waiting at stops and car drivers will be more likely to take the bus.4. It's my understanding that service will / might be enhanced with the changes being made due to the recent tax increase.5. I do not believe the community knows about this in general. Only a small portion of the population sees the online bulletin board and that is the *only* place I heard about this change - not on buses or at bus stops.6. I do not feel safe adding a transfer and waiting at one of these bus stops late at night. The last thing I'll say is that I *love* Seattle buses. I'm now 60 and have been riding them since I was a little girl. One reason I purchased the house I have was because of the great bus service as I drive less and less. I am sincerely hoping that you see that this change just does not make sense. Maybe reevaluate this particular decision once the Transit Center is open? Thank you. Jill Fluvog</p>
99	Apr 13, 2015 11:37 PM	<p>Deanna - I checked out the transit options for when link light rail makes it to husky stadium but I was not able to fill out the survey in time and I just wanted to contact someone at metro and express my deep disappointment at the first alternative for bus service to my neighborhood, northeast seattle. I am not a uw or downtown commuter metro customer. I am an all day everyday metro customer that depends on metro to get me everywhere I need to go. I feel that the first alternative for transit service totally alienates customers like me in the maple leaf neighborhood. second of all, link light rail service will not be available anywhere near my neighborhood for years. I am confused about why link light rail service to husky stadium is being used as an excuse to once again try to hack bus service in my neighborhood. I voted to raise the sales tax to keep my bus service so I do not appreciate any plans to cut service in my neighborhood, theoretical or not, especially after the current increase in fares. I also do not think that light rail to husky stadium will really affect the way people take the bus to and from the university district to my neighborhood and farther north. I have observed university students for years, with their subsidized bus passes, that are too lazy to walk from Ravenna to 45th street. Cutting the 72 and the 73 through that neighborhood will be a burden on a lot of people, but even more for people like me that live closer to northgate than the university district. I would like to clearly state that I want the level of bus service in my neighborhood to be maintained. I spend at least 15 hours a week riding metro to get to my jobs in downtown Seattle and Bellevue. Adding hours of walking time to my already hectic work schedule feels like just another way King County is dismissing the needs of hard working people like me that have to work seven days a week just to make ends meet. I am aware of Seattle City Council's increase in bus service and how it will affect my neighborhood. I feel that that is a better solution for my neighborhood especially for those people in my neighborhood with limited mobility that would not be able to walk as far as I can. I was also wondering if there has been any talk of adding a RapidRide line to northeast Seattle. I take the B line in Bellevue semi-regularly and would love to see a RapidRide on 15th ave NE. Thank you for your time. Nicole Bloam ***</p>
100	Apr 20, 2015 7:49 PM	<p>Dear King County Metro, The Seattle Board of Park Commissioners appreciates the opportunity to comment on the king County Metro's proposal for improved transit service to our park system, made possible by the opening of the Capitol Hill and University Sound Transit stations in early</p>

No.	Date	Content
		<p>2016. In particular, we commend the proposals that improve service to the areas that have been underserved, and your attention to connecting many communities to our high-demand regional parks. It is consistent with our stated values: access, opportunity and sustainability.</p> <p>Provide Frequent and Reliable Service to our Parks</p> <p>As you have identified, providing reliable and frequent transit service promotes ridership. Our parks serve as destinations to numerous citizens and more frequent transit service will facilitate access to parks for all members of our community, and particularly those residents without access to other options. By intervals, Metro greatly increases the likelihood that transit will be used by those members of the community who most need access to parks.</p> <p>Connecting Communities to Parks</p> <p>Route 16, running from Sandpoint Way to the Fremont neighborhood, connects many communities directly to two unique, regional parks: Green Lake and Magnuson. These are two of the most popular and heavily-used parks in our city. The planned, all-day route, including Saturdays, running every 10 minutes would provide an important east-west connection in the northend. Additionally, Magnuson Park hosts a number of business partners and Solid Ground housing. It is scheduled to add 350 more residents in workforce housing in 2018. Many of the park residents do not own card, and the lack of transit service to downtown and other communities has been a challenge. Magnuson Park has the most programmed events throughout the year, and businesses and non-profits reside in the buildings in this former naval base. Supporting Healthy People and Diverse Communities</p> <p>North Seattle has a number of diverse communities that would be well-served by increased service on Route 75, which provides service to Northgate Community Center, Lake City, Matthews Beach, Magnuson and the University of Washington. We strongly support the Race and Social Justice Initiative, and providing better access to parks, and park programs. Additionally, there is a significant senior population, and easy access to programs that foster health and longevity can play an important role in supporting their independence without the need to drive.</p> <p>Parks should be accessible to everyone in our community and we appreciate the opportunity to work with Metro to fulfill that promise, In 2014, Seattle citizens chose to provide a long-term, sustainable funding by voting for the Seattle Park District, which will create new opportunities to experience and enjoy our parks. With Metro's providing frequent , reliable transit access to our regional open space destinations, we can help ensure that Seattle's parks are easily accessible to everyone in our community. Thank you for the opportunity to comment on your proposed service changes. WE look forward to continue to work with you as this conversation continues.</p> <p>Sincerely, Board of Park Commissioners Tom Tierney cc: Mayor Ed MurraySeattle City CouncilmembersKing County Councilmembers</p>
101	Apr 22, 2015 9:35 PM	<p>Deena called to say she hopes the 71 is not deleted. She lives at 65th and 21st and is completely dependent on the bus. She says a lot of her neighbors are older and don't have cars. Walking on 65th to service elsewhere is hard because it is steep and has a lot of hills. She was unaware of the concept of Route 16 in alternative network 1 that would have provided frequent service along 65th. Once explained, she said that didn't sound too bad. But, she wanted to make sure it would use the same stops on 65th that the 71 does today. She would like a phone call when the May proposal is out so she can comment on it.</p>
102	Apr 24, 2015 4:02 PM	<p>Hello Deanna,</p> <p>I, along with a number of my neighbors who are regular metro riders, are concerned about the possible discontinuation of the 43. Can you tell me who are the members of the sounding board and their contact information?</p>

No.	Date	Content
		Peter Russo
103	Apr 24, 2015 4:18 PM	<p>From: Laurelhurst Blogger [mailto:***] Sent: Tuesday, April 21, 2015 9:42 AM To: Martin, DeAnna Subject: Fwd: "Sound Off For Better Transit" - please send Hello, We are checking to see if there is a deadline for comments regarding this issue. Please let us know. Thanks, Laurelhurst Blog Staff http://thelaurelhurstblog.blogspot.com/ ----- Forwarded message -----From: Jeannie Hale <***>Date: Sun, Feb 8, 2015 at 9:44 PMSubject: RE: "Sound Off For Better Transit" - please sendTo: Laurelhurst Blogger <***> Laurelhurst newsletter in February and in AprilSound Off for Better Laurelhurst Transit ServiceNow is your chance to comment and help build better transit service for our neighborhood! A new group called The Sounding Board has formed and will accept public comment from neighbors. The funds for new transit hours and routes come from YOUR tax increases from the levy passed last year. The goal is getting more reliable and frequent Metro service from North-east Seattle to connect with the new light rail station at the UW opening in 2016 and to the University Business District in 2020.Are you tired of current buses taking 60 minutes to go to downtown Seattle? Would you like bus service after 7 p.m. and on weekends? Please write or e-mail with ideas that can be used to improve Metro to the new Light Rail service coming in just 11 months!LCC has been proposing a looped, frequent shuttle approach to the employment, shopping, residential and recreational centers along the NE Seattle corridor. If you support this and other transit improvements, please send your comments to: King County Dept of Transportation Att: DeAnna Martin KCS-TR-0824 201 S. Jackson Street Seattle, WA 98104-3856 deanna.martin@kingcounty.gov</p> <p>Link Connections Sounding Board Meetings Wed., February 4, 6:30 p.m. – 8:30 p.m.University Christian Church, 4731 15th Avenue Northeast, Seattle</p> <p>Meeting topics: Overview of alternative bus change concepts/networks - Goals of two alternative bus service concepts/networks - Review, discuss alternative bus service network A Wed., February 11, 6:30 p.m. – 8:30 p.m.Meeting topics: Refresher on goals of two alternative bus service concepts/networks - Review, discuss alternative bus service concepts/network BAdditional meetings are scheduled April 8 + 29, June 2 + 10.These meetings are open to public observation, but please note that the Sounding Board is not a decision making body, so it does not accept public comment. Comments should be sent as described above.www.kingcounty.gov/metro/LinkConnections</p>
104	Apr 24, 2015 4:22 PM	<p>Hello,</p> <p>I tried repeatedly to comment on the survey, but it is now closed.</p> <p>Please don't close route 43! I have faithfully used it to go to work for over 30 years. It is very erratic, but it is vital.</p> <p>Thanks,</p> <p>DAPHNE TOMCHAK | SENIOR PROJECT MANAGER SEATTLE CITY LIGHT MAJOR PROJECTS – AWV PROGRAM</p>

No.	Date	Content
		*** the nation's greenest utility
105	Apr 24, 2015 5:41 PM	Hello DeAnna, I write mostly to introduce myself, but I would like, if you're willing, to start a dialog with you, the Community Relations Planner for Metro Link Connections. I've been a long time Metro user, for the past decade while living in Madison Park. I've watched the construction of the Capitol Hill and Husky Stadium light rail stations with much interest. I look forward to using them when they come online next year. A reliable eight minutes between those two will sure beat #43! I have reviewed your Link Connections web site, talked with Reg Newbeck to get his perspective, and look forward to reviewing your updated proposal, which I understand will be made public on May 11th. I've also read the 2012 Seattle Transit Master Plan, read the November 2014 Madison Corridor Bus Rapid Transit Plan presentation, and look forward to attending their open house on May 6th. I'm interested in helping improve Seattle's public transportation over the coming years. Most of my questions should just wait until your proposal is made public next month. But I do have one question that may be worth raising now. It is about the coordination of the Metro Link Connections effort with SDOT/Metro's planning for the Madison Corridor BRT. Perhaps I've missed it, but I don't see the BRT mentioned on Link Connections web site, and I don't see your Link Connections effort mentioned on the BRT site. Shouldn't they be? Of course I'm interested in bus service to Madison Park. Link Connections will likely influence #11 (or the new #8, if Alternative 1 is adopted). So would a Madison BRT to 23rd. How does the Madison Corridor BRT affect your planning? Thanks, Jim Stearns ***
106	Apr 24, 2015 6:59 PM	Spoke with a woman who lives north of 65th in Ravenna. She takes the 71 or the 72 - especially the service that runs later and more frequently. She works in retail and travels to South Center, downtown, and Bellevue Square for work. She says walking to 15th is too hard, especially after having been on her feet all day. She catches service somewhere between 65th to 75th. Having to walk another 2 miles in inclement weather can ruin your day. She says people who work in retail don't get out of their jobs in the malls until 10 or 10:30. So late night service is really important to her and others who work in restaurants and service industries who can't afford cars. They need service on the weekends, too, because of work schedules. She saw the sign at her bus stop so she called. She would like to be called when the proposal is available to have someone explain it to her and provide comment. She does not go online or do email.
107	Apr 24, 2015 9:28 PM	Please do not eliminate the 43 bus! I ride it downtown from the stop at Boyer and 23rd ave east. From what I can gather, your proposed alternatives for me would all require a transfer, a longer route and possibly a transfer to the trolley or light rail, which would require a separate fare. Thank you, Kit Bakke
108	Apr 24, 2015 9:54 PM	The #11 bus is my lifeline to areas outside of Madison Park, including doctor's appointments, grocery shopping, and commute to downtown Seattle. I am 87 years old, do not drive, and rely on the availability of the Madison bus route. This area houses many retired people who, like myself, rely on the easy access to #11. Complaints are common regarding the over-abundance of cars in the downtown area so we do not understand why Metro insists on altering bus routes which makes it more difficult for riders to commute, not only for older citizens but also for those who are employed but cannot afford downtown

No.	Date	Content
		parking fees.To someone willing to take my comments, I thank you. Kathryn Lafean ***
109	Apr 24, 2015 10:00 PM	<p>Hi Deanna,</p> <p>I live on Capitol Hill, I missed the survey period for transit options in this neighborhood. I am hoping I can share my opinion via email to you. While I have concerns about both alternative 1 and alternative 2, I would like to put a vote in for ALTERNATIVE 2.</p> <p>I live on 17th Ave E, one house in from E. Thomas. The 43 bus route is about five steps from my front door. I take this route to go downtown, my daughter takes it to visit her friends in Montlake, and I take it to commute to the main campus of UW. We take the 43 to Broadway, to downtown for work and for entertainment. While on the bus, I see older people and people with small children who are going to Group Health Hospital, or to the library in Montlake. I see high school kids commuting, I see people going to UW or to SCCC. In the evenings, I see students from UW heading to Capitol Hill for night life. And-- with the 43, all this can be accomplished on one bus. No transfers, no waiting in the dark, in the rain. No need to walk up or down a steep hill (15th E to Broadway and 15th E to 23 E are VERY steep hills). No need to walk by unsafe areas at night. PLEASE SAVE THE 43!</p> <p>In general, what concerns me about both options for this part of Capitol Hill are:</p> <ul style="list-style-type: none"> -access to stops near Group Health, 15th Ave E, 19th -23rd/Bway bus transfers means a long walk on a significant grade, or having to take several buses -no benefit of time savings -when I head to the University District, it is always beyond where the light rail stop is--I don't want to have to take a bus to light rail, to walk to another bus to get where I want to go-- when I now can take ONE BUS. <p>Please don't cut off this part of Capitol Hill/Montlake from transit options. If there were more light rail stops in between Broadway and Husky Stadium, I could see the rationale for reducing/eliminating buses, but connecting those two points does provide enough service for the needs of this part of Capitol Hill--15th Ave E and 19th Ave E are growing in density-- please don't make us all schlep down to Broadway or up to 23rd Ave E to take public transportation.</p> <p>Thank you, Connie Chaplan</p>
110	Apr 28, 2015 4:42 PM	<p>Hello, I have been reading the exchanges on the "Next Door" site about the bus route alternatives being considered for implementation when the Broadway Transit Center opens. Please do not break up the #8 bus route. Reasons:1. The #8 route itself is not impacted by the TC opening, other than the fact that more riders might take it to transfer at the Center.2. Service for the #8 is delayed due to traffic on Denny, so breaking it up will not help, but rather will make the route even longer.3. Adding service for the #8 will help because buses won't leave riders waiting at stops and car drivers will be more likely to take the bus.4. It's my understanding that service will / might be enhanced with the changes being made due to the recent tax increase.5. I do not believe the community knows about this in general. Only a small portion of the population sees the online bulletin board and that is the *only* place I heard about this change - not on buses or at bus stops.6. I do not feel safe adding a transfer and waiting at one of these bus stops late at night. The last thing I'll say is that I</p>

No.	Date	Content
		<p>*love* Seattle buses. I'm now 60 and have been riding them since I was a little girl. One reason I purchased the house I have was because of the great bus service as I drive less and less. I am sincerely hoping that you see that this change just does not make sense. Maybe reevaluate this particular decision once the Transit Center is open? Thank you. Jill Fluvog</p>
<p>111</p>	<p>Apr 28, 2015 4:44 PM</p>	<p>Hello Deanna,</p> <p>I did not realize that the input period regards the Route 12 has ended.</p> <p>As a long time rider who works downtown near the Seattle Muni Bldg I recommend that the route stay as is beginning and ending at Galer.</p> <p>Frankly the Link Light Rail stops between Capitol Hill and the Univ are are very inconvenient for me based upon where I live on Capital Hill and I will not be a user of it. I would like for my bus service to not be impacted by the addition of a transportation system which will serve few people who are not in the immediate areas of the stations.</p> <p>Thank you,</p> <p>Polly Davis ***</p>
<p>112</p>	<p>Apr 28, 2015 4:46 PM</p>	<p>Hi DeAnna, I live in Madison Park and am entirely dependent on Bus #11 for transportation to Group Health on Capitol Hill and to Downtown. I attended the MPCC Meeting on April 6th and am looking forward to the May 4th meeting when I understand you will be present. In the meantime, what website do I access to enable myself to print out Alternatives 1, 2 & 3 that are out there concerning the future of Bus 11? Thank you very much. Alice Sutton ***</p>
<p>113</p>	<p>May 1, 2015 7:19 PM</p>	<p>Hello there,</p> <p>I was wondering what the go date is for the light rail on First Hill? I have not heard anything more in the news and am counting on being able to use this service from the Sounder train soon.</p> <p>Please let me know if you have any questions or need anything else at all.</p> <p>Thank you. Lynda Dalton Fiscal Specialist 2/Payroll Coordinator Department of Laboratory Medicine UW Medicine</p> <p>***</p>

Phase 3

Received between May 12 and August 14, 2015

No.	Date	Content
114	May 13, 2015 6:49 PM	<p>Hi Deanna,</p> <p>I wanted to reach out to you to inquire about King County Metro route 242. It was recently brought to my attention (as well as a number of other daily commuters here at MS) that route 242 appears to (again) be on the chopping block, with the changes that are being proposed to occur after the University Link Extension opens.</p> <p>The proximity to route 242 was a key reason that I purchased a new property in the north east part of Green lake roughly 1 year ago, and it seems that route 242 is consistently showing up on cut lists related to budgets, and now this – even though the route really seems to be a pretty heavily relied upon commuter route between Northgate/GreenLake and Redmond.</p> <p>Over the past decade, I've supported levies and tax increases to fund King County Metro, so I'm really interested to better understand why this route seems in jeopardy and what the other alternatives exist for my daily commute. I'm aware of the 542, but unfortunately, it would increase my end-to-end commute time by more than 50% and I would likely consider driving again.</p> <p>Thanks in advance, Jason Wohlgemuth</p>
115	May 13, 2015 6:50 PM	<p>I have tried to find a way to fill out a survey on the Metro changes and the website to which I was sent in today's email does not work, so I have sent the following to you as well as another address I found on the website: I would like to answer your survey on Metro route changes after Link comes to Capitol Hill etc., however am unable to get to a survey page. Please send me a link. I have circled through the website clicking on "survey" several times. Absent a survey form, I will say that the 11 Madison bus is our only way to get to the true "downtown", (speaking for those of us who live east of 23rd Ave. and cannot climb the hill) so sending it straight down Madison and avoiding downtown just creates a hardship. Also, none of this presentation was very easy to follow - Thank you - Sally Richardson</p>
116	May 13, 2015 6:51 PM	<p>Hello DeAnna,</p> <p>I reviewed the notification alert and related links* to this new cycle of metro proposals and it appears that bus 11 would go from Park Shore at the lake all the way through downtown to the waterfront with increased frequency. Is this correct?</p> <p>*http://metro.kingcounty.gov/programs-projects/link-connections/pdf/011-info-05-15.pdf</p> <p>Thank you, Jason Hudgins Human Resources Director</p>
117	May 13, 2015 6:54 PM	<p>IS IT CORRECT THERE WOULD NO LONGER BE SERVICE BETWEEN UW Medical Center and Downtown(25 and 43 deleted)? thanks..</p>
118	May 13, 2015 6:56 PM	<p>Hi DeAnna, Thank you very much for sharing the early update for feedback. I'm attaching the meeting minutes which include the questions from the audience and the scanned sign in sheets so you have good documentation of community participation. While there was</p>

No.	Date	Content
		<p>excellent turn out, the demographics were quite singular. I received feedback on our social media to that effect too. I think we have three major life-stage based scenarios for transit from Madison Park and two key scenarios for transit to Madison Park. Of these five market segments for transit, only one of them was fully represented at the meeting. From Madison Park Scenarios: 1. Students getting to local schools like McGilvra Elementary from the farthest reaches of the attendance area, to more distant middle and high schools. For grades 2-12 and beyond, students do rely on transit for the long distance segments of their routes. Taking the 11 for some is fine, for middle and high school, transferring to the 48 line is key. 2. Working age adults from 18-65 years old need to get to and from work with reliable trip times. This market is best served by connecting to Link light rail to quickly get to startup companies in Pioneer Square, government jobs near there, and to the biggest employer in Seattle, the University of Washington. Link also can get people quickly to transfers to the east side without getting bogged down in Montlake traffic jams. Future light rail on I-90 would be best served also by quick bus service to the CHS station. 3. The retiree demographic you clearly heard from loud and clear that they want one seat rides from Madison Park to Nordstroms, Macy's and the arts. Oddly, what they did not mention so much is that your new proposal would serve their trips to First Hill medical centers with a one seat ride. This is a key scenario for the elderly demographic that is not served well by the current 11 route that goes down the Pike/Pine corridor. The new water-to-water route along Madison would actually serve their doctor visit and grocery shopping scenario (esp with the new Whole Foods Market coming in at Broadway and Madison) far better than they have it today. To Madison Park Scenarios: 1. Most employees of Madison Park businesses take transit to and from work. Since most of our jobs are in the housekeeping and food service sectors, most of these employees have to travel quite far, relying on light rail and busses to the south. Bus service to the CHS may serve many of our lower income workers more reliably with consistent trip times to areas rich with potential staffers. 2. Summer tourism. Since Madison Park is a beach town, the population triples throughout the summer months. Many people come to our beach by transit from all over Seattle. A quick hop to/from the CHS may be a best way to serve the tourism market. Thanks again.-- Bob Edmiston Madison Park Community Council fill-in note taker.</p>
119	May 14, 2015 11:34 PM	<p>DeAnna, The information contained in the email below was very useful and encouraging! I am personally very excited to hear about the increased frequency of the route 44. I wanted to provide additional feedback in case it is of any use. Currently, it takes me about 45-60 minutes to get from my home in Ballard (NW 64th St and 22nd Ave NW) to work at the UW (I get off at 15th Ave NE and NE 42nd St). My current options are the following:- Route 44: Walk 10 blocks (about 12 minutes) in the soupy rain to Market street to catch the 44, ride for about 30 minutes, and then walk 5 minutes to my building. The 44 comes every 15 minutes or so. I love long walks, I hike and ride my bike regularly, but walking 10 blocks in the frequent rain leaves me looking rather unprofessional by the time I get to work so this is not ideal but is currently my preferred option.- Route 40 to Route 32: Walk 2 blocks (much better!) to 65th and 24th and take the 40 for 15-20 min to Fremont where I transfer to the 31 or 32 and ride for another 15-20 minutes to the u-district and then walk 5 minutes to my building. The walking distance is better in this option but the stress of transferring (Will I find another seat? Will I catch the transfer? Etc.) and added total time make this this option not very ideal. I have two ideas/requests for consideration, understanding that Metro has to balance a lot of competing interests. 44X Route I used to live down town and LOVED the 71X, 72X, and 73X for their rapid service between downtown and the u-district. I wish there was an equivalent for the 44 from perhaps 8th street in Ballard on through to the U-district starting again on university way. I understand and appreciate that this route picks up a lot of people in the Wallingford area, but it just seems that it should not take 50 minutes to get from Ballard to the U-district every morning. Increase Access Points Along 24th Ave NW and/or 20th Ave NW Another option that would be worth considering is having a bus run down 24th (as the 40 currently does) or 20th (not sure if a bus currently goes along this</p>

No.	Date	Content
		<p>busy road) stopping at 65th-ish and 60th-ish and hang a left on Market (rather than going down Leary) along the same path as the 44 all the way to the u-district. Such a route would not likely decrease my ride time but it would prevent a big chunk of people from having to schlep through the rain so much. The area these routes serve – north of market, south of 65th, west of 14th, and east of 24th - is experience unbelievable growth and increased density (condos, townhouses, apartments, etc. are all replacing single family homes faster than anyone can count), so increasing service to this area seems absolutely critical! Thank you for taking the time to listen to my feedback and thank you for all the work you do. Adam</p>
120	May 15, 2015 7:16 PM	<p>I would like to answer your survey on Metro route changes after Link comes to Capitol Hill etc., however am unable to get to a survey page. Please send me a link. I have circled through the website clicking on “survey” several times.</p> <p>Absent a survey form, I will say that the 11 Madison bus is our only way to get to the true “downtown”, (speaking for those of us who live east of 23rd Ave.) so sending it straight down Madison and avoiding downtown just creates a hardship.</p> <p>Also, none of this presentation was very easy to follow -</p> <p>Thank you - Sally Richardson</p>
121	May 15, 2015 8:16 PM	<p>Hello DeAnna, I have viewed the proposed changes (Alternative 1) for my bus routes and am really disturbed. At this time the #9 is a short walk from home to go south. I really don't want to have to transfer from the #49 to get the #9. Please keep the start of the run at Aloha/Roy. And I definitely do not want to walk north or transfer from Madison to get downtown from the 49. It's absurd to have to transfer to get to the downtown core from Capitol Hill. Please don't delete the Pine/Pike section of the current route. I'd rather wait a few minutes than have to go out of my way to do the things I used to do with ease. Metro has been serving me well, but if these changes are made my bus riding future looks worse. And I have to say, I probably won't take advantage of this expanded Link service through Capitol Hill. It's wonderful to use to get from downtown to the airport, but for me it is superfluous. Hopefully, I will still be able to ride Metro with the same convenience I do now. I saw no information on an Alternative 2, but if it will keep the #9 and #49 routes as they are now, then that option gets my vote. Thank you, Susan Beardsley***</p>
122	May 15, 2015 9:12 PM	<p>Hi Deanna, I'd like to make a suggestion about splitting Route 8 into 8/38. Currently service through the central district, especially along MLK, is very sparse. I totally understand the idea behind separating the #8 into North and South. But this suggestion does nothing to increase service through the CD. I think this tweak could: I suggest instead of turning the 8 around at 23rd and Jackson, it should continue to the Mt Baker transit station before reversing. Benefits: 1. Increased service on MLK through the CD. 2. More logical place to begin/end/wait #8 at the transit center. 3. Faster connection Southbound to Link (and airport) than backhauling to Capitol Hill, then South, thereby adding 7 or 8 more rail stations to the trip. 4. Faster connection to Cap Hill and Seattle Center for northbound riders in the CD, instead of 38/transfer/8. I think the overlap of 8+38 between Mt Baker and Jackson adds a bit of needed frequency and redundancy with very little additional time lost to the 8's reversal. This short stretch is not the part that now makes the #8 late through Rainier Valley. MLK in the CD needs MORE service, not chopping up. This would do that and cost almost nothing. Please consider overlapping the 8+38 between Jackson and Mt Baker transit station. Thanks Jim Stennett ***</p>
123	May 18, 2015 11:10 PM	<p>Good morning Deanna,</p> <p>I got an email about new change proposals and I saw 542 listed as one of the routes that might be affected. Can you tell me where I would find information detailing what the</p>

No.	Date	Content
		<p>changes would be for this route?</p> <p>Thank you,</p> <p>Tim Abney UWMC Teleservices Support Line ***</p>
124	May 18, 2015 11:11 PM	<p>Dear Ryan and DeAnna, I must say I dislike the websites for both sound transit and metro. I can't find what I want. I get these emails with a link "for sound transit proposals" or "metro's proposals" I click on this link. I get the homepage. Then I get pages and pages of blah blah blah...All I want to know is what is going to happen to MY bus route. This is why I am turning to you. I suspect I will not be happy. I suspect this route will change so dramatically that I won't be able to easily get to work anymore. But I don't know because I can't find a simple route map that will tell me exactly how, why, and when my route will be destroyed. (oops I meant to say changed - J) or what I could do after the change.Can you help me. I live in the Roosevelt neighborhood. I catch the # 66 to work at the corner of Roosevelt and 75th. When do I need to quit my job? Thanks Best Wishes, Jean Barce Data Coordinator IISWOG Data Operations****The information in this email is confidential and may be legally privileged. It is intended solely for the addressee. Excluding email postmasters, the sender and the recipient(s), access to this email by anyone else is unauthorized."</p>
125	May 18, 2015 11:17 PM	<p>Dear Deanna,</p> <p>I want to thank Metro for taking advantage of the upcoming Link service to the UW to restructure routes in northeast Seattle.</p> <p>In particular, I think the restructured 73, 67, and 16 look great. They reach popular destinations and do so more frequently and efficiently than before.</p> <p>My wife and I are excited about being able to take the 16 from Roosevelt over to Green Lake, Wallingford, Fremont, Or Queen Anne, and to do so without waiting for infrequent buses.</p> <p>I also look forward to options for returning home to the Roosevelt neighborhood from work downtown after 6:30 pm without having to take the slow, non-express 73 or 72 or 71. Instead I can take Link to UW and transfer to the frequent route 67.</p> <p>Great work! I want to thank Metro for making some big changes in NE Seattle to make transit more frequent, logical, and fast.</p> <p>Regards, Andrew Gardner</p>
126	May 18, 2015 11:29 PM	<p>Greetings, I don't know if my comments are timely regarding bus service for when Link arrives to the U District, but wanted to add my comment re: Bus Route 28.I favor alternative 2--I don't see the relevance of this route to Link. I usually ride the 28X, and the changes would result in longer trips, and slower service. The times I use the 28--weekends or later in the evening--the roads are clear enough that the trip time is pretty good, so converting it to a 28x ride wouldn't seem a significant improvement.That said, I'd support any change to begin the 28x at 105th rather than 145th.If you do eliminate the 28, I'd emphasize the importance of adequate frequency during the a.m. peak. The 28x is often at standing capacity at Market Street; if 28 local riders going to South Lake Union had to take the 28 local and transfer at Leary Way NW, there may not be space for everyone beginning at Market Street. Thanks, Newell Aldrich</p>

No.	Date	Content
127	May 18, 2015 11:31 PM	<p>I saw the latest proposal from Metro on the revisions of routes in NE Seattle when Link Light Rail starts operating to Husky Stadium and like the original proposal I see that route 72 is being deleted. That route provides direct service from where I live near NE 92nd and Lake City Way to downtown Seattle. Under the original proposal route 72 would be replaced by route 372 and we would have to transfer to Link Light rail at Husky Stadium.</p> <p>I don't have a problem with transferring to Link Light Rail but instead of routing the 372 down Montlake Boulevard to the light rail station the plan was to route the 372 onto the UW Campus and we would have to get off the bus and then walk at Metro's estimate 5 minutes to catch the light rail. At that time I wrote to Metro and said that was a bunch of BS and I made the same comment on the survey. I say BS because there is no reason why the 372 can't go down directly to the light rail station.</p> <p>Why is Metro forcing passengers who now have a direct route to downtown Seattle without transferring and making them walk at least 5 minutes across the UW campus which means worse service and yet the people in Seattle voted to increase their taxes to provide improvement in Metro bus service but instead we get the shaft from Metro with this change. What a bunch of BS.</p> <p>I will say it again and I will put it in capitol letters so that Metro can understand it.</p> <p>ROUTE THE 372 DOWN MONTLAKE BOULEVARD TO THE LINK LIGHT RAIL STATION AND DON'T FORCE PASSENGERS TO WALK 5 MINUTES ACROSS THE UW CAMPUS. OUR TAXES ARE BEING INCREASED TO SUPPORT METRO AND THIS IS NOT WHAT I VOTE FOR. LAKE CITY AND NE SEATTLE ARE GETTING THE SHAFT FROM METRO. I WILL ALSO WRITE MY KING COUNTY COUNCIL REPRESENTATIVE TO MAKE MY FEELINGS KNOWN AND I WILL TRY TO BE AT THE PUBLIC HEARING TO VOICE MY DISCONTENT WITH THIS PROPOSAL.</p> <p>Jack Papegaay</p>
128	May 18, 2015 11:33 PM	<p>The "all day" terminology implies that service will be provided all day long, at the reported proposed frequencies. This is misleading, since I believe the intent was to express "every day" service.</p>
129	May 18, 2015 11:34 PM	<p>I simply can't tell what these changes would mean. There are no maps. How would I get from NE 65th and 40th NE to the Husky station if the 71 is eliminated? Your webpage is impenetrable. The 16 is not the way I want to get downtown. Chuck Taylor | Seattle</p>
130	May 18, 2015 11:35 PM	<p>Metro recently released a video of Ted Day explaining how changes to Capitol Hill will have "almost the same service levels"... but I do not understand how the 12 having "almost the same service levels as the 43"</p> <p>actually MEANS anything. Does the 12 go down 23rd, through Montlake, to the U-district? No. So what is the point of saying such a thing? Metro is planning on cutting service to all those who live & work along this route; it doesn't matter that the 12 is going to be fine!</p>
131	May 18, 2015 11:36 PM	<p>Hi Deanna,</p> <p>Thanks for your update of new proposal for changes to bus service in early 2016! May I confirm any survey in different language, including Chinese? Thanks in advance!</p> <p>Andes Kong Center Coordinator, Sunshine Garden Chinese Senior Community Center</p>

No.	Date	Content
		<p>CISC</p> <p>Bridging Cultures, Communities and Generations ***</p>
132	May 18, 2015 11:37 PM	<p>If new routes are implemented, please explain proposed service to Madison Valley/Madison Park. The current Route 11 serves this area well and those of us who are residents want to make absolutely sure there will be bus service to our homes if changes are made to Route 11.</p> <p>Please confirm.</p> <p>Thank you, Erica</p>
133	May 18, 2015 11:38 PM	<p>Hello,</p> <p>I wanted to write to parlay my comments on changes to bus service as part of Metro's upcoming restructuring, regarding University Link.</p> <p>For the most part, the second draft plan released this week looks pretty livable. My greatest concern, however, are the changes to routes 11 and 12. I feel as though moving route 11 to the Madison/Marion couplet is an unwise decision, for the following reasons:</p> <ol style="list-style-type: none"> 1. The easy connection for Madison valley riders to the retail core, and to the transit tunnel is lost, and no reliability is gained for the 11 in the process. 2. The loss of electric trolleybus service on Madison and that area of First Hil is a large detriment. This couplet is not suited to diesel coaches. Trolleybuses should be used, even in the interim time before the possibility of Madison BRT. 3. Pike street will be well served with the 11 as it is now, and overserved with the 12. Additionally, a 'short 12' just seems like a short 43, but doesn't serve montlake. <p>Thank you for passing my comments along. All the best,</p> <p>Matthew Gemmill North Seattle</p>
134	May 27, 2015 7:30 PM	<p>Are you still taking feedback on the prided changes to this route?</p>
135	May 27, 2015 7:34 PM	<p>Hi there.</p> <p>Just want to point out that the 545 is awesome route. As you know, it is very heavily used.</p> <p>I have heard the the route will be changed when light rail opens to UW, and may not go all the way into downtown Seattle. The assumption is that riders will exit at Montlake and take light rail into Seattle.</p> <p>That will add about 15 - 30 minutes to my commute. I currently get off at Stewart and Yale. I guess that most of the commuters will have extra time and transfers added. I hope you'll consider keeping this route during commute hours.</p> <p>Thank you,</p>

No.	Date	Content
		Sydney H. Sent from my iPhone
136	May 27, 2015 7:36 PM	<p>Dear Metro,</p> <p>I read in the seattle times paper that route 4 will be cut off at 21st & jefferson during construction on 23rd Ave.</p> <p>A simple solution would be to use regular dissel busses to run along mlk, turn left on jackson st, then right on 23rd</p> <p>and continue on 23rd to jefferson, and turn left on continue on regular route. Lots of people like me have doctor</p> <p>appointments at the 1600 Jefferson building, and route 4 gets me and many other people there without paying for</p> <p>parking. So do all you can to make this solution happen. You have a great bus system in our city, so keep route 4</p> <p>going to make it easier for all of us that use route # 4. Thank You, and have a great day.</p> <p>Chris Robel (Route 4 Bus Rider).</p>
137	May 27, 2015 7:39 PM	<p>Ms Martin- The advantages of the current # 11 bus route on Pine and Pike down town are:1. This is the long established current route that riders have adjusted their work and homes to.2. There is an ideal transfer point to light rail at Nordstrom's on Pine Street.3. No bus to bus transfer is needed to access Nordstrom's and Macy's etc.- The disadvantages of the proposed # 11 bus route on Madison and Marion down town are:1. A bus to bus transfer is needed to access Nordstrom's and Macy's2. The light rail stops are further and may involve a bus transfer.3. Both Madison and Marion are very steep West of I 5. Going up or down steep slopes is difficult for old folks with poor balance. (There are many old people in Madison Park who have difficulty exiting a bus on level ground)- An advantage of the proposed Madison and Marion route.is better access to Swedish Hospital.In Summary: The current #11 route is better than the proposed changed route.Please retain the current #11 route.Thanks Eric Feigl MDPhysiology Dept. University of Washington ***</p>
138	May 27, 2015 7:42 PM	<p>"Talk with Ted" video online comments</p> <p>Talk with Ted Day: Link Connections all day service in the northeast MrSquareart 5 days ago "good !!!!!" SeaFlute1 4 days ago "Then why is the 372 an acceptable replacement for the 68?!? At NE 95th, the stop for the 372 is 0.6 miles away with a change in elevation of ~ 250 feet. For route 73, NE 15th is only 5-6 blocks (0.3 miles) away from Roosevelt and MUCH flatter. The most direct route from the 68 stop to the 372 stop includes walking up/down a steep slope through the woods and ~130 stairs. Good for cardio, but a poor choice for crime/safety at night. In addition, there is no side walk along the busy traffic of Ravenna at the 372 bus stop, which is awful on a dark rainy night." Corrin Marie Callahan Adams Shared on Google+ · 3 days ago</p> <p>Talk with Ted Day: Link Connections on Capitol Hill Marcia Arliss 5 days ago "You mentioned the 10, 12, 48, etc but left out the 11? You have a apartment complex on 17 Ave & Madison of senior citizens & most of us use the 11..What's happening with the 11?"</p>

No.	Date	Content
		<p>Harry Ross 4 days ago "I am also interested in hearing about what happens to the 11. On your map, it looks there is a route that has a straight shot from Madison Park all the way down Madison to Downtown."</p>
139	May 27, 2015 7:44 PM	<p>Ms Martin People in View Ridge/ Hawthorne Hills now have a direct connection to the U District via route 71; with your proposal, we will have to transfer to get there. We also have an efficient connection to the Downtown LINK tunnel. With your proposal, we will have to wind through Green Lake and Fremont, which will take longer. Would it not be possible to alternate the new route 16 buses so some take the proposed new route and some take the current route 71, turning south on 15th and continuing through the U District to the new Husky Stadium Station? Until the Roosevelt Station is completed, we are left with a reduced level of transit service. I have supported every transit proposal to date and wholeheartedly encouraged my friends to do the same. If a direct route to the U District is lost, I don't feel enthusiastic in supporting any future transit taxes. I have lived in Switzerland and have seen well designed public transit. I know that Seattle must continue to expand and enhance infrastructure to meet the demand of the growing city. I have given up my driver's license and am committed entirely to public transportation. I am wondering if I should plan to obtain a new driver's license and car - both are totally against my core values. But, as a retired citizen, less comfortable transit options are not interesting. Please comment on the option of alternating route 16 between the currently planned circuitous route to downtown and a routing through the U District to the new Husky LINK station. Sincerely Robert Kirby</p>
140	May 27, 2015 7:47 PM	<p>Hi Deanna! I'm writing to say hello. And ... related to your job duties, I have a some comments about the UW Link location and Metro routes. I don't know if you've joined, but Nextdoor (Udistrict, NE Seattle) is having a very lively discussion about the plans. https://neudistrict.nextdoor.com After looking over both the alternatives, these are my comments. I know the UW has the transportational gravitational pull of a star, but there are other places and destinations we residents (who are not necessarily students or staff at the UW) would like to enjoy via public transportation. The strongest gap I see in service is that the #30 may be cut out. We really need an east-west line across 55th Street that can get us over the hill at 17th Ave NE to the Ave that runs non-peak times (peak hours are covered by the 74) and weekends (when the 74 doesn't run). I understand this is often a low volume trip, but smaller buses do exist and I know Metro has a few, such as the DART line written into the plans already. In the current proposal – a revised Route 16 would operate along 65th every 15 minutes all day and on the weekends. This is a new east-west connection to connect with Greenlake, Wallingford, and Fremont that we have heard strong support for. I realize this doesn't take you to the heart of the U District. So the option there would be take a revised 372 operating every 15 minutes or better throughout the day and weekends down 25th Ave NE. While you would go through campus, it would get you to Campus Parkway and the Ave easily. Another concern some have raised on Nextdoor that I also share is the limited routes on 25th Ave NE. The alternatives leave just the 373, when before we also had the 68. The 68 also goes to Northgate, which is great for us to get to meet-ups in the Northgate library and stores and services in the area. In the current proposal – there would be a lot of service added to the 372 and a few more stops through your neighborhood. I mentioned above how often it would operate. You're right the one-seat ride to Northgate would be affected. But, the you could continue to make this trip in the same amount of time or better with a transfer. One option would be take the 372 north to Lake City and transfer to the 75 or 41 – all these routes would have 15 minute frequency so the wait time between buses is low. Another option would be to take the 372 through campus and transfer to the 67 on the Ave. Similarly these routes would operate every 10-15 minutes making for a quick transfer. A third question is why are there no buses going directly to the Light Rail? If I</p>

No.	Date	Content
		<p>am laden with bags and heading to the airport I think my best routes now (if it is running) would be the 373, and then a hike over the footbridge to the LR station. Shouldn't there be buses that go straight to the LR for those going downtown or to the airport? When I get off the ferries on the islands the buses are waiting right there in front. Can that be part of this? There are two main issues with connecting directly to light rail... 1) Most of our riders are going to the UW (20-30,000 people a day) and we need to continue to serve this market even though not all of you want to go there. 2) Stevens Way through campus offers a better travel time than Montlake Blvd southbound. We will not be able to operate service reliably if we operate it along Montlake Blvd. If we could get transit priority there, things would change – but, this work is millions of dollars and unfunded at this time – so we're working with what we've got. In our proposal – routes 65 and 941 would operate past the front door of Link light rail, but I don't think these routes serve your particular neighborhood. Whew, this is a lot, but I wanted to summarize to the best of my abilities what we've been hashing out. [Back to the personal] When can you share a cuppa tea? John</p> <p>John Perkins Keep the Change***W e're the ones who make a brighter day, so let's start ... ~ Jackson & Richie</p>
141	May 27, 2015 7:48 PM	<p>I strongly opposed the proposed deletion of Route 25. It allows the Montlake neighborhood to get East - to our Eastlake bus service - and West - to the University Link station and bus transit hub. Route 25 is one of the few routes that serves the residences between the two north south corridors of Eastlake and 23rd/24th and the University. It also gets us to U Village and Children's Hospital. That there is plenty of north south service, and precious little East-West transit! Tyler</p>
142	May 27, 2015 7:50 PM	<p>Hi Ted & everyone. First, I want to say that I really appreciate you taking the time to provide me with a detailed reply with data supporting your position. However, I want to provide you with a bit more information from my perspective... since, if route 242 is discontinued, King County metro will lose me as a daily commuting customer, and will (potentially) lose my future support as a registered King County voter and taxpayer. I'm comfortable providing you with my home address (**) and my work address (Microsoft Studio F, ***) since it helps to illustrate just how much of an impact this change has on my daily commute. Here are my options for the morning leaving early enough to dodge traffic: 1) 20 minutes – Driving – Commute time ~20 minutes w/no traffic. 2) 32 minutes – Route 242 – 27 minute bus ride, 5 minutes total walking. 3) 49 minutes – Route 542 – 27 minute bus ride, 22 minutes total walking. 4) >60 minutes – Microsoft Connector -- >45min bus ride (to Commons), >20 minutes total walking. Due to both my home and work locations, I think I fall into the camp of having a "pretty sweet deal" with the 242. It provides me with a fairly stress free commute, taking only 10 minutes or so longer than driving. In the afternoon, the advantages are stronger due to the bus-only lanes on 520, which always beats driving single occupant. And it is effectively free (for me) since Microsoft provides employees with ORCA cards. Route 542 is an option, but it is an increase of more than 50% to my commute time versus the 242. It is hard to justify and would likely push me to drive, adjusting my work hours even earlier to dodge traffic in the afternoon, or organize a carpool. The Connector isn't really a viable option. While it sounds attractive (and I rode this for over 3 years daily when I lived in Duvall, WA so I have direct experience with this), it has two primary downsides. First, the stops for Green Lake are even further away than the Green Lake P&R. Second, these routes are typically packed and require hard reservations, which aren't compatible with my work schedule which requires a bit of flexibility for my evening commute. The only upside of the Connector is that it has a stop at our "Commons Transit Center" which is much closer to my office than OTC, but unfortunately it stops at OTC first which adds 10 minutes of commute time completely negating the upside. I chose to commute via the 242 because it is free (with the MS provided ORCA card), is better for the environment (versus driving a single-occupant vehicle), provides a flexible time-table, and</p>

No.	Date	Content
		<p>saves me time commuting versus driving (when factoring in the evening commute).When searching for housing in North Seattle early last year, I actually studied the bus routes to purchase a property with optimal access to bus routes. If this route is cut completely, my commute times will increase by more than 50% if I choose to continue to take public transit.The aspect of this that I struggle with the most, is that it seems like the Link Connections effort is being used an excuse to cut the route, even though the new light rail stations don't provide any viable public transit to Overlake, and the route was previously proposed for deletion but seemed to be saved by the passing of last year's Prop 1.Has any consideration been giving to reducing frequency or decreasing hours of operation instead of cutting the route completely?Thanks again,Jason</p> <p>[5/12/15] I'm adding Ted to this email since I noticed some updated proposals from Metro and Sound Transit that were released today, along with some videos that were posted where Ted discussed some of the changes that are under consideration. I'd really appreciate a reply from one or both of you with some insight into why the 242 is impacted. I'm also adding a few other parties that commute daily on the 242 who I believe would also be interested to understand the reasoning behind the proposed deletion of route 242.Thanks, Jason</p> <p>[4/14/15] Hi Deanna,I wanted to reach out to you to inquire about King County Metro route 242. It was recently brought to my attention (as well as a number of other daily commuters here at MS) that route 242 appears to (again) be on the chopping block, with the changes that are being proposed to occur after the University Link Extension opens.The proximity to route 242 was a key reason that I purchased a new property in the north east part of Green lake roughly 1 year ago, and it seems that route 242 is consistently showing up on cut lists related to budgets, and now this – even though the route really seems to be a pretty heavily relied upon commuter route between Northgate/GreenLake and Redmond.Over the past decade, I've supported levies and tax increases to fund King County Metro, so I'm really interested to better understand why this route seems in jeopardy and what the other alternatives exist for my daily commute. I'm aware of the 542, but unfortunately, it would increase my end-to-end commute time by more than 50% and I would likely consider driving again.Thanks in advance, Jason Wohlgemuth</p>
143	May 28, 2015 6:37 PM	<p>Hi DeAnna,</p> <p>Please let me know if it is a possibility to still have a bus that will stop within a block or 2, both to and from, that will either go downtown to the King Street Station or to Kent. The Trip Planner is inaccurate because the 71, 72, 73 do not get that close. Looking at a map, it is 4 blocks, not 2 – and the direct path is closed for construction now.</p> <p>We recently relocated to this building and it's been a challenge to get the right schedule that works for me. Right now, I am taking the 158 to 197 to 45th and Roosevelt. That seems to work well getting to work. Going home, I am taking the 66 to downtown to catch the Sounder.</p> <p>I understand the changes for the 71,72,73, but shouldn't something be closer for us as more UW departments are moving off campus to buildings around the UW Tower?</p> <p>Carolyn Drebert</p> <p>Procurement Card Services</p> <p>***</p>
144	May 28, 2015 6:42 PM	<p>Re: 5/12/15 "New proposal for changes to bus service" The Ballard District Council learned of these proposals on the eve of our regular monthly</p>

No.	Date	Content
		<p>meeting. These comments are based on a discussion which we held on May 13.</p> <p>PROCEDURAL: Because we are not to be served by Link we are disconcerted to see proposed changes to three Ballard bus routes noted in this letter. The implied connection to LINK service deterred many from parsing the proposal. References to sounding boards and outreach undertaken in March are obscure -- we are unaware of any efforts to solicit the opinions of riders and others in Ballard. We recommend providing neighborhoods more time to respond to these proposals, especially those which were not consulted in their development. We recommend (more) candid and informative subject lines and headlines. Please include the East Ballard Community Association and the Crown Hill Neighbors and Crown Hill Business Association in your efforts to provide meaningful input to these and other changes to Route 28. Their omission from your process is troubling.</p> <p>COMMENTS ON BALLARD ROUTE CHANGES: ROUTE 28 is to be realigned, abandoning its service to commercial Fremont and South Lake Union. Commuters will find their rides lengthened due to the proposed reduction of service and consequent need for connections. Are there origin/destination data showing how many riders will be affected by this change? Route 28 does not and would not serve any light rail stations other than Downtown, so its inclusion in this set of proposals is odd and inconsistent with your subject line. ROUTE 44 is to enjoy increased service. This was promised in connection with last year's Proposition 1, is clearly needed, and should be implemented regardless of the timing of the commencement of Link service to North Seattle. ROUTES 45 would replace our portion of Route 48. There are two distinct aspects of this change: 1. Severing of direct (one seat ride) to areas from the University District to Mt. Baker; 2. Reduction of service during evening hours. As to the first, we are aware of the idea that decoupling long routes should improve reliability. We are curious as to whether the experience of prior decouplings has confirmed this notion, specifically as to former Route 75 configuration. Are there origin/destination data showing how many riders use both ends of the service? We commend the proposed overlap between Routes 45 and 48, which will ease transfer by eliminating the need to walk between the two lines for those who use both. As to the second, we are surprised and dismayed that reductions of service are proposed after Ballard voters supported last year's Proposition 1. This wasn't what we were led to expect. Many portions of Ballard have lost all or substantially all bus service in recent years. We hoped this would be reversed, rather than continued.</p> <p>Your proposed changes are presented following a process which seems not to have involved anyone from this area, and we are most displeased.</p> <p>Kirk Robbins, President Ballard District Council</p>
145	May 28, 2015 6:44 PM	<p>Dear Community Relations Planner, Deanna Martin:</p> <p>Regarding the proposed revisions of route 12 as posted at http://metro.kingcounty.gov/programs-projects/link-connections/pdf/012-info-05-15.pdf, could Metro please consider adding a stop or two in the Montlake neighborhood at the proposed route end/start? Or, if not, could there still be a version of route 43 going along 24th Ave E but perhaps to E Madison to 4th & Pike downtown? A stop for the proposed revised route 12 at Boyer E & 24th Ave E OR a revised version of route 43 would maintain service that I have found crucial to my getting around town by the current route 43. I have no car and have made efforts to not use car share programs lately in favor of watching my budget as well as it avoiding an extravagance and unnecessary car addition to the heavy Seattle traffic when the Metro has been meeting my transportation needs well. I have relied on Route 43 for many years to travel many times per week from the Montlake neighborhood to downtown Seattle -and sometimes just as far as the Capitol Hill neighborhood to access businesses, friends, and unique parks there. Currently, I reside near Boyer E & 24th Ave E and am employed at a downtown retail store. I frequently need to leave downtown Seattle in the evenings and have appreciated being able to access bus stops from downtown to right within my Montlake neighborhood from the bus so that I don't</p>

No.	Date	Content
		<p>have very far at all to walk in the dark. Additionally, I sometimes rely on the 5:53am bus 43 at Boyer E & 24th Ave E to make it to a local, Capitol Hill yoga studio for an early-morning practice that helps me get to work downtown totally alert, ready, and warmed up for the lifting and other physical demands of the job. Bus 43 has been amazing for me to be able to get safely and reliably from home to work and vice versa; having to make the steep walk from 26th Ave E to 19th Ave E & Galer E to attain access to a potential commute downtown via revised route 12 looks hectic, not as safe, and not as conducive for me to arrive in an orderly fashion to work. Please consider adding stops and times to the proposed revisions to continue servicing the Montlake neighborhood to downtown commute. Thank you. Sincerely, Alicia Watras *** P.S. I also use bus number 31 to access Magnolia and businesses there and the lack of service later in the days and the total lack of service on Sunday has made some of my planning and planning with fellow bus-commuting friends extremely difficult. I would use bus 31 in the evenings and on Sunday if it was available.</p>
<p>146</p>	<p>May 28, 2015 6:46 PM</p>	<p>Subject: Proposed changes to bus routes.....</p> <p>.....actually DELETED routes.</p> <p>I work at an elementary school in the northeast part of the city. Would you PLEASE do a 'trip planner' for me once routes #43 and #71 have been deleted!!!!</p> <p>I live at 316 13th Ave E. and my school is at 7047 50th Ave NE. For years I've been able to take the #43 to the U-District and then the #71.....on a good day it's an hour each way! What do you have for me once the proposed changes/deletions take effect?</p> <p>P.S. Also, do any of Metros administrators EVERY ride a bus, like maybe commute to their jobs or maybe during a sporting event? Just curious!</p> <p>Rod Brown ***</p>
<p>147</p>	<p>May 28, 2015 7:22 PM</p>	<p>NOTES FROM UWMC INFO TABLE</p> <p>Yesterday I was at the UW Medical Center at an Info Table between 10:00 a.m. and 1:15 p.m. It was by far the best info table I've been to as it was located in a very busy place by elevators and a bathroom. So there was a steady stream of people coming by and interacting with me. In general, there was tremendous excitement and anticipation of Link Light Rail. The Regional commuters were very excited to have Link as a fast and frequent connection to downtown Seattle. The local commuters really liked the improved frequency of all the routes from NE Seattle coming to the hospital. Here are some specific items:• Several riders from South King County really liked the Link extension and would either access it in Tukwila/Sea-Tac or by way of Sounder at King Street Station. • A Redmond rider liked that Route 542 would be extended and have additional trips on Route 541. • A couple Route 48 riders liked the additional frequency, felt it was OK to lose Route 43 so long as Route 48 ran more often. They also LOVED the fact that trips would start in the U. District instead of in Ballard, they said "it was about time!" • A Route 372 rider from Bothell loved the 15-minute midday service. • One Route 277 rider from Houghton was excited that Route 540 would now serve Houghton as well. • One current Route 540 rider who walks to South Kirkland P&R did not like the revision to no longer serve South Kirkland P&R. • An Issaquah rider likes Route 556, will look into using Link and Route 554 during off-peak times. • Route 31 rider really loves the connection. • Several non-riders from West Seattle thought having Link would make transit more competitive with driving than it currently is and is willing to try the bus+Link (so we might actually see improved ridership on some of our West Seattle-CBD routes as a result of Link Light Rail) • A Route 67 rider liked the</p>

No.	Date	Content
		increased frequency to 15-minutes and provided the quote of the day saying that “it doesn’t get any better than that” (than having service every 15-minutes).• A Shoreline rider would like a faster connection to the U. District. • A Magnolia resident would like a faster connection to the U. District and a new connection to Ballard. Basically, it was a love fest for transit at the UW Medical Center. Link Light Rail will be a huge boon for employees as it will be frequent and fast. Many employees work shifts that start or end at hours outside of the normal peak periods and they would benefit from the high frequency Link at most times of the day and should benefit from many of our bus route frequency increases.
148	May 28, 2015 7:47 PM	From: Nextdoor Green Lake <***>Date: Fri, May 15, 2015 at 1:29 PMSubject: Upcoming bus route changesTo: *** susan jorgenson, Green Lake Hi- I would like to make everyone aware of the proposed bus route changes in our neighborhood. In particular I'm very concerned about the 16 route that runs along Meridian and Woodlawn. The proposal is to run more big busses more frequently. I understand that people like the idea of more transit options and that traffic in our neighborhood has gotten worse but these buses are big, loud and fast. Some of us had signed a petition asking Metro to consider moving the route to a more bus appropriate street and got a pretty unsatisfactory answer (like we'll just get rid of street parking or worse widen the street because our tiny little lots don't really need a front lawn). But no consideration for the noise or alternative routes. There is a meeting Monday night if you want to hear more / voice any concerns. There's more information on their sight- http://metro.kingcounty.gov/programs-pro... Fill out the survey- http://metro.kingcounty.gov/programs-pro... Contact: DeAnna Martin Community Relations Planner Deanna.martin@kingcounty.gov 206-477-3835 Sound Transit proposal: Website: www.soundtransit.org/LinkConnections Contact: Sound Transit Service Planning fastride@soundtransit.org 1-866-940-4387 May 15 in General to 16 neighborhoods View or reply Thank · Private message You can also reply to this email or use Nextdoor for iPhone or Android This message is intended for **. Unsubscribe or adjust your email settings Nextdoor, Inc. ***
149	May 29, 2015 6:32 PM	You appear to have left the Route 255 off the list of changed routes and the interactive map, where currently it does not exit SR-520 and head north on Montlake. FYI - MHS
150	May 29, 2015 6:42 PM	Two quick pieces of feedback:1) In this email, the links to proposed changes summaries don't work. It looks like the intranet links got pasted in by mistake instead of the correct URLs.2) Having said that, I've seen decent summaries of the proposals on a few blogs, and I like what I see. It feels more like a balanced network than either of the previously presented options.Eldan Goldenberg ***
151	May 29, 2015 6:43 PM	Hi DeAnna,I have tried to keep up with postings about plan proposals and the one point that many have mentioned and with which I strongly concur is having the 8 and 38 connect at the Mt Baker Transit Center. The major reason is that it's safer. I will not transfer at 23rd and Jackson outside of core daytime hours. Thank you.Jill Fluvog
152	May 29, 2015 6:53 PM	Thank you for an opportunity for input regarding the transportation needs and changes in public transportation for Northeast Seattle to the Eastside, especially Kirkland. The current plan for NE Seattle to access Kirkland does NOT include inclusion in the 520 design. Long term access to route 255, such as implementing the alt. 1 concept to route with rail and terminate at Children's Hospital is greatly needed. Why will NE Seattle continue to bus downtown before accessing a bus to Kirkland? Elizabeth Spencer Steffa
153	May 29, 2015 7:26 PM	Deanna, Am I reading this right that changes to the 252, 257 & 311 are no longer being considered? Pretty ridiculous to run these buses right past the U district Link station & on into downtown creating a duplication of service. Wasteful on several levels. Extremely disappointed changes to these routes have disappeared into the ether.

No.	Date	Content
		<p>*~*~*~*~*~*~*~*~*~*~*~*~*~*~*~*~*~*~*</p> <p>Tonya Alan Skuse Assistant to the Chair Department of Biochemistry University of Washington</p>
154	May 29, 2015 7:28 PM	<p>DeAnna Martin Community Relations Planner King County Department of Transportation KSC-TR-0824 201 S. Jackson St. Seattle, WA 98104-3856 Re: Current Proposal to Change Route of the #11 Bus.Via E-mail-- deanna.martin@kingcounty.gov and 1st class mail May 28, 2015 Dear DeAnna:</p> <p>I have been asked to write you on behalf of the Madison Park Community Council regarding the proposal by Metro to alter the route of the #11 so that the #11 would run continuously on E. Madison St. between the Coleman Ferry Dock and the terminus at E. McGilvra St. and 42nd Ave.E. and not on its current route through the Pike/Pine Corridor. Our conclusion is that the best interest of our community is to continue the current bus #11 route. Here is our reasoning:</p> <p>Disadvantages of the Metro Proposal</p> <p>1. Impact on Seniors</p> <p>The Madison Park neighborhoods have a large number of senior citizens. Many use walkers or wheelchairs, have limited walking capabilities; others have substantial balance problems. Many of them use the #11. Their major destination is the shopping area of downtown. The current route of the #11 drops them off in front of the destinations almost all of them have, Macys, Nordstroms and other retail stores and restaurants as well as doctor and dentist offices in the immediate Pike/Pine Corridor.</p> <p>Changing the route as currently proposed by Metro would drop them off on a steeply sloping portion of E. Madison St, 5-6 blocks from their usual destinations, with the necessity of walking, often in inclement weather, or transferring to one of the buses on 3rd Ave. The return trip would have greater hazards as they may be carrying bags and other packages. These people are the most vulnerable members of our community. Breaking a hip or having other injuries for elderly people often leads to dire consequences. We believe that it is critical to avoid as many of these kinds of injuries happening as we can, and a number of residents have expressed dismay at the thought of boarding and alighting on steep cross slopes. I am sure you agree.Some may question the number of seniors that use the #11 bus. You saw for yourself when you attended our Council meeting on May 4. Over 40 seniors attended and expressed to you their concern.</p> <p>Many seniors moved to Madison Park, in part, because of its convenience in taking public transportation to the downtown shopping and medical areas.</p> <p>2. Impact on other Madison Park Residents</p> <p>The current route of the #11 route provides direct access to the Seattle Central College campus and to the vibrant, new neighborhoods on Capitol Hill. Going through these neighborhoods on the current route of the #11 not only provides direct access to restaurants, boutiques and a new SIFF movie theater, but gives bus riders an exposure to the rainbow of people in Seattle. Metro's new proposal eliminates many of these opportunities.</p> <p>For our community, the Metro proposed route is deficient in respect to access to the University of Washington and the East Side because it fails to connect to our light rail system at any point along its' route. Under both the existing route and the current Metro</p>

No.	Date	Content
		<p>proposal the fastest and most convenient passage between the UW and the East Side remains taking the #11 to 23rd E. and transferring to the #48 or #43 to the University of Washington and Eastside locations, but the lack of a connection to Link Light Rail reduces commute options in the proposed reroute.</p> <p>Residents living in Madison Park and all residents using the present #11 will lose direct access to the Light Rail under the current Metro proposal. Passengers will no longer be able to go, without an additional inconvenient transfer, to the International District, the sports stadiums, the airport and, by next year, to Husky Stadium. As you know, there are no Light Rail Stations on E. Madison. After 2018 passengers will also lose easy access, without transferring, to the central area of the University District and to Northgate as well as all future expansion stations of the Light Rail. Having to haul luggage from E. Madison 5 blocks to the closest Light Rail Station will discourage most transit users living along the entire corridor of the existing route of the #11 from using Light Rail to get to SeaTac. The alternative of transferring to another bus at E. Madison and 3rd Ave. to reach the Light Rail Station at 4th and Pine is no less daunting.</p> <p>3. Impact on People Employed in The Madison Park neighborhoods There are hundreds of workers who depend on the #11 to get to their places of employment in the Madison Park neighborhood. Employees of businesses, retirement centers and residents in the Madison Park neighborhoods include housekeeping, food service and retail business personnel. They use the #11 to get to work here. Many of them presently have direct connections going east/west in the Pike/Pine Corridor. Others are able to use the Light Rail from the south end of Seattle and make a direct connection at the current #11 stop without transferring to a bus on 3rd Ave. or walking 5 or 6 blocks, often in inclement weather. Both alternatives under the Metro proposal will take more valuable time from the workers than is the case with the current route of the #11.</p> <p>4. Relationship of the Metro Proposal to the City's Proposed Rapid Ride The City of Seattle is actively studying the construction and operation of frequent and rapid service on exactly the same route as Metro's proposed new route of the #11, up and down E. Madison. Other than passengers getting on and off the bus at intermediate stops of the #11, the Rapid Ride Trolley Bus will serve all E. Madison passenger traffic in a better way than the proposal to change the route of the #11. A Rapid Ride Trolley Bus rather than a #11 will be the obvious choice of passengers between the Coleman Ferry Dock and at least 23rd E. and E. Madison. (The City is considering expanding the service route of the Rapid Ride Bus so that it operates to the Martin Luther King Way and Madison Park.)The Madison Park Community Council recognizes that there are benefits to Metro's proposed changes in the #11 bus.</p> <p>Here are the ones we considered:Benefits of the Proposal</p> <ol style="list-style-type: none"> 1. There would be direct access to and from the Swedish Medical Complex, Virginia Mason Medical Center, the Poly Clinic and other medical offices on First Hill. 2. The proposed route change would be an advantage to those who work in the professional and governmental employment core of downtown, and those who work in the healthcare profession on First Hill. Madison Park has a disproportionate number of doctors, lawyers and other professionals who work at destinations served by Madison St. 3. The Metro proposal includes providing more frequent bus service for Madison Park passengers. In peak travel hours, the #11 already provides the same level of service at peak hours. The same is not the case in non-peak hours and late at night. Current off-peak service on the #11 has much longer intervals between buses. However, by simply increasing the number of buses on the current #11 route during non-peak and late night hours the same result could be achieved. An additional bus every 15 minutes on Madison St. will not increase traffic in the Pike/Pine corridor because they would not be on the Pike/Pine corridor. 4. There would be direct access to any new stores along E. Madison west of 16th such as the new Whole Foods. 5. Direct access to the Coleman Ferry Dock.If the Madison BRT

No.	Date	Content
		<p>moves forward, many of the benefits of a #11 reroute will be well served by a transfer to BRT at the future Martin Luther King Jr Way and E Madison St transfer station. In this way, the #11 and BRT can complement each other in serving residents and visitors along the entire east-west corridor.</p> <p>During our 5/27/2015 annual meeting, we had a very well attended turnout to hear more about the Madison BRT from Maria Koengeter, and to have a community discussion about the #11 bus route. During our lively discussion about the Route 11 reroute proposal, we received a good deal of feedback that can be summarized as follows:</p> <ol style="list-style-type: none"> 1. The people present overwhelmingly expressed desire to keep the 11 bus route on its current route, regardless of what happens with Madison BRT. 2. One resident of 42nd Ave E expressed that he did not like the sound of busses "roaring down his street." Because of the noise factor inside his home, he expressed that he would not like increased #11 bus service frequency. Here, the root cause of the reason to oppose frequency is due to the loud diesel busses, not the frequency of the bus. A different resident of 42nd Ave E, at our last meeting, resisted increased bus frequency because a bus had run over her dog. Peace and quiet on the residential streets of Madison Park is a core value of our neighborhood that we seek to improve. So, noise and safety were the two reasons given for resisting more frequent service. 3. Transit riders who were present expressed reasons why they would prefer more frequent service. These fell into the following categories: a. Due to the unreliability of the current #11 schedule, often run late, making it difficult to get to appointments on time. Low frequency exacerbates this problem. b. Coming home from a dinner or a show downtown on the #11 bus is problematic because riders have to wait for very long times downtown in conditions that do not feel safe or welcoming. c. For commuters, having frequent service means being able to reliably get to work on time. 4. When put to a vote, 14 people present expressed desire for more frequent service and about twice that number opposed more frequent service. People were unanimous about wanting to keep the current #11 alignment. When it came to frequency, this particular audience was not unanimity with regards to whether the meeting attendees wanted increased frequency or not. We hope we have made our reasoning clear to you. The disadvantages to our community far out way the advantages of the Metro proposal to change the #11 bus route. We urge Metro to leave the route of the #11 as is, and keep the lines of communication open with us about frequency as we move forward. <p>Sincerely, The Madison Park Community Council Gene Brandzel Immediate Past President</p>
155	May 29, 2015 9:29 PM	<p>Her main concern about the restoration of Route 47 is that the service ends at 7 pm. The route became useless when it was severed from the Route 14, especially after 10 pm - and, that's when ridership fell. She felt it was insensitive to be told to walk to Pike/Pine to reach service when Metro was doing the service reduction outreach and talking about deleting the route. Her suggestion is that Metro take one of the many routes that go up/down the Pike/Pine corridor and instead of reinstating Route 47 have it do the loop down Bellevue and back on Summit - this could be done with routes 10, 11, 43, or 49. She'd also like a bus that goes directly to the airport to be put back - it's too far to walk to the airport from the Link light rail station. And, she misses bus service along the waterfront and would like that restored as well. She would like to serve on a transit advisory commission.</p>
156	May 29, 2015 10:27 PM	<p>Hi Deanna, I have been a route 33 rider for almost 20 years until the bus that went from Olsen-Meyers Park and Ride to the University District was cancelled last year. At that time the bus ride became impossible. The C line went in which took me on a meandering way through the Alaska Junction and on to Downtown where I had to transfer to a 70 bus to come North. With the Marijuana law being passed, there is no more monitoring of the bus stops at all with blue smoke at most of them (especially downtown). I have had people's</p>

No.	Date	Content
		<p>crotch in my face, had to listen to some girl talk about dancing on the table naked, and had coke and booze spilled all over me by a vomiting drunk person on these new routes. The 21 bus that goes right by my house was not reliable at all and did not come at 5:00 am when I had to leave. And getting home on it was another nightmare with overcrowding to the point of having to stand most of the time. I am 63 this year and I don't stand for long periods like I used to be able to. I have finally accepted the fact that I have to drive to work. I park in Wallingford and either walk in or take the bus from there. It's a long commute and the gas is expensive, but I no longer get sick so often. I get home in a peaceful frame of mind, and my back and legs are not killing me. But it is a 2 seater car and I don't know anyone who would want to car pool with me that early. My question is this: What are you doing for the People in West Seattle? There were many of us displaced by the elimination of the #33 express bus. How about a bus from the Olsen-Meyer Park and Ride to the Light Rail on Capital Hill? Or how about re-establishing the #33? I can't believe that you guys still think that the Changes made last year are working. And the new adjustments you are making only help Those who are already close to the University. What about the rest of us? Thank you, Kathryn Kathryn Henne Fiscal Specialist UW, School of Social Work ***</p>
157	May 29, 2015 10:28 PM	<p>Dear Deanna,</p> <p>I am having some trouble figuring out whether the current route 26 will be changed or eliminated when the University station light rail comes on line in March 2016.</p> <p>I can see changes to 26X, but I can't see what the plans are for the 26.</p> <p>Would you clarify this for me, please?</p> <p>With thanks,</p> <p>Sally Sally Sibson COUGHLINPORTERLUNDEEN STRUCTURAL CIVIL SEISMIC ENGINEERING ***</p>
158	Jun 1, 2015 9:28 PM	<p>I realize ridership is low but it used to be better when it came up Delmar – there were 2 routes – one on Furman and the other up by Roanoke Park. For those people who live on No. Capital Hill – it provided excellent service downtown and was much faster than the 49. It also went down Stewart which made for an easier access to streets north of Stewart. I especially enjoyed the fast transit to town. Ridership declined with reduction in service. Again, most of us have no use for the Link. Nancy Wessenberg</p>
159	Jun 1, 2015 9:33 PM	<p>Hello. I've been reading about proposed changes in Capitol Hill/Central District bus service, and I'm writing to express concern over the deletion of Route 43.</p> <p>I live at 23rd and Madison, and I currently take the 43 or 48 to the UWMC area every weekday and at least one weekend day. The increased midday and weekend service would largely compensate for the loss of the 43 during the daytime, but I go home at 10:30 or 11 p.m. At that time of night, the buses already run unpredictably late, and I count on being able to catch the 43 if the 48 isn't showing up. I am concerned that I and others would frequently end up waiting outdoors for long periods at night. If you must delete Route 43, please consider augmenting Route 48 service at night as well as during the day.</p> <p>Thank you for all your outreach efforts.</p> <p>Evvie Vincow</p>

No.	Date	Content
160	Jun 1, 2015 9:34 PM	<p>Dear Deanna,</p> <p>I just got wind that King County/Metro/Sound Transit is proposing to delete numerous bus routes in the inner city of Seattle. I understand that the rationale for this is the Link Light Rail is now connecting Downtown to Capitol Hill to University District. This rationale completely misses the point of light rail, which is to provide regional access for large numbers of people to urban centers not provide reliable connection within the city. The light rail stations are miles apart and are not accessible for daily trips within the city.</p> <p>Of particular concern to me is the deletion of bus route 43, which connects the University District to Downtown via Montlake and Capitol Hill. This eliminates any bus routes that go downtown via 23rd/24th and strands Montlake without any direct access to downtown Seattle. Montlake is one of the largest inner city neighborhoods, and it provides a huge tax base for the city and county. Further, I regularly ride this bus and it is always full. I would love to ride light rail, however, the stops are just too far dispersed to be of any benefit for inner city connections. It is absurd that Metro and Sound Transit are cutting this much used and needed service.</p> <p>Sincerely, Max Blume</p>
161	Jun 1, 2015 9:36 PM	<p>I am so very disappointed that you would cut route 43. 48 runs north and south through Seattle, but provides no direct way to get downtown from Montlake, a very central part of Seattle. What's more, the goal of living in town is to have it be easy to get downtown. You'd be making it remarkably more difficult to do so. The light rail is much too far from almost all of Montlake and not a remotely reasonable way to commute. You'd be leaving that as the only direct connection to downtown. As someone who lives in town and doesn't have a car because they rely on public transportation, how should I get to work? It is hard to fathom that I live less than four miles from my office and yet it would take two buses and well over an hour to get to work. Particularly when you think of the higher property taxes I pay. What in the world are those for, then? I understand you're trying to do your best with limited funds, but I feel a great disservice. Seattle's public transportation prioritizes those commuting from the suburbs and not those living in town, despite the fact that we often pay higher taxes to do so. It should be easy to get from every major neighborhood of Seattle to downtown, if not every other major neighborhood. The proposed changes are a serious blow to that. I have always presumed that the goal of public transportation was to keep cars off the road. If you remove route 43, you will force me to get a car. No other option is viable. As a taxpayer living in Montlake, I am outraged at this proposal to cut off basic bus service from a main thoroughfare to downtown. Sincerely, Melissa Blume</p>
162	Jun 1, 2015 9:38 PM	<p>Hello,</p> <p>I am very excited to see the plans to extend the light rail to UW as well as farther south. However, I have a concern. Parking, I think, will remain a deterrent to riding the light rail if it is significantly expanding, especially at the south stations.</p> <p>Many people I know who commute from south Seattle (myself included) to UW and who live near the current light rail stops (including Kent, Des Moines, and Federal Way) are often not able to use the light rail because there is shockingly inadequate parking. The airport stop has no parking, and many of the commuters I know are unable to get a ride to and from the bus stop. Many people I know have driven to the Tukwila light rail station, intending to use the light rail on the weekend even, but found no parking and unreliable connecting buses and so drove up to Seattle.</p> <p>I would personally prefer to use the light rail, as it is not restricted to "typical" commuting</p>

No.	Date	Content
		<p>times and would allow me to study up at UW later in the evening, without the stress of missing the last run at 6pm (like the sounder, 197, etc.). I cannot currently use the light rail because there is no parking at Tukwila or Seatac, and I can't get a ride to and from the airport regularly.</p> <p>My concern is that the usability of the new light rail additions will not be greatly improved without addressing the issues of inadequate park & ride parking spaces at the light rail stops, especially considering how many UW students do commute. I was wondering if there were currently plans to improve this, and what those might be.</p> <p>Sincerely,</p> <p>Mackenzie Lofthus Commuting UW student</p>
163	Jun 1, 2015 9:44 PM	<p>Hi Deanna,I live near 24th and Harrison (bus stop at Republican and 23rd) and rely on Metro for my day-to-day travel. I recently took the phase 3 survey and provided comments on the proposed Capitol Hill changes. Unfortunately, I read the “Link Connections Public Engagement Summary Phase Two Outreach” document after I completed the survey and wasn’t able to respond to the survey with the document in mind. I have additional comments below. Would you let me know the best way to add my comments – take the survey again or another method?Thanks in advance for your help,CelesteHere’s my comment: Despite more survey respondents (see below) being concerned about reducing service and deleting route 43 compared to route 11, route 43 is being deleted and route 11 has an increase in service. While there is overlap in people who responded – I was one who was concerned about the 43 and 11 – I’m confused about why the 43 is being deleted and the 11 has an increase in service. I understand that a Madison Park community member gathered his/her neighbors together to identify an alternative 3. I appreciate the advocacy, but don’t understand how those concerned citizen voices outweighed the voices of those in the survey. Has Metro considered an Alternative 4 – the #11 and #43 remain in service and the service hours are adjusted according to use so that neither area loses service to downtown and to the top of Capitol Hill?Concerns about 43 (Alternative 1)609 concerned about no direct service between U District and Capitol Hill (43)439 concerned about no direct connection between 24th Ave E and Capitol Hill Link Station (43)420 concerned about loss of direct connection between the 24th Ave E corridor and downtown Seattle (43)Concerns about 11 (Alternative 1)439 concerned about loss of direct connection between Madison Valley and downtown Seattle (11)Likes about 43 (Alternative 2)648 like keeping more service in the Pike/Pine corridor (10, 11, 43, 49)558 like keeping a direct connection to downtown Seattle from 24th Ave E and top of Capitol Hill (43)496 like provides connection to the new Link Capitol Hill Station from 24th Ave E (43)Likes about 11 (Alternative 2)648 like keeping more service in the Pike/Pine corridor (10, 11, 43, 49)436 like keeping a direction connection to downtown Seattle from Madison Valley (11) Celeste Chung, MSW, MPH, MCHES Program Coordinator | External Affairs and Community Benefit Seattle Children's ***</p>
164	Jun 1, 2015 9:46 PM	<p>Dear Ms. Martin,</p> <p>OH I can not even tell you how sad I am to loose the #25 bus service...The older we get and the more we want to be out of our cars the less service...boo hoo...Can you rethink this route...</p> <p>Thank you sooooo much, Sally Welch</p>
165	Jun 1, 2015	<p>I'm writing to express my strong opposition to the proposed changes to the routes that</p>

No.	Date	Content
	9:48 PM	<p>currently serve Wallingford. First, I don't understand why these changes are being proposed for 2016, when only the Husky Stadium Link station will be open. As far as I can tell, the U District, Roosevelt and Northgate stations will not be opening until 2021. Why is it necessary to change routes that do not operate near Husky Stadium now? Those of us in "west Wallingford" (Meridian Ave N. to Stone Way N.) currently have frequent, direct access to Green Lake, North Seattle College and Northgate TC. The proposed routing for the revised Rte. 26/26X will require people from west Wallingford to travel the 8-15 blocks to Latona Ave NE to catch the Rte.26/26X. Seniors and people with mobility issues would likely have to ride the Rte. 44 to transfer to the Rte. 26/26X. Whether walking or travelling by bus, this would add a significant amount of travel time, especially given the notorious schedule variability of the Rte. 44. The proposed jog over to N. 65th St. (and I-5, per the map, but more likely to the Link station?), and then back to the Green Lake routing would also increase travel time. With the proposed routing on the north end of the revised Rte. 16, I could conceivably take my dog to the off-leash park at Magnuson, but probably would drive. I find it hard to believe that there would be many riders on NE 65th St. east of Roosevelt Way, or perhaps the U District. Those of us on the current Rte. 16 also have frequent, direct service to downtown Seattle. The proposed revision, via N. 34th St., Fremont Ave. N. and Dexter Ave N. will most likely add a significant amount of travel time. I don't see that the increased headways will be of any benefit in either direction. While the proposed Rte 26/26X will take over the more direct routing of the current Rte. 16 to downtown, it operates about half as often. Riding the revised route from Wallingford to downtown will also require the walk or bus transfer to Latona Ave NE, or a walk to N. 40th St. and Stone Way N. There is no bus service to that stop from "west Wallingford", so people with mobility limitations will only have the option of riding to Latona Ave NE to do a bus transfer. The only other option for travel to downtown Seattle is Rapid Ride at N. 46th St. and Aurora Ave. N. – a 10-block walk from Meridian Ave. N., and a significant uphill grade to the bus zone regardless of distance. Again, a significant barrier for seniors and people with disabilities. It seems that the proposed routing revisions are likely to increase costs for Access Transportation, for people who are no longer able to reach a nearby bus stop. As currently scheduled, the Rte. 26 is clearly inefficient. It is not uncommon to see not one, but two, buses laying over at the northern terminal near Green Lake Way and Ravenna Blvd. Please explain why the Rte. 26 wouldn't be the one you would choose to operate across NE 65th St. to the Link Station and beyond, when buses are already laying over so close to NE 65th St. In case some of us wanted to take our dogs to the off-leash park . . .</p>
166	Jun 1, 2015 9:50 PM	<p>Deanna,</p> <p>Good morning. I live on Beacon Hill and am a fan of the Link Light Rail! However, I am very frustrated by the times the light rail has to stop to wait for the platform to clear of buses when we are going through downtown Seattle – literally every time I take light rail through downtown we have to stop multiple times! Light rail is not fast enough through downtown and is frustratingly slow with the stops.</p> <p>What is being done to expedite light rail through downtown stops where there are also buses?</p> <p>Also, is more parking being built next to light rail stops? It seems like only the stop with adequate parking is Int Blvd and there could be a lot more users – taking drivers off the road – if there was actually parking at the stops!!</p> <p>Thank you! Jesse</p>

No.	Date	Content
167	Jun 1, 2015 9:54 PM	<p>Dear DeAnna Martin, In view of the recent changes in bus stops on 3rd Ave between Pine and Pike, and next year's route changes due to the extension of the Link Rail, I have the following suggestions. On the inbound Metro routes #7 and #36, extend the last stops from 3rd Ave to the layovers stops on Virginia St between 4th and 5th Avenues. In doing so, route service is extended and the stops are closer to the northbound South Lake Union streetcar stop at the intersection of Virginia St and Westlake Ave. Also, many new residential and office towers will soon come on line nearby and changing the #7 and #36 layover stop to a first outbound stop will add to patron service. Metro #70 will gain significant ridership when routes # 71 and # 72 are eliminated and #73 no longer headed to and from downtown Seattle via the bus tunnel. Adding more frequency to Metro #70 and continuing on into late hours will likely be over burden particularly into the evening hours during sporting and other events in downtown Seattle. My suggestions for route #70 is to change the route from a trolley bus to an alternate fuel bus as the latter runs more efficiently time wise. Route #70, southbound stops should be extended to the Union Station stop at 5th and Jackson to connect with Link to SEATAC and Seattle's First Hill Street car line. North bound, the stop on north side of Jackson at 5th for route #70 will best serve former riders from former routes 71,72,and 73. The current #70 layover at 3rd and Main could be relocated to the NW corner of 8th and King to share with Metro #99 or layover spots switched. Sincerely,Ron King Cascade Neighborhood Neighborhood</p>
168	Jun 1, 2015 9:56 PM	<p>At this time I am able to go from my neighborhood to downtown on one fare. I can also get a transfer if I need to take another bus to reach my destination.</p> <p>My question is with the elimination of rout 71 and a connector bus 941 to the University light rail tunnel would I then need to buy another ticket to continue down town. Also then would I have to buy another ticket if I was to transfer to another bus?</p> <p>Second item: I would attend one of the forums but I have a hearing problem. In large crowds, even if the speaker uses a microphone I miss to many words to understand what was said.</p> <p>So at this time I would like to make a statement, one fare on all king county buses and light rail combined. Portland, Oregon Tri metro, one fare will take you all over and you can buy a day pass also.</p> <p>John Davies ***</p>
169	Jun 1, 2015 10:01 PM	<p>Dear Ms Martin, I'd like to comment on the Metro's proposal. First of all, it is great news that Metro is going to increase the overall service. Here is my comment regarding the service in my home area, namely the Laurelhurst neighborhood. I'd like to argue that implementing the following changes to your proposal will have a highly beneficial effects on the ridership around that area: 1. Do not delete route 25. 2. Make the 25 line more frequent. 3. Re-route 25 so that it connects to a light rail station. You might be aware of the scientific literature showing a high correlation between the ridership and the frequency of service. Just to name one among many, the paper below (Chen et al, 2011) shows that "demand follows supply" and not the other way round. Over the past years you have been constantly decreasing the frequency of the 25, so that (as the literature suggests) the ridership became very low. Please, follow the science and return the level of service for this route to the level where it was many years ago, namely at least every 30 minutes, and the demand will follow, as was the case in the past. This effect would be even stronger, if the line connects to the light rail, as many people from the neighborhood work in downtown. Currently, due to the low level of service, those people use other modes of transportation. This won't change with introducing a DART service in the area. Thank you for the</p>

No.	Date	Content
		consideration. Sincerely, Hana Sevcikova University of Washington & Puget Sound Regional Council *** Chen C., Varley D., Chen J.: What Affects Transit Ridership? A Dynamic Analysis involving Multiple Factors, Lags and Asymmetric Behaviour. (2011) Urban Studies, Vol. 48(9), 1893-1908.
170	Jun 1, 2015 10:05 PM	<p>Hi Deanna, I have filled out your survey about the bus schedule changes several times but I also wanted to write to you directly with my concerns with taking the 66 and the 67 off of 5th Ave NE. First of all, it's really difficult to figure out exactly where the re-purposed 66 is going to be making stops, and what the schedule for it will be. I don't think it's going to be running often enough to be useful to get up to the Northgate Transit Center. I would like to propose that you split the difference in the re-purposed route 67 between Roosevelt and 5th Ave NE. Half of the buses should run down 5th Ave NE and the other half down Roosevelt. That way the entire neighborhood has access to buses to the UW Stadium light rail station. Here are my concerns:</p> <ol style="list-style-type: none"> 1. For people living west of 5th Ave NE, it's too far to walk over to Roosevelt to catch a bus. I for one have a mobility problem. I've had four hip replacements and am currently getting around on crutches because of a knee problem that is also going to require surgery. Not everyone in Seattle can walk easily or ride a bike. Believe me, no one wishes my situation were different more than I do. I work at the University of Washington, so the 66 and 67 are perfect for me. 2. By removing the 66 and 67 off of 5th Ave NE you have made it equally hard to get to the Northgate Transit Center. The other bus that I use frequently is the 41, so you are making it impossible to get there. 3. I'm assuming that you know that the light rail will be coming to Northgate in 2021. Are you planning on rerouting all the changed bus routes so that they go to Northgate instead of the UW Stadium? That's only six years away, so I would assume you'll start planning those route changes soon. Also, PLEASE RESTORE SERVICE TO THE NORTHGATE TRANSIT CENTER FROM 5TH AVE NE SO IT'S EASY TO GET THERE!!!! As I stated in point #1, not every one can walk or bike. 4. Roosevelt is already really backed up and congested because of the bike lane that SDOT installed. There is no where for the bus to pull over, so that street is going to be one big bottleneck with buses running every eight minutes, more than it is now. Also there are a lot of people that cross Roosevelt to get to the new Maple Leaf park so hopefully you are factoring the large number of pedestrians into the mix of your new plan for the re-purposed route 67. Thus my suggestion that you split the bus route into two, one down Roosevelt and the other down 5th Ave NE. 5. I'm totally confused about the SDOT High-Capacity Transit study that they are proposing from the Northgate Transit Center, down 5th Ave NE, east on NE 80th and then down Roosevelt. The website is www.seattle.gov/transportation/roosesvelthct.htm. The flyer is making it sound like it will be rubber-tired or rail, so does that mean that they want to put a street car down 5th Ave NE? Does SDOT know that Metro is moving the bus lines off of 5th Ave NE? Do they know that the lightrail will be running to Northgate in six years? What kind of high capacity transit is SDOT going to be putting down 5th Ave NE? 6. Do you people from Metro, SDOT and Sound Transit even talk to each other? I go to all the Sound Transit meetings for the Light rail project from the U-District to Northgate and I appreciate how transparent they are about project plans. I never see representatives from Metro or SDOT there at the Sound Transit meetings, and there are plenty of questions asked by the attendees that really are for Metro and SDOT. In fact, at the last Maple Leaf neighborhood community meeting (not a Sound Transit meeting) I had to tell an SDOT employee about plans that Sound Transit has made for the Northgate light rail station foot and bicycle bridge across I-5 because he hadn't heard about them. 7. I voted for the increase in taxes for Metro just so you wouldn't take away bus service from 5th Ave NE. I will think twice before voting for any tax increase for SDOT or Metro in the future since I'm loosing bus service. Thank you for taking the time to read my feedback about the changing bus routes in Maple Leaf. I realize that I come across as very frustrated, but hopefully by writing to you there will be a reconsideration in the plans for bus service in the Maple Leaf Neighborhood. Thank you, Ann Testroet

No.	Date	Content
171	Jun 1, 2015 10:13 PM	<p>Hello,I am writing about Metro's new alternative for service once University Link opens. Overall, I am in favor of it as I was alternative 1 before. I filled out the survey but wanted to write a letter as well. Two major points stick out:First, the through-route between the 48 and 67 was broken. This is*very* disappointing because the 48/67 pairing was one of the best things about Alt 1 for the Central District. I understand that the 48 is difficult to deal with given the bottleneck at Montlake. However, the current proposal means that we lose access to all north-side destinations like Roosevelt and Green Lake without a transfer in what will become the heavily-congested area of Pacific Street. If the through-route can't be kept, please at least make the turnaround closer to 65th until Roosevelt Station opens. The 48 in the current proposal would be fine...if Roosevelt and Northgate Stations were open. I was very happy to see a straight shot up to Northgate in the original Alt 1; please give that back to us, or at least let us keep going to Roosevelt for the time being.Second, please put the 11 back to the way it is now. I know that Seattle DOT really wants a Madison water-to-water route but rerouting the 11 and deleting the 43 means that the Central District loses access to Pike/Pine's corridor and the Convention Center without either going via the very-congested downtown transfer point, walking up the steep hill after getting off the 545, or a three-bus route when coming from 23rd. David Lawson wrote a very good proposal in Seattle Transit Blog(http://seattletransitblog.com/2015/05/14/how-metro-should-revise-alt-3/) that I think strikes a great compromise and that has gotten a lot of favorable comments. If and when Madison BRT becomes a reality, it can be the water-to-water route but please leave the 11 alone for now.Finally, one minor point: The 8, as proposed, turns around at 23rd and Jackson. It would be awesome if the 8 could serve Garfield High School, like was proposed back during the service cut days. That would give the western Central District direct access to another cross-town route and students would have more service choices besides the overloaded 48.I really don't envy your task in these proposals and thank you for all the work you do.Sincerely,Wes Mills ***</p>
172	Jun 1, 2015 10:17 PM	<p>Hello,I live by the 26 bus stop at 35th and Wallingford and it appears that you will be deleting this stop. This is the only bus stop in this area and a lot of people use this stop including elderly. We would really appreciate if you didn't get rid of the stop. What is the best way for the people that live around this stop to voice their opinion so you don't get a billion emails. That online survey is ridiculous and takes too much time and half the time times out before I can finish commenting. The removal of this stop will cause a lot of individuals trouble getting to work in South Lake Union and downtown.Heather</p>
173	Jun 1, 2015 10:23 PM	<p>Hi DeAnna, Tristan and Jeremy,</p> <p>As part of our Green Lake In Motion project, I went to the Hearthstone Senior Living building to try and encourage the residents to participate in our project. Many questions and comments came up about the proposed service changes associated with the opening of U-Link next year.</p> <p>I encouraged the residents to give feedback online and also said I would pass along what I heard to you. There were about 12-15 attendees.</p> <p>I heard 3 specific comments and have copied Donna Leggett who work at the Hearthstone to make sure I captured what people said.</p> <p>1) The distance to the new 26X routing near their building is too far to walk. The residents currently have a pair of stops right at the back of their building and they expressed concern about walking the extra distance with mobility issues. All agreed with this comment.</p> <p>2) They are concerned that the 16 no longer goes to the north end of the mall/target/banks and doesn't serve the medical offices (polyclinic, northwest hospital, etc). They have</p>

No.	Date	Content
		<p>concerns about walking from the transit center to the mall. All agreed with this comment.</p> <p>3) There was a request to bring the bus onto the Northgate mall property to get people closer to the entrance.</p> <p>Donna – Please let me know if I missed anything.</p> <p>Sincerely, Sunny</p> <p>Sunny Knott, Transportation Planner Market Development Group King County Metro Transit</p>
174	Jun 1, 2015 10:27 PM	<p>Hi DeAnna,I wanted to make sure you saw this response from Charlotte about ULink connections JI hope the Alternative Services outreach (and all your other many projects) are going well!SaraFrom: Charlotte H. Smith [mailto:***] Sent: Friday, May 22, 2015 8:43 PMTo: Colling, SaraSubject: Re: Laurelhurst Bus Rt. 25 suggestions/wish listSara,Thanks for your response (and sorry for my delayed response). The closest stop for Route 75 would require > 1.5 miles of walking up some very steep hills. This is impractical in business attire and carrying all of my medical supplies/records. It would also add approximately 25-30 minutes (in addition to the actual bus ride) to my daily commute (not to mention walking in rain or other adverse weather conditions). All of this makes the #75 impossible (based upon time demands of my work schedule and need to pick up my children from their bus stop after school). This is why I really miss the previous schedule for the #25. Thanks again for receiving my feedback and all of your work.Charlotte Charlotte H. Smith MD -----Original Message-----From: Colling, Sara <Sara.Colling@kingcounty.gov>To: chsmithmd <***>Sent: Tue, Mar 24, 2015 3:29 pmSubject: RE: Laurelhurst Bus Rt. 25 suggestions/wish listHi Charlotte, Thanks very much for your feedback. We will share your comment that Route 25 service should be more frequent and should run on weekends. You may have seen within Alternative 1 that Route 75 would run every 15 minutes on Sand Point Way. Would you be willing to go to Sand Point Way for more frequent service? Metro and Sound Transit want to create a system that will get a majority of people where they want to go. We documented your feedback for planners to take into consideration and we will share a third set of changes in May. Thanks, Sara CollingCommunity Relations ConsultantKing County Department of Transportation(206) 477-0504 From: Charlotte H. Smith [mailto:***] Sent: Saturday, March 21, 2015 5:04 PMTo: Martin, DeAnnaSubject: Laurelhurst Bus Rt. 25 suggestions/wish list Greetings,Thank you for the opportunity to comment on future bus route possibilities for the UW Laurelhurst neighborhood. I live in Laurelhurst and work both at UW and downtown. I would take the #25 to work every day if it were possible. Right now the frequency (hourly) of the route precludes my doing this. The bus schedule doesn't allow me to get to & from work as required by my job and still be able to meet my children when their school bus drops them off. In addition, I need to be able to take the bus on weekends (as I'm a physician who frequently works on weekends) but this hasn't been possible since the weekend routes were eliminated. When we first moved to the neighborhood, the #25 ran every 30 minutes during the daytime and also had Saturday/Sunday service. I wish that this frequency could be restored. I read on your website that, although changes are being made to improve the #25 schedule reliability, no increase in frequency or restoration of weekends is planned. Given the new UW station becoming available in 2016, this seems very short sighted. If there were increased frequency of the #25, I believe that many in the Laurelhurst neighborhood would use the #25 on a daily basis, especially if it ties into the new UW rail station. If the UW station is going to connect to First Hill and downtown, maybe consideration could be given to shortening the #25 route (to connect to the UW</p>

No.	Date	Content
		<p>station and other key routes with more frequent service running to & from Laurelhurst/Children's Hospital?) Given the 'Montlake Mess' (that will be worsening with the 520 bridge changes), anything that gets Laurelhurst residents out of their cars and using transit would be enormously helpful. Thank you for all of the great work that you are doing. The UW, Northgate and other stations are all exciting and wonderful projects that I anticipate using in the future. We moved to Seattle from Austin Texas 2 years ago and I am very impressed by the Seattle transit system. BTW, Austin frequently looks to Seattle as a model transportation system that it aspires to become someday. Unfortunately, they are late to the game and it is always more difficult/expensive to develop comprehensive transit systems as time goes by. We are very fortunate to have such a great system in Seattle as well as an agency that solicits the rider's opinions as it moves forward. Thank you so much for consideration of these comments.Sincerely, Charlotte H. Smith MD</p>
175	Jun 1, 2015 10:28 PM	<p>Ms. Martin Below are my comments and suggestions regarding the proposed changes to Route 16.Concerns:The proposed east-west route on 65th and the connection to downtown via the Meridian-Kirkwood-Woodlawn “bottleneck” and Fremont-Dexter route is poorly conceived, inefficient, unreliable, and degrades the residential quality of our neighborhoods. Please consider the following:1. The intended goal of linking neighborhoods and parks with light rail (via 65th route) is only partially achieved (i.e., route east to Sand Point is good idea), but fails in providing direct accessibility west and south to Green Lake and Lower Woodland parks, arguably the most popular recreation facilities in the city (e.g., walking, running, swimming, ball fields, golf, tennis, rowing, and picnic). The proposed route south of Ravenna on Woodlawn, Meridian, Kirkwood veers away and uphill from the parks which reduces walkability, especially for anyone carrying sports gear or a picnic. Because there is not direct bus service, parking in east Green Lake and Lower Woodland parks is overloaded and spills into the adjoining side streets increasing congestion and aggravating parking for residents. 2. Routing the bus through the Woodlawn, Meridian, Kirkwood neighborhood is a traffic “bottleneck” because these residential streets are too narrow and are not designed to support safe two-way traffic and high-frequency transit with large-heavy-buses. During peak hours it will be very difficult to maintain schedules and uniform traffic flow because the narrow corridor (i.e., 24-ft wide on Meridian, Kirkwood) only allows one-way traffic. Buses facing oncoming traffic must stop, or pull out at an intersection, to allow safe two-way passage. This problem will only get worse with the proposed 7-15 service frequency during peak hours. Today’s transit (bus size and frequency) has simply out-grown the capacity of our little street.3. Elimination of the Aurora portion of the route effectively eliminates efficient and fast connectivity to downtown for the southeast Greenlake/TangleTown neighborhood. Travel time for downtown commutes will be increased due to the slower route on Dexter or commuters with need to transfer to the 26X; wasting time and losing the one-route commute.4. The proposed route and increase in transit frequency will exacerbate the ongoing problems concerning excessive noise, traffic congestion, house shaking, and road safety in the Woodlawn, Meridian, Kirkwood neighborhood. Last December 72 members of this neighborhood submitted a signed a petition asking Metro to consider options to reduce bus impacts. Clearly, Metro has not listened to neighborhood concerns and has ignored public input. Solution:Change the proposed routes 16 and 26 as follows: a) connect the proposed 65th and Ravenna segment of Route 16 to Fremont and Dexter via East Green Lake Way and Stone Way, and b) connect the proposed Route 26X from Ravenna to downtown via Latona, 56th, Merridan, and Wallingford streets. This would:• link the transit network (i.e., Route 16) to the parks on level-wide roads that are suited for bus transit and easy/safe access to parks, • provide efficient, reliable, and faster connectivity to downtown for the majority of commuters in the highest density areas including Southeast Greenlake/TangleTown and Wallinford, and • reduce safety hazards in the “bottleneck” and greatly improve the residential quality of the Woodlawn, Meridian, Kirkwood neighborhoods.Thank you for your interest and considerationDouglas Martin</p>

No.	Date	Content
176	Jun 1, 2015 10:29 PM	<p>I must say, "changes" is extremely vague.</p> <p>Why aren't planned eliminations of surface transit modes explained?</p> <p>Are eliminations of surface choices intended to juice ST ridership numbers, which is extremely important to ST mucky-mucks?</p> <p>Thank you.</p>
177	Jun 1, 2015 10:30 PM	<p>Hello Deanna,</p> <p>I noticed that the metro system is proposing a deletion of the 35th AVE and Wallingford Ave stops along the 26 bus route. I think that the metro system is unaware of how this is going prohibitively affect the Wallingford community. Many, many people utilize these stops and new apartment buildings are under construction in the neighborhood which will bring in new users. I think the city is being short sighted in their plans to remove such stops from the 26 bus route. Please consider revising such plans.</p> <p>Best, Heather</p>
178	Jun 1, 2015 10:37 PM	<p>I reviewed the proposed route changes for buses 16, 26, 31 and 32. Under the proposed changes, those of us who live South of 40th Street in the neighborhood of Wallingford Ave. will no longer have access to a direct bus to downtown. We need to walk to Stone Way to catch Bus 16 or take 31/32/ to Fremont and switch to 16 or 28. I hope you will keep 26 on Wallingford Ave. Thank you. Maryam Borghey ----- Forwarded Message -----From: Maryam Borghey <***>To: "deanna.martin@kingcounty.gov" <deanna.martin@kingcounty.gov> Sent: Wednesday, May 27, 2015 10:14 PMSubject: Bus Route 26- Change of Stops on Wallingford Ave. and 35th StreetDear Deanna: Today, I read about the proposed change of bus stops for Route 26 along Wallingford Ave. and 35th Street. Does the proposed changes mean that the Bus Route 26 will no longer serve all Wallingford Ave. and all 35th Street? I live on Wallingford Avenue/37th Street. If bus 26 no longer stops anywhere on Wallingford Ave. then how can I take the bus to downtown for work and return home? The stops on Wallingford Ave. are extremely convenient for residents who live within 3-4 blocks of the stops and commute downtown for work. If the stops are closed how can we go downtown for work or commute to other locations? the bus route 16 on Stone Way/40th is not a convenient stop for those living East of Wallingford Ave. Also, please explain what the opening of the Capitol Hill light rail has to do with bus 26 route in Wallingford and our commute to downtown, Fremont, etc.? Please keep route 26 on Wallingford Ave. Thank you.Maryam Borghey I hope you will reconsider the closure of all stops on Wallingford Ave.</p>
179	Jun 2, 2015 6:58 PM	<p>Hi! METRO Staff!</p> <p>I need to protest the eliminating of the METRO Route 72 in the North East area of Seattle!</p> <p>Virginia Gunby ***</p>
180	Jun 2, 2015 7:01 PM	<p>Deanna,I don't understand what the green boxes mean in the tables summarizing the planned/proposed changes. For example, the #25 has empty green boxes. What does that mean? Many of us have provided feedback related to that route. It was cut severely 2 years ago so that it only runs M-F and about once/hour. There is no other bus access within >1.5 miles and many of us relied upon this route to get to work/class at UW or downtown. The severe cut in service frequency & lack of Sat./Sun. service has forced most of us into our cars because it is too infrequent to be functional.Given the new U-Link connection at</p>

No.	Date	Content
		<p>UW, if there were going to be cuts, wouldn't it make more sense to increase the frequency of connections to the U-Link and cut the length of the route (so it doesn't go all the way downtown?) if the #25 were more frequent and ran on weekends, connecting to the U-Link (allowing easy access to downtown, airport, etc., I would use the route every day. I feel certain others in Laurelhurst feel the same way. Also, if this isn't done, it will discourage all of us using the U-link to go downtown, airport, etc. because there is no parking at UW. Charlotte H. Smith M.D.</p>
181	Jun 2, 2015 10:04 PM	<p>From: Loy S [mailto:***] Sent: Tuesday, June 02, 2015 11:55 AM To: Martin, DeAnna; Cc: ***, ***, Dennis Galvin; Catherine Weatbrook; Jody Grage; joewert; ***, Tom Friedman; ***, ***, Rasmussen, Tom; Phillips, Larry Cc: John Otto; Peterson, Cassandra A; kris conway; Property Manager</p> <p>Subject: Fwd: BUS SERVICE CHANGES IN BALLARD</p> <p>Hello,</p> <p>I am writing on behalf of the Crown Hill Business Association to further support the specific comments of the Ballard District Council (message below) and the request to be included in your efforts to provide meaningful input to changes in service that impact our neighborhoods.</p> <p>Among other things, these organizations provide a venue for sharing information with business owners and concerned citizens in our communities; we make time on our agendas, invite the appropriate representatives to our meetings, and promote open discussion. Additionally, we share information on our website and other social media sites.</p> <p>This is a request to include us early on in your communication plans and notices of upcoming meetings so that we may keep our members informed as early as possible, thereby promoting participation and allowing time for meaningful discussion and comment. In return, we commit to sharing feedback from those discussions with the appropriate leadership/representatives.</p> <p>Sincerely, Loy Suderman, President Crown Hill Business Association</p>
182	Jun 3, 2015 6:16 PM	<p>One of the big problems for people when the Rail lines were added to the South was that busses were eliminated making it difficult for people to get to the transit stations. I am very worried about North Capital Hill having the same problem. The Link Light Rail has no impact on our access to the city. The 25 used to be wonderful with frequent stops and it ran up to Roanoke and alternated with a run on Fuhrman. That ended and then the 25 was eliminated first on Sundays and then on weekends and often ran only every hour. The 49 has been our main bus to get to downtown, Capital Hill or to the University District where you can transfer to other busses. Even with that they eliminated stops. We were lucky as the bus stops at Miller both ways but some folks further North have longer distances to walk. In the AM and PM the bus is full of students from Seattle Central and work sites. The 43 or 48 is not convenient for us and we never use it so I can't speak for people there. It is important to continue the busses. They are more efficient than trolleys or rail. Thank you, Nancy Wessenberg ***</p>
183	Jun 3, 2015 6:18 PM	<p>I realize ridership is low but it used to be better when it came up Delmar – there were 2 routes – one on Furman and the other up by Roanoke Park. For those people who live on No. Capital Hill – it provided excellent service downtown and was much faster than the 49.</p>

No.	Date	Content
		<p>It also went down Stewart which made for an easier access to streets north of Stewart. I especially enjoyed the fast transit to town. Ridership declined with reduction in service.</p> <p>Again, most of us have no use for the Link.</p> <p>Nancy Wessenberg</p>
184	Jun 3, 2015 9:42 PM	<p>Deanna -- During dinner with a neighbor this last weekend we realized that ending Route 71 will be a real hardship for her. Here's the story: She's single, 70 years of age and requires a cane for stability to walk distances. She's been living in her house here on the 6200 block of 30th Ave NE for more than 30 years. She now uses the #71, a half block distant, to take her to and from work at the University Bookstore. She works retail hours, including well into the evening. Her financial situation is such that she works because she needs the income. The loss of that route come March means that she may have to stop working. Which, in turn, jeopardizes her ability to stay in her home. The distance she will need to walk to get to the #65 at both ends of her commute is simply too great. Killing off the #71 is premature at this point. When you can shuttle people via NE 65th St to light rail at Roosevelt 6 years from now, that will be a different story. As it stands the #65 is a poor substitute. Have you got a solution for her? Sincerely, Blake Rambach</p>
185	Jun 3, 2015 9:47 PM	<p>Jeremy (and a cc to Maria),</p> <p>Reg Newbeck asked me to send you links to two route Google Maps we came up with after you two talked yesterday.</p> <p>The first is based upon Reg's latest proposal, but 12 is modified to take into account the concern you expressed yesterday over adequate bus service for western Madison.</p> <p>The second also starts with Reg's proposal, but is modified to incorporate your idea of an 11 route that passes Capitol Hill Station and continues on to Pine/Pike.</p> <p>Current 11, Revised 12, 11X:</p> <ul style="list-style-type: none"> • A modification intended to address Jeremy Fichter's concern over adequate bus service for western Madison. • Keep the 11 as-is. • 12 revised to go past CHS, then south on Broadway, then to west Madison. • Add an 11X express water-to-water on Madison. <p>11CHS, Current 12, 11X:</p> <ul style="list-style-type: none"> • A modification based upon one of the ideas Jeremy Fichter mentioned to Reg yesterday: • Keep 11 heading to Pine/Pike, but use Thomas/John/Olive/Bellevue as route in order to go by the light rail's Capitol Hill Station. • Keep 12 on its current wired route: 19th to Broadway. Not the Pine/Pike destination Metro proposed for 12 in May. • Add an 11X express water-to-water on Madison. <p>Reg, Bob Edmiston, Lindy Wishard and I are going to talk them over tonight.</p> <p>No concrete proposal yet. We just wanted to let you know that we're working on it.</p> <p>Thanks, Jim</p>
186	Jun 3, 2015 9:49 PM	<p>[5/14/15] Hi, DeAnna, Thanks for your response. It would be downtown or the Greenlake area. Of course one issue now is that that bus is often late. Since it's happened over the</p>

No.	Date	Content
		<p>years, it doesn't seem to be a driver or specific wheelchair issue. And my office is the address in my signature line. It's actually in Mariners Square at N. 34th & Burke Ave N. When I take the bus, I am usually going from the Puget Ridge area of West Seattle to my office. I'll add that I appreciate that we have the 125 and that if I have enough time and energy (and if the field I have to cross is not too muddy), I can walk the 1/2 mile to the 120.</p> <p>[5/12/15] Dear Ms. Martin:>> Although I was delighted to hear about the increased frequency of service on some routes, one change really dismays me. We will lose service at the N.35th St & Wallingford Ave stop. I am a nurse practitioner, and I have some low-income clients with disabilities who use that stop. When I take the bus, I also use it, as I have a disability and usually can't walk all the way to 40th St.>> I started to fill out the survey, but there was no way to report the above kind of information. Since I don't live in the Wallingford area, few of the items applied to me.>> Thank-you for considering my comments.>> Sincerely,>> Kathy Wilmering>>> --> Kathy Wilmering, MSW ARNP BC> SeaChange Psychotherapy Services Inc> 1900 N Northlake Way Ste 127> Seattle WA 98103-9051> 206-632-9522> www.kwilmering.com>--Kathy Wilmering, MSW ARNP BC SeaChange Psychotherapy Services Inc***</p>
187	Jun 5, 2015 7:05 PM	<p>Deannal apologize for my input being a few days late. I only learned of the proposed changes to Route 12 yesterday. I am very concerned and distressed regarding the route change proposed for the #12 bus - taking it off of Madison Avenue. A Seattle/Kig County taxpayer for 41 years, for over 38 years I have taken that bus from my home on Capitol Hill (formerly 18th Ave E & E Roy, now 16th Ave E & E Highland) to/from my employment in the south end of downtown. And for the past 3 years my son has taken it to/from O'Dea high school on First Hill. The proposed change provides for more "nighttime" frequency, but eliminates direct service from Capitol Hill to Seattle University, First Hill hospitals, O'Dea high school and central and south downtown. The proposed route change will put us both in a car for several trips a day. I have watched in amusement as Metro's financial projections change every month and have doubts about the quality of that planning. And now wonder about the planning that went into this proposed elimination of direct service from Capitol Hill to all those dense areas I mentioned before. I voted for the the "emergency" city-only funding of bus routes. And now am hoping to avoid the elimination of my bus service. Should that occur, I can assure you that I will never again vote for any such funding. Please do not change the route of the #12 bus. Thank you. Bill Wolak</p>
188	Jun 12, 2015 7:38 PM	<p>Please don't delete routes and decrease service to communities that rely on it. I take the 242 between my office in Redmond and my home in Northgate, after moving from territory served by the always standing-room-only 566 and 567. When you delete routes, there is an overreliance on the buses that take people to those hub stations, creating a ripple effect of crowding and delays. And without increasing coach sizes, you're right back to taking seats away from 10-20 people in lurching, stop-and-go traffic. New routes and larger coaches ease congestion. Removing routes ruins people's commutes.</p> <p>Thank you,</p> <p>Brick George Seattle, WA</p>
189	Jun 12, 2015 7:41 PM	<p>To Whom It May Concern: It seems to make absolutely no sense that after 7pm, all three major bus routes running from downtown to the U District and NE Seattle take Fairview/Eastlake instead of I-5. The transit ramp is still open, why not maintain at least one express line to U District? It's simply ridiculous that hoards of commuters and students must endure a string of stops that maybe release 10-15 passengers total between Denny and Campus. This seemingly adds up to 20 needless extra minutes to commutes that may already be miserable enough due to hot, crowded conditions and an often late vehicle. Is there something I'm not informed of here? Why is it necessary to run some of the most</p>

No.	Date	Content
		<p>heavily-used routes in Seattle through a neighborhood (Eastlake) that is already served by two other easily accessible lines (66, 70)? Apologies if this is not the proper forum in which to address this dissatisfaction -- just voicing my opinion over an issue that I'm sure has already been raised by many other Metro users. Sincerely, Alex Hartway</p>
190	Jun 13, 2015 12:01 AM	<p>Lewis is concerned about lack of weekend service on the proposed Route 73. While he's appreciative that this route would continue to connect him to the U District and downtown via Link during the weekdays, it is not an adequate replacement for the service his neighborhood has today. He lives at 15th Ave NE and 135th. We talked about his options for getting down to Wallingford and 45th on the weekends where he visits family and friends. He could transfer to the 26 at Northgate to get there. He does not like transferring. There is a senior housing facility called the Brookdale of Northgate at 120th on 15th Ave NE that will also be impacted by this proposal. It's too long for them to walk to Northgate. Transfers also put a burden on him and his mobility-impaired neighbors using transit for all their activities, including grocery shopping. He feels they are paying to not have their service changed because we've approved Prop 1 and it was promised that his service wouldn't be cut.</p>
191	Jun 17, 2015 10:30 PM	<p>Her son helped her go on the internet to comment, but I was too late too late.</p> <p>Today she can catch the 16 right in front of her house and it gets her to the grocery store in Green Lake at 70th and Woodlawn. For her to get to the coop, she thinks she would have to go over to the transit center, take a bus to the U District, then transfer to the new 16.</p> <p>She lives at N 107th and Meridian. She's talked to people at the bus stop who didn't realize there was going to be a change. She sees a lot of students use this route, too. This will hurt a lot of people. The 16 on Woodlawn also serves the Hearthstone. They would be affected. It seems like a lot of people would be affected by this.</p> <p>She was unaware of the new routing proposed for Route 26X. This would work okay for her, but would add the inconvenience of a transfer or walking really far to 92nd to catch the southbound 26. She was glad to hear this is an option.</p> <p>She suggests that shelters be put at 92nd because it really needs it, especially with all the college students using the bus service there.</p>
192	Jul 1, 2015 8:52 PM	<p>Please don't change the 540 route and take away south Kirkland park and ride from its route. There are many medical workers, doctors, nurses pharmacists that take this route from the south Kirkland park and ride to UW. Students, researchers also take this bus from south Kirkland park and ride to the UW. I don't understand why you would take it from a newly refurbished park and ride and give it to Houghton park and ride. There are so many people that ride the 540 from south Kirkland park and ride to UW. The loss of 540 will be a really devastating one! Please either replace a UW direct route or do not remove south Kirkland park and ride from 540!!!</p>
193	Jul 1, 2015 8:56 PM	<p>To Whom It May Concern: It seems to make absolutely no sense that after 7pm, all three major bus routes running from downtown to the U District and NE Seattle take Fairview/Eastlake instead of I-5. The transit ramp is still open, why not maintain at least one express line to U District? It's simply ridiculous that hoards of commuters and students must endure a string of stops that maybe release 10-15 passengers total between Denny and Campus. This seemingly adds up to 20 needless extra minutes to commutes that may already be miserable enough due to hot, crowded conditions and an often late vehicle. Is there something I'm not informed of here? Why is it necessary to run some of the most heavily-used routes in Seattle through a neighborhood (Eastlake) that is already served by two other easily accessible lines (66, 70)? Apologies if this is not the proper forum in which</p>

No.	Date	Content
		to address this dissatisfaction -- just voicing my opinion over an issue that I'm sure has already been raised by many other Metro users. Sincerely, Alex Hartway
194	Jul 13, 2015 10:39 PM	<p>I am very disappointed that the #43 is being discontinued. There is no substitute for this route, and without it, there is no way to get downtown or to the Pike/Pine corridor without a transfer or much longer walk to a bus stop</p> <p>In addition, both the 43 and 48 are very crowded during rush hour, especially going to and from the UW. Eliminating one of these buses will only make the situation worse.</p> <p>We voted for improved public transportation. This is not an improvement.</p> <p>Sent from my iPhone</p>
195	Jul 13, 2015 10:41 PM	<p>Hi Deanna,</p> <p>Thank you for returning my call and helping to answer the questions below.</p> <p>Our residents are wondering if there is still time to give input or possibly vote on these proposed changes to the #16 route.</p> <p>When will the changes go into effect?</p> <p>Will the bus make the same stops downtown?</p> <p>What new routes will replace the #16 in order for residents to get to Northgate Mall and Northwest Hospital?</p> <p>Thank you so much for your time.</p> <p>Sincerely,</p> <p>Barbara Ode Executive Director University House, Wallingford ***</p>
196	Jul 13, 2015 10:44 PM	<p>I cannot find a map of the proposed changes to the #11 bus. I understand that the plan is to re-route it off Madison and on to E. John @ 23rd St. That is extremely inconvenient for those of us who use the bus to access Safeway on 21st, the Meredith Mathews YMCA, Planned Parenthood, Trader Joe's, and the Central Coop. It also forces the senior residents at the Aegis facility to walk a long distance to catch a bus. Will there be public hearings on this decision? To whom should I write to voice my opinion? Susan Anstine Madison Park</p>
197	Jul 13, 2015 10:45 PM	<p>Deanna,</p> <p>My name is Joshua Cohen and I just moved from Capitol Hill at 19th and Madison to Madison Valley at 27th and Denny Way.</p> <p>I have heard that some changes are coming to the 11 bus. I am a rider of the 2, 11, and 12 buses.</p> <p>I know that change is never easy so if I can be of any assistance on route planning I would be happy to provide some input. I am likely impacted by any changes you make to the 11/12. I also understand you are trying to effectively use resources and likely no matter</p>

No.	Date	Content
		<p>what the Metro Decides someone will be unhappy.</p> <p>Since making changes and potential suggestions would be based off of ridership data, population in specific areas and traffic patterns I would be happy to take a look at data and try to have a positive discussion with you and everyone working on the route changes.</p> <p>Thanks again!</p> <p>Happy July 4th!</p> <p>-Josh</p> <p>Thanks Joshua F. Cohen, CPA ***</p>
198	Jul 13, 2015 10:47 PM	<p>Ms. Martin,</p> <p>I am opposed to the proposed changes to the Route 11. The changes would eliminate the direct link to downtown Seattle and the East Madison link to grocery stores for Madison Park residents. The changes would increase commute times to say the least. I use metro for all my transportation and not all people in Madison Park have access to a car which it seems Metro is assuming in doing these changes. The message from Metro seems to be if you don't like the service just drive. Our tax dollars are paying for these services, did Metro forget that you work for us?</p> <p>Kerry Phillips ***</p> <p>Sent from my iPad</p>
199	Jul 13, 2015 10:48 PM	<p>Dear Ms. Martin,I would like to express my thoughts -- rather, plea to make a revision -- to a particular aspect of the latest Link Connections restructure proposal. Overall the restructure will be a huge positive for Seattle. I was fully in favor of the original Alternative 1, which was bold and thought-provoking. I attended a public outreach session and made comments in favor of Alt. 1 via a survey.But when the most recent proposal was released, I was disappointed how scaled back the changes were to Capitol Hill. Even more disappointing was the scaling back of evening and weekend service improvements, especially with the 8 between Capitol Hill and Seattle Center, where I live and work. 30 minute frequency makes the 8 not a frequent route, according to Jarrett Walker, of whom I am an avid fan, and is a regular consultant for KC Metro: http://www.humantransit.org/2011/12/how-frequent-is-freedom.html. I often work late, and I can't rely on the 8 in the evening when it drops to 30 minute frequencies. The same applies for Sundays, when the 8 is just not a viable means of transportation since I can't rely on it being there when I need it.I know the comment period has closed. I did express my thoughts through the most recent Link Connections survey. But after seeing yet another 8pm crush loaded 8 pass by on Denny Way last night, I feel the need to speak out again, in a more personal manner. The proposal for the 8, as it stands, is just not acceptable for the needs of the neighborhoods it connects.The 8 is the only direct connection between the two fastest growing neighborhoods in Seattle. It currently carries more riders than other routes which will receive better frequencies and spans of service in the restructure. For example, the 10 to Volunteer Park has only half the weekday ridership of the current 8 route (10316 vs 4708) and less than a third the Sunday ridership (4025 vs 1222) according to Metro's own literature: http://metro.kingcounty.gov/programs-projects/link-connections/pdf/current-routes.pdf, yet it</p>

No.	Date	Content
		is slated to receive 15 minute evening and Sunday service. Even if you take into consideration the 8 will split in half, the majority of ridership is on the Denny Way / Madison half of the route, so ridership alone on this corridor justifies more evening and weekend service. With the current strong demand for service on this corridor, and with the explosive growth on both Capitol Hill and in SLU, with thousands of new housing units added every year, the current proposal is preposterous. I hope your planners are able to take this into consideration when publishing a final proposal for the KC Council to approve. Evening and Weekend service are essential to a high-quality transit system and a modern urban fabric. Thank you, Gabe ***
200	Jul 13, 2015 10:51 PM	[6/24/15] Thank you, DeAnna, for your quick response. Route 26 looks like an option. My only concern is that it only comes every 30 minutes vs. every 15 minutes. Please pass this comment on as well. Thanks, Patti [6/23/15] Dear Ms. Martin, I have heard rumors that bus route #16 will no longer travel on Aurora to get to downtown from Green Lake, instead traveling an arduous route through Fremont and along Lake Union. I live at Green Lake and the #16 is my route to get to downtown. Adding 20-30 minutes to my commute sounds awful. I am writing to ask that this decision be seriously reconsidered. Thank you, Patti Pritchard
201	Jul 13, 2015 10:54 PM	[7/12/15] Dear Deanna Thank you for the detailed reply to my email regarding metro route 26. The proposal is to remove from lower Wallingford the 26--a bus that currently takes us downtown--and replace it with a bus that will necessitate a transfer for downtown commuters. Ironically, the proposed 31/32 will travel more often--every 15 minutes in both directions on Wallingford Avenue, and when one factors in two-way travel, this means a bus rumbling by every 7 minutes---and yet nothing that carries riders downtown??? The construction cranes bringing new, dense housing to lower Wallingford are evident to all. We are currently struggling to absorb the impacts of a huge population growth. Many of these new Wallingford-ites will have downtown jobs. Requiring them to transfer will mean fewer will choose a bus ride to their jobs. Instead, they will clog the roads with their cars---one more neighborhood headache the loss of the 26 will create. I simply don't believe those of us in lower Wallingford will see improvements with the new routes. To the contrary, we are losing service. But we will gain increased noise from the frequent run of the 31/32 which won't take us downtown like our current bus, and we will add more auto traffic. I hope you can understand my frustration with this proposal. And honestly, if you eliminate the 26, I'd hope the proposed 31/32 be eliminated, as well. I'd rather have a quieter street and walk the half mile to a direct downtown bus than deal with the hassle of not-always-reliable transferring. I hope this plan will be reconsidered. Thank you again for your response. Sincerely, Haley Land [5/30/15] Dear Deanna, >> I'm a loyal and regular route 26 rider. The changes being proposed to my route--if I understand them--will harm the quality and functionality of lower Wallingford. Moreover, with the explosion of housing under construction on 35th, the demand for a convenient, direct, non-transfer downtown route will only increase over the current demand. >> I know this cannot be your intention, but it seems like this is a proposal for unlivability. More cars, tighter parking and more cynical griping about the indifference of the public sector. >> This is a great neighborhood. A big reason why is our local 26 service. >> Thank you. I hope you will reconsider and send me good news. >> Sincerely > Haley Land > ***
202	Jul 13, 2015 10:57 PM	I plead with you not to drop the bus #16 route on Woodlawn Ave. My husband and I choose to live at Green Lake Village partially because the bus 16 route was located there. We do not have a car and use bus 16 to get to downtown and to the the Northgate Mall. For us it is our major mode of transportation. Cindy and David Ginger ***

No.	Date	Content
203	Jul 13, 2015 11:00 PM	<p>Hello Ms. Martin,I'm a regular bus 16 rider. I live in North Seattle, and take bus 16 to and from my place of work in downtown Seattle. I'm concerned about the proposed route change to the #16 bus route; I currently have a 30-40 minute commute via the existing 16 route. It seems to me that diverting its southbound route through Fremont, and avoiding Aurora, would add a good 15-20 minutes to my daily commute, resulting in a ride that can be up to an hour long.I, and other commuters, rely on route 16 to get downtown in a reasonable amount of time. I ask that you re-consider the route change, as this will put a substantial time burden on commuters living in North Seattle. Thank you for your time,-- Ann ***</p>
204	Jul 13, 2015 11:02 PM	<p>-----Original Message----- From: *** Sent: Monday, June 22, 2015 1:25 PM To: Martin, DeAnna Subject: #16 bus route</p> <p>Hello. My name is Ryan Casey and I am a UW law student who lives in Greenlake. I ride the #16 bus often when I go downtown, and I'm troubled to learn that the route may be discontinued. I understand the #26 bus exists too, but that the frequency of this bus would decrease significantly.</p> <p>This would be an unfortunate and negative disruption for me and countless others, and I hope metro will re-consider.</p> <p>Thank you, Ryan Casey Sent from my iPhone</p>
205	Jul 13, 2015 11:03 PM	<p>The proposed service reduction of Route 16 and elimination of service to Northgate Mall and to UW Medicine will be a serious blow to my wife and me, who are senior citizens living at Green Lake and use the bus frequently. We also use this particular route to go downtown and attend shows and movies. We were not aware of these cuts until today and thus missed the formal comment period. Please reconsider the service changes to Route #16. It will be a hardship for many of us retirees and seniors and others living on low and fixed incomes. The nearest station for the coming Light Link is at Roosevelt and 65th which is quite far for many of us to traverse especially in bad weather and late at night. Thank you for your consideration. Sincerely Munir Cheryan***</p>
206	Jul 13, 2015 11:06 PM	<p>Hello Deanna,</p> <p>I recently moved to Seattle and must say this is a great city! With beautiful scenery, several activities and a great culture it's no wonder Seattle is one of the fastest growing cities in the states. With that being said, I have heavily rely on public transportation since moving here particularly Bus #16. I live in Green Lake and it's my main method of transportation whether to go to/from work, get fresh products from the Pike Market or buy some house goods from North Gate mall.</p> <p>With the cancellation of these routes several people such as myself will be inconvenienced and severely hindered. I thought a major cities such as Seattle had great public transportation and from what I hear it once did. Please help us improve our public transportation not diminish it. By keeping the routes, there will be less people using automobiles which in turn will not only improve traffic in the city but help with climate control. Please consider keeping the routes for Bus #16.</p> <p>Thank you and hope you have a great rest of your day!</p>

No.	Date	Content
		<p>Regards,</p> <p>Jonathan Broche ***</p>
207	Jul 13, 2015 11:09 PM	<p>Professional man here. Daily rider of route 8. I like alternate 1 that improves travel times to south lake Union from the dense capitol hill where many amazon employees live.</p> <p>Please fix the eight.</p>
208	Jul 13, 2015 11:10 PM	<p>Hello, there. I am writing to say if I understand the proposed changes to route 11 correctly, the new route will prevent easy access from Madison Park to the downtown core and the Pike/Pine corridor, both places that are increasingly difficult and/or expensive to park in. This would be bad news for me and my neighbors... please let me know if there's anything I can do to help keep this from happening. Thanks! Karin-- Karin Snelson***</p>
209	Jul 13, 2015 11:12 PM	<p>Dear Ms. Martin:</p> <p>I heard that the city was considering closing several stops on the 26 bus along Wallingford when the light rail in Capitol Hill opens. I am emailing you to ask you to please NOT close these stops.</p> <p>I depend on this bus route to get to my office down in Pioneer Square. If I had to take the light rail, it would add a substantial amount of time to my commute since getting to the station is not convenient for me. . It would also be very difficult for me to visit my significant other who lives in Belltown without this bus. I would probably have to buy a bike in addition to my monthly pass and hope my bike does not get stolen. I would want to move out of Wallingford but I know I would nto be able to afford to live in areas like Capitol Hill that have better transportation servicing</p> <p>Please do not close the stops for bust 26 along Wallingford! I depend on this bus!</p> <p>Thank you, Dana Lee</p>
210	Jul 13, 2015 11:22 PM	<p>Hi Deanna,</p> <p>I was out of town during much of the comment period, but I was stunned to see Bus 43 omitted.</p> <p>Anyone living between 12th Ave and 19th Ave relies on that bus to get to North Downtown and the U-District. Since Capitol Hill is the densest neighborhood in the PNW that's a LOT of people. As you know we have standing-only buses quite frequently as it is.</p> <p>Now, if there was a light rail station on 15th Ave or 19th Ave it would be one thing (Capitol Hill should have more than one)... if the route terminated at 45th & Brooklyn in 2016 it would be another thing. However, this is not the case. Bus 43 is not duplication-- at least not yet. It's vitally needed.</p> <p>Thanks. Erik</p>
211	Jul 14, 2015 10:19 PM	<p>Hi please keep the route 71 because that is the only bus that takes me to and from work from were I live by Greenlake.Thanks. ***</p>

No.	Date	Content
212	Jul 14, 2015 10:20 PM	<p>Dear Ms. Martin (Metro Community Relations Planner)</p> <p>My father, Paul Easton (age 98), is a long-time resident of University House at 44th & Stone Way, and this e-mail is on his behalf. I commute from Canada (Vancouver area) via Quick Shuttle (a private cross-border carrier) between Seattle & Vancouver, to support his & our family's needs.</p> <p>My connection from the Seattle Center meeting with Quick Shuttle has always been reasonably convenient to #16 line, though it is a several block walk (including luggage) to the current northbound stop at the Pink Elephant car wash. I also use this #16 line for Downtown needs. This is a very heavily used bus line - for good reasons, based on its most useful route from West Seattle - Downtown - Seattle Center - Wallingford - Northgate.</p> <p>Based on what I understand about the proposed changes for June 2016 to move it over to Fremont and via Dexter, rather than Aurora Ave, this would leave a major gap in service to this current route covering the Aurora corridor - the most major N/S corridor in Seattle other than the freeway! The extra time issue would also be significant, adding much unnecessary time to a more direct and well-used route.</p> <p>The increasing density of the Wallingford neighborhood (2 more huge apt. complexes currently rising within 6 blocks) and the majority of downtown & Northgate commuters and seniors needing effective transit services (a prominent public priority in Seattle), make the need for this current route even greater!</p> <p>Other route additions or adjustments to address the needs of the Fremont & Dexter corridors must be made - but not at the expense of the current highly used and effective #16 Route!</p> <p>Thank you very much for your re-consideration of the proposed changes to the #16 line.</p> <p>Paul B. Easton and Christine Collison</p>
213	Jul 14, 2015 10:23 PM	<p>RE: Proposed deletions of 71-72-73 bus service I am writing to express concerns about dropping these routes. I was involved the last time these were proposed to be cut (a few years ago). I was happy to find that last time these cuts were not carried out. But I am surprised they are back. And surprised that they are back because of the impending arrival of light rail at Husky Stadium. Husky Stadium is nowhere near these bus routes. These buses make essential connections between the University District and other residential/workplaces within the city limits. These districts will not be served by light rail. For example, my daughter travels on the 72 to high school. Proposed changes mean that she will need to take three buses to get to school (Nathan Hale). I do not believe appropriate concerns for the ways these bus routes are used within NE Seattle are being considered. The University District is an Urban Village. Lake City is an Urban Village. It is simply not acceptable that a route connecting these two centers (the 72) be dropped when these areas are growing rapidly and need connections. Light rail is not doing that. Furthermore, the amount of development in the University District is astonishing, much of it being constructed without parking. We should be EXPANDING bus service to the U District to serve these new residents, not eliminating it. Please reconsider and take a look at the importance of the 71, 72, and 73 to local residents and people who work in the U District. Jim Hanford***</p>
214	Jul 14, 2015 10:24 PM	<p>I wrote just over a year ago and my family attended two comment meetings to protest the planned cuts to the 71-72-73 buses along University Way. I remain dumbfounded that, after winning major new funding, Metro plans to continue with these cuts. How the can city</p>

No.	Date	Content
		<p>radically reduce and practically eliminate service (except for the partial rerouting of the 67) on one of the major NE transportation corridors at time when density in the neighborhood is exploding, much of it with no provisions for parking??? Moreover, the proposed rider alternatives provide no meaningful connections to the north other than to Northgate. There will now be no reasonable connections between the University District and Lake City and the University District and Wedgewood. My (disabled) daughter depends upon the 72 or the 71+65 to reach her public high school (Nathan Hale). In the absence of this service, we are told that she should walk one mile down/up a very steep hill to access the 372. This is not a viable alternative. Many people who live in this neighborhood have selected it because of the transportation options that have , for decades, been available here., both to downtown and to north Seattle. Last year, the proposed deletions were offered with the explanation that the issue was funding. Now that more funding is in place, the reason is the imminent opening of the Husky Stadium light rail station. Light rail service between Husky stadium and downtown in no way compensates for these proposed route deletions. I sincerely hope that Metro will reconsider. Sincerely, Linda Nash ***</p>
<p>215</p>	<p>Jul 14, 2015 10:26 PM</p>	<p>Hi Kevin, We have been working with your staff since March this year and had several meeting with them, telecoms and emails. We have gone through three iterations of Metro plans and have proposed our own for the 11 E Madison. I'm writing to you directly to express my concern about the proposal for the 11 E Madison in March 2016 and you can view my blog post about the proposal here http://madisonvalley.org/news/we-get-faster-service-on-the-11-and-then-it-goes-away.html#disqus_thread. I honestly believe that the proposal to move the 11 to East John/Thomas does not work for the Madison/Pine corridor from 24th Ave East to Broadway. Yes people can transfer or walk 2 to 8 blocks, but I don't believe that Metro can ask the blind, deaf or seniors living in retirement homes along Madison to walk/transfer on East Thomas/John to given limited access to East Madison at 16th via the 12. Yes, people can look for alternatives for the places they frequent on Madison today, but many of these places listed don't have available alternatives like in the case of places or worship! In some cases people will have to drive there cars or take taxis instead of using transit. Yes, I fully understand the desire to get the 11 to go to the Broadway Light Rail station, but that is not a reason to remove continuous service on East Madison. This is even harder to understand given that we will be getting 15 minute bus service this September, only to have the bus moved in March 2016 off of East Madison. We look forward to talking to you and/or your staff to further discuss the alternatives we have proposed for the 11 E Madison. I also ask the latest proposal go through a public discussion period similar to the previous proposals and should be done before it goes to the King County Council. Reg Newbeck***</p>
<p>216</p>	<p>Jul 14, 2015 10:27 PM</p>	<p>Ms. Martin</p> <p>I am one of those voters who supported transit in the recent election. I understand the revisions have been in the works for some time, but I have seen no information on my bus or route until very recently regarding changes to my service, and apparently the period for input has passed. This is upsetting.</p> <p>I am a judge for the King County District Court, and I ride the #12 to work every day. I get on at 19th and Galer and off at 5th and Madison and walk to work at the Courthouse. The revision to the #12 route is definitely far less convenient for me and certainly not a service improvement. This bus is always standing room only into downtown and out of it during the rush hours. I cannot believe there was public support for this change from the users of this bus.</p> <p>I see that the new route will connect with the light rail station on the hill, but that is a frivolous concern given the service that the bus provides. Very few will ride the 12 to</p>

No.	Date	Content
		<p>connect with the Link on their daily commute. The current #12 route is the only one that really serves Capitol Hill and the southern end of downtown. The revision will force me into a two-bus ride and significantly extend my commute time. Furthermore, if the trolley service is maintained, and it seems it will be, why build a completely new trolley system for the John St. route? I don't think this has been well-considered. I am very disappointed, and I know many others who are as well. It it set in stone?</p> <p>Thank you for your attention to this. If there is any way I can have further input and help to change the plan, I would appreciate you letting me know.</p> <p>Art Chapman</p>
217	Jul 14, 2015 10:29 PM	<p>Its been recently brought to my attention the there are possible plans to change Route 11 and no longer have it travel down Madison. If this is true please don't do this. My wife and I both ride the 11 daily to get to and from work, and to get to the Southern Parts of Capitol Hill. Its vital to us and others. Please reconsider moving the 11 bus route.Thanks,-andrew puhl</p>
218	Jul 22, 2015 9:02 PM	<p>Dear DeAnna Martin:</p> <p>I am disabled and use the 71 bus. Please don't change or discontinue the route.</p> <p>Thank you, Mari Rodriguez</p>
219	Jul 22, 2015 9:05 PM	<p>Deanna,</p> <p>I am wondering if any bus service is planned to run on 25th Ave NE to the new Husky station? (I live at 27th Ave NE and NE 65th Street.) I did not see it that information on the website.</p> <p>-- delia</p>
220	Jul 22, 2015 9:14 PM	<p>Hello Ms. Martin,</p> <p>My name is Tara Kearns and I am the Life Enrichment Director at University House Wallingford Retirement Community. We are located right along the #16 bus line on Stone Way and our residents frequent this bus route, whether it's to doctor's appointments, the symphony, or other outings. We are interested in knowing more about the cuts being made and whether or not there is anything we can do to change that. We got your name from a local concerned citizen who is putting the word out about these changes.</p> <p>Would you be willing to come and speak to our community and answer questions at your earliest convenience? If so, here are some dates and times that would work for us and I'm hoping there might be one that works for you!</p> <p>Monday, July 20th @ 7:30 pm Tuesday, July 21st @ 1:30 pm Thursday, July 23rd @ 7:30 pm Wednesday, July 29th @ 10:30 am</p> <p>Thank you very much for your time and I look forward to hearing from you,</p> <p>Tara Kearns Life Enrichment Director</p>

No.	Date	Content
		University House, Wallingford ***
221	Jul 23, 2015 11:02 PM	I understand there is currently a proposed service change that would change the route of the number 11 bus from Madison and 24 Ave E and Broadway.I could go on and on, but flatly, I think it would be an awful idea.Tally my vote in the no column. Sincerely,Chase
222	Jul 23, 2015 11:08 PM	All riders need bus 11 to remain on current route!!! Even the bus drivers have voiced same opinion!
223	Aug 3, 2015 7:46 PM	Dear Honorable Sir/Madam: I am filing this as a complaint letter against King County Metro Transportation We represent the people of Seattle King County and the City of Seattle Central District Community at large: It has been call to our attention that The Bus 11 Madison Street transportation will be pulled off there Madison Route! The public is outrages and cannot afford to see this bus disappear as it is a big part to there survival and and stability! This bus 11 Madison has helped then in keeping a safe lifestyle as it is a "mobile part of this community." At this present time our "Neighborhood is under attack" by all the unwanted development that has transpired, and has not been presented to this community in a proper manner! As it stands now "Our community is being over built on parcels of land that is lessen or too small for their desired projects and/or building plans, "wherein they are far too large and not enough parking has been made available for the good of the public use! And may we add that most these giant building project are 5 to six stories high and are far off the track of keeping a family neighborhoods in tack! We are told: that we can expect 2,000 people more people in this area inside of two years, and may I say that most of them will not be riding bikes as our neighborhood entails more seniors and middle age people. Most of schools are not being used: due to the fact that these developers are building bachelor and one bedroom apartments, not many three bedrooms are in there plans that means disappearance of family housing will not be the works! We plead for you help! We need it now! Buss 1 must stay on tack as the route is set now! We must keep a safe mobile neighborhood as it is now! The bus 11 Madison will set us back and crime will increase we must protect the neighborhood as we have voted for you comments as stated that: you will help and protect the rights of your citizens and keep them free from harm! We are holding YOU to do as you promised us, and we do appreciate you for all the good that you can do for us, by helping to make sure that "Madison Bus 11 stay on Track" for our good environmental needs and we need to support SAFEWAY STORE, TRADERJOES, CO-OP, THE HOSPITALS, THE COMMUNITY BUSINESSES, and we need to stay self-sufficient. Most of all we thank you for keeping us with a good mobile life style. Sincerely, DeCharlene Williams Central Area Chamber of Commerce Executive director (125 memberships strong) Filed in Chamber's citizen complaint log (7/25/15)
224	Aug 5, 2015	Hello Deanna,

No.	Date	Content
	10:18 PM	<p>As a 73 year old Madison Park resident, I want to express my dismay at the proposed changes to the #11 bus route after Sept 2015. I'm sure you are aware that I am among many, many seniors in the Madison Park neighborhood who rely on this bus to get to First Hill for doctor appointments, physical therapy, etc. The changes would require untenable walks to transfer to the next bus to take us to our destination. Please reconsider and take care of your senior citizens!</p> <p>Margaret Carter</p>
225	Aug 5, 2015 10:19 PM	<p>Hi Deanna, I hope you have some influence over proposed changes to the #11 bus route between downtown and Madison Park in the fall of 2015. I am not able to walk easily to other busses to make transfers and like the route that the #11 has had for the past several years, at least. Please keep the route the same! Thanks, Jeanne Hunt</p>
226	Aug 5, 2015 10:25 PM	<p>I was shocked to learn that your agency is proposing to eliminate Metro route #71 effective in 2016. I hadn't gotten this information until last Sunday; this was just after I had gotten my shingles vaccination at the Rite Aid pharmacy on NE 85th and 35th Ave NE, and then took the 71 bus back to my View Ridge neighborhood. I use this route to get so many places both in this neighborhood, the University District, and linking to the Northgate Polyclinic, Swedish Hospital, and on and on.</p> <p>My bus driver gave me the news; I spent hours yesterday on my computer, and my dialup (slow) connection, to try to follow all of the details referenced in the attached file. I couldn't find any good alternative for the extensive services provided to folks in my and surrounding neighborhoods by the #71 route; I can find various partial "fixes", but loss of the sturdy 71 route will be a real shock to lots of folks; they just don't know it yet. Just wanted you to know my assessment even though I'm submitting it after your deadline that I was not aware of.</p> <p>I'm copying this to the editor of the PCC Natural Market's Newsletter so that she can share the info in whatever way she chooses; this is a great way to get the word out to members of our cooperative. Members who frequent the View Ridge store will be impacted for sure.</p> <p>Jo Ann McMillan live near ne 65 and 44 bus stop</p>
227	Aug 5, 2015 10:26 PM	<p>Hi DeAnna,</p> <p>Is Seattle Metro planning to discontinue route 73 service on weekends after the UW light rail service starts? The proposed plan seems to imply this, but that would leave the 15th Ave NE corridor completely unserved on weekends.</p> <p>Thanks. Diana</p>
228	Aug 5, 2015 10:32 PM	<p>Kevin Desmond, Victor Obeso, Jeremy Fichter, Ted Day & DeAnna Martin King County Metro Transit / Service Planning King Street Station 201 S. Jackson St. Seattle, WA 98104 RE: U-Link Integration Plan 3A</p> <p>Dear Kevin, Victor, Jeremy, Ted and DeAnna: Thank you for leading the effort to integrate rail and bus service in the U Link Integration process. Seattle Children's strongly supports the latest proposal. Jeremy, DeAnna and Ted have done an excellent job of leading an inclusive and thorough engagement process while looking to maximize the potential of the new light rail stations. As you know, Link light rail's fast, reliable, regional access is only as promising to Children's as the last mile connection is strong. The proposed plan has</p>

No.	Date	Content
		<p>improvements we recognize and support as strengthening the last mile between UW Station and Children’s Hospital:• Route 65’s live-loop reroute will pick up passengers closer to Link at a highly visible, easily accessible new stop on Montlake. • Route 65’s 10-minute headways from 6 am to 9 am will result in competitive travel times and a convenient transfer for employees heading to the hospital via Link (while providing the same benefits to commuters heading south to Link). • Route 65’s minor reroute from Sand Point Way to 45th and 40th will result in a safer, more pleasant and accessible bus stop. The sum of the three improvements above creates a last mile connection that is proximate, frequent and convenient. Children’s embarked on a planning process in 2014 to run private shuttles to the light rail station; however, if the proposed Route 65 improvements are approved by Council, Children’s Transportation Department would recommend to our senior leadership that our planned shuttle services are duplicative in the Montlake-Sand Point Way corridor and therefore should not be implemented. We will eagerly follow and await Council’s decision. Other Improvements Children’s SupportsChildren’s also supports the general move to more frequent all day service in Northeast Seattle. • The increased frequency of the 75 will be a big improvement for people travelling between the U District and Northgate. It also strengthens and improves Routes 31 and 32 by making these through routes more predictable and useful. • To reflect this improvement on the 75, we encourage Metro to consider simplifying these route names. Perhaps, “Route 75” is no longer needed and these could simply be called “Routes 31 and 32” to ensure riders know where their buses are ultimately heading and encourage more cross town ridership. Today the destination noted on the bus does not reflect these routes’ full potential (Northgate, Magnuson Park, Children’s Hospital). Bus stop signs do not either. Limiting the routes destination to “U-District” limits riders’ understanding of Metro’s ability to get to major destinations just beyond the U-district. • Other innovations such as Route 16 connecting Green Lake to Magnuson will awaken latent transit markets that have big growth potential, especially once light rail opens at 65th and Roosevelt. Children’s is actively working to help meet Metro’s needs for a layover spot near Magnuson to support this route.Near-term Future OpportunityAn opportunity unaddressed in the plan is the lack of new connections to the Eastside. Children’s would still like to see more Eastside routes connect to the U District, especially if Route 271 continues to bypass potential transfer opportunities at Evergreen Pt. Hopefully, an Eastside outreach process can move forward quickly as the opportunity of light rail opening at UW Station seems like the best possible time to build new bus connections from the U District to the Eastside. Overall, the plan is a significant move forward for the region and addresses Children’s core concern about creating better access to UW Station. Thank you for the chance to work with the U Link Integration team. We look forward to working together on future initiatives. Best regards, Jamie Cheney Director of Transportation Cc: Todd Johnson, Seattle Children’s Edna Shim, Seattle Children’s</p>
229	Aug 7, 2015 4:38 PM	<p>Please keep the current routing for bus line # 11. The proposed routing looks like the # 8. I like being able to choose between them for my needs.</p> <p>Thank you. Robert Smith</p>
230	Aug 7, 2015 10:56 PM	<p>Hi DeAnna & Jeremy,I recently saw a post on NextDoor by Reg Newbeck about Metro’s most recent idea for the 11 (following the current 43 route from downtown to 23rd via Bellevue, Olive Way, and John). My understanding is that the 8 and 12 routing would remain essentially unchanged from today. I’m sure you’ve already heard Reg’s opinion, but wanted to share my own take.I like this new proposal for the 11. It maintains direct service between Madison Park and Downtown while also connecting to the Link station on Capitol Hill. It removes only a handful of one-seat ride destinations along Madison between 15th and 25th, many of which are still reachable (albeit with a transfer) via the 12.Most</p>

No.	Date	Content
		<p>importantly, though, this routing does a great job of maintaining frequent service along the John/Thomas corridor from Denny & Olive Way all the way to Madison Valley (in combination with the 8), intersecting with the frequent corridor along 23rd (the 48). This resolves my major criticism of the previous proposal which failed to provide direct connections between frequent services, a critical mistake in developing a frequent but transfer-dependent network. Another upside to this new proposal is that there will be service along the corridor that isn't affected by the traffic disaster that is Denny Way. I recently started a new job near Denny & Western, and have found that walking from there all the way to 23rd & John is often faster than riding the 8 in the evening. The new proposal helps to alleviate those impacts for riders on Capitol Hill trying to travel to or from the light rail station. Separately, I've heard from sounding board members that during most of the week the 8 and 11 won't be scheduled to provide even headways along the John/Thomas corridor. Given the different ridership demand along the routes (and the lack of reliability on the 8) I suppose this is inevitable, and the planned service levels are still fairly frequent. However, I'd like to request that Metro seriously consider scheduling even headways in the corridor during evenings, nights, and weekends when frequency on the 8 and 11 are reduced and trip times are more reliable. Thanks,-- David</p>

Appendix E: Media Coverage

Phase 1

Capitol Hill Seattle

- September 10: With eye on 2016 Capitol Hill light rail, plans readied to integrate Metro, Sound Transit service — UPDATE
<http://www.capitolhillseattle.com/2014/09/with-eye-on-2016-capitol-hill-light-rail-plans-readied-to-integrate-metro-sound-transit-service/>
- November 7: Metro, Sound Transit planning how best to restructure routes, connect buses to Capitol Hill Station
<http://www.capitolhillseattle.com/2014/11/metro-sound-transit-planning-how-best-to-restructure-routes-connect-buses-to-capitol-hill-station/>
- January 4: Bus Stop | The year ahead in Capitol Hill transit
<http://www.capitolhillseattle.com/2015/01/bus-stop-the-year-ahead-in-transit/>

UW Daily

Transit agencies to discuss light rail plans

http://www.dailyuw.com/news/article_f14e5bd2-df58-5614-af36-847f47fa2229.html

Phase 2

Seattle Transit Blog

- March 2: U-Link Restructure Proposals Coming This Week
<http://seattletransitblog.com/2015/03/02/u-link-restructure-proposals-coming-this-week/>
- March 6: Fewer tunnel buses in September
<http://seattletransitblog.com/2015/03/06/fewer-tunnel-buses-in-september/>
- March 6: Metro presents U-Link restructures
<http://seattletransitblog.com/2015/03/06/metro-presents-u-link-restructures/>
- March 7: Load section charts from Metro spring 2014 data
<http://seattletransitblog.com/2015/03/07/load-section-charts-from-metro-spring-2014-data/>
- March 7: Weekend Reading: U-Link Planning Background Information
<http://seattletransitblog.com/2015/03/07/weekend-reading-u-link-planning-background-information/>
- March 9: Alternative 1: Northeast Seattle
<http://seattletransitblog.com/2015/03/09/alternative-1-northeast-seattle/>

- March 10: Alternative 1: Capitol Hill and First Hill
<http://seattletransitblog.com/2015/03/10/alternative-1-capitol-hill-and-first-hill/>
- March 11: Alternative 1: SR-520 Cross-Lake Service
<http://seattletransitblog.com/2015/03/11/alternative-1-sr-520-cross-lake-service/>
- March 12: Alternative 1: Downtown, SLU, and Uptown
<http://seattletransitblog.com/2015/03/12/alternative-1-downtown-slu-and-uptown/>

Capitol Hill Seattle Blog

- March 6: With expanded light rail a year away, Metro rolls out proposed route changes
<http://www.capitolhillseattle.com/2015/03/with-expanded-light-rail-a-year-away-metro-rolls-out-proposed-route-changes/>
- April 6: Bus Stop | Considering the alternatives
<http://www.capitolhillseattle.com/2015/04/bus-stop-considering-the-alternatives/>

The Urbanist Blog

- March 2: Metro Proposes Bus Restructures Around New Light Rail Stations
<http://www.theurbanist.org/2015/03/02/metro-to-propose-bus-restructures-around-new-light-rail-stations/>
- March 6: Update on Proposed U Link Bus Route Restructures
<http://www.theurbanist.org/2015/03/06/update-on-proposed-u-link-bus-route-restructures/>

Wedgwood Newsletter

MeTro Hosting LINK Connections NE Seattle Open House

<http://www.icontact-archive.com/A210gehIXbCGVELFR9rQDUBdn41v37JN?w=1>

Wallyhood

Metro Changes for Link Light Rail at Husky Stadium

<http://www.wallyhood.org/2015/03/metro-changes-for-link-light-rail-at-husky-stadium/#>

Queen Anne/Magnolia News

- March 31: Neighborhoods worry about potential bus changes
<http://queenannenews.com/Content/News/News/Article/Neighborhoods-worry-about-potential-bus-changes/26/337/37315>

Kirkland Views

Letter | Improved Metro bus service proposed for Kirkland

http://www.kirklandviews.com/blog/2015/3/23/letter-improved-metro-bus-service-proposed-for-kirkland?utm_content=buffer7a8cb&utm_medium=social&utm_source=twitter.com&utm_campaign=buffer

Phase 3

Seattle Transit Blog

- May 13: Metro Releases Next U-Link Restructure Draft
<http://seattletransitblog.com/2015/05/12/metro-releases-next-u-link-restructure/>
- May 14: How Metro Should Revise “Alternative 3”
<http://seattletransitblog.com/2015/05/14/how-metro-should-revise-alt-3/>
- May 20: Meetup: Talk ULink Restructure May 29
<http://seattletransitblog.com/2015/05/20/meetup-talk-mlink-restructure-may-29/>
- June 1: Meetup: Talking Link Connections
<http://seattletransitblog.com/2015/06/01/meetup-talking-link-connections/>

Capitol Hill Seattle Blog

Bus Stop | Metro releases less ambitious plan to restructure routes as light rail comes to Capitol Hill

<http://www.capitolhillseattle.com/2015/05/bus-stop-metro-releases-less-ambitious-plan-to-restructure-routes-as-light-rail-comes-to-capitol-hill/>

WallyHood

Bus Service Changes for 2016 Light Rail Finalized

<http://www.wallyhood.org/2015/05/bus-service-changes-for-2016-light-rail-finalized/>

PhinneyWood

Weigh in on Metro’s proposed bus changes after Link light rail comes to Capitol Hill and UW in 2016

<http://www.phinneywood.com/2015/05/19/weigh-in-on-metros-proposed-bus-changes-after-link-light-rail-comes-to-capitol-hill-and-uw-in-2016/>

Appendix F: Community Advisory Groups

Sounding Board

Members – Active

Jeff Altman

18474 40th Pl. N.E.
Lake Forest Park, WA 98155-4208

Scott Bonjukian

5625 15th Ave. NE, Apt. 102
Seattle, WA 98105

Mitchell Brown

5031 16th Ave NE
Seattle, WA 98105

Mel Burchett

1631 Belmont Ave, #307
Seattle, WA 98122

Roger Chao

264 East Newton Street
Seattle, WA 98102

Jennifer Connors

1027 Bellevue Court, #103
Seattle, WA 98102

Erin David

215 10th Ave E #429
Seattle, WA 98102

Eric Feiveson

5201 22nd Ave NE Apt 203
Seattle, WA 98105

Anna Fun

410 8th Ave S, Apt 1
Seattle, WA 98104

Richard Fuhr

7033 33rd Ave NE
Seattle, WA 98115-5908

Duane Gerstenberger

7334 11th Avenue NE
Seattle, WA 98115

Nik Gordon

4215 S 30th St Apt 245
Tacoma, WA 98409

Brie Gyncild

1407 15th Ave
Seattle, WA 98122-4117

Richard Harrell

6824 40th Ave NE
Seattle, WA 98115

Joy Jacobson

318 16th Ave
Seattle, WA 98122

Andrew Martin

2636 NW 59th St, #2
Seattle, WA 98107

Angela U. Nunez

4547 8th Ave NE, Apt 506
Seattle, WA 98105

Sean Peterfreund

111 24th Ave E
Seattle, WA 98112

Zach Shaner
718 10th Avenue E, #1
Seattle, WA 98102

David Wiggins
1133 32nd Ave
Seattle, WA 98122

Erin Tighe
4937 Purdue Ave NE
Seattle, WA 98105

Members – Inactive or Resigned

Leah Libow
8224 15th Avenue NE
Seattle, WA 98115

Mary Suhm
11105 NE 146th Street
Kirkland, WA 98034

Amy Swanson
3611 Leary Way NW
Seattle, WA 98103

Staff Contacts

Jeremy Fichter

Project manager & Service planner
King County Metro Transit
Phone 206-477-5848
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DeAnna Martin

Community relations planner & Facilitator
King County Department of Transportation
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deanna.martin@kingcounty.gov

Sounding Board work plan

Tentative Schedule	Meeting Topics
Jan. 14 6:30-8:30 p.m.	<ul style="list-style-type: none"> • Introductions • Overview of Link Connections Project • Review Sounding Board Scope and Work Plan • Review Sounding Board Working Rules
Jan. 21 6:30-8:30 p.m.	<ul style="list-style-type: none"> • Introduction to service planning, Metro's Service Guidelines • Review background report on current service • Review what we heard in phase one outreach
Feb. 4 6:30 – 8:30 p.m.	<ul style="list-style-type: none"> • Overview of alternative bus change concepts, goals of two alternative bus service networks • Review, discuss alternative bus service network A
Feb. 11 6:30 – 8:30 p.m.	<ul style="list-style-type: none"> • Refresher on goals of two alternative bus service networks • Review, discuss alternative bus service network B
March dates TBD	Public engagement phase 2: community shares perspectives on two alternative bus service networks for Northeast Seattle and Capitol Hill
Apr. 8 6:30 – 8:30 p.m.	<ul style="list-style-type: none"> • Review, discuss community feedback from phase 2 engagement • Discuss ideas for shaping bus change proposal
Apr. 29 6:30 – 8:30 p.m.	Review, discuss network proposal for public engagement phase 3
May dates TBD	Public engagement phase 3: community helps shape the final set of service changes that will be presented to the King County Executive, King County Council, and the Sound Transit Board
June 2 6:30 – 8:30 p.m.	<ul style="list-style-type: none"> • Review, discuss community feedback from phase 3 engagement • Discuss Sounding Board thoughts about final proposal

Tentative Schedule	Meeting Topics
June 10 6:30 – 8:30 p.m.	<ul style="list-style-type: none">• Finalize Sounding Board thoughts about final proposal• Form writing committee
June-July	Discuss, finalize recommendations
August	Present recommendations to Metro Transit General Manager

Eastside Community Advisory Group

Members

David Johnson

14510 NE 66th Ct
Redmond, WA 98052

Cindi Gyselinck

8571 154th Ave. NE
Redmond, WA 98052

Josh Benaloh

5028 159th Court NE
Redmond, WA 98052

Glenn and Bertha Eades

Daniel Heldring

One Microsoft Way
Redmond, WA 98052

Chester Knapp

Transportation Planner
City of Redmond

Thang Nguyen

Planner
City of Kirkland

Gary Costa

Transportation Planner
City of Issaquah

Summary of Eastside public feedback during Phase 2

(See following pages.)



Link Connections Phase 2 Eastside Public Feedback Summary

How were people notified –

- Transit alerts to route subscribers
- Rider alerts at bus stops, on coaches
- Take-away card on coaches
- Street teams at Kirkland, Overlake, Redmond Transit Centers
- Info table at Microsoft campus

How did people share their feedback –

- Online survey
- Public meeting at Bellevue City Hall
- Phone, email

Who participated –

- From online survey - "What city or neighborhood do you live in?"
 - 230 – Kirkland
 - 168 – Redmond
 - 137 – Bellevue
 - 104 – Other Eastside
 - 81 – Woodinville
 - 75 – Kingsgate
 - 77 – Issaquah
- From online survey – "What routes do you ride?"
 - 19% or 1,118 – use Route 545
 - 10% or 569 – use Route 255
 - 9% or 500 – use Route 542
 - 8% or 489 – use Route 271
 - 7% or 432 – use Route 372X
 - 4% or 207 – use Route 373X
 - 3% or 151 – use Route 242
 - 3% or 147 – use Route 311
 - 3% or 146 – use Route 252
 - 2% or 116 – use Route 257
 - 1% or 71 – use Route 277
 - 1% or 59 – use Route 235
 - <1% or 44 – Route 238
- At public meeting – approximately 15 attendees
- From the online survey – "Would you like to give us feedback on changes being considered for the Eastside...?" – 34% or 1,391 said, "Yes."

Link Connections Phase 2
 Eastside Public Feedback Summary – contd.

What they said –

What do you like most about Alternative 1 on the Eastside?

Total responses = 3581

Response	Response Percent	Response Count
More direct service during peak shoulders (on either side of peak periods) from Redmond to downtown Seattle to help address overcrowding (concept for Route 545)	11%	385
Direct connection between downtown Kirkland, the University of Washington, Link light rail at the new University of Washington Station, University Village, and Seattle Children’s Hospital (concept for Route 255)	10%	367
Improved night and weekend service between Eastgate, Bellevue, and the University District (concept for Route 271)	9%	316
Increased midday service between Redmond, the University of Washington, the UW Medical Center, and the University District (concept for Route 542)	8%	291
More reliable travel times between Redmond and the south end of downtown Seattle, via a connection to Link light rail (concept for Route 542)	8%	269
Faster service between Redmond and Seattle Children’s Hospital via a transfer to frequent bus service at Husky Stadium (concepts for routes 65, 255, 542, and 545)	7%	267
New direct connection between Eastgate, Bellevue, Ballard, Greenwood, and Green Lake (concept for through-routing routes 45 and 271)	7%	267
More service across Lake Washington from downtown Kirkland (concept for routes 255 and 256)	7%	264
Improved service frequency between Bothell, Kenmore, Lake City, and the University District (concept for Route 372)	6%	210
Keeps direct connection between downtown Kirkland and downtown Seattle during peak commute times (concept for Route 255X)	6%	199
New, direct connections between South Lake Union, Woodinville, Totem Lake, and Kirkland (concept for Route 311)	4%	138
New direct service from Bear Creek Park-and-Ride to the University of Washington and Link light rail at the new University of Washington station (concept for Route 542)	4%	135

Link Connections Phase 2
Eastside Public Feedback Summary – contd.

More peak period service across Lake Washington from the Woodinville Park-and-Ride, Brickyard Park-and-Ride, and Totem Lake Freeway Station (concept for Route 311)	3%	112
Nothing	3%	111
Increased all-day service to Issaquah Highlands (concept for Route 207)	3%	93
Everything	2%	80
Increased, peak-only service across Lake Washington from Houghton Park-and-Ride (concept for Route 540)	2%	77

What concerns you the most about Alternative 1 on the Eastside?

Total responses = 1508

Response	Response Percent	Response Count
Bus-light rail transfer required to travel between Redmond and downtown Seattle during weekday off-peak hours (concept for Route 545)	21%	320
Bus-light rail transfer required on weekends between Redmond and downtown Seattle (concept for Route 545)	15%	229
Transfer required between Link light rail and bus service during off-peak commute times between Kirkland and downtown Seattle (Concept for Route 255)	11%	168
No direct connection between Woodinville and the University District (concept for Route 372)	8%	120
Transfer required to get between neighborhoods north of Totem Lake and downtown Seattle (Concept for routes 277 and 255)	8%	115
Loss of direct service to the center of the University District and the UW campus from South Kirkland (Concept for Route 540)	7%	113
Transfer required between Issaquah and downtown Bellevue and the University District outside of peak commute times (concept for Route 271)	7%	111
No direct connection between Overlake and neighborhoods north of the University District (concept for Route 242)	6%	95
Reduced service frequency between Issaquah and the Eastgate Park-and-Ride (concept for Routes 207 and 271)	5%	81
Results in more transfers on my commute	2%	26
Potential increase in commute times	2%	24
Deletion of Route 252	1%	15
Consolidation of routes will lead to overcrowding on buses	1%	13
Deletion of Route 257	1%	12

Link Connections Phase 2
 Eastside Public Feedback Summary – contd.

Transfers to U-Link must be close to the LINK station (for ease of travel and mobility/accessibility concerns).	1%	9
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What do you like most about Alternative 2 on the Eastside?

Total responses = 1970

Response	Response Percent	Response Count
Keeps weekday evening and night service between Redmond and downtown Seattle (Concept for Route 545)	16%	310
Keeps weekday midday direct service between Redmond and downtown Seattle (Concept for Route 545)	15%	305
Keeps weekend direct service between Redmond and downtown Seattle (Concept for Route 545)	13%	252
Route 255 keeps all-day direct service to downtown Seattle on weekdays	10%	197
Nothing	9%	180
Route 255 keeps weekend direct service to downtown Seattle.	9%	173
Keeps all-day service on Route 271 from Issaquah to the University of Washington	7%	137
Maintains direct service to the center of the University District and the UW campus from South Kirkland (Concept for Route 540)	5%	99
Route 311 keeps direct service to downtown Seattle without deviating to the University of Washington	4%	87
New Route 541 provides increased peak service to the new Link University of Washington Station via Overlake Village	4%	84
Keeps existing routes 252 and 257	4%	78
Everything	3%	51

What concerns you most about Alternative 2 on the Eastside?

Total responses = 1331

Response	Response Percent	Response Count
It does not take advantage of the investment in Link light rail service to better distribute bus resources	22%	294
No new weekend service to the new Link University of Washington station	15%	204
Less frequent bus service on Route 271 on nights and Saturdays	11%	140
No new direct service from State Route 520 to Children’s Hospital	10%	135
No frequent all-day connection between downtown Kirkland and UW Link light rail station	10%	129

Link Connections Phase 2
Eastside Public Feedback Summary – contd.

The benefits outweigh any concerns I might have	10%	128
Turn-back trips on Route 545 at the Overlake Transit Center	9%	115
No direct service from Bear Creek to the University of Washington	5%	71
Everything	5%	67
Deletion of Route 242	1%	11

Other themes

- “We love our 545 and just want more of it!” – it’s overcrowded
- Why make us transfer during non-peak times instead of during peak times only? That would make more sense.
- Lack of understanding about how Light rail will work and the potential benefits. Once explained, an excitement and willingness to try.
- Questions about the transfer environment
- “You have been out to get us before and now you are using this as an excuse to do it again” – routes 277, 242, and others that were candidates for cuts during the service reduction planning

Feedback from stakeholders

- Microsoft sent a letter (see attached)
- Seattle Children’s sent a letter (see attached)

Appendix G: Public Meeting Sign-in and Comment Sheets



Link Connections Sounding Board meeting

University Christian Church
 Wednesday, January 14, 2015
 6:30 p.m. – 8:30 p.m.

Name	Postal Address: Street, City	Email	Check here if you would like to sign up to receive email updates	Race (Optional)
Colleen McAleen	3137 WEST LAURELHURST DR NE SEATTLE WA 98105	billandlin@aol.com	✓	
Tony Provine	7527 Ravenna Ave NE Seattle, WA 98115	TProvine@msu.com	✓	



Link Connections Community Conversation

University Christian Church
 Wednesday, January 21, 2015
 6:30 p.m. - 8:30 p.m.

Name	Postal Address: Street, City	Email	Check here if you would like to sign up to receive email updates	Race (Optional)
Joanna Cullen	975 21 st Ave UW Transportation Services	jfoxcellone@gmail.com	✓	White
David Anitza	3745 15 th Ave NE	damitor@uw.edu	✓	



Link Connections Sounding Board

University Christian Church
 Wednesday, February 04, 2015
 6:30 p.m. - 8:30 p.m.

Name	Postal Address: Street, City	Email	Check here if you would like to sign up to receive email updates	Race (Optional)
Christian Bentzer	5745 36 th Ave NE	cbentzer@gmail.com	✓	
Colleen McArea	LAVENHURST COMM'TY CLUB	billandlin@aol.com	✓	



Link Connections Sounding Board Meeting

University Heights Center
 Wednesday, April 29, 2015
 6:00 p.m. to 8:00 p.m.

Name	Postal Address: Street, City	Email	Check here if you would like to sign up to receive email updates	Race (Optional)
Colleen McCrean	3137 West University	billardline@aol.com	✓	
Jocanna Culhan	975 21st Ave	jfoxculhan@gmail.com	✓	



Comment Sheet

Link Connections Sounding Board
Wednesday, April 29, 2015
6:30 – 8:30 p.m.

Thank you for attending this meeting. Your comments will be reviewed by members of the project team. You may leave the completed Comment Sheet at the meeting, or mail it to the address on the back of this form.

- ① Why ~~do~~ not take 8 to Mount Baker Station - and begin the 38 there? Why turn it around at 23rd + Jackson? —
- ② How did you decide to turn the 48 at 45th rather than 50th? What will be the effect on 48 productivity? Is 50th getting back to University and having so many turns on and off of 45th seems ~~awkward~~ clumsy. It is currently one of the most productive routes.

To receive project updates, please fill out your name and address.

Your Name _____ Phone No. _____

Your Address _____

City, State, Zip _____

E-mail Address _____

additional lines on back



Link Connections Open House – Northeast Seattle

University Heights Center
 Thursday, March 26, 2015
 6:00 p.m. - 8:00 p.m.

Name	Postal Address: Street, City	Email	Check here if you would like to sign up to receive email updates	Race (Optional)
John Keenan	P.O. Box 51254, Seattle 1892nd. & 35th Ave NE	keenaniana@yahoo.com	<input checked="" type="checkbox"/>	wh
Tom Reynolds	13535 39th Ave NE Seattle, WA	TomR@S Seamnet.com		WH
Mark Volkz	3655 3635 Burke Ave N	markafoltzelalum.mit.edu	<input checked="" type="checkbox"/>	
Bill Punning	6551 16th Ave NE	b123hose@gmail.com	<input checked="" type="checkbox"/>	
Laura Bensten	5330 9th Ave NE 98105	laura.ea.beinsten@gmail.com	<input checked="" type="checkbox"/>	
KRIS SHAW	319 SUMMIT AVE E #201 98102	KRIS.S.F.S.HAW@HOTMAIL	<input checked="" type="checkbox"/>	
JAMIE CHONG	4133 Tukwila Blvd N	JAMIE@JLEWEL.COM	<input checked="" type="checkbox"/>	White
John Wiley	Playground	—	already	Cauc
Jovathan Childers		childersja@gmail.com	<input checked="" type="checkbox"/>	



Link Connections Open House – Northeast Seattle

University Heights Center
 Thursday, March 26, 2015
 6:00 p.m. - 8:00 p.m.

✓

Name	Postal Address: Street, City	Email	Check here if you would like to sign up to receive email updates	Race (Optional)
BOWE DAYSIGN	525 14th Ave NE #1009 Seattle WA 98102			
Carlyne Davis	846 NE 97th St			
Barbara Krieger	2906 Fuhrman Ave E	bb2906@comcast.net	✓	
Richard Fuhr	7033 33rd Ave NE	richard.fuhr@gmail.com	✓	
KENT WILLS	5210 16th Ave NE			
Ginger Rebstock	11300 1st Ave NE #125			
KAREN KO	4994 Univ Way NE	karen.ko@seattle.gov		
King Cushman	6209 54th Ave NE	Senioreusha@mac.com	✓	
Charles Bond	1766 N Northgate Way Unit F	char-sm.fiblab@jostma.com	✓	



Link Connections Open House – Northeast Seattle

University Heights Center
 Thursday, March 26, 2015
 6:00 p.m. - 8:00 p.m.

Name	Postal Address: Street, City	Email	Check here if you would like to sign up to receive email updates	Race (Optional)
Laura Lagalls- Wieder	525 14TH AVE 2nd FAPT 409 SEATTLE WA 98112	SWEETHALFPINTI9@ YAHOO.COM	<input checked="" type="checkbox"/>	NATIVE
Rebecca Nilsson	7311 23rd Avenue NE Seattle 98105	rebecca@pennamablog.com	<input checked="" type="checkbox"/>	
Andrew Madu	2633 NW 50th St Seattle WA			
Duffy Clarke	#441 Seattle 5818 N.E. 70th St 98115	duffy.c@hotmail.com	<input checked="" type="checkbox"/>	C
Peter Zimmerman	3600 NE 73 Pl. #4 Seattle WA 98115	already receive petezimmer@gmail.com	<input checked="" type="checkbox"/>	
Sandy Kraus	2839 Boyer Ave E Seattle WA 98102	SNDKRS35@gmail.com	<input checked="" type="checkbox"/>	
DAN Kraus	11	11	<input checked="" type="checkbox"/>	
FRANK FAY	1507 N 39th St. 98103	F.fay@ieee.org	<input checked="" type="checkbox"/>	
R. Wike	5625 15th Ave NE 407 Seattle WA 98105	RMIKEBL00MFHS55 @MYWAY.COM	<input checked="" type="checkbox"/>	



Link Connections Open House – Northeast Seattle

University Heights Center
 Thursday, March 26, 2015
 6:00 p.m. - 8:00 p.m.

Name	Postal Address: Street, City	Email	Check here if you would like to sign up to receive email updates	Race (Optional)
Will Affleck-Asch	304E Francis Ave N, #B 98103	yes	already	yes
Drew Dresman	1938 W 105th Pliny Ave N		already	w
Tim Gould	4417 Woodland Park Ave N, #1 98103		on it	
Jonathan Puhman	2014 E Calkins St. Seattle, WA 98112	yes	✓	
Megan McKrell		yes	already	
TAUSEEF KIDWAI	5261 BROOKLYN AVE NE #302	info@kidwais.com		
Makoto Bente	4751 12TH AVE NE #509			
Susan Lynette	5210 39th Ave NE Seattle 98105	svelyn20@gmail.com		
Kenn Stefa	4715 38th AVE NE	kennstefa@gmail.com	✓	
Jonathan Hall	5210 39th Ave NE Seattle 98105	jonhsue@hotmail.com	✓	



Link Connections Open House - Eastside

Bellevue City Hall, concourse
 Wednesday, March 25, 2015
 6:00 p.m. - 8:00 p.m.

Name	Postal Address: Street, City	Email	Check here if you would like to sign up to receive email updates	Race (Optional)
Carl Stork	4451 - 91st Ave NE Yarrow Point WA 98004	cstork@live.com	<input checked="" type="checkbox"/>	
Brad Haverstein	10418 NE 29th St #11 Bellevue WA 98004	bradhaverstein@outlook.com	<input checked="" type="checkbox"/>	
JERRY DUGLASS	624 BELLEVUE WAY SE BELLEVUE, WA 98004			
Jim McNerny		jimmcmerny@msn.com	<input checked="" type="checkbox"/>	Send eastside travel time
Brent White	800 S. Donovan St. #210 Seattle, WA 98108	brent.white@hotmail.com	<input checked="" type="checkbox"/>	
John Reynolds	9365 NE 12th Pl Kirkland, WA 98034	John.Reyn@gmail.com	<input checked="" type="checkbox"/>	
Gwen Russeum	1804 E Republic St. #6 Seattle, WA 98112	gwenr3@gmail.com		
WANAIS YU	5912 23rd Ave S Seattle, WA 98148	WYERANMA@GMAIL.COM		
TOM STAUFFER	818 N. 30th RENTON 98058	TOM STAUFFER	<input checked="" type="checkbox"/>	
AGNES PRESIDENT-CHOVONAK	15980 NE 8th ST BELLEVUE, WA 98008	AGNES.P@CCSWW.ORG	<input checked="" type="checkbox"/>	ASIAN



Link Connections Open House - Eastside

Bellevue City Hall, concourse
 Wednesday, March 25, 2015
 6:00 p.m. - 8:00 p.m.

✓

Name	Postal Address: Street, City	Email	Check here if you would like to sign up to receive email updates	Race (Optional)
HANS GUNDERSEN Xandu Barbar	4836 15974 Ave NE REDMOND, WA 98052 10011 15th Ave NE Seattle, WA 98125	HANS@FREEZANO.GOV.CO.UK xbarbar@gmail.com	✓ ✓	



Link Connections public meeting
 Seattle University, Administration Building, Room 307
 Thursday, March 19, 2015
 6:00 p.m. – 8:00 p.m.

Name	Postal Address: Street, City	Email	Check here if you would like to sign up to receive email updates	Race (Optional)
Brie Gynciold	1407 15th Ave Seattle	brie@wrdyfolk.com		white
Joy-Jacoma	318 16th Ave	joyejake5@msn		
Will Green	3927 S Pearl St APT Seattle WA 98118	will@kibbetts.com	✓	
Billy Charlton	916 15th Ave Seattle 98122	stbilly@gmail.com		
Graham Baker	105 27th Ave E, Sea 98112	cab_63@yahoo.com		
Chris Pore	1509 E Hudson 98102	Le-Seide@botm.com	✓	
Dale Terasaki	3301 Beacon Ave S #8 98144	dterasaki@gmail.com	✓	
Wanna Yee	5512 23rd Ave S 98106	wyccanna@gmail.com		
NATHAN BARNETT	1421 15TH AVE #301 SEATTLE, WA 98122	NGBARNETT@GMAIL.COM		



Link Connections public meeting
 Seattle University, Administration Building, Room 307
 Thursday, March 19, 2015
 6:00 p.m. – 8:00 p.m.

Name	Postal Address: Street, City	Email	Check here if you would like to sign up to receive email updates	Race (Optional)
Dick Burkhardt	4802 S. Othello 98118	dickburke@gmail.com	<input checked="" type="checkbox"/>	
Phil Miller	UNIV. WASHINGTON TRANS. SERVICES	phil.miller@uw.edu	<input checked="" type="checkbox"/>	
JERROD GEFLE	415 EAST 30th STREET TACOMA, WA 98404	jerrrodboo@gmail.com	<input checked="" type="checkbox"/>	
JEFF HARDEN	PO BOX 5425 LYNNWOOD WA 98048-5425	HARDENJT@GMAIL.COM	<input checked="" type="checkbox"/>	
RYAN MULLER	1512 Summit Ave	ryanmuller@gmail.com	<input checked="" type="checkbox"/>	
Gary Burnopp	1410 E Pine ST, W223 Seattle	sousdesnuzges@me.com	<input checked="" type="checkbox"/>	
Schuyler-Thompson	1111 E Pine St APT 504	Skooz@Skooz.net	<input checked="" type="checkbox"/>	
Ryan Pangile	1111 E. John St. #2	rpangile@gmail.com	<input checked="" type="checkbox"/>	
David Seate	227 24th Ave E Unit A	dseate@gmail.com	<input checked="" type="checkbox"/>	

①

✓



Link Connections public meeting
 Seattle University, Administration Building, Room 307
 Thursday, March 19, 2015
 6:00 p.m. – 8:00 p.m.

Name	Postal Address: Street, City	Email	Check here if you would like to sign up to receive email updates	Race (Optional)
Erin David		erin.bcs@gmail.com		
Sarina Cullen	975 21st Ave	jfoxculle@gmail.com		
Mark Brunson	615 14th Ave E	wheresbrunson@gmail.com		
TIM MCGINNIS	1618 BELLEVUE AVE APT 302 SEATTLE, WA 98122	tmcginnis@hotmail.com		
JERRY ARBE	1122 36TH AVE 98122	on file		
Jen Sorenson	328 ML King Way E, 98112	drrenald@yahoo.com		
Ken Teazer	302 10th E, 98102	Ken.Teazer@gmail.com	✓	
Gabriel Joseph	321 Bolkston Ave #302 Seattle, WA 98102	gabj@hotmcill.com		
SEAN PETERFRUND	11 24TH AVE E SEATTLE 98112	seanpeterfrund@gmail.com		



Link Connections public meeting
 Seattle University, Administration Building, Room 307
 Thursday, March 19, 2015
 6:00 p.m. - 8:00 p.m.

Name	Postal Address: Street, City	Email	Check here if you would like to sign up to receive email updates	Race (Optional)
Adam Parast	1000 Union #107, Seattle	bejan.p@gmail.com	already	—
Betsy Braun	1100 9 th Ave. MS-R3-06PM	Betsy.Braun@virginianamesn.org	already	W
Mike Orr	1618 Bellevue Ave #302	sluggosfer@gmail.com	already	
Gordon Werner	1105 Spring St #1203 SEA WA 98104	GORDON@WATB104.US		W
Anne Kuyatt	1122 36 th Ave 98102	SEATTLE@COLW04		
David Wiggins	1133 32 nd Ave 98122	dwiggins14@yahoo.com	✓	
Don Kennedy	1525 - NW 57 th	D.Kennedy@concast.com		
J M Busby	2171 26 th S.	AREADTH@ML6 LIST	ALREADY DO	
KRIS SHAW	319 SUMMIT AVE E ART201 98102	KRISFSHAW@HOTMAIL.COM	✓	

Meeting sign-in sheets – Phase 3



Link Connections Open House – Northeast Seattle
 University Christian Church
 Wednesday, May 27, 2015
 6:00 p.m. to 8:00 p.m.

Name	Postal Address: Street, City	Email	Check here if you would like to sign up to receive email updates	Race (Optional)
Richard Swing Richard Swing	6102 Mendota	Richard.Swing@gmail.com Richard.Swing@gmail.com	✓	
Hummel	7025 19th Ave NE	Kghummel@msn.com	✓	
Sally Weager	8226 34th Ave NE			
Greg Dunn	7049 52nd Ave, NE	spokman_50@hotmail.com	✓	
Christopher Moffett	6106 26th Ave NE	moffethall@comcast.net		
Mark Rathbun	6033 McKinley PL N	markrathbun@gmail.com	✓	
Julie Rathbun	6033 McKinley PL N	julie.rathbun@gmail.com	✓	
DAVID DRUCKER	6014 MCKINLEY AVE N	DRUCKER@KINGCOUNTYMETRO.COM	✓	



Link Connections Open House – Northeast Seattle
 University Christian Church
 Wednesday, May 27, 2015
 6:00 p.m. to 8:00 p.m.

Name	Postal Address: Street, City	Email	Check here if you would like to sign up to receive email updates	Race (Optional)
Judi Kavitzki	7322 50th Ave NE Seattle, 98115	judikavitzki@aol.com	✓	
Stephen Miller	1830 9th Seattle 98101			
Christopher		crisn@uw.edu	✓	
June Morita	7329 - 51st Ave NE Seattle 98115	june@uw.edu	✓	
Dada Hall		dogma07@comcast.net	✓	
ANN E. POB STEWART	2157 N. 62nd St. SEATTLE, WA 98103			
Mariann Drucker	6014 Meridian Ave N Seattle 98103	dmdrucker@msn.com	✓	
Judith MARTIN	2103 N. 62nd St.	Judy@martinenv.com	✓	
Megan Ingalls	832 NE 5th St Seattle	ingalm@uw.edu	✓	



Link Connections Open House – Northeast Seattle
 University Christian Church
 Wednesday, May 27, 2015
 6:00 p.m. to 8:00 p.m.

Name	Postal Address: Street, City	Email	Check here if you would like to sign up to receive email updates	Race (Optional)
Mike [unclear] [unclear]	6706 Kirkwood Rd. 98103	Mike@kirkwood.net	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Ron King	Cascade Neighborhood			
Erin Tyke	4437 Purdue 98105	erin.tyke@me.com		
David Wiggins	1133 32nd Ave Seattle WA 98112	dwiggins14@yahoo.com	<input checked="" type="checkbox"/>	
Barb Chin	2133 Bayer Ave 98112	barbarachin@me.com	<input checked="" type="checkbox"/>	
Shannon Bailey	7051 19th Avenue	shannonb@kirkwood.net	<input checked="" type="checkbox"/>	
Steve Spickard	5718 Kirkwood Pl N 98103	steve@kirkwood.net	<input checked="" type="checkbox"/>	
Wanna Lee	5912 23rd Ave S 98148	wanna@me.com	<input checked="" type="checkbox"/>	



Link Connections Open House – Capitol Hill

Seattle Academy of Arts & sciences
 Wednesday, May 20, 2015
 6:00 p.m. to 8:00 p.m.


Name	Postal Address: Street, City	Email	Check here if you would like to sign up to receive email updates	Race (Optional)
Peter white	1321 E John st	Peteywhite@gmail.com	✓	
David Seck	227 24th Ave E	dseck@gmail.com	✓	
CHRIS MADISON	4417 45th AVE SW	madison_c_m@yahoo		CAUC
SANDAY DAS	10002 20th AVE SW	ALUMINUM FALCON@YAHOO		
Briana Lovell	1450 E Republican			
Jules Cohen				



Link Connections Open House – Capitol Hill

Seattle Academy of Arts & sciences
 Wednesday, May 20, 2015
 6:00 p.m. to 8:00 p.m.

Name	Postal Address: Street, City	Email	Check here if you would like to sign up to receive email updates	Race (Optional)
Brie Gyncild	1407 15 th Ave Seattle	brie@wurdyflks.com		White
David Wiggins	1133 32nd Ave 98122	dwiggins14@yahoo.com	✓	
Stoklosa Kerric	2027 S Main St Seattle WA 98144	KEMPSTO@HOTMAIL.COM	✓	Pac Islander

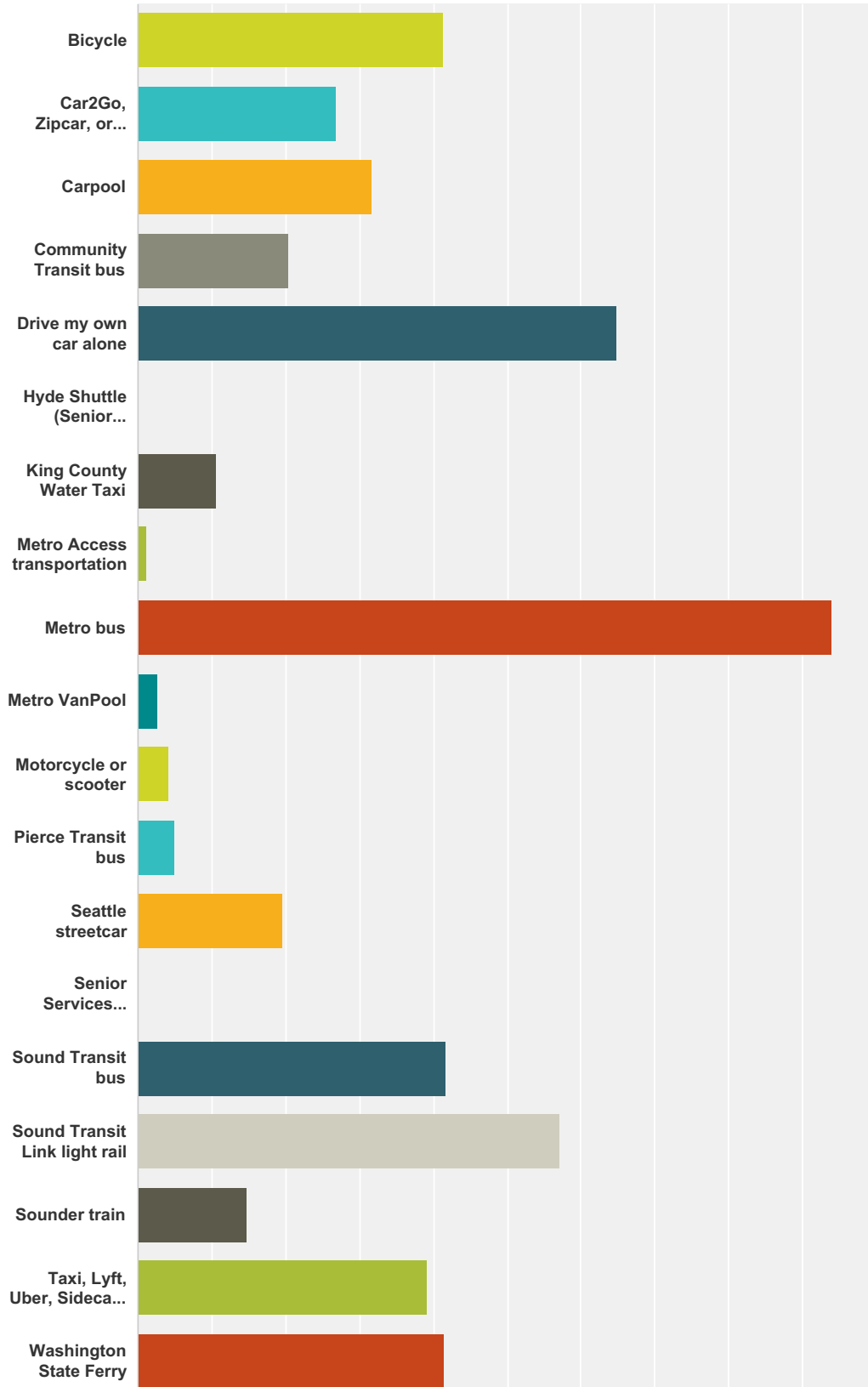
SIGN-IN SHEET/簽到表		
Project: METRO BUS ^{Service} SF changes	Meeting Date: 5/28/2015 (10)	
Contact Person:	Place/Room: SUNSHINE GARDEN	

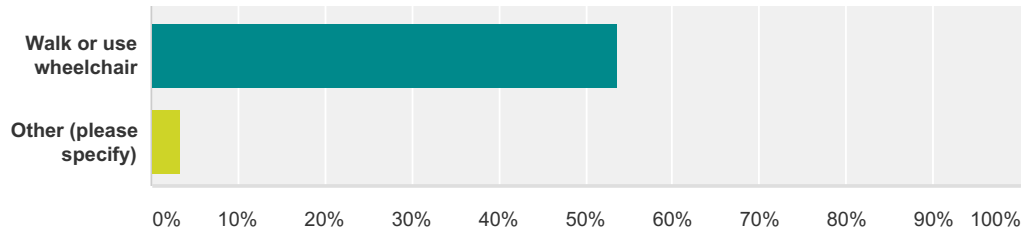
#	Name/姓名	Phone/電話	ZIP/郵區
1	羅苗英		98121 →
2	文蓮芳		98104
3	何愛蘭		98102 →
4	袁雪珍		98108 →
5	FRED HOY		98005
6	MARIAN WONG		98144 →
7	HSIA, WEN HUA		98144 →
8	CHEN, CHIN TENG 陳金騰		98112 →
9	王鴻先		98104
10	楊姚小其		98144 →
11	林水金		98104
12	唐玉卿		98121 →
13	Paul Chan		98118
14	趙云		98104
15	Lai C. Tong		98144
16	王雲		98104
17	朱有翅		98104
18			
19			
20			

Appendix H: Survey Responses (Phase 1)

Q1 What types of transportation do you use now, or have you used in the past? (select all that apply)

Answered: 4,082 Skipped: 5





Answer Choices	Responses	
Bicycle	41.43%	1,691
Car2Go, Zipcar, or similar private car sharing service	26.97%	1,101
Carpool	31.80%	1,298
Community Transit bus	20.46%	835
Drive my own car alone	64.87%	2,648
Hyde Shuttle (Senior Services)	0.20%	8
King County Water Taxi	10.56%	431
Metro Access transportation	1.15%	47
Metro bus	93.90%	3,833
Metro VanPool	2.62%	107
Motorcycle or scooter	4.19%	171
Pierce Transit bus	4.92%	201
Seattle streetcar	19.60%	800
Senior Services Volunteer Transportation	0.07%	3
Sound Transit bus	41.77%	1,705
Sound Transit Link light rail	57.30%	2,339
Souder train	14.75%	602
Taxi, Lyft, Uber, Sidecar, or other similar service	39.27%	1,603
Washington State Ferry	41.62%	1,699
Walk or use wheelchair	53.67%	2,191
Other (please specify)	3.33%	136
Total Respondents: 4,082		

#	Other (please specify)	Date
1	I ride the 41 bus A LOT!! It's not on the list below.	12/3/2014 10:29 AM
2	Parking Shuttle SCCA Shuttle	12/3/2014 8:30 AM
3	Take a bus to University District or Lake City then have spouse pick up. The buses that take me directly home in View Ridge takes 40 minutes to/from Downtown Seattle.	12/2/2014 8:29 PM

4	Community Transit vanpool	12/2/2014 11:17 AM
5	Seattle Childrens shuttle.	12/1/2014 7:48 PM
6	Seattle Children's shuttle to downtown	12/1/2014 5:38 PM
7	seattle childrens shuttle	12/1/2014 5:13 PM
8	shuttle provided by my employer	12/1/2014 4:20 PM
9	Private shuttle by employer	12/1/2014 3:43 PM
10	Seattle Children's Shuttle	12/1/2014 3:21 PM
11	Seattle Children's Shuttle Bus	12/1/2014 3:18 PM
12	Seattle Children's Shuttle	12/1/2014 3:14 PM
13	Seattle children's hospital shuttle	12/1/2014 3:06 PM
14	Pronto cycle share program.	12/1/2014 2:55 PM
15	Employee shuttle	11/28/2014 2:43 PM
16	Seattle Children's Employee shuttle	11/26/2014 3:06 PM
17	Amtrak	11/26/2014 10:26 AM
18	Health Sciences Express	11/26/2014 6:08 AM
19	get a ride from a friend with a car	11/25/2014 4:26 PM
20	Children's Green Line Shuttle	11/25/2014 1:57 PM
21	Seattle Children's Shuttle	11/25/2014 12:23 PM
22	Light rail to town and bus then to the U district	11/25/2014 12:20 PM
23	Seattle Children's Shuttle Service from Metpark West to Hospital	11/25/2014 11:03 AM
24	Community Transit Van Pool	11/25/2014 10:39 AM
25	Seattle children's hospital shuttle	11/25/2014 10:14 AM
26	Seattle Children's shuttle	11/25/2014 10:01 AM
27	Seattle Children's shuttle	11/25/2014 9:54 AM
28	I would love to bus and/or use the lightrail to go to work (Seattle Children's Hospital) but it is inconvenient for me at this time, when lightrail opens up - I would deifinitely take this advantage	11/25/2014 9:49 AM
29	My partner's car	11/24/2014 6:25 PM
30	Kitsap Transit Bus	11/24/2014 11:08 AM
31	Community Transit vanpool	11/22/2014 1:26 AM
32	Mostly I take the bus or walk. I drive my own car infrequently.	11/21/2014 8:45 PM
33	Kitsap Transit; IC transit (Thurston co.); Skagit Transit	11/21/2014 3:15 AM
34	Vanpool	11/20/2014 9:29 PM
35	Company shuttle	11/20/2014 11:08 AM
36	Metropool	11/20/2014 10:31 AM
37	Seattle Monorail	11/20/2014 10:24 AM
38	Walking :)	11/19/2014 3:44 PM
39	Run	11/18/2014 9:11 PM
40	Employer-operated shuttle bus	11/18/2014 7:27 PM

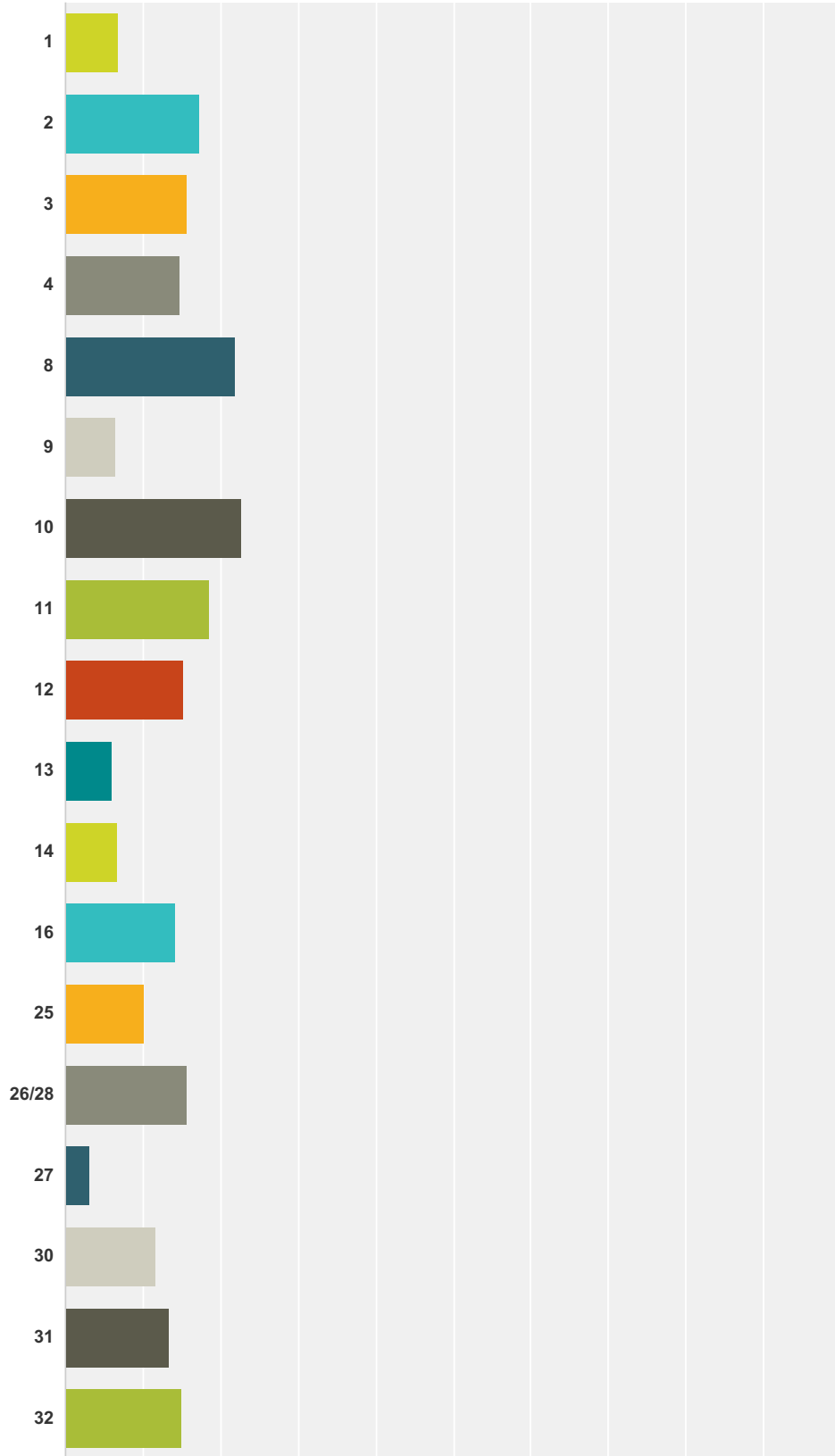
41	UW/Harborview/SLU location shuttle bus	11/18/2014 11:13 AM
42	Kitsap Transit vanpool	11/18/2014 8:14 AM
43	Kitsap bus	11/18/2014 7:10 AM
44	walking, hitchhiking daily	11/18/2014 5:48 AM
45	Kitsap Transit	11/18/2014 4:57 AM
46	kitsap transit	11/17/2014 9:03 PM
47	Island County Vanpool	11/17/2014 4:17 PM
48	E-line bus	11/17/2014 3:12 PM
49	UW Health Sciences Express	11/17/2014 2:10 PM
50	Scooooooter (the manual foot kind)	11/17/2014 2:04 PM
51	Community Transit vanpool	11/17/2014 1:58 PM
52	Kitsap Transit Vanpool	11/17/2014 1:58 PM
53	UWMC to HMC shuttle	11/17/2014 1:35 PM
54	UWMC Shuttle to SLU	11/17/2014 1:31 PM
55	Monorail	11/17/2014 1:19 PM
56	UW Shuttles	11/17/2014 12:50 PM
57	bike: pronto bike share, not own bike	11/17/2014 12:40 PM
58	University of Washington Shuttle service	11/17/2014 12:26 PM
59	Community Transit vanpool	11/17/2014 12:18 PM
60	Health Sciences shuttle between UWMC and HMC.	11/17/2014 12:17 PM
61	Harborview shuttle (Health Sciences Express) between campus and Harborview)	11/17/2014 12:14 PM
62	dial a ride service on campus from upper campus to athletic dept venues	11/17/2014 12:14 PM
63	kayak	11/17/2014 12:09 PM
64	Scooter	11/17/2014 11:34 AM
65	Drive my car to the park and ride.	11/17/2014 11:22 AM
66	Also use Snohomish Transit, which isn't lasted above.	11/16/2014 8:52 PM
67	Shuttle Express	11/15/2014 2:15 PM
68	RapidRide, bike share	11/13/2014 3:02 PM
69	Have carpooled across 520 bridge, but decades ago. State Ferry rarely, usually about a round trip a year. Pierce Transit very rarely. Water taxi is on my "to do" list for when I have a bike destination in W. Seattle.	11/13/2014 2:09 PM
70	Pronto bike share	11/13/2014 11:33 AM
71	Microsoft Connector	11/13/2014 9:48 AM
72	why are walk and use wheel chair even on the same line?	11/12/2014 4:35 PM
73	Uber	11/12/2014 1:25 PM
74	Pronto!	11/12/2014 9:36 AM
75	PRONTO BIKE SHARE	11/11/2014 9:10 PM
76	motorcyclist	11/11/2014 6:41 PM
77	Company-provided shuttle bus	11/11/2014 3:40 PM

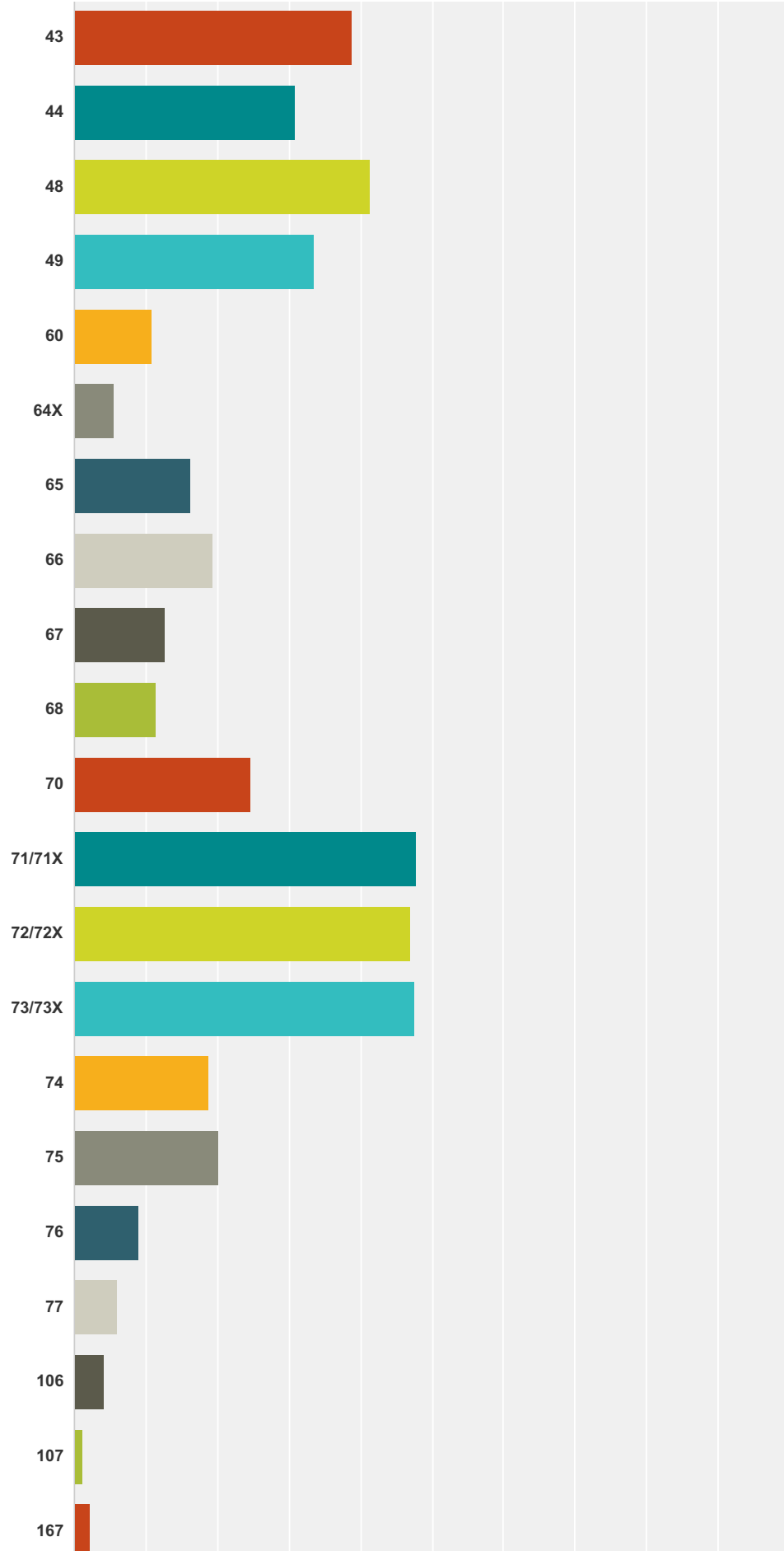
78	Monorail	11/11/2014 11:10 AM
79	I try at all possible costs to avoid SOV.	11/10/2014 10:24 PM
80	Borrowing a car from a friend.	11/10/2014 8:21 PM
81	Employer Shuttle	11/10/2014 5:02 PM
82	Uber, Pronto Bike Share	11/10/2014 1:59 PM
83	Pronto bikeshare	11/10/2014 1:38 PM
84	I have recently been using Pronto bikes to speed up my errands.	11/10/2014 12:56 PM
85	marked "drive my own car" because I have in the past. But I gave up my car three years ago, and drive a Zipcar just once a year to take the cats to the vet. So I hesitated to even mark "drive my own car." Just FYI.	11/10/2014 11:58 AM
86	Except Metro STUPIDLY canceled Route 47 so now I have NO WAY to easily get anywhere -- having to LUG HEAVY items 1/2 mile or so to a bus stop that is practically already downtown. so now I primary walk to work and ride 43 home and then walk forever to get home in THE DARK, on unsafe streets -- a mugging a block from where I live 2 weeks ago	11/10/2014 11:00 AM
87	Community Transit #405 and Metro Transit #5 Bus.	11/10/2014 10:51 AM
88	I ride the 41 bus. It's not on your list in question 2.	11/10/2014 10:47 AM
89	Walk most of day.	11/10/2014 10:47 AM
90	Children's Hospital shuttles	11/10/2014 10:05 AM
91	bike share	11/10/2014 9:41 AM
92	Kitsap Transit bus	11/10/2014 8:31 AM
93	Skateboard	11/10/2014 8:06 AM
94	VanShare from King steet station to Cherry Hill campus	11/10/2014 8:00 AM
95	Don't know what community transit bus is	11/10/2014 6:42 AM
96	I fly on my broomstick. But only Oct. 31.	11/10/2014 12:16 AM
97	Boat	11/10/2014 12:09 AM
98	Monorail	11/9/2014 10:14 PM
99	Rapid ride	11/9/2014 7:26 PM
100	Hopelink	11/9/2014 3:40 PM
101	Monorail	11/9/2014 3:13 PM
102	Friends who can help when needed in emergency. I don't own a car, so I depend completely on the options checked above.	11/9/2014 9:48 AM
103	metro vanshare	11/8/2014 9:28 PM
104	Amtrak	11/8/2014 2:04 PM
105	Work vehicles	11/8/2014 11:46 AM
106	no public transit should be allowed	11/7/2014 9:38 PM
107	Pronto	11/7/2014 7:17 PM
108	Bikeshare, once...	11/7/2014 5:33 PM
109	Pronto Bike Share	11/7/2014 4:30 PM
110	Amtrak	11/7/2014 4:21 PM
111	My primary mode of commuting is by bicycle (95% of the time). I use transit, then a private vehicle when work responsibilities or commute issues or weather keep me off my bike. I won't ride in snow or ice, for instance.	11/7/2014 4:14 PM

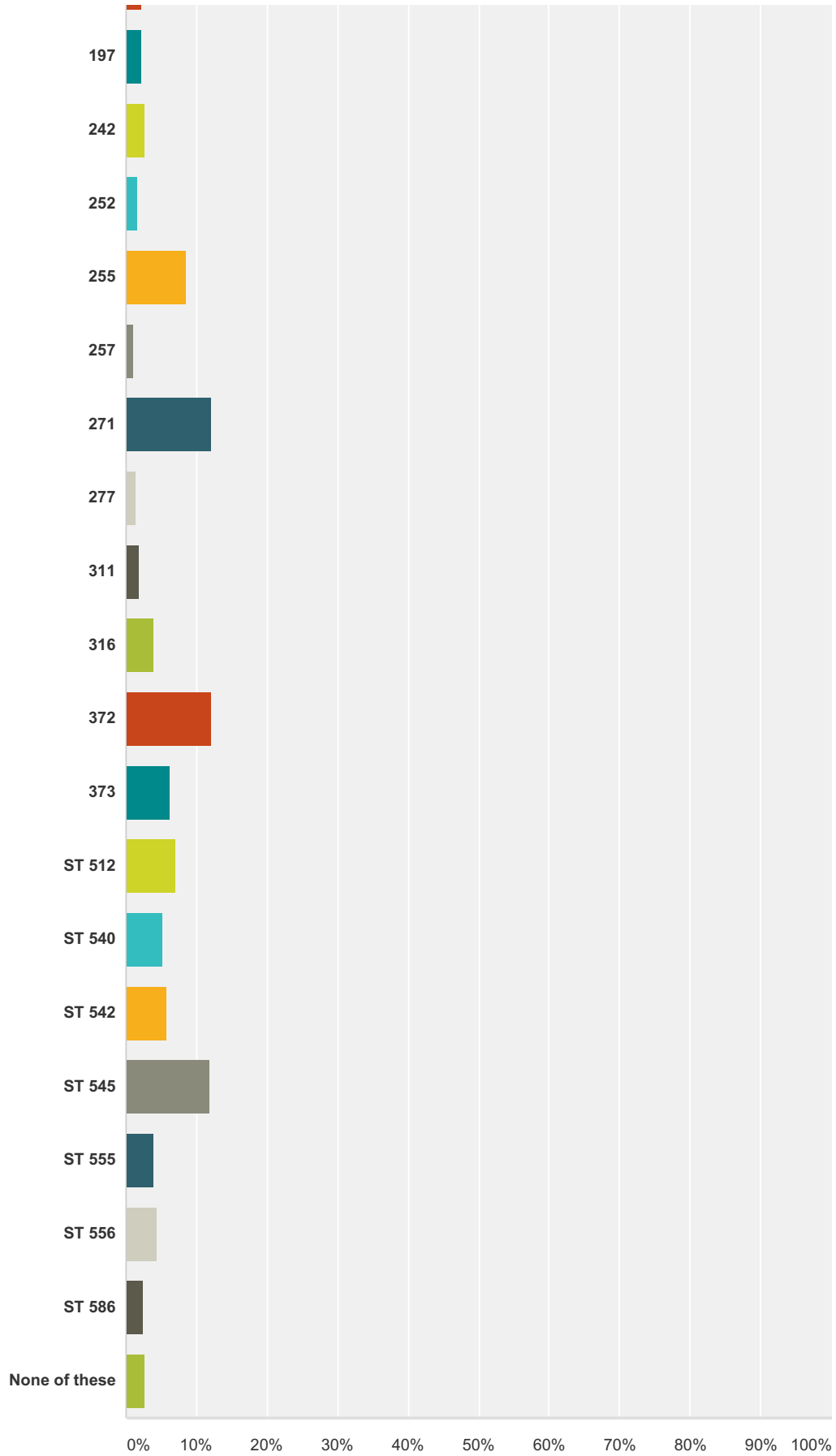
112	Pronto	11/7/2014 2:01 PM
113	Slept as my desk during a snow storm. Thanks Mayor Nickels	11/7/2014 1:08 PM
114	and UW Shuttle	11/7/2014 12:28 PM
115	Bike share	11/7/2014 11:58 AM
116	Bicycle = Pronto, bike share.	11/7/2014 10:24 AM
117	Route 47 when it was available, please bring it back.....	11/7/2014 9:49 AM
118	Rapid Ride D&E	11/7/2014 9:43 AM
119	Amtrak	11/7/2014 9:19 AM
120	I don't use all of these modes *regularly*, but I have used them at some point. My regular modes for commuting are Metro bus, biking, and walking (Capitol Hill to downtown).	11/7/2014 8:33 AM
121	Pronto	11/7/2014 8:16 AM
122	Lite rail from rainierbeach to tunnel express bus to UW(71x, ect)	11/7/2014 8:12 AM
123	Accept offers of rides from neighbors or family	11/7/2014 8:07 AM
124	Pronto, bikeshare	11/7/2014 7:47 AM
125	Pronto cycle share. I did not select bicycle option since I don't own my own bike.	11/7/2014 7:36 AM
126	Pronto cycle share. I don't have my own bike so I did not select the bicycle option.	11/7/2014 7:32 AM
127	UW/VA shuttle	11/6/2014 8:54 PM
128	rental car	11/6/2014 5:24 PM
129	Intercity Transit	11/6/2014 4:55 PM
130	combination of methods	11/6/2014 4:50 PM
131	Monorail	11/6/2014 4:11 PM
132	VA-to-VA Shuttle (provided by VA Puget Sound Health Care System)	11/6/2014 4:02 PM
133	Kitsap Transit	11/6/2014 3:53 PM
134	Work provided shuttle - UW a Health Science Shuttle	11/6/2014 3:40 PM
135	Microsoft Shuttle	11/6/2014 3:37 PM
136	UW Health Sciences Express	11/6/2014 3:33 PM

Q2 If you ride the bus, or have in the past, please indicate which of the following route(s) you use or have used.

Answered: 4,017 Skipped: 70







Answer Choices	Responses	
1	6.97%	280
2	17.28%	694
3	15.73%	632
4	14.86%	597
8	21.91%	880
9	6.40%	257
10	22.80%	916
11	18.52%	744
12	15.24%	612
13	6.05%	243
14	6.67%	268
16	14.12%	567
25	10.16%	408
26/28	15.56%	625
27	3.19%	128
30	11.60%	466
31	13.42%	539
32	14.96%	601
43	38.76%	1,557
44	30.92%	1,242
48	41.27%	1,658
49	33.63%	1,351
60	10.85%	436
64X	5.68%	228
65	16.38%	658
66	19.49%	783
67	12.80%	514
68	11.58%	465
70	24.57%	987
71/71X	47.82%	1,921
72/72X	46.88%	1,883

73/73X	47.50%	1,908
74	18.82%	756
75	20.34%	817
76	8.99%	361
77	6.05%	243
106	4.11%	165
107	1.32%	53
167	2.29%	92
197	2.24%	90
242	2.74%	110
252	1.72%	69
255	8.59%	345
257	1.07%	43
271	12.10%	486
277	1.52%	61
311	1.89%	76
316	4.01%	161
372	12.15%	488
373	6.17%	248
ST 512	7.14%	287
ST 540	5.20%	209
ST 542	5.88%	236
ST 545	11.92%	479
ST 555	3.88%	156
ST 556	4.41%	177
ST 586	2.41%	97
None of these	2.76%	111
Total Respondents: 4,017		

Q3 Where do you currently go on transit, or where would you like to be able to go on transit? List specific names and/or addresses.

Answered: 3,652 Skipped: 435

#	Responses	Date
1	I currently travel daily from downtown to Green Lake. I also periodically travel from Green Lake to the airport.	12/5/2014 4:07 PM
2	Downtown Seattle, Greenlake/Northgate, Ballard, UW, Seattle Children's, Bellevue, Kirkland, Shoreline	12/4/2014 9:55 PM
3	I would like to go down Summit Avenue where the 47/14 used to run. Summit Avenue and Mercer Summit Avenue and Harrison Street to Spring Street and 5th Avenue, The Seattle Public Library Downtown branch University Village from Summit and Olive Northgate Mall Southcenter Mall Target, Toys R Us, Jamba Juice along Tukwilla Boulevard	12/4/2014 7:01 PM
4	Currently, I take the bus to work and back home. I live in Lake City and work near U Village. It would be nice to quickly get downtown or get to the airport from either of these places.	12/4/2014 3:33 PM
5	to Seattell Children's from Capitol Hill, or to the airport from Capitol Hill	12/4/2014 3:24 PM
6	Roosevelt and 45th	12/4/2014 2:20 PM
7	1900 9th ave 5121 24th ave NE University Village University Way (from 50th/24th ave)	12/4/2014 2:13 PM
8	I also use route 41.	12/4/2014 12:47 PM
9	I live in Columbia City. Getting from my area of Columbia City to the UW takes a long time. It would be great to have the 48 come more often. With the shortening of the 48 it takes too long to transfer from light rail to the 48 because it doesn't come often enough. Also, the 50 does not come often enough for the amount of people who want to use it. Also it is usually too small and people are left behind because of being too full. And the bus line that the 50 replaced was more helpful than the 50.	12/4/2014 12:40 PM
10	mainly to downtown and capitol hill a route that goes directly from CAPITOL HILL TO BALLARD!!!!	12/4/2014 12:13 PM
11	Magnolia, Seattle Children's Hospital, Downtown, Capitol Hill	12/4/2014 11:41 AM
12	work	12/4/2014 11:39 AM
13	Downtown, to the U-District. I would like to go to Capitol Hill, Ballard, Northgate	12/4/2014 10:49 AM
14	Seattle Children's, North Seattle Community College, Northgate Mall, Fremont area, Wallingford area, Ballard area, Downtown, International District, Sports Stadium, airport, Swedish First Hill and Cherry Hill, U district	12/4/2014 10:38 AM
15	Currently, I travel from the Sand Point Way region to the University District area. In the future, I would like continued service to the University District area (Seattle Children's Hospital admin building on 4300 and Roosevelt) as well as service to Seattle Children's Hospital (4800 Sand Point Way). As the hospital continues to expand and grow, more patients, families and staff will be traveling to and from the hospital. The more access to public transportation will reduce the number of individuals driving alone in their cars as well as provide more healthcare access to patients and families.	12/4/2014 9:11 AM
16	I transit downtown to Met Park West, I transit to Seattle Central Community College and lastly, I transit to Northgate Transit Center	12/4/2014 8:06 AM
17	Internatiional blvd link light rail or seatac link light rail	12/4/2014 7:42 AM
18	King Street Station 45th and I-5 45th and Roosevelt	12/4/2014 7:38 AM
19	Seatac Airport; North Lynnwood (Community Transit); Aurora Village Shopping Ctr (CT & Metro); Seattle Children's Hosp (work).	12/4/2014 6:50 AM
20	Seattle Children's Hospital 4800 Sandpoint Way NE	12/3/2014 9:18 PM

21	Seattle Children's Hospital - Sand Point Campus, Seattle Children's Research Institute, Seatac Airport, Downtown Seattle, South Seattle (Skyway), Renton, Madrona neighborhood, Southcenter, Central District - Garfield High School	12/3/2014 4:53 PM
22	Work at UW Medical Center and UW Tower on 45th and Brooklyn Ave N Travel through Downtown Seattle Live on Vashon Island	12/3/2014 2:42 PM
23	Northgate to Downtown -- Metro #41 Northgate to the airport	12/3/2014 2:02 PM
24	Home (35th Ave NE and NE 85th Street), University of Washington, Downtown Seattle, Ballard, Fremont, Greenlake	12/3/2014 1:43 PM
25	Seattle Children's Hospital! Bothell/Kenmore, mill creek	12/3/2014 1:43 PM
26	Seattle Children's Hospital Century Link Field Northgate Mall University District	12/3/2014 11:44 AM
27	drive my car from Gig Harbor then from tacoma dome station 0544 on the 586 to U district where I catch the shuttle to Childrens At 530 pm I take the shuttle from Children's to U district where I catch the last bus home at 618 pm	12/3/2014 10:48 AM
28	Seattle Children's Research Institute, 8th Ave + Virginia, Seattle Green Lake/Phinney Ridge, 71st + Linden Ave N, Seattle Greenwood Library, 83rd + Greenwood Ave, Seattle Safeco Field/Century Link Field, Stadium, Seattle Capitol Hill Neighborhood	12/3/2014 10:34 AM
29	Downtown, the U District, Ballard, Columbia City, Hillman City, Husky Stadium for games	12/3/2014 10:29 AM
30	Airport, work (Seattle Children's Hospital), Ballard	12/3/2014 10:22 AM
31	Capitol Hill, Mt. Baker,	12/3/2014 9:57 AM
32	Fremont Ave and N 36th St UW campus Lakecity Way and 95th St Greenwood Ave and 110th Street Capitol Hill / Broadway SeaTac Airport	12/3/2014 9:50 AM
33	Downtown, Northgate, Seattle Center, Magnolia, Ballard, Sea-Tac airport,	12/3/2014 9:33 AM
34	Daily from my home to work and back; often to other neighborhoods in the city - Fremont, Ballard, U District, and Phinney Ridge.	12/3/2014 9:09 AM
35	Ballard	12/3/2014 8:46 AM
36	Would like to be able to go from Monlake/520 to/from Seattle Childrens. Currently I take 3 buses or shuttle/walk/bus in order to get from Kirkland to Seattle childrens.	12/3/2014 8:30 AM
37	Kirkland, downtown Seattle, Seattle Children's, downtown Bellevue	12/3/2014 8:29 AM
38	I commute to Children's Hospital. I go downtown, to Northgate Mall, and sometimes to Capital Hill for shopping and restaurants.	12/3/2014 8:19 AM
39	Medical Dental Building, various downtown locales, Northgate	12/3/2014 8:01 AM
40	Childrens hospital and eastlake. Would prefer more connetions to cities up north such as Edmonds, and northgate.	12/3/2014 3:54 AM
41	Capital hill, virginia mason medical center and swedish medical center,	12/2/2014 11:07 PM
42	sandpoint to light rail station	12/2/2014 10:54 PM
43	I live in NE Seattle, and do a lot of travelling in NE Seattle. I travel to/from University Avenue a lot. Also I go to Broadway and downtown Seattle. I enjoy going to Magnuson Park, and right now, it is a 2-bus trip. I go to Wallingford and Ballard sometimes.	12/2/2014 8:31 PM
44	I live 3 blocks north of View Ridge Elementary, 8.5 miles from downtown Seattle, yet it takes me 40 minutes to commute there for work. It takes me 12 minutes in a car. I would like to bike commute a couple of days a week from work to home. I take my bike on the bus in the morning but there is no bus that can get me to downtown Seattle by 6AM. I have tried biking to Lake City Way and 20th to take the bus 312 but due to hills, I get all sweaty by the time I get to the bus stop. I have no time in the morning to shower. I have tried biking downhill to Montlake Bridge to catch a bus on 520, but in the winter it's so dark that I do not feel safe. I also catch the bus from downtown Seattle to Government Street and 34th for a class. To go home, I take the 31 to get as close as I can to View Ridge then call my husband for a ride. It takes over an hour.	12/2/2014 8:29 PM

45	I use the bus and Seattle children's shuttle to get to work. I would like to be able to take the buses everywhere but they do not run on time and make my commute more than twice as long.	12/2/2014 7:25 PM
46	Upcoming UW transit center - Seattle Children's Hospital Upcoming UW transit center - Bellevue (Yarrow's Point or South Kirkland P&R)	12/2/2014 6:47 PM
47	Seattle Children's Hospital 159 Denny Way Mount Vernon Marysville	12/2/2014 6:16 PM
48	Lake City, Northgate, Univ. District, Green Lake, Ravenna, Downtown Seattle, Wedgewood, Capitol Hill, Central District	12/2/2014 4:58 PM
49	Downtown Seattle Benaroya Hall Seattle Center, Key Arena SeaTac Airport	12/2/2014 3:35 PM
50	Ballard (Market and Leary), Crown Hill (Northgate/Holman and Greenwood), N Aurora (93rd), Green Lake area, Roosevelt and 65th, downtown (3rd and Pine, 3rd and Spring), International District (12th and Jackson), Federal Way Transit Center, Aurora Village Transit Center.	12/2/2014 3:34 PM
51	Seattle Children's Hospital	12/2/2014 3:26 PM
52	UW, downtown	12/2/2014 2:58 PM
53	wallingford, bell town, cap hill, u district.	12/2/2014 2:44 PM
54	Seattle Children's Hospital Fred Hutch Seattle Convention Center Northgate Transit Center 13000 15th Ave NE	12/2/2014 2:43 PM
55	Currently go from West Seattle to downtown I'd like to be able to go to other neighborhoods easily without driving there	12/2/2014 2:14 PM
56	Seattle Children's 4800 Sand Point Way 825 NE 60th St North Seattle Community College University of WA Seattle	12/2/2014 2:07 PM
57	University Street Tunnel Station Ravenna Ave and 20th Seatac Airport Seattle Ferry Terminal 45th and University Ave Pioneer Square	12/2/2014 2:07 PM
58	I currently will take the link when parked downtown. I would like an easier/faster route from MLT to downtown. I would like a route to Children's Hospital from the Northend, MLT area.	12/2/2014 1:50 PM
59	Majority of travel is between 23rd Ave E/E John and 45th Ave NE/Roosevelt	12/2/2014 1:18 PM
60	Downtown to the airport via light rail, Lynnwood/Ashway/Mountlake Terrace via CT or Sound Transit to downtown or U district when I can find parking, would like to have more parking options from the Alderwood area so commuting later in the morning via bus is possible. At this time I rarely find available parking at any of 5 park and ride lots after 8:00.	12/2/2014 12:57 PM
61	From home to work (18th and Union to 9th and Stewart) and return.	12/2/2014 12:54 PM
62	down town seattle	12/2/2014 12:52 PM
63	8th & Virginia U District Ballard Northgate Capital Hill Public Market Sea-Tac Airport	12/2/2014 11:38 AM
64	Northgate P&R Shoreline P&R	12/2/2014 11:35 AM
65	lake city way 35th and 125th	12/2/2014 11:33 AM
66	downtown seattle mountlake terrace lynnwood/snohomish county	12/2/2014 11:17 AM
67	Seattle children's	12/2/2014 11:08 AM
68	Seattle Children's Hospital Downtown, 8th & Stewart	12/2/2014 11:06 AM
69	U Dist, Downtown, Bellevue	12/2/2014 11:06 AM
70	I go from North Seattle Park and ride to Roosevelt and NE 45th Street	12/2/2014 11:06 AM
71	I get on Othello Station, but it has come to a point where Puget Sound Transit needs to consider adding more cars at peak hours	12/2/2014 10:59 AM
72	To/From Children's Hospital and 60th St NE & Sandpoint way to the following locations: -Downtown -Wallingford -Fremont -Greenwood -Swedish Hospital -15th & Broadway -Northgate -U district -Meadowbrook -Victory Heights -Queen Anne -Pinehurst -Mapleleaf -Phinney Ridge -Crown Hill	12/2/2014 10:58 AM
73	I go from Eastlake to the University District almost every day.	12/2/2014 10:48 AM

74	Northgate TC, Bellevue TC, 15th Ave E & E John, Bellevue Medical Center, NE 91st & Roosevelt Way NE, University Village, NE 45th & Roosevelt Way NE, Holly Park, West Queen Anne, Sandpoint.	12/2/2014 10:44 AM
75	I use the 41 (not mentioned above) to connect to the 75 to go to Children's Hospital. Also take the 41 downtown to the tunnel to catch the link light rail to the airport.	12/2/2014 10:40 AM
76	University Village Seattle Children's Hospital Downtown (Westlake) South Lake Union 8th and Virginia Boren (north and south on Boren) Madison (east and west) Airport Rainier Valley Mercer Island Park and Ride 3605 84th Ave S Mercer Island Costco (4th Ave) Seattle Center I-90/Rainier Bus Stop	12/2/2014 10:38 AM
77	Shoreline or Northgate P&R to the Seattle Children's Hospital or University of Washington Edmonds to downtown Seattle via Sound Transit - but it needs more trains that travel later into the evening on the return end from Seattle to Edmonds to really make this useful for myself and others I work with.	12/2/2014 10:22 AM
78	Take 43/48 on 23rd which requires a 20-min walk up the hill from Madison Valley (to avoid taking 8 which usually makes me miss the connection) Then change to either 30 or 75 in UW area (depending on time, most of the time I'd take 75)	12/2/2014 10:13 AM
79	Northeast Seattle to Downtown Northeast Seattle to University District Northeast Seattle to Airport Northeast Seattle to Capital Hill (Via Montlake Bridge and 24th Ave E)	12/2/2014 10:07 AM
80	Seattle Children's Hospital	12/2/2014 10:00 AM
81	Everett, WA	12/2/2014 9:48 AM
82	1217 NE 95th ST 1900 9th AVE NE Golden Gardens Seattle Center Seattle Children's Hospital	12/2/2014 9:42 AM
83	Kenmore to Seattle Children's Hospital, Kenmore to Ballard/Fremont, Fremont to Seattle Children's Hospital	12/2/2014 9:31 AM
84	I catch the 65 at 35th NE and NE 95th. I would like to have an easy connection that would take me downtown.	12/2/2014 9:27 AM
85	to work, occasionally recreational, I would like a more direct line downtown.	12/2/2014 9:26 AM
86	Seattle Children's Hospital 4800 Sand Point Way NE, 98105 sorely lacks public transport and NEEDS MORE transit!!!!	12/2/2014 9:19 AM
87	I use the Northgate Park and Ride transit center and have for the past 4 years. Will continue to be using this for the next 4 years at least.	12/2/2014 9:14 AM
88	I mostly travel from Northgate Transit Center to Convention Place/the bus tunnel.	12/2/2014 9:13 AM
89	70th and Sand Point Way NE	12/2/2014 9:13 AM
90	West Seattle, Seattle Children's Hospital, Downtown Seattle, Northgate.	12/2/2014 9:09 AM
91	Seattle Children's via bus. Would like to be able to get downtown for seahawks games easier.	12/2/2014 9:02 AM
92	University of Washington,	12/2/2014 8:55 AM
93	Eastlake to Downtown Eastlake to Downtown & Downtown to Seatac Eastlake to Capitol Hill	12/2/2014 8:50 AM
94	Either drive to the Eastgate Park and Ride or walk to the Rapid Line B from NE 8 and 140th to the Bellevue Transit Center	12/2/2014 8:46 AM
95	Seattle Children's Hospital	12/2/2014 8:46 AM
96	I currently go to work, downtown and other point to point locations. I would like to be able to take to the bus to friends houses in areas that are not on the bus grid. It is really challenging to use Metro for anything other than major destinations.	12/2/2014 8:41 AM
97	I am currently taking the 41 from 337 NE Thornton Place to 2001 8th Ave in downtown Seattle. I also like using this bus to travel to Pike Place Market and the Waterfront.	12/2/2014 8:17 AM
98	Seattle Children's hospital, Home(Wedgewood), UW, Downtown, Seattle Center, Airport,	12/2/2014 8:14 AM
99	Marysville, downtown, the airport, everett station	12/2/2014 8:11 AM
100	4300 Roosevelt Way NE Husky Stadium	12/2/2014 8:10 AM
101	Seattle Children's Hospital, Magnuson Park	12/2/2014 8:09 AM
102	Ballard/Sunset Hill to Downtown - specifically 9th & Stewart Ballard/Sunset Hill to Univ District/Laurelhurst-specifically Seattle Children's Hospital (4800 Sand Point Way NE)	12/2/2014 8:01 AM

103	Seattle Childrens Reseach Institute on 9th and Stewart University Village University of Washington Century Link Field/Safeco Field Seattle Center Woodland Park Zoo	12/2/2014 7:59 AM
104	Seattle Childrens Hospital, Downtown, UW	12/2/2014 7:54 AM
105	Seattle Children's Hospital UW Seattle Center Ballard Fred Meyer Greenwood Fred Meyer Capitol Hill	12/2/2014 7:52 AM
106	i would like to go from northgate to childrens on light rail	12/2/2014 7:41 AM
107	Wedgwood to downtown, wedgwood to capitol hill, wedgwood to university of washington, wedgwood to seattle center, wedgwood to northgate	12/2/2014 7:35 AM
108	From Lynnwood park 'n ride' to 45th and Roosevelt Way NE.	12/2/2014 7:31 AM
109	Met Park West Bldg, Safeco Field, Pike Place Market, Westlake Center, downtown Seattle	12/2/2014 7:30 AM
110	I currently take the light rail or bus from Westlake to the International District to connect to the Sounder and vice versa	12/2/2014 7:29 AM
111	45th and roosevelt from woodinville	12/2/2014 7:21 AM
112	home to shoreline @ 145th and 15th Ave NE work at 4300 Roosevelt Way NE and Seattle Children's Hospital downtown - near Westlake; lower Queen Anne (Queen Anne and 1st) Northgate - near any of the park and rides University area - near 45th and Univ; University village	12/2/2014 7:20 AM
113	University District, Downtown Seattle (Convention Center), Seattle Children's Hospital, Husky Stadium	12/2/2014 7:20 AM
114	Seatac airport, Seattle Children's Hospital, downtown Seatte--Pike/Pine and 5th, Safeco field, Group Health--Northgate, NE 125th and Lake City Way, Ravenna and E Green Lake Way N, On The Boards, Taproot Theatre.	12/2/2014 7:11 AM
115	I currently go to work at Seattle Childrens and back home (Lake City).	12/2/2014 7:09 AM
116	My current commute: Metro Bus 197 from Star Lake Park & Ride to 45th and Roosevelt, then back again This is enabled by the fact that my employer, Seattle Children's, has an office building at 45th and Roosevelt, where I am currently stationed...if I am stationed at the Hospital, this is not nearly as convenient... So... It would be nice to have better options closer to Children's Hospital. I don't know that Husky Stadium is significantly closer than 45th and 15th, for example, so light rail may not answer. It might mean better bus service from the UW down the 45th St. viaduct and on to Children's...	12/2/2014 7:06 AM
117	1408 22nd Ave Seattle 21727 76th Ave W Edmonds Greenlake Lower Queen Anne Upper Queen Anne West Seattle Seattle Opera McCaw Hall	12/2/2014 6:49 AM
118	I also have used metro 268 but it is not listed above. I would like to go from Bear Creek Park & Ride to Seattle Children's Hospital.	12/2/2014 6:48 AM
119	Eastlake and Lynn Street to the Westlake Center	12/2/2014 6:34 AM
120	NE Seattle	12/2/2014 6:06 AM
121	4800 Sand Point Way NE, Seattle 4608 Dayton Ave N, Seattle 1020 E Jefferson St, Seattle 3rd Ave & Pine St	12/2/2014 12:51 AM
122	Seattle Childrens Hospital, Capitol Hill, downtown, LakeCity, Beltown, Tukwila, Tacoma, Bremerton	12/1/2014 11:50 PM
123	Downtown seattle from queen anne hill and queen anne hill to seattle childrens	12/1/2014 10:54 PM
124	Seattle Childrens hospital, NE 5th & NE 127th, downtown, UW	12/1/2014 10:34 PM
125	Seattle Childrens Hospital Bellevue Transit Center Crossroads Kirkland Tranist Center Redmond Transit Center	12/1/2014 10:09 PM
126	Group Health Capitol Hill Downtown Greenlake Ballard Shilshoe Fremont	12/1/2014 10:05 PM
127	Seattle Children's hospital Lake City Way Sandpoint Way (magnuson park, Matthews beach)	12/1/2014 10:04 PM
128	Downtown Seattle Work: 70th and Sand Point Way in Seattle Ballard Fremont	12/1/2014 9:58 PM
129	Downtown	12/1/2014 9:56 PM
130	down town, northgate	12/1/2014 9:53 PM

131	From my home on Fairview Ave (catch bus at Eastlake & Lynn) to my workplace at 5th & Cherry in downtown Seattle. Also the return trip in the afternoon.	12/1/2014 9:39 PM
132	I have only tried using the bus system to go to work at Seattle Children's Hospital (4800 Sand point way NE, Seattle, WA). I have used the light rail to come back from the airport (home is 167 11th Ave, Seattle, WA 98122 and the airport is SeaTac). I try to use the light rail to go to the airport, but it doesn't run very early in the morning or over night. I HATE HATE HATE using the buses on the weekend because if one bus is running late, I miss my connection and I have to change buses 2-3 times to get to work on a Saturday or Sunday and the next bus doesn't come for 30 minutes. 30 MINUTES! I would like a direct route from capitol hill somewhere, possibly by Seattle U somewhere, that goes up somewhere close to the hospital or at least to somewhere near UW where I can only take one connection instead of 2-3.	12/1/2014 9:09 PM
133	Everett 98204 to Seattle Children's Hospital	12/1/2014 8:26 PM
134	4300 Roosevelt Ave, Seattle U District to Cap Hill or Downtown	12/1/2014 8:19 PM
135	South Downtown (5th & Jefferson) from Eastlake University District from Eastlake Roosevelt District from Eastlake	12/1/2014 8:16 PM
136	Westlake Center UW U Village Seattle Children's Hospital Seattle Seattle Central College	12/1/2014 7:54 PM
137	Regular bus commute between Eastlake & Lynn and Fremont & 34th. (Routess 70, 66, 30, 32, 26.) Regular bus commute between Eastlake and Kirkland. (Route 255.) Occasional bus between Capitol Hill and Eastlake (route 49).	12/1/2014 7:50 PM
138	Back and forth to work	12/1/2014 7:48 PM
139	Downtown, University of Washington, Ballard	12/1/2014 7:19 PM
140	UW Seattle campus. Downtown Seattle, Northeast Branch Seattle Public Library	12/1/2014 7:01 PM
141	downtown, green lake, UW	12/1/2014 6:53 PM
142	Downtown Seattle 3rd and Pine U district I used to take the bus to the airport	12/1/2014 6:37 PM
143	NE 125th and 15th avenue NE to the convention place tunnel stop, and back NE 125th and 15th Avenue NE to Seattle Children's Hospital and back	12/1/2014 6:26 PM
144	I go from Capitol Hill (Mercer and Broadway) to University District then grab the 75 or 65 to Seattle Children's.	12/1/2014 6:22 PM
145	Seattle Children's Hospital University of Washington	12/1/2014 6:11 PM
146	Westlake Center Seatac Amtrak Station Seattle Children's Hospital UW/the ave Northgate mall Roosevelt and 65th Magnuson Park	12/1/2014 6:02 PM
147	Sea-Tac Airport, Denny Triangle (1900 9th Ave), University of Washington (main campus at University Way & Campus Pkwy, as well as Husky Stadium), Green lake, Downtown (1st & Pine), Convention center, Fremont & 46th, Ballard & Market, Collumbia city, City Center.	12/1/2014 5:53 PM
148	I take # 66 or #70 to go downtown 2-3 times a week. I would LOVE to be able to take #'s 72 and 73 as well, but they haughtily whizz past my stop. Most annoying is that they arrive withing 2-3 minutes of # 70, why not try to space the times a bit and allow some of these buses to stop at least at a couple of stops on Eastlake Ave.	12/1/2014 5:49 PM
149	From Laurelhurst to Husky stadium station and back to Laurelhurst	12/1/2014 5:38 PM
150	I use the transit to get to work Seattle Children's Hospital.	12/1/2014 5:38 PM
151	Seattle Children's Hospital Downtown Ballard Capital Hill - Broadway and Pike	12/1/2014 5:32 PM
152	Home in Kenmore, Travel frequently to an between Seattle Children's Hospital, UW, and Downtown (9th and Stewart)	12/1/2014 5:30 PM
153	From 12036 Riviera Place NE to Seattle Children's Hospital and to Roosevelt & 45th From 12036 Riviera Place NE to the airport 12036 Riviera Place NE to 2nd and Denny...First United Methodist Church of Seattle	12/1/2014 5:20 PM
154	F line in Burien to light rail	12/1/2014 5:13 PM
155	Downtown, Capital Hill, U District	12/1/2014 5:10 PM
156	Seatac airport Downtown (Pacific Place or close to there) Century Link and Safeco Fields Seattle Center Northgate Mall Husky Stadium Capital Hill Ferry Terminals South Lake Union (surface streets and access from I-5 are a chronic mess)	12/1/2014 5:08 PM

157	Fremont, Interbay, Capitol Hill, Ballard,	12/1/2014 5:07 PM
158	Sand Point, University District, Northgate, Ballard, Fremont, Greenlake, Greenwood, Wallingford, Downtown, Lake Forrest Park	12/1/2014 5:06 PM
159	From Westlake Station to the NE 65th st/roosevelt way ne stop, and from 65th/roosevelt to northgate.	12/1/2014 5:02 PM
160	I currently use transit to go to work. But I would like transit that connects through the U district, capitol hill and downtown.	12/1/2014 4:49 PM
161	Work, downtown	12/1/2014 4:40 PM
162	Eastlake Seattle Children's Hospital UW Medical Center Downtown Capitol Hill to Eastlake	12/1/2014 4:39 PM
163	From Eastlake: Downtown Seattle, University District, Roosevelt District, Northgate; I would like to be able to go to Seattle Center, Capitol Hill, Washington Park Arboretum, Airport, Sodo, University Village	12/1/2014 4:36 PM
164	Home (19th and Thomas in Capitol Hill), work (SCH), SEATAC airport, downtown Seattle	12/1/2014 4:36 PM
165	Downtown Yesler (Odessa Brown Children's Clinic)	12/1/2014 4:34 PM
166	Renton to/from 45th/Roosevelt and Seattle Children's hospital.	12/1/2014 4:29 PM
167	University Ave or Roosevelt and 50th.	12/1/2014 4:28 PM
168	Downtown business district Eastlake & Lynn University of Washington	12/1/2014 4:27 PM
169	University of Washington 1616 Eastlake Ave Seattle WA Seattle Children's Hospital	12/1/2014 4:21 PM
170	i use metro bus to get from the north end of cap hill (volunteer park/interlaken park area) to downtown & vice versa quite frequently. i occasionally go from same area of cap hill to seattle children's hospital. the # of buses that serve SCH area is limited and always requires a transfer in the U district, which is not the safest of neighborhoods for a single lady to navigate in the dark.	12/1/2014 4:20 PM
171	Downtown Seattle	12/1/2014 4:20 PM
172	Downtown Seattle	12/1/2014 4:17 PM
173	Downtown from Wedgwood. 71 and 71 Express Sometimes light rail from airport to bus tunnel, then 71 home. 14 block walk to bus stop. Hard with suitcase. Need park and ride.	12/1/2014 4:16 PM
174	NORTHGATE TO UNIVERSITY DISTRICT 45th & Roosevelt	12/1/2014 4:14 PM
175	Seattle Children's Hospital from Capitol Hill	12/1/2014 4:14 PM
176	Seattle children's	12/1/2014 4:13 PM
177	Seattle Children's Hospital Capitol Hill (Pike/pine) Downtown (norstrom) Greenlake Fremont bars Wallingford - 45th street	12/1/2014 4:12 PM
178	5th and Jackson 18th and Jackson 9th and stewart convention station international station 3rd and pine	12/1/2014 4:08 PM
179	Shoreline - 175th and 15th to Seattle Children's Hospital	12/1/2014 4:02 PM
180	Seatac, Downtown, UWMC	12/1/2014 4:00 PM
181	From Madison Valley to Seattle Children's Hospital, directly.	12/1/2014 3:58 PM
182	Between fremont, downtown denny triangle, hutch, and UW hospital	12/1/2014 3:58 PM
183	university district, matthews beach, wedgewood, fremont, wallingford, queen anne, capitol hill, south lake union, downtown, sodo	12/1/2014 3:57 PM
184	Seattle Children's Hospital for work from Mill Creek	12/1/2014 3:56 PM
185	Seattle Children's Hospital Downtown Seattle - ACT Theatre, Downtown library, Pike Place Market, water front Seattle Center - Bagley Wright Theatre, Key Arena	12/1/2014 3:53 PM
186	From Matthews Beach neighborhood Typical go to: UW, U District, U Village, Downtown/Bell Town, N-gate Park & Ride, Seattle Center. (sometimes on ST 522 from Lake City to Downtown) Want to go to: Airport, Capitol Hill, Bolt Bus stop, AmTrak station.	12/1/2014 3:49 PM

187	I typically go downtown Seattle or to Bellevue. I very much wish that Bellevue access were better all around, but particularly from Northgate area. I also think the access to West Seattle should be improved.	12/1/2014 3:47 PM
188	Seattle Children's Hospital (work) Century Link Field/Safeco Sea-Tac Airport Capitol Hill	12/1/2014 3:45 PM
189	From Greenwood (97th and Greenwood Ave) to Roosevelt and 42nd on the 355. Then connect to a shuttle to Seattle Children's. More bus service to Seattle Children's would be helpful. Expanding 355 route times.	12/1/2014 3:43 PM
190	Seattle Children's Hospital Downtown Bothell	12/1/2014 3:43 PM
191	Work in downtown Seattle from NE Seattle	12/1/2014 3:41 PM
192	719 19th Ave to 1900 9th Ave 719 19th Ave to Seattle Children's Hospital	12/1/2014 3:38 PM
193	From my house (NE 90th st, seattle) to daycare at fred hutchinson center (Fairview) and then to work (1900 9th avenue, seattle))	12/1/2014 3:38 PM
194	Mukilteo, UW, Seattle Children's Hospital	12/1/2014 3:38 PM
195	Seattle Children's Hospital, 4800 Sand Point Way NE, Seattle, WA 98105	12/1/2014 3:36 PM
196	17725 Hall Rd (in Bothell) to Seattle Children's Hospital to SeaTac airport	12/1/2014 3:35 PM
197	When using Metro, I travel from Downtown Seattle to the University District. My husband and I commute together a majority of time and I sometimes have to take a bus from SCR1 to UW and this can take about 1 hour from the time I leave my buidling the time I actually get on a bus a few blocks away. I would actually like to have a bus that a) shows up in time, b) is not full and c) actually STOPS at the bus stop. Or, I will take a Metro south to King Street Station to catch the Sounder Train to go to Everett. When using Sound Trasit, I travel from Everett to Downtown Seattle and then back to home.	12/1/2014 3:34 PM
198	Rt 183 to 197 in the morning, vice-versa at night.	12/1/2014 3:34 PM
199	From NE Seattle to Smith Tower downtown.	12/1/2014 3:34 PM
200	Queen Anne-> Seattle Children's Hospital (2848 13th Ave W), the 32 is not reliable.	12/1/2014 3:33 PM
201	Children's Hospital University of Washington Ballard Fremont	12/1/2014 3:32 PM
202	closer to Queen Anne to get to Seattle Children's Hospital	12/1/2014 3:32 PM
203	South Lake Union (I work in West 8 building, 8th and Virginia) NE 65th St and 27th Ave NE (near home) NE 55th St and 27th Ave NE (near home) The Seattle Aquarium Woodland Park Zoo University of Washington Capitol Hill (son goes to school at Summit and Pike) Central District (Bikeworks, near Rainier and S. Hudson) Magnuson Park ... and lots more	12/1/2014 3:30 PM
204	Seattle Children's Hospital; Capital Hill; Downtown; University District	12/1/2014 3:30 PM
205	Downtown to fremont to capital hill	12/1/2014 3:30 PM
206	West Seattle Junction UW Medical Center Northgate Airport Anacortes	12/1/2014 3:28 PM
207	Greenlake and 60th, Roosevelt and 70th, 1900 9th Ave NE, 3rd and Union	12/1/2014 3:26 PM
208	Seattle Children's Hospital Downtown Seattle	12/1/2014 3:26 PM
209	University District (42nd NE and 8th) to Seattle Children's Research Institute (1900 9th Avenue Seattle)	12/1/2014 3:26 PM
210	I live on 115th and Sand Point Way, I go to University District (43rd and Roosevelt) for work. I like to be able to get downtown and to Capitol Hill from work quickly for when I meet up with friends.	12/1/2014 3:25 PM
211	At NE 95th Street West-East/East-West Sandpoint Way NE to NE 35th Ave NE. There are not enough good East-West Metro Routes in the Northeast Seattle	12/1/2014 3:25 PM
212	Downtown, work, airport, the different neighborhoods around Seattle.	12/1/2014 3:25 PM
213	125th and Lake City to 50th and Sandpoint (Seattle Children's Hospital)	12/1/2014 3:25 PM
214	I would like to be able to get to the University Village in fewer than three transfers if possible. I work at the Seattle Children's Autism Center.	12/1/2014 3:25 PM
215	Capitol Hill, Queen Anne, Fremont, Ballard, SODO, Central District, Madison, University District, Ravenna, Maple Leaf, South Lake Union, West Seattle, Georgetown, Downtown, Belltown	12/1/2014 3:24 PM

216	Seattle Children's Capitol Hill Wallingford Downtown/Belltown Fremont Madison	12/1/2014 3:24 PM
217	Roosevelt neighborhood, U District, Downtown, Ballard	12/1/2014 3:23 PM
218	1. DRIVE TO SOUTHWORTH FERRY (GOTTA PAY PARKING) 2. RIDE FERRY TO FAUNTLEROY TERMINAL 3. RIDE EITHER THE RAPID RIDE (C) OR 116 TO DOWNTOWN SEATTLE (SENECA ST OR MADISON ST) 4. RIDE THE 255 BUS TOWARDS KIRKLAND 5. RIDE EITHER THE 235 OR 234 TO BELLEVUE (RIGHT OUTSIDE WORK) 1. AFTER WORK I RIDE THE 235/234 TO KIRKLAND P&R THEN THE 255 TO SEATTLE, GET OFF PIONEER SQUARE AND RUN TO MAKE THE 4:30PM WATER TAXI TO VASHON ISLAND. IF I MISS IT, I WAIT TIL 5:30 OR 6:30PM, DEPENDING ON WHEN I GET OFF WORK FOR THE NEXT ONE. FROM VASHON, I HOP ON THE NEXT FERRY HEADED TO SOUTHWORTH, THEN I DRIVE HOME... 1. WOULD LIKE A ROUTE TO BELLEVUE WITH LESS STEPS	12/1/2014 3:23 PM
219	bagley and 40th Seattle Children's Hospital UW UWMC Swedish First Hill 36th and Meridian Ave N	12/1/2014 3:23 PM
220	50th and Meridian University District West Seattle Magnolia Ballard	12/1/2014 3:23 PM
221	Capitol Hill, Downtown, Fremont, Greenlake, Ballard	12/1/2014 3:22 PM
222	I use the #75 to get to and from work at Seattle Children's Hospital. I would like a direct route via Sand Point Way NE to downtown Seattle without having to transfer. As of now, you have to take a lengthy detour through the University Ave. neighborhood to get downtown. It takes too long to use reguarly. A direct bus line to downtown Seattle via Sand Point Way could curb I-5 traffic substantially.	12/1/2014 3:21 PM
223	Sandpoint Way NE and NE 70th St	12/1/2014 3:21 PM
224	Durland Ave. NE, Seattle, WA 98125 1100 Olive Way, Seattle, WA 98101 4800 Sand Point Way NE, Seattle, WA 98105	12/1/2014 3:20 PM
225	Seattle Children's Hospital	12/1/2014 3:20 PM
226	I commute daily from Capitol Hill to Laurelhust Seattle Children's campus and back... distance of about 10 miles but it takes over an hour on a good day... if I'm lucky... to actually get to my destination one way.	12/1/2014 3:18 PM
227	Northgate Park and Ride to Seattle Childrens Hospital	12/1/2014 3:17 PM
228	Stone Way and 40th to/from Children's Hospital, downtown, Seatac airport, U district, seattle center	12/1/2014 3:17 PM
229	Northgate P&R, 125th & Roosevelt, 43rd & Roosevelt, 95th & Lake City Way, Seattle Center, Westlake Center	12/1/2014 3:16 PM
230	I currently commute from Kenmore/Bothell to downtown Seattle - specifically Olive Way.	12/1/2014 3:16 PM
231	work, downtown	12/1/2014 3:16 PM
232	Seattle Children's Hospital for work	12/1/2014 3:15 PM
233	Seattle children's hospital	12/1/2014 3:15 PM
234	Seattle Children's Hospital, Ballard, Downtown, Capitol Hill, Fremont	12/1/2014 3:14 PM
235	Seattle Children's University of Washington Downtown Seattle Aloha and 23rd Ave E	12/1/2014 3:14 PM
236	UW campus	12/1/2014 3:14 PM
237	I use the bus to go to work at Seattle Children's Hospital on Sand Point Way. I go to the Wedgwood neighborhood, around the intersection of 35th Ave and 80th street. I'd like to be able to access the Pike Place Market and Fremont from North Seattle.	12/1/2014 3:13 PM
238	Convention place bus stop. capitol hill all stops on broadway. university Ave	12/1/2014 3:13 PM
239	Seattle Children's Hospital, Northgate park n' ride, airport, downtown, North Sand Point Way, sporting events in SoDo, Husky Stadium	12/1/2014 3:13 PM
240	Seattle Childrens Hospital- Sand Point Way Quest Field/Safeco Downtown Seattle Fremont, Ballard, Green Lake Captiol Hill	12/1/2014 3:13 PM
241	from sand point way/ University Village up the 45th street viaduct	12/1/2014 3:12 PM
242	Ballard, I would love to be able to get to Ballard. From University Ave to 15th and Market on one bus. University Ave to West Seattle on one bus (Alaska Junction to/and Morgan Junction). Get more east/west routes in general.	12/1/2014 3:11 PM
243	U District, NW 64th and 11th, 107th and Phinney, Capitol Hill, Downtown, First Hill, Fremont, Downtown Ballard	12/1/2014 3:11 PM

244	From Greenwood to the U District, from the U District to Downtown or Laurelhurst, from Northgate to the airport, from laurerlhurst to ballard/fremont/wallingford. I would love to take a bus from Greenwood to Laurelhurst at night, but there are no options, so I have to drive to work.	12/1/2014 3:11 PM
245	Federal Way to UDistrict	12/1/2014 3:11 PM
246	U District from Bellevue or Seattle	12/1/2014 3:11 PM
247	Downtown Seattle, Downtown Bellevue, West Seattle, Capitol Hill, UW Health Sciences Building, Seattle Children's Hospital (Laurelhurst campus), Green Lake (southeast/park n ride side)	12/1/2014 3:10 PM
248	To and from Eastlake to the new UW lightrail station.	12/1/2014 3:10 PM
249	Seattle Children's Hospital, Laurelhurst and the NE in general. Would like a line direct from Northgate to Fremont.	12/1/2014 3:10 PM
250	Seattle Children's Hospital - 4800 Sand Point Way NE AND 6901 Sand Point Way NE	12/1/2014 3:10 PM
251	to the airport downtown, Ballard 65th and Roosevelt	12/1/2014 3:09 PM
252	East/West is incredibly difficult, and it would be awesome if that were improved.	12/1/2014 3:09 PM
253	27th Ave NE and NE 62 St, Seattle 8th Ave and Virginia, Seattle	12/1/2014 3:09 PM
254	From Northgateway and 19th ave NE to Seattle Children's	12/1/2014 3:09 PM
255	From Capitol Hill to Billard/Fremont without connecting downtown or in the U District.	12/1/2014 3:09 PM
256	I would like to be able to get from North Seattle to Capital Hill more easily. I would like to be able to get from North Seattle to Federal Way more easily. Issaquah, Green Lake, Fremont, Ballard, Queen Ann, Capitol Hill, Downtown, University of Washington	12/1/2014 3:08 PM
257	Seattle Children's Hospital 6901 Sand Point Way NE, Seattle, WA Downtown Seattle Fred Meyer Lake City Way NE, Seattle University of Washington Medical Center	12/1/2014 3:08 PM
258	Northgate Lake City	12/1/2014 3:08 PM
259	Westlake Station, SeaTac	12/1/2014 3:08 PM
260	Seatac airport to Childrens hospital . The new link lite rail will be useful especially if it is not a transfer downtown	12/1/2014 3:08 PM
261	Ballard, 6000 24th Ave NW	12/1/2014 3:08 PM
262	I currently travel between 18th & E Republican on Capitol Hill and Seattle Children's Hospital (4800 Sand Point Way NE) to get to work. I would like to be able to go from Seattle Children's Hospital directly to University Way NE and 43rd Ave NE (US post office, University Bookstore, Bartells, Chase bank all within a block). I use a walker, so the direct connection is valuable to me.	12/1/2014 3:07 PM
263	It would be wonderful to take 1 direct bus from U district to Queen Anne Ave	12/1/2014 3:07 PM
264	Downtown UW campus U-District Ballard Children's Hospital	12/1/2014 3:07 PM
265	4300 Roosevelt	12/1/2014 3:07 PM
266	Seattle Chindren's Hospital UW Downtown Garfield High School: 400 23rd Ave, Seattle, WA 98122 Raisbeck Aviation High School: 9229 East Marginal Way S, Tukwila, WA 98108	12/1/2014 3:06 PM
267	commute to Seattle Children's hospial from Mercer island. I used to take the 205 untilit was canceled. Now take the 550 to hospial shuttle. also use 550 to go downtown evenings and weekends and bus to seattle center	12/1/2014 3:06 PM
268	Seattle Children's Hospial University of Washington Downtown Seattle Northgate Mall	12/1/2014 3:06 PM
269	Auburn, downtown seattle.	12/1/2014 3:06 PM
270	Seattle Childrens and downtown Seattle	12/1/2014 3:06 PM
271	to airport from Greenlake NE. too capitol hill from Greenlake NE. Currently, go downtown to 2nd and union.	12/1/2014 3:05 PM
272	Seattle Children's Hospital 45th Street and Stone Ave, Seattle Downtown Seattle Fremont Ballard Husky Stadium	12/1/2014 3:05 PM
273	NE 75th St near 35th Ave and First Hill (Harborview Medical Center).	12/1/2014 3:05 PM
274	University District, Northgate area, downtown, Capitol Hill, Fremont, Wallingford, Ballard	12/1/2014 3:05 PM

275	Work - 8th and Virginia School - UW Seattle campus	12/1/2014 3:05 PM
276	I commute to work at Seattle Children's Hospital, both the main campus and the Roosevelt Commons building at 4300 Roosevelt Way NE I use routes 71, 76, 30, 66 and 67 depending on my schedule. I also use all of these routes for getting around town for shopping, errands and entertainment.	12/1/2014 3:04 PM
277	NE 65th Street and 49th Avenue NE Seatac Airport Office at S. Lake Union (2001 8th Avenue) Capitol Hill (Brodway and Olive, Melrose Triangle) Seattle Children's Hospital	12/1/2014 3:04 PM
278	From/To University District (specifically 43rd and Roosvelt) from Ballard/Magnolia , Seattle Children's Hospital, Downtown Seattle, South Lake Union, Northwest Hospital, SeaTac Airport, King Street Amtrack Station,	12/1/2014 3:04 PM
279	From Seattle to Bothell and from Shoreline to University of Washington	12/1/2014 3:04 PM
280	employer - Seattle Children's Hospital is primary destination	12/1/2014 3:04 PM
281	Seattle Childrens Downtown Seattle Bellevue Kirkland Capitol Hill University District Fremont Queen Anne (Upper/Lower/ All sides) Greenlake Northgate Central District Ballard Golden Gardens Park/Beach West Seattle/Alki South lake Union Eastlake SouthCenter Mall IKEA	12/1/2014 3:03 PM
282	Seattle Children's Hospital: 4800 Sandpoint Way NE Downtown, Queen Anne, Fremont, Ballard, Wallingford, Northgate,Capitol Hill, Bellevue, Roosevelt/Ravenna/Green Lake neighborhood	12/1/2014 3:03 PM
283	For my daily commute, I take the 556 from the Issaquah Transit Center and get off on 15th & 42nd. I LOVE that I don't have to transfer.	12/1/2014 3:03 PM
284	Work - Seattle Children's Hospital or Univeristy of WA Medical Center. (and Home again) Northgate Transfer Center	12/1/2014 3:03 PM
285	work - roosevelt and DT home - loyal heights downtown seattle - stadiums captiol hill- all over	12/1/2014 3:03 PM
286	Home 409 23rd Ave S, Seattle Work 4300 Roosevelt Way NE Downtown Seattle International District	12/1/2014 3:03 PM
287	Currently go to/from Wedgwood/View Ridge area to and/or from U District, Fremont, Wallingford, Seattle Children's Hospital, Ballard, downtown - LOTS of going downtown to connect w/other transit lines	12/1/2014 3:02 PM
288	Currently go from stone way and 40th to Seattle Children's. Would like to go from East Green Lake to Seattle Childrens. Go from Tangletown/Green Lake to 3rd/Pike. Would like to go from Green Lake to 9th/Olive.	12/1/2014 3:02 PM
289	Century Link field Sand Point (work) Eastlake Kenmore Park and Ride Georgetown	12/1/2014 3:02 PM
290	Magnuson Park or at least to Seattle Children's Hospital on Sand Point Way NE, without having to trasfer 3x.	12/1/2014 3:02 PM
291	Seattle Children's Hospital	12/1/2014 3:02 PM
292	The 28 used to stop through my neighborhood on 3rd Ave near 107th and those routes got cut. It is extremely inconvenient to have to find several other busses to take since that one no longer goes far enough when I grocery shop coming home from work.	12/1/2014 3:01 PM
293	Shoreline/North Seattle, Downtown (Westlake, Denny Triangle, Convention Center), Northgate, Lake City, Wedgwood	12/1/2014 3:01 PM
294	Downtown, King County Courthouse, 70th & Sandpoint, Capitol Hill, Wallingford, U District. I would like more options from Wallingford to 70th & Sandpoint area. I would like an option from 70 & Sandpoint to Capitol Hill.	12/1/2014 3:01 PM
295	Seattle Children's Hospital	12/1/2014 3:01 PM
296	University of Washington Medical Center Seattle Children's Downtown Mount Baker Transit Center for Light Rail	12/1/2014 3:01 PM
297	Tacoma Dome to UW District	12/1/2014 3:01 PM
298	24th and Republican to Seattle Children's Hospital 24th and Republican to Douglass Truth Library 24th and Republican to Lower Queen Anne 24th and Republican to Downtown Seattle Capitol Hill 24th and Republican to Mt Baker Station to Seatac I use the 43, 48, and 8 most frequently - these bus routes are great and get me most places I need to go. Most challenging is getting to work at Seattle Children's. I have to transfer - some days the wait time is short and some days the wait time is long.	12/1/2014 3:00 PM
299	Lynnwood. Montlake Overpass over 520 Redmond (sp. Bear Creek P&R)	12/1/2014 3:00 PM
300	I currently travel downtown and up to Queen Anne at the intersection of 5th and Mercer. I also go to the airport frequently.	12/1/2014 3:00 PM

301	Tacoma Dome Station, U District, Downtown Seattle, South Lake Union	12/1/2014 3:00 PM
302	Downtown Seattle Childrens Hospital Ballard University of Washington	12/1/2014 3:00 PM
303	Go to West Seattle - The Junction - from Redmond and vice versa without it taking all day. Go on one bus all the way from Redmond Transit Center to Seattle Children's Hospital	12/1/2014 2:59 PM
304	I often go from Capitol to U district, Greenlake, & Queen Anne. Would like to see easier transit options to U district/Seattle Children's Hospital, & Greenlake area.	12/1/2014 2:59 PM
305	Capital Hill Downtown via Madison St #12 or via #43 to retail corridor Seattle Children's Hospital Wedgwood neighborhood University District/UW North Seattle Madison Park Belltown via #8	12/1/2014 2:59 PM
306	My most recent routes are from North Beach Elementary school to the main UW campus (route 48) and from North Beach Elementary school to downtown (routes 18x or 40). I also use the 43 to go from UW to downtown (2001 8th Ave). I would like to have better daytime and weekend access from North Beach to downtown.	12/1/2014 2:59 PM
307	University Way NE & NE 43rd	12/1/2014 2:59 PM
308	To & From Work; Lake City to Seattle Children's Hospital. I'd like to be able to take public transportation from my home in Brier, but the route is not well supported.	12/1/2014 2:59 PM
309	Seattle Children's Hospital Magnolia Downtown Seattle South Downtown Greenlake Eastside North Seattle	12/1/2014 2:58 PM
310	Seattle Children's Hospital, Downtown.	12/1/2014 2:58 PM
311	Seattle Children's Hospital. Northgate Transit Center. 105th (Northgate) and Greenwood.	12/1/2014 2:58 PM
312	Seattle Childrens Hospital, UW, UVillage, Capitol hill, International District, SCCA.	12/1/2014 2:56 PM
313	Federal Way Transit	12/1/2014 2:56 PM
314	West Seattle and Seattle Children's	12/1/2014 2:56 PM
315	Renton to U District and back	12/1/2014 2:56 PM
316	I would like to be able to go from Capitol Hill (15th Ave and John intersection) directly to Montlake Ave/ University Village without having to transfer busses on the UW campus.	12/1/2014 2:55 PM
317	I take the 348 from Shoreline (Aurora and 185th) to Seattle Children's Hospital I also take the E Line from Shoreline to Downtown Seattle to attend games at Century Link Field	12/1/2014 2:55 PM
318	Bellevue Ave East and Denny to 4801 Sand Point Way NE Bellevue Ave East and Denny to Roosevelt and 45th	12/1/2014 2:55 PM
319	1900 ninth avenue, seattle 1959 NE pacific street, seattle	12/1/2014 2:55 PM
320	Whittier Heights/70th and 10th to University Hospital and to Downtown (3rd and Virginia) and to Westlake (Whole Foods) I would like to be able to go Whittier Heights to Capitol Hill.	12/1/2014 2:55 PM
321	Bellevue to UW Med Center Bellevue to Seattle Children's Hospital	12/1/2014 2:55 PM
322	Lynnwood transit center to UW	12/1/2014 2:55 PM
323	U district to downtown	12/1/2014 2:55 PM
324	Northgate Park and Ride to Convention Center/Westlake	12/1/2014 2:55 PM
325	South lake union, capitol hill, university district, ballard, fremont, queen anne	12/1/2014 2:55 PM
326	Children's Hospital, UW Hospital, Mill Creek Urgent Care facility, Safeway, QFC on Capital Hill.	12/1/2014 2:54 PM
327	Northgate P&R Shoreline P&R	12/1/2014 2:54 PM
328	Current;y go to: Children's hopsital Would like to go to: University Village Ballard Fremont Queen Ann Sea-Tac	12/1/2014 2:54 PM
329	Seattle Children's Resaearch Institute Seattle Children's Hospital	12/1/2014 2:54 PM
330	South lake union Downtown Seattle Lower Queen Anne	12/1/2014 2:53 PM
331	I go almost everywhere on transit. I use the bus to socialize, shop, for business and community meetings. Weekly I use it to get to SODO, downtown retail core, University District, Broadway area and then to the meetings around King County. Sometimes service seems scant in Laurelhurst, and residential areas of the suburbs.	12/1/2014 12:27 AM

332	To and from west Seattle Around west Seattle	11/30/2014 11:35 PM
333	Seattle childrens hospital, university village, northgate mall, uw medical center, 1900 9th ave, Seattle, wa 98101.	11/30/2014 10:51 PM
334	I would like to go to Snoqualmie Falls	11/30/2014 10:22 PM
335	Downtown Seattle, Sea-Tac Airport	11/30/2014 9:17 PM
336	1604 ne 50th Seattle 5710 22nd Avenue nw	11/30/2014 2:57 PM
337	Downtown on Pine St (shopping complexes/Macy's), Capitol Hill, U District, International District, Pioneer Square, Southcenter Mall, U Village Mall (this is very difficult to reach from anywhere in Seattle - takes several transfers), Northgate Mall, Ikea (again, several transfers and almost 2 hours - no direct service on Sundays).	11/30/2014 1:27 PM
338	Lake City to Downtown, or Lake City to Redmond	11/30/2014 10:45 AM
339	westlake	11/30/2014 10:34 AM
340	U district, U ville, Cap Hill, West Seattle, West Lake, Lake City, Bellevue	11/30/2014 10:26 AM
341	Downtown, north Seattle college	11/30/2014 8:41 AM
342	Seattle Children's Hospital	11/29/2014 11:59 PM
343	Seattle Children's Hospital	11/29/2014 12:14 PM
344	University Village Downtown Seattle SeaTac Airport	11/28/2014 10:38 PM
345	UW Seattle, Fremont, Queen Anne, downtown waterfront, Ballard, Wallingford, Seatac Airport,	11/28/2014 6:47 PM
346	Wallingford, Capital Hill, downtown, U-Dist	11/28/2014 5:59 PM
347	From eastside to downtown seattle, park and rides to work. WWhen the light rail opens at UW, I would love to have a bus that would connect from there to Seattle Childrens. Right now you must go further up onto campus to catch a connecting bus from that area.	11/28/2014 2:43 PM
348	Work Downtown SeaTac Airport	11/28/2014 2:12 PM
349	Seattle Children's Hospital, Edmonds, Ballard, SPU	11/28/2014 1:38 PM
350	Seattle Children's hospital Downtown Northgate Kenmore	11/28/2014 1:15 PM
351	70th & Sand Point Way, 15th NW and NW Market (Ballard), downtown Seattle, Seatac airport, Seattle Center, Ballard High area (15th NW & NW 65th)	11/28/2014 12:50 PM
352	Easier connection to the light rail from Fremont/UW area/Laurelhurst. More bus or transport routes that get to Seattle Children's hospital.	11/28/2014 12:01 PM
353	Occasionally I take the bus from Lynnwood area to downtown when shopping downtown, etc. I really, really wish I could commute by light rail from the northend by any means that would not increase my commute time so much. I do not use mass transit because it will increase my commute from ~ 35-60 min to a solid 90 minutes because of transfers.	11/28/2014 11:58 AM
354	U of Washington campus 145th and Lake City Way NE	11/28/2014 11:47 AM
355	From my home in mt baker to work at seattle childrens and back	11/28/2014 10:52 AM
356	Seattle Children's Hospital	11/28/2014 10:33 AM
357	Seattle Childrens Hospital, Northgate, Downtown, University District, Fremont, Ballard, Queen Anne, Wallingford	11/28/2014 4:42 AM
358	I use transit almost exclusively to get around seattle, from downtown to greenwood. I commute daily to Seattle Children's Hospital and would love continued service to there. I was particularly disappointed when the 30 line was severely reduced since I depended on it to get to Seattle Children's.	11/27/2014 11:56 PM
359	Downtown: Pike Place Market, International District/Uwajimaya, Seatac airport, Fremont- Theo, Bellevue TC, Northgate Mall, Capitol Hill/Cal Anderson Park, Washington Park Arboretum/Japanese Gardens, South lake Union, Seattle Center	11/27/2014 10:50 AM
360	Commuting: between the Eastside (Redmond - Redmond Transit Center or Bear Creek Park & Ride) and Seattle Children's Hospital Campus (North of UW).	11/27/2014 6:11 AM

361	-MLK Wy S & S Graham St (Rainier Valley) -Mount Baker Transit Center -Columbia City Branch Library -Gould Hall (University of Washington) -Seattle Central Community College (Capitol Hill) -Swedish Medical Center (First Hill) -Westlake Station (Downtown) -NE Market St (Ballard) -E Madison St (Madison Valley) -23rd Ave & E Jackson St (Central Area)	11/27/2014 12:13 AM
362	UWMC 1959 NE Pacific St from 2607 Western Ave	11/26/2014 11:08 PM
363	9000 Roosevelt 98115 Northgate 3015 NE 85th 98115 University ave Bitterlake Fremont Evo on stone way	11/26/2014 9:17 PM
364	Sea-Tac I	11/26/2014 7:37 PM
365	Seattle Children's Hospital	11/26/2014 7:16 PM
366	Downtown, University Village, university of Washington, ne65/25avene(Seattle) northup/130th(Bellevue), green lake park and ride, Roosevelt/80th st ne(Seattle)	11/26/2014 6:52 PM
367	Capitol Hill, Doentown, Fremont, Belltown, Pioneer Square, Central District, First Hill, Ballard, Greenwood, Greenlake, U District, Wedgewood, Beacon Hill, Phinney Ridge, Mapleleaf, Alki, SoDo, International District, Queen Anne	11/26/2014 5:56 PM
368	Ballard to Central District / Madison Valley Phinney/ Ballard to Northgate	11/26/2014 4:24 PM
369	999 3rd Avenue in downtown Seattle; Capitol Hill near Richard Hugo House and Elliott Bay Book Company; Whole Foods Market Westlake; Sea-Tac Airport	11/26/2014 4:00 PM
370	Northgate Transit Center, NE 105th St & Aurora, NE 145th St & Lake City Wy, 125th & Lk City Way, 80th & Lk City Way, 75th & Roosevelt, 85th & Roosevelt, Roosevelt & Northgate Way, Northgate Wy & Lake City Way, 115th & Aurora, 125th & Aurora, 130th & Aurora, 165th & Aurora, Seattle Center, Northgate Mall North entrance, 125th & Roosevelt, 125th & 15th, Seattle-Bremerton Ferry Dock, 38th & Fremont, 50th & University Wy, 45th & University Wy, Youngstown Community Center, Northgate & Meridian, NSCC, Shoreline CC	11/26/2014 3:34 PM
371	UW, 8th and west lake, 15th ave and 80th	11/26/2014 3:26 PM
372	Would like: 19th and Roy (more besides the 12) Currently use: 23rd and Roy; 15th and Roy; Thomas and 19th; 19th and Roy (only one route)	11/26/2014 3:06 PM
373	8th ave nw and nw 65th st uwmc (1959 ne pacific st) seatac airport downtown (3rd and Pine) Greenwood Library(N 85th st and Greenwood Ave N)	11/26/2014 3:01 PM
374	Ballard to Downtown Seattle then walk to SLU. Ballard to Georgetown. Ballard to airport. faster routes to the eastside.	11/26/2014 2:48 PM
375	From 19th and Madison to downtown (10/11/12/43); From 19th and Madison to Seattle Children's Hospital; Capitol Hill to Ballard/Fremont. I'd like to be able to go from Capitol Hill to Seattle Children's Hospital on the bus in a quicker fashion (it takes 45-60 minutes to get to/from work).	11/26/2014 2:21 PM
376	Work airport cap hill to wedgwood	11/26/2014 2:03 PM
377	I avoid ridding public transit. It's dangerous!	11/26/2014 1:24 PM
378	Wedgwood. South Lake Union. Green Lake.	11/26/2014 1:20 PM
379	Central District to/from Downtown Central District to/from University District Central District to/from Airport Other areas I go to frome either Central District or University District: North Seattle, Wallingford, Ballard/Magnolia	11/26/2014 1:16 PM
380	700 Pike St, Seattle, WA 98101 8600 20th Ave NE, Seattle, WA 98115	11/26/2014 12:58 PM
381	UW Seattle, Downtown, Fremont, Ballard, and Greenlake	11/26/2014 12:54 PM
382	UW. Sea tac .	11/26/2014 12:53 PM
383	I currently live in the Lake City neighborhood. On multiple days throughout the week, I take the bus to Northgate, Wallingford, Ballard/Fremont, The U-District, Capitol Hill, and Downtown. I also take the light rail from Downtown to Mt. Baker Station on a weekly basis. Additionally, my husband commutes to the Microsoft Campus via bus which requires him to take a bus from Lake City to the U-District and transfer to a Redmond-bound bus in the Montlake area. Some specific names and intersections of locations include: Northgate Mall Asian Counseling Referral Services University of Washington Medical Center (U-District Campus) Microsoft Campus 14352 Lake City Way NE 4509 Midvale Ave N Seattle 1701 Broadway Seattle	11/26/2014 12:44 PM
384	Downtown, Capitol Hill, U-District, Sea-tac, West Seattle, Ballard(could use some improvements)	11/26/2014 12:44 PM

385	I commute from my home at 612 North 4th Street in Tacoma, 98403 to the National Archives offices at 6125 Sand Point Way NE 98115 on a daily basis, Monday-Friday, for work.	11/26/2014 11:07 AM
386	UW/SPU areas. An easier route from ballard to queen anne/spu area	11/26/2014 11:04 AM
387	airport to downtown. would love to be able to go to capitol hill/u district/ballard on lightrail.	11/26/2014 10:34 AM
388	Greenwood and 117th to 1900 ninth Ave (355, 5, or E lines) I also frequently go to Seattle Children's Hospital using the 355 and then transferring to a SCH Shuttle. To use public transport on nights/weekends/holidays requires several transfers and is not time effective for this location. It is difficult to get from the north to the University District or Capital Hill without multiple transfers It would be great to be able to use an express service to get downtown from the north area west of Northgate. I would definitely take transit more often if it didn't take twice as long because of so many transfers and disappearing buses.	11/26/2014 10:28 AM
389	Downtown Seattle U of Washington campus, stadium, arena Northgate Ballard Sea-Tac airport	11/26/2014 10:26 AM
390	Seattle Children's Hospital, University of Washington Medical Center, Harborview Medical Center, Theo Chocolate (3400 Phinney Ave N), Roosevelt Way Northeast & NE 65th St.	11/26/2014 10:24 AM
391	I go to the Kent station, King Street Station, Kent station, and I would like to be able to get all the way to children's hospital taking one bus from the Kent Station	11/26/2014 9:27 AM
392	Currently go Northgate to UW campus most often. Sometimes between Wedgewood - 35th and 55th and campus. Would be great to have direct access to Wedgewood - 35th and 55th from Shoreline or Northgate. Would like direct access to Campus from west of the freeway in Shoreline near Meridian and 145th.	11/26/2014 8:31 AM
393	Seattle Children's Hospital	11/26/2014 8:23 AM
394	International District station, SeaTac airport	11/26/2014 7:49 AM
395	Seattle Children's Hospital,	11/26/2014 7:49 AM
396	Bellevue, Seattle, U District	11/26/2014 7:43 AM
397	Seattle Children's Hospital, downtown Capitol Hill, downtown Seattle (Pike/4th area).	11/26/2014 7:28 AM
398	Rainier Beach Station, Capital Hill - Shopping District (Mishu, Vajra, QFC on Broadway), Downtown, University District (Seattle Children's Roosevelt Commons.) I live by the Rainier Beach Station and spend most of my time on Capital Hill and I work at Seattle Children's on Roosevelt and 43rd.	11/26/2014 7:15 AM
399	OTHELLO STATION	11/26/2014 6:44 AM
400	Northgate Transcit Center, UW Seattle/Bothell Campus, Downtown Seattle, Northgate Mall	11/26/2014 6:08 AM
401	Seattle Children's Hospital Northgate Transit center	11/26/2014 3:16 AM
402	Childrens' hospital	11/26/2014 1:52 AM
403	Would like: From u-district to Boeing Renton in 55 minutes or so. From the ave to the u-village I take it to ballard, downtown, Fremont, I used to be able to take the 30 from the ave to Seattle Center or to gasworks Then I take the 512:to Everett to catch hockey! As Seattle s team move to Kent!	11/25/2014 11:56 PM
404	Bus stop nearby	11/25/2014 11:34 PM
405	Work- Hot Cakes Molten Chocolate Cakery Home- 803 E Denny Way 98122	11/25/2014 10:45 PM
406	Downtown, Roosevelt, Northgate, Sea-Tac	11/25/2014 7:09 PM
407	Seattle Center Macy's Chinatown Safeco University District Capitol Hill Central District (Jackson and Yesler) Rainier Bus Station Bellevue Square Evergreen Point	11/25/2014 6:37 PM
408	I do not currently utilize transit, but heavily relied on it when I needed it. I have stopped using it when it become more expensive and time-consuming (thing 3 times as long) to use public transit than to drive. I'm currently more interesting in transit being a tool for the people who need it, including homeless youth. Connection between shelters would be of particular use (specifically between the Orion Center, ROOTS and The Landing). Especially so during the hours they are utilized and when it is most dangerous to be outside and in the elements.	11/25/2014 6:30 PM
409	Every station on the University Way and 15th St NE NE 40th St & 7th ave NE NE 45th St & 7th ave NE	11/25/2014 6:28 PM
410	University District (University Way, 15th Ave NE, Campus Parkway, NE 50th St., NE 45th St.) Downtown (Bus Tunnel, Denny Way, Mercer, Seattle Center) International District & SoDo Capital Hill (10th, Broadway, Pike & Pine)	11/25/2014 6:26 PM

411	Every weekday I go from Broadway and Roy to Rainier and South Walker on the 9 Express. I would like to be able to get from the Co-Op on 16th and Madison to a few blocks from my home on Broadway and Roy with out taking two busses.	11/25/2014 5:45 PM
412	Carpool or drive by myself. I would take the light rail if it comes to UW.	11/25/2014 5:21 PM
413	Seattle Children's Hospital Renton Park and Ride	11/25/2014 5:10 PM
414	Downtown Seattle, Belltown, Laurelhurst, U District, Capitol Hill, Ballard, Fremont, Bellevue	11/25/2014 4:44 PM
415	I currently use transit for just about everything, but mostly to go to and from work (U District to Westlake). I also use it to go to the airport.	11/25/2014 4:26 PM
416	Downtown Seattle to work (NE Seattle). Downtown Seattle to airport.	11/25/2014 4:22 PM
417	University District Ballard Fremont Discovery Park Golden Gardens Greenlake Georgetown Capitol Hill Central District Madison Park Magnuson Park U-Village North Seattle Community College Seattle Central Volunteer Park Tangletown Gasworks Park South Lake Union Park Kubota Gardens Rainier Beach The 2100 Building International District Uwajimaya Food Center Wing Luke Museum	11/25/2014 4:15 PM
418	I currently travel from Seattle Children's Hospital to Blaine St and 4th Ave W. I also travel from 3rd and Pike to Seattle Children's. I would like to be able to travel from Seattle Children's to Woodland Park Zoo.	11/25/2014 3:51 PM
419	Bellevue to downtown Seattle. Bellevue to West Seattle.	11/25/2014 3:32 PM
420	To and from Auburn parking garage/train station or Federal Way Park and Ride. Would really like some way to take the light rail and then hookup with a train to Auburn. Is this going to be possible at all with the light rail?	11/25/2014 3:03 PM
421	Seattle Children's Hospital Pike Place Market University of Washington Medical Center UW Law School 43rd and Roosevelt Downtown Seattle generally, many destinations Century Link Field SeaTac Airport Downtown Bellevue Downtown Kirkland Woodinville wine country	11/25/2014 2:56 PM
422	60th & Latona Av to 3rd & Madison St	11/25/2014 2:49 PM
423	Currently go to Seattle Children's Hospital and downtown.	11/25/2014 2:40 PM
424	Bellevue Square, seattle Convention Center, Mukilteo Ferry, SeaTac Airport, Portland, OR, Burlington, WA,	11/25/2014 2:33 PM
425	WOrk (Seattle childrens hospital_ Downtown Seattle Airport	11/25/2014 2:20 PM
426	Burien park and ride	11/25/2014 2:06 PM
427	Queen Anne, SODO, UW, Children's at Magnuson	11/25/2014 1:57 PM
428	UW Health sciences center. 8th and Virginia Northgate mall St Joseph church Seatac	11/25/2014 1:48 PM
429	From Beacon Hill to Seattle Children's Hospital. It's actually quite a long commute if I take the bus.	11/25/2014 1:42 PM
430	Lynnwood, Mill Creek, Everett	11/25/2014 1:42 PM
431	I don't use transit. The system seems terrible.	11/25/2014 1:31 PM
432	westlake tunnel station to Northgate transit center; westlake tunnel station to north city shoreline	11/25/2014 1:10 PM
433	Downtown Seattle, Capital Hill, Seattle Children's Hospital, Northgate, University Village, UW Medical Center, UW Campus	11/25/2014 1:06 PM
434	Roosevelt Way NE & 43rd st -- work Columbia City - home 34th & Union -- child's school	11/25/2014 1:01 PM
435	seattle childrens hospital locations	11/25/2014 12:56 PM
436	To work at Sand Point. To work Down Town. For fun Down Town.	11/25/2014 12:56 PM
437	Madison park to downtown Madison park to university village Madison park to bellevue	11/25/2014 12:55 PM
438	I don't own a car so I travel everywhere I go by bike or Public transportation. I look forward to being about to travel from the U district, where I live, to SeaTac directly. I also think the city need better east west transportation.	11/25/2014 12:51 PM
439	Home, 4019 4th Ave NE Work, 1900 Ninth Ave Entertainment, Belltown, Ballard, University District	11/25/2014 12:51 PM
440	4800 Sand Point Way NE 35th Ave NE & NE 75th St E Pike St & 14th Ave NE E Olive Way & E Denny Way NE 45th St & University Way 24th Ave NW & NW 80thSt 24th Ave NW & NW Market St NE 65th St & Roosevelt Way NE Sea-Tac Airport (via Link Light Rail from NE Seattle)	11/25/2014 12:48 PM

441	I live on East hill Kent, and work in downtown (near Convention place station). I drive to Tukwila station to take the sounder (Kent station is closer but there not enough parking spaces at Kent station). After arriving at King station, I cross the street in the tunnel at International District station, and hop on any bus going north (cannot use Light rail because it does not stop at convention place station. Occasionally, to meet friends who reside in U district I take the bus (any 70s) after work.	11/25/2014 12:38 PM
442	Lynnwood Transit Center to University Area	11/25/2014 12:36 PM
443	I go from Wallingford to the University of Washington. Would like to be able to go to the airport	11/25/2014 12:33 PM
444	4800 Sandpoint Way NE	11/25/2014 12:26 PM
445	From shoreline (bothell way) to downtown or from the northgate tc to downtown for work.	11/25/2014 12:24 PM
446	I would like to use light rail and shuttles to get to work	11/25/2014 12:23 PM
447	Northgate	11/25/2014 12:20 PM
448	Work, shopping at Northgate downtown, to the airport, to the udistrict	11/25/2014 12:16 PM
449	Seattle Children's Hospital Kent Station Pike Place Market Capitol Hill	11/25/2014 12:14 PM
450	Seattle Children's Hospital, Northgate Mall, Ballard, U district,	11/25/2014 11:34 AM
451	Bellevue Transit Center Issaquah Transit Center Seattle Children's Hospital	11/25/2014 11:33 AM
452	I commute to work at UW from West Seattle (Admiral/60th). It takes at least one hour and 2-3 buses for my commute to work, and at least 1.5 hours and 2-3 buses for my commute home. I wish there were better transit options down Admiral after the 56 stops running besides the 50. It adds so much extra time to come back to West Seattle from downtown at night through the Alaska Junction when the 50 hardly runs (and/or is late). I've started using Car2Go more from either downtown or the Alaska Junction to get home because of the wait times for a 50. In an ideal world the light rail would extend to West Seattle (Alki) so that I could take that all the way to UW once the track through Capitol Hill is completed. For now, I am very much looking forward to being able to get on the light rail from downtown without having to worry about making bus connections, and I think the commute time will be about the same.	11/25/2014 11:30 AM
453	From 25th and 55th (or 25th and 65th) in the Udistrict to downtown (Convention Place); from 25th and 65th/55th to North Seattle College (would like to be able to go, and come home! Currently, this is not really feasible.) Also, from Convention Place to North Seattle College or Northgate TC.	11/25/2014 11:30 AM
454	Stadium, airport, Seattle children's hospital	11/25/2014 11:25 AM
455	I live in Lynnwood right now. I frequently make trips from here to the Lynnwood Transit Center, from there to the Aurora Transit Center. Then I take the E Line down Aurora to 85th street and take the 48 west to 15th. Also going from Aurora Transit Center to downtown. I usually take the E Line, but it takes a very long time.	11/25/2014 11:23 AM
456	A major destination in every major Seattle neighborhood (eg, Capitol Hill, Queen Anne, downtown, Belltown, south lake union, etc).	11/25/2014 11:22 AM
457	Seattle Children's Hospital University of Washington Medical Center Lake City	11/25/2014 11:20 AM
458	West Seattle, Downtown, U-District	11/25/2014 11:08 AM
459	To/From Melrose & Denny to 70th and Sandpoint To/From Melrose & Denny to 45th and Roosevelt	11/25/2014 11:03 AM
460	Seattle Children's Hospital Main Campus at 4800 Sand Point Way NE	11/25/2014 11:02 AM
461	Seattle Children's	11/25/2014 10:59 AM
462	Seattle Children's Hospital Sound Transit light rail- from Seatac to Downtown Seattle (would be great to add connections to the eastside (Bellevue, Kirkland, Woodinville)	11/25/2014 10:57 AM
463	From Linden Ave N and N 77th Street to Seattle Children's Hospital	11/25/2014 10:55 AM
464	Downtown Seattle Children's	11/25/2014 10:55 AM

465	I currently mainly go between my transportation hub (Ravenna/65th St Park & Ride) to downtown, Northgate, and Seattle Children's Hospital. I occasionally go to Capitol Hill (various locations), the International District (various locations), SeaTac airport, Bremerton and Bainbridge Island (via ferry). I can't drive, so all of my getting around is via transit. I'd like to be able to visit my parents in Enumclaw via transit so I don't have to have someone drive me each way. Approx ten years ago (before several rounds of route cuts), the Ballard-to-Enumclaw trip by bus took five hours and was impractical. Also, better connections between I-5 corridor Park & Rides would be fantastic.	11/25/2014 10:42 AM
466	Downtown core, Seattle center area, Capital hill - olive/broadway , Pike/Pine Corridor; 19th & 15th St between Mercer & Madison. Ballard, Fremont	11/25/2014 10:39 AM
467	I would like to take one bus to go directly from Capitol Hill (Denny Way & Bellevue Ave E) to Fremont (Fremont Ave N & N 34th St). Right now my daily commute requires that I take two different busses.	11/25/2014 10:39 AM
468	I currently go from my home on the corner of North 40th Street and Ashworth, to my work at Seattle Children's Hospital at 4800 Sand Point Way NE. I use the 31/32 bus which changes to the 75. This is VERY easy and handy for me!!	11/25/2014 10:36 AM
469	I would love possibilities of direct-access routes between major neighborhood hubs. Ballard, Queen Anne, Sodo, Wedgewood/Sandpoint.	11/25/2014 10:36 AM
470	King Street Station to catch the sound commuter train to the south.	11/25/2014 10:36 AM
471	I go to my job Seattle Children's Hospital, downtown, to UW Meany Hall performances, Greenlake, to the Airport (To have a couple of express trips to airport on light rail would be genius!) Ballard	11/25/2014 10:31 AM
472	Ballard	11/25/2014 10:31 AM
473	University Village Roosevelt area (near Whole Foods) Greenwood and 85th 85th and 8th NW Ballard Library Golden Gardens Park Green Lake UW main campus 5th & Jefferson downtown 8th & Virginia downtown 12th & Pike on Capitol Hill Puget Sound Blood Center - main office on Madison St and research center on Eastlake downtown sports stadiums	11/25/2014 10:29 AM
474	tukwila link light rail station Husky stadium	11/25/2014 10:27 AM
475	I commute between northeast Seattle to Seattle Children's Hospital, University of Washington, and downtown to the Seattle Children's research institute. It would be nice to have increased access to downtown from northeast Seattle, especially on nights and weekends, via the light rail that doesn't take 45 minutes.	11/25/2014 10:26 AM
476	From Des Moines to Down town Seattle and catch the shuttle to Children's hospital. Kent Des Moines Park & ride to downtown Children's Hospital Shuttle to Main Campus at 4800 SandPoint Way	11/25/2014 10:24 AM
477	Currently: Work and home. I would like to be able to easily go: To doctor appts, area attractions such as DT Seattle, aquarium, zoo, Issaquah Salmon days, other festivals etc.	11/25/2014 10:24 AM
478	Currently go to work. I'd love to be able to get downtown easier from Edmonds on the weekends.	11/25/2014 10:22 AM
479	Since I don't own a car, everywhere!	11/25/2014 10:21 AM
480	Auburn train station to King Street Station. Will love it when I can transfer to the light rail and make it to UW Station or University Station	11/25/2014 10:21 AM
481	To and from work (medina to u district), to and from downtown, to and from the airport.	11/25/2014 10:18 AM
482	Seattle Childrens Hospital 4800 Sand Point Way NE	11/25/2014 10:16 AM
483	would like to go from University of Washington station (Husky stadium) to Childrens Hospital and to 70th and Sandpoint by frequent bus especially non-rush hours.	11/25/2014 10:15 AM
484	Airport Link light rail station Seattle children's hospital Downtown	11/25/2014 10:14 AM
485	Seattle Children's Research Institute 2319 Boyer Ave E CenturyLink Stadium Capitol Hill - Trader Joes, 15th Ave Safeway, Pike/Pine Corridor Seattle Children's Hospital Airport 1st Ave & Hanford Downtown Retail Core	11/25/2014 10:09 AM
486	I go to work (8th Ave and Virginia), I go to the Stadium district (Pioneer Square) and I go to and from Downtown Shopping areas (Pike and Pine between 3rd and 7th). I live in Capitol Hill near Top Pot Doughnuts and would like to be able to get to these destinations more easily, the 47 route served many of these needs and I would like to see it restored, primarily during morning and afternoon commute hours. Significantly reduced off-peak service is quite acceptable.	11/25/2014 10:08 AM
487	I mainly ride the bus or light rail to go work at Seattle Childrens Hospital, main campus	11/25/2014 10:08 AM

488	Seattle Children's Hospital Alaska Junction neighborhood, West Seattle Alki Beach, West Seattle Capital Hill 15th Ave- Ballard/Interbay	11/25/2014 10:07 AM
489	I currently go from Mt Baker to Capitol Hill, U-district, Downtown, Northgate, Ballard, Greenlake, and Lake City.	11/25/2014 10:05 AM
490	I bus from Northgate to work @ Seattle Childrens Hospital & from Northgate to downtown Seattle for Sounders, night out & such.	11/25/2014 10:03 AM
491	Edmonds P&R Mountlake Terrace P&R Ash Way P&R Lynnwood Transit Center Northgate P&R	11/25/2014 10:02 AM
492	Current: Airport Work (Children's Hospital) Ideal Downtown Northgate Ballard Fremont	11/25/2014 10:02 AM
493	from home, downtown (9th & Virginia) to work (Seattle Children's), Capital Hill, Airport, U Distric	11/25/2014 10:01 AM
494	Northgate Park and Ride to downtown (8th and Virginia) 65th Park and Ride to downtown (8th and Virginia)	11/25/2014 10:01 AM
495	1900 Ninth Ave, Seattle University of Washington 1729 Harvard Ave, Seattle, WA 98122	11/25/2014 10:00 AM
496	Work at Seattle Children's Hospital in Seattle and Bellevue at the Overlake Medical Tower; home at 35th and Wallingford in Seattle; Capital Hill for dining out and cocktails - 15th ave and the Pike/Pine corridor; Downtown for art and shopping;	11/25/2014 10:00 AM
497	Seattle Children's Hospital	11/25/2014 9:56 AM
498	Downtown, Seattle Children's Hospital (and admin offices at 70th & Sand Point), Wallingford, Mt. Baker	11/25/2014 9:54 AM
499	Mountlake Terrace Transit Center. University District (45th and Roosevelt). South Lake Union (Stewart & Yale). Century Link Field.	11/25/2014 9:54 AM
500	To work in downtown to the airport capitol hill	11/25/2014 9:54 AM
501	Down town, greenlake, roosevelt, ravenna, north seattle, northgate	11/25/2014 9:54 AM
502	Work (Seattle Children's Hospital) Downtown Seattle Airport Northgate Transit Center Greenwood Neighborhood (101st & Fremont Ave N) Georgetown	11/25/2014 9:53 AM
503	From Ballard (74th and 28th NW) to Children's hospital and from Ballard to downtown Seattle.	11/25/2014 9:53 AM
504	I currently go from Bellevue (92nd avenue stop 271) to the University of Washington (45th stop), and I would like there to be a more direct transit route from overlake transit center to UW that runs later/more hours than the current one (542). I also go from Overlake transit to Downtown seattle on the 545.	11/25/2014 9:50 AM
505	West Seattle, Capitol Hill,. First Hill, University District, Laurelhurst, Ballard, Fremont,	11/25/2014 9:49 AM
506	I would like a bus route in front of my house which is on S 124th St. Our community would love to have a bus line there but there is none at this time. Address is 12258 48th Avenue South Tukwila, WA 98178	11/25/2014 9:49 AM
507	I would love more direct, fast transit from Ballard/Fremont to UW/Sandpoint! The east/west transit is always difficult.	11/25/2014 9:49 AM
508	Currently commute to/from work. Would like to go to community events (theater, movies, museum) and still find a bus that runs late for the trip home.	11/25/2014 9:47 AM
509	west seattle to downtown then Seattle Childrens or SCH to burien transit center	11/25/2014 9:47 AM
510	I go from Swedish Cherry Hill from Downtown and then go from downtown on a Shuttle to Seattle Children's. I would love if there was ONE bus from First Hill and/or Cherry Hill to Seattle Children's. Hopefully the lightrail will do that without issues.	11/25/2014 9:46 AM
511	Seattle Children's, University of Washington, Husky Stadium, Capitol Hill, Downtown	11/25/2014 9:46 AM
512	Northgate to downtown and Seattle Children's areas (including u-district)	11/25/2014 9:46 AM
513	worksite--4300 Roosevelt Way NE	11/25/2014 9:46 AM
514	Ballard to/from U-District, Ballard to/from Seattle Children's Hospital, Ballard to/from downtown, Ballard to/from Sea-Tac	11/25/2014 9:45 AM
515	from the Kent Park N Ride to 46th and Leary Way in Ballard. From Home to work and back again.	11/25/2014 9:14 AM
516	Downtown, U village shopping center, pioneer square, train station,	11/24/2014 10:57 PM
517	Downtown Capitol Hill Lake City I would like to go to SODO Arena Sports gym.	11/24/2014 10:27 PM

518	Velocity Dance Center, Dance Underground, University Avenue	11/24/2014 10:02 PM
519	The transit system in the Seattle area is pretty useful in my limited experience. The light rail will be a very large improvement to the system (I've spent 5 years using BART in SF and it is incredibly important piece of their transit system). Reorganizing and implementing bus hubs around where the light rail will stop is key in maximizing the usefulness of the public system for the public. Syncing up bus stops with light rail stops would be awesome. Allowing people to hop on a bus, get to the lightrail, then take the lightrail that would run every 10-30min (based on peak times) to another part of the city extremely quickly. Wifi on buses/rail Have the whole system under one payment method (ie clipper in SF works fantastically) Have monthly/yearly unlimited passes that are payable in full up front. Make the light rail, bus, ferry, and airport systems seamless.	11/24/2014 9:23 PM
520	Downtown (6th and University) Capitol Hill (varies, Pike and Broadway central) Ballard	11/24/2014 9:14 PM
521	From Wedgwood to the UW Stadium light rail station.	11/24/2014 8:24 PM
522	Bartell Drugs 600 1st Ave N 5716 NE 60th Street 1909 13th Ave West Sea Tac Airport Seattle Public Library Burien Public Library Northgate Shopping Center Thornton Creek Complex University of Washington Physicians at Northgate	11/24/2014 8:22 PM
523	9th and John in Southlake Union, Madison and 14th on Capitol Hill, Mt. Baker Transit Station, S. 12th ave and S Judkins	11/24/2014 6:44 PM
524	I currently go from U-district to Ballard or Cap Hill. I would really love to be able to get from Ballard to Cap Hill directly. I would also love to have more direct transit from U-District to Beacon Hill.	11/24/2014 6:25 PM
525	Wedgewood/UW Campus, U Village, Downtown Seattle, Northgate	11/24/2014 6:06 PM
526	Primarily to work at 1918 8th ave, 97105. Also use light rail to get to the airport. Sometimes use bus to get to downtown or capitol hill (neumos area).	11/24/2014 5:32 PM
527	King Street Station	11/24/2014 3:39 PM
528	West Seattle to Light rail station UW Stadium to Northgate	11/24/2014 3:13 PM
529	All over Seattle and King County	11/24/2014 3:00 PM
530	wedgwood to UWMC or to downtown multiple locations, including pioneer square	11/24/2014 2:53 PM
531	Downtown, university district, NW 46th & Phinney Ave N (stop nearest home), ballard, Bellevue, airport	11/24/2014 2:25 PM
532	Eastside Kirkland/kenmore to UWMC	11/24/2014 2:25 PM
533	Currently go: Maple Leaf to UW. Maple Leaf to downtown or to SeaTac. Would like to be able to travel more easily from Maple Leaf to Capitol Hill, Greenlake, Ballard, Fremont, and S. Lake Union.	11/24/2014 2:16 PM
534	Beacon Hill Link Transit	11/24/2014 12:41 PM
535	UW, U district, downtown, Northgate, SODO, airport	11/24/2014 12:04 PM
536	I currently go to UW, Downtown Seattle, Capitol Hill, Belltown, Seattle Center, and Ballard.	11/24/2014 10:34 AM
537	Frequently used routes include UW to/from Fremont, UW to/from Downtown, UW to/from Ballard.	11/24/2014 10:32 AM
538	West Seattle (admiral, Alaska Junction, Westwood Village), Southcenter Mall, 401 Broadway, 1959 Pacific, downtown Seattle, downtown Everett, downtown Tacoma, 521 Wall Street, 3411 S. Alaska, West Seattle water taxi dock (both sides), University district businesses, Northgate Mall,	11/24/2014 10:25 AM
539	Currently usually travel between work and home, home 15th Ave NE & NE 130th St (approx), and work 6th Ave and Valley St. Occasionally will also use transit to travel downtown on a weekend or to the University District.	11/24/2014 10:13 AM
540	I go to UW daily	11/24/2014 9:34 AM
541	FROM THE UW MEDICAL CENTER TO TACOMA, FROM UW MEDICAL CENTER TO DOWNTOWN SEATTLE, FROM TACOMA TO THE UW MEDICAL CENTER, FROM DOWNTON SEATTLE TO TACOMA, FROM THE UW MEDICAL CENTER TO GROUP HEALTH, CAPITOL HILL	11/24/2014 9:32 AM
542	NE 45th and Brooklyn NE 19th E and Republican Westlake Center SeaTac Airport Seattle Central Library WA Ferry Terminals in Seattle and Bainbridge Island	11/24/2014 9:08 AM

543	Currently: 4th and University, 8th W. and McGraw, SIFF Cinema at Uptown, Egyptian Theatre, Harvard Exit Theatre, Virginia Mason Medical Center, Downtown Transit Center in Bellevue, Kent Station, 43rd and University Way NE, Pacific Place Would like to be able to go via transit: Winco grocery store in Kent, Carbinits on Central Avenue in Kent	11/24/2014 8:59 AM
544	From Green Lake/Tangletown area to downtown, capital hill, Magnuson Park, Ballard Community Center, Shoreline. I wish there was a better way to get out to Magnuson Park. I end up walking as much as I am on the bus because the bus from Green Lake doesn't go very close to the park.	11/24/2014 8:30 AM
545	Mostly I use it to get to my job at the UW. I would like to use it to go to church on Sunday from Maple Leaf area to 6556 35th Ave NE. I would also like to be able to shop on occasion to University Village or Northgate. But, the 68 which is the best bus for me and getting to all these locals does not run past 6:00pm in the evening or on Sundays.	11/24/2014 8:27 AM
546	From 412 Broadway in First Hill to the U District, 50th and 9th Ave NE. I travel between these locations 5 days a week, but I also travel everywhere on the bus, between First Hill/Capital Hill, Downtown, Fremont, Ballard, Columbia City, Mt Baker, the U District, West Seattle, Georgetown and sometimes Bellevue and Issaquah.	11/24/2014 8:25 AM
547	I want to be able to go to all neighborhoods via transit. Right now, I primarily travel between Capitol Hill (where I live) and - Beacon Hill (Jefferson Park along 15th) - Seattle Children's Hospital - University District - Queen Anne Hill (along W Galer St) - Ballard - Wallingford - Ravenna - North Seattle (near the NS community college, but really it should be easy to get everywhere in N Seattle) - Downtown Seattle - West Seattle (this should be better connected to the rest of the city) - Other cities like Tacoma, Olympia, Bellingham, etc.	11/24/2014 8:04 AM
548	work and shopping	11/23/2014 9:25 PM
549	Ballard. Fremont. Wallingford. South Lake Union. Seattle Retail Core. Pioneer Square.	11/23/2014 9:12 PM
550	All of downtown Seattle, numerous locations on Capital Hill, Northgate area, Wallingford shopping area, Seattle First Baptist Church and medical bldgs on First Hill, Bellevue TC, University District shopping area.	11/23/2014 7:33 PM
551	University of Washington, Seattle campus Lake City Way & NE 120th St Taylor Ave N & Valley St.	11/23/2014 7:20 PM
552	-South Seattle -Airport -Shopping Centers -Redmond and Bellevue	11/23/2014 3:49 PM
553	University of Washington, Airport, Pike's market, trader joes on madison and roosevelet, Solid Ground, downtown.	11/23/2014 1:59 PM
554	Puyallup to Seattle and U of WA in Seattle.	11/23/2014 11:14 AM
555	from Wallingford close to I5 and 45th st to Swedish First Hill medical center	11/23/2014 9:19 AM
556	U district Downtown Seattle Downtown Renton Would like easy transit to Bellevue and Tacoma	11/23/2014 7:53 AM
557	Downtown Seattle Bremerton	11/23/2014 2:15 AM
558	* Bellevue Ave and Belmont in Capitol Hill. * 45th and Brooklyn in the U District. * Etruria and 3rd near Fremont. * Airport * various other neighborhoods for recreation: Ballard, Belltown, Queen Anne, Georgetown, SoDo, Downtown, etc.	11/22/2014 9:39 PM
559	I currently go downtown westlake station on the 74, Queen Anne/U District/Sandpoint 32/31/75, Downtown/Capitol Hill 71,72,73,49, Wedgewood Library 65, Ravenna 15th and 65 NE 66 I would like to go everywhere in the great Seattle Metro/ King and Snohmish County on bus. I rely on the bus for my transportation because I do not drive. I would like to see more #74 bus routes. Maybe getting a direct route between Downtown and Sandpoint Way by passing the U District. Maybe the #74 can replace the #30. The #74 is a very popular route and its to crowded getting on it from Westlake Station. Travel is extremely congested. We need to improve quickly our public transportation system. Thank you	11/22/2014 6:49 PM
560	from west seattle 8633 12th ave sw to swedish medical center first hill work 12 hr shifts from 0700 to 1930.	11/22/2014 6:03 PM
561	Mostly between downtown and the U -district.	11/22/2014 1:17 PM
562	Renton, Tukwila, Seattle neighborhoods (cap hill, beacon hill, Wallingford, Fremont, Ballard)	11/22/2014 12:57 PM
563	Green lake Ballard Seattle Center Northgate Mall Fremont	11/22/2014 12:35 PM
564	Seattle Metropolitan Tower, City Hall, City Council Hearings and shopping. We have no shopping in Leschi and without the #27, I shop online.	11/22/2014 8:32 AM
565	I mainly go back and forth to work from first hill (Boren and Madison) to university village. I have to take 2 buses to get there and would like a faster one bus option.	11/22/2014 8:03 AM

566	Work @U W almost daily & to the airport as needed. Try to use bus if I am going downtown for anything	11/22/2014 2:15 AM
567	downtown Everett (Snohomish Co. campus) Mariners baseball games (Safeco Field) Sea-Tac airport	11/22/2014 1:26 AM
568	Work Downtown Seattle at 6th & University. Take the bus to get there. The bus riding experience these days is extremely unpleasant. Terrible roads in Seattle and gross overcrowded buses.	11/21/2014 8:45 PM
569	Between Wallingford & downtown, ideally avoiding catching buses on 3rd avenue after dark Between Wallingford & Ballard Between Wallingford & Magnuson Park/Sand Point Would like to go between Wallingford & Bothell/UW Bothell in less than 90 minutes Between Wallingford & SeaTac Seattle/U District to Bellevue & Redmond (in less than 90 minutes)	11/21/2014 7:57 PM
570	University of Washington - Seattle Holy Ground Community Church	11/21/2014 7:21 PM
571	UWMC, UW main campus, Harborview Medical Center, VA Medical Center, airport, Westlake, Pioneer Square, Safeco Field. I would like to be able to get to Northgate Transit Center but this requires multiple transfers	11/21/2014 7:08 PM
572	IMA at the University of Washington, Seattle WA 1730 Minor Ave, Seattle WA SEATAC airport	11/21/2014 6:44 PM
573	Downtown Seattle. UW campus Bellevue Square Capital Hill	11/21/2014 5:08 PM
574	Easy efficient access from Lynnwood transit center or downtown Seattle to the University Village shopping area, instead of having to transfer 2-3 buses. There is no one bus route from downtown direct to U village.	11/21/2014 3:57 PM
575	I ride the Link light rail about four days a week from the Rainier Beach station to the University station. A day or two a week I take Metro bus route 143 from the Renton Transit Center to 4th Avenue and Union Street in downtown Seattle. If there was more parking available, I would take the Link light rail wherever I could. It is a wonderful, fast, safe, clean, easy option for commuting in Seattle.	11/21/2014 3:53 PM
576	West Seattle Airport	11/21/2014 3:37 PM
577	UW or downtown	11/21/2014 2:39 PM
578	Home/Lynnwood to downtown Seattle, Northgate area, and Sea-Tac Airport.	11/21/2014 2:33 PM
579	From SE Kent (SE 256th St and 146th Ave SE) to the university district in Seattle.	11/21/2014 2:13 PM
580	Currently; Anywhere Downtown Seattle I don't own a car so Public transportation is the only way I get around. No specific place but the ability to move east/west/north/south in a timely manner. Perhaps a tighter grid. Often there are time that I can't go to an event of home of a friend because there is no bus close and the available bus service will take over 2 hours.	11/21/2014 1:51 PM
581	rento and bellevue	11/21/2014 1:21 PM
582	Tacoma to Lake City	11/21/2014 12:54 PM
583	Greenlake, downtown, rainier beach, kent	11/21/2014 11:47 AM
584	I travel between Int'l District/Chinatown and Brooklyn Ave. & Campus Parkway as well as stops along University Blvd in the University District.	11/21/2014 11:30 AM
585	I would like to go to Renton with a faster route. It usually takes me 45mins-1hour to get there but it would be great if there was a faster route.	11/21/2014 10:49 AM
586	To work at Seattle Childrens Hospital on Sandpoint way and Swedish Medical Center on First Hill off Boren and Madison.	11/21/2014 10:41 AM
587	From Everett Station to the University (201/202 & 860, or 532 & 880). Would like schedule of ET buses to accommodate going from home to Everett Station.	11/21/2014 10:30 AM
588	University of Washington, Seattle Art Museum, Cicada Bridal, All over University District, Wedgewood, greenwood, ballard, capitol hill, Downtown, and lake city neighborhoods. I travel at least once a week to Olympia through Tacoma using public transit. I also make trips to La Conner, Mount Vernon, Burlington, and Bellingham. To start, I'd Love to be able to take one electric train to all of those places, if not a train that runs from Portland through Olympia, Tacoma, and other cities to Seattle and onward all the way to Bellingham through Mount Vernon, and other cities along the way. To suggest connections beyond those I think would be ambitious at this time given our current rate of change, however I could say more.	11/21/2014 9:47 AM
589	1301 2nd Ave, Seattle, WA	11/21/2014 9:43 AM

590	I travel 5x/week from north capital hill (10th Ave E & E Miller St) to pioneer square (2nd & Jackson) and from 2nd & Jackson to 2600 Eastlake Ave E	11/21/2014 9:40 AM
591	North Seattle to UW Campus & Shoreline to UW Campus (both routes regularly)	11/21/2014 9:24 AM
592	I go from U District to: 1. Kenmore (work daily - taking 372) 2. Downtown Seattle 3. Fremont area 4. Queen Anne/Seattle Center 5. Sandpoint - Cascade Bicycle Club 6. Visit family in Kent once a month.	11/21/2014 9:13 AM
593	University village Tukwila link light rail station	11/21/2014 8:48 AM
594	Jackson Fed Bldg	11/21/2014 8:31 AM
595	Harborview medical center, ballard, u district, redmond, Woodinville, Duvall	11/21/2014 8:19 AM
596	Commute to Bellevue transit center and downtown Seattle. Would like a direct route to Seattle Center.	11/21/2014 6:18 AM
597	Would like to be able to ride directly from the Northgate Transit Center to Capital Hill (x7/week). Would also like the Rapid Ride (C?) terminating at QFC on Holman Road to continue on to Northgate, or at least make the return loop to Crown Hill *via* Greenwood Avenue and Holman Road. (Continue to Greenwood ave. at top of the hill).	11/21/2014 3:15 AM
598	Russian Community Center Seattle Public Library University District Home Washington Ferry Northgate Mall	11/20/2014 11:59 PM
599	University of Washington, Beacon Hill	11/20/2014 10:06 PM
600	Lynnwood Transit Center 16th & John St	11/20/2014 10:05 PM
601	Laurelhurst to UW Laurelhurst to downtown Seattle Laurelhurst to First Hill	11/20/2014 10:01 PM
602	currently go: riverside residences tuk intl blvd & s 112th rt 124 renton highlands: route 105 & former route 909. Lamb of God church& p&r rte 41 Westlake Center: too many routes to list! Pacific Science Center: rt 3&4 would like to go: carkeek park: near beach Richmond Beach park	11/20/2014 9:57 PM
603	Everywhere: Work: Amazon.com / SLU Ballard: Old Ballard neighborhood Capitol Hill: Broadway/Pike-Pine, Further north on Broadway U-District: The Ave, University Village Mall West Seattle: Main business district Ali: Alki beach Queen Anne and LQA Parks	11/20/2014 9:54 PM
604	I currently live at East Green Lake and travel often to the UW campus/U-district, using mostly the 48, but also the 67, and the 542 during rush hour when the 48 often has standing room only. I also go downtown on either the 16 or the 26, and at times on the 66. Occasionally on the 316 if it is early morning. Also take the 16 to Northgate occasionally, and the 48 to Loyal Heights/Ballard. I wish there was service from here over the freeway along 75th, and service along 65th all the way to Green Lake Elementary, continuing straight instead of turning on Ravenna.	11/20/2014 9:40 PM
605	currently go from wallingford to downtown and back. would like to be able to go to wallingford to capitol hill and back faster	11/20/2014 9:40 PM
606	South Everett, Shoreline, Bellevue, Redmond, downtown Seattle, University District	11/20/2014 9:29 PM
607	I go from the Tacoma Dome to the Univ. of WA (Schmitz Hall). I take ST 586, unless the traffic is bad and then I take the ST train and one of the 71/72/73 express buses (often standing room only).	11/20/2014 9:27 PM
608	I go to downtown, North Seattle Community College, Capital Hill.	11/20/2014 8:27 PM
609	Lynnwood Park and Ride to 12th and Madison for work. Occasionally social to Seattle Center	11/20/2014 7:37 PM
610	Seatac airport. Capitol/first hill. UW medical center, Seattle Cancer Care Alliance	11/20/2014 6:13 PM
611	downtown, wedgwood, udistrict	11/20/2014 5:30 PM
612	I currently go between the U-District and Redmond (Microsoft building 37), Downtown Seattle, Belltown (the Rendevous), Capitol Hill (Scratch Deli on 12th Ave), Tacoma (Tacoma Comedy Club), downtown Bellevue, Renton, Eastlake, South Lake Union, and Enatai Beach Park when it's warm.	11/20/2014 5:26 PM
613	Eastlake, Downtown, Bellevue, Capitol Hill, First Hill, International District, Waterfront, West Seattle, Beacon Hill, Fremont, Ballard, Northgate, Ravenna, Greenlake, U District, Wallingford.	11/20/2014 5:03 PM
614	EVERYWHERE!!!! I don't have a car for a reason!	11/20/2014 4:52 PM
615	I mostly go between 46th & Fremont and 45th & University (that's my commute). I also go from 46th & Fremont to downtown, capitol hill (all areas), and Beacon Hill.	11/20/2014 4:37 PM

616	I currently go Downtown/Seattle Center and back home to Capitol Hill. I work downtown but I like to go to other neighborhoods such as the U District and Belltown. I would love to be able to have a more direct trip from Capitol Hill to Ballard.	11/20/2014 4:34 PM
617	Colman Dock Ferry	11/20/2014 4:24 PM
618	Rainier Valley / Columbia City to Downtown Rainier Valley / Columbia City to University District Rainier Valley / Columbia City to Capitol Hill & First Hill Rainier Valley / Columbia City to Seattle Center	11/20/2014 4:18 PM
619	UW Downtown I would like to be able to go to Northgate easily.	11/20/2014 3:52 PM
620	Commute from NE Seattle to Lakewood/Tacoma	11/20/2014 3:34 PM
621	DT, Queen Anne & Capital Hill	11/20/2014 3:25 PM
622	Broadway and Jefferson, Seattle Eastmont Park & Ride, Everett	11/20/2014 3:18 PM
623	Downtown, Northgate Mall & various medical centers, Ballard, Fremont and University District.	11/20/2014 3:14 PM
624	I would like to see more Service On The Route 101 and soon. I would like the Route 280 restarted.	11/20/2014 2:35 PM
625	Currently: Downtown Seattle, various places Showare Center Kent Xfinity Arena Everett Swedish Medical Center, First Hill	11/20/2014 2:15 PM
626	I live on Capitol Hill and mostly use transit to get to my two jobs, one at Harborview (325 9th Ave), and one in the University District (4740B University Way NE).	11/20/2014 1:51 PM
627	Home (800 block of NW 64th St) Work (suzzallo library) Downtown (pike place market, pioneer square) SeaTac airport	11/20/2014 1:44 PM
628	School, Home (Halladay and 4th), South Mercer Island, Downtown Seattle, Northgate, Captiol Hill	11/20/2014 12:24 PM
629	Home (Auburn), work (UW), other (Seattle, Renton)	11/20/2014 12:19 PM
630	UW Medical Center/University District, Shoreline Park & Ride, Downtown Seattle, Seattle Center, Downtown Bellevue, Bellevue Transit Center, SeaTac Airport, Northgate	11/20/2014 12:08 PM
631	I go to an office near Pioneer Square Monday through Friday and it takes me longer to get there than people taking the buss from Bellevue or Edmonds. My ride is only 6 miles and takes at least 40 min. Many people from the neighborhoods along Sandpoint drive to avoid all the waiting for connections and or travel time. I would like to see a route directly to the city center via Sandpoint Way, Montlake, and 520 to the city center that does not go through the UW campus and Montlake during the work week. Or, I would like to see a bus travelling Sandpoint Way that goes directly to the Husky Light Rail Station before going through the campus. A park and ride lot at Magnuson Park serving NE Seattle neighborhoods would be a good idea also. Hopefully you install bike lockers at the Husky Stadium light rail station.	11/20/2014 11:34 AM
632	downtown central library, Northgate, University of Washington, Goodwill on 137th, Value Village (Crown Hill), Wallingford Senior Center, movie theatres, Tacoma Glass Museum, Bothell, Seattle Art Museum, Capitol Hill	11/20/2014 11:16 AM
633	I typically go downtown Seattle. My wife commutes to Bellevue (108th) from Ravenna 4 days/wk. Her 243 bus was cancelled...terrible decision on Metro's part. She is forced to wait in the rain, transfer, and then stand on the bus. Terrible, terrible service to a major destination. What are your thinking!??? When UW light rail opens, how are your going to feed...there is no parking there. Buses will need to funnel through 25th or over Montlake Bridge to get to it. Will there be bus lanes on 25th??? There should be.	11/20/2014 11:16 AM
634	I go to school at UW and visit other campuses namely UW medical center, harborview, south lake union.	11/20/2014 11:16 AM
635	I live in Wedgwood. My routes are: Wedgwood to Redmond and back Redmond to downtown Seattle and back Downtown Seattle to home Downtown Seattle to Redmond Wedgwood to airport and back	11/20/2014 11:08 AM
636	Downtown Seattle Redmond Transit Center U-district Capitol Hill/Broadway Northgate Mall Southcenter Mall Sea-tac Airport Bellevue Square Crossroads Mall	11/20/2014 11:03 AM
637	Lake City University District Capitol Hill Downtown Tacoma SR 512 P&R	11/20/2014 10:54 AM
638	South Lake Union / FHCRC campus	11/20/2014 10:31 AM
639	downtown Seattle, Captiol Hill, Queen Anne, SODO, Belltown, Pioneer Square, International District, Sidney (BC), Bainbridge Island, SeaTac International Airport, downtown Tacoma, downtown Bellevue, Fremont, Ballard, Wallingford, Georgetown, Madrona, Magnolia, Interbay, University District, Northgate, Rainier Beach, Madison Valley, Maple Leaf	11/20/2014 10:24 AM

640	Wedgwood to UW, round trip.	11/20/2014 10:19 AM
641	to a sounders game	11/20/2014 10:19 AM
642	downtown, Madrona Neighborhood, Airport	11/20/2014 10:06 AM
643	Downtown University of Washington SEATAC Ballard Queen Anne Ferry Terminal Century Link Key Arena SoDo Northgate GreenLake Greenwood Phinney Ridge	11/20/2014 10:05 AM
644	I currently go to UW (Upper Campus and the academic buildings all along the cut along Pacific as well as up University Way as far as 55th), Capitol Hill (Gage Academy of Art and all along Broadway), Downtown (All along Westlake Ave. and everywhere from Blanchard to Marion between the waterfront and 9th Avenue), and to Manchester via the Bremerton Ferry and the Port Orchard foot ferry. I used to go to the VA Hospital a lot in Beacon Hill, as I work with some researchers there. I would like to be able to go to Alki, Greenwood, and Mercer Island more easily, as we've been thinking about buying a house those places, and downtown Bellevue would be nice to connect the two areas.	11/20/2014 9:48 AM
645	Get off at Pike and 2nd Ave, then go to the tunnel for bus #71, then take any or 271 to the office	11/20/2014 9:48 AM
646	UW SEA-tac airport Capitol Hill	11/20/2014 9:47 AM
647	Between UW and Bonney Lake, UW to Century Link/Safeco, UW to downtown, UW to Tacoma	11/20/2014 9:45 AM
648	South Lake Union! Ballard!	11/20/2014 9:45 AM
649	Currently go: Bryant neighborhood / home (5000 block of 37th Ave NE), work downtown Seattle 1011 Western Avenue, occasional trips to SeaTac airport, dentist in Tangletown of Greenlake area, barber in Wallingford, up to restaurants and stores on Capitol hill or medical appointments from downtown. Would like to go: Georgetown area, from home to work without having to go thru University District.	11/20/2014 9:36 AM
650	521 27th Ave to the University of Washington SeaTac Airport from 521 27th Ave. 8564 Greenwood Ave N. to 521 27th Ave 222 Yale Ave N. from 521 27th Ave 860 Terry Ave N. from 521 27th Ave	11/20/2014 9:06 AM
651	Downtown, University District, Capitol Hill	11/20/2014 8:39 AM
652	Downtown Queen Anne (upper and lower) Various parks around Seattle BRING BACK THE 47	11/20/2014 7:55 AM
653	n/a	11/20/2014 6:32 AM
654	University of Washington Seattle Campus Japanese Cultural & Community Center of Washington University District Safeco Field South Sammamish P&R Issaquah Transit Center Bellevue Square Seattle Center Uwajimaya Seattle Wing Luke Museum Northgate Mall Washington State Convention Center Seatac Airport	11/20/2014 2:14 AM
655	University of Washington Northgate Shopping Center Westlake Shopping Center Puget Sound Ferry Terminal Seattle Waterfront Downtown Seattle Lake Union	11/20/2014 12:14 AM
656	I currently go to the University of Washington, and downtown Seattle	11/20/2014 12:01 AM
657	Currently go: My house: 4603 Meridian Ave N Work; 550 Kirkland Way, in Kirkland. Downtown locations; 4th/Pine, pioneer square, etc Capitol Hill: 12th/pike, and many other places there Ballard Fremont Like to go: Greenwood Waterfront Mountlake terrace (cinebarre)	11/19/2014 11:34 PM
658	To UW from Kirkland via Montlake.	11/19/2014 11:20 PM
659	Home in Ravenna, downtown, downtown Bellevue, the udistrict, work at montlake blvd, airport	11/19/2014 11:03 PM
660	3417 Evanston Ave N, Seattle, WA 98103 321 Mercer St, Seattle, WA 98109 605 Boylston Ave E, Seattle, WA 98102 1100 19th Ave E, Seattle, WA 98112 1600 E Madison St, Seattle, WA 98122 2233 NW 58th St, Seattle, WA 98107 4649 Sunnyside Ave N, Seattle, WA 98103 4318 Stone Way N, Seattle, WA 98103 4725 California Ave SW, Seattle, WA 98116 3130 E Madison St, Seattle, WA 98112 17415 61st Ave NE, Kenmore, WA 98028	11/19/2014 10:35 PM
661	Kent, downtown Bellevue, Sounders games, downtown Seattle, Seatac Airport, UW	11/19/2014 10:21 PM
662	From Brickyard P&R (Kirkland) to U-District.	11/19/2014 10:03 PM
663	anywhere in downtown seattle	11/19/2014 9:33 PM
664	Central area. U District. Capitol Hill. South Lake Union. Downtown. Pioneer Square. Golden Gardens. Madison Park. Rainier Valley.	11/19/2014 8:47 PM
665	Kenmore to the UW campus. UW campus to Lake City and Northgate Mall	11/19/2014 8:46 PM

666	Lake City, eastgate, SeaTac	11/19/2014 8:43 PM
667	right know i currently go back and forth from lakecity to kent and back around the city.	11/19/2014 7:45 PM
668	I currently go to Downtown Seattle or the University of Washington. I hope one day there will be a bus connecting to Oregon and Canada. Also, a direct bus route connecting South Seattle to West Seattle would be good.	11/19/2014 7:35 PM
669	Seatac Link Light Rail Station	11/19/2014 5:32 PM
670	501, from Tacoma to where I live in southeast Federal Way, before Weyerhauser at the 28th Ave SOUTH and South 368th st intersection. I also use this if possible when going to the airport and transfer to 574 Sound Transit to the airport. The cutbacks on the 501 have been a terrible blow, I also take ST 577/578 seattle bus to downtown from Federal Way Transit center. I have transferred to then go to the UW Farmers market on weekends. I also have taken a connection to go to other places when I have gotten off the express ST 577/578. I am saddened still that there is no help for Federal Way residents. As many of us who live in King County, Federal Way, this should be improved. I cannot go anymore to work southbound to Tacoma General Hospital because of the unavailability of busses at the earlier hours and the time it takes to get there. I used to take 1 1/2 hours previously to get to work and back home too. This cut in to my life activities outside of work. This is not possible anymore with 501 starting so late in the day and ending so early in the evening. I'm from Bklyn,NYC and appreciate mass transit and look forward to getting around in the future with more ease.	11/19/2014 5:26 PM
671	Redmond	11/19/2014 5:23 PM
672	I go to UWMC.	11/19/2014 5:16 PM
673	I use king county metro to go from my home ine Lauralhurst 3901 NE 45th st. to northgate mall and transit center, Ballard/NW market all the way down to the locks, UW Campus, Downtown pike area/Westlake and the ferry terminal. I use the link to get from downtown to the airport regularly.	11/19/2014 5:15 PM
674	From Montlake to Ballard, From Montlake to the University of Washington, From Montlake to Beacon Hill, From Montlake to Downtown and back, From Montlake to Capitol Hill and back From the University of Washington to Capitol Hill and back From the University of Washington to Laurelhurst	11/19/2014 5:12 PM
675	UW, Downtown, Capitol Hill, Ballard	11/19/2014 5:08 PM
676	University of Washington, Northgate Mall, downtown	11/19/2014 5:07 PM
677	Downtown, UDistrict (42&15th),	11/19/2014 5:01 PM
678	Allover the "Eastside" like Bellevue, Redmond and Kirkland--possibly Bothell/Woodinville and Kenmore.	11/19/2014 4:29 PM
679	airport, downtown, university village, seattle center	11/19/2014 4:23 PM
680	I work at 747 Broadway	11/19/2014 4:16 PM
681	Downtown, Columbia City, Seward Park, Seattle Center, Airport, University of Washington	11/19/2014 4:08 PM
682	I go from the View Ridge Neighborhood (6556 46th Ave NE) to the UW Medical School. Right now there is not a way to do this by bus that takes less than 40 minutes (including walking to and from the bus). Since it takes me 15 minutes to ride my bike, I ride my bike.	11/19/2014 3:56 PM
683	UW, 65th and 35th Avenue, Northgate, Downtown, Airport, UDistrict, Capitol Hill	11/19/2014 3:50 PM
684	University of Washington, Northgate Transit Center, Westlake Station. I would like to be able to go from Northgate to Capitol Hill in under an hour, but it's impossible.	11/19/2014 3:46 PM
685	Seatac airport UW Tacoma 5521 28th Ave NE, Seattle UW Seattle campus Downtown Seattle/Intl District Northgate Polyclinic Madison	11/19/2014 3:44 PM
686	Bellevue, downtown, Capitol Hill, Lynnwood.	11/19/2014 3:41 PM
687	Westlake University Way Queen Anne/Mercer	11/19/2014 3:30 PM
688	7743 22nd Ave NE (Ravenna neighborhood, Seattle) 1191 Second Ave (downtown Seattle) Seattle Center/SIFF Uptown Cinema Shilshole Marina	11/19/2014 3:28 PM

689	My daily commute is Green Lake->Downtown on the #316/#76/#77. For errands, shopping, eating, drinking, visiting friends, recreating, and general life I either ride my bike, take buses, or combine the two to/from nearby neighborhoods. Most visited are commercial areas of U District, Northgate, Fremont, Ballard, Greenwood, Capitol Hill, Downtown. I would go to Lake City more often if buses connected better (e.g. #48->#72 from Green Lake Community Center to downtown Lake City . These trips are usually evenings and weekends. Every Tuesday evening I play soccer somewhere in the region (e.g. Marymoor Park in Redmond, Valley Ridge park in SeaTac, Georgetown, Capitol Hill, West Seattle). I almost always need my bike for first/last mile to make this trip work, especially getting home late in the evening.	11/19/2014 3:24 PM
690	I primarily use transit to commute from home in West Seattle to work at UWMC. I would love it if there were a direct route from West Seattle to UWMC. I currently have to transfer downtown and it adds a fair amount of time to my commute. Also, there are huge apartment/condo buildings being built in West Seattle at the Junction area, and I am very concerned about being able to continue to take the bus once residents move in. The current bus service from the Junction to downtown (via the C line bus) is barely adequate at present and people ALWAYS have to stand on that bus and it is always packed to full capacity. It is a bit of a deterrent. I would love it if there was a good route (meaning no transfers) from the Junction in West Seattle to the airport.	11/19/2014 3:09 PM
691	To & from Lake Tapps (Sumner) to Seattle. I would love the Sounder to run on the weekends and/or extend the link further south past the airport.	11/19/2014 2:45 PM
692	Alaska Junction in West Seattle, downtown, and the U of W to work	11/19/2014 2:32 PM
693	Columbia city/Beacon Hill to the University of Washington	11/19/2014 2:28 PM
694	University Of Washington, Greenwood and 85th st, Downtown Seattle, Capitol Hill, Northgate, Lake City.	11/19/2014 2:21 PM
695	Currently go between Capitol hill and downtown a lot. Lots of options with 11, 43, 49, and 10. Recommendations: Better transport between SLU and Capitol Hill. Route 8 runs too infrequently, especially on weekends. A lot of sports teams, gyms, recreational facilities have locations in SODO or Georgetown; routes to get people from Cap Hill to these locations that run at night would be great. I think it'd be great to have better transport between Capitol Hill and airport (as proposed in this expansion).	11/19/2014 1:37 PM
696	I travel between downtown Seattle and the Northgate TC using transit. I would like to travel easily from Northgate TC to the University District, Capitol Hill or Ballard.	11/19/2014 1:18 PM
697	Kent Station	11/19/2014 1:11 PM
698	14th and Jefferson to various stops downtown/queen anne and vice-versa. I would like to get from Jefferson and 15th or 23rd to the UW campus, with a stop on Madison.	11/19/2014 12:55 PM
699	From Downtown Seattle (Westlake Center) to UW Medical Center	11/19/2014 12:52 PM
700	Downtown Ravenna Bryant Wedgwood U-district Roosevelt Greenlake Ballard Capitol Hill Sand Point	11/19/2014 12:49 PM
701	UW/U-District Downtown Seattle (esp. Pioneer Square & Int'l District-Chinatown) (occasionally) U-Village, Capitol Hill (Broadway)	11/19/2014 12:49 PM
702	Downtown Renton	11/19/2014 12:48 PM
703	12220 se 61st st, Bellevue. 8002 43rd ave NE Seattle.	11/19/2014 12:38 PM
704	University of WA Seattle, main campus (HUB/Stevens Way) 526 Pelly Avenue North Renton 98507 4959 Purdue Avenue NE seattle 98105 downtown Seattle 155 Mercer St, Seattle Reperatory Theater	11/19/2014 12:18 PM
705	University of Washington Downtown Seattle Kent Station Transit Center Tukwila Light Rail Station Kent DesMoines Park & Ride South Renton Park & Ride Federal Way Transit Center Southcenter Mall Greenlake Park & Ride	11/19/2014 12:05 PM
706	I typically go downtown on transit, so the tunnel stops at the Convention Place Center, University Street Station, Westlake Station, Pioneer Square, and International District. Sometimes, I'll also go to the Fremont Sunday market by bus depending on timing.	11/19/2014 11:47 AM
707	South Tacoma/ Parkland around 112th st E and Pacific ave to UW	11/19/2014 11:34 AM
708	Daily: NE Seattle to Downtown Seattle (Pioneer Square) Occasionally: NE Seattle to the airport I would like to take the train to Capitol Hill on the weekends.	11/19/2014 11:33 AM
709	More secure bicycle parking by transit centers!! I would ride my bike far more often, but I am worried it will be stolen during the day.	11/19/2014 11:32 AM

710	Wedgwood to downtown/stadiums. I would like to be able to go between Wedgwood and Northgate without having to go via Lake City. There is also no efficient way to get downtown because the route of the 71 is so long.	11/19/2014 11:20 AM
711	DOWNTOWN UWMC U DISTRICT NORTHGATE MALL 23RD AVE S AND S JACKSON ST TRADER JOE'S AT MADISON ST ROOSEVELT NEIGHBORHOOD GREENLAKE WOODLAND PARK ZOO	11/19/2014 11:15 AM
712	Downtown to and from U-District, SeaTac, Greenwood, Ballard	11/19/2014 11:10 AM
713	I would like to be able to connect from the Woodinville park & ride to a bus which goes north on Highway 9 and stops at Snohomish park & ride.	11/19/2014 11:09 AM
714	I currently go by transit from Redmond (161st Ave) to the UW and vice versa. I would like to be able to go directly from the University of Washington to Sammamish library (228th Ave) in one bus.	11/19/2014 10:56 AM
715	Capital Hill Broadway area First Hill Swedish Medical Centers University District UW Central District 23rd and Union or 23rd and Yesler	11/19/2014 10:55 AM
716	I usually use transit to go to south Seattle, like Columbia City or Genesee area	11/19/2014 10:54 AM
717	Everett to Seattle and back. 5th and Seneca in Seattle (downtown) Eastmont Park and Ride in Everett South Everett Freeway Station in Everett	11/19/2014 10:54 AM
718	Downtown Capitol Hill (Broadway and Pike/Pine corridor) North Capitol Hill (Broadway E & E Roy St) Roosevelt (12th Ave NE & NE 65th St) Ravenna (NE 65th St between 15th and 30th Ave NE) Ballard (22nd Ave NW & NW Market St) Sunset Hill (32nd Ave NW & NW 65th St) Fremont (Fremont Ave N & N 34th St) Queen Anne (5th Ave N & Highland Dr) Lower Queen Anne (511 Queen Anne Ave N) Phinney Ridge (Phinney Ave N & N 58th St) Interbay (15th Ave W & W Armory Way) University District Wallingford Green Lake Northgate	11/19/2014 10:49 AM
719	SeaTac Airport, Wedgewood QFC, UW (work), Downtown Seattle, Husky Stadium, Downtown Stadiums would like to go to downtown Bellevue.	11/19/2014 10:46 AM
720	From 1605 East Olive Street, Seattle TO: The university (get off at Henry Art Gallery) Downtown Seattle (many addresses) Seattle Center Area Airport	11/19/2014 10:45 AM
721	Currently go from Kirkland to downtown. It would be nice to go to Ballard without having to transfer downtown.	11/19/2014 10:41 AM
722	University of Washington, Costco on Aurora, Albertsons on Aurora, numerous Safeways and QFC's, Seatac Airport, Downtown Seattle, Northgate, several eye doctors, Mercer Island, Bellevue, Redmond, Shoreline, Kirkland, Bellevue Shopping Center, North Seattle Community College, Capitol Hill, Ballard, Seattle University, Seattle Center	11/19/2014 10:40 AM
723	700 Fifth Ave - Columbia Tower SeaTac Tukwila Community Center Wallingford/U-District	11/19/2014 10:28 AM
724	Tukwila to UW	11/19/2014 10:27 AM
725	Downtown Bellevue (work and church), Downtown Seattle, waterfront, Pioneer Square, airport	11/19/2014 10:21 AM
726	15 TH AND PINE DOWNTOWN SEATTLE LEARY WAY NW	11/19/2014 10:14 AM
727	Bitter Lake -> Greenwood -> U District daily.	11/19/2014 10:11 AM
728	15th Ave. S and S Nevada Street (Beacon Hill) to 6th and University Street (downtown Seattle)	11/19/2014 10:02 AM
729	Northgate Mall University of Washington University Village downtown Seattle Seattle Center Amy Yee Tennis Center, 2000 MLK Jr Way S Sea-Tac Airport Magnusson Park	11/19/2014 10:01 AM
730	Lake Forest Park to Uni District Sea Tac	11/19/2014 10:00 AM
731	UWMC, Downtown Seattle, HMC. Would like to go to Capitol Hill	11/19/2014 9:45 AM
732	UW, Fremont, downtown, Ballard, Queen Anne, Northgate	11/19/2014 9:43 AM
733	Airport, UW	11/19/2014 9:26 AM
734	UWMC Tacoma Dome Station Bothel Park and Ride Shilshoal Marina Downtown Seattle	11/19/2014 9:25 AM
735	12728 SE 254 Ct, Kent to University of Washington Currently catch bus at Kent/Des Moines park and ride to UW - would like more convenient (read: timely) way to get to work Would like more convenient public transit from home (12728 address) to other locations in Kent	11/19/2014 9:24 AM

736	I go to my work at UW Tower (4333 Brooklyn Ave NE, Seattle) Would like to be able to get from Wedgwood around 35th Ave more easily by bus to work. The 65 is long and circuitous and I still have to walk a lot to get to bus and then when I get off I have to walk a lot. Therefore, I prefer to drive most the way look for free parking and then either walk or talk the bus into work. More frequent service to downtown would be nice. The 70 series seems to be a haven for the street people to shuttle back and forth between UW and downtown.	11/19/2014 9:13 AM
737	University of WA, 526 Pelly Avenue N Renton 98057 4959 Purdue Ave Ne Seattle 98105 downtown Seattle	11/19/2014 9:06 AM
738	I typically travel from the Admiral Junction area of West Seattle to downtown, downtown to Capital Hill, downtown to the University District.	11/19/2014 9:02 AM
739	Where I go: Denny triangle (8th and Virginia), Pioneer Square, International District, Pike & Broadway, North Broadway, Airport, Northgate, Columbia City Where i want to go: Lake City, Ballard, Fremont, Magnolia village, Lower Queen Anne, Upper Queen Anne, Belltown, South Lake Union	11/19/2014 9:01 AM
740	Queen Anne Post Office Amazon.com HQ Westlake Center/Pacific Place/Downtown retail core University Village Mall Queen Anne Safeway Uptown QFC (500 Mercer) The Garage Bowling Alley (Capitol Hill) Seattle Center	11/19/2014 9:01 AM
741	Houghton area in Kirkland, UW, Capital Hill, Seatac, Downtown Seattle	11/19/2014 8:59 AM
742	CURRENTLY: Downtown Seattle, Benaroya Hall, Pioneer Square, Pike Place Market, Seattle Center, Amazon Campus South Lake Union, the Polyclinic Broadway, the Polyclinic Madison Center, UW WOULD LIKE TO GO: Ballard Farmers Market, Fremont business district, Gasworks Park, Green Lake park, Seattle to Tacoma and/or Everett via Sounder on weekends	11/19/2014 8:58 AM
743	Federal Way. I use buses 177, 178, 179, 577, and/or 578. I am anxiously waiting for the light rail to reach Federal Way.	11/19/2014 8:32 AM
744	University of Washington Medical Center, Downtown bus tunnel	11/19/2014 8:05 AM
745	Westlake Plaza Ballard ave Redmond City Hall Broadway and John 15th and Pine Summit and pine	11/19/2014 8:04 AM
746	U village Capitol Hill Downtown Sodo Queen Anne	11/19/2014 7:43 AM
747	University District to downtown and back again.	11/19/2014 7:38 AM
748	Downtown, University of Washington	11/19/2014 7:35 AM
749	Downtown, U-District (The Ave), Northgate, Southcenter, Auburn, Rainier Beach	11/18/2014 11:57 PM
750	412 Bellevue Ave E	11/18/2014 11:43 PM
751	UW Roosevelt Medical Center; UW Medical Center; Harborview Hospital;	11/18/2014 11:37 PM
752	QFC on Upper Broadway	11/18/2014 10:38 PM
753	Downtown, Seatac, Montlake Flyer station	11/18/2014 9:55 PM
754	To and from Ballard, to and from UWMC	11/18/2014 9:38 PM
755	The Art Institute of Seattle High 5 Pie Skyline Baptist Church in Magnuson Park (Really wish there was weekend service to the park) Downtown Fremont Northgate Mall	11/18/2014 9:18 PM
756	6th and University, Seattle 32nd Ave NE and NE 65th Street Magnuson Park U District Fremont Ballard Roosevelt (NE 65th Street and 12th Avenue NE) Capitol Hill - 15th Avenue E business district Capitol Hill - Pike/Pine Summit and Olive	11/18/2014 9:11 PM
757	Currently: Downtown Seattle, Capitol Hill, Ballard/Fremont/Wallingford, U-District Future: ...Metro meets my needs; other places are either outside the service area or unfeasible (like the mountains for skiing and hiking)	11/18/2014 9:04 PM
758	65th NE and NE Ravenna Blvd	11/18/2014 8:57 PM
759	Wedgwood, Fremont, Ballard, U District, Downtown Seattle	11/18/2014 8:55 PM
760	Seattle University from South Beacon Hill	11/18/2014 8:46 PM
761	Like to go to Tukwila. Currently, go downtown, to the U District, use to take the bus to Juanita Dr in Kenmore. Previously would commute to Everett from Kenmore. Often go to Ballard on market st or down 15th.	11/18/2014 8:35 PM
762	I currently use the bus to get from 35th and 88th, home, to UW, and also to get to downtown. I'd like to get from 35th and 88th to the new light rail station at the UW. I think it would be great if a bus route was created that would run down 35th, straight to the light rail station at the UW.	11/18/2014 8:24 PM

763	I hate that it takes about an hour to get from Capitol Hill to Ballard.	11/18/2014 8:20 PM
764	Work, downtown, airport, Ballard	11/18/2014 7:57 PM
765	Home - near Lake City Way NE and 115th Fred Meyer's - Lake City Way and 130-something Pike Place Market UW Medical Center The Ave / University Way University Book Store Pacific Place The Triple Door movie theaters downtown, Thorton Creek, Harvard Market and the Egyptian Northgate Mall/Transit Center 50th and Stone Way (Wallingford) Bastyr Clinic on Stone Way (Fremont) Group Health Clinic near Northgate Group Health Medical Center (15th on Capitol Hill) Elliott Bay Book Company	11/18/2014 7:51 PM
766	I would like faster/more reliable transit between downtown and UW. I would like faster transit to capitol hill. I would like more consistent service between Burien and downtown.	11/18/2014 7:50 PM
767	I go to children's hospital, totem lake TC, downtown Kirkland, Bellevue , south park , & Columbia city.	11/18/2014 7:44 PM
768	I use transit for a majority of my non-work related trips. I ride the bus all over Seattle to meet friends, to go shopping, or to cultural events. Most of my trips are around central Seattle (Capitol Hill, SLU, Downtown, Central District) or the U District, with occasional trips to other neighborhoods such as Greenwood, Ballard, or Sodo.	11/18/2014 7:27 PM
769	Uw Bellevue Downtown Crown hill Ballard Kirkland Issaquah Redmond Bothell Auburn Renton	11/18/2014 6:57 PM
770	UW-Eagleson Hall Capitol Hill (15th and Republican, Pine and Broadway, Bellevue and Olive) Madison Valley (25th and Madison) Fremont (34th and Fremont, 40th and Fremont) Ballard (Market and 20th) Matthews Beach (46th Ave NE and NE 97th St) Green Lake (Ashworth and 85th) Eastlake (Eastlake and Hamlin)	11/18/2014 6:44 PM
771	NE 65th St & 9th Ave NE UWMC UW NE Campus Parkway Downtown Seattle - 809 Olive Way NE 55th St & 40th Ave NE	11/18/2014 6:41 PM
772	Downtown Seattle (Westlake Center), Downtown Tacoma (Tacoma Dome), The Center for Wooden Boats (SLU), Columbia City, Sea-Tac Airport, Queen Anne & Mercer, 24th & Galer, University Village, U District (15th & 43rd, University & 47th), UW campus (Stevens Way), Ravenna Park, Greenwood	11/18/2014 6:27 PM
773	I currently take the bus from NE 85th St and 35th Ave NE to Jane Addams Middle School.	11/18/2014 6:24 PM
774	Most frequently, West Seattle, Fremont, Ballard, Queen Anne, downtown, First Hill, U-District, and surrounding areas. Sometimes further north, occasionally Bainbridge. Most recently I am interested in an easier route between downtown/UDist and the area between Lake City Way and 35th NE along 95th (after 6pm).	11/18/2014 6:20 PM
775	Group Health campus University of Washington 24th Avenue E & E Lynn	11/18/2014 6:14 PM
776	Live in Capitol Hill and work downtown, toward Pioneer Square, so I go to those places on transit a lot. I'm excited to be able to get to the UDistrict more easily via transit, and eventually Northgate and the Eastside. I work with several local philanthropic organizations, so often go to the Gates Foundation or the Raikes Foundation, and would love to be able to get to those more easily on transit. I'd like to see better connections between Capitol Hill and Beacon Hill on transit - light rail between the two is a long detour, and the streetcar and bus lanes peter out before they make it to Beacon Hill.	11/18/2014 6:12 PM
777	Not sure why #7 and #36 didn't show up on your list above for Question #2, but those are the bus lines I most frequently have or do use. I would like to be able to go to West Seattle from Columbia City.	11/18/2014 5:49 PM
778	To/from Capitol Hill & the University District, to/from capitol hill & the airport, to/from Capitol Hill & Northgate, to/from the University District & Ballard, to/from Downtown & Capitol Hill. More frequent or more extensive transit schedules will increase ridership- as the convenience of transit increases, people will be more likely to use it. I very much enjoy the convenience of being able to take transit to and from work, or to and from the airport. If it were more convenient, I would probably use transit for a lot of my errands, excursions, nights out, etc.	11/18/2014 5:46 PM
779	Greenlake to UW. UW to Queen Anne, Fremont, Ballard. Greenlake to Queen Anne. Greenlake to Downtown	11/18/2014 5:46 PM
780	University District: 1100 NE 45th St., Downtown Capitol Hill Fremont Wallingford Polyclinic Madison (904 7th Ave) Polyclinic Northgate (11011 Meridian Ave. N) PCC Viewridge (40th & 60th) Greenlake SEATAC	11/18/2014 5:45 PM
781	Kingsgate park and ride, u-district (UWMC), south kirkland park and ride, Kenmore park and ride, Seattle Center	11/18/2014 5:27 PM
782	downtown, north seattle, airport I also coach Special Olympics and transit is very important to the athletes (adults) being able to get to practice and to events.	11/18/2014 5:24 PM
783	Regularly: Capitol Hill, Microsoft, Safeco Field (during Baseball season), Downton Seattle, Seattle Center/Lower Queen Anne On Occasion: Ballard, Downtown Bellevue, Downtown Redmond, Fremont	11/18/2014 5:12 PM
784	South Lake Union, UW, Stadiums, Airport, Ballard	11/18/2014 4:59 PM

785	Currently go: Georgetown-Downtown Georgetown-Downtown-Capitol Hill/Ballard/University District I wish getting to Ballard was easier- it was better before Rapid Ride. Going East-West is always a pain on the bus system AND on my bike, which is frustrating.	11/18/2014 4:39 PM
786	UW	11/18/2014 4:35 PM
787	Currently, I take the bus from 3rd and Bell downtown to 4245 roosevelt way in the U-district 4 days a week for work. I also use the bus to get from downtown to ballard, queen ann, fremont, capital hill and other surrounding neighborhoods. I will also take the bus to the east side when visiting friends in Kirkland and wine tasting in Woodenville. One place that I would like to have better bus access to would be Pro Sports Club Willows location in Redmond.	11/18/2014 4:32 PM
788	Northgate Mall, Eastlake Ave & Lynn, 15th Ave & Republican, Madison & 17th, Broadway & Roy, Broadway & Pike, 6832 36th Ave NE, Ballard Ave & NW Market St, Discovery Park, Denny & Westlake	11/18/2014 4:28 PM
789	Northeast Seattle - Wedgwood, Northgate Down town Seattle, Seattle Center, Harborview Hospital, Capital Hill, Group Health Coop Hospital	11/18/2014 4:19 PM
790	I typically go from UW to various locations around Seattle/the Puget Sound region for interviews (cities like Kirkland, Redmond, etc). Lately, I've been traveling from UW to Pioneer Square on a weekly basis using buses 7x. I would love to have a bus that travels directly from UW to Issaquah -- currently, I end up needing to transfer 2-3 times to make a trip.	11/18/2014 4:11 PM
791	Downtown to Capitol Hill. Capitol Hill to U-District. Downtown to Northgate/Wedgewood/Greenlake. Downtown/Capitol Hill to Seward Park/Rainier Valley.	11/18/2014 4:09 PM
792	Federal way transit	11/18/2014 3:52 PM
793	Orting, WA (home) UW Tower, Seattle, WA (work)	11/18/2014 3:50 PM
794	West Seattle and Tacoma	11/18/2014 3:40 PM
795	It would be really nice to have a bus that goes down 25th ave NE all the way to the Montlake cut (for buses going east, downtown, etc.) and to connect to the new light rail station rather than only turning up to go to UW campus	11/18/2014 3:30 PM
796	Bothell, Woodinville, Rainier, Seattle, SeaTac, Bellevue, Kirkland, Ballard, Snohomish, and other points North, South, East and West in these areas.	11/18/2014 3:24 PM
797	I go from Fremont to Sand Point for work, and they just cut down the 30's service to rush hours only, which is too bad because I just needed it today (and many other days)! I usually use the 75 now, but have to walk further. Sometimes I take the 65 to get to work events in Wedgwood. I also use the bus to get downtown, go to grad school at UW (31 & 32), and sometimes to go to Ballard.	11/18/2014 3:22 PM
798	from the Tacoma Dome to the UDistrict (UW - Seattle Campus). I usually get off on 15th Ave NE and NE 43rd St in Seattle.	11/18/2014 3:14 PM
799	15th Ave. NE & NE 125th St. 125th St. and Lake City Way 48th Ave. NE & NE 70th St. 4333 Brooklyn Ave. NE University St. bus tunnel stop South Lake Union - Amazon area Northgate Transit Center Edmonds Community College North Seattle Community College SeaTac airport	11/18/2014 3:12 PM
800	118/119 to Vashon Ferry, then 116 to downtown, then 71X, 72X, or 73X to U District then reverse after work to downtown, then Vashon Water Taxi on commute home. Twice weekly I use C Line from Fauntleroy to downtown, then 26/28 or 40 to Fremont, then back downtown and water taxi back to Vashon. I would love to have a Fauntleroy to airport option again. I also use C Line/D Line to lower Queen Anne for doctor's appointments.	11/18/2014 2:24 PM
801	Mostly commute to work downtown from Beacon Hill. Would like to go on transit anywhere where parking is bad (many places, esp. downtown, cap. hill, u-district...) Would like easier transit to community colleges to take night classes. Or community center exercise and other classes.	11/18/2014 2:17 PM
802	School (UW-Seattle) and work (Harborview campus)	11/18/2014 2:05 PM
803	From home (Tacoma) to work from work to doctor appointments from work to downtown Seattle From work to home From downtown to home from work to the Eastside	11/18/2014 1:57 PM
804	Downtown, capitol hill, university district, northgate	11/18/2014 1:55 PM
805	UW Tower (4333 Brooklyn, Seattle) to Downtown Bellevue (10575 NE 12th Place)	11/18/2014 1:53 PM
806	Going to the University District and downtown is easiest from where I live in Capitol Hill. I wish it was easier to get to South Lake Union and Fremont from Cap Hill.	11/18/2014 1:38 PM

807	From Bainbridge Ferry to the UW and back. Also, from UW to Capital Hill	11/18/2014 1:38 PM
808	Bothell, UW, Downtown Seattle, First Hill, Bellevue	11/18/2014 1:35 PM
809	UW, Ballard, Fremont, Airport, Downtown, Capitol Hill, Eastlake, Central District, Bellevue/Redmond, Georgetown, West Seattle	11/18/2014 1:32 PM
810	The main useage is on the 41 at the Northgate transit center to downtown Westlake station. From there I transfer to either 1,2,24, 33 or D line up to Queen Anne Ave or Elliott Ave W. And reverse on my work days, Monday-Friday.	11/18/2014 1:31 PM
811	UW from Tacoma	11/18/2014 1:25 PM
812	I just moved to Fremont area and take the 28 or 40 to and from my workplace on 4th and Union every day. I have or would like to take the bus from my residence to Pike Place, Westlake Mall, Northgate Mall, Bellevue Square, and central Capitol Hill.	11/18/2014 1:17 PM
813	Magnolia	11/18/2014 1:11 PM
814	I go to Lauralhurst from the University of Washington. It's unfortunate because the house that I'm trying to go to only has bus transportation that goes down 45th and around Lauralhurt first, before reaching the park Belvoir Place near the house I'm trying to get to.	11/18/2014 1:09 PM
815	Downtown Seattle: 4th and Union Aurora Village Transit Center	11/18/2014 1:07 PM
816	University of Washington, Seattle campus, where I work. Downtown Seattle Airport Seattle Center	11/18/2014 1:02 PM
817	Currently: Work & home (within downtown Seattle), Southlake Union, Queen Anne, Fremont, Ballard, Tukwila, Kent, Northgate (not easily), U District (not easily), U Village (not easily) Would like to go to: Capitol Hill, Northgate (more easily), U District (more easily), U Village (more easily)	11/18/2014 12:54 PM
818	Work - 1325 Fourth Ave, Seattle 98101 Home - 4224 Beach Dr SW, Seattle 98116 Alaska Airlines Arena - 3910 Montlake, Seattle Key Arena	11/18/2014 12:52 PM
819	I basically take the bus between Kent and downtown Seattle and then the Sounder train back to Kent. I do not use the Link Light Rail but I would like to if you only provided some/more parking around the stations which you choose not to do. I've never seen a more worthless light rail system. When I travel to other parts of the country they offer parking so people can drive partially into the city and then transfer over to their light rail system. Here you took away what parking was available along the MLK stations so I can't drive there and then switch to light rail. You probably lost far more revenue than if you would have provided parking. Why not use those empty lots as pay lots and let folks pay for using them if they choose?	11/18/2014 12:48 PM
820	I go to work downtown and to Columbia City on the 7. Loved the 7X but you took that away.	11/18/2014 12:41 PM
821	Home to work, work to home, safeco fird	11/18/2014 12:40 PM
822	I currently take the bus to and from the University of Washington campus. On the weekends, I would like to be able to go from 5000 25th Ave. Seattle, WA to Downtown Seattle Tunnel Station. Currently there is only one bus that runs in my area on the weekends and it starts around 9 am and stops around 5 pm, giving me a very limited amount of time to go anywhere. Or I'd have to take two buses.	11/18/2014 12:21 PM
823	University of Washington Downtown Seattle Capitol Hill Redmond Kirkland Bellevue Everett Edmonds Fremont North gate Lake City	11/18/2014 12:20 PM
824	st Mark's cathedral, Bright Water school, Boyer Children's Clinic, UWMC, airport, shopping downtown, PCC fremont, PCC Greenlake, Seattle Waldorf School, University Village, Discovery Park, Magnuson Park, 1818 Westlake Ave North businesses	11/18/2014 12:19 PM
825	Between the u district and downtown mainly	11/18/2014 12:18 PM
826	I currently use the Metro bus lines to get from home (lauralhurst area) to work (University of Washington), and occasionally from home to downtown or to the international district. Getting downtown and to the international distract often takes a very long time by bus. A light rail to get to these locations would be very valuable to me.	11/18/2014 12:09 PM
827	Bear Creek Park & Ride to SR520 Montlake station	11/18/2014 12:03 PM
828	University of Washington, Downtown, Ballard, Fremont, Lower Queen Anne, Central District, Olympia	11/18/2014 12:00 PM
829	UW, downtown, northgate, ballard, SeaTac.	11/18/2014 11:56 AM
830	Mountlake Terrace to Downtown. Mountlake Terrace to Airport.	11/18/2014 11:55 AM

831	To work at the UW main campus, also use buses to go downtown, or to get to U District to transfer to buses going to other locations like Pioneer Square	11/18/2014 11:52 AM
832	home work puyallup/tacoma Everett	11/18/2014 11:52 AM
833	I use transit to commute to work in Pioneer Square (#12) and to school at UW (#43, 49, 70's). I would like to use transit to travel to other neighborhoods but I find service is not dependable: buses do not run frequently outside of rush hours, stop running too early and are often late (when it's cold this is a huge deterrent). I often end up driving my own car when I'd rather be busing. I often visit Beacon Hill, Ballard and Columbia City.	11/18/2014 11:45 AM
834	Between the U-District (4333 Brooklyn Ave NE, 4545 15th Ave NE) and Downtown (925 4th Ave, 1308 5th Ave, 1483 Alaskan Way), Seattle Center (200 2nd Ave N) and the Stadiums (800 Occidental Ave S).	11/18/2014 11:40 AM
835	Between Capitol Hill and U-District	11/18/2014 11:38 AM
836	I currently take the bus every work day from the Mountlake Terrace Transit Center to downtown (9th & Stewart). Then I WALK from downtown to South Lake Union where my UW Medicine Advancement office is located. It's easier to walk than wait for the shuttle to arrive, and I enjoy the exercise. However, I hope that some day a bus will go straight from the Mountlake Terrace Transit Center to the South Lake Union neighborhood where thousands of Amazon employees work. My office address is 850 Republican Street.	11/18/2014 11:28 AM
837	Colman dock ferry terminal, University of Washington Medical Center, 9544 Sand Point Way NE	11/18/2014 11:27 AM
838	I currently ride to Pioneer Square via the Metro bus. I would like to be able to take the bus or light rail to Capitol Hill.	11/18/2014 11:25 AM
839	Most frequently: Broadway and Mercer to NE Campus Parkway on the 49 (and reverse) Broadway and Republican to Pine and 5th downtown on the 49 (and reverse, 49 from Convention Center to Broadway and Mercer) Olive and Bellevue to Seattle Center on the 8	11/18/2014 11:24 AM
840	I live on the west slope of Queen Anne near 12th and McGraw and have NO good options for taking the bus to UWMC. If I walk 4 blocks up hill, I can catch the #1 bus, if it's running, all the way downtown, then I have to change and take yet another bus to UWMC, taking about 1 1/2 hours. My other option is to walk down hill to 15th Ave, (in the dark) and again, catch a bus to Ballard, and change again to get to UWMC, again taking 1 and 1/2 hours. If I returned this way, it is equivalent to a 15 storyvertical walk to get home.....tough after a long day on my feet. What about a bus between Queen Anne and the new Capital Hill light Rail station?	11/18/2014 11:13 AM
841	othelo and MLKing station	11/18/2014 11:07 AM
842	University of Washington, Seattle Campus (UW Medical center and Health Sciences) Harborview Columbia City Goodwill on Dearborn Magnuson Park Beacon Hill Park	11/18/2014 11:02 AM
843	Downtown, 2301 Fifth Ave., Suite 600 Seattle, WA 98121, SEATAC airport	11/18/2014 10:58 AM
844	I currently use transit to travel from my work in the UW Tower to downtown destinations during the work day such as dr. appts. or shopping. I do not commute due to the number of legs required from my home in south Seattle to work. I would like to commute again and think this will become feasible once light rail connects with the UW Tower. The trip from home to the rail station will still be really inefficient and slow, though, which is a disappointment. Also HUGELY DISAPPOINTING is lack of parking near rail stations. I would use it now if there were parking opportunities.	11/18/2014 10:58 AM
845	My house, Seward Park, South Seattle via 48 and 7 bus. Light rail station is far from my house so it's easier to bus. Or I can take the 50 bus and transfer to the lightrail Capitol Hill (Broadway) Please make the #9 bus operate on a limited weekend schedule!!	11/18/2014 10:58 AM
846	I currently go to the University of Washington (all over campus). I would like to be able to get to the Husky Stadium by bus.	11/18/2014 10:55 AM
847	University of Washington, Fauntleroy ferry terminal, Down town seattle	11/18/2014 10:53 AM
848	I currently go to the University of Washington and home in the Central District mostly. I would like more direct public transportation to the Capitol Hill area, Northgate and West Seattle from the CD.	11/18/2014 10:51 AM
849	Downtown: 4th and Pike Federal Way Transit Center UW Campus - Tacoma UW Campus - Bothell	11/18/2014 10:42 AM
850	Currently travel from U-District to downtown on Metro Bus; and often from downtown to the airport on Link Light Rail.	11/18/2014 10:41 AM
851	route 271..... many of .UWMC employee had to give up riding a bus because time. would you consider time schedule change about 10min? Weekdays on 1925 pm to 1935pm?	11/18/2014 10:36 AM

852	University of Washington Downtown Airport	11/18/2014 10:33 AM
853	Lake City to UW Med Center for work UW Med Center to Lake City UW Med Center to Fremont Fremont to Lake City Lake City to Ballard Ballard to Lake City Lake City to U District U District to Lake City Lake City to Columbia City Columbia City to Lake City	11/18/2014 10:30 AM
854	You didn't list it in the list of routes, but I take the ST 510 from the Everett Transit Center to Seattle and then either the 64 or the 3/4 up to Harborview Medical Center.	11/18/2014 10:30 AM
855	i DRIVE FROM SHORELINE TO THE GREENLAKE PARK AND RIDE. FROM THERE I TAKE BUS 542 TO UWMC. GOING HOME I CATCH A 48 OR 542 BACK TO THE CAR. OFTEN I AM MISSING THE BUS AND I DRIVE ALL THE WAY IN. I ALSO LIKE CT871 BUT IN THE AFTERNOON IT IS A 20 MINUTE DELAY BEFORE IT ARRIVES AND IT IS VERY SLOW GETTING THROUGH THE U DISTRICT TO I-5, AND THEN THE FREEWAY IS TERRIBLY SLOW!!	11/18/2014 10:29 AM
856	University of Washington Downtown Seattle South Lake Union Capital Hill North Seattle Lake City (11027 Exeter Avenue NE)	11/18/2014 10:23 AM
857	I use transit to come home from work and to go to sporting events.	11/18/2014 10:11 AM
858	north Capitol Hill (Volunteer Park area), IMA building, UW tower, downtown	11/18/2014 10:07 AM
859	I would like to be able to go from Belltown to Capitol Hill sans transfer. I would like to go from Capitol Hill to Kirkland Transit Center w/o having to go downtown. I would like to be able to go from Capitol Hill to the University District quickly and/or without having to go downtown. I would like to go from Capitol Hill to Ballard and West Seattle quickly. I would like to be able to go from Capitol Hill to Ravenna quickly.	11/18/2014 10:04 AM
860	University of Washington campus. Safeco/Century Link fields. University Village. 232 1st Avenue West 1205 NE 65th Street 711 N 35th St 400 N 35th St 1818 18th Ave 2328 E Madison St	11/18/2014 9:59 AM
861	Capitol Hill / 15th Ave E to UWMC Capitol Hill / 15th Ave E to downtown Seattle UWMC to main UW Campus	11/18/2014 9:55 AM
862	Seattle Center (theaters, especially)	11/18/2014 9:51 AM
863	I currently commute from West Seattle to the UW, so take the 21 into downtown and then transfer to the 43. My commute currently take 1-1.5 hours, so if linking to the light rail somewhere along the way would make this commute shorter, that would be fantastic. I would also like to be able to take the light rail to the airport (from West Seattle).	11/18/2014 9:49 AM
864	I go from my home in Ballard at 918 NW 59th St to the UW campus. I would like to be able take the bus from Capitol Hill to my home in Ballard in the evening.	11/18/2014 9:48 AM
865	1. University of Washington, Seattle Campus 2. Downtown Seattle 3. Queen Anne Avenue and West McGraw Street	11/18/2014 9:48 AM
866	From UW Campus to NE 70th street and NE 35th Ave.	11/18/2014 9:47 AM
867	I travel using public transportation all over for work and in my free time.	11/18/2014 9:45 AM
868	Wallingford, Ballard, Northgate, Queen Anne, Downtown	11/18/2014 9:43 AM
869	University of Washington Century Link Field 4th and Blanchard 80th and 27th AVE NE Northgate Mall University Village Wallingford Ballard	11/18/2014 9:42 AM
870	NE Pacific St & 15th Avenue MLK and Marion Pine and 10th Avenue Pike and 6th Union and Broadway	11/18/2014 9:41 AM
871	Kent city hall. Ballard, Greenwood, the U-district, Downtown.	11/18/2014 9:33 AM
872	Downtown, University District, First Hill, Capitol Hill, Beacon Hill, Mount Baker, Sea-Tac airport	11/18/2014 9:31 AM
873	I travel from Ash Way P & R or Terrace P&R to the University District for classes in the evening. It would be nice to be able to travel to McCollum P&R or Mariner P&R directly after 1800 from the U-District. Those stops are within walking distance of my home and would reduce my dependency on my vehicle to travel and park. In the future I will be commuting from the Tacoma/Olympia area to the UW-Seattle and UW-Bothell in the weekday evenings.	11/18/2014 9:28 AM

874	Lower Queen Anne & Laurelhurst (Seattle Children's), Laurelhurst (Seattle Children's) & Victory Heights/Northgate, Lower Queen Anne & Northgate/Victory Heights. In general, for me to want to use the bus system almost all the time, There needs to be more direct routes from east to west/vice versa. It's fairly easy to get North to South in this city, but not W to E, or East to West. And especially not South West to North East!! More routes, in general. The Rapid Ride lines are a great idea, and a great investment to more reliable, on time public transit. Thank you!	11/18/2014 9:27 AM
875	From Eastlake Avenue to University of Washington From Eastlake Avenue to Pike Place From Eastlake Avenue to Ballard/Fremont From Eastlake Avenue to Queen Anne	11/18/2014 9:13 AM
876	Would like one bus from U-District to Kent. Currently take bus into Downtown Seattle and Renton and Kent.	11/18/2014 9:12 AM
877	University of Washington, Wedgewood, Sea-Tac Airport	11/18/2014 9:11 AM
878	I go to work on transit. I am anxious for the Link to come to Northgate so I can take that to the UW.	11/18/2014 9:10 AM
879	Commute on Metro from Wallingford to Downtown Seattle 5 days a week. Use the bus on weekends occasionally to shop in University Village and University District.	11/18/2014 9:09 AM
880	Between work and home. Would like to be able to go from home to airport.	11/18/2014 9:04 AM
881	To work: 750 Republican St., Seattle, WA 98109 To Home: 14025 49th Ave W., Edmonds, WA 98026	11/18/2014 9:03 AM
882	I would like it to be easier to get to Georgetown and Boeing Field.	11/18/2014 9:02 AM
883	Laurelhurst to downtown Laurelhurst to Capitol Hill Laurelhurst to South Lake Union Laurelhurst to downtown Bellevue Laurelhurst to Lower Queen Anne/northern Belltown	11/18/2014 8:59 AM
884	Mill Creek to UW Marysville to UW UW to South Lake Union (Fred Hutchinson, Seattle Cancer Care Alliance) Everett to Century Link Field	11/18/2014 8:57 AM
885	Green lake, Ballard, UW, downtown, Capitol hill	11/18/2014 8:54 AM
886	UW for work (carpool) rare trips to downtown Seattle (bus)	11/18/2014 8:53 AM
887	UW Campus Downtown Seattle Downtown Bellevue	11/18/2014 8:49 AM
888	25th ave and 55th stone ave and 85th I would like to see there be more work on getting some east to west routes. If I want to get to my mother in laws, 92nd and 35th ave in wedgewood from north green lake (midvale ave), I have to take the 48 and then a connection in some way, either from the UW or from 15th ave. I think that making a 15 minute driveable rout become 57 min bus trip provides no incentives for commuters to use the metro. I'm sure this is not the only scenario of its kind either.	11/18/2014 8:44 AM
889	University of Washington, Northgate region, Roosevelt Way	11/18/2014 8:41 AM
890	I go from the Tacoma Dome to the University District and then back, Monday through Friday for work. Once in a I take the 590 on the weekends to Seattle	11/18/2014 8:40 AM
891	4129 SW 106th St., Seattle 98146 University of Washington Medical Center California Junction, West Seattle Rainier Valley Downtown Seattle Harborview Seattle University Seattle Center Children's Medical Center Alki Beach	11/18/2014 8:38 AM
892	Currently take transit from Pioneer Square to UW Would like to take transit from Colman Dock to UW	11/18/2014 8:35 AM
893	UW to downtown Ballard, UW to 15th NW & 65th Ballard, UW to downtown Seattle, UW to 113 Dexter Ave N. Seattle, Marysville to UW (I live on Camano Island, and driving to Marysville and taking the 821 is the only bus route that makes sense time-wise.	11/18/2014 8:33 AM
894	UW, downtown seattle ballard	11/18/2014 8:29 AM
895	Mostly I go downtown (on the 66). Sometimes, I bus to Fremont. I would like faster service to the airport and more east and west options. From where I live I usually have to go way south to then go north to get where I actually want to be.	11/18/2014 8:25 AM
896	I go to work at harborview and where i live in lower queen anne, I travel often to redmond to visit family, I go to ballard often for shopping and dinner, also Bellvue square mall, I use the bus to also just go downtown a lot	11/18/2014 8:18 AM
897	Sea Tac	11/18/2014 8:17 AM
898	UWMC Roosevelt Clinics, Madison valley, Wedgwood, View Ridge, Sand Point,	11/18/2014 8:14 AM
899	To and from Colman dock on the Seattle waterfront	11/18/2014 8:14 AM

900	University of Washington, Seatac Airport, Seattle Center, Downtown Seattle, Seattle Ferry Terminal	11/18/2014 8:08 AM
901	University of Washington (I work at UW) Redmond (I live in Redmond) Downtown Seattle Sea-Tac airport	11/18/2014 7:54 AM
902	alki to university of washington medical center, and back	11/18/2014 7:54 AM
903	I take transit from my residence in downtown Renton to my workplace at the University of Washington Medical Center.	11/18/2014 7:52 AM
904	I go to work, downtown seattle. my childs school. I would like transportation to be everywhere so it easier for everyone to get around.	11/18/2014 7:48 AM
905	20105 SE 344th St Auburn, 98092 University of Washington 4333 Brooklyn Ave NE 98195 Auburn Transit Station	11/18/2014 7:45 AM
906	Ferry to UW	11/18/2014 7:44 AM
907	From Tacoma Dome station to UWMC and vice versa.	11/18/2014 7:36 AM
908	I go between UW Medical Center and home at 8125 50th Ave S Seattle WA 98118	11/18/2014 7:30 AM
909	1201 3rd Ave (downtown)	11/18/2014 7:28 AM
910	UW main campus and Harborview	11/18/2014 7:12 AM
911	WSF(Bainbridge) to UWMC	11/18/2014 7:10 AM
912	Issaquah Highlands Park N Ride and UW 15th Street UW and downtown Seattle (bus tunnel) UW and SeaTac airport UW and Bellevue Transit Center	11/18/2014 7:02 AM
913	Haller Lake area - N 130th & Meridian Ave N to / from University District - 45th & Roosevelt Ave NE	11/18/2014 6:56 AM
914	University of Washington	11/18/2014 6:53 AM
915	Fremont Ballard Greenwood	11/18/2014 6:21 AM
916	UW main campus Tacoma	11/18/2014 5:57 AM
917	Central Area Capitol Hill Downtown/International District/Belltown University District/Maple Leaf/Wallingford/Ballard Rainier Valley/Mt. Baker Green Lake/Aurora/Northgate	11/18/2014 5:48 AM
918	UW Law School, Coleman Dock Ferry Terminal, UW Medical Center, Pill Hill	11/18/2014 4:57 AM
919	capitol hill (15th & John neighborhood) to everywhere	11/18/2014 2:38 AM
920	UW	11/18/2014 2:23 AM
921	Eastlake, U-District, Downtown Seattle, Capitol Hill, Montlake, Roosevelt, Overlake, Downtown Bellevue, Northgate, Lake City, West Seattle, Education Hill, Sammamish, Duvall, Carnation, Tacoma	11/18/2014 1:49 AM
922	UW Campus, UW Husky Stadium, UW IMA center, WAC, Campus Parkway, Roosevelt and 45th, up and down 45th street past Greek Row, more routes that shuttle around the campus.	11/17/2014 11:36 PM
923	U district or Bellevue Square	11/17/2014 11:34 PM
924	University of Washington Ferry station	11/17/2014 11:33 PM
925	Mostly between Des Moines and University District. In particular, the Kent-Des Moines P&R and 15th and NE Campus Parkway	11/17/2014 11:23 PM
926	I take the bus to the University of Washington, U-District, and Downtown.	11/17/2014 11:20 PM
927	work (UW), downtown, SeaTac	11/17/2014 11:16 PM
928	University of Washington to downtown Bellevue, Laurelhurst, Capitol Hill	11/17/2014 11:01 PM
929	University of Washington Seattle Art Museum Ballard Farmer's Market Capitol Hill - Pike/Pine, north Capitol Hill, Capitol Hill Branch Library Central District - 23rd and Union, 23rd and Marion, 23rd and Yesler Frye Art Museum University Branch Library	11/17/2014 11:00 PM
930	UW area; downtown Seattle; Capitol Hill; Greenwood; Phinney Ridge; SeaTac.	11/17/2014 10:52 PM

931	I currently go from the north tip of Greenlake to the U District, and from the UW I go downtown or to Capitol Hill. I would like to see better bus/bike connectivity, so I can easily get down Aurora Ave to bike routes like the Burke Gilman trail	11/17/2014 10:50 PM
932	University of Washington-Seattle Mariner Park and Ride	11/17/2014 10:41 PM
933	Shoreline, UW, Downtown, International District, Beacon Hill, Renton	11/17/2014 10:39 PM
934	-downtown Seattle -Seattle Pacific University -I would like to be able to go from UW to main st in Bothell on more than just weekdays. Since the 372 only runs during the week and when UW is in session, I can only go home on Fridays otherwise it takes me twice as long via 2 routes	11/17/2014 10:36 PM
935	Go to: UW Campus 6th and Virginia Would like: Convenient Fremont-Capitol Hill and Ballard-Capitol Hill routes	11/17/2014 10:31 PM
936	bellevue south kirkland university district	11/17/2014 10:27 PM
937	I go from 23rd Ave E and Aloha (about .5 mile from home)) to 15th and 43rd at the UW campus, about .5 miles to building my UW classes are held.	11/17/2014 10:22 PM
938	I currently go from 36th/55th street NE via the Children's hospital to the UW campus. This bus route is key to my traveling around on a day to day basis, without it I would struggle to get to University as it is too long of a walk to make every day, particularly with a busy schedule. I also use the 70 buses to get to and from the city center. Bus 30 goes a similar route to 65 and therefore I get it to go to the University Village.	11/17/2014 10:15 PM
939	Downtown Seattle, International District, University Village, Pike Place	11/17/2014 10:06 PM
940	UW, Greenlake, Pacific Place, Westlake Center, South Lake Union, Capitol Hill, Beacon Hill, Georgetown, Discovery Park, Magnuson Park, the International District, Fremont, Volunteer Park	11/17/2014 10:03 PM
941	Greenwood, UW, Ravenna, capital hill	11/17/2014 10:02 PM
942	I bus from where I live in West Seattle (near the Alaska Junction) to the University of Washington School of Medicine (1959 NE Pacific St).	11/17/2014 10:01 PM
943	Univeristy of Washington, IKEA Renton, MEOW Cat Rescue in Kirkland, Blick Art Supplies. It would be nice if there were buses from the west side of UW campus that ran to the Uvillage on weekends and at late hours.	11/17/2014 10:01 PM
944	Downtown Seattle for business lunches, etc. Airport - SeaTac Pill Hill - Medical area Ballard - Sunset Hall - It has been extremely detrimental to have the No 61 bus cancelled. I'm 61 and in good health but as I get older, the lack of this bus may make it impossible for me to take a bus to work since I need to walk a mile to get to a bus that will take me to the University. All of these options do me no good if I have to walk for a mile at the end (or beginning) of the trip.	11/17/2014 10:00 PM
945	I currently go to University of Washington from Issaquah Transit Center, or Eastgate Park and Ride	11/17/2014 10:00 PM
946	UW, Pine & Broadway, Greenlake, Pike Place	11/17/2014 9:59 PM
947	Bellevue transit center, preferably go on transit on 106th and 4th in bellevue	11/17/2014 9:44 PM
948	Between South Federal Way and the University of Washington	11/17/2014 9:44 PM
949	University of Washington SEATAC Airport Rainier Valley & Orcas	11/17/2014 9:35 PM
950	I would love to be able to take a bus (sound transit, metro or something!) to and from UWMC to Totem Lake transit center! Currently the # 277 can get me to work in the morning (have to be at work by 7am) but I would have to make multiple bus changes and waits to get home when I leave work at 1945hrs in the evening....and some buses with connections cannot get me home till 9.30pm! (And after a 12hr shift you will agree that I am tired and weary and I just want to get home not to mention that one would probably be tired and personal safety parameters may be weakened a little!! So for my family's peace of mind and mine too I just ride my car and pay the toll on SR520 in a single occupancy vehicle! No, a vanpool/carpool is not an option for me as my work schedule is unpredictable and my hours are unpredictable! Thank you for asking!	11/17/2014 9:33 PM
951	university of washington medical center harborview medical center VA hospital downtown transit centers (king station, Westlake)	11/17/2014 9:32 PM
952	I currently commute from the Broadview/Bitterlake area to the UWMC. I often travel to Burien on the weekends (116th St and between 1st and 4th Ave.) I intend to move to the South Seattle/South King County area (not sure which neighborhood exactly later on and might plan to either use the light rail (plus another bus if necessary) or a one seat bus commute. I like to bus to Discovery Park or to Ballard in my spare time during the summer .	11/17/2014 9:29 PM
953	work on first hill at swedish medical center, paramount theater, downtown Would like to go from home to airport	11/17/2014 9:28 PM

954	West Seattle, Downtown Seattle, University District	11/17/2014 9:26 PM
955	4055 8th Ave NE Seattle, WA 98105 30621 127th PI SE Auburn, WA 98092 1806 NE 26th PI Renton, WA 98056 340 Index PI SE Renton, WA 98056 Discovery Park, U-District, Downtown Seattle, Seattle waterfront, Seattle Center	11/17/2014 9:23 PM
956	Currently go: University District Downtown Fremont/Wallingford	11/17/2014 9:20 PM
957	From Renton (the transit center) to University of Washington	11/17/2014 9:18 PM
958	aurora village transit center u village northgate transit center	11/17/2014 9:18 PM
959	Currently: Downtown, SLU, Capitol Hill, Central District Would like to go more easily to: Discovery Park, Golden Gardens, Magnusen Park, Gasworks Park, anywhere West of Eastlake, Mount Baker, First Hill Polyclinic.	11/17/2014 9:14 PM
960	I currently go back and forth between the U District and Downtown. I would like to be able to take the bus to Capitol Hill, Fremont, and Ballard more easily.	11/17/2014 9:12 PM
961	Seattle Municipal Tower, SeaTac Airport, CenturyLink Field, Safeco Field, Coleman Dock, Husky Stadium.	11/17/2014 9:09 PM
962	University of Washington Seattle	11/17/2014 9:08 PM
963	I take the 530 pm ferry from bainbridge island, I walk up to the tunnel or 4th ave- catch a bus to 520/montlake..on clear days I walk to the medical center. on raining days I catch any bus to the medical center, like the 43-mostly I walk. Return - I walk to montlake/520 any bus to downtown- then I walk to the 845am ferry...can't make the 755am boat. because I am traveling at the classic commute times the bus choices are many....except sunday and when the bridge is closed. I work night shift because the bus service doesn't work for the day commute coming back to downtown after I get off work at 730pm- in order to catch the 810pm boat...i had to wait at the dock until the 9pm boat. I hope the light rail will run often -after the classic commute times- then I could catch my ferry and work day shift.	11/17/2014 9:03 PM
964	The University of Washington.	11/17/2014 8:59 PM
965	U- district seattle 45th and university way seattle Tacoma some station Lakewood P&R 512	11/17/2014 8:59 PM
966	I would like to go from 45th pl and university view pl to the University of Washington Medical Center. There needs to be a bus that goes north and south from 45pl to 35th ave NE.	11/17/2014 8:56 PM
967	I currently use transit to get to work and school on capital hill from sunset hill (Ballard). I would like to be able to get to different hospital for work/school such as Northwest and the VA more easily.	11/17/2014 8:48 PM
968	Downtown Ballard Capital Hill UDistrict Wallingford	11/17/2014 8:42 PM
969	Downtown UW Home (85th & 1st NE) Capitol Hill Greenlake Ballard	11/17/2014 8:39 PM
970	When I don't walk or bike to my destinations in the U-District, I primarily use the bus to commute from the Ravenna area to NE 40th Street. I also travel frequently between the U-District and any of the five downtown tunnel stations to access Colman Dock, City Hall, Benaroya Hall, Pacific Place, etc.	11/17/2014 8:37 PM
971	Uw	11/17/2014 8:37 PM
972	Downtown UW Home (85th & 1st NE) Capitol Hill Fremont/Ballard	11/17/2014 8:31 PM
973	Between University District, Wallingford, and Capitol Hill.	11/17/2014 8:26 PM
974	University of Washington Seattle Campus Downtown Bellevue, Kirkland, Redmond	11/17/2014 8:20 PM
975	University of Washington (everyday, all day) from Capitol Hill to Queen Anne from Capitol Hill to the International District	11/17/2014 8:18 PM
976	Pike's Place, Northgate, 14020 Aurora Ave N., King's Way, Bolt Bus	11/17/2014 8:13 PM
977	UW campus, Capitol Hill (Broadway), Pioneer Square, Westlake Center, Amtrak Station, Greenlake, Mercer Island, (anywhere I can't walk to)	11/17/2014 8:12 PM
978	I take the bus to go to work on the weekends . I go to work at the University of Washington Medical center.	11/17/2014 8:00 PM
979	UWMC, Harborview, Downtown/Pike place, 4245 Roosevelt way	11/17/2014 7:59 PM
980	I primarily go between U District, downtown Bellevue, downtown Seattle, and Northgate. I would like a bus to go from my parent's Renton Highlands home (near the 4th street QFC) to a light rail station, as the park and ride in Southcenter is overcrowded and a bit far of a drive.	11/17/2014 7:57 PM

981	University District, Seattle Center, Century Link Field, Sea-Tac	11/17/2014 7:54 PM
982	The University District, Queen Anne, Wallingford, Laurelhurst, Downtown, Capitol Hill, China Town, Rainer Ave	11/17/2014 7:50 PM
983	Kent Station to International District International District to U District	11/17/2014 7:48 PM
984	SeaTac Airport, Downtown, Capital Hill, Stadium, Queen Anne, Ballard, Kirkland, Northgate	11/17/2014 7:46 PM
985	University of Washington Downtown Crown Hill Capitol Hill	11/17/2014 7:43 PM
986	Bellevue Overlake Hospital, Issaquah and Swedish hospital, first hill hospitals, Children's hospital, UW hospital, capitol hill Broadway, Northgate group health, Costco, Seatac; would like to be able to get to Snoqualmie/Alpental	11/17/2014 7:41 PM
987	I go from cap hill to the u district. Want easier access to ballard/fremont/international district.	11/17/2014 7:38 PM
988	I commute to the UW from the Edmonds Park & Ride. I will sometimes take a Sound Transit Express Bus (500s) from Mountlake Terrace or Lynnwood P&Rs to either the 45th Freeway Station or somewhere into downtown Seattle.	11/17/2014 7:37 PM
989	University of Washington, Fremont, SPU, Westlake center, Greenlake, Ballard.	11/17/2014 7:36 PM
990	U District, Wallingford, Fremont, Ballard, downtown, University Village, north Seattle.	11/17/2014 7:27 PM
991	University of Washington Campus Center for Pediatric Dentistry Downtown Seattle Federal Way	11/17/2014 7:17 PM
992	University of Washington Medical Center then home in Rainier Valley	11/17/2014 7:16 PM
993	I would like to go to Downtown Seattle, Downtown Redmond, Woodinville, and University of Washington.	11/17/2014 7:14 PM
994	downtown seattle, northgate, seatac airport, wallingford	11/17/2014 7:14 PM
995	Kirkland, Redmond, Capitol Hill, University District, Northgate	11/17/2014 7:08 PM
996	The University of Washington Westlake Center/Pike Place Market Coleman dock	11/17/2014 7:05 PM
997	Seattle Central Community College Seattle Center	11/17/2014 7:01 PM
998	University of Washington Seattle campus	11/17/2014 6:56 PM
999	Ballard, Wedgwood, Shoreline, Lake Forest Park, Sand Point, View Ridge, Capitol Hill, U district, Belltown, Downtown, SODO, Georgetown, West Seattle, Kirkland, Bellevue, Renton, South Lake Union, Fremont.	11/17/2014 6:46 PM
1000	Aurora Ave (for E Line), along University Way, to Northgate	11/17/2014 6:43 PM
1001	VA Hospital University of Washington Downtown-Westlake Center South Lake Union (Fred Hutchinson Cancer Research Center, Brave Horse Tavern, UW-SLU Campus)	11/17/2014 6:36 PM
1002	School (UW) and home (143&15th Ave NE)	11/17/2014 6:34 PM
1003	Greenwood Ave. and 85th to U district, Downtown, Sea-Tac and Redmond	11/17/2014 6:32 PM
1004	Northgate Mall, Alderwood, Capitol Hill, Broadway, International District, Beacon Hill, Columbia City, Rainier Beach	11/17/2014 6:31 PM
1005	Work	11/17/2014 6:22 PM
1006	I currently go to Sound Mental Health in Captiol Hill on 27th and Madison..... Here is address 2719 E. Madison Ave Seattle, 98112 every Monday from home on Lake City Way.	11/17/2014 6:19 PM
1007	Currently: to and from University District, Wallingford and Downtown	11/17/2014 6:09 PM
1008	Green Lake Community Center University Village NE Pacific and 15th Ave NE NE 45th St and 15th Ave NE Sea-Tac Airport Overlake Transit Center	11/17/2014 6:06 PM
1009	From University of Washington to these locations: Roosevelt/56th, 25th/Blakely, 23rd/65th	11/17/2014 5:58 PM
1010	Carkek park, u district, broadview	11/17/2014 5:55 PM
1011	University of Washington Pride Foundation Capitol Hill Pike Place Market Ballard Farmer's Market	11/17/2014 5:53 PM
1012	To UW, North campus To Seattle Center (Warren and Roy) To SeaTac	11/17/2014 5:50 PM
1013	Between home and work (downtown Seattle to University of WA) and my gym on Mercer Island (route 550) and UW	11/17/2014 5:44 PM

1014	SeaTac Airport, Capitol Hill, UW, Ballard, Fremont	11/17/2014 5:36 PM
1015	I currently go from Kent-James st park and ride to UW, through Southcenter on the 150. I used to use the light rail from the Seatac Airport when I could get a ride there in the morning, but now I can't as there is such limited parking. I have in the past used the Kent-Des Moines Park and Ride. I have also tried to go from UW to Des Moines.	11/17/2014 5:34 PM
1016	downtown, capitol hill, u district, ballard, queen anne, georgetown but it's difficult, west seattle	11/17/2014 5:31 PM
1017	mountlake terrace p and ride to u district	11/17/2014 5:29 PM
1018	I currently go downtown on transit to various place (due to parking restrictions). I would like to be able to go to Broadway and Pike from my house.	11/17/2014 5:28 PM
1019	Kentstation, International District, King Street, University Ave	11/17/2014 5:22 PM
1020	Between home (Northgate Transit Center) and work/school (UW Seattle campus), between home (Northgate Transit Center) and downtown Seattle (Convention Place or Westlake Center), and eventually (when I move early next year) between Beverly Park Road & Mukilteo Speedway and the UW Seattle campus.	11/17/2014 5:21 PM
1021	University of Washington Bena Roya Hall	11/17/2014 5:20 PM
1022	Between Ballard, Fremont, Wallingford, and University of Washington. My daily commute is between 406 N 46th ST and University of Washington.	11/17/2014 5:18 PM
1023	13330 20th Ave NE University of Washington Medical Center Microsoft--Bellevue Bravern Building	11/17/2014 5:15 PM
1024	UW, Seattle U	11/17/2014 5:10 PM
1025	I currently use the transit most often to travel to the Seattle Public Library University Branch. I also frequently go to the cinema at both the Northgate Mall and downtown at Pacific Place. I've also used the bus multiple times to get to CenturyLink to see the Sounders.	11/17/2014 5:08 PM
1026	Work	11/17/2014 5:07 PM
1027	North Bend... I would like to ST 556 to bypass Bellevue Way and the South Bellevue Transit Center. The traffic is horrible and hardly anyone uses that park and ride.	11/17/2014 5:07 PM
1028	Corner of NE 75th St & Sandpoint Way NE to/from UW campus I take daily (sometimes multiple times a day). 582 NE 75th St, Seattle, WA 98115 Seattle Tacoma International Airport. Downtown seattle transit tunnel Fremont neighborhood Wedgewood neighborhood Northgate mall	11/17/2014 5:05 PM
1029	Beacon hill link light rail, 15th ave and pearl st, uw campus	11/17/2014 5:05 PM
1030	From NW 32nd Ave and NW 67th St to downtown From downtown to NW 32nd Ave and NW 67th St From NW 32nd Ave and NW 67th St to Capitol Hill From Capitol Hill to NW 32nd Ave and NW 67th St From NW 32nd Ave and NW 67th St to Airport From Airport to NW 32nd Ave and NW 67th St	11/17/2014 5:00 PM
1031	Capitol hill, U-district, Ballard, downtown Seattle.	11/17/2014 5:00 PM
1032	NE 135th & 39th Ave NE 9709 3rd Ave NE Northeast branch of Seattle Public Library University district, including University bookstore U.W. Edmundson Pavilion PCC View Ridge airport Lake Forest Park mall downtown Carkeek Park Discovery Park	11/17/2014 4:57 PM
1033	Eastgate Park & Ride Downtown Seattle Sea-Tac Airport	11/17/2014 4:57 PM
1034	When the Link Light Rail runs all the way to the University of Washington, I would like to use it daily. In the morning, I would like to take Metro Bus # 50 from Seward Park Ave. S. & S. Othello to the Link Light Rail Othello Station, and then take Link Light Rail to the University of Washington Husky Stadium Station. Then I would need to walk to my office at 909 NE Boat St. (unless there is a bus). This would occur in reverse going home. The # 50 Metro Bus would need to run every 15 minutes during peak hours to make this work (it doesn't run that often now). A less attractive alternative would be to take the # 9 Express or the # 7 Express from Rainier Ave. & S. Othello to the Link Light Rail Mount Baker Station, cross the street and transfer to the Link Light Rail, and take that to the University of Washington.	11/17/2014 4:54 PM
1035	Currently: Airport, downtown Seattle, Vashon Island, Fremont, Tacoma, Bothell, Belltown.	11/17/2014 4:53 PM
1036	I regularly go from my home near 18th and Howell to the University of Washington, Airport Way & Massachusetts (I would like a more direct route than what currently exists), various downtown locations, SeaTac airport	11/17/2014 4:52 PM
1037	University of Washington Sumner federal way	11/17/2014 4:51 PM

1038	Vashon Island (via water taxi and Fauntleroy ferry) University tower (4330 Brooklyn ave NE)	11/17/2014 4:51 PM
1039	1191 Second Ave. (Second and Seneca)	11/17/2014 4:51 PM
1040	Federal Way to UWMC	11/17/2014 4:50 PM
1041	Airport.	11/17/2014 4:49 PM
1042	McMahon Hall, University of Washington Seattle Intersection of 100th St. and 132nd Ave. in Kirkland WA University of Washington Bothell	11/17/2014 4:48 PM
1043	Second and Seneca; Husky Stadium	11/17/2014 4:48 PM
1044	UW Seattle, Downtown, Chinatown, Garfield High School, Capital Hill, Broadway, Southcenter, Northgate	11/17/2014 4:47 PM
1045	Madison Park to UW	11/17/2014 4:43 PM
1046	Currently live in U District. I use the bus to go to and from campus, use public transportation to go out to ballard, fremont, capitol hill.	11/17/2014 4:41 PM
1047	Montlake Terrace park and ride to UWMC.	11/17/2014 4:39 PM
1048	I go to the UW campus, but it would be nice to be able to walk 10 mins or so from campus and get on a train to downtown Seattle. I don't want to have to go out of my way in the dark or in the cold to get to downtown easily.	11/17/2014 4:35 PM
1049	UW, downtown, capital hill, chinatown/international district, belltown	11/17/2014 4:31 PM
1050	I live in Ballard, so I'd love to see the lightrail reach there. But also Northgate is important too	11/17/2014 4:28 PM
1051	I would love Light Rail in Ballard. I would like for reduced service to be reinstated on the 40. It should be easier to get from Ballard to the South.	11/17/2014 4:26 PM
1052	Currently - downtown Seattle, Bellevue, U-district, Northgate	11/17/2014 4:24 PM
1053	I currently take the 355 from 85th and wallingford (which requires me to drive from where I live to the bust stop) to the 45th st freeway stop and try and catch a bus to the U district, since Metro cut the 48 express and the frequencies of the 48. I now have to transfer, whereas before I did not have to. I would like for the 48 X to be brought back, as well as increased frequencies of the 48, because it is a HIGH traffic bus for UW employees and students, and has been awful this quarter due to constant delays, crowding, and it simply takes too long as a route. Thank you!	11/17/2014 4:22 PM
1054	Downtown, Capitol Hill, Sea-Tac Airport, University Village, Ballard	11/17/2014 4:22 PM
1055	UW District, Downtown, UVillage	11/17/2014 4:22 PM
1056	University of Washington International District	11/17/2014 4:21 PM
1057	I would like to be able to take Sounder into Seattle from the Mukilteo Ferry on the weekends	11/17/2014 4:17 PM
1058	T/From Redmond Transit Center to/from UW Tower & 4545 NE 45th St.	11/17/2014 4:17 PM
1059	Federal Way Transit Center	11/17/2014 4:15 PM
1060	Downtown Seattle, Capitol Hill, U District, Ravenna	11/17/2014 4:13 PM
1061	Canon; 818 12th Ave; 1101 Madison; 837 N 34th St; 1407 N 42nd St; King Street Station; Airport; Seattle Center; SIFF Cinema Uptown Feedback Lounge (West Seattle, late bus needed); West Seattle Theater; Fisherman's Terminal	11/17/2014 4:10 PM
1062	I go to the University of Washington, the Woodland Park Zoo, downtown Ballard, Swedish Hospital on First Hill and Cherry Hill, Children's Hospital, Harborview, Kent Station, Lake City Way and 125th, Westlake Center, Greenlake park, and Broadway most often on transit. I'd like to have more efficient transport from the University District to Kent Station outside of rush hour.	11/17/2014 4:09 PM
1063	I go to UW I live in Rainier Beach, I would like to get there by one bus.	11/17/2014 4:09 PM
1064	West Lake Center, University of Washington, Woodinville Park and Ride, International District	11/17/2014 4:09 PM
1065	work, grocery shopping, downtown to shop and attend theater productions and catch the ferry, go to Magnuson park to attend theater productions and book sales, get to friends homes - Capital Hill and Shoreline. Shopping at Bellevue Square, Woodinville, Alderwood Mall, Crossroads Mall, South Center and just visiting different neighborhoods of Seattle about once or twice a year. I use transit for everything because I do not own a car.	11/17/2014 4:08 PM

1066	Capitol Hill, Montlake, Downtown, U District, Wedgewood, Wallingford, Ballard, First Hill, View Ridge	11/17/2014 4:07 PM
1067	Currently- UW campus, work (Harborview), social activities Desired- There are no routes in north Seattle running east-west north of the 44. This would be very helpful!	11/17/2014 4:07 PM
1068	Health Sciences Bldg, UW 116 Fairview Ave N Benaroya Hall Seattle Center	11/17/2014 4:07 PM
1069	From Campus to Lynnwood Park and Ride after 11pm	11/17/2014 4:05 PM
1070	University District, Downtown Seattle, International District, Mukilteo, SeaTac,	11/17/2014 4:05 PM
1071	I would like to be able to go to 4233 7th Ave NE, 98105, which is on 43rd and 7th in the u district. I would like to be able to go to any large grocery store (Safeway on 50th and university, U village grocery stores) from the above address. I would like to be able to go to the UW IMA from the above address. Getting to and from Golden Gardens in Ballard from UW is always a challenge. University way King Street Sounder station Tukwila Sounder station Kent Sounder station Kentridge High school Across UW Campus Montlake Northgate U Village Downtown Fremont Capitol Hill Fairwood (Renton)	11/17/2014 4:02 PM
1072	Currently, use it to commute to and from work, take it to downtown Seattle and Eastlake from work. Would like more reliable and quick transportation to east/west direction of Seattle.	11/17/2014 4:01 PM
1073	Montlake Market to Airport. Montlake Market to Downtown. Montlake Market to Capital Hill. Montlake Market to Wallingford. Montlake Market to Greenlake. Montlake Market to Harborview Medical Center.	11/17/2014 4:00 PM
1074	Use transit to get from U-District to Ballard, Fremont, Downtown, and Capitol Hill.	11/17/2014 4:00 PM
1075	Bailey-Boushay House Seattle First Baptist Church Volunteer Park Greenwood Senior Center Pacific Place, Downtown Regal Meridian 16 Theater, Downtown Judson Park Retirement Home, Des Moines SeaTac Airport Amtrak Station Northgate Waterfront, Downtown Pike Place Market, Downtown Seattle Public Library (Downtown, Capitol Hill)	11/17/2014 3:59 PM
1076	Burien transit center, Ambaum Ave (Burien), University of Washington (University street), 74th and Sand Point Way.	11/17/2014 3:58 PM
1077	I usually travel from View Ridge neighborhood (where I live) to the U District, or sometimes to downtown. I would like to be able to travel within a reasonable amount of time to the airport, without driving and parking there.	11/17/2014 3:56 PM
1078	I commute to Olympia in a vanpool leaving from Greenlake P&R. Would like to see more express buses connecting to South Sound (either directly, or with Sound Transit) from other areas besides downtown.	11/17/2014 3:55 PM
1079	go to University of Washington. and back home at SE Renton.	11/17/2014 3:53 PM
1080	Currently when I take transit, I usually go between the U-District and Ballard, or Ballard and Downtown Seattle, or the U-District and Capital Hill	11/17/2014 3:53 PM
1081	I travel from my home in Mount Baker to and from my office at the University of Washington main campus.	11/17/2014 3:53 PM
1082	University of Washington (HUB and Campus Parkway stops) 110th and Sandpoint Way NE Mary Gates Drive and 45th St NE Various downtown locations SeaTac	11/17/2014 3:51 PM
1083	Lake City, UW, Northgate	11/17/2014 3:50 PM
1084	I currently go between the Issaquah Transit Center and the University of Washington, and sometimes to Bellevue Transit Center.	11/17/2014 3:50 PM
1085	Downtown Seattle, Magnolia	11/17/2014 3:50 PM
1086	I would like to ride the bus and especially the light rail. There is NO parking at the Tukwila station for swing shift. When I get there at 1300 the lot is full. I live in Maple Valley and there is no bus service at night. I get off at 2330. I see that there is a reserved lot for day shift at the station, why not swing shift?	11/17/2014 3:49 PM
1087	4333 Brooklyn Ave NE, Seattle / 98195-9504 2204 Fairmount Ave SW, Seattle / 98126	11/17/2014 3:48 PM
1088	UW SeaTac airport Westlake Broadway and Roy	11/17/2014 3:47 PM
1089	Puyallup and the University of Washington Mountlake Terrace and the University of Washington	11/17/2014 3:47 PM
1090	I mostly commute from Ballard on the 44. I'd like to be able to have link light rail connect Ballard to U-District or to downtown.	11/17/2014 3:46 PM

1091	I currently get on at NE 45th St and Thackeray Pl for the #44 and get off at Pacific Street by UW Medical Center in the mornings. In the afternoons, I take the #44 back to NE 45th St and Latona Ave. Currently, it takes me about 10 minutes to walk to the 44 that goes to the U-District. It would be nice if the service could be expanded to include streets on Latona in the 50ish range (such as Latona and NE 53rd St).	11/17/2014 3:45 PM
1092	Bright Horizons Daycare, Longacres	11/17/2014 3:44 PM
1093	University of Washington medical center, 740 Bellevue Ave E (used to take and LOVE the 47 bus which was cut recently), 850 Republican Street	11/17/2014 3:44 PM
1094	1300 First Ave, Seattle 98101	11/17/2014 3:42 PM
1095	Fremont Ave to University District Campus Parkway stop, Fremont to downtown, Queen Anne (Mercer and 5th) to both locations, too. I am also looking longterm to move out of Seattle, either to Tacoma or Everett and would like to be able to commute to UW from either place.	11/17/2014 3:41 PM
1096	3917 University Way, NE, Seattle, WA Downtown Sea-Tac Airport Beacon Hill	11/17/2014 3:40 PM
1097	from Lynnwood to UW and back.	11/17/2014 3:39 PM
1098	From Maple Leaf to UW and sometimes to SEATAC airport. I use the bus if I have to go downtown.	11/17/2014 3:37 PM
1099	Downtown, Northgate, Queen Anne, Fremont	11/17/2014 3:35 PM
1100	University of Washington North Seattle / Lake City Shoreline Woodland Park Zoo downtown Seattle Center Fremont Greenwood (70th at Greenwood/Phinney)	11/17/2014 3:34 PM
1101	Greenwood Downtown Seattle center south lake union	11/17/2014 3:34 PM
1102	I typically go from Issaquah to UW, and I occasionally go from UW to Downtown, and Downtown to Beacon Hill,	11/17/2014 3:33 PM
1103	Northgate and Capital Hill, basically. And Downtown.	11/17/2014 3:32 PM
1104	UW, Maple Leaf, Queen Anne, Wedgwood, U Village, Pinehurst, Ravenna, Greenwood	11/17/2014 3:31 PM
1105	Downtown Seattle Central District University District Queen Anne Southcenter	11/17/2014 3:30 PM
1106	I currently go between 1601 5th Ave, Seattle, WA and 4120 Burke Ave N, Seattle, WA most often. I would like to be able to go between the Wallingford area and Capitol Hill with no transfer (if all 44's turned into 43's this would be easy.)	11/17/2014 3:28 PM
1107	UW Medical center, Central district, downtown, Queen Anne	11/17/2014 3:28 PM
1108	SEA/ TAC Airport UW Campus Wallingford Ballard Capitol Hill Downtown U Village Queen Anne	11/17/2014 3:27 PM
1109	I mostly travel to/from the U district. I commute on the 48 several times a day!	11/17/2014 3:27 PM
1110	Currently, I take the Metro Bus 373 to and from work (I live in Shoreline and work at the University of Washington). I also have taken the E line from Shoreline to downtown Seattle. I try to use buses for almost all my transportation, except for local jaunts to the grocery store and long trips to Portland, Oregon, to visit family.	11/17/2014 3:26 PM
1111	I would like to be able to go from Leschi (MLK/Norman St.) to the UW, with my final destination at University Ave/40th.	11/17/2014 3:25 PM
1112	Downtown, home	11/17/2014 3:23 PM
1113	Downtown Seattle, SeaTac, Tukwila, Kent	11/17/2014 3:23 PM
1114	University of Washington, Seattle (2nd & Pike), Target (Northgate), Lynnwood I would like to be able to commute to Bellevue from Shoreline P & R I do know that there is a bus that runs during the peak hours but they are inconvenient for me.	11/17/2014 3:22 PM
1115	U District, downtown, airport, Capitol Hill, Northgate	11/17/2014 3:18 PM
1116	University of Washington Group Health Capitol Hill & Northgate Downtown Seattle	11/17/2014 3:17 PM
1117	Would like to be able to reach Sammamish from Redmond (around 228th Ave NE and 8th Ave NE), currently use transit between Redmond Transit Center and UW (15th Ave NE and 40th Ave NE).	11/17/2014 3:16 PM
1118	Seatac airport, capitol hill	11/17/2014 3:13 PM
1119	Mercer Island park and ride to University of Washington - no direct route University district to northgate	11/17/2014 3:12 PM

1120	From central district to UW seattle	11/17/2014 3:12 PM
1121	I go to the UW campus from the south kirkland park and ride (SKP&R). I use route 540 usually, but when it doesn't run during the day I use 271 to the montlake freeway station, then transfer to the 255 to the SKP&R.	11/17/2014 3:11 PM
1122	Airport, downtown. University of Washington	11/17/2014 3:11 PM
1123	I use Metro bus from Greenwood neighborhood, (Greenwood/N. 85th), to UWMC via #48, to downtown via #5, for most part. #5/44 to Ballard.	11/17/2014 3:10 PM
1124	I drive daily from West Seattle to the UW Campus for work because there are no easy transfer options by bus: from: SW 35th St and Monroe (south) West Seattle to: UW (and back!) Ideally, I would like a bus from the intersection above strait to the link lite rail in Beacon Hill both to get to UW (north) and to travel to Seatac airport	11/17/2014 3:10 PM
1125	Green Lake UW Main Campus Downtown	11/17/2014 3:10 PM
1126	2220 N. 77th Street Seattle, WA 98103 1820 4th Ave Seattle, WA 98101	11/17/2014 3:09 PM
1127	Lower Queen Anne/Key Arena, UWMC, Harborview, Seattle Children's	11/17/2014 3:09 PM
1128	Work (1st and Marion) Home (30th and Cherry) Friends (all over Cap Hill) Doctor (Columbia City) Doctor (Greenwood) School (UW)	11/17/2014 3:08 PM
1129	University of Washington Medical Center, Tacoma Dome Station, and Lakewood, WA	11/17/2014 3:08 PM
1130	I go from the University of Washington to Downtown Seattle, Capitol Hill, Fremont, Ballard, the International District, Everett, and Marysville.	11/17/2014 3:08 PM
1131	U District (UW Tower), Harborview Medical Center, Downtown Ballard, Captiol Hill (Pike/Pine and Broadway), Central District, Group Health Capitol Hill, Downtown Seattle (the market area, the stadium area), SeaTac airport, the train station, Magnusson park, Discovery Park, Golden Gardens.	11/17/2014 3:07 PM
1132	University of Washington NOAA/PMEL	11/17/2014 3:07 PM
1133	Century Link field, for Sounders games. Airport Downtown Seattle Northgate Capitol Hill Ballard George Town	11/17/2014 3:06 PM
1134	Bellevue Square Mall area Seahawk Stadium Downtown Seattle (mainly shopping area) Lake Union area	11/17/2014 3:06 PM
1135	UW Tower (4333 Brooklyn Ave NE, Seattle); Sea-Tac Airport; home (in North Greenwood)	11/17/2014 3:04 PM
1136	UVillage, Downtown (Library & Museums)	11/17/2014 3:04 PM
1137	Currently: Downtown to UW via Metro UW to Phinney via Metro Future: Downtown to UW via Link Light rail UW to Roosevelt via Link Light rail	11/17/2014 3:03 PM
1138	UW - Health Sciences Building	11/17/2014 3:03 PM
1139	Everywhere in the U-District to Downtown, or to Northgate. Also West to Phinney and Discovery Park/Alki Beach.	11/17/2014 3:02 PM
1140	I would like to get from Auburn Station in Auburn, WA to Seattle campus, and from Seattle campus to Auburn Station in Auburn, WA.	11/17/2014 3:02 PM
1141	University of Washington, Seattle Bellevue, WA Downtown, Seattle Renton, WA	11/17/2014 3:01 PM
1142	NW Market Street, University District	11/17/2014 3:00 PM
1143	Harborview Medical Center.	11/17/2014 2:59 PM
1144	The Purple Dot and Bush Garden in the International District. Neumos in Capital Hill. Greenwood Abe between 70th and 85th streets	11/17/2014 2:59 PM
1145	Downtown Seattle, International District, Beacon Hill, University of Washington, Downtown Bellevue, Downtown Issaquah, Downtown Sammamish Highlands, Northgate, Interbay Golf Course, Downtown Fremont, Downtown Ballard, Capitol Hill (Center of the restaurant/bar district)	11/17/2014 2:58 PM
1146	University of Washington, South Lake Union University of Washington Medical Campus, 19th Ave NE & NE Northgate Way, 18th Ave NE & NE 75th Street, 148th Ave NE & 15th Ave NE	11/17/2014 2:58 PM
1147	Airport from Wedgwood. (Rte 71 to light rail to airport) Would like to go: More direct routes east-west across N. Seattle, i.e. Wedgwood to Ballard.	11/17/2014 2:58 PM
1148	My primary transit commutes include Wallingford (Sunnyside & 40th) to/from the UW campus, Wallingford to/from Downtown, Wallingford to/from Fremont, Wallingford to/from Ballard, and Wallingford to/from SeaTAC.	11/17/2014 2:57 PM

1149	University of Washington Wizards of the Coast (Lind Ave in Renton) Greenwood Ave N. and 100th street Market Street in Ballard 901 Boren Ave SeaTac	11/17/2014 2:57 PM
1150	to University of Washington and to Auburn sounder station	11/17/2014 2:56 PM
1151	I go Downtown to the airport to Fremont to Ballard to Queen Anne Capitol Hill Northgate	11/17/2014 2:55 PM
1152	UW and 80th and Ravenna	11/17/2014 2:55 PM
1153	Downtown Seattle, Edmonds, Mountlake Terrace, Northgate and Lynnwood park & ride locations. Would like to be able to go from U District to the Edmonds Park & Ride after 5:30 p.m. on weekdays	11/17/2014 2:54 PM
1154	Currently: Ballard, Fremont, U-District, Sand Point, Downtown, Seattle Center Would like to go: Same as above, add Greenlake.	11/17/2014 2:54 PM
1155	I've taken bus from U-District to the Seattle Premium Outlet before. Currently a friend of mine asked me how to take buses there because she couldn't find any information by searching on Google Map. I wonder is it because the route was cut? It'll be great to go there by taking the bus since many students don't have a car and would still like to visit!	11/17/2014 2:52 PM
1156	University District: 45th St and 15th Ave NE Jackson Park golf course: 135th St and 15th Ave NE Northgate Park and Ride	11/17/2014 2:52 PM
1157	downtown bellevue to 520/montlake 520/montlake to downtown seattle	11/17/2014 2:51 PM
1158	Lower Queen Anne/Seattle Center to the Udistrict Belltown to the Udistrict	11/17/2014 2:51 PM
1159	I would like to be able to easily commute between the U District, Downtown, and Sea-Tac more easily.	11/17/2014 2:50 PM
1160	Seattle Ferry Terminal, University of Washington	11/17/2014 2:48 PM
1161	University of Washington Chinatown / International District Area Little Saigon Area SIFF Cinema Uptown SIFF Cinema Egyptian Ballard Locks Discovery Park Downtown Seattle Waterfront Olympic Sculpture Park Seattle Central College North Seattle College (difficult to get to via transit - needs additional service) South Seattle College (difficult to get to via transit - needs additional service)	11/17/2014 2:47 PM
1162	Magnolia Village 98199, University of Washington 98105, Ballard Core 98107, Fremont, Upper Queen Anne, Lower Queen Anne, Belltown, Interbay, South Lake Union, North Downtown, South Downtown, Pioneer Square, Intl Dist, Green Lake.	11/17/2014 2:46 PM
1163	Loyal heights-- U district U district-- fremont	11/17/2014 2:46 PM
1164	I live in Seward Park area. Most days I bike when I can. To take the bus I have to take the 50 to Rainier and transfer to 7 or 9 to MBTC and then take the 48. Often I will drive to 23rd and park and take the 48 into the U. I would love to be able to take a bus straight to the U or at least a bus all the way to the Mt Baker Transit Center. So I live 2 plus miles from a light rail stop and it has to be easier to take just one bus to the light rail.	11/17/2014 2:43 PM
1165	To campus from Sandpoint Way. To Sandpoint Way from campus. To campus from Tacoma Dome Station. To Tacoma Dome from campus. Would like to see extended ST 586 schedules to Tacoma (ie later than 6:30pm) as this would enable me to utilize this route more.	11/17/2014 2:43 PM
1166	I wish there was a better route to get from upper Queen Anne to Udistrict	11/17/2014 2:42 PM
1167	first hill (Harborview), 5th and Seneca, UWMC, Northgate mall area	11/17/2014 2:41 PM
1168	Broadview, Bellevue, Downtown	11/17/2014 2:41 PM
1169	55th and 15th Ave NE The University of Washington Downtown Seattle Capital hill Russian Cultural Center Aria Ballroom in Redmond University Village The UW Intramural Activities Building Queen Anne Hill	11/17/2014 2:40 PM
1170	University of WA Medical Center 815 Mercer St., Seattle Sea-Tac airport 137 NW 84th St. (home) 1201 3rd Ave., Seattle Seattle Center	11/17/2014 2:40 PM
1171	UW airport pikes market symphony	11/17/2014 2:40 PM
1172	Wsdot, shoreline. University of Washington 7701 del ridge way sw, 98106	11/17/2014 2:40 PM
1173	University of Washington, Seattle Campus.	11/17/2014 2:40 PM

1174	University District to/from Downtown	11/17/2014 2:38 PM
1175	University of Washington, school of social work. washington state ferry terminal.	11/17/2014 2:38 PM
1176	downtown uw campus	11/17/2014 2:38 PM
1177	45th and University Way	11/17/2014 2:38 PM
1178	Stevens way & Okanogan Ln 25th ave ne & ne blakeley st	11/17/2014 2:37 PM
1179	Mainly go to down town and Bellevue.	11/17/2014 2:36 PM
1180	Metro transit busses are my main mode of transit. I would like to go everywhere on them.	11/17/2014 2:36 PM
1181	none	11/17/2014 2:35 PM
1182	Between Shoreline and UW/Capitol Hill/Central District	11/17/2014 2:33 PM
1183	currently to work from the Northgate P & R. Having been riding Metro transit for about the last 25 years.	11/17/2014 2:32 PM
1184	UW Medical center 9500 Rainier Avenue S Seattle, WA 98118 Capital Hill	11/17/2014 2:32 PM
1185	Capitol Hill, University District, Downtown, Othello, Eastside,	11/17/2014 2:31 PM
1186	From the University District to Everett & to downtown Seattle	11/17/2014 2:31 PM
1187	I think there should be an east/west running bus on 45th connecting U-Village to the rest of the U district and potentially over to fremont or ballard.	11/17/2014 2:30 PM
1188	Belltown to the University District	11/17/2014 2:30 PM
1189	mainly I travel between UW and Cap Hill (Olive & Summit)	11/17/2014 2:29 PM
1190	Currently commute via bus from: Renton Transit Center to University of Washington, or Issaquah Transit Center to UW Would prefer to go from Maple Valley Park and Ride to University of Washington, but too many transfers/takes too long now, so I drive part of the way	11/17/2014 2:29 PM
1191	To work from Fremont to South Lake Union, to visit friends in the Central District and Capitol Hill	11/17/2014 2:29 PM
1192	sand point to the university district and back, from sand point to tukwila/Des Moines or south center, sand point to northgate, sand point to downtown, to Ballard, Capitol hill. I live near Magnusen Park and take the bus pretty much everywhere I need to go if I can.	11/17/2014 2:28 PM
1193	Northgate Transit Center and the University of Washington	11/17/2014 2:28 PM
1194	Commute between Bothell park-and-ride and UW Seattle main campus. Use bus and light rail to get from Bothell park-and-ride to Sea-Tac airport. Use 70/71/72/73 to go between UW campus and downtown. Use 68 to get from UW campus to PacMed Northgate.	11/17/2014 2:27 PM
1195	University of Washington 2121 26th ave s, seattle Downtown	11/17/2014 2:27 PM
1196	UW, Capitol Hill, Downtown, First Hill, International District, Fremont, Northgate,	11/17/2014 2:27 PM
1197	Factoria, Northgate, DT, Capitol Hill	11/17/2014 2:25 PM
1198	University of Washington - Seattle Campus (NE Campus Parkway), Ballard Ave NW & 22nd Ave NW, Downtown Seattle (6th Ave & Lenora; Pike Place; 5th Ave & Virginia), Green Lake (East Green Lake Drive N)	11/17/2014 2:23 PM
1199	I currently use transit to go between the UW, Seattle campus and my home in Lynnwood. I often go from the UW to Fremont, Ballard, or Capitol Hill. Or between Fremont and Downton.	11/17/2014 2:23 PM
1200	15th Ave NE and 100 st.	11/17/2014 2:23 PM
1201	You listed community transit busses, then did not list their 800 line numbers. I use 821 and 855. Please fix your form to be accurate.	11/17/2014 2:23 PM
1202	Downtown (4th and Union) Fremont	11/17/2014 2:23 PM
1203	Volunteer Park, Pike Place Market, Seattle University	11/17/2014 2:22 PM
1204	UW Airport	11/17/2014 2:20 PM

1205	Currently: Round-trip just about daily between my home on Capitol Hill and my office at UW Round-trip often between my home on Capitol Hill and downtown Occasionally between U-District and Greenwood & 85th I use transit as often as is possible/convenient because driving in Seattle is increasingly intolerable. It would be desirable if buses had more lane preferences on wider roadways, instead of getting caught in the same traffic as cars.	11/17/2014 2:19 PM
1206	from home to work at UW Med Center	11/17/2014 2:18 PM
1207	University of Washington, Northgate Mall, downtown/International district/Pike Place Market, and home (3420 Burke Ave. N).	11/17/2014 2:17 PM
1208	The University of Washington, Seattle Would like to go from 34th & Fremont Ave to Capitol Hill	11/17/2014 2:17 PM
1209	Capitol Hill, Pike Place, SeaTac Airport	11/17/2014 2:17 PM
1210	Currently I mostly use Metro transit to go from Capitol Hill to downtown and from Capitol Hill to the U district. Occasionally I take transit (light rail) to the airport. I would love more and faster transit options to get to Ballard and Fremont from Capitol Hill.	11/17/2014 2:16 PM
1211	Downtown, UW, Ravenna, Fremont, Wallingford, Ballard, Northgate	11/17/2014 2:16 PM
1212	Most importantly, we would like to be able to get home in northeast Seattle (NE 80th St & 25th Ave NE) from downtown AT NIGHT--the 72 bus only runs hourly (and is always crowded), and the 372 stops running early--the lack of FREQUENT EVENING TRANSPORTATION to our area greatly limits what we do for evening activities. This includes good connections from the University light rail station to the area of NE 80th & 25th NE.	11/17/2014 2:15 PM
1213	University of Washington Capital Hill Downtown Wallingford Fremont Ballard	11/17/2014 2:14 PM
1214	U of W Medical Research in South Lake Union on 9th and Harrison, then home to 16th Ave NE and NE 77th St	11/17/2014 2:14 PM
1215	UW, Lake City, Seattle Public Library, Seattle Municipal Court, Northgate Mall.	11/17/2014 2:13 PM
1216	From Wedgewood (65th NE and 35th Ave NE) to Downtown (2211 Elliott Ave)	11/17/2014 2:12 PM
1217	Jackson Park Golf Course to University of Washington Medical Center Jackson Park Golf Course to Lake City Library Jackson Park Golf Course to Meadowbrook Community Center Jackson Park Golf Course to Helene Madison Pool Jackson Park Golf Course to Northgate Mall or Community Center and return trips	11/17/2014 2:11 PM
1218	I currently go from 1922 42nd Avenue E to Padelford Hall on UW campus and back on weekdays for work. I also sometimes go from Padelford Hall to Richard Hugo House (1634 11th Avenue) to teach community education classes after work.	11/17/2014 2:11 PM
1219	Mercer Island,	11/17/2014 2:10 PM
1220	UW Campus to Downtown Seattle or Bellevue/Redmond UW Campus to Airport	11/17/2014 2:10 PM
1221	Between Wedgewood district and: Downtown (Harborview Medical Center), International District, U-district, Bellevue	11/17/2014 2:09 PM
1222	summit & university UW campus seattle central library uwajimaya in international district greenlake playground woodland park zoo st marks cathedral volunteer park madison beach park pioneer square	11/17/2014 2:09 PM
1223	Lynnwood, Pike place, Chinatown	11/17/2014 2:08 PM
1224	I do not go anywhere on transit currently. I would love to take mass transit to work, however it takes longer to get to and from work via bus then it does to drive. I currently like near SW Sylvan Heights drive & SW Orchard in West Seattle. I work at UW (45th Ave NE & 15th Ave).	11/17/2014 2:07 PM
1225	Work - UW Health Sciences, Home - Rainier Valley, downtown Seattle, Fremont, Ballard, West Seattle, Beacon Hill, Capitol Hill, First Hill, Northgate, Ravenna, Seattle Center, Rainier Beach, Seward Park	11/17/2014 2:07 PM
1226	From Capitol Hill to the Udistrict	11/17/2014 2:07 PM
1227	I live on Vashon and I commute in the morning by car, then bus, then water taxi, then bus again. In the evenings, I take a vanpool back to the island and then bus, followed by car to get home. This commute from where I live on Vashon currently takes 2 hours each way! Since Vashon has many commuters, it is hoped that the new light rail might reduce the commute time and make for an easier and more seamless journey for many of us. I would like to be able to take light rail from the West Seattle dock at Fauntleroy AND the water taxi dock downtown (Pier 55) to the U-District. It would be great if this travel was fast and efficient without lots of stops along the way. If the journey takes too long, it won't be much of an improvement.	11/17/2014 2:06 PM

1228	Phinney Ridge to downtown and back Phinney Ridge to University of Washington and back Magnolia to University of Washington and back Magnolia to downtown and back	11/17/2014 2:06 PM
1229	Harborview Medical Center University of Washington Medical Center University of Washington - Upper campus University Ave near UW University Village Seattle Children's Hospital Sandpoint - Magnuson Park Lake City & 125th St Downtown Seattle Stadiums First Hill Northgate Transit Center Pinehurst & 117th Ave	11/17/2014 2:05 PM
1230	Downtown, wedgewood, seatac, pike place, international district, north gate, Bellevue	11/17/2014 2:05 PM
1231	To/from Mercer Island Park and Ride To/from Bellevue To from Downtown	11/17/2014 2:05 PM
1232	Harborview hospital, the airport, UW campus, Ballard locks	11/17/2014 2:05 PM
1233	I drive from West Seattle because there is not a good alternative for me and my school age daughter to get to work/school. She goes to school near my work in the U-District/Sandpoint area. She can't get a reasonable priced bus pass and my bus pass is subsidized. So we drive from West Seattle (Delridge ave/SW Holden St) to Sandpoint area, then I drop my daughter off at school by children's hospital. Then I park my car and take a bus on to the UW campus. It would be a lot easier if we could both take a bus directly to the U-District/Sandpoint area from West Seattle and back again without having to transfer a bunch of times.	11/17/2014 2:04 PM
1234	South-eastern Ballard <--> University of Washington School of Medicine	11/17/2014 2:04 PM
1235	University of Washington from any of the tunnel stations or from magnolia	11/17/2014 2:04 PM
1236	I currently go from Broadway to University District. U was like to be able to go from skyway to University district.	11/17/2014 2:04 PM
1237	Meridian Ave N and N 122nd Street 11th Ave NE and Campus Pkwy 45th Street and 11th Ave NE Northgate P&R Northgate Way and 1st Ave NE Meridian Ave N and Northgate Way	11/17/2014 2:04 PM
1238	travel between home and work, sometimes to appointments, meetings and lunch	11/17/2014 2:04 PM
1239	I go to work in Everett. I'd like to go downtown and capitol hill.	11/17/2014 2:04 PM
1240	getting to and from work	11/17/2014 2:03 PM
1241	University of Washington, North Capitol Hill 19th&John, Westlake Station, Mercer Island, Redmond Transit Center,	11/17/2014 2:03 PM
1242	I primarily go from Capitol Hill (Harrison and 10th) to downtown (6th and Blanchard), from downtown (same location) to the U-district, and from the U-district to Capitol Hill. I also do the reverse of all of these routes. I sometimes also take the bus from the U-District to Mary Gates Way (U-Village Area).	11/17/2014 2:02 PM
1243	Wedgwood, Ravenna, Roosevelt, University District, Downtown (University Street, Westlake, International District), Capitol Hill, Ballard, Fremont, Queen Anne, Issaquah, Redmond, Everett	11/17/2014 2:02 PM
1244	My most frequent route is to and from Madison Park and the UW.	11/17/2014 2:01 PM
1245	Burien to UW (RT); Burien to downtown Seattle (RT)	11/17/2014 2:01 PM
1246	Colman Ferry to UWMC/Health Sciences UWMC to Medical-Dental Building	11/17/2014 2:01 PM
1247	I currently go downtown, queen anne, ballard, capitol hill, greenlake , south lake union, freemont. I would like to go to golden gardens and my work in Bellevue (across from crossroads mall) more easily	11/17/2014 2:00 PM
1248	Downtown Shopping, Northgate Mall UWMC, UW, University Tower on 45th Swedish Medical Center University Village Seattle Center	11/17/2014 2:00 PM
1249	My usual commute is from Tacoma Dome to U-District.	11/17/2014 2:00 PM
1250	I go between uw and the tacoma dome, the school and international district or the school and the shopping center northeast of campus or southwest in queen anne. Those are all places I usually have to do business or ways I get home.	11/17/2014 2:00 PM
1251	Kenmore park and ride to Harborview medical center Northgate transit center to Northwest Hospital and medical center Kenmore park and ride to UW Tower	11/17/2014 2:00 PM
1252	I go from: West Seattle to UW Medical Center UW Medical Center to West Seattle West Seattle to UW South Lake Union UW South Lake Union to West Seattle I'd like to be able to go directly from UW Medical Center to downtown (and vice versa) without having to transfer, walk half a mile, or take a local route that takes 35+ minutes. I'd like to be able to go directly from SLU to Queen Anne.	11/17/2014 1:59 PM

1253	Everywhere. Most often: 427 30th Ave to/from 4101 15 th Avenue NE Seattle, W 427 30th Ave to/from 192 Nickerson St #100, Seattle, WA 98109 427 30th Ave to/from 125 16th Ave E	11/17/2014 1:59 PM
1254	Monroe to Evergreen Point (CT 424); Evergreen Point to UW (Metro 277 or ST 540, 542, or 556), to 15th NE & NE 42nd; Montlake to Monroe (CT 424). (In the past, I've taken any one of a number of Metro or ST buses from the UW to Montlake, but these days I walk to Montlake. Also in the past I've gotten off the CT 424 at Montlake and taken a 43, 44, or 48 bus to the UW, but I haven't done that for awhile.) A direct CT to UW route would be really nice, but, with CT's current financial situation, I don't see that happening.	11/17/2014 1:58 PM
1255	Downtown Seattle near ferry terminal for the ferries to Bainbridge or Bremerton (Colman Dock)	11/17/2014 1:58 PM
1256	15th Ave NE & NE Campus Pkwy University Street Tunnel Station Issaquah Transit Center Issaquah Highlands Park & Ride	11/17/2014 1:58 PM
1257	I currently commute mainly from Ravenna (ne 57th st and 27th ave ne) to the UW and downtown. I'd love more efficient routes from Ravenna to both Northgate Mall and to Capitol Hill (Broadway, Pike, Pine) or downtown Ballard.	11/17/2014 1:57 PM
1258	Light rail connecting downtown Seattle with Bellevue and Everett.	11/17/2014 1:57 PM
1259	8320 Lake City Way NE, University of Washington.	11/17/2014 1:57 PM
1260	Downtown, Chinatown, Fremont, Wallingford, Capital Hill, Belltown, Beacon Hill, University District, SODO, Northgate, Greenlake, Ravenna, Wedgewood, Central District, Pike Place, Pioneer Square	11/17/2014 1:56 PM
1261	University of Washington, Green Lake, Northgate, Lake City, Bellevue, Renton, Seatac, Capitol Hill, Downtown	11/17/2014 1:56 PM
1262	I currently go to Downtown Seattle, University of Washington, University Way Ave and Tacoma	11/17/2014 1:56 PM
1263	Federal way	11/17/2014 1:55 PM
1264	From Federal Way transit to University of Washington Medical Center	11/17/2014 1:55 PM
1265	I would like to be able to go between Northgate and Capitol Hill and Belltown and Capitol Hill and Capitol Hill and Ballard	11/17/2014 1:54 PM
1266	UWMC 1959 Pacific Ave NE Harborview 325 9th Ave Lynnwood Park and Ride SCCA 825 Eastlake Ave E 45th & University Way	11/17/2014 1:53 PM
1267	University of Washington Seattle Campus Seattle Center Sea Tac Airport	11/17/2014 1:53 PM
1268	Seattle Downtown International District Northgate Airport	11/17/2014 1:53 PM
1269	Current-Tacoma Dome to U District. Would like an express bus from Lacey-Seattle and U District.	11/17/2014 1:53 PM
1270	ASh-Way Park n Ride Lynnwood P-R CT 880 CT 821 CT 855 CT 860	11/17/2014 1:53 PM
1271	I currently drive my car and park it on the street and then catch either 67 or 68. I would like not to do this. But there are no parking available by 7 am at the Northgate park in ride.	11/17/2014 1:52 PM
1272	I travel from lower Queen Anne to the University district and back to Queen Anne for my job.	11/17/2014 1:52 PM
1273	University of Washington, Bellevue Square, downtown Seattle and the waterfront, Fauntleroy ferry station	11/17/2014 1:52 PM
1274	I currently go from home (Juanita/Kirkland) to work (UW-Seattle) and back again. I would very much like to have more public transit options on the Eastside and more options to go over/around the lake during non-peak times.	11/17/2014 1:51 PM
1275	To work and back	11/17/2014 1:51 PM
1276	University of Washington - Seattle campus (near Red Square) University of Washington - Football stadium and Hec Ed Pavilion Northgate Mall University Village Group Health - Northgate Puget Sound Plaza Westlake Center Burke Museum Qwest Field Ballard Locks Woodland Park Zoo University of Washington - Bothell Campus University of Washington - Tacoma Campus	11/17/2014 1:50 PM
1277	University of Washington Downtown Capitol Hill Fremont Northgate Bellevue	11/17/2014 1:50 PM
1278	UW Health Sciences Building (Pacific Ave) Broadway E and Pike/Pine UW Medicine in South Lake Union NE 65th St and 25th Ave NE Children's Hospital Main UW campus (Molecular Engineering and Sciences) Fremont Ave and 42nd St	11/17/2014 1:50 PM
1279	UW	11/17/2014 1:50 PM

1280	1959 NE Pacific St, 2301 5th Ave, 124 Bellevue Ave E, 601 Summit Ave E, 757 Bellevue Ave E, 3407 Gilman Ave W, 2401 NW Market St, 5500 Phinney Ave N, 5000 University Way NE, 12735 42nd Ave NE, 1400 E Prospect St, 602 19th Ave E, 1000 Minor Ave, 4918 Rainier Ave S, 800 Occidental Ave S, 1036 S Jackson St, 501 23rd Ave, 3230 Eastlake Ave E, 1618 E Calhoun St, 2401 24th Ave E, 860 Terry Ave N, 2043 Eastlake Ave E	11/17/2014 1:49 PM
1281	I typically commute from my home at 10th Ave E & Harrison St to: *The University of Washington *Pioneer Square *Mukilteo (which involves taking 1-2 busses to the Sounder train). I recently tried to commute from my home to 21st & Union, and found that the closest busstop was a good walk from my destination. It would be nice to be able to get there faster.	11/17/2014 1:49 PM
1282	Currently: University of Washington Seattle Campus, Capitol Hill, Fremont, Ballard, Green Lake, Pioneer Square, Downtown Would like: NW Seattle on one bus (takes 2-3 from Ravenna), Columbia City, Airport, pretty much all around the city on a train/light rail (it's so much faster!)	11/17/2014 1:49 PM
1283	Between the University of Washington, the Ferry, and the Burien shopping center.	11/17/2014 1:49 PM
1284	Mercer Island, Bellevue, all over Seattle	11/17/2014 1:49 PM
1285	I currently go from South Seattle using Sound Transit Light Rail to downtown Seattle's International District Station, then I catch a 70's bus (usually 71-73 express comes along) to the UW, campus parkway.	11/17/2014 1:48 PM
1286	I would like to be able to quickly get from the 25th Ave NE and NE 60th St to several locations, including: the airport, the train station and Northgate mall.	11/17/2014 1:48 PM
1287	I usually go from the Othello light rail station to 45th St and University Way	11/17/2014 1:47 PM
1288	University of Washington, Downtown, EastSide	11/17/2014 1:47 PM
1289	Downtown seattle. (I want to use it to go to the airport, also).	11/17/2014 1:47 PM
1290	Seatac Airport Pike Place Westlake Shopping Center Seattle Science Center Northgate Mall	11/17/2014 1:47 PM
1291	Current: From Ballard to U district/UW, Ballard to Fremont, Fremont to UW, Ballard to Downtown (Pike and 3rd) Want: Ballard to UW express	11/17/2014 1:46 PM
1292	I go to school at UW Seattle campus, I used to go to work in Downtown Fremont, I commute to Capitol Hill through downtown for choir practice, I commute to Northgate for a lot of things, and I often visit friends in Ballard. I live in Wedgwood.	11/17/2014 1:45 PM
1293	University village University of Washington Issaquah Washington (South Lake Sammamish)	11/17/2014 1:45 PM
1294	Tacoma to the University. I would use the Link once it's in, to go to Northgate Mall and maybe on occasion downtown Seattle.	11/17/2014 1:45 PM
1295	165th and 5th NE University of Washington Northgate Transit Center Downtown Bus Tunnel Market Street, Ballard 15th ave, Capitol Hill	11/17/2014 1:43 PM
1296	U district north gate	11/17/2014 1:43 PM
1297	I currently go to Downtown from the University of Washington, usually to Westlake Center, where I connect with the Link Light Rail to get to SeaTac.	11/17/2014 1:42 PM
1298	Sumner Sounder Station and University of Washington Medical Center (NE Pacific St)	11/17/2014 1:42 PM
1299	I would like better transit from King Station to Lake Union	11/17/2014 1:41 PM
1300	23rd Ave E & Aloha on Capitol Hill to/from University of Washington 15th Ave E & Prospect on Capitol Hill to/from Downtown Seattle 19th Ave E & Prospect on Capitol Hill to/from Downtown Seattle	11/17/2014 1:41 PM
1301	13th Ave East & East Denny Way 15th Ave NE & NE Campus Parkway UW IMA 1101 Madison Street Ballard neighborhood Central District Downtown bus tunnel Seattle Arboretum South Lake Union	11/17/2014 1:41 PM
1302	Phinney Ridge, U District, Pike/Pine Corridor, airport, Westlake	11/17/2014 1:41 PM
1303	Seattle to Edmonds ferry, North Aurora area to UW.	11/17/2014 1:41 PM

1304	I go to work and school at UW on the bus daily. When I need to go downtown I can take the 72 or 73. It'll be nice to have an easier/more convenient way (i.e. that doesn't involve transferring in the U District or downtown) to get to Capitol Hill and places south of the International District like Georgetown, SODO, the airport, etc, I'm looking forward to the light rail for that - I can someday take it from the Northgate or Roosevelt station to wherever I want on that line. I'd also like to have an easier way to get to Ballard or Greenwood, or basically anywhere on the west side of I-5, because right now I feel like I pretty much can only drive (or in theory I could bike, but the hills are tough for me and I don't really feel safe without bike lanes).	11/17/2014 1:40 PM
1305	university of Washington Medical Center	11/17/2014 1:40 PM
1306	1107 NE 45th Street, Seattle 2407 E Ward Street, Seattle Downtown Seattle SeaTac Airport Northgate Mall	11/17/2014 1:40 PM
1307	UW Med Center, Sea/Tac Airport	11/17/2014 1:40 PM
1308	6500 35th Ave NE, 6500 12th Ave NE, 8000 25th Ave NE, Northgate Transit, School of Social Work, HUB, Medical Center	11/17/2014 1:39 PM
1309	University of Washington Seattle Campus, 809 Fairview Pl N, Northgate Mall, 35th Ave NE and NE 65th St, University Village, Seatac Airport, Westlake Center	11/17/2014 1:39 PM
1310	University of Washington Ballard Wallingford Fremont Downtown Capitol Hill --- take too long to visit family in Des Moines	11/17/2014 1:39 PM
1311	Around the UDistrict, between campus and downtown, and around Green Lake	11/17/2014 1:39 PM
1312	Twin Lakes to 45th & Roosevelt -- University of Washington	11/17/2014 1:39 PM
1313	I live in between Fremont/Ballard, along routes 28 and 40. I commute via bike to school and work at UW's main campus. If I am going elsewhere in the city besides home (downtown, Capitol Hill) for events and meetings, I take the bus about half of the time, and bike the other half of the time. If I am trying to get home late at night after evening events, I ride my bike about half of the time and take a taxi or get a ride from a friend the other half of the time.	11/17/2014 1:38 PM
1314	From Mariner Park & Ride to South Lake Union without having to go all the way downtown & transfer to come back/north to SLU. I'd even be willing to drive to Mountlake Terrace Park & Ride in order to take a direct route to SLU.	11/17/2014 1:37 PM
1315	I use public transit to go to all neighborhoods in Seattle (I do not drive or belong to a car sharing service). I would like to be able to better access destinations in the outskirts and suburbs.	11/17/2014 1:37 PM
1316	I would like to be able to go to Mt. Vernon and Bellingham. I currently mostly go between the UDistrict (UW) and the Leschi neighborhood during the week and to Everett on SoundTransit or Sounder Rail on the weekends connecting to SKAT for Mt. Vernon.	11/17/2014 1:37 PM
1317	I would like to see later and more routes between the Edmonds area and the University District. I would also like to see a more direct route between Eastlake and the Seattle Center/Space Needle. I also go on transit between the University District and Eastlake/Downtown seattle.	11/17/2014 1:37 PM
1318	Harborview medical center, University of Washington Medical center, 12th and Pike	11/17/2014 1:37 PM
1319	University of Washington Downtown Seatac Airport	11/17/2014 1:37 PM
1320	Capitol Hill to U District (Minor and Union to UW Tower)	11/17/2014 1:36 PM
1321	Currently go to work, to the hairdresser, to Group Health, downtown to the theatre, downtown to dinner	11/17/2014 1:36 PM
1322	Tukwila International Blvd Light rail link Mount Baker 48 Downtown 255; 43 520 - 255 to downtown sometimes express buses to Burien Park and Ride to downtown and connect to bus to University and return trip	11/17/2014 1:35 PM
1323	Mercer Island	11/17/2014 1:35 PM
1324	148th st sw Burien WA 98166	11/17/2014 1:34 PM
1325	I go between my house in Fremont, UW campus, downtown, and West Seattle.	11/17/2014 1:33 PM
1326	East-West in north districts (Ballard, Wallingford, Laurelhurst) without changing buses in the U District	11/17/2014 1:33 PM
1327	To and from work and downtown.	11/17/2014 1:33 PM
1328	Mercer Island Park and Ride Transit Tunnel Station University of Washington	11/17/2014 1:33 PM

1329	I currently commute to the U District for work every day from the Ravenna/Wedgewood area. I also use the bus to go out to dinner or meet friends on Capitol Hill.	11/17/2014 1:32 PM
1330	Downtown, Capitol Hill, U District, Fremont; Ballard is difficult to get to by transit.	11/17/2014 1:32 PM
1331	I live in the U-district, so there. I'd like to go Downtown, Capital Hill, Wallingford, Fremont, Ballard, Queen Anne, South Lake Union...	11/17/2014 1:32 PM
1332	UW - main campus UW - UW Tower UW - IMA (Intramural Athletics Building) @ 3924 Montlake Blvd NE UW Medical Center Harborview Medical Center Northgate Transit Center Northgate Mall 15th NE and 135th	11/17/2014 1:32 PM
1333	Would like more service to Central District, Columbia City, etc from north Seattle. Right now it takes so long, that it is usually easier not to go.	11/17/2014 1:32 PM
1334	I mainly use transit to go from home in Shoreline to school on UW campus. Also I frequently travel to Northgate from Shoreline and UW Campus both regularly. I also use the buses to do downtown for doctor appointments.	11/17/2014 1:32 PM
1335	UW Health Sciences Building 1959 NE Pacific Street, downtown retail core, Safeco Stadium, Queen Anne, Interbay P-Patch	11/17/2014 1:31 PM
1336	Getting between university village and the university way NE around 50th or 55th by bus would be very nice, right now there are no busses	11/17/2014 1:31 PM
1337	University District to downtown Seattle	11/17/2014 1:31 PM
1338	I don't. I live near SeaTac and am considering light rail when it is available to the UW	11/17/2014 1:31 PM
1339	Northgate	11/17/2014 1:31 PM
1340	University of Washington Downtown the market, shopping district Capitol Hill, near 16th and Group Health I would like to be able to go directly from Capitol Hill to West Seattle Delridge area I would love to have an express bus from Capitol Hill to the University of Washington	11/17/2014 1:30 PM
1341	Coleman Ferry Terminal to UW Stadium Light Rail Terminal (west side of UW campus). Hope you have frequent runs that correspond to Bainbridge ferry arrival and departure times. If so, it would be saving either my car or motorcycle from the roadways. Plus I'd get a little more walking done.	11/17/2014 1:30 PM
1342	Pike Place Market, University of Washington, Lincoln park, Alki Beach, Golden Gardens.	11/17/2014 1:30 PM
1343	I live on Capital Hill. I use Metro to go downtown; to the U District; UWMC and Harborview. I also have used the light rail to get to the airport. I would anticipate using light rail more if my buses connected better (more frequently) and faster.	11/17/2014 1:29 PM
1344	Gold Gym Redmond Mountlake Terrace High School Microsoft	11/17/2014 1:29 PM
1345	Sandpoint	11/17/2014 1:29 PM
1346	University District to Capitol Hill, University District to Colman Dock	11/17/2014 1:29 PM
1347	From swedish cherry hill to Capitol Hill station	11/17/2014 1:29 PM
1348	I currently go to work on the transit, which is from Madison valley area to UW Tower (45th and brooklyn). I go to Downtown Seattle and Northgate as well.	11/17/2014 1:28 PM
1349	Mostly between home near 23rd & Madison to/from the UW. I also sometimes go downtown or to the Seattle Center, usually from home, sometimes from the UW. I sometimes take the bus to the Mt Baker TC & thence to/from the airport (if traveling by air).	11/17/2014 1:28 PM
1350	145th and 26th, UWMC, HMC	11/17/2014 1:28 PM
1351	Popular destinations- parks can be hard to get to. Can't really think of specific examples. Also, I wish 197 would run more frequently (Fed Way to U District.) No matter what time I ride the 197 it is ALWAYS extremely full, like standing space only.	11/17/2014 1:27 PM
1352	Renton to University of Washington	11/17/2014 1:27 PM
1353	Fremont bridge area <-> 14th and Yesler-ish (commute) Pike/Pine around 12th (the ice cream vortex of Molly Moon's and Bluebird and Old School and Cupcake Royale, Broadway farmers market, High 5 Pie, the place where the Seattle humane society van parks sometimes on Sundays)	11/17/2014 1:27 PM
1354	from Kenmore P&R to UW Medical Center. Sometimes I ride the bus from UWMC or Kenmore to downtown for meetings. On weekends, I sometimes take the bus (route 522) from Kenmore to downtown Seattle.	11/17/2014 1:27 PM

1355	From my home in Wedgwood (and then home again): to work at UW-Seattle, to SEA-TAC airport, to downtown Seattle/Westlake, to downtown Seattle/Seattle Center, to Stadium District for Century Link and Safeco Field games, to downtown Tacoma/UW-Tacoma, to Bellevue Square, to Woodinville wineries	11/17/2014 1:26 PM
1356	West Seattle to UW...without it taking longer than I can drive it myself.	11/17/2014 1:26 PM
1357	Direct commuter bus from EVERETT STATION to the UW District. I currently have to take at least 6 buses daily to get to work then back home.	11/17/2014 1:26 PM
1358	Fremont/Phinney Ridge, University District, South Lake Union	11/17/2014 1:26 PM
1359	to/from Kirkland (North Rose Hill) to UW every weekday	11/17/2014 1:26 PM
1360	U District, Capitol Hill, Downtown, Rainier Valley, Tacoma, Airport	11/17/2014 1:26 PM
1361	All over Capitol Hill, all over downtown Seattle, all over Northgate, Ballard, Old Ballard, the U District, University Village, Lower Queen Anne, Leschi, Rainier Valley, the Central District, Beacon Hill	11/17/2014 1:25 PM
1362	UW med center airport Harborview NWKC dialysis units (capital hill)	11/17/2014 1:25 PM
1363	The 44 bus route is my primary commuter route - the station on 46th and Fremont is within 5 blocks of my home, and the dropoff on 15th and 40th st near campus is two blocks from my workplace. Beyond commuting needs, I primarily use transit for various destinations downtown, Capitol Hill or Fremont.	11/17/2014 1:25 PM
1364	UW-Seattle Hugo House I'd like to go to Sea-Tac	11/17/2014 1:25 PM
1365	University of Washington, Downtown Seattle, Sea-Tac Airport	11/17/2014 1:25 PM
1366	I catch the bus (68 or 372) to work most days. I live north of the university village (29th NE and NE 52nd) and at this point it is 2 buses for me to get to most other places so I don't often catch the bus besides to get to work at the University of Washington. I think that the 30/74 corridor should have buses that go downtown all the time, not just during commuting hours, since right now I always have to change buses on university way, whether its to go to Ballard (44) or downtown (71/72/73). One thing that frustrated me about the reorganization of the bus lines a few years ago is that the printed schedules included transfers as though they were part of the same route (IE listing the 30 and 71/72/73 on the same route even though you need to switch buses). There is a huge difference between catching one bus to get somewhere and making a transfer, when it comes to how long the trip takes, since any delay on the first bus can cause you to miss the listed transfer and adds 20 or more min to the time. This should be considered when assigning routes.	11/17/2014 1:24 PM
1367	I'm a student and use transit to get me from campus to all surrounding areas and major neighborhoods, such as Capitol Hill, Ballard, Fremont, Downtown, SeaTac, Tacoma, etc.	11/17/2014 1:24 PM
1368	I got to Capitol Hill, Downtown, U-village, Ballard and Wallingford	11/17/2014 1:24 PM
1369	I miss the old 27, that connected First Hill to Fremont to Ballard. That was the most convenient bus for 90% of my errands, and fairly reliable. The 27/33 shift means I have to take two buses to get to Fremont or Ballard, and often end up waiting downtown for some time for the 26 or 28. My current main routes are: -Central District (23rd and Yesler) to the University of Washington -14th and Yesler to downtown -14th and Yesler to Fremont (PCC/Google) -14th and Yesler to Ballard (Market Street Shoes, etc) -14th and Yesler to SLU (Whole Foods, food trucks) -14th and Yesler to Capitol Hill (Polyclinic Madison) -14th and Yesler to downtown Bellevue/Bellevue TC (doctor visits)	11/17/2014 1:23 PM
1370	From either 3175 NE 85th street Seattle 8014 16th AVE NE Seattle University of Washington Campus	11/17/2014 1:23 PM
1371	4245 Roosevelt Way NE, 12th and John, and Broadway.	11/17/2014 1:23 PM
1372	Wedgewood to UW Seattle; Wedgewood to downtown, Wedgewood to SeaTac airport	11/17/2014 1:23 PM
1373	University of Washington Century Link Field Safeco Field	11/17/2014 1:23 PM
1374	Between Ballard and the UDistrict	11/17/2014 1:23 PM
1375	My most frequent transit trips are: * Between Campus Parkway and downtown Seattle, using 71/72/73/74 * Between Campus Parkway and Seattle-Tacoma International Airport, using 71/72/73/74 and light rail * Between Campus Parkway and Seattle Center, using 32 or 71/72/73/74 and 1/2/13 * Between Campus Parkway and the intersection of Northeast 65th Street and 12th Avenue Northeast, using 48 or 71/72/73 I would like to be able to: * Use route 48 on Sundays with a frequency of less than 30 minutes * Use 71/72/73/74 with even better frequency and less overcrowding * Use 71/72/73 express trips on Sundays to get between Campus Parkway and downtown more quickly * Get between Campus Parkway and Seattle Center more easily than the current 32, which provides a 35-minute trip with a 30 minute frequency. * Get between Campus Parkway and Seattle-Tacoma International Airport more quickly	11/17/2014 1:22 PM

1376	University of Washington, Greenwood Ave and 85th, Evanston Ave North and 85th, Northgate Mall, Northgate 24 Hour Fitness, Downtown, Downtown 24 Hour Fitness, Capitol Hill,	11/17/2014 1:22 PM
1377	Broadway E & Harrison	11/17/2014 1:22 PM
1378	University of Washington and really anywhere in the U-District, Northgate Transit center, Greenlake Park, Phinny Ridge Community Center, Capitol hill Library, Downtown Library, Golden Gardens, Magnison Park, Jackson Park, Gasworks Park, Arboretum, Alki Beach, Fremont Troll area, Shoreline Goodwill, Edmonds Ferry Terminal, Everett Park and Ride, Ferry Terminals in general.	11/17/2014 1:21 PM
1379	I go from the Renton Transit Center to UW Seattle Campus and back.	11/17/2014 1:21 PM
1380	7333 Keen Way N, Seattle UW Medical Center Seattle Cancer Care Alliance Belltown/Downtown Bainbridge /Bremerton ferry terminal Capitol Hill West Seattle Downtown Bellevue Issaquah Auburn Aurora Village U Village Safeco and Century Link stadia SeaTac Airport South Lake Union/Cascade Everett	11/17/2014 1:20 PM
1381	University District, Downtown, Columbia City (Light Rail Station), Capital Hill (10th and Pike), Seattle Center	11/17/2014 1:20 PM
1382	SW Capitol Hill (E. Union and Belmont), University of Washington Medical Center (1959 NE Pacific Street), Mercer Island Park and Ride	11/17/2014 1:20 PM
1383	I would like to go from UW to 12th and Madison on capitol hill.	11/17/2014 1:19 PM
1384	University of Washington Seattle University Casa Latina Seattle Central Community College Refugee Women's Alliance Asian Counseling and Referral Services Northgate Mall Pike Place Market Century Ballroom	11/17/2014 1:19 PM
1385	Work, downtown	11/17/2014 1:19 PM
1386	Broadway in Capitol Hill to the University District.	11/17/2014 1:19 PM
1387	Downtown, Kenmore	11/17/2014 1:19 PM
1388	Swedish Cherry Hill Medical Center, Seattle Center, UW, Pike Place Market	11/17/2014 1:18 PM
1389	University of Washington	11/17/2014 1:18 PM
1390	From in NewHolly to Mt. Baker on light link rail and then metro bus 48 to University of Washington, and back the same route home.	11/17/2014 1:17 PM
1391	UW, downtown Seattle, Bellevue, Bothell/Woodinville, airport	11/17/2014 1:17 PM
1392	University of Washington Medical Center, Harborview Medical Center, downtown seattle seattle center 130th and Lake City Way	11/17/2014 1:16 PM
1393	35th Ave NE & NE 95th St; University of Washington campus; Downtown Seattle; Northgate Mall; SeaTac Airport	11/17/2014 1:16 PM
1394	Home near Nathan Hale HS, downtown Seattle, Bellevue, Northgate Mall, North Seattle Community College.	11/17/2014 1:16 PM
1395	From Ravenna (68th St and Ravenna Ave) to the University of Washington (Okanogan Lane) Magnuson Park	11/17/2014 1:16 PM
1396	University District to downtown, Seattle Center, Century Link Field, Sea-Tac airport	11/17/2014 1:16 PM
1397	85th and Aurora, UW Tower, 9th and Jefferson, UW Medical Center	11/17/2014 1:16 PM
1398	Bothell, UW, downtown, stadiums, UW Bothell	11/17/2014 1:16 PM
1399	Harborview, Seattle Childrens, Swedish, Cherry Hill, Northwest, and UWMC Hospitals from Capitol Hill/Madison park.	11/17/2014 1:16 PM
1400	Issaquah Highlands Park and Ride	11/17/2014 1:16 PM
1401	University district (ave) Eastlake South lake union capitol hill ballard fremont	11/17/2014 1:15 PM
1402	Currently: University of Washington, downtown, Ballard, Wallingford, Northgate Want: SEATAC airport (more directly)	11/17/2014 1:15 PM
1403	home - Redmond 1200 6th Ave, Seattle 210 South Hudson St. 405 Westlake Ave	11/17/2014 1:15 PM
1404	University District, University Medical Center, Capitol Hill, Downtown	11/17/2014 1:15 PM

1405	I came back from an international vacation and used Link Light Rail from SeaTac to downtown, then 2 different Metro buses to get to my neighborhood. I could not have done this without wheeled suitcases! There was no easy way for me to get a cab from downtown at the last Link Light Rail stop. It would have been better if I could have taken 1 bus from downtown to my neighborhood. I waited quite a while for connecting buses (on a Sunday). I do not even consider going north via Metro Transit (I leave near the intersection of 35th and 95th, northeast Seattle), partly because of the current detour off 35th for the culvert construction and partly because of the sporadic schedule. Currently I use transit to get to work (at UW) and little else. Often when I use my car, it is for shopping trips where carrying the volume I buy would simply not be practical on a bus. Typical destinations to shop include: Fred Meyer at 127th and 35th Ave NE, Costco (either 205th/Aurora or 4th Ave S, depending on other errands and which direction they are in from my house), QFC or Rite Aid (35th & 85th - walking distance), or NE Branch Library (a little too far to be comfortable walking distance), or less frequently Northgate Mall.	11/17/2014 1:14 PM
1406	I currently go from 23rd & Aloha to the University Hospital stop twice every work day. Sometimes I go from my home on Aloha to downtown on the 12. Or from home to my dentist in Madison Valley.	11/17/2014 1:14 PM
1407	SeaTac airport U district Laurelhurst Downtown	11/17/2014 1:13 PM
1408	Downtown from the U District.	11/17/2014 1:13 PM
1409	University District Downtown	11/17/2014 1:12 PM
1410	I currently go to the University of Washington, the Fred Hutchinson Cancer Research Center, or to downtown Seattle. Going from North Capitol Hill (i.e. near Group Health) to Eastlake is difficult, and usually I either walk or take two buses.	11/17/2014 1:12 PM
1411	Transit between home and work - 3654 Courtland Pl S to Seattle Cancer Care Alliance	11/17/2014 1:12 PM
1412	West Seattle to University District (direct is preferred)	11/17/2014 1:12 PM
1413	I go to Capitol Hill, University District on a daily basis. Greenwood one to two times per week.	11/17/2014 1:11 PM
1414	University of Washington, South Kirkland park and ride, Mercer Island, Downtown Bellevue, South Seattle, downtown Seattle, Seattle Center, Greenlake, Ballard, Fremont, Magnuson Park	11/17/2014 1:11 PM
1415	Would like to have options to travel north (Marysville and beyond) on public transit. Currently buses rarely travel to Marysville (during specific hours) and no service farther north.	11/17/2014 1:11 PM
1416	Market and 6th Ave	11/17/2014 1:11 PM
1417	I commute from Tacoma, WA to Bellevue, WA for work via vanpool, or buss/buss & Sounder. I commute from Bellevue to the University of Washington via bus for school during the work week. I commute from the University of Washington to Tacoma home via bus, or into downtown Seattle/downtown Bellevue for social events, group meetings, activities, etc. Not related to the Link connecting to the U-District, but I would like to see a direct route from Tacoma, WA to Bellevue, WA, even if it was only a few times in the morning commute hours and a few times in the evening commute hours.	11/17/2014 1:10 PM
1418	Rein Haus on Capital Hill, Earls on the Ave, The Red Door in Fremont, University of Washington Seattle campus,	11/17/2014 1:10 PM
1419	Downtown, SeaTac Airport	11/17/2014 1:10 PM
1420	Between Sumner sound transit station and the University of Washington	11/17/2014 1:10 PM
1421	I like being able to feel like I can travel most places by transit or the light rail. It is really the only way I travel to work and appointments, events, etc. I like to be able to visit friends in the Seward park area and I thought that was a bus 50 that I used to transfer but I do not see it on the list! I definitely depend on getting to NE 85th and NW 85th areas all the way down to Columbia City or even the airport. As well as busing around from University District, to Capitol Hill or Central District, and downtown.	11/17/2014 1:09 PM
1422	currently go: downtown seattle, UW, bremerston, the airport, park and rides, home, south lake union, capitol hill, pioneer square, belltown, queen anne, ballard, wallingford, fremont, redmond, to class, columbia city, tacoma want to go on transit: more residential areas, bonney lake, clover park technical college in lakewood	11/17/2014 1:09 PM
1423	University of Washington Cherry Hill Swedish Medical Seattle Art Museum	11/17/2014 1:09 PM
1424	Work in the University District, home to Kirkland. Downtown Seattle.	11/17/2014 1:09 PM
1425	University District Sandpoint Capitol Hill Ballard Fremont Northgate Lynnwood Beacon Hill Eastlake Downtown Seatac Airport	11/17/2014 1:08 PM
1426	south lake union	11/17/2014 1:08 PM

1427	U-District, Capitol Hill, Sea-Tac, Fremont, Ballard, Queen Anne, Downtown.	11/17/2014 1:08 PM
1428	Seats Chinatown. U district	11/17/2014 1:08 PM
1429	11th & 45th to go back to Northgate Transit	11/17/2014 1:08 PM
1430	Harborview Medical Center, University of Washington Seattle, Downtown Seattle	11/17/2014 1:07 PM
1431	UW to Wallingford, Ballard to Capitol hill (very hard by bus), UW to Capitol Hill, Ballard to Downtown	11/17/2014 1:07 PM
1432	University of Washington, Downtown Seattle, Ballard, Fremont, Capitol Hill, Greenwood, Wallingford	11/17/2014 1:07 PM
1433	home - work renton - uw	11/17/2014 1:07 PM
1434	UW	11/17/2014 1:07 PM
1435	Northlake Way and Boat St; NE Campus Parkway and Brooklyn	11/17/2014 1:07 PM
1436	University of Washington, The EMP museum, Museum of History and Industry. I'd like to be able to more easily get to south lake union.	11/17/2014 1:06 PM
1437	UW, Capital Hill Group Health, Northgate, Lake City Fred Meyer, Downtown	11/17/2014 1:06 PM
1438	I bus from Belltown (via the Downtown Transit Tunnel) to the UW campus (Savery Hall); Once the Light Rail station opens by the stadium, I plan to take Link to campus (for work and for games) every day.	11/17/2014 1:06 PM
1439	14027 Lake City Way NE, University of Washington-Seattle, 90th and Stone	11/17/2014 1:06 PM
1440	I transit to downtown, 65th and roosevelt, and northgate. I would like an easier way to get to capitol hill from the u district	11/17/2014 1:06 PM
1441	Currently from NE86 TH : UW, U-District, Capitol Hill, Wallingford, Downtown Seattle-South Lake Union, Greenwood, Shoreline, Lake Forest Park, and Edmonds	11/17/2014 1:05 PM
1442	I need to be able to quickly get from the University of Washington Medical Center (1959 NE Pacific St.) to any other neighborhood and downtown. Right now, I use major routes that run North-South in order to get from my home in Maple Leaf to the University, the Northgate Mall, and Downtown.	11/17/2014 1:05 PM
1443	1. Aurora Village to University of Washington for work commute 2. Univ of WA to Northgate (library, errands) after work 3. Northgate to Aurora Village (home) 4. Univ of WA to downtown (for errands) during or after work 5. Northgate to downtown for shopping or events 6. Univ of WA to MLT park-n-ride 7. Edmonds park-n-ride to Univ of WA	11/17/2014 1:05 PM
1444	Ashworth Ave N and 155th St Green Lake P&R UWMC Harborview Medical Center Downtown	11/17/2014 1:05 PM
1445	Capitol Hill (pike-pine corridor area) UW Medical Center Wallingford Fremont Ballard SeaTac Airport	11/17/2014 1:05 PM
1446	Mostly I just ride link light rail to the airport; Also take the bus from Capitol Hill to Downtown or Queen Anne, or the University District - Also return via bus on these routes	11/17/2014 1:05 PM
1447	University of Washington, Space Needle	11/17/2014 1:05 PM
1448	Maple Leaf neighborhood	11/17/2014 1:05 PM
1449	Downtown Seattle, Capitol Hill, U District, nearly all stations currently linked by Light Rail, and all public parks	11/17/2014 1:04 PM
1450	The University of Washington to Sumner station.	11/17/2014 1:04 PM
1451	home to University of Washington	11/17/2014 1:04 PM
1452	UW Medical Center	11/17/2014 1:04 PM
1453	renton transit center	11/17/2014 1:04 PM
1454	Downtown Seattle Tacoma Everett Lynnwood Edmonds	11/17/2014 1:03 PM
1455	University of Washington, Northgate Mall, Seattle Convention Center, AMC Theatre, Barnes and Nobel	11/17/2014 1:03 PM
1456	U Village, Fremont, Ballard, SODO, Downtown, Northgate, Capitol Hill, Queen Anne's Hill	11/17/2014 1:03 PM
1457	U district, Downtown, Fremont, Ballard, Wallingford, Wedgewood, Capital Hill	11/17/2014 1:03 PM
1458	University of Washington; West Seattle/Admiral District; downtown Seattle	11/17/2014 1:03 PM

1459	From Seattle Ferry to UW Hospital, Capitol Hill, Belltown (2nd & Bell), or Ballard (Market St). Or from UW Hospital to Capitol Hill, Ballard (Market St.), Belltown (2nd & Bell), or Seattle Ferry terminal.	11/17/2014 1:02 PM
1460	university way and NE 50th st	11/17/2014 1:02 PM
1461	I currently work in Lacey, Washington. I would very much appreciate rapid transit or light rail that connects up the Olympia/Lacey area with Seattle. Currently, the commute times for public transit are too great to be practical.	11/17/2014 1:02 PM
1462	15th Ave E & E John St Eastlake Ave E & E Mercer St UW Seattle campus University Village Green Lake	11/17/2014 1:02 PM
1463	I go to University of Washington and return to my house in North Green Lake. I have also taken the bus to Fremont and Ballard, as well as to Pioneer Square in downtown.	11/17/2014 1:02 PM
1464	Downtown Renton (home) Renton TC Bellevue TC 263 Dayton Ave SE Renton WA	11/17/2014 1:01 PM
1465	Downtown Seattle, University District, Puyallup	11/17/2014 1:01 PM
1466	Capitol Hill, Downtown Seattle, Seatac airport	11/17/2014 1:01 PM
1467	Work (U-district) Medical & dental appointments (downtown & Polyclinic Madison office) Social events (Cap Hill, downtown, Queen Anne, Fremont, Greenlake)	11/17/2014 1:00 PM
1468	My primary commute is northgate to UW	11/17/2014 1:00 PM
1469	UW, downtown, Capitol Hill	11/17/2014 1:00 PM
1470	I go to and From Yesler Terrace and UW-Seattle	11/17/2014 12:59 PM
1471	Between the U district and downtown U district / Capitol Hill U district / Bothell, Kenmore U district / Bellevue	11/17/2014 12:59 PM
1472	Downtown, capital hill, burien, and SeaTac	11/17/2014 12:59 PM
1473	Primarily from Northgate to UW for work.	11/17/2014 12:59 PM
1474	Everywhere, I don't have a car. Specifically, to/from these locations: airport, home (NE Seattle), work (University District), Ballard, Fremont, Downtown Seattle, Queen Anne, Bellevue, Redmond, Kirkland.	11/17/2014 12:58 PM
1475	I commute from the kent/federal way area to the university of Washington almost every day. More consistent busses in the afternoon would make my commute easier as I must wait over an hour for the busses sometimes due to the times the classes are over at UW.	11/17/2014 12:58 PM
1476	Capitol Hill, Fremont, Northgate, Queen Anne, Central, Bellview, Bellmont	11/17/2014 12:58 PM
1477	West Seattle to Downtown, but I'd like to be able to go to U-District faster.	11/17/2014 12:58 PM
1478	UW, downtown, Capitol Hill	11/17/2014 12:58 PM
1479	Downtown, bellevue, lynwood, northgate, udistrict, Fremont, ballard, Capitol hill.	11/17/2014 12:58 PM
1480	Currently commute from Tacoma to U District daily	11/17/2014 12:57 PM
1481	Work at the University of Washington, the U District, Greenlake, downtown Seattle, Capitol Hill, Fremont, Ballard, Wallingford	11/17/2014 12:57 PM
1482	Downtown, U district, international district	11/17/2014 12:57 PM
1483	UW Tower 15th Ave NE and NE Pacific St Seattle Center 1st & Pike	11/17/2014 12:57 PM
1484	Currently go to: UW Law School (Gates Hall)	11/17/2014 12:57 PM
1485	UW campus - Campus Parkway/Brooklyn Ave.	11/17/2014 12:57 PM
1486	Downtown Seattle	11/17/2014 12:57 PM
1487	Mukilteo Shoreline Northgate U-District Capitol Hill Downtown	11/17/2014 12:56 PM
1488	Bear Creek Park and Ride 15th and Roxbury (White Center) University Street Tunnel Station 15th and 45th Streets	11/17/2014 12:56 PM
1489	From Roosevelt to downtown	11/17/2014 12:56 PM
1490	University of Washington	11/17/2014 12:56 PM
1491	Redmond to University of Washington	11/17/2014 12:56 PM

1492	Tukwila Link to Downtown Seattle then Metro or Sound Transit to Montlake Freeway Station. I would prefer to have an express bus from the downtown tunnel to University of Washington Medical Center. Like the 255 which has no stops after leaving the tunnel.	11/17/2014 12:55 PM
1493	University of Washington, downtown	11/17/2014 12:55 PM
1494	Metro currently serves my transit needs very well (when I don't bike or walk). With the new light rail transit station opening on Capitol Hill, however, it would be good to have good service to that station. Also, I have found that bus access to the Amtrak train station is not particularly good.	11/17/2014 12:55 PM
1495	Wallingford--Downtown, Wallingford--U District--Capitol Hill, Wallingford-->Anywhere in Seattle	11/17/2014 12:55 PM
1496	Downtown, Greenlake, UW Campus, Capitol Hill, U District	11/17/2014 12:55 PM
1497	Doctors, School	11/17/2014 12:55 PM
1498	I currently use transit to go to UW and generally to downtown. I would like there to be more options to go east/west in the city and also to go between the north seattle neighborhoods without going through downtown (Crown Hill to Discovery Park, U-District to Golden Gardens)	11/17/2014 12:55 PM
1499	Downtown Seattle Center	11/17/2014 12:55 PM
1500	UW, Downtown, Ferry terminal downtown, Westlake Center Downtown, Fisherman's terminal, Northgate	11/17/2014 12:55 PM
1501	I get on the bus at 5th AVE and 155th st, or on I-5 and 145th St freeway station.	11/17/2014 12:54 PM
1502	Currently travel from Kirkland to Seattle, specifically intersection of 124th ave ne and ne 108th pl, and university district.	11/17/2014 12:54 PM
1503	Downtown Seattle/tunnel stations UW Medical Center	11/17/2014 12:54 PM
1504	UW, downtown	11/17/2014 12:54 PM
1505	Currently, I use transit to reach anywhere in the downtown vicinity. I would like to be able to conveniently reach South Lake Union and Capital Hill.	11/17/2014 12:54 PM
1506	Shoreline /Ballinger Way to UW	11/17/2014 12:54 PM
1507	I would like more service on the 542.	11/17/2014 12:54 PM
1508	I am currently a commuter student who commutes from Burien to the University of Washington - Seattle campus. I would like to have a transit route that only includes using one form of transit to get to the University of Washington. Currently, I take the 121 and either the 71, 72, or 73 to get to the University of Washington. Other times I take the Sound Transit Link Light Rail from the Tukwila station to the tunnel stations, and then again board the 71, 72, or 73 bus to the UW. It would be very convenient and helpful to have one bus to get to the University of Washington, or to be able to use the light rail all the way to the UW.	11/17/2014 12:53 PM
1509	Mt Baker in Seattle to UW, downtown, Harborview	11/17/2014 12:53 PM
1510	Between Monroe and University of Washington Medical Center	11/17/2014 12:53 PM
1511	Kirkland Transit Center to University of Washington Medical Center Kirkland Transit Center to South Lake Union (Westlake and Denny)	11/17/2014 12:53 PM
1512	use to go to work 5 days a week	11/17/2014 12:53 PM
1513	I like to use buses and the LINK train to get to and from the airport, and currently I usually have to take two buses and the train. (I live at Radford Court Apartments, 6303 NE Radford Dr, Seattle, 98115.) I also prefer to use buses to go to/from Capitol Hill. I really hope that a Sand Point-serving bus will connect from the UW LINK station, as this would make travel to the airport and Capitol Hill much easier.	11/17/2014 12:52 PM
1514	I currently go to UW campus from Lake City in NE Seattle, so I take the 372 often. I also sometimes travel between north University District (50th and 15th) and Capitol Hill (Pine and 10th), so the 49 works well for this. I work in Bellevue, so I take the 372 from Lake City to campus, then the 271 to Bellevue Transit Center. I used to take the 243, and I liked it. I still had to take two buses to get to Bellevue, but it was a shorter and more comfortable commute. I would like more service to NE Seattle, above 125th St. Cuts to the 312 and 306 service have made morning commutes very hard for my husband, who travels to Capitol Hill in the mornings. Buses are always full, riders are left stranded, and traffic is a nightmare.	11/17/2014 12:52 PM
1515	I currently go between UWMC and 20th and E Cherry. I also use it to go from 20th and E Cherry to Harborview Medical Center. I would like to be able to take transit from 20th and Cherry directly to Broadway and Pine.	11/17/2014 12:52 PM

1516	Issaquah transit center, downtown Bellevue, Udistrict, Fremont, Gasworks Park, Seattle Center, the airport, whidbey island,	11/17/2014 12:52 PM
1517	I currently use transit from my house (Evanston and 42nd) to and from UW Seattle, to and from the airport, to and from downtown. I would like to see more bus routes that service the more residential areas, such as north ballard.	11/17/2014 12:52 PM
1518	UW	11/17/2014 12:52 PM
1519	University of Washington Downtown - Pioneer Square Shoreline/Lake Forest Park Northgate	11/17/2014 12:52 PM
1520	15th Ave E and Aloha to Harborview Hospital, U District, and downtown	11/17/2014 12:52 PM
1521	Home - 12th and 55th NE Greenlake Washington Park Arboretum Kubota Gardens Seward Park Alki Beach Lincoln Park Discovery Park Seattle Center Unviersity of Washington Medical Center Harborview Medical Center Seattle VA (Beacon Hill) Swedish Hospital - Cherry Hill Northwest Hospital	11/17/2014 12:51 PM
1522	To and from work, to downtown Seattle, to HMC, to First Hill for MD appts. Routes not listed above that I use--E RapidRide, 5	11/17/2014 12:51 PM
1523	UW Downtown Capitol Hill Ballard West Seattle Georgetown SeaTac Airport	11/17/2014 12:51 PM
1524	Sammamish to the University of Washington and back	11/17/2014 12:51 PM
1525	Work, airport, downtown, Seward Park	11/17/2014 12:50 PM
1526	West Magnolia - Home 39th Avenue West and W Barrett St. Downtown Retail Core - 5th and Plne Metro HQ - 2nd and Jackson Swedish Hospital - Ballard Swedish Hospital - First Hill Polyclinic - 9th and Madison Orthopaedic Physicians - Broadway and Jefferson Seattle Public Library - Downtown 5th and Madison South Lake Union - 9th and Mercer University Way and NE 45th Gasworks Park Government Way W. and W Dravus Street 805 4th AVenue N	11/17/2014 12:50 PM
1527	Daily between Greenwood and UW and back. Frequent trips via shuttle or bus to work appointments at UW Med Center, Harborview, and SCCA. Occasional trip to Northgate and downtown from the U District.	11/17/2014 12:50 PM
1528	Currently go: Downtown Seattle, University District (UW) Would like to go (or occasionally go): Capitol Hill (15th & John, up the Pike/Pine corridor, down the Madison corridor, and down Broadway in particular); downtown Ballard and Fremont (no easy way to get there quickly); downtown West Seattle (e.g., California & Alaska, near Bakery Nouveau)	11/17/2014 12:50 PM
1529	Currently, I primarily use the 586 to go to the UW medical center on campus. I often use the 71/72/73 to go the Westlake center to catch the 594 on 2nd and Stewart. When I go to capitol hill, I usually go to E Pike and 12th.	11/17/2014 12:50 PM
1530	Main Seattle campus of the University of Washington Downtown Airport Occasional special events that take me north or south	11/17/2014 12:50 PM
1531	Issaquah Transit Center Bellevue Transit Center	11/17/2014 12:50 PM
1532	Kent station	11/17/2014 12:50 PM
1533	Udistrict, downtown Seattle, Tacoma, Northgate, Aurora	11/17/2014 12:50 PM
1534	To visit family, and to go downtown from UW.	11/17/2014 12:50 PM
1535	From home near Metropolitan Market in Laurelhurst to Downtown and airport.	11/17/2014 12:50 PM
1536	University of Washington	11/17/2014 12:50 PM
1537	Home, to school, to work, to downtown.	11/17/2014 12:50 PM
1538	University of Washington (Seattle campus) Downtown Seattle	11/17/2014 12:49 PM
1539	work from Ravenna/Roosevelt to: the U-district, to downtown, Seattle Center	11/17/2014 12:49 PM
1540	I currently go from Shoreline to UW Seattle Campus, and also from Shoreline to Capital Hill and downtown Seattle.	11/17/2014 12:49 PM
1541	University of Washington-IMA, Greenlake, Pioneer Square, Greenwood & 87th, AXIS Pioneer Square, Starbucks HQ, WithinSODO, DT Ballard	11/17/2014 12:49 PM
1542	I currently go to University of Washington and home	11/17/2014 12:49 PM

1543	Ash Way part and ride	11/17/2014 12:49 PM
1544	U-district to downtown and back	11/17/2014 12:49 PM
1545	NOAA/PMEL on Sand Point Way UW Seattle campus Westlake Center Eastlake & Lynn Broadway & Pine North Seattle Community College campus SeaTac airport Discovery Park Seattle Center - McCaw Hall Uvillage (25th & Blakleley) Northgate Mall	11/17/2014 12:48 PM
1546	UW Tower 1215 Dexter Ave N 6th & Pine	11/17/2014 12:48 PM
1547	QA to UW or downtown	11/17/2014 12:48 PM
1548	Renton Transit center	11/17/2014 12:48 PM
1549	International District Tunnel	11/17/2014 12:47 PM
1550	Currently travel from Bellevue to U District (271) and U District to Seattle Children's.	11/17/2014 12:47 PM
1551	U-District (45th St.), Downtown Seattle, NE 75th St and 15th Ave NE, Northgate	11/17/2014 12:47 PM
1552	I often travel between UW and Wallingford or Fremont, between Wallingford and Capital Hill, between UW and Capital Hill, between Wallingford and Downtown, between Wallingford and Ballard, between Wallingford and Queen Anne	11/17/2014 12:47 PM
1553	Between Ballard/Fremont/Wallingford and UW; between Wallingford/Fremont and downtown/Capitol Hill.	11/17/2014 12:47 PM
1554	Stevens Way & Okanagan way 2901 NE Blakeley St	11/17/2014 12:47 PM
1555	UW Campus Bellevue Downtown Seattle Lynnwood	11/17/2014 12:47 PM
1556	northgate uw downtown shoreline	11/17/2014 12:47 PM
1557	I use the buses to go downtown, to go to airport, the Amtrak station near century link, northgate mall, head to bellevue, and the freemont area	11/17/2014 12:46 PM
1558	Maple Valley, Bellevue, Downtown Seattle, Redmond, University District, Seattle Waterfront, Renton	11/17/2014 12:46 PM
1559	Currently, main travel to Wedgwood and University of Washington. Would like more direct downtown linkage from UW/U-district to downtown.	11/17/2014 12:46 PM
1560	Lake Stevens Transit center, Lynnwood Transit center, and Mariner Park and Ride.	11/17/2014 12:46 PM
1561	University of Washington	11/17/2014 12:46 PM
1562	Currently go from Mercer Island to the U-District	11/17/2014 12:46 PM
1563	UW Downtown	11/17/2014 12:46 PM
1564	Shoreline, airport, downtown Seattle, University of Washington	11/17/2014 12:46 PM
1565	All over Capitol Hill, particularly Seattle U, Swedish, Polyclinic (on Broadway and on Spring/Seneca), downtown usu betw 3 & 4th and James & Union, stadiums, airport, Cottage Lake, Woodinville Library, Country Village in Bothell, Kenmore P&R, Northgate Mall, Redmond Town Ctr, Totem Lake Mall, Kingsgate P&R, Brickyard P&R, Seattle Center, Pike Place Market, Waterfront, Kenmore Jr High, Inglemoor High, Arrowhead Elementary	11/17/2014 12:45 PM
1566	From the Lynnwood Transit Center to the University of Washington mostly. The bus schedules are pretty good, although during quarters (except Summer), the buses are very full from Lynnwood. More frequent trips would help there. I would like to see more connections between Lynnwood and 145th or 175th. Also, I frequently (at least weekly) drive from Lynnwood P&R or Mountlake Terrace P&R to the Lake Forest Park Center (Third Place Books mostly). It would be great better connections to there. As it is, it looks like it would be 2 or more transfers and then walking. I would most definitely take transit if the bus schedules were more direct and somewhat more frequent to LFP. I realize that encompasses two separate transit companies, so may not be a viable option. However, I bet LFP would be for it!	11/17/2014 12:45 PM
1567	The entire city should be navigable by public transportation.	11/17/2014 12:45 PM
1568	I go from Dexter Ave to Fremont to catch at bus to the U-District. I take the bus downtown from Dexter. I would like to go from Fremont to Capitol Hill without having to transfer buses.	11/17/2014 12:45 PM
1569	I go between the U District, downtown, Northgate, and Lakewood primarily.	11/17/2014 12:45 PM
1570	To UWMC	11/17/2014 12:45 PM

1571	The west side of Capitol Hill - It would be great to get the 47 back, as well as better options for going north towards UW from Bellevue or Summit Aves, without having to walk all the way up to Broadway or down to Eastlake. A bus directly connecting Capitol Hill and Fremont via Westlake or Dexter	11/17/2014 12:44 PM
1572	I typically go from Capitol Hill to the U District or Capitol Hill to downtown. Or, from Capitol Hill to the airport.	11/17/2014 12:44 PM
1573	University of Washington Downtown Seattle Center Airport	11/17/2014 12:44 PM
1574	University District (45th and University Way) The HUB, University of Washington Westlake Center, Downtown 65th Ave NE and 25th Ave NE Wallingford QFC	11/17/2014 12:44 PM
1575	University of Washington Seattle campus (south end)	11/17/2014 12:44 PM
1576	I go from Lake City to the University of Washington and back. Sometimes I go downtown from Lake City and back.	11/17/2014 12:44 PM
1577	University of Washington (Seattle) South Center Kent Station	11/17/2014 12:44 PM
1578	At downtown Seattle transit tunnel.	11/17/2014 12:44 PM
1579	I leave from Interlaken at 19th E and Galer to go to First Hill using the 12.	11/17/2014 12:44 PM
1580	Capitol Hill UW	11/17/2014 12:44 PM
1581	From Greenlake to U-district, downtown, Capitol Hill, First Hill, Madrona, Fremont, Ballard, Queen Anne, South Lake Union	11/17/2014 12:43 PM
1582	I currently go to the University District and Downtown. I would like a bus route from Greenlake to Capitol hill.	11/17/2014 12:43 PM
1583	UW, Capitol Hill, Bellevue, Downtown Seattle	11/17/2014 12:43 PM
1584	I go to Pikes Place Market, Northgate Mall, The University of Washington,	11/17/2014 12:43 PM
1585	UW Bothell, UW Seattle, Kenmore Park and Ride, Bothell Park and Ride	11/17/2014 12:43 PM
1586	UW Tower, Downtown, Airport	11/17/2014 12:43 PM
1587	Sometimes I take metro home, when I don't drive to work.	11/17/2014 12:42 PM
1588	UW to maple leaf/northgate; Ballard; Shilshole; UW to Shoreline, Costco Aurora transit center; UW to downtown Edmonds; Everett, Snohomish; Mukilteo; Camano Island; Mt. Vernon; La Conner....	11/17/2014 12:42 PM
1589	Sea-Tac Airport, Seattle Opera House, Seattle Center, Ballard neighborhood, South Lake Union, downtown, Columbia City.	11/17/2014 12:42 PM
1590	Catch Bus #7 on Rainier & Alaska. Transfer to Bus #48 at Mt. Baker Transit Center. Arrive at destination (UW Medical Center)	11/17/2014 12:42 PM
1591	Current Routes: Kingston-Edmonds Ferry Edmonds-Seattle Sounder Seattle-SeaTAc by light rail Desired Route: Edmonds to UW Campus	11/17/2014 12:42 PM
1592	From Seward Park to the University of Washington	11/17/2014 12:42 PM
1593	UW	11/17/2014 12:42 PM
1594	Downtown Seattle, Burien, Queen Anne	11/17/2014 12:42 PM
1595	South Renton Park and Ride	11/17/2014 12:41 PM
1596	Currently: capitol hill, u district, downtown, ballard. Would love to be able to get to Shilshole Bay Marina/Golden Gardens on the bus.	11/17/2014 12:41 PM
1597	Campus to downtown, campus to pioneer square, west greenlake/phinney ridge to downtown, west greenlake/phinney ridge to campus	11/17/2014 12:41 PM
1598	Tukwila international Boulevard station University of Washington	11/17/2014 12:41 PM
1599	University of Washington Medical Center Fred Hutchinson Cancer Research Center Pike Place Market University Village	11/17/2014 12:41 PM
1600	From 55th and Brooklyn to UWMC. Two to three times/yr, I'll take one of the 70 buses from 55th and University Way to the downtown tunnel and take Light Rail to the airport.	11/17/2014 12:41 PM

1601	I travel from Renton to the U-District. I live near Fairwood, and drive to the Renton Transit Center to take the 167 to work. It is currently very convenient for commuting to the University of Washington and should be maintained as is. The two things that could make it even more convenient is having the correct size bus every day, and not having to commute to the Renton Transit Center!	11/17/2014 12:40 PM
1602	UW Medical Center, Upper Queen Anne, Pacific Place, ID Light Rail Station, Downtown Seattle, Zandu Comics, LA Fitness Ballard, Lincoln Square Mall, Redmond P&R, Microsoft Campus.	11/17/2014 12:40 PM
1603	For my daily commute, I regularly travel by bus from 15th & 228th in Bothell to Garfield & Stevens at the University of Washington (via a connection at UW-Bothell). Several times per year, I also travel from Bothell to SeaTac airport by a combination of bus and link light rail.	11/17/2014 12:40 PM
1604	I currently use transit to go from Shoreline to the University of Washington Monday through Friday.	11/17/2014 12:40 PM
1605	Admiral District (West Seattle) Downtown bus tunnel Capital Hill University Medical Center (Montlake)	11/17/2014 12:40 PM
1606	University of Washington, University Village, downtown, Harborview, Seattle Children's	11/17/2014 12:40 PM
1607	Green lake, South Lake Union, U-District	11/17/2014 12:40 PM
1608	Northgate Costco at 200th in Shoreline Airport Capitol Hill University of Washington	11/17/2014 12:40 PM
1609	I would like to go East to West easier.	11/17/2014 12:40 PM
1610	Nordstrom	11/17/2014 12:40 PM
1611	From/To Green Lake (Ravenna & Woodlawn) to UWMC From/To Green Lake (Ravenna & Woodlawn) to SeaTac From/To Green Lake (Ravenna & Woodlawn) to Aurora Street From/To Green Lake (Ravenna & Woodlawn) to Downtown: Seattle Symphony and Seattle Center I'd like to take public transit to the Seattle Center	11/17/2014 12:39 PM
1612	23rd & Jackson to Seattle Center--the 8 has been great. The 4 is good too. 23rd & Jackson to Capital Hill--8 is good. 48 to and from work without needing to transfer is great (23rd & Jackson to UW Medical Center)	11/17/2014 12:39 PM
1613	University of Washington Medical Center	11/17/2014 12:39 PM
1614	University of Washington; Pioneer Square; St. Mark's Cathedral; Ballard!	11/17/2014 12:39 PM
1615	West Seattle, South Seattle College Route 125	11/17/2014 12:39 PM
1616	Star Lake P&R, Federal Way	11/17/2014 12:39 PM
1617	Capital Hill and U District	11/17/2014 12:39 PM
1618	To/from Lake City to UW. To/from Lake City to downtown Seattle. Would like to be able to go direct from Lake City to Greenwood/Broadview/Phinney areas. In general, north-south transit is fine, while east-west transit is horrible (multiple transfers, long, roundabout routes).	11/17/2014 12:38 PM
1619	I'd like to be able to go from Mercer Island to the UW with more options than 2 buses per day in either direction other than from park and ride.	11/17/2014 12:38 PM
1620	Capital hill, downtown, fremond/ballard	11/17/2014 12:38 PM
1621	North Seattle to the UW district via 145th Ave. The 304 is an express downtown, but a stop at the 45th Ave freeway station would be welcome.	11/17/2014 12:37 PM
1622	I go to and from school at the University of Washington health sciences. I also commute to hospitals on pill hill such as Swedish Cherry Hill and Harborview. I would like to be able to go to capitol hill through a more direct bus route; and to these hospitals through a route that does not go through downtown.	11/17/2014 12:37 PM
1623	UW (Campus Pkwy, UW Tower) Broadway Market Pike Place Westlake	11/17/2014 12:37 PM
1624	Magnuson Park University of Washington Northgate Downtown (bus tunnel) Wedgwood Mathews Beach Seattle Pacific University	11/17/2014 12:37 PM
1625	I currently go to 9th and Republican in South lake Union. I live in Capitol Hill (Olive Way and Harvard Avenue E)	11/17/2014 12:37 PM
1626	U District (45th and Brooklyn)	11/17/2014 12:36 PM
1627	University of Washington Medical Center 1959 NE Pacific St. Kitsap Forest Theater in Bremerton (via car ferry)	11/17/2014 12:36 PM
1628	campus to downtown campus to South Lake Union campus to Capital Hill	11/17/2014 12:36 PM

1629	Lake City to UW Lake City to Seatac Airport (bus downtown, then link to airport) Would like get to airport on link from UW	11/17/2014 12:36 PM
1630	would like to go to the Airport from the University District	11/17/2014 12:36 PM
1631	All the downtown transit stations, especially Westlake tunnel station. Stone Way and 45th. University of Washington. Kirkland Transit Center.	11/17/2014 12:36 PM
1632	International district	11/17/2014 12:36 PM
1633	UWMC	11/17/2014 12:36 PM
1634	UW medical center, Fremont, downtown seattle, belltown, water front	11/17/2014 12:35 PM
1635	Univeristy of Washington	11/17/2014 12:35 PM
1636	UWMC - 1959 Pacific Ave 2016 S. Bayview St. Capital Hill Downtown West Seattle	11/17/2014 12:35 PM
1637	Currently Go/want to go: Lake City & NE 125th St. to UW or downtown (5-6x a week roundtrip) via 372, 72, 41, 522 UW to Capitol Hill, Summit St & East Olive Way (1x a week roundtrip) via 43, 49 UW to downtown (2x a month), 71-73 68th Ave (ravenna) from UW or downtown (monthly roundtrip) via 68, 71	11/17/2014 12:34 PM
1638	I only use transit for going to work at the UW Medical Center from my home in NE Seattle. I would like to be able to get to Seattle Center, Capital Hill, downtown, Wallingford, Ballard, and First Hill on transit, but now it is too cumbersome--too many bus changes and waits. Taking a bus to the opera, ballet or theater in Seattle Center in the evening would be terrific. That place is a mess of traffic and parking, but way too hard for us to get to by bus right now.	11/17/2014 12:34 PM
1639	3515 NE 60th Street to UW health sciences building 3515 NE 60th Street to downtown Do not like to go downtown on Sunday or when express buses are not running between downtown and the University District. Do not like to take transit during rush hour between University District and downtown as there are no places to sit.	11/17/2014 12:34 PM
1640	Work--1410 NE Campus Parkway and the airport.	11/17/2014 12:34 PM
1641	95th Ave NE Downtown Seattle Stevens Way	11/17/2014 12:34 PM
1642	I would like a direct route from the UW Medical Center to go up Phinney/Greenwood Aves. I currently have to transfer from the 5 to the 44.	11/17/2014 12:34 PM
1643	I travel from Ballard to the University District for work, the U District to Capitol Hill, Ballard to Belltown, Ballard to Fremont and downtown. I would like to see direct routes (no transfers!) from Ballard (15th and Market) to Capitol Hill (Broadway and Pike/Pine) and Queen Anne (McGraw and 6th vicinity) to U District (45th and University). I would also like to be able to easily and dependably get to the airport with the light rail.	11/17/2014 12:33 PM
1644	University of Washington Medical School. Downtown. Airport.	11/17/2014 12:33 PM
1645	U district Ballard Northgate Kirkland Redmond S. Lake Union Downtown Seattle	11/17/2014 12:33 PM
1646	I currently commute from Tacoma to the UW on route 586. I previously commuted on route 44 from Fremont to UW. I've used several different 70s routes to reach downtown from the UW (typically to visit SPL or to catch a connecting route 590/594 back to Tacoma). I travel to Seattle's First Baptist church in Capitol Hill from the UW once or twice a week and have used route 43 and 49, predominantly. I've used the other selected routes only rarely, but thought it important to include them. I see that route 5 (or 5X) and route 358 are not included in the above list, but I used those routes in 2010-2011 when commuting from Fremont to Belltown.	11/17/2014 12:32 PM
1647	toand from home in Lynnwood and work in the U district	11/17/2014 12:32 PM
1648	UW 1959 NE Pacific ST Seattle, WA 98195 Hlth Sci Bldg K-wing NE 82 St. & 20th Ave NE Seattle, WA 98115 It would be nice to take a bus to the Roosevelt light rail station and then ride the train to UW if it is faster than taking the bus all the way.	11/17/2014 12:32 PM
1649	university of washington downtown seattle greenwood & 85th	11/17/2014 12:32 PM
1650	Currently go from Shoreline 145th to work in the U District, occasionally go from home to Downtown.	11/17/2014 12:32 PM
1651	I don't use transit at all any more because the system is such a nightmare. I'd rather drive my own car and pay for parking wherever I go.	11/17/2014 12:32 PM
1652	4300 Roosevelt Way 4032 50th Ave S 3rd and Pike	11/17/2014 12:31 PM
1653	Mercer Island to U district via transfer at downtown bus tunnel. (for work commute). Mercer island to light rail.	11/17/2014 12:31 PM

1654	Lynnwood to U-District	11/17/2014 12:31 PM
1655	Either Kennydale freeway station or Newport Hills Park & Ride on I-405.	11/17/2014 12:31 PM
1656	Federal Way Transit Center to University of Washington	11/17/2014 12:31 PM
1657	I live in Upper Rainier Beach/Skyway (~59th and Eastwood, a blocks south of Bangor) and work at University of Washington. It takes about 1.5 -1.75 hours or more and 3 different buses/trains to get between the two. There should be some express routes connecting south seattle with UW, and better accessibility to the light rail for neighborhoods in residential Rainier Beach/Skyway if the South Seattle and UW are to be better connected. (Right now the light rail is relatively far from many residential areas, stops are far from one another, and there are no park and rides at light rail stations.)	11/17/2014 12:30 PM
1658	University District, West Seattle, Tacoma, Olympia	11/17/2014 12:30 PM
1659	I commute to UWs South Lake Union campus from NE Seattle. Because this requires two buses it takes at least 60 minutes each leg. It takes 15 minutes by car, so I stopped taking the bus after using the bus for 20 years. Please have some express buses from the Lake City area stop at SLU!	11/17/2014 12:30 PM
1660	University of Washington - UW Tower	11/17/2014 12:30 PM
1661	I live near Magnuson Park and most often commute to the University of Washington campus and Greenlake Park.	11/17/2014 12:30 PM
1662	UW Medical Center/Health Services Building Downtown West Seattle: Alki, Alaska Junction Columbia City	11/17/2014 12:29 PM
1663	Mostly to the University of Washington. But also: -Capitol Hill -Bellevue -Redmond -Magnuson Park -Jefferson Playfield	11/17/2014 12:29 PM
1664	currently home/work round trip 372 Kenmore; work to doctor (group health Northgate); work to downtown for evening events.	11/17/2014 12:29 PM
1665	I currently use transit daily to commute to my home in Columbia City (Rainier and Ferdinand). I also use transit to get to downtown (Westlake and Pioneer Square), the ID (various locations), and Capitol Hill (Broadway corridor) regularly. I use transit to get to other parts of Seattle infrequently.	11/17/2014 12:29 PM
1666	I live in West Seattle Alaska Junction area and commute to University of Washington Medical Center and also use Metro to get downtown Seattle. Occasionally I use different routes downtown and walk part of my commute for exercise.	11/17/2014 12:29 PM
1667	Wedgewood to UW. UW to Group Health Capitol Hill. UW to downtown. UW to Group Health Northgate.	11/17/2014 12:29 PM
1668	Current: University of Washington, Downtown Would like: Discovery Park, Golden Gardens Park	11/17/2014 12:29 PM
1669	I currently go to the UW, Greenlake, Northgate, and Downtown Seattle. Sometimes I travel to Ballard and Capitol Hill, but that is a bit more rare. It would be great if the Light Rail went all the way up to Northgate, that would save a lot of traffic on the freeway.	11/17/2014 12:28 PM
1670	I live in Kirkland and work at University of Washington Medical Center. Sometimes I go downtown Seattle for shopping on the weekends. During the week, I catch the 277 buss from the Houghton Park and Ride. Sometimes, I catch the 255 or 540 from the South Kirkland Park and Ride.	11/17/2014 12:28 PM
1671	I use the bus to go to work at the UW. I also use the bus to shop in downtown Seattle. There are not enough cross town bus routes to go to Northgate, Wallingford, Madison Park, etc. If there is a bus, you have to wait forever because you always miss them.	11/17/2014 12:28 PM
1672	Issaquah, SeaTac Airport, Downtown Seattle, Lake Union area Seattle, Redmond	11/17/2014 12:28 PM
1673	uw school of law uw health sciences seattle childrens hospital sand point seattle childrens research institute at 9th and stewart	11/17/2014 12:28 PM
1674	Currently go from Children's Hospital to UW, Downtown, Bellevue, Northgate.	11/17/2014 12:28 PM
1675	From home: 2300 48th Ave SW, Seattle, WA 98116 To work: 1107 NE 45th St, Seattle, WA 98105	11/17/2014 12:28 PM
1676	UW Seattle Campus	11/17/2014 12:28 PM
1677	Central District Capitol Hill UW Downtown Ballard Fremont	11/17/2014 12:28 PM
1678	Bryant UW Greenlake	11/17/2014 12:28 PM
1679	From Tacoma Dome station to UW Seattle campus then return at the end of my shift.	11/17/2014 12:27 PM

1680	From Bothell/Kenmore to University of Washington Seattle Campus or I drive and catch the bus in Ravenna area.	11/17/2014 12:27 PM
1681	127TH ST/15NE SEATTLE	11/17/2014 12:27 PM
1682	Phinney Ridge (65th & Phinney) UW Tower Northgate Mall Greenlake central business district	11/17/2014 12:27 PM
1683	Greenlake Park & Ride to/from Harborview Medical Center (daily)	11/17/2014 12:26 PM
1684	University of Washington	11/17/2014 12:26 PM
1685	Mainly I need to get from downtown (King Street Station) to the UW.	11/17/2014 12:26 PM
1686	I travel from Beacon Hill via downtown Seattle to the University District for work. This includes a walk (or, if the weather is bad, sometimes the #36 bus) to the Beacon Hill Light Rail station then a transfer to a bus downtown. Door to door it takes me an hour in the morning and can take up to an hour and a half in the evening due to traffic heading into downtown and that the 71/2/3 expresses take Eastlake. I would love to not have to transfer downtown or to take a bus into downtown after work. The new Husky Stadium station for light rail is great. I plan to take light rail from Beacon Hill to the new station and then reverse that for my commute home. My primary concern once the new station at Husky Stadium opens is how to get from the station to UW tower. I am really hoping for a shuttle as the walk can take me about 30 minutes.	11/17/2014 12:25 PM
1687	I don't currently use transit because it's not fast/efficient enough to ensure I can pick my child up from after-school care on time. However, when she is older and when Link is available from the U District and at Northgate (fairly near my house), I will use it more often for travel to and from Northgate and UW and also to and from Northgate and SeaTac airport.	11/17/2014 12:25 PM
1688	To UWMC and Seattle	11/17/2014 12:25 PM
1689	North seattle (145th st NE and 30th Ave NE) to the U-District (4245 Roosevelt Way NE)	11/17/2014 12:25 PM
1690	Belltown - 3rd and virginia or 3rd and bell stop. West seattle - roxbury and 15th stop	11/17/2014 12:25 PM
1691	Highlands Park & Ride UWMC	11/17/2014 12:25 PM
1692	To and from work mostly.	11/17/2014 12:25 PM
1693	University of Washington Downtown shopping area Seattle Center	11/17/2014 12:25 PM
1694	I would like to be able to go from South Lake Union/Eastlake directly to Capitol Hill instead of transferring.	11/17/2014 12:24 PM
1695	James and 5th arriving on the 413 community transit and going home from the same location on 413 community transit. the problem is I work at the Pat Steele building and only the 3 and the 4 go up and down the hill. These buses are crowded and slow. I am happy to get off another community transit bus downtown anywhere and take a bus or rail that is faster and less crowded to get to my final destination work, and the reverse going home. my communt is approx 20 min just going up and down the hill each way that works out to 40 mins a day and this works out to 3.33 hours per week.	11/17/2014 12:24 PM
1696	I live in the Admiral District in West Seattle. I would like to be able to get downtown efficiently and then efficiently onto Link to get to the U District.	11/17/2014 12:24 PM
1697	Edmonds P&R	11/17/2014 12:24 PM
1698	Downtown Seattle, University District Roosevelt Way Tukwila Transit Center Mountbaker Station	11/17/2014 12:24 PM
1699	currently go to UW campus, downtown Seattle, Airport, Century Link Field	11/17/2014 12:24 PM
1700	I live on Capitol Hill and many of my friends live on the Hill, so I take the bus to-from home, my friends' homes, and work. I work in the U-district and at Children's. Until recently, I worked at South-Lake Union full-time. Now I just go to South-Lake Union occasionally for work-related meetings. I also used to work at Harborview. Now I just go there occasionally for work-related meetings, as well. I spend most of my time on Capitol Hill, the U-district, Downtown, and First Hill. I take the bus and walk in these areas. If I go outside of them, I drive.	11/17/2014 12:23 PM
1701	I use it for going from 56th Ave W & 224th St, Mountlake Terrace, to the University of Washington. I would like more reliable way to go from 56th & 224th to downtown Seattle. I would also like more Community Transit routes on Sundays and holidays.	11/17/2014 12:23 PM

1702	Most often: east side of capitol hill (17th & John; home) to UW (work). Also common: - east side of capitol hill (17th & John; home) to downtown - east side of capitol hill (17th & John; home) to south lake union - south lake union to UW - UW to Wallingford (along 45th) - east side of capitol hill (17th & John; home) to/from Wallingford (along 45th) - east side of capitol hill (17th & John; home) to/from lower Fremont - lower Fremont to/from UW - east side of capitol hill (17th & John; home) to/from the airport I'd like better connectivity to Ballard. I like the single seat 43/44 ride from Capitol Hill to Ballard or Wallingford late night and weekends; I'd like that to be regular.	11/17/2014 12:23 PM
1703	Columbia City, Downtown Seattle, University of Washington, Fremont, Westlake, Ballard, Lower Queen Anne, Capitol Hill, Magnolia	11/17/2014 12:23 PM
1704	Commute from Tacoma. Traffic on I5 is so horrible I am often late to meetings or spend forever commuting home. Would like a train route I.e. sounder to link or link all the way to tacoma.	11/17/2014 12:23 PM
1705	Kent des moines p&R Downtown seattle Burien Capitol Hill University of Washington	11/17/2014 12:23 PM
1706	North Ballard (70th and 15th)	11/17/2014 12:23 PM
1707	Redmond to U-District. Redmond to downtown seattle. U-district to Northgate. U-district to Seattle Ferry Terminal. Redmond to Kirkland?Juanita.	11/17/2014 12:22 PM
1708	I would like my bus to arrive for my commute. Currently the reader board on the dorm by the bus stop on NE Campus parkway will state the bus is 2 minutes away, it will then state the bus is there (it is not) and then state is has left the stop 2 minutes ago. However, that bus had never come and it is often 20 minutes before the next one comes. How is it possible the reader board can say the bus has arrived when it never did?	11/17/2014 12:21 PM
1709	King county Metro transit from 40th and 166th ave south to seatac link light rail. Link light rail to china town/internation district tunnel stop china town/international district stop to brooklyn ave ne and campus parkway stop brooklyn ave ne and campus parkway to the HUB	11/17/2014 12:21 PM
1710	From Kenmore to work at the UW. ST 522 to downtown, and then Light Rail to the airport. Sometimes take busses from the UW to downtown during the workday.	11/17/2014 12:21 PM
1711	Cap Hill, Fremont, Downtown. I'd like to be able to go to Queen Anne/Seattle Center without going downtown.	11/17/2014 12:21 PM
1712	From 8th & Madison to UW (and vice versa)	11/17/2014 12:21 PM
1713	I usually go to work (UWMC) and or downtown. I use the light rail for the airport.	11/17/2014 12:21 PM
1714	South Seattle, U-District, Northgate	11/17/2014 12:21 PM
1715	I currently go from work (UW) to home (Capitol Hill) and to Green Lake. I would like to be able to go to Green Lake - Captiol Hill (via Broadway) without transferring. I also go downtown from UW and from Capitol Hill (Broadway).	11/17/2014 12:20 PM
1716	I go between 2205 N 36th St 98103 and Dexter & Mercer. I go between 2205 N 36th St 98103 and 45th & Latona. I go between Dexter & Mercer and downtown. I would like to go between 2205 N 36th St 98103 and the UW Link Light Rail station. (I would like the 26 to connect to the UW Link Light Rail station.)	11/17/2014 12:20 PM
1717	Downtown, Broadway on Capitol Hill, Northgate transit center, downtown Ballard along Market street, 15thNW & NW85th	11/17/2014 12:20 PM
1718	Cherry Street Martin L King Jr. Way downtown Seattle Northgate Mall Southcenter Mall Sand Point UVillage	11/17/2014 12:20 PM
1719	I currently commute from the Eastgate Park and Ride to 15th and Pacific via ST 556. Prior to that, I commuted from Mercer Island Village (south end shopping center) to Stevens Way and Garfield Way on Metro's 205. The 205 was canceled. I now drive my car several times a week as well, since it is a 20 minute drive to the Eastgate Park and Ride. There is no parking at the Mercer Island Park and Ride by the time I arrive after dropping children off at school.	11/17/2014 12:20 PM
1720	I go between the Egyptian Theater to the UW Tower. That serves me well. I don't mind having to walk a few blocks on either end.	11/17/2014 12:20 PM
1721	From NE Seattle/Lake City to UW, downtown, airport, Century Link Field.	11/17/2014 12:20 PM

1722	University of Washington main Seattle Campus. Cal Anderson Park, Capitol Hill. Broadway and Pine St. 45th st and Wallingford Ave. 5th Ave and 158th st (Shoreline) Seattle Center EMP Downtown Transit Tunnel - Convention Place Station (Light Rail/bus connection to Airport) Sea Tac Airport Greenwood Ave and 65th St (Phinney Ridge) 22nd Ave NW and NW Market St. Leary Way and NW 45th St N 36th St and Fremont Ave N W Dravus St and 16th ave W Airport Way S and S Doris St SW Alaska St and 42nd ave sw W dayton St and Edmonds Way (Edmonds)	11/17/2014 12:19 PM
1723	From Fremont (Roxy's) to Roosevelt Commons Building. I'd like a little shorter walk from the bus than bay #4 at UW to RCB. Sometimes also from 36th and Fremont to Mary Gates Hall on campus. Sometimes 36th and Fremont to I take the 49 from Bus Bay #4 at UW campus to Capitol Hill I also take the bus downtown from 36th and Fremont to Pike Place Market. I sometimes take the 40 from Roxy's to Fred Meyer. I would love to be able to get from Fremont (Roxy's) to Capitol Hill (Broadway and Aloha) without needing to transfer at the University.	11/17/2014 12:19 PM
1724	West Seattle to U-District	11/17/2014 12:19 PM
1725	I normally ride Community Transit #871 between Mountlake Terrace and the UW. If I need to go downtown Seattle I take a Community transit bus to Seattle, then a Metro back to the UW (71, 72 or 73).	11/17/2014 12:19 PM
1726	University of Washington (work) Downtown to 5th Avenue Theater, ACT theater Ballard and Greenwood	11/17/2014 12:19 PM
1727	13014 7th Ave. S., Burien, 98168	11/17/2014 12:19 PM
1728	University of Washington Medical Center Seattle Children's Hospital Discovery Park Volunteer Park Seattle City Center Golden Gardens Northgate Mall Carkeek Park University of Washington Bothell campus Harbor View Medical Center	11/17/2014 12:18 PM
1729	From Harborview Medical Center to 7722 11th Avenue NW Seattle From University of Washington Medical Center to 7722 11th Avenue NW Seattle From 7722 11th Avenue NW Seattle to Sea-Tac airport From UWMC or HMC to 6318 Linden Avenue N Seattle From 7722 11th Avenue NW Seattle to Harborview Medical Center From 7722 11th Avenue NW Seattle to UWMC I would like to take a train to downtown Kirkland, Bellevue, Redmond, and Issaquah. I would like to take train from my house to the airport. I would like to more easily get to Alki, the central part of "downtown" West Seattle, and to the ferry terminal in West Seattle. I would like to have light rail go to the Edmonds ferry terminal. I would like the light rail to go to Alderwood Mall area.	11/17/2014 12:18 PM
1730	to and from U District to downtown Seattle; 45th St NE & Brooklyn Ave NE to 3rd Ave to and from South Everett to U District; 112th P&R to 45th St NE & Brooklyn Ave NE; Eastmont P&R to 45th St NE & Brooklyn Ave NE; Lynnwood Transit center to 45th St NE & Brooklyn Ave NE and reverse	11/17/2014 12:18 PM
1731	UWMC Belltown Westlake SCCA Downtown Kirkland Downtown Renton Renton Landing Mt. Baker Columbia City Group Health Capitol Hill	11/17/2014 12:18 PM
1732	Maple Leaf neighborhood (NE 100th St and Roosevelt) to UWMC or Greenlake Park N Ride to UWMC. Northgate to downtown.	11/17/2014 12:18 PM
1733	Currently go from Kent Des Moines Park and Ride to U District on bus 197 but have to stand in line for 45 minutes in the am to get a seat on bus to 1959 NE Pacific St. I also take the Sound Transit 566/567 to Bellevue Transit Center and catch either Metro 271 or Sound Transit 566 to U District to 1959 NE Pacific Street. Other times, I park at the Tukwila Light Rail Station, and catch the 48 from the Mount Baker station to the U District	11/17/2014 12:18 PM
1734	Currently go: Wedgwood to UW campus (Stevens Way) => 65 Wedgwood to downtown => 30 or 74 UW to Green Lake => 48 --- Would like to be able to go: Wedgwood to Green Lake (w/o transfer)	11/17/2014 12:18 PM
1735	Safeco field Century link SAM Blocks near SAM	11/17/2014 12:18 PM
1736	Mariner Park and Ride to University District Everett Station to University District Everett to SeaTac	11/17/2014 12:18 PM
1737	SeaTac airport, downtown Seattle, UW Seattle campus	11/17/2014 12:18 PM
1738	My home. 600 East Olive Street, Seattle, WA 98122	11/17/2014 12:18 PM
1739	University of Washington Medical Center N. 183rd Street Shoreline, WA 98133 & Ashworth Ave N.	11/17/2014 12:17 PM
1740	University of Washington Medical Center at 1959 NE Pacific Street	11/17/2014 12:17 PM
1741	Mountlake Terrace Transit Center to Harborview Medical Center, daily round trip.	11/17/2014 12:17 PM
1742	Northgate Mall to Wedgewood (lakecity way)	11/17/2014 12:17 PM
1743	Home (Lake city way and NE 95th) to UW Campus. UW Campus to Sea-Tac airport Home (Lake city way and NE 95th) to downtown Home (Lake city way and NE 95th) to Sea-Tac airport	11/17/2014 12:17 PM

1744	23rd and UW 23rd and downtown (3rd and Pike) UW and Fremont	11/17/2014 12:17 PM
1745	UW, Downtown Seattle, Lake City Way	11/17/2014 12:17 PM
1746	UW to Capitol Hill to Downtown	11/17/2014 12:17 PM
1747	From the Tacoma Dome to the HUB at UW	11/17/2014 12:17 PM
1748	Work transportation from Downtown Seattle (Westlake station) to U District. (45th & Brooklyn)	11/17/2014 12:17 PM
1749	Currently: from Central District (20th and Cherry) to downtown Seattle, UW, Fremont (36th and Fremont Ave N), airport I would like to be able to take ONE bus from the Central District (near 20th and Cherry) to north Capitol Hill (10th and Prospect).	11/17/2014 12:16 PM
1750	I would like to be able to go to Ballard a little easier.	11/17/2014 12:16 PM
1751	Primarily to and from home (Summit Ave E & E Republican) and work (4225 Roosevelt Way NE); I also use transit to access all points of the greater 'downtown' area from Queen Anne through Sodo and on to the airport via Link and RapidRide.	11/17/2014 12:16 PM
1752	29th Ave NE and NE 68th St Greenlake Park N 64th St and Linden Ave N Wallingford Center	11/17/2014 12:16 PM
1753	university district	11/17/2014 12:16 PM
1754	I currently take transit to and from home (bus stop at either Green Lake P&R or ~Latona at 64th) and the UW (either 42nd and 15th Ave or West Campus Childcare Center). I also occasionally go to/from home to downtown or from the UW to downtown.	11/17/2014 12:16 PM
1755	Redmond TC to UW	11/17/2014 12:16 PM
1756	Currently, Tacoma Dome Bus Station to University of Washington Medical Center Ideally: Port Orchard, Washington to University of Washington Medical Center	11/17/2014 12:16 PM
1757	Work - Downtown - University of Washington - Northgate Mall	11/17/2014 12:16 PM
1758	UW (university way and 41st) Lake City Way and 125th NE IMA at UW 65th and 15th Ave NE	11/17/2014 12:16 PM
1759	Would like to go between First Hill Boren & Seneca & South Lake Union.	11/17/2014 12:16 PM
1760	better options from east hill kent / fairwood / panther lake area to s. renton park and ride and / or light rail station(s)	11/17/2014 12:16 PM
1761	UW, downtown Seattle, northgate	11/17/2014 12:16 PM
1762	From Kirkland to UW	11/17/2014 12:16 PM
1763	Downtown (Westlake, University Street, and International District are the most common stops I get on or off), Northgate, central Fremont, central Ballard, Capitol Hill, Greenwood commercial area (85th and Greenwood Ave), Seattle Center	11/17/2014 12:15 PM
1764	I use light rail to go downtown on the weekends, or to Seatac if I am travelling. If I am unable to drive to the UW to work due to weather events, I walk to the light rail station at Othello and take it to the tunnel and wait for an express bus to the U. This is suboptimal for daily use because it takes twice as long and there is no seating available on the express buses. It would be much better if the express buses had a stop on Roosevelt before they turn onto Campus Parkway.	11/17/2014 12:15 PM
1765	Currently go: Eastlake to/from downtown and the University District Would like to go: Between Eastlake and Capitol Hill (Broadway), Between Eastlake and Fremont/Ballard	11/17/2014 12:15 PM
1766	Downtown, Capital Hill, Magnolia, Queen Anne both upper and lower, U District, Bellevue Mall, Northgate Mall	11/17/2014 12:15 PM
1767	Downtown retail core (Fourth and Pike) to University of Washington Medical Center; University of Washington Medical Center to Wedgwood (35th Avenue NE and NE 80th).	11/17/2014 12:15 PM
1768	1959 NE Pacific St, Seattle 98195 Century Link Field Safeco Field Kirkland	11/17/2014 12:15 PM
1769	northgate transit center, UW Med Center, Downtown, West Seattle, Capitol Hill	11/17/2014 12:15 PM
1770	From the Athletic Department area to UW Tower and The Ave (which I know is coming in future station openings).	11/17/2014 12:15 PM

1771	Home 6724 55th Ave South, Seattle WA 98118 University of Washington Medicla Center 1959 NE Pacific St, Seattle WA 98195	11/17/2014 12:15 PM
1772	West seattle to University of Washington without a transfer	11/17/2014 12:15 PM
1773	Would like to be able to reach more places on Sundays, like North Bend and Renton IKEA. University Village is very awkward to get to from downtown.	11/17/2014 12:14 PM
1774	Maple Leaf neighborhood(5th Ave. & 88th NE), Fremont, Green Lake, Downtown (Westlake Transit Center area), Ballard (NW Market & Ballard Ave.), Mount Baker neighborhood, Capitol Hill neighborhood (Pike & Broadway)	11/17/2014 12:14 PM
1775	University of WA Medical Center, 1959 NE Pacific Street, Seattle, WA Northgate Mall, Northgate Transit Center Downtown Seattle, WA	11/17/2014 12:14 PM
1776	Meradian and 185th	11/17/2014 12:14 PM
1777	UW Campus Harborview Hospital Mukiltio (for Whidbey ferry)	11/17/2014 12:14 PM
1778	Currently go to: Downtown Seattle, Capitol Hill, University District, Wallingford, Ballard, Crown Hill, Queen Anne, Seattle Center, Georgetown, SODO, Renton, Beacon Hill, NewHolly, Columbia City, West Seattle. Would like better access to E. Marginal Way & Hudson.	11/17/2014 12:14 PM
1779	I use mass transit to come to football games and for coming to and from work from Marysville, WA to Seattle University Dist.	11/17/2014 12:14 PM
1780	Currently: Fremont to UW, to downtown, to Seattle Center, to SeaTac; UW to Roosevelt; UW downtown	11/17/2014 12:14 PM
1781	I go from 45th and Wallingford to Dexter and Denny and back every day. I also go from Belltown (Dexter/Denny) to campus, and from Wallingford to campus and back.	11/17/2014 12:14 PM
1782	I usually travel between Fremont and U District but frequent downtown, cap hill, ballard and northgate	11/17/2014 12:14 PM
1783	My usual transit is Tacoma to Westlake via 590/594, SLUT to Mercer. However, I have utilized ST 586 to UWMC.	11/17/2014 12:14 PM
1784	UW Lakeside School Northgate airport	11/17/2014 12:14 PM
1785	Wedgwood	11/17/2014 12:14 PM
1786	SeaTac to downtown	11/17/2014 12:14 PM
1787	Ballard, the UW Tower, Ballard to Capitol Hill,	11/17/2014 12:13 PM
1788	Primarily, I go from Capitol Hill to the U-District. I occasionally use transit to get from Capitol Hill to North Seattle (Fremont, Phinney Ridge), but for the most part the transfers are too unreliable to do so unless I'm willing to have my trip take anywhere from 30 minutes to an hour and a half. I take transit to Ballard approximately once a year, since it's such a nightmare to get there from Capitol Hill, but to be fair it's a nightmare by car as well. Going from the U-District to Phinney Ridge is also a pain.	11/17/2014 12:13 PM
1789	I only occasionally use Metro buses; however, as a Metro van pool rider and back-up driver, I rely on the vanpool to get me from the Washington State ferry terminal to the University of Washington campus. It would be nice, though, to have access to an expedient way to commute to the UW from the ferry terminal area, and not have to depend on the van all the time.	11/17/2014 12:13 PM
1790	Broadway & Thomas to 9th & Cherry or to Broadway & Terrace, 12th & John to lower Queen Anne. Would like to be able to go from Broadway & Thomas to 14th & Yesler, but looks like First Hill street car will help with that.	11/17/2014 12:13 PM
1791	Currently go U. Dist., Downtown, Seattle Center, First Hill, Capitol Hill I'd like to be able to go directly from Northgate to Seattle Center (express) & Northgate directly to Downtown Kirkland, and Downtown Edmonds on one bus (not 3 buses)	11/17/2014 12:13 PM
1792	to work: start at 4th st and Nile Ave. in Renton off work: start at 45 st and University Way in Seattle	11/17/2014 12:13 PM
1793	Airport, home, Northgate mall, Downtown Seattle, Capitol Hill, U-Village, International District/Events/Sports Games	11/17/2014 12:13 PM
1794	The University District, downtown Seattle, and the international district.	11/17/2014 12:13 PM
1795	Bryant, Laurelhurst, Windermere, Northgate, UW, Montlake, Capitol Hill, downtown Seattle, SEA Airport	11/17/2014 12:12 PM
1796	From Capitol Hill to UW (upper and lower campus), Pike Place Market(return trip), downtown Ballard, West Seattle Junction, Alki and Lincoln Park, SeaTac, Beacon Hill (Traveler's Thali House and VA), lower Queen Anne (SIFF/Seattle Center), SPU, and Columbia City.	11/17/2014 12:12 PM

1797	Currently Kenmore to UW, Totem Lake to UW, Woodinville to UW Would like to go from Roy, WA to UW as I will be moving there.	11/17/2014 12:12 PM
1798	4333 Brooklyn Ave NE Seattle Ash Way Park & Ride So Everett Freeway Station Everett Mall Kent Station New Beginnings Christian Fellowship Church 24 Hour Fitness ~ Various Locations Group Health ~ Various Locations Alderwood Mall South Center Various Locations	11/17/2014 12:12 PM
1799	I drive to a park and ride in South Kirkland and take a ST540 to the Universtiy District and then the University's SLU shuttle to work at SLU, 960 Republican Street. Sometimes I take the 255 either to or from downtown and if going to SLU from downtown i take the streetcar. It would be great if there was a direct Metro or ST route from the eastside of Lake Washington (Redmond, Kirkland and/or Bellevue) to SLU without having to transfer.	11/17/2014 12:12 PM
1800	I currently go downtown, to capitol hill, and to the u-district. I usually walk downtown if I'm not in a huge hurry, because walking from 15th and Pine is almost faster than the bus. I also have to wait forever for a 10 or 11, no matter what the schedule says--and when they get there, they're packed to the gills. That isn't too objectionable on the 10, but the 11 is frequently packed to the gills with loud people drinking malt liquor. No thanks. As for where I'd like to go, I think it should be easier to get to Seattle Center and Northgate from downtown/cap hill.	11/17/2014 12:12 PM
1801	Fremont-U District Fremont-Downtown Fremont-Capitol Hill U District-Downtown U District-Capitol Hill Fremont-Ballard U District-Ballard	11/17/2014 12:12 PM
1802	To work at UWMC, to downtown Seattle, to the James Orien center, Seattle Center, U Village, Ballard, Redmond	11/17/2014 12:12 PM
1803	Ballard, UW Medical Center, Century Link Field, Downtown Seattle, SeaTac Airport, Northgate Mall	11/17/2014 12:12 PM
1804	Mainly, commuting to work between 15th Ave on Capitol Hill and South Lake Union at Republican.	11/17/2014 12:12 PM
1805	Ballard, Fremont, Wallingford, Greenlake, Greenwood, U-District, Downtown, Eastlake, Capitol Hill, International District	11/17/2014 12:12 PM
1806	Home (n/ Lynnwood)to work, work (UW) to downtown, home (N. Lynnwood) to downtown and return	11/17/2014 12:12 PM
1807	Wedgewood - 75th NE and 35th Ave NE University district including U Village Central down town SeaTac Group Health Capital Hill	11/17/2014 12:12 PM
1808	From Everett tp the UW. From UW to Downtown Seattle. From UW to Redmond.	11/17/2014 12:12 PM
1809	Downtown Bellevue, Downtown Seattle, Google in Fremont	11/17/2014 12:12 PM
1810	to the UW, downtown, northgate mall, u village, first hill, capital hill	11/17/2014 12:12 PM
1811	Burien Transit Center	11/17/2014 12:12 PM
1812	Kirkland Transit to 15th st NE	11/17/2014 12:12 PM
1813	work (uw)	11/17/2014 12:12 PM
1814	I currently and would like to continue commuting between between: SOUTH BELLEVUE PARK & RIDE / FACTORIA / WOODRIDGE ELEMENTARY SCHOOL and 15TH AVE. NE & NE PACIFIC ST. / 45TH & CAMPUS PARKWAY in the U-DISTRICT	11/17/2014 12:11 PM
1815	UW South Lake Union University of Washington Capitol Hill - Broadway & E. John Street Fremont - N 36th St & Phinney Ave N SeaTac Airport	11/17/2014 12:11 PM
1816	Airport, University of Washington Medical Center, Delridge Way SW, VA Hospital, Downtown Seattle, Bellevue Square	11/17/2014 12:11 PM
1817	My current destinations are between NE 155th St and Meridian Ave NE in Shoreline, and the UW Tower on the corner of NE 45th and Brooklyn Ave NE in the University District. I also occasionally travel to downtown Seattle (the transit tunnel, Westlake stop).	11/17/2014 12:11 PM
1818	I mostly go from Capitol Hill (15th & John) to the UWMC and back via route 43. I also go from that same intersection to downtown & back, and Queen Anne and back (routes 43, 10, 8). It would be great if there were a route that went from Capitol Hill (12th Ave) to the International District, and possibly to Pioneer Square, since the streetcar is taking an ungodly long time to finish.	11/17/2014 12:11 PM
1819	15300 Bothell Way	11/17/2014 12:11 PM
1820	work (University of Washington, Bagley Hall); home (8916 132nd Place SE, Newcastle, WA 98059); South Bellevue Transit Center; Eastgate Transit Center; Newport Hills Transit Center; downtown Seattle for games!	11/17/2014 12:11 PM

1821	I currently use transit to get to work and back (from Sand Point Way NE and NE 74th St to the University of Washington campus).	11/17/2014 12:11 PM
1822	I mostly use transit to get to work at UW, and to go to downtown Seattle. I would love it if there were more east/west routes, e.g. service between Capitol Hill and Ballard and/or Fremont.	11/17/2014 12:11 PM
1823	I currently go to U-district, downtown, Stadium district, airport.	11/17/2014 12:11 PM
1824	Work and Home	11/17/2014 12:11 PM
1825	I currently go to work, other neighborhoods. I would like to be able to go from the U-District to Fremont and Ballard more easily.	11/17/2014 12:11 PM
1826	Garfield park and Stevenson way 35th st and 70th I'd like to get off right in front of the uwmc	11/17/2014 12:11 PM
1827	Ballard, U District, Downtown and Capitol Hill	11/17/2014 12:11 PM
1828	11th and 45th St NE, and Broadway and Pine, primarily	11/17/2014 12:11 PM
1829	Columbia City to downtown, U district, stadium district.	11/17/2014 12:11 PM
1830	From Coleman Dock to University Way and 41st st.	11/17/2014 12:11 PM
1831	I currently drive to the Issaquah Transit Center from Snoqualmie, WA. I take the 556 to the University District each day for work.	11/17/2014 12:11 PM
1832	U district to Cap Hill	11/17/2014 12:11 PM
1833	UW Health Sciences Building, NE 45th & 15th Ave NE, University Village, NE 80th & 20th Ave NE, NE 80th and 15th Ave NE, UW Medicine - South Lake Union, Benaroya Hall, Seattle Center	11/17/2014 12:10 PM
1834	UW, Seattle campus	11/17/2014 12:10 PM
1835	UW Sea-Tac Airport	11/17/2014 12:10 PM
1836	* Lynnwood P&R to University of Wa Medical Center. * Want a more efficient bus route to/from Northgate P&R and Lynnwood P&R	11/17/2014 12:10 PM
1837	University of Washington medical Center, Northgate Mall area, Downtown Westlake Center, Capitol Hill Broadway area, University Village, Seattle Center, Whole Foods on Roosevelt.	11/17/2014 12:10 PM
1838	Primarily travel to work at Udist from home in Columbia City, but often go into downtown from home on weekends. Would go to Capitol Hill more often lightrail expands.	11/17/2014 12:10 PM
1839	I'd like rapid ride on Rt 202/Red-Wood Rd in Redmond, perhaps from Woodinville, connecting to Redmond Transit Cener	11/17/2014 12:10 PM
1840	UW UWMC	11/17/2014 12:10 PM
1841	West Seattle, Downtown, U District	11/17/2014 12:10 PM
1842	South Kirkland Park and Ride. Downtown, anywhere 342 N 57th street (home)	11/17/2014 12:10 PM
1843	McCollum P&R (Everett) UW (Seattle Campus) Northgate P&R	11/17/2014 12:10 PM
1844	To UW campus, Steven Way. To downtown Kirkland	11/17/2014 12:10 PM
1845	Nowhere, as it is not convenient. If it were possible, I would take a bus from 28th Ave West & Ruffner to the University of Washington, getting off at either 15th Ave NE & 41st St or NE 41st & University Way NE.	11/17/2014 12:09 PM
1846	Univ. of Wa., downtown and the airport	11/17/2014 12:09 PM
1847	UW Seattle Center Downtown Ballard West Seattle East Side (Redmond, Kirkland, Bellevue) Discovery Park North Gate Tacoma	11/17/2014 12:09 PM
1848	Downtown Seattle, U-district, Everett Events Center, Downtown Tacoma, Marymoor park, Robinswood Park, SeaTac Airport, University of Washington, Pike Street Market	11/17/2014 12:09 PM
1849	University of Washington; Downtown Seattle; Seattle Center; Sea-Tac airport; Greenlake; Magnuson Park; First Hill; Ballard; Ingraham High School	11/17/2014 12:09 PM

1850	I currently commute from Lake Forest Park (NE 195th St and 35th Ave NE) to the University of Washington and South Lake Union. Our service has been severely limited recently, which makes it nearly impossible to commute to/from work by bus.	11/17/2014 12:09 PM
1851	Downtown CenturyLink Field West Seattle	11/17/2014 12:09 PM
1852	Work, at UW Tower, 4333 Brooklyn Ave NE. Sometimes take transit to various places Capitol Hill or downtown (for leisure purposes) from UW Tower.	11/17/2014 12:09 PM
1853	ballard to u district ballard to downtwon/seatac u district to downtown u district to sea tac downtown to first hill	11/17/2014 12:09 PM
1854	North Lake Union to South Lake Union and Downtown for work, and to connect with Link Light Rail to the airport.	11/17/2014 12:09 PM
1855	Ambaum and 116th in North Burien. Prior Metro Bus 133 stop! Commute North Burien to UW Hospital.	11/17/2014 12:09 PM
1856	7320 Earl Ave NW (residence) to UW Tower; 7320 Earl Ave NW (residence) to Seattle Center; UW Tower to UW Tacoma	11/17/2014 12:09 PM
1857	From Downtown International Station to UW Johnson Hall.	11/17/2014 12:09 PM
1858	Would like to get more efficiently from Ballard to UW Medical Center	11/17/2014 12:09 PM
1859	1959 ne pacific st 9th ave @ republican Fred Hutch 7038 20th place ne seatac airport greenwood and nw 85th st Harborview pike place market golden gardens (would be great) discovery (would be great)	11/17/2014 12:08 PM
1860	Currently go: Home (4040 26th Ave SW), UW (3720 15th Ave NE), downtown (tunnels). Would like to go: A faster/easier route between downtown and University Village would be nice.	11/17/2014 12:08 PM
1861	Campus parkway in U-district 15th Ave and Lake City way	11/17/2014 12:08 PM
1862	down town (Chinook building on fifth ave) Ravenna neighborhood 21Ave NE U district (45th)	11/17/2014 12:08 PM
1863	Redmond transit center UW Tower Seattle West Lake Seattle Airport Seatac Evergreen Point P&R South Kirland P&R	11/17/2014 12:08 PM
1864	Work - UW Medical Center - Downtown Seattle - Capitol Hill	11/17/2014 12:08 PM
1865	University Tower	11/17/2014 12:08 PM
1866	UWMC, HMC, Downtown	11/17/2014 12:08 PM
1867	Downtown shopping, SeaTac, the Stadiums & UW campus	11/17/2014 12:08 PM
1868	Kent to Seattle/Seattle to Kent (Sounder & Metro) currently	11/17/2014 12:08 PM
1869	Home - MLK South and South Massachushttes Work/UW - 3720 15th Ave NE, Foege South Building weekends - varied	11/17/2014 12:07 PM
1870	From Central District to University Disitric, Queen Anne, Downtown. Anything else, any trips further out take over an hour on the bus, so I rarely use Metro for any other trips.	11/17/2014 12:07 PM
1871	UW, Cowen Park, intersection of 25th Ave NE and NE 55th St., 1035 NE 94th St.	11/17/2014 12:07 PM
1872	To work @ UW and back home at the Renton Transit Center.	11/17/2014 12:07 PM
1873	University of Washington (to work) downtown Seattle eventually will take the Sounder to SeaTac	11/17/2014 12:07 PM
1874	Sumner to King street, then bus tunnel to the UW medical center.	11/17/2014 12:07 PM
1875	3720 15th Ave NE, Seattle, WA 98105 Fremont Ave and N Motor PL.	11/17/2014 12:06 PM
1876	Everywhere. And my bus wasn't listed above: the number 36. I would love an east/west bus on Orcas or Graham that connects Beacon Hill with Hillman and Columbia City.	11/17/2014 12:06 PM
1877	Eastside, North Seattle, Downtown, International District, U-District	11/17/2014 12:06 PM
1878	Thorndyke Ave W & W Lynn St	11/17/2014 12:06 PM
1879	Home: 3531 NW 60th St University of Washington HUB Sweet Pea Cottage Preschool: 2011 First Ave North Seattle Center (various locations) various downtown locations Seatac airport	11/17/2014 12:05 PM
1880	Currently go to work in the U-district.	11/17/2014 12:05 PM

1881	UW Tower - Brooklyn & 45th.	11/17/2014 12:05 PM
1882	Everett - SLU	11/17/2014 12:05 PM
1883	SeaTac Airport from Stadium station	11/17/2014 12:04 PM
1884	Ballard to Downtown, Stadiums	11/17/2014 12:00 PM
1885	I live in the Northeast section of town...in the Windermere neighborhood. I would like to be able to easily catch a bus and go downtown...easily and have it take a reasonable amount of time.	11/17/2014 11:39 AM
1886	Chinatown / Pioneer Square	11/17/2014 11:34 AM
1887	UW Tower, Seattle Center, Prefontaine & Yelser/3rd, Pioneer Square, Capitol Hill (Broadway, 17th & Madison, Volunteer Park, 15th Ave business district, Pike/Pine), Georgetown, South Park, Alaska Junction, Admiral Junction, Alki, Lincoln Park, 35th SW & SW Henderson, Morgan Junction, Fremont business district, Lower QA, Whole Foods Westlake, Ballard business district.	11/17/2014 11:28 AM
1888	I live in Klahanie (Issaquah), and travel to the University Transportation Center on campus daily. I also use transit to go to recreational activities in Seattle, which is varied in destination. If I need to go into Seattle, I tend to use transit.	11/17/2014 11:22 AM
1889	Connect the Central District (23rd and Yesler) to Capitol Hill, Queen Anne, and more buses to downtown	11/17/2014 11:19 AM
1890	Current travel on transit: University Tunnel Station A 80th & 15th Ave. NE Northgate Transit Station 2400 N 65th St. Would like: More direct route between 2400 N 65th St. and 80th & 15th Ave. NE	11/17/2014 11:03 AM
1891	Would love to go to Tacoma. Downtown Tacoma to Downtown Seattle faster service would be amazing.	11/17/2014 11:00 AM
1892	Would like a faster way from North Seattle to Capitol Hill, the airport, etc/	11/17/2014 10:45 AM
1893	Downtown, Capitol Hill, everywhere! I would like better transit to some of the outer areas, like West Seattle and Redmond.	11/17/2014 10:18 AM
1894	University of Washington Medical Center, Safeway on 15th Ave, Harborview Medical Center, SeaTac, my home near the Dick's on Broadway.	11/17/2014 8:57 AM
1895	I currently travel the most between Ballard and the UW Seattle Campus, and between Maple Leaf and the UW Seattle campus. It would be nice to be able to go between Ballard and other neighborhoods on one bus, like Capitol Hill, because now it currently takes about an hour via two buses. There is also no easy way to get to Phinney Ridge/Greenlake from Ballard and those neighborhoods are close by.	11/17/2014 8:54 AM
1896	Downtown Seattle	11/17/2014 8:28 AM
1897	Swedish first hill, north Edmonds/Lynnwood	11/17/2014 8:18 AM
1898	Summit and Olive Way to 4th and Jackson	11/16/2014 9:11 PM
1899	1. My church, CSL, 5801 Sand Point Way 2. Friends on Whidbey Island, using #'s 11, 512, 113 and WSF 3, My fav grocery store, PCC Fremont, 11,26/28 or 40 4. See Friends in SE Bellevue	11/16/2014 8:52 PM
1900	Currently go from 1823 Terry Ave. to University District (Gould Hall) almost every day.	11/16/2014 7:53 PM
1901	I would like a better route from North Greenwood (134th and Greenwood) to the Capital Hill neighborhood.	11/16/2014 7:05 PM
1902	UW, westlake centre, alderwood mall lynnwood, northgate mall	11/16/2014 7:04 PM
1903	I do not understand this question. "go on transit" ?	11/16/2014 7:01 PM
1904	1600 7th ave , seattle ballard avenue, seattle center, capitol hill (broadway, pike/pine corridor, 15th e) wallingford center. whole foods, roosevelt	11/16/2014 6:52 PM
1905	First Hill; Madison & Boren Lake City; Lake City Way & 137th ST NE Lake City; Lake City Way NE & 137th ST NE Fremont/Ballard; NW 8TH AVE & 45TH ST NW	11/16/2014 4:08 PM
1906	I use transit to go everywhere in the region that is not within walking distance.	11/16/2014 2:45 PM
1907	Seattle Central College	11/16/2014 2:17 PM
1908	Work (downtown at 4th and Pike) Home (29th Ave NE & NE 60th St.) airport	11/16/2014 11:09 AM
1909	I would like to be able to go to all of the Seattle neighborhoods, easily and in a timely manner, meaning not having to transfer or use multiple methods.	11/16/2014 10:59 AM

1910	I want to be able to go to 8 oz burger & Garage Billards, both on Capitol Hill. Will be easy when the street car finally starts.	11/16/2014 10:31 AM
1911	Ballard, Capitol Hill, financial district, downtown	11/16/2014 10:30 AM
1912	Northgate Mall & Westfield Shopping Center	11/16/2014 9:33 AM
1913	Downtown, Seatac airport, Ballard	11/16/2014 8:10 AM
1914	Downtown Seattle Seattle Center for ballet and opera and Rep Theater Olympic Sculpture Park Capital Hill restaurants and movie theaters and Seattle Central CC	11/15/2014 10:52 PM
1915	Downtown Seattle Airport	11/15/2014 6:15 PM
1916	23rd and John to denny and boren 23rd and John to airport 23rd and John to Westlake	11/15/2014 5:34 PM
1917	UW Tower 45th and Brooklyn First and Pike Seattle Center	11/15/2014 3:10 PM
1918	UW/U-district Greenwood Downtown Sea-Tac Airport	11/15/2014 2:15 PM
1919	Current Destinations: Home (Capital Hill) Work (King Street Center - 201 S. Jackson St.) School (University of Washington) Downtown Seattle Activities Would like to have better connections between Capital Hill and Fremont, Ballard Would like to be able to take light rail from Capital Hill to Airport (instead of transferring with luggage from bus to light rail)	11/15/2014 11:40 AM
1920	Currently: home to work and back: 7717 16th ave NE and 424 2nd Ave West between work and downtown: 424 2nd ave west and downtown (ex. Macy's) Between work and capitol hill: 424 2nd Ave West and 1108 16th Ave E I would like to be able to take transit more easily/faster between my home (7717 15th Ave NE) and the airport. I've avoided it because it would just take much too long and express buses to the downtown tunnels to catch the light rail have very limited hours. It's a shame that the light rail between downtown and the airport takes a good 45 minutes. I actually found the old express buses (93?) to have been a much more efficient way to get between downtown and the airport. They took more like 20 min from downtown.	11/15/2014 10:53 AM
1921	UW hospital Downtown ferry terminal	11/15/2014 10:23 AM
1922	From Ravenna to light rail	11/15/2014 10:13 AM
1923	Currently to work, meetings, friends and family	11/15/2014 8:39 AM
1924	Daily: Downtown - 705 2nd Ave Other: U District - the Ave, UW Waterfront Activities Center, UWMC on Roosevelt Capitol Hill - various areas including Broadway & Pine Fremont Greenwood - 85th and N Greenwood, and further south if there was more access than just the #5 Lake City Wy and NE 125th Magnuson - can't get there by bus now but would like to Ballard - 24th and Market - would like to be able to go to Shilshole	11/15/2014 8:33 AM
1925	Beacon hill - 12th and Atlantic St	11/15/2014 8:31 AM
1926	Currently use Dearborn and Rainier mostly, looking forward to the streetcar on jackson and Rainier. Central downtown, capitol hill pine/pike/broadway, westlake streetcar, too many to name.	11/15/2014 7:39 AM
1927	U-district, Montlake, Downtown, supermarkets	11/14/2014 11:44 PM
1928	University of Washington (academic campus) Husky Stadium Century Link Stadium	11/14/2014 11:03 PM
1929	My main transit commute is to go to work from Kingsgate Park and Ride to UW	11/14/2014 8:45 PM
1930	Wallingford and Udist to Sodo. Specifically I take the 71, 72, 73 or 74 from 40th and 7th to the tunnel, then light rail to sodo stop. Occasionally downtown or wallingford to issaquah.	11/14/2014 7:08 PM
1931	4056 9th ave ne Broadway market Pratt fine arts Tacoma 10th and commerce station Tacoma dome station Seatac airport Pike place market Town hall Seattle uw campus Theater district Tacoma Pacific place Volunteer park	11/14/2014 6:30 PM
1932	Currently I commute from Wallingford to downtown when the weather is bad, instead of biking. I use the university express routes. They are a little ways away from my house but I don't mind, because once a bus comes it is very fast to downtown. I was trying to think whether I would like to be able to ride the bus for social outings to other parts of the city, but I think it would be too complicated logistically, because I am only familiar with my daily route. I also would not like to walk out of my way to a bus stop or wait at a bus stop especially at night.	11/14/2014 5:58 PM

1933	Many addresses in UDistrict and UW main campus; UW Hospital campus; many addresses downtown including Seattle Public Library; Seattle Children's Hospital; Meadowbrook Community Center; Northgate Mall; Safeco Field; Qwest Field; Bellevue Square Mall and surrounding area; North Seattle Community College; Roosevelt High School; Magnuson Park;	11/14/2014 5:07 PM
1934	University & Downtown	11/14/2014 4:55 PM
1935	Downtown, Belltown, Seattle Center, University District, Fremont, Seatac.	11/14/2014 4:25 PM
1936	Work, downtown Seattle 1200 5th ave Resturants/bars- Capitol Hill, Ballard, Fremont	11/14/2014 4:08 PM
1937	(15th & Marion) (4th & Pine), Wallingford, Ballard, Northgate, Woodinville, First Hill	11/14/2014 2:57 PM
1938	UW	11/14/2014 2:23 PM
1939	Downtown, Capitol Hill, airport	11/14/2014 2:19 PM
1940	I ride from Phinney to Downtown Seattle and back.	11/14/2014 12:25 PM
1941	Capitol Hill, Columbia City, West Seattle, Central District	11/14/2014 11:45 AM
1942	Commute from NE 60th St and 25th Ave NE to Westlake Tunnel. Would LOVE to have a bus line like the 68 provide easy access to UW Light Rail Station without having significant walking commute through UW campus to get from 68 to light rail. Also, perhaps a bus line that runs down 25th Ave NE/Montlake beyond UW, into Montlake/Capitol Hill/First Hill neighborhoods via 24th Ave E/23rd Ave E. I would use this frequently, especially as CH/FH neighborhoods continue development.	11/14/2014 11:22 AM
1943	from home to work. kenmore to the u-dist. also from home to the airport.	11/14/2014 11:10 AM
1944	Currently I travel mostly to the ID, downtown in general, especially the retail core, Broadway and Pike/Pine corridor on Capitol Hill, the U District (mainly the Ave up to 52nd and down 45th to Wallingford), Fremont in general, Swedish First Hill and Cherry Hill, and the Carolyn Downs clinic at 21st & Yesler. Sometimes I travel to the Totem Lake area, Northgate, Vashon Island and downtown Bellevue, but those don't seem relevant to this survey.	11/14/2014 10:59 AM
1945	Summit Ave E and Bellevue Ave E- I used the 47 route quite frequently in the mornings and afternoons around 4 pm to and from work- It has been cut so now I walk or take my car to work.	11/14/2014 10:56 AM
1946	Meadowbrook Pool, University Village, Pacific Place, Pike Place Market, Benaroya Hall, Seatac Airport, South Lake Union, Ballard	11/14/2014 10:56 AM
1947	Overlake Transit Center / Microsoft Main Campus Bellevue Transit Center Downtown Redmond - City Hall Husky Stadium Westlake Mall Safeco Field / CenturyLink stadium Northgate Mall	11/14/2014 10:55 AM
1948	University of Washington, Dusty Strings in Fremont, Westlake Center, 826 Seattle	11/14/2014 10:52 AM
1949	Ravenna, UW, Capitol Hill, Downtown	11/14/2014 10:50 AM
1950	airport downtown	11/14/2014 10:47 AM
1951	Ballard, U-District, Capitol Hill, Sodo, Pioneer Square, West Seattle	11/14/2014 10:46 AM
1952	Downtown core, 3rd and Columbia. U Village, Greenlake.	11/14/2014 10:46 AM
1953	Work in redmond Downtown	11/14/2014 10:45 AM
1954	Capitol Hill, downtown (including Civic Core)	11/14/2014 10:41 AM
1955	Yesler and 32nd Ave. S. Jackson S. and 30th Ave. S. 23rd Ave. and Yesler 23rd Ave. and Jackson S. Campus Parkway and 41st Ave. NE 15th Ave. NE and Campus Parkway Union and 3rd Ave. Pike and 3rd Ave. Queen Anne and Mercer 1st Ave. N and Republican	11/14/2014 9:39 AM
1956	Northgate transit Center; 515 Minor Ave Minor and James Medical Building	11/14/2014 9:33 AM
1957	105th and Lake City Way (522) Convention Place or Westlake Station	11/14/2014 9:27 AM
1958	Redmond, UW, Montlake, Green Lake, Airport, Columbia City, Seward Park, Madison Park, Northgate	11/14/2014 9:06 AM
1959	Capitol hill to bellevue transit center.	11/14/2014 9:06 AM
1960	Downtown, U District, Capitol Hill, Ballard, Phinney Ridge	11/14/2014 7:48 AM

1961	Seattle central college, north beacon hill, Kirkland/ juanita, UW, downtown, ballard, west seattle, lake forest park, Snohomish cty	11/14/2014 7:30 AM
1962	U Dist Northgate Downtown Fremont Greenwood Ballard Capitol Hill SeaTac Intn'l Aiport Greenlake Wallingford	11/14/2014 7:02 AM
1963	I live on Summit Ave E and heartbroken you took away the 47.	11/14/2014 2:34 AM
1964	I travel between the central district (23rd Ave) and pioneer square for work every day. I often travel to the rainier valley, fremont, the U-District, Wallingford, Roosevelt, West Seattle, downtown, queen anne, cap hill and beltown. I drive to Kent a few times a month to visit parents.	11/14/2014 12:25 AM
1965	(For the above question, you're missing buses! I ride the D line and it's not on there. Is this survey old?) I'd like better east-west travel in Seattle, and better travel between Ballard and Beacon Hill.	11/13/2014 11:45 PM
1966	Seattle Central College	11/13/2014 11:37 PM
1967	would like to be able to get from Greenwood to Wedgwood	11/13/2014 11:02 PM
1968	Airport, Ferry terminals 4500 15th Ave. NE Lake City Community Center Phinney Ridge Community Center Seattle Center	11/13/2014 10:54 PM
1969	Tukwila Park and Ride (150) to Downtown (71x, 72x, 73x) to University of Washington	11/13/2014 10:03 PM
1970	Downtown, green lake, Greenwood, airport, capital hill, u.district, Magnusson, rainier/Columbia city	11/13/2014 7:25 PM
1971	Bellevue Transit Center, Capitol Hill, Downtown Seattle, Montlake, U District	11/13/2014 7:14 PM
1972	Ballard, Fremont, Microsoft, Lincoln square	11/13/2014 6:43 PM
1973	Capitol Hill, downtoen, Fremont, Ballard, Northgate, Redmond	11/13/2014 6:19 PM
1974	Edmonds to university district. It would be great if there could be a connector bus or something to the u-district light rail station so you don't have to walk all the way through campus or down by the hospital if you are on a bus that drops you off of 15/the middle of campus.	11/13/2014 5:55 PM
1975	Currently - Roosevelt high school To/From Downtown Seattle Would like a good (and frequent) bus connection between roosevelt high school and the new UW light rail station.	11/13/2014 5:55 PM
1976	Between work and home.	11/13/2014 5:52 PM
1977	UW Campus, Downtown Core, Fremont,	11/13/2014 5:38 PM
1978	University of Washington 41st and University Street, Convention Center Bay	11/13/2014 4:52 PM
1979	Pike Place 2nd ave in Belltown (Belltown has poor service to and from University District) Broadway (Cap Hill in general) 65th and 35th in Wedgwood 42nd and 9th in University District UW School of Law	11/13/2014 4:18 PM
1980	I would like greater flexibility reaching downtown Seattle (e.g. Westlake Park, Pacific Place, downtown library) during off-peak hours. I often use the Light Rail to get to/from SeaTac but currently do not use it if I am landing after 9 pm because the wait for the bus from Westlake to NE Seattle is too long AND I once had my carry-all stolen (smart phone, wallet & laptop) while waiting without being vigilant. I would probably start using public transportation to reach Capitol Hill destinations (1126 19th Ave E; the business district along Broadway; Seattle University). I would love an easy commute to Seattle Urban Academy (3800 South Othello Street) - again, needing more bus service linking me to the Light Rail).	11/13/2014 3:53 PM
1981	Downtown, Capitol Hill, U District, First Hill	11/13/2014 3:28 PM
1982	From NE 45th St & Mary Gates Memorial Dr NE to Downtown/University Station	11/13/2014 3:27 PM
1983	Greenlake. Northgate Mall. Everett P&R.	11/13/2014 3:23 PM
1984	Childrens Hospital SE entrance, Pioneer Sq, SeaTac	11/13/2014 3:20 PM
1985	Downtown Fremont Ballard	11/13/2014 3:14 PM
1986	downtown Seattle, Phantom Lake Elementary School, Northgate Mall, home (near UW),	11/13/2014 3:02 PM
1987	Microsoft Campus Stone Way and 38th University Village 15th and John SEATAC Phinney and 36th Denny and Melrose Broadway and Pine 9th and Virginia	11/13/2014 2:52 PM
1988	4th and University	11/13/2014 2:38 PM
1989	University of Washington Medical Center Lake City Way and 137th St. 3rd and Pike St.	11/13/2014 2:32 PM

1990	Downtown, Capitol Hill, Beacon Hill, SODO U District, Wedgwood.	11/13/2014 2:21 PM
1991	Currently go to downtown SEA and the UW campus. I would like to be able to get to Pike Place and Shoreline easier.	11/13/2014 2:20 PM
1992	Above are more frequently used (373, ST512 less so). Currently use transit as a backup to bicycling; from around Green Lake-Roosevelt to central and south Capitol Hill, Atlanticl, Downtown, Columbia City, Wedgwood, (and Shoreline, Edmonds infrequently).	11/13/2014 2:09 PM
1993	Montlake to downtown Seattle. Montlake to factoria	11/13/2014 2:07 PM
1994	I would like to go from Capitol hill to Fremont/Wallingford without changing busses downtown.	11/13/2014 1:56 PM
1995	Issaquah Highlands to downtown Seattle, stadiums. Wish I could take rail to work in Redmond	11/13/2014 1:40 PM
1996	Currently I use transit primarily to commute to work and look forward light rail making that easier. I also look forward to being able to use light rail from the University District to SeaTac to visit my parents.	11/13/2014 1:39 PM
1997	I ride from Capitol Hill to the Seattle Center, downtown, and the University District. So grateful for good bus service to all of these areas!	11/13/2014 1:36 PM
1998	Greenwood, Pioneer Square	11/13/2014 1:32 PM
1999	Cap hill (broadway & mercer, pine & Bellevue, pine & 12th) Downtown (westlake station to get on light rail, and downtown bus tunnel)	11/13/2014 1:24 PM
2000	15th ave e to 4th and Vine	11/13/2014 1:14 PM
2001	UW, Stone Gardens Ballard, seatac, 22nd Ave W and Dravus, 3rd Ave NW and 90th, Seattle Center	11/13/2014 1:11 PM
2002	I would like to be able to get from my home in Bryant to the airport.	11/13/2014 1:10 PM
2003	Pier 69 in downtown, airport, main downtown area, ID, near 19th and Prospect, Ballard/Phinney Ridge, Columbia City	11/13/2014 1:01 PM
2004	Broadway and Columbia, Beacon Hill (The bus I ride most is not listed above - 36), Madison Park, U district, Downtown, Ballard Where I would like to go depends very much on whether or not I can continue to afford to live in Seattle. I live and work in Seattle, but due to greed, my rent has gone up triple digits for the last several years. Because I do not know where I will be able to afford housing, I do not know which bus routes will be most useful to me in the future. Probably the ones getting cut that go further out. I predict that the high rent residents of Seattle do not use transit much, so pobaly ridership will go down as people who now use transit move to areas that can no longer be served due to lack of funding.	11/13/2014 12:55 PM
2005	1000 Bellevue Place E, Seattle 705 2nd Ave, Seattle CenturyLink Field Safeco Field University District Ballard Queen Anne Downtown	11/13/2014 12:53 PM
2006	I travel from Brickyard Park and Ride or alternative Bothell area park and ride to 4245 Roosevelt Way NE. Transit can get me to within 6 blocks of this destination, but there are fewer and fewer buses heading from the Eastside (transferring at Evergreen Point) to the U-district. Those buses that do go the the U-district from Evergreen Point tend to be standing room only, which is a pain for me since I am pregnant.	11/13/2014 12:33 PM
2007	from issaquah highlands to capital hill by swedish. if they could have a route that went directly to and from this area maybe with one stop at eastgate park and ride. Most nurses work 12 hr shifts so need to be at work by 0655 and leave around 7:30 to 7:45. You would get a lot of riders from the east valleys snoqualamie north bend and fall city areas. If we drive ourseleves we can leave our house at 6:20 in the am and get to work on time. and get home by 8 or 810 pm	11/13/2014 12:29 PM
2008	Currently: Swedish Medical Center, First Hill and Cherry Hill Campus Downtown Seattle (Westlake/ Pikes Place) Space Needle	11/13/2014 12:27 PM
2009	Seattle Center Magnolia Fremont Ballard	11/13/2014 12:15 PM
2010	From Lynnwood Transit Center to downtown Seattle - 4th and Stewart From 6th & Olive to Lynnwood Transit Center. Prefer: From Lynnwood Transit Center to downtown Seattle - 4th & Blanchard (in front of the Cinerama Theater) and back.	11/13/2014 11:51 AM
2011	U District to Ballard U District to First Hill	11/13/2014 11:33 AM

2012	Downtown Bus Tunnel, University of Washington, University District, Capitol Hill, Wedgewood, Ravenna, and connect with the Routes 44 and 48 to Ballard and Greenwood. I live in Lake City. I would like to see more regular evening and Sunday service. It is easy to get to events Downtown or on Capitol Hill but much more difficult to get home because service frequency drops to every half hour after 8 o'clock. I can't really attend a late movie on Capitol Hill during the annual film festival because when I get out it may take me 2 hours to get home. If we go to the Mariners game we have to leave by 10PM to insure we can get a bus home at a reasonable time. We can't really take the bus to church, because the 65 runs only every half hour on Sunday and it is the only bus that runs north and south on 35th ave NE.	11/13/2014 11:09 AM
2013	Downtown 1015 3rd Avenue Library 2602 Third Avenue 1900 Third Avenue King County Offices Clink Exhibition Center U Village U District	11/13/2014 11:00 AM
2014	Swedish Medical Center/ Cherry Hill, 500 17th Ave Seattle 98122	11/13/2014 10:53 AM
2015	Maple Valley to Ballard, renton to UW, maple valley/renton to downtown, maple valley/renton to airport	11/13/2014 10:37 AM
2016	Dexter Ave N and Crockett St. Aurora and Crockett St/Lynn St Westlake Ave N and Crockett St Ballard Farmers Market 8th Ave NW and NW 63rd St (Goodwill and friends in north Ballard) Fremont Ave N and 42nd 1st Ave NE and NE 40th St (NE side of Lake Union, near Northlake Way) Seattle Center Queen Anne Ave N (Safeway, Trader Joes, Farmers Market) Frye Art Museum University of Washington Parrington Hall Georgetown arts events on Airport Way Burien Transit Center and Seahurst neighborhood in Burien (21st Ave SW and SW 152nd St) SeaTac Airport Pike/Pine district in Cap Hill Discovery Park in Magnolia MOHAI California Ave SW and SW Holden St (West Seattle)	11/13/2014 10:21 AM
2017	University of Washington Seattle	11/13/2014 10:13 AM
2018	Primarily Green Lake(home) to Redmond (work) Secondary: Green Lake to: Freemond Ballard Capital Hill Eastlake	11/13/2014 9:48 AM
2019	1918 8th Ave, 98101 70th and 7th 98117	11/13/2014 9:47 AM
2020	Seattle Central College, Thurgood Marshall Elementary School, International District, Goodwill on Dearborn, Tukwila Parkway (adjacent to Southcenter Mall),	11/13/2014 9:41 AM
2021	Ravenna, Greenlake, Pioneer Square, SEA-TAC	11/13/2014 9:32 AM
2022	from 14th and Denny to Jackson & Occidental, and from 14th and Denny to Northgate	11/13/2014 9:18 AM
2023	Pioneer Square UW	11/13/2014 9:16 AM
2024	Broadway, Downtown, Ravenna, Pioneer Square	11/13/2014 9:13 AM
2025	Gould Hall (40th St. & University Way NE), Beacon Hill Red Apple (2701 Beacon Ave S), Chuck's Hop Shop Central District (2001 E Union St), Golden Gardens Park (8498 Seaview PI NW), Ballard Farmer's Market (5345 Ballard Ave NW), SIFF Cinema Uptown (511 Queen Anne Avenue N)	11/13/2014 8:57 AM
2026	701 Pike Street Seattle WA 98101	11/13/2014 8:33 AM
2027	Madison Park, Beacon Hill, Columbia City, Downtown	11/13/2014 8:32 AM
2028	To work at 3rd and Seneca, to airport, to mariners games	11/13/2014 8:30 AM
2029	Downtown Seattle, Everett, Colman Dock, Seattle Center	11/13/2014 8:28 AM
2030	To work or downtown and Seatac Airport.	11/13/2014 8:21 AM
2031	Ballard, downtown, U-District, Dexter Ave	11/13/2014 8:18 AM
2032	747 6th st s Kirkland 223 14th ave e seattle ash way park and ride Westlake bus tunnel	11/13/2014 8:00 AM
2033	Please connect Roosevelt (65th and 15th) to Seattle Center or Lower Queen Anne (eg, 1st and Denny). I live with five young people, and even though my roommate and I both work at different places, we both have to commute to lower Queen Anne/Seattle Center. We struggle every day to find a way to get to Lower Queen Anne from our house in Roosevelt by bus. The transfer at Westlake is unbearable.	11/13/2014 7:31 AM
2034	I currently go mainly to college, SCC. I'd also like to see the stop closer to my house reinstated, Harvard Ave E & E Hamlin St.	11/13/2014 5:51 AM

2035	Lake Washington Boulevard Parks from the Arboretum to Seward Park. Seattle Center. Downtown Seattle Safeco Field International District/Chinatown Beacon Hill SeaTac Airport Alki Beach West Seattle Junction Ballard Locks and Golden Gardens Park Gasworks Park South Lake Union Park and MOHAI Volunteer Park and Seattle Asian Art Museum Museum of Flight Northgate Mall Magnuson Park U-Disrict Group Health (Capitol Hill) Golden Gardens Group Health Northgate Seattle Art Museum Sculpture Park Montlake Interchange/Husk Stadium Light Rail	11/13/2014 1:59 AM
2036	I currently do not use transit, because it is inconveinant, and requires too many transfers to get to where I can take my car much more easily. I would like to take a maximum of 2 buses from the Lynnwood Park and Ride to Seattle Central College on Broadway in Seattle.	11/13/2014 12:21 AM
2037	- Ballard to Capitol Hill - Capitol Hill to Beacon Hill	11/12/2014 10:26 PM
2038	Currently go: Overlake Transit Center, Westlake Station, SeaTac Airport	11/12/2014 10:09 PM
2039	Currently go: Ravenna to University of Washington, Ravenna to Downtown, Ravenna to Bellevue.	11/12/2014 10:05 PM
2040	I mostly use the local buses to go to Westlake Station and then, from there, to transfer out again.	11/12/2014 10:01 PM
2041	Ballard Ave & NW Market St NE Brooklyn & Campus Pkwy 3rd Ave & Seneca St Redmond Town Center Sea-Tac Airport Edmonds Ferry Terminal	11/12/2014 9:57 PM
2042	Westlake Center Wells Fargo Building CenturyLink Field	11/12/2014 9:43 PM
2043	University farmers market, downtown Seattle	11/12/2014 9:28 PM
2044	Mainly from Ravenna to downtown near Westlake. I'd love for it to get easier to go West to Greenlake, Phinney Ridge, and Ballard.	11/12/2014 9:27 PM
2045	I live on Capitol Hill and I go downtown, to the airport, to Phinney Ridge, to Beacon Hill.	11/12/2014 9:16 PM
2046	Seattle central Greenlake community center Ravenna - 15th ave ne and 65th st U district - 45th st and the ave Northgate mall Columbia city farmers market Central district - union and 20th ave Madrona - 34th ave and union Ballard - golden gardens and market st	11/12/2014 9:05 PM
2047	N, S, E, W always in seattle; rarely Eastside; rarely West Seattle, rarely Snohomish.	11/12/2014 8:46 PM
2048	I want routes to go by the bus stop near the corner of Ravenna Blvd NE and NE 54th to and from: 1.Downtown 2.Safeco Field 3.SeaTac Airport 4.Husky Stadium 5.Northgate 6.Downtown Bellevue 7.Shoreline 8.Lake City/Bothell 9.Seattle Center 10. The International District 11.Ballard 12.Woodland Park Zoo 13.Fremont including 4250 Fremont Ave N 14.Greenlake Village PCC, 450 N.E. 71st St. 15.Metropolitan Market, 5250 40th Ave NE , 16, Central Market, 15505 Westminster Way N, Shoreline, WA 98133	11/12/2014 8:44 PM
2049	N. 190th and Meridian Ave. N. 9242 M.L. King Jr. Way S.	11/12/2014 8:42 PM
2050	Ballard University of Washington	11/12/2014 7:53 PM
2051	I use transit to access all parts of Seattle and the east side. I work from home so I don't have regular trips I make. I would like a better connections to East Lake, Ballard and Wallingford.	11/12/2014 5:56 PM
2052	Downtown from Greenlake	11/12/2014 5:52 PM
2053	Downtown, Uptown and Capitol Hill	11/12/2014 5:46 PM
2054	From airport to Seattle University. Airport to UW. International District to Capitol Hill to UW.	11/12/2014 5:41 PM
2055	Alaska Street Junction, Downtown Seattle, Downtown Bremerton via Ferry	11/12/2014 5:25 PM
2056	I usually go from Columbia City - on South Dawson Street - to Seattle Central College, Capitol Hill, Downtown, Chinatown, and Ballard. I would like to be able to go on transit to South Center Mall.	11/12/2014 5:07 PM
2057	to school in bothell, to volunteer places around the u-dist, to downtown seattle	11/12/2014 5:04 PM
2058	Capitol Hill	11/12/2014 4:38 PM
2059	downtown	11/12/2014 4:35 PM
2060	downtown, SLU, Ballard, Fremont, U Dist, Greenlake, Greenwood, Central dist, capital hill, west seattle, and every other neighborhood in the city	11/12/2014 4:27 PM
2061	Lake City Fred Meyer, NOAA Sand Point, Colman Dock (downtown), Sea-Tac Airport, First Hill, Northgate Transit Center, University District	11/12/2014 4:24 PM

2062	First Hill Express 193 every day	11/12/2014 4:23 PM
2063	15th and Market St. in Ballard Ballard Ave and Market St. 10th ave E and Miller St. Broadway and Pine St. CAPITOL HILL TO BALLARD on one bus would be amazing!	11/12/2014 4:18 PM
2064	Would like better, quicker access to Ballard and West Seattle from Capitol Hill	11/12/2014 4:17 PM
2065	I go down town into the bus tunnel. I go to the U district and campus. I go to Lake forest park. I go north and south on 35th Ave NE. I would like to be able to go along NE 65th from 35th ave NE to Greenlake (currently have to change at 15th Ave NE). Most of all I would like to have a bus going south on 35th Ave NE and along Montlake Blvd to the Husky light rail station.	11/12/2014 4:04 PM
2066	Seattle Central College 1701 Broadway Seattle, WA 98122 4823 south morgan street	11/12/2014 3:59 PM
2067	University of Washington Seattle campus, medical center University of Washington Bothell campus Sons of Norway Hall, Bothell Capitol Hill, Century Ballroom, Seattle Central College, Velocity Dance, Russian Center(on 19th), Dance Underground (on 14th) Ballard, Salmon Bay Eagles, Ballard Elks Downtown, Train Station, Ferry Terminal, Airport Northgate Mall area, shopping, North Seattle College, medical/dental buildings south of the mall Greenwood, 103rd/Greenwood/Holman Rd North out Aurora, big box stores	11/12/2014 3:58 PM
2068	I go to Pioneer Square on the 41 from 5th & 125th. . I'd like to be able to get to Lower Queen Anne (Mercer & 3rd) from Northgate also.	11/12/2014 3:51 PM
2069	C line. Seattle to Tacoma	11/12/2014 3:44 PM
2070	downtown Seattle, University District, First Hill, Capitol Hill, Ballard, Fremont, Bellevue, Kirkland	11/12/2014 3:36 PM
2071	right now, from beacon hill to capitol hill and back, on weekdays. Hudson and 15th, to 11th and Pike. It is a good service, but is almost always running late, and has huge gaps in bus times after about 7pm.	11/12/2014 3:35 PM
2072	Edmonds Community College, Husky Stadium, Safeco/Century Link, Airport, Ballard Public Library, Fremont Library	11/12/2014 3:29 PM
2073	Queen Anne Ballard Downtown International District	11/12/2014 3:26 PM
2074	CenturyLink field, UW Stadium, UW the Ave, Broadway area, 12th Ave area, 23rd & Union, 18th and Union	11/12/2014 3:20 PM
2075	Lane & 26th, Queen Anne Ave & Roy, Capitol Hill area, Jackson & 12th, Jackson & 6th, Union & 18th, Madison & 16th	11/12/2014 3:05 PM
2076	2100 Building University of Washington Westlake Station	11/12/2014 3:05 PM
2077	I currently go to work and school, Seattle Central College and then back home again in Eastlake. Occasionally I go from either to downtown or up to the University district. It would be wonderful to be able to get to Queen Anne/Westlake from Eastlake without going all the way downtown.	11/12/2014 2:57 PM
2078	Airport,downtown	11/12/2014 2:54 PM
2079	I'd like to be able to get to downtown from Sand Point Way NE and NE 95th Street on one bus and in a reasonable amount of time.	11/12/2014 2:54 PM
2080	From Laurelhurst to downtown and to the U dist. From Laurelhurst to Ballard. And from Laurelhurst to Capital Hill	11/12/2014 2:50 PM
2081	Downtown Capitol Hill Ballard University District Stadium District Sea-Tac airport Fremont	11/12/2014 2:50 PM
2082	downtown Seattle, Seattle Center, University District, and Ballard/Fremont are the most common destinations I make by transit.	11/12/2014 2:49 PM
2083	work: 5303 Shilshole Ave NW Seattle-WA 98107	11/12/2014 2:46 PM
2084	U-District, UW campus, UW medical center, Fremont, Seattle Center, downtown	11/12/2014 2:33 PM
2085	1 st ave to 1101 madison tower #12 BUS	11/12/2014 2:31 PM

2086	I commute via transit from my home in the New Holly Development to Seattle College campuses at 21st & Jackson, Pine & Broadway, College Way N & N 97th, and 6000 16th Ave SW. I can do the commute via transit, but getting to the South Seattle College campus and North Seattle College Campus takes 90+ min. each way which is too long a commute if I have to do it more than once a month. I'd like to be able to get to West Seattle & Burien from South Seattle via transit without having to go into downtown Seattle first. My husband would like to be able to get from South Seattle to South Lake Union via transit in under 45 minutes (currently 20-30 min. via single-occupancy vehicle or 75+ min. via transit). I occasionally need to pick up a sick kid at Asa Mercer Middle School; this can take over an hour from my office at 21st & Jackson because the 2 bus lines (50 & 60) that run by the school only run every 20 or 30 min., making it difficult to catch either of those buses when transferring from other lines.	11/12/2014 2:30 PM
2087	Tacoma Mall The Commons in Federal Way Seattle Central Community College Space Needle University of Washington	11/12/2014 2:28 PM
2088	South Lake Union, Seatac airport, Kenmore, downtown Fremont, Eastlake and Louisa, Magnusson park	11/12/2014 2:05 PM
2089	I travel by transit to very many destinations--it is my primary means of transportation.	11/12/2014 2:02 PM
2090	downtown, capitol hill, central district, Wallingford, Fremont, Queen Anne	11/12/2014 1:41 PM
2091	Kent Station Valley Medical Center	11/12/2014 1:37 PM
2092	Othello to Stadiums	11/12/2014 1:25 PM
2093	Seattle Central College, University of Washington, South Seattle College, North Seattle College	11/12/2014 1:24 PM
2094	more buses from downtown to captial hill	11/12/2014 1:17 PM
2095	Lake City Way & NE 125th St, Matthews Beach (Sand Point Wy & NE 95th St.), Jackson Park (15th Ave NE & NE 137th St), Fremont Ave N & NE 34th St, U District (15th Ave NE & NE 45th St), U Village (Montlake Blvd & NE 45th St), Starline Barbershop (NE 55th St & 35th Ave NE), Queen Anne Ave N & Howe St	11/12/2014 1:16 PM
2096	Madrona (34th & E. Union) to Fremont (Fremont Ave & N. 34th St) Madrona (34th & E. Union) to Seattle Center (Pacific Science Center; Key Arena) Madrona (34th & E. Union) to Seattle Central Public Library Fremont (Fremont Ave & N. 34th St) to University of Washington (Kane Hall, HUB) Madrona (34th & E. Union) to University of Washington (Kane Hall, HUB)	11/12/2014 1:11 PM
2097	Capitol Hill to downtown and back	11/12/2014 1:10 PM
2098	CBD, Kenmore, U-District, Beacon Hill, First Hill, Capitol Hill, North Seattle	11/12/2014 1:02 PM
2099	Here and there	11/12/2014 1:01 PM
2100	Currently use transit to commute to work downtown from Beacon Hill. I used to use the bus and HAPPILY switched to Link. Now I use LINK anytime I go downtown and I will go to movies/gym/work/airport etc, knowing that I can use LINK to go there. When LINK goes to Cap Hill and the U dist, I will use it to go to events/see friends on Cap Hill and I will go to U Village (currently I avoid it or i drive there) but i will use LINK going forward.	11/12/2014 12:56 PM
2101	Roosevelt Way NE and NE 88th St. 5th Ave NE and NE 88th St. 15th Ave NE and NE 88th St.	11/12/2014 12:38 PM
2102	Seattle downtown, Sea-Tac airport, university Village, Roosevelt Blvd, northpark, seattle Center	11/12/2014 12:37 PM
2103	Downtown, Ballard, Fremont	11/12/2014 12:36 PM
2104	I work on the Eastside and don't use transit that much as the time it takes to get to the Eastside is three times longer than driving. Specially Bear Creek Park and Ride or the Overlake Transit Center.	11/12/2014 12:35 PM
2105	Eastside for work.	11/12/2014 12:34 PM
2106	Ferry Terminals, Queen Anne, Ballard, Gasworks, University Village	11/12/2014 12:27 PM
2107	I would like to take transit to go snowboarding @ snoqualmie 1001 Route 906, Snoqualmie Pass, WA 98068	11/12/2014 12:25 PM
2108	To work	11/12/2014 12:25 PM
2109	I currently go to these locations most often: Bellevue ave E and E thomas st, Seattle Central community College, 1505 westlake ave North, Northgate Mall I would like to be able to go to West Seattle, travel around bainbridge island, and get better bus access to Ballard/ entire west side of seattle.	11/12/2014 12:18 PM

2110	I use the 255 from Seattle to Kirkland and vice versa. I also use the 14 to go the international district bus stop, from 25th ave. I would love the Light Rail to come all the way up to 25th ave. This would save me time as compared to transferring buses.	11/12/2014 12:10 PM
2111	Capitol Hill Downtown International District Ballard Queen Anne	11/12/2014 12:03 PM
2112	Getting north of the canals in Seattle (U-district, Wallingford, Husky Stadium) from Beacon Hill via light rail/bus. I also commute from Beacon Hill to Kent, WA Monday through Friday and any improvements to the current system of riding light rail to Seatac and getting to Kent would be huge for the REI, Amazon, etc. Employees that live in Seattle/West Seattle and commute south.	11/12/2014 11:54 AM
2113	Northgate, Southgate, Ballard, Ikea, airport, community theatres in outlying areas (Edmonds, Redmond, etc), Wallingford, U District, Fremont	11/12/2014 11:48 AM
2114	beacon hill, downtown, capitol hill	11/12/2014 11:48 AM
2115	I'd like to go to SeaTac. I'd like to go downtown to court and public service buildings. I'd like to go to First Hill-- 1200 University and Swedish Hospital. I'd like to have a quick afternoon route home. I'd like to go to the Seattle Center. I'd like to go to the Zoo and Aquarium. I'd like to go to the Ferry Docks.	11/12/2014 11:41 AM
2116	Capitol Hill to/from University District Capitol Hill to/from Madrona Capitol Hill to/from West Seattle -- would love more efficient connections here! Eastlake to/from University District Capitol Hill to/from lower Queen Anne Capitol Hill to/from upper Queen Anne Capitol Hill to/from downtown Capitol Hill to/from International District	11/12/2014 11:36 AM
2117	Laurelhurst neighborhood, International District, Downtown	11/12/2014 11:32 AM
2118	4872 Rainier Ave S to 1634 11th Ave 4872 Rainier Ave S to 1100 NE Campus Pkwy 4872 Rainier Ave S to 705 5th Ave S	11/12/2014 11:31 AM
2119	First hill Capitol Hill Beacon hill Downtown	11/12/2014 11:25 AM
2120	I am a graduate student at the UW who lives on the outskirts of Capitol Hill (near Seattle University). I would like for there to be a bus along 12th Avenue, especially one that takes you from the International District to SCCC/the new Light Rail Station.	11/12/2014 11:16 AM
2121	Seatac to seattle	11/12/2014 11:13 AM
2122	I would like to go from Federal Way to Capital Hill without long transfers, especially during winter. Or Tukwila Light Rail to UW would be nice so there wouldn't be transfers or traffic delays.	11/12/2014 11:12 AM
2123	I currently ride either Metro 312 or ST 522 from Lake City (NE 137th St.) to downtown, then walk from there to where I work at Swedish Cherry Hill. I would like to see frequency of buses increase on that route, since buses are often standing room only (especially the ones in the afternoon commute from downtown back to Lake City). I would also be able to connect by bus from Lake City to the Link Light Rail in the University District once that service starts. It would be good to have the option of taking a bus from Lake City to the airport, arriving early enough to be able to make those flights that leave at 6:00 am or so.	11/12/2014 11:10 AM
2124	I travel from Kent to Capitol Hill, I used to take the Sounder Train connecting to route 211 but parking has become an issue at Kent Station and the 211 has been discontinued. Next best route is 193 all the way to Swedish Cherry Hill, or I have to take a bus to 4th & Jackson then walk to take the 3 or 4. I'd love another Cap Hill route that runs from 4th & Jackson up to Cap Hill.	11/12/2014 11:03 AM
2125	Airport	11/12/2014 11:00 AM
2126	Downtown, U District, South Seattle (Colombia City)	11/12/2014 10:51 AM
2127	Kingsgate Park & Ride to Harborview Medical Center Kingsgate Park & Ride to University of Washington 148th St., Redmond to University of Washington	11/12/2014 10:44 AM
2128	Stadiums, airport, downtown	11/12/2014 10:37 AM
2129	U district.	11/12/2014 10:31 AM
2130	Westlake Center, Capitol Hill and Beacon Hill	11/12/2014 10:13 AM
2131	Pacific Tower (Beacon Hill PacMed Building) University of Washington Harborview	11/12/2014 10:09 AM
2132	Atlas Chiropractic and QFC near Union & Broadway	11/12/2014 10:07 AM
2133	1211 East Alder St- Youth Services Center	11/12/2014 9:58 AM

2134	Capitol Hill: 15th & Reublican area, 10th & Boston, Broadway & Pike; Greenlake: 65th & Roosevelt, 74th & Aurora; Wallingford Center; International District/Union Station; Downtown: Nearly everywhere south of Bell, North of Dearborn, West of I-5 Georgetown: 1st Ave S & Lucile St Interbay: 15th & Garfield Edmonds: 236th St SW & SR99 West Seattle Water Taxi: Downtown side doesn't have any bus connection	11/12/2014 9:45 AM
2135	Downtown (2nd Ave and Cherry), Central District (23rd and Cherry), Casa Latina (317 17th Ave. S Seattle), Discovery Park, Olympic Sculpture Park, W Market and Ballard, University Way NE and NE 45th, Pacific Ave. in Tacoma, the Bloedel Reserve on Bainbridge, Martin Luther King Jr. and Union, Broadway and Pike, 35th and Cherry.	11/12/2014 9:43 AM
2136	Marion and 3rd	11/12/2014 9:36 AM
2137	14th Ave W Seattle WA 98119 4311 11th Ave NE Seattle WA 98195 UW Medical Center HMC Center Seattle Downtown 4311 11th Ave NE to Queen Anne	11/12/2014 9:36 AM
2138	Currently go via transit to the UW for school, and 5th and Madsion to my job Downtown. I would like to be able to use transit to get everywhere quicker than i do now.	11/12/2014 9:36 AM
2139	Downtown, Ballard, UW	11/12/2014 9:26 AM
2140	Currently go from SE 240th St and Maple Valley-Black Diamond Rd to 2nd Ave and James St every day. When I go back to school to UW. It would be great to have the link right rail	11/12/2014 9:08 AM
2141	work, airport, downtown, capitol hill, columbia city	11/12/2014 8:53 AM
2142	I go everyone on transit.	11/12/2014 8:47 AM
2143	Work 3rd and columbia	11/12/2014 8:45 AM
2144	SCCC	11/12/2014 8:44 AM
2145	Usually within the Seattle Downtown, Capitol Hill and Madison Park areas. I am excited for the link to give me the option to get to other areas of Seattle in 2016.	11/12/2014 8:39 AM
2146	I go from Latona and 44th to 2nd and Seneca.	11/12/2014 8:33 AM
2147	Work DSHS 1700 E Cherry ST Seattle, shopping (various locations), appointments (various locations)	11/12/2014 8:30 AM
2148	I go to school, the Doctor's office, Harborview Hospital, The Museum of Flight, Sea-Tac Airport. And to Issaquah to visit family.	11/12/2014 8:30 AM
2149	I go from my home in west seattle to down town seattle for work.	11/12/2014 7:51 AM
2150	short commutes from Capitol Hill to: Beacon Hill, Queen Anne, Ballard without having to go downtown. For children who rely on Metro, we need routes that go from Eastlake up to Capitol Hill and down to Montlake - linking, for example, TOPS, Stevens & the Montlake & Miller community centers.	11/12/2014 7:46 AM
2151	I'd like to be able to get to Wallingford and Fremont on transit. Everywhere else I can get to pretty easy.	11/12/2014 7:41 AM
2152	would like to go ballard to capitol hill	11/12/2014 7:41 AM
2153	I go downtown via Metro bus riding the #50 and #7 (from Columbia City) I use the north/south Light Rail line. I ride #9 Metro Bus everyday to Seattle Central College and back (I live at the corner of 50th Ave S and Genesee)	11/12/2014 7:34 AM
2154	Downtown, South Lake Union, Cap Hill, Columbia City, Beacon Hill, Wedgwood	11/12/2014 7:24 AM
2155	no where	11/12/2014 7:00 AM
2156	I would like to be able to go from Auburn to Seattle Central College in under an hour. Right now, it would take over an hour and a half and a few transfers.	11/12/2014 6:45 AM
2157	U District, U Village, Montlake, Central District, First Hill	11/12/2014 3:48 AM
2158	I currently go from Fremont to Seattle Central College usually by motorcycle (year-round) occasionally by bus. Twice per week I go from Fremont to UW usual by bicycle. About once per week I drive or bus to Ballard (downtown, Locks, or Golden Gardens) from Fremont for fun. I would like to go from UW Medical Center to Harborview by rail or street car. It that were available then I would bicycle to UW and take the light rail south. Or a bike path was made along Westlake then I would cycle from Fremont along westlake to the street car.	11/12/2014 2:02 AM
2159	Ballard, Market St and Ballard Ave area West Seattle, Alaska Junction, Findlay and 44th	11/12/2014 1:58 AM
2160	1221 1st ave kerry park alki beach	11/12/2014 1:17 AM

2161	2nd and cherry, maddison and 15th, 2nd and Madison,	11/12/2014 1:07 AM
2162	downtown, southcenter, chinatown, UW, northgate,	11/12/2014 1:04 AM
2163	From Ferry terminal to Seattle Central, and back. A route that takes me directly would be safer than having to walk from the bus tunnel to the ferry late at night. From Ferry terminal to Univ. of Wash., and back. From Ferry terminal to Ballard	11/12/2014 12:09 AM
2164	School at Seattle central, would like easier access from Fremont to capitol hill.	11/12/2014 12:07 AM
2165	Seattle central college Microsoft Downtown Seattle South center Kent	11/12/2014 12:03 AM
2166	Everywhere! Mostly downtown (downtown corridor @ Pike/Pine), South Lake Union, Pioneer Square, Bellevue and Issaquah. Take bus and car now but would prefer to take bus more often as traffic is slow and bus is less stressful	11/11/2014 11:58 PM
2167	Downtown, Northgate Mall, U District, are all places I currently go/have gone. I'd like easier access to places like Everett, Bellingham, and even North Seattle... It takes a long time to commute.	11/11/2014 11:52 PM
2168	west magnolia, seattle central college, S. Jackson and 12th	11/11/2014 11:52 PM
2169	Georgetown, capitol hill, beacon hill, university district, delridge, international district, central district	11/11/2014 11:43 PM
2170	University district Capitol Hill Downtown	11/11/2014 11:23 PM
2171	Currently from NE Seattle to Downtown Would like to go from NE Seattle to First Hill and to SeaTac airport Would like to go from NE seattle to Queen Anne, Univ Village, UW area, Capitol Hill	11/11/2014 10:59 PM
2172	Group Health on Capitol Hill 500 9th Ave N 333 Boren Ave N 201 Elliott Ave N	11/11/2014 10:17 PM
2173	Downtown	11/11/2014 9:41 PM
2174	North City, Shoreline, Downtown Seattle, Columbia City, Capitol Hill, Fremont, Northgate, Costco	11/11/2014 9:31 PM
2175	Fremont Belltown Pioneer square	11/11/2014 9:29 PM
2176	downtownseattle issaquah capitol hill university district u village ravenna roosevelt green lake	11/11/2014 9:10 PM
2177	NE Seattle to downtown Bellevue - work commute mostly. I occasionally use other Metro and ST routes go to various places.	11/11/2014 9:09 PM
2178	Seatac Airport, downtown Seattle/Westlake Station, and University Ave/NE 50th.	11/11/2014 9:05 PM
2179	Mostly Downtown. Specifically my commute takes me from 30th Ave NE & NE 87th St, to 1st Ave S & S Lander, via bus, with one transfer downtown. Would like to be able to go to the University UW Station Link directly, when it opens. Other destinations include Fremont, Ballard, Wallingford, Green Lake.	11/11/2014 8:24 PM
2180	To work and back. Use Light Rail for airport	11/11/2014 8:16 PM
2181	University of Washington medical center, downtown, northgate, greenlake, seatac airport, university of washington	11/11/2014 8:10 PM
2182	Home (Capitol Hill) Airport Downtown Queen Anne UW Garfield High School Stadiums	11/11/2014 7:59 PM
2183	Downtown Coleman Dock Belltown Westlake Center	11/11/2014 7:47 PM
2184	town hall, downtown, airport, UW, Husky games, capitol hill, fremont,	11/11/2014 7:46 PM
2185	I come from Bellevue to Capital Hill (Seattle Central College) every morning and I go to the University District a lot, or sometimes I come from Bellevue and go to University District. (mostly Bellevue to capital hill). I would like to be able to go from Bellevue straight to Capitol hill, or possibly Bellevue to UW to Capitol hill. Having to take the 550 to downtown and come to capitol hill I find it inconvenient that I have to take to 49 to get to capita hill and then UW because there is only one bus that goes to both and it doesnt come as often as I would like.	11/11/2014 7:16 PM
2186	Georgetown (Airport Way S & Vale St.) from downtown and a connection between Georgetown and Capitol Hill	11/11/2014 6:42 PM
2187	I live in Rainier Beach, but would like better routes to West Seattle, Capitol Hill, Queen Anne (lower and upper), Fremont, and Ballard.	11/11/2014 6:41 PM
2188	Magnolia Belltown Sea-Tac Airport Seattle Waterfront	11/11/2014 5:34 PM
2189	Group Health, Downtown Seattle, International District, University of Washington, University District, SeaTac airport, Kirkland	11/11/2014 5:31 PM

2190	Harborview medical center Fremont Abbey performing arts center Roosevelt Way NE & 125th Ave 2330 W Commodore Way 1602 15th Ave W	11/11/2014 5:13 PM
2191	I would like it to be easier to get from Wallingford / U District to Capitol Hill and Ballard and Northgate.	11/11/2014 4:34 PM
2192	work, would love to take it for shopping or other uses	11/11/2014 4:29 PM
2193	Capitol Hill>Downtown Capitol Hill>Airport Capitol Hill>Fremont Capitol Hill>Ballard	11/11/2014 4:13 PM
2194	Home - 38th Ave NE and NE 48 ST to downtown - 3rd and University	11/11/2014 3:57 PM
2195	King County Courthouse CenturyLink Field Sea-Tac Airport	11/11/2014 3:56 PM
2196	Maple Leaf (98th and Roosevelt) to Downtown and back. Maple Leaf to Cal Anderson Park and back. Northgate to Downtown and back.	11/11/2014 3:52 PM
2197	currently to : Everett to Seattle; Seattle to Bellevue; Downtown to U District, Downtown to Sandpoint; Downtown to Green Lake; First Hill to Downtown; International District to Pioneer Square; Downtown to Northgate; Snohomish to Downtown Seattle Like to go: International District to First Hill;	11/11/2014 3:46 PM
2198	SLU (Dexter & Mercer) to UW Downtown to Capital Hill	11/11/2014 3:45 PM
2199	I travel everywhere by transit. The main areas include Maple Leaf, Ballard, Fremont, Downtown, University District, and Capital Hill	11/11/2014 3:36 PM
2200	Work on First Hill Downtown Seattle from Capitol Hill Queen Anne from Capitol Hill SeaTac Airport	11/11/2014 3:30 PM
2201	Tacoma Dome Station to Swedish Cherry Hill daily	11/11/2014 3:25 PM
2202	Bus to Capitol Hill from the Rainier Valley. And bus to the University District from the Rainier Valley.	11/11/2014 3:20 PM
2203	Down 35th to the new stadium light rail station to connect to downtown. There should be excellent bus connections from ne Seattle to the new station. Also, need nus connection down sandpoint way to the new station. These buses would ideally run every 15 minutes to encourage use of the new station.	11/11/2014 3:19 PM
2204	From intersection NE 65th St and 15th Ave NE to Seattle Central CC.	11/11/2014 3:19 PM
2205	NE 65th Street and 15th Avenue NE to/from Pioneer Square Tunnel station	11/11/2014 3:10 PM
2206	Easier route to downtown ferries from NE Seattle Route from NE Seattle to Husky Stadium Light Rail, UW IMA, UW HEC Ed, etc.	11/11/2014 3:09 PM
2207	Dexter Ave N (all blocks) Totem Lake Transit Center	11/11/2014 3:08 PM
2208	rainier and dearborn to madison and 20th ; rainier and dearborn to pacific towers; rainier and dearborn to Broadway and pike	11/11/2014 3:05 PM
2209	Capitol Hill, UW, Ballard, Fremont, International District	11/11/2014 2:23 PM
2210	I live on first hill and ride various capitol hill routes and busses to the u-district. many routes that use Broadway as the primary street	11/11/2014 1:57 PM
2211	I would like to be able to go from Pike/Pine on Capitol Hill to Ballard Ave more easily. I also want to be able to go directly from Pike/Pine on Capitol Hill to University Village, and then up 35th Ave NE.	11/11/2014 1:46 PM
2212	Greenlake to eastlake. Eastlake to capitol hill. Capitol Hill to greenlake.	11/11/2014 1:43 PM
2213	To Eastlake from Queen Anne. To Golden Gardens. Downtown and Capitol hill	11/11/2014 1:39 PM
2214	Live in First Hill, and I take the bus FROM downtown back up the Hill. I frequent SoDo/the stadiums year-round, and I'm not completely sure of a direct route from First Hill to the stadiums, but that would be helpful. Getting from Capitol Hill to Ballard seems almost impossible by bus. When I lived in Tacoma & would take the train, getting from the train station up to Swedish/VM/Harborview required walking from King St to 5th & James - and it seems like since the hospitals are in that same area, and many people commute from outside of Seattle, it would make sense to have a bus that goes up the hill? Perhaps the new trolley system will help that, but probably not as much as what's needed.	11/11/2014 1:38 PM
2215	From home - 629 12th Ave. E. 98102 To work - 1100 2nd. Ave. 98101	11/11/2014 1:34 PM

2216	Direct bus from Issaquah-Pine Lake to Seatac Bus that connects from Issaquah P&R to South Bellevue P&R More bus lines from Seattle downtown to Fremont district Bus service in Sammamish Plateau during non commuting times	11/11/2014 1:30 PM
2217	5th and Jefferson to 710 9th Ave. Would like to go to the U-District from Capitol Hill by light rail.	11/11/2014 1:30 PM
2218	FHCRC (Fairview Ave. or Eastlake Ave.) to UW Medical Center/Husky Stadium	11/11/2014 1:27 PM
2219	Better/easier/faster connections from Capitol Hill to Fremont, Wallingford, and Ballard	11/11/2014 1:24 PM
2220	Between home and work. 10560 41st PI NE Seattle, WA 98125 and 1000 2nd Avenue, Seattle, WA 98104. I would like there to be later Route 64s to downtown and back.	11/11/2014 1:24 PM
2221	Downtown, Capitol Hill, University of Washington. I would like to be able to get to Fremont/Ballard more efficiently.	11/11/2014 1:11 PM
2222	I live on Capitol Hill, and generally go downtown (good bus service), to the U-District (good bus service), to West Seattle - 5645 21st Ave SW (takes a long time), and to central Ballard/Market Street area (takes awhile).	11/11/2014 1:09 PM
2223	Downtown seattle. I'd like to easier get to get transit to Issaquah Highlands and redmond.	11/11/2014 1:02 PM
2224	To work and home (Auburn WA), the grocery store	11/11/2014 12:53 PM
2225	Roundtrip from West Seattle to Downtown Seattle. Also from West Seattle to SouthLake Union and Eastlake neighborhoods.	11/11/2014 12:40 PM
2226	Kent East Hill to U District	11/11/2014 12:37 PM
2227	Downtown	11/11/2014 12:31 PM
2228	Downtown, Fremont, Ballard, University District, Airport, West Seattle, Capitol Hill, Central District. Would like to have more cross-town routes/busses; more route that go on diagonal routes across the city (i.e. Fremont to Capitol Hill).	11/11/2014 12:26 PM
2229	I go downtown for work and occasionally Ballard to visit friends. I live in the Central District. I would love to be able to go to Capitol Hill from downtown and the Central District. Or be able to go directly to the Central District from Ballard without having to transfer downtown.	11/11/2014 12:18 PM
2230	Seattle central college, downtown corridor (work), UW campus, U-district (home)	11/11/2014 12:14 PM
2231	TOPS school (Boylston & Roanoke) to downtown Seattle (9th and Stewart)	11/11/2014 12:08 PM
2232	Bear creek park and ride to 8th and virgina downtown to u district like to go downtown to capital hill	11/11/2014 12:06 PM
2233	- 1201 Third Avenue (Downtown) - Montlake Freeway Station area - University District (43rd/University Wy) - Broadway/John - Houghton Center (68th NE/6th S, Kirkland)	11/11/2014 11:57 AM
2234	Greenlake, Downtown, Stadiums, Seattle Center, Beaches, Parks, Waterfront, Pike Place Market, Olympic National Park	11/11/2014 11:53 AM
2235	To the Seattle CBD.	11/11/2014 11:50 AM
2236	I currently get off Light Rail at Westlake Station, and ride the bus up the hill to Seattle Central College. Then in the evening I go down the hill to Westlake again. The buses are typically very full with students, so I have been looking at alternative ways of getting to the college. I believe there is a bus that goes from the Sodo Station to the Convention Center station, which would avoid the crowded, standing room only bus from downtown, then I could walk the rest of the way.	11/11/2014 11:46 AM
2237	from Wallingford to downtown seattle to First hill. From Lower queen anne (pacific Science Center) to Downtown seattle 3rd and Pike to First hill (harborview hospital) From First hill (Virginia Mason hospital to lower queen anne (1st and Queen anne Ave). *Bay street and Denny way would be a convenient stop.	11/11/2014 11:43 AM
2238	1100 2nd Ave, 98101 1400 E Mercer St, 98112 12th & Pike	11/11/2014 11:42 AM
2239	Seattle Central College; Gold Gym (Republican & Broadway);	11/11/2014 11:36 AM
2240	I currently go to Madrona, Rainier Valley, and Downtown.	11/11/2014 11:28 AM
2241	Downtown (Macy's, Pike place market), Seneca &Minor, Madison & Boren, yesler comm center, university & 45th, 23rd & Olive (YMCA).	11/11/2014 11:27 AM
2242	Volunteer Park West Seattle Renton Highlands Burien	11/11/2014 11:23 AM

2243	Capitol Hill U District, airport Shore line.	11/11/2014 11:21 AM
2244	Cal Anderson Park Space Needle Columbia City Light Rail Station	11/11/2014 11:20 AM
2245	from Montlake to downtown Seattle. I would like to go from Montlake to the Eastside-Bellevue/Redmond	11/11/2014 11:18 AM
2246	To the Seattle CBD.	11/11/2014 11:11 AM
2247	Downtown Seattle. Wish a bus went to my parent's house at 19506 75th Ave NE Kenmore,WA.	11/11/2014 11:10 AM
2248	I currently travel between Capitol Hill, South Lake Union, Downtown, Pioneer Square, and the U District. The bus I use most often, the 8, is majority of the time too full in the mornings, and so often passes stops by making it not dependable as a method for transportation when I have time constraints. This happens in the major commute times in the morning and the afternoon. I would like to be able to more conveniently go from Capitol Hill to Fremont/Ballard.	11/11/2014 11:03 AM
2249	I currently do a lot of downtown/Capitol Hill/U District, partly because that's easy so I've found shops and parks in these neighborhoods. I'd like to get to Fremont and Ballard more easily, as I have friends there, but the crosstown connections are tiring on a cold wet day. Getting to the Seattle Center/SLU from Broadway is also less predictable than I'd like it to be.	11/11/2014 10:53 AM
2250	Pike and 4th.	11/11/2014 10:53 AM
2251	I go to Magnuson park, Ravenna, Ballard, east queen Anne, downtown, south lake union, north gate, lake city way. I would like better access to the light rail, to the airport, to southseattle like beacon hill, Columbia city, burien.	11/11/2014 10:35 AM
2252	Everett Transit Center to first Seattle Stop - Stewart St and Yale, then Last Seattle Stop - 9th and Howell or Olive and Terry to Everett Transit Center	11/11/2014 10:27 AM
2253	Sammamish Hills Park & Ride Rainier Frwy Station University Station	11/11/2014 10:24 AM
2254	Roosevelt, Capitol Hill, Downtown, Columbia City, Fremont, Ballard, U-District	11/11/2014 10:20 AM
2255	No needs right now. Live on Capitol Hill by 15th and Galer. Would love for the #10 to connect to the future Broadway & John Capitol Hill LINK stop.	11/11/2014 10:10 AM
2256	I currently go from the greenlake area to down town seattle, or the university district to down town seattle. I would like to be able to get to West Seattle and Ballard easier	11/11/2014 10:09 AM
2257	Capitol Hill to Downtown Seattle Downtown Seattle to Westwood Village When Northgate phase is complete will use to go from Capitol Hill to Northgate.	11/11/2014 10:06 AM
2258	Most frequently - Broadway and Olive to Denny and 1st Also from Capitol Hill to Overlake Transit Center or to 36th and Raymond in West Seattle.	11/11/2014 10:06 AM
2259	I commute from Tacoma to Seattle M-F	11/11/2014 9:56 AM
2260	I currently take the bus from Kirkland (Houghton) to Fremont; from Fremont to Seattle University; and from Seattle U to Kirkland or from Fremont to Kirkland (these all involve two different buses).	11/11/2014 9:50 AM
2261	downtown, capital hill, South Lake Union, International District	11/11/2014 9:46 AM
2262	North Greenwood/Broadview (105th and Greenwood) to downtown, Fremont, Ballard and Ravenna Downtown to Ravenna Ravenna to North Greenwood - I would if I could, but the number of transfers make Car2Go much more appealing even though it costs more Downtown to Capitol Hill (usually by foot) Downtown to Rainier Valley (Rainier and Walden) and back North Greenwood to SeaTac airport and back	11/11/2014 9:32 AM
2263	My primary trip is between my home near Volunteer Park to my job downtown near the Convention Center. Places that I would like to go more easily on transit: International District, West Seattle, Ballard	11/11/2014 9:25 AM
2264	airport, downtown, more east/west routes in the north end	11/11/2014 9:16 AM
2265	UW Bellevue	11/11/2014 9:10 AM
2266	Currently from 65th street to Denny Way on Rapid Ride E Would like express from Shoreline to downtown - like the old 377	11/11/2014 9:08 AM
2267	Downtown, Capital Hill, Ballard, airport	11/11/2014 9:05 AM
2268	I use transit primarily to and from work. I would much rather use transit to get downtown and back on the weekends, as well as to and from Pioneer Square / CenturyLink field. I would LOVE to take transit to the airport.	11/11/2014 9:04 AM

2269	7400 Sand Point way during standard commuting hours	11/11/2014 9:02 AM
2270	1616 Eastlake Ave E	11/11/2014 8:52 AM
2271	Swedish Hospital, 2nd and Spring, Madison and Boren, 45th and Fremont, airport, train station	11/11/2014 8:41 AM
2272	I would like more crosstown connections. On the NW side, there are crosstown buses on 85th and Market, but nothing in between for ~2 miles. A 65th from end to end (diverting n or south around GL) bus would be great. It would increase access to the new Link stop in Roosevelt. Increasing feeder routes to LINK should be a priority. After Link opens in Roosevelt, the 64 and 76 continuing downtown doesn't any sense divert one of them to N65th and NW 65th.	11/11/2014 8:37 AM
2273	seattle to udist for fun Tacoma to seattle for work	11/11/2014 8:27 AM
2274	I go from 125th NE & 15th Ave NE to DT Seattle. I would like to go from 125 NE & 15th Ave NE to South Lake Union (ie, Fred Hutchinson).	11/11/2014 8:06 AM
2275	Currently: Rainier & Holly on the 7 and 9 bus routes Broadway & Columbia on the 7 and 9 bus routes Link Light Rail from Seatac Airport to Westlake Would like to go: Link Light Rail to U District, Mercer Island, Bellevue, South Center, Renton Landing, Queen Anne (hardest neighborhood to get to/from in Seattle)	11/11/2014 8:06 AM
2276	Seattle Children's Hospital, Downtown Seattle, Capitol Hill	11/11/2014 7:56 AM
2277	Virginia Mason Hospital Benaroya Hall Pike Place Market Pacific Place Town Hall Seattle Center Seattle Public Library 1101 Madison SeaTac Airport	11/11/2014 7:49 AM
2278	Downtown University Village	11/11/2014 7:49 AM
2279	- Capitol Hill to/from the Eastside - SLU to/from Eastside - Downtown/First Hill/Capitol Hill (North Broadway area)	11/11/2014 7:44 AM
2280	UW Medical Center U Village Downtown Ballard Northwest Hospital	11/11/2014 7:08 AM
2281	2nd And Marion, 12th and Pike, NE 65th St and 29th Ave NE	11/10/2014 11:20 PM
2282	City target, amazon hq	11/10/2014 10:25 PM
2283	Northgate P&R U District seattle downtown Capitol Hill Eastgate P&R Bellevue downtown International District belltown	11/10/2014 10:24 PM
2284	40th St NE and 2nd Ave NE to 3rd and Union and back Keystone and N 51st to 3rd and Union and back	11/10/2014 9:16 PM
2285	Between Capitol Hill and the VA hospital in Beacon Hill.	11/10/2014 9:05 PM
2286	Live in Capitol Hill, work Downtown. Hang out and/or shop in (roughly in order of time spent) Ballard, Wallingford, U District, Fremont, Columbia City, West Seattle, Northgate.	11/10/2014 8:21 PM
2287	To/from Lynnwood Transit Center. I would like to more easily be able to get from South Lake Union (i.e Fred Hutchinson) to downtown Seattle.	11/10/2014 8:15 PM
2288	I ride the bus to work everyday either using the 8 or 43 (going from Cap Hill to Belltown). Sometimes I take the bus to Ballard from Cap Hill. I would like to have a direct bus route to U Village from Cap Hill	11/10/2014 8:14 PM
2289	Greenwood to the University of Washington University of Washington to Downtown Greenwood to Bellevue Greenwood to SeaTac Airport Greenwood to Central District	11/10/2014 8:08 PM
2290	Downtown and the U district from Capitol Hill	11/10/2014 7:28 PM
2291	Seatac airport 8th & Virginia (downtown Seattle) 17th Ave NE & NE 75th St	11/10/2014 7:24 PM
2292	Currently go from 95th and Lake City Way to 6th and Union. Return trip is 4th and University to 95th and LCW. When Link Rail is at Husky Stadium would like to go from 105th and Sand Point Way or 35th NE and 105th to UW Link Rail Station.	11/10/2014 7:17 PM
2293	Seattle Central College (Pine and Broadway)	11/10/2014 7:16 PM
2294	University District, Downtown, Northgate, Puyallup, Tacoma, Ballard, First Hill, Capitol Hill, International District	11/10/2014 6:53 PM
2295	Seneca & 3rd, downtown Seattle Wallingford & 45th, wallingford Seattle Everett transit on Smith Ave 45th & 9th, u-district Seattle Pine & Broadway, capitol hill Seattle 2026 S 308th St, Federal Way Downtown Tacoma to Downtown Everett Western and Virginia, downtown Seattle	11/10/2014 6:50 PM

2296	home to work and back. Queen Anne hill is home and work is the University of Washington. Please bring back the 45 route. Since that was cancelled, I have to drive to work because the transfers are not efficient.	11/10/2014 6:29 PM
2297	I would like to be able to go to the University Village by bus, which is out of the way in capitol hill.	11/10/2014 6:24 PM
2298	University Way and 41st University Way and 43rd University Way and 45th	11/10/2014 6:16 PM
2299	Currently go from Central District to Downtown. I would like to travel more easily from Central District to Ballard/Fremont/North Queen Anne.	11/10/2014 6:09 PM
2300	I'd like to be able to get good bus access to N Beacon Hill ... Specifically Pac Med Tower	11/10/2014 6:01 PM
2301	From Rainier & Dearborn to Capitol Hill on the weekends and evenings!	11/10/2014 5:58 PM
2302	I can't wait to get downtown from UW in 6 minutes! The places I currently go using transit: UDistrict, Downtown, the airport. Places I would like to go, but they suffer from terrible service: Greenwood, Fremont, Wallingford, Ballard, Columbia City, Seward Park.	11/10/2014 5:56 PM
2303	I would like to go directly east on NE 45th St viaduct from U District to Laurelhurst without having to go through the UW campus.	11/10/2014 5:44 PM
2304	I would like to be able to get across town, i.e. Ballard (via 15th and Interbay) to Capitol Hill (Pike/Pine corridor) without changing buses. Currently the 32 gets very crowded during weekday afternoons. More frequent buses would be appreciated.	11/10/2014 5:43 PM
2305	From Ravenna to downtown Seattle From Ballard to Ravenna	11/10/2014 5:31 PM
2306	I currently go from Leschi to downtown. It would be great to have a station in Madrona/Madison Valley	11/10/2014 5:30 PM
2307	Fremont, Ballard, Downtown, and UW. No specific addresses because I go all over the place.	11/10/2014 5:25 PM
2308	bellevue city hall, u village, the ave u district, pike/pine & broadway, fremont brewing, naked city, smarty pants (georgetown), chucks cd, chucks 85th, northgate mall, westlake mall, seatac airport, shilshole marina, my house (cherry & MLK)	11/10/2014 5:22 PM
2309	West end of Mercer Street & Seattle Childrens Hospital	11/10/2014 5:10 PM
2310	Madison Valley to Downtown	11/10/2014 5:10 PM
2311	Capitol Hill , Madison Park, Lakewood and Seward Park	11/10/2014 5:08 PM
2312	901 5th Ave, Seattle SeaTac Airport University Village Melrose & Denny	11/10/2014 5:03 PM
2313	Seattle Children's Hospital, downtown, SeaTac, Greenwood, Ballard, Columbia City	11/10/2014 5:02 PM
2314	First Hill Swedish Hospital, Rainier Ave So, Renton landing	11/10/2014 4:59 PM
2315	Currently I go to work at 7th and Union on public transit. I use Car2Go when I need to get to the WeWork offices that are in Southlake Union. I would like to see a transit system that would go from 15th and Pine down to 500 Yale Ave N, Seattle, WA 98109.	11/10/2014 4:53 PM
2316	I usually take transit between Cap Hill and Queen Anne, Downtown, and the U District. Most other cases, I drive or uber. Easy connection between Capital Hill and Ballard/Fremont would be ideal.	11/10/2014 4:52 PM
2317	Would like to go from: Lower Queen Anne to Cal Anderson Park area with ease	11/10/2014 4:50 PM
2318	home (belltown) to work (SLU) home (belltown) to downtown / seatac / capitol hill	11/10/2014 4:47 PM
2319	Home Pacific Science Center Downtown Ballard U District Georgetown	11/10/2014 4:45 PM
2320	I commute from 20th and Lake City Way to the starbucks center in SODO everyday. I would LOVE a more efficient way to get there. I would also love a better connection to the neighborhoods west of us, like Ballard, Fremont, or Greenwood.	11/10/2014 4:34 PM
2321	Ballard, Queen Anne, Sea-Tac!!!	11/10/2014 4:34 PM
2322	Seattle Center University District Downtown Seattle Green Lake area Group Health on Capitol Hill Northeast branch of Seattle Public Library I'd like to be able to take the number 25 directly to the University District (University Bookstore, Bartells) via the viaduct by University Village rather than going through the UW, where it duplicates other routes serving the campus.	11/10/2014 4:31 PM

2323	Found trip from Seattle Street and California in West Seattle, to University of Washington Health Sciences Buildings. Also, once per week, round trip from Seattle St and California in West Seattle to FHCRC on 1100 Fairview Ave.	11/10/2014 4:28 PM
2324	#2 is my main bus. It takes me from 18th & Union to Town Hall, Benaroya, and Seattle Center. It also takes me to the Link Light rail University Station. #43 takes me to the University #8 takes me to REI and Seattle Center	11/10/2014 4:26 PM
2325	U village, U district (the ave), Wedgwood, N wedgwood, downtown Seattle, downtown retail district, Colman dock, Safeco field/centurylink field, Amtrak king street station	11/10/2014 4:25 PM
2326	Capitol Hill (home) ----> U-district (work) Capitol Hill (home) ----> Sea-Tac (airport) Capitol Hill (home) ----> Ballard (fun)	11/10/2014 4:23 PM
2327	Seattle Municipal Tower Safeco Century Link Husky Stadium Downtown Seattle West Seattle - Highpoint, Alaska Junction	11/10/2014 4:17 PM
2328	Currently - Capitol Hill, Downtown, UW, Would like to go - Gas Works Park, Alki, Bellevue, Ikea	11/10/2014 4:09 PM
2329	downtown seattle, university district, ballard, northgate,south park,georgetown,airport	11/10/2014 4:05 PM
2330	Northgate Transit Center to downtown, and also to 2100 24th Ave. S Also from 2100 24th Ave. S to Downtown, which takes a long time on the 7.	11/10/2014 4:04 PM
2331	From Eastlake to downtown. Being carless, it is difficult to get around on the weekends or home. I have lived in larger cities where public transportation was much easier (Los Angeles, Chicago).	11/10/2014 4:01 PM
2332	I go from Northgate to downtown Seattle Mondays-Fridays for work and get home after I am done with my 9-5. From downtown Seattle, I also often take the bus to Queen Anne, Capitol Hill or Belltown for afterwork activities.	11/10/2014 4:01 PM
2333	I would like to start taking the bus from NE Seattle along 25th Ave NE to Bellevue Transit Center again, for work. I used to ride the Metro 243 bus to work until it was discontinued in September 2014.	11/10/2014 3:57 PM
2334	Lake City way & 125th st, Boren & Madison, 4th & Madison, 2nd & Marian, WA State Convention Center, Seattle Waterfront/Pike Place Market	11/10/2014 3:53 PM
2335	Green Lake, Downtown, Capital Hill	11/10/2014 3:51 PM
2336	Eastlake Ave E and E Lynn St 50th Ave S and S Dawson St Rainier Ave S and S Edmunds St	11/10/2014 3:48 PM
2337	I currently go: Between Fremont and Sand Point, Sand Point and downtown, Sand Point and Capitol Hill (12th and Pine area), Fremont and Capitol Hill, Fremont and Wallingford, Fremont and Ballard, Fremont and downtown, Fremont and Seattle Center. I would like to be able to go more easily and quickly on transit between Fremont and Capitol Hill, Fremont and Queen Anne, Fremont and West Seattle.	11/10/2014 3:47 PM
2338	Pioneer Square, University District,	11/10/2014 3:45 PM
2339	Currently travel from West Seattle Alaska/California junction to UW Medical Center Would LOVE it if there was a direct route from near West Seattle junction to near the UWMC. As often as the C line comes, it is still almost always standing room only, which is becoming a deterrent. This will be more of a problem as all the new high-rise apartment buildings become available for rent (several are under construction at present) Would love to be able to take light rail from West Seattle to the airport. I have done it by transferring downtown but that was very inconvenient and I won't likely do it again.	11/10/2014 3:44 PM
2340	I go all over the county on metro. I go from capitol hill to the DT/SODO/Northgate/Greenlake/LCW/Shoreline/Rainier valley/Bellevue/Lynnwood/SEATAC I would like to be able to get to West Seattle/Bothell-Chateau ST Michelle	11/10/2014 3:37 PM
2341	Northgate, Belltown	11/10/2014 3:31 PM
2342	Work: University of Washington Medical Center Other: Downtown Seattle, Ballard, Wallingford, Lynnwood, Edmonds.	11/10/2014 3:25 PM
2343	Airport, University of Washington Medical Center, Harborview Medical Center, Downtown, Ballard	11/10/2014 3:23 PM
2344	Between Capitol Hill and: -Fremont -Ballard -Georgetown -Beacon Hill -Downtown -U District -Shoreline - Lynnwood -Marysville -Bellevue -Redmond	11/10/2014 3:20 PM
2345	EMP Museum, downtown	11/10/2014 3:16 PM
2346	Currently: 15th Ave E corridor, downtown, U District, Maple Leaf, Interbay, Bellevue. Would like: Green Lake, Fremont Center, Wallingford, Gilman Dr W, Golden Gardens Park.	11/10/2014 3:11 PM

2347	I would like to travel from Queen Anne to Capitol Hill after midnight. I would also like to travel between Capitol Hill and Georgetown without a transfer. An express light rail car from Westlake to the Airport would be amazing.	11/10/2014 3:00 PM
2348	Work (Bellevue Transit Center), Home (Capitol Hill), Downtown Seattle, SeaTac Airport, Seattle Center	11/10/2014 2:57 PM
2349	Downtown to Lake Forest Park or Mountlake Terrace	11/10/2014 2:56 PM
2350	Northgate P&R and downtown transit tunnel. FYI - 41 is not listed in question 2.	11/10/2014 2:55 PM
2351	Bellevue, UW, Northgate, Downtown Seattle	11/10/2014 2:55 PM
2352	Everywhere	11/10/2014 2:53 PM
2353	Downtown seattle from Capitol Hill and first hill, also first hill to university dist.	11/10/2014 2:51 PM
2354	Currently going to: Downtown (First and Seneca) Sand Point (Sandpoint Way NE & 74th) U-District (the Ave) Would like faster and more frequent transit to the above locations, plus: Lynnwood- would like better connection between CommTrans and Metro Roosevelt/Ravenna- a bus that goes from Sand Point Way up to 65th Ballard- a fast route from downtown Ballard to Sand Point Way, preferably not snaking through the entire U-District Fremont- a fast route from Sand Point to Fremont, preferably not snaking through the entire U-District Capitol Hill- a route that goes from Sand Point to Capitol Hill via the Montlake Bridge	11/10/2014 2:49 PM
2355	I go to work on public transit.	11/10/2014 2:47 PM
2356	International District / Leschi / Judkins Park area	11/10/2014 2:47 PM
2357	Downtown Seattle Shopping District Issaquah highlands Quicker service to REnton or Kent would be nice First Hill/Capitol Hill	11/10/2014 2:45 PM
2358	Union Station 511 East Roy Street, Seattle, WA 98102	11/10/2014 2:42 PM
2359	I currently go to work at 5th and Denny, and get home to 12th and Denny. I also go to Magnuson Dog Park and to Pike Place Market and the Downtown Target regularly.	11/10/2014 2:38 PM
2360	Seattle Airport	11/10/2014 2:34 PM
2361	14812, Main Street, Bellevue WA 98007 University of Washington, Seattle, WA Renton Highlands, Renton, WA	11/10/2014 2:31 PM
2362	35th Ave NE & NE 65th St to 5th Ave & Pike St Downtown Seattle Tunnel Pioneer Square Station to 40th Ave NE & NE 65th St	11/10/2014 2:27 PM
2363	Seattle - Tacoma For a light rail or sounder train to go from Tacoma Dome to Downtown Seattle (Westlake area)	11/10/2014 2:23 PM
2364	I live on Queen Anne, so most of those routes are my main bus routes. Something from downtown Seattle to the Puyallup fairgrounds that runs at night so you could stay for a concert.	11/10/2014 2:19 PM
2365	Greenlake - Aurora and 76th street Greenlake Drive opposite Zeek's Pizza	11/10/2014 2:18 PM
2366	I go to work at Seattle Central, to my son's daycare at Rainier and Genesee, and home to Beacon Hill on transit daily. I also like to take transit to downtown Seattle, to the stadiums. to the ID, to Columbia City, and to the airport.	11/10/2014 2:16 PM
2367	Between Burien and Downtown Seattle.	11/10/2014 2:16 PM
2368	Increased access/ more reliable access from north seattle to downtown (everett, Lake Stevens)	11/10/2014 2:14 PM
2369	Downtown, the stadiums,	11/10/2014 2:14 PM
2370	Union Street Downtown Seattle	11/10/2014 2:11 PM
2371	Currently go: Between Capitol Hill and downtown, Seattle Center, the International District, SeaTac Airport Where I would *like* to be able to go on transit: between E Pine & 12th-15th and McCaw Hall without a transfer or a scary walk in the dark at night, along 12th Ave E between Cherry and E John, between Capitol Hill and Redmond without a transfer	11/10/2014 2:09 PM
2372	To Downtown from Northgate Transit Center or 100th and 15 Ave Ne	11/10/2014 2:09 PM
2373	Link to Seatac	11/10/2014 2:05 PM
2374	Maple Leaf to Downtown & back	11/10/2014 2:05 PM
2375	Capitol Hill/Broadway 500 Wall St. Green Lake (Would like) 317 Marion St	11/10/2014 2:04 PM

2376	SEATAC, various areas of Seattle (Capitol Hill, Belltown, First Hill, Queen Anne, etc.). It is challenging to go east from the Pike area (via walking or biking, due to hills). Connecting the light rail would be great.	11/10/2014 2:04 PM
2377	Currently go from Capitol Hill to Downtown and back.	11/10/2014 2:04 PM
2378	First Hill Downtown Lake City University District Queen Anne	11/10/2014 2:02 PM
2379	23rd and East Union, Seattle, WA and Broadway and Pine Streets	11/10/2014 2:02 PM
2380	Seattle Central College University of Washington International District Downtown Seattle, West Seattle, Bellevue, Federal Way South Center Seattle-Tacoma Airport Bremerton	11/10/2014 2:01 PM
2381	Northgate Transit Center to First Hill (Harborview Medical Center) Northgate Transit Center to Downtown Seattle (roundtrip) Northgate Transit Center to University District (45th & Roosevelt) Northgate Transit Center to University District (University of Washington Medical Center/HUB)	11/10/2014 2:01 PM
2382	Downtown, First Hill	11/10/2014 2:01 PM
2383	I bus daily back and forth from Capitol Hill to View Ridge area. I bus from downtown to Capitol Hill. From Capitol Hill to the U-District. Bus from Capitol Hill to West Seattle. From Capitol Hill to Madison Park. From Capitol Hill to Green Lake . From Capitol Hill to Phinney area.	11/10/2014 2:00 PM
2384	From home (1526 3rd Ave, in Seattle) to Work (1801 Broadway. Roundtrip From home to Pike Market Clinic 1930 Post Alley. Roundtrip From Home to Bartell's and Metropolitan Market at 101 Mercer Way. Roundtrip. From Home to 2820 Northup Way. Roundtrip,	11/10/2014 2:00 PM
2385	Current: Ballard, Capitol Hill, U-District, Sea-Tac Future: Same as above plus Georgetown, Sodo, Beacon Hill, Seward Park, Crown Hill, North Ballard, Greenlake, Greenwood, Fremont. Westlake, Eastlake, Pioneer Square, West Seattle, South Park.	11/10/2014 1:59 PM
2386	Seattle Central College Pac Med building Pike Place Market CenturyLink stadium MOHAI Amazon campus	11/10/2014 1:58 PM
2387	Green Lake Park; SeaTac airport; downtown (for link light rail connection or to other destinations including 2nd&Madison or 3rd&Pine)	11/10/2014 1:57 PM
2388	I take Metro #9X along Rainier Ave and Cloverdale	11/10/2014 1:57 PM
2389	- From Meadowbrook (110th and 31st Ave NE) to downtown/Denny Triangle (Virginia and 8th) & back - From Ravenna park & ride at 65th & I-5 to downtown/Denny Triangle (Virginia and 8th) & back	11/10/2014 1:56 PM
2390	Dexter Ave and Denny Way, and 85th St. and Greenlake.	11/10/2014 1:54 PM
2391	Pike Place Market	11/10/2014 1:50 PM
2392	I take Bus #9X on Rainer Aver corner Cloverdale streets	11/10/2014 1:49 PM
2393	Woodinville, @ 195th st	11/10/2014 1:48 PM
2394	Columbia City/ Rainier Vista Neighborhood Seattle University Capitol Hill/ Pike Pine Business District Belltown Neighborhood N. 50th & Meridian Ave N. (Good Shepard Center)	11/10/2014 1:42 PM
2395	Would like better service between N. Capitol Hill & Garfield for the many students who currently have to make the long walk to 23d or make early morning transfers. Would like faster east-west transit between Capitol Hill and Seattle Center area (currently faster to walk or bike) I currently use transit between N. Capitol Hill to downtown and U Dist.	11/10/2014 1:38 PM
2396	Capitol hill (broadway and john) - Downtown (3rd and columbia) - U District - Ballard - Wallingford	11/10/2014 1:37 PM
2397	For work, I commute from Capitol Hill to SoDo (1st Ave S and Utah Ave S). I have to take 3 buses to get there (including work shuttle), my in-city commute takes me more than an hour door-to-door. If I don't take the shuttle, I have to walk 15 minutes from the Light Rail Stadium Station. I'd like to see a SB bus from downtown/Capitol Hill to SoDo running down 1st Ave S.	11/10/2014 1:37 PM
2398	I go to currently: Capitol Hill, Thomas & Boylston (home) University District, 43rd & Roosevelt (work) Downtown (shopping, dining, recreation) SODO (stadiums) Lower Queen Anne (McCaw Hall et al) Some connections from Capitol Hill could be improved. Difficult to get to SODO, Fremont, Green Lake, Ballard at most times of day.	11/10/2014 1:37 PM
2399	I travel to work in Downtown Seattle (Pioneer Square) from Overlake Transit Center	11/10/2014 1:37 PM
2400	522 N 85th ST UW Tower UW Main Campus Seattle Central College Youngstown Cultural Arts Center 674 S Orcas St	11/10/2014 1:34 PM

2401	From Tacoma Dome Station to Downtown Seattle (7 + Pike) I would like to be able to go to the northend of Seattle on occassion and would use the light rail.	11/10/2014 1:34 PM
2402	I currently go most often to my job downtown, at 1st and Spring. I also frequently bus to/from the U District, Greenlake, and Lower Queen Anne.	11/10/2014 1:27 PM
2403	I currently go: Seattle Central College, Downtown, Stadium District and airport.	11/10/2014 1:25 PM
2404	Magnolia, Ballard, Greenlake, UW District, Roosevelt Neighborhood, Capitol Hill, First Hill, Downtown, Queen Anne, Pioneer Square, and West Seattle. I visit all of those neighborhoods frequently and in a variety of locations.	11/10/2014 1:23 PM
2405	125th & 15th Northgate transit center Greenlakw park and ride	11/10/2014 1:23 PM
2406	Seattle-->Bellevue and back, would LOVE a direct Light Rail train for this obviously very popular route.	11/10/2014 1:21 PM
2407	I travel daily to Magnuson Park in NE Seattle at Sand Point Way and 74th Street. I also travel to Capitol Hill- along Broadway and down Olive Way.	11/10/2014 1:17 PM
2408	West Seattle - 16th & Myrtle	11/10/2014 1:17 PM
2409	I go from Northeast Seattle (Sand Point) to Queen Anne (SPU) and Downtown (Seattle Central College)	11/10/2014 1:15 PM
2410	West Seattle - near South Seattle College, Capitol Hill - Seattle Central College, White Center, Burien, Downtown Seattle	11/10/2014 1:14 PM
2411	Commute between work and home. If there were more direct routes between capitol hill and ballard for example than I would use it for normal getting around town.	11/10/2014 1:12 PM
2412	Downtown (bus transfer usually at 3rd and Pine) to/from the U district (the Ave & 45th)	11/10/2014 1:08 PM
2413	University Bookstore, Uwajimaya, downtown retail core, Madison Park.	11/10/2014 1:07 PM
2414	Where I Currently Go: Capitol Hill->U District Where I Would Like To Go: Capitol Hill -> Georgetown	11/10/2014 1:05 PM
2415	I work at Overlake and live on Capitol Hill. Otherwise: Downtown, U-District, Fremont, Ballard, Queen Anne, Georgetown, and other Seattle neighborhoods.	11/10/2014 1:03 PM
2416	Airport, Work (Brooklyn and NE 45th), Home (10th and Republican), Ferry Terminal, Downtown, REI, Seattle Center,	11/10/2014 1:01 PM
2417	VA Puget Sound Seattle, Green River Community College in Auburn are my two main destinations.	11/10/2014 1:01 PM
2418	downtown university area west seattle-admiral area	11/10/2014 1:00 PM
2419	7525 SE 24th Street, Mercer Island, WA Downtown Seattle	11/10/2014 1:00 PM
2420	Currently: airport, downtown, UW, Ballard, Queen Anne, First Hill (Swedish - work) Would like: faster connection between Capitol Hill and Ballard.	11/10/2014 12:59 PM
2421	Pike Place, Seattle Public Library, Seattle Central Community College, all businesses on Broadway, the Ave, and Roosevelt way.	11/10/2014 12:56 PM
2422	Currently use metro bus to go from Eastlake to Capitol hill/First hill. Would like to go from Capitol Hill/Eastlake/University area to Ballard/Fremont	11/10/2014 12:53 PM
2423	I usually take the 41 to Convention Place Station.	11/10/2014 12:52 PM
2424	Capitol Hill (home), Downtown, International District, Belltown (work)	11/10/2014 12:51 PM
2425	Downtown, Lake City. Pinehurst, Everywhere	11/10/2014 12:50 PM
2426	I currently commute between 77th & Lake City way to the Columbia Tower downtown.	11/10/2014 12:50 PM
2427	12th Ave E & E Harrison 15th Ave E & E Harrison 12th Ave E & E John 12th Ave & E Pine St 1st Ave S & Yesler Wy 1st Ave S & S Main 1st Ave S & S King	11/10/2014 12:49 PM
2428	Currently go from Green Lake to Lower Queen Anne and Green Lake down to the stadiums Would like to be able to go from Green Lake to Capitol Hill	11/10/2014 12:46 PM
2429	I would like a continuous bus link between U-Village/Children's and the new Husky Stadium light rail station.	11/10/2014 12:41 PM
2430	Ballard High School, University of Washington Seattle Campus, Downtown Seattle, SeaTac Airport, Northgate Mall, Tacoma Dome, University of Washington Bothell Campus, Lake City Fred Meyer, West Seattle Junction	11/10/2014 12:38 PM

2431	999 Third Avenue, Seattle, WA 98104	11/10/2014 12:36 PM
2432	U-District Capitol Hill Downtown Seattle Lynnwood	11/10/2014 12:36 PM
2433	Downtown UW Pioneer Square	11/10/2014 12:34 PM
2434	I currently commute from Kent Station to Seattle Central College. I would like an easier way to get from the King Street Station to SCC. I would also like it if it were easier to use transit to get to and from the stadiums for games.	11/10/2014 12:32 PM
2435	I would like to be able to get easily from Northgate to the VA on Beacon Hill. Looking forward to using the light rail to get from Northgate downtown in a few years.	11/10/2014 12:30 PM
2436	Currently go: Miller Playfield, Burien TC, Seattle Library, Green Lake, Seattle Center (Memorial Stadium), Century Link Stadium, Madrona Grocery Outlet.	11/10/2014 12:24 PM
2437	Everett, WA Park and Rides: Mountlake Terrace, Lynnwood, Ash Way, Mariner, South Everett Freeway Station, Everett Station Downtown Seattle: 5th & Marion	11/10/2014 12:24 PM
2438	West Seattle to Downtown; West Seattle to Central District	11/10/2014 12:24 PM
2439	I travel between downtown and capital hill several times a day. The bus service is generally great, whether I head up pike, Madison, or Seneca/union.	11/10/2014 12:23 PM
2440	I would like to be able to more easily travel from Lake City to Aurora Boulevard.	11/10/2014 12:23 PM
2441	Northgate, Queen Anne, Belltown, University District, Greenlake, Shoreline, Stadiums, Train station	11/10/2014 12:22 PM
2442	From E. Olive St and 23rd Ave to 15th Ave NE and NE Campus Parkway (this is my daily commute on the 48). I also use the 11 occasionally to get to meetings and events downtown).	11/10/2014 12:17 PM
2443	Currently: University of Washington Would like to go: More direct routing between Renton and the University of Washington/Downtown Seattle	11/10/2014 12:15 PM
2444	Link Light Rail Town Hall Downtown retail core Benaroyal Hall Seattle Center	11/10/2014 12:13 PM
2445	Seattle Central CC University Street Tunnel Station Tacoma Dome Station Rainier Ave Freeway Station	11/10/2014 12:11 PM
2446	airport	11/10/2014 12:11 PM
2447	West Seattle, White Center, Delridge, Westwood, Capitol Hill, Downtown Seattle	11/10/2014 12:10 PM
2448	Currently go: UWMC, HMC, SCCA Like to go more easily: SCCA, airport	11/10/2014 12:10 PM
2449	- capitol hill, near 12th and madison - seaward park, near 50th	11/10/2014 12:09 PM
2450	Wallingford, the U-district, Capitol Hill, Ballard, Ravenna, Maple leaf, Downtown	11/10/2014 12:05 PM
2451	Currently: Kitsap County, Ballard/Fremont, Downtown Like to go: University Village, top of Queen Anne, more access to Capitol Hill	11/10/2014 12:04 PM
2452	Downtown Seattle to the NOAA campus on Sand Point Way NE.	11/10/2014 12:04 PM
2453	I currently go downtown. I would like to go to ballard.	11/10/2014 11:59 AM
2454	10th & Newton to Seattle Central College. I'd like to have a stop at the new Capitol Hill station.	11/10/2014 11:59 AM
2455	Downtown seattle, Capitol Hill, Bellevue	11/10/2014 11:59 AM
2456	From S. Capitol Hill (15th & Union) to Admiral District in West Seattle (50th & Waite) From S. Capitol Hill (15th & Union) to Crown Hill (1811 NW 95th St, Seattle) From S. Capitol Hill (15th & Union) to University District (15th NE & NE 45th) From S. Capitol Hill (15th & Union) to Thornton Creek area, Seattle (7541 44th Ave NE) From S. Capitol Hill (15th & Union) to Redmond (17132 NE 80th St Redmond)	11/10/2014 11:58 AM
2457	Direct route from Capitol Hill to the International District.	11/10/2014 11:58 AM
2458	I go between 12th & John and the International District for work. I can't wait for the Streetcar to open, as I have to transfer currently when it's not really that far to go. The streetcar will be direct and will probably cut my travel time in half in the mornings and after work.	11/10/2014 11:57 AM
2459	2930 Wetmore Ave, Everett 902 SE North Bend Way, North Bend University of Washington Downtown Fremont Capitol Hill	11/10/2014 11:56 AM

2460	From home on NE 60th Street & 25th Ave NE to the International District Bus Tunnel and vice versa. I would love to have an easy way to get from 60th & 25th to Husky Stadium once the station there is open. I'm very much looking forward to getting to and from the airport with the Light Rail.	11/10/2014 11:54 AM
2461	Capitol hill to Ballard.	11/10/2014 11:53 AM
2462	I would like to go to work in downtown Seattle. I currently live in Bryant.	11/10/2014 11:52 AM
2463	From: 54 St & Latona or From: 65th St Park and Ride To: International District Tunnel	11/10/2014 11:52 AM
2464	Sometimes I bus from Wallingford to Capitol Hill or Downtown.	11/10/2014 11:51 AM
2465	Rainier Beach (57th Ave S & Rainier), Downtown Seattle (Seattle Municipal Tower), Seattle Center (East side), Fremont, Capitol Hill (Seattle Central College), University District (UW), Green Lake (Bathhouse Theatre)	11/10/2014 11:50 AM
2466	Cherry & 19th	11/10/2014 11:49 AM
2467	home to work, entertainment and shopping - the bus is my primary method of transit. I split my time living on Dexter Ave N and in Wedgwood and commute to Capitol Hill each day.	11/10/2014 11:46 AM
2468	Currently commute from Seatac to downtown Seattle. Would like more options to take public transit to UW district, north seattle, burien, etc. without as many lengthy transfers.	11/10/2014 11:46 AM
2469	to and from downtown seattle and Capitol Hill/Central District/Madison Valley	11/10/2014 11:46 AM
2470	6000 24th Ave NW 1000 Dexter Ave N Corner of E Denny Way and E Olive Way 707 E Pine St 1622 N 45th St	11/10/2014 11:45 AM
2471	work on pill hill. airport. fremont. northgate. rainier ave. etc.	11/10/2014 11:45 AM
2472	Work in the International District, Home to Beacon Hill (previously Capitol Hill), downtown, the airport	11/10/2014 11:44 AM
2473	102 n. 136th Street 1701 Broadway (Seattle Central College)	11/10/2014 11:43 AM
2474	supermarket, work place, bars/restaurants, clubs (live music), visit friends, library	11/10/2014 11:42 AM
2475	Seattle University, 901 12th Avenue Seattle, WA 98122 University of Washington 1406 East Alder Street Seattle, WA 98122 Seattle Public Library - Central Library Seattle Public Library - Capitol Hill Branch Seattle Public Library - Montlake Branch King Street Center, 201 S Jackson St Seattle, WA 98104 Southeast Everett Freeway Station, I-5 & 112th Everett, WA 98208 McCollum Park Park & Ride, 128th St & Dumas Road Mill Creek, WA	11/10/2014 11:41 AM
2476	What would be of BIG benefit to our local community is to have two additional regular bus routes, as follows: 1. A bus route loop that goes from 51st Avenue South in Auburn, WA to 320th/Peasley Canyon Road, to Pacific Highway in Federal Way, up to South 288th, and then back to 51st Avenue again. Reasons: A. It would serve the community who work and shop in Federal Way, and enable them to go to connecting transit stations in Federal Way. In addition, it would enable access for the large low-income neighborhood in this community, who need inexpensive travel to local grocery stores and jobs in Federal Way. Without this transit, the poor in our area essentially live in a food desert. B. It would serve high school students in the community who must get to part-time jobs in Federal Way. These students would also be able to take a connecting bus on Pacific Highway to Highline Community College for their Running Start classes. It would help reduce teens driving in the area, and reduce accidents that teens are prone to have. C. It would reduce--at least in half--the time it takes to go from Auburn (Lakeland area) to Federal Way. D. The combination above would increase economic opportunities and increase revenue for the county. 2. A bus route loop that goes from 51st Avenue South in Auburn to 320th/Peasley Canyon Road, then east to Auburn close to the train station, and then to Auburn Way in Auburn, WA. It would then go North on Auburn Way to 272nd and then to Military Road, close to the Star Lake Park and Ride. Reasons: A. It would serve the community who work and shop in Auburn, and enable them to use transit stations in Auburn. Ditto regarding the need for this service for the large low-income neighborhood in this community. B. It would enable residents to go to retail in the Auburn Outlet/Supermall area for jobs and shopping, thereby increasing economic opportunities for businesses and residents alike. This would in turn increase revenue for the county overall. 3. It would also be very, very nice if light rail extended down to Federal Way, because, after all, we are paying for it through our taxes.	11/10/2014 11:38 AM
2477	work & play	11/10/2014 11:36 AM
2478	Work, downtown	11/10/2014 11:36 AM
2479	downtown seattle to work between 15th and 80th, airport, northgate	11/10/2014 11:34 AM
2480	Downtown Capitol Hill University District University Village Seattle Center Green Lake	11/10/2014 11:33 AM

2481	Downtown Library, Townhall (8th & Seneca) Benaroya Hall, Seattle Center, Richmond Beach, University District (50th & University), Ballard (east/west connections are very frustrating & time consuming!), West Seattle (Lincoln Park), Burien	11/10/2014 11:29 AM
2482	ballard	11/10/2014 11:28 AM
2483	downtown	11/10/2014 11:28 AM
2484	I also ride the 5 regularly (it is not an option above). I live on the north end of Beacon Hill and commute to Wallingford for work.	11/10/2014 11:27 AM
2485	Issaquah Transit Center to South Lake Union.	11/10/2014 11:27 AM
2486	Woodland Park Zoo Northgate Mall Sea-Tac Airport University of Washington Alki Beach Madison Beach	11/10/2014 11:23 AM
2487	400 Boylston Ave 815 Western Ave 5901 Phinney Ave N	11/10/2014 11:19 AM
2488	Currently: Kirkland (Kingsgate Park and Ride) to Downtown Seattle, then to Ballard. Currently the bus works well for me, and I'm fortunate to live and work very close to the bus stops I use.	11/10/2014 11:19 AM
2489	Primarily to work at 6th & Union, also CenturyLink Field, and the airport.	11/10/2014 11:19 AM
2490	Downtown Seattle, Queen Anne Hill (1902 5th Ave N.), Vashon Island	11/10/2014 11:18 AM
2491	University of Washington Seattle Center Downtown Airport	11/10/2014 11:18 AM
2492	SeaTac Airport Husky Stadium Downtown Seattle Greenlake	11/10/2014 11:17 AM
2493	6411 9th Ave NE to/from 925 Fourth Ave 6411 9th Ave NE to/from 325 9th Ave (Harborview Medical Center) 6411 9th Ave NE to/from 201 16th Ave E (Group Health Capital Hill)	11/10/2014 11:17 AM
2494	Work (Downtown Bellevue, Downtown Seattle) Home (98008) UW	11/10/2014 11:17 AM
2495	My regular commute is from Northeast Seattle (NE 85th & 15th Ave NE) to Downtown Seattle, but I also take transit to the airport, to sporting events and sometimes to Downtown Bellevue.	11/10/2014 11:14 AM
2496	615 Ave E to Columbia tower	11/10/2014 11:12 AM
2497	Ballard. Capitol Hill. Airport. I'd like to get to West Seattle easier.	11/10/2014 11:10 AM
2498	University of Washington, Seattle Central Library, downtown Federal Building, Sea-Tac Airport	11/10/2014 11:09 AM
2499	I'd love to go between Wallingford (Green Lake Way and Aurora Ave) and Fremont (N 34th St and Fremont Ave). Transit options today suck. Walk 10 min to catch a once-in-20min bus, ride it for 5 min and walk 10 min again. Or simply walk it.	11/10/2014 11:08 AM
2500	UW Campus (health sciences building) Airport (Seatac)	11/10/2014 11:06 AM
2501	UWMC; Harborview; Capitol Hill; Queen Anne Hill; Wallingford; Fremont; Downtown Seattle; Edmonds; UW Campus; City Parks - Washington Arboretum, Elliott Bay, Lake Washington Boulevard.	11/10/2014 11:05 AM
2502	From Madison Park to Downtown, to Ballard, to Fremont From Bell Town to Madison Park	11/10/2014 11:05 AM
2503	Seattle Center Capitol Hill (all) Mt Baker Transit Center Columbia City (all) CenturyLink and Safeco University of Washington	11/10/2014 11:04 AM
2504	I primarily travel between my house in Wallingford and Downtown. I think having a transit station near UW would be helpful because there is a lot to do around the U-District, including U-Village.	11/10/2014 11:02 AM
2505	From Cap Hill to Ballard (want to go), Cap Hill to downtown (daily now), Cap Hill to SeaTac Airport (want to go)	11/10/2014 11:02 AM
2506	Currently: downtown from Capitol Hill (43) Would like: Pioneer Square, Ballard, Green Lake without any transfers	11/10/2014 11:01 AM
2507	ROUTE 47. I WANT ROUTE 47 BACK! I like won't use the Broadway line b/c how do you expect me to get there from Melrose. LUG a suitcase up 5 VERY STEEP blocks?	11/10/2014 11:00 AM
2508	EMP, Science Center, Key Arena, Space Needle, Century Link, Safeco Field, Sea-Tac Airport, Northgate mall, Zoo, Aquarium, Ferris Wheel, Gas Works Park, Alki Beach	11/10/2014 10:58 AM
2509	I go from Madison Park to Pioneer Square.	11/10/2014 10:58 AM
2510	Pioneer Square Northgate Mall	11/10/2014 10:58 AM

2511	Northgate P&R to downtown for work	11/10/2014 10:56 AM
2512	Capital Hill to Sculpture Park. Currently go from Capital Hill to downtown since no bus goes that way from Capital Hill.	11/10/2014 10:56 AM
2513	It's my main mode of transportation, so...lots of places? Home in north Capitol Hill (near 15th and Republican), work downtown (3rd and Columbia), partner's home in the Central District (23rd and Spring), social things in the U-District (45th and Thackeray, 50th and Roosevelt), Fremont (near around Fremont Brewing, v. difficult for me to get to at the moment). I'd like more/faster options to get to South Seattle; I have a friend in Hillman City and it takes an incredibly long time to bus to her house. We like going to Georgetown, but only do it when we can borrow a car because it's difficult or takes a long time to get there by transit.	11/10/2014 10:54 AM
2514	To work Capitol Hill to downtown. Capitol Hill to Fremont Capitol Hill to Wallingford Capitol Hill to U-dist Capitol Hill to Ballard Capitol Hill to White Center Golden Gardens Park, Alki beach and other beaches Port Townsend	11/10/2014 10:54 AM
2515	601 Union Street, Seattle, 98101	11/10/2014 10:54 AM
2516	King County Library System Service Center, 960 Newport Way NW, Issaquah, WA 98027 University of Washington Wishes: More convenient paths to Ballard or West Seattle	11/10/2014 10:53 AM
2517	home to work	11/10/2014 10:52 AM
2518	Greenlake/Tangletown, Belltown (3rd and Broad), Downtown (4th and Pike), University Village, Capitol Hill (Pike and 12th)	11/10/2014 10:52 AM
2519	Edmonds to Downtown Seattle (Virginia and 6th). Edmonds to Capitol Hill. (Broadway and Olive) Edmonds to Port Townsend. Downtown Seattle to Olympia. Westin Building 2001 6th Ave, Seattle 98121 (government offices) to 1011 Plum Street SE Olympia 98504 (Dept. of Commerce government offices)	11/10/2014 10:51 AM
2520	I currently go between Northgate Transit Center and Pioneer square. I take transit from Pioneer Square and Westlake Center.	11/10/2014 10:51 AM
2521	Matthews Beach Downtown Seattle	11/10/2014 10:51 AM
2522	Mainly between home (near Group Health on Capitol Hill) and work (Pioneer Square). I also use the bus between home and UW.	11/10/2014 10:50 AM
2523	University of Washington Kirkland Bellevue Bainbridge Island West Seattle CenturyLink Field Safeco Field	11/10/2014 10:50 AM
2524	85th and greenwood downtown (3rd and pine, 3rd and bell) would like to be able to get to QA easier from the north, I have to go downtown and then back up to get there- also getting back is difficult because you need to get the other side of Aurora, and with all the construction there is no where safe to cross would like to be able to get to 45th and meridian or close by in wallingford. the only bus that goes through greenwood is the 5, so it takes longer to get to wallingford than downtown even though its much closer	11/10/2014 10:49 AM
2525	Between 5209 36th AVE NE and UW, between 5209 36th AVE NE and Providence Mt St Vincent in West Seattle, between 5209 36th AVE NE and West seattle YMCA, and the Madison & 23rd YMCA between 5209 36th AVE NE and Fauntleroy ferry, between 5209 36th AVE NE and Seattle Center, between 5209 36th AVE NE and Magnuson Park, between 5209 36th AVE NE and UW IMA, between 5209 36th AVE NE and University Village, between 5209 36th AVE NE and downtown Bellevue, between 5209 36th AVE NE and Roosevelt Ave & 52nd, between 5209 36th AVE NE and downtown seattle between 5209 36th ave NE and Alki & Beach drive	11/10/2014 10:48 AM
2526	Columbia Tower, 701 5th Ave 98104 Home, 1720 E Denny Way 98122 The central business area on 15th Ave in Capitol Hill. Currently served by the 10 bus. The central business area on 19th Ave in Capitol Hill. Currently served by the 12 bus. When the Capitol Hill link station opens, I'd like to be able to more easily get around the hill and the central district from there without having to wait more than 10 minutes for a bus.	11/10/2014 10:47 AM
2527	Current: Northgate Transit Center. Desired: Lake City Way and 125th St. But need a parking option there.	11/10/2014 10:47 AM
2528	My Work (2nd & Cherry, Pioneer Square) My Home (27th & Roy, Capitol hill/Madison) Visit friends (Hillman City) Appointments (downtown)	11/10/2014 10:47 AM
2529	Also use the D, 17, 18, and 40. Would like to be able to go from downtown to Children's Hospital area without changing buses, and with a transit time of less than an hour.	11/10/2014 10:46 AM
2530	16040 NE 103 St., Redmond 1011 Plum Street SE, Olympia 2001 6th Ave., Seattle 5449 Ballard Ave NW, Seattle 201 16th Ave E, Seattle 15809 Bear Creek Pkwy, Redmond 575 Bellevue Square, Bellevue	11/10/2014 10:46 AM
2531	From home to work. Would like to get from home to the Link in order to take Link down town	11/10/2014 10:45 AM

2532	I commute to work in downtown Kirkland by way of the 255. I also go visit friends who live on Capitol Hill and in Rainier Valley also by the 255 with connections to other buses. I want there to be buses connecting Kirkland and Capitol Hill and Kirkland and South Seattle. It would also be nice to have bus service comparable to the 410/510/512 on I-405 connecting Everett to Bellevue.	11/10/2014 10:44 AM
2533	work - home - seattle dt	11/10/2014 10:44 AM
2534	I would like to be able to go from Eastlake to Belltown on one route! I currently take the 66 or 70 downtown, and have to walk 8 blocks, take a rapid ride, or take a #1-4 west to get even close to 1st and Bell, where I work. I also bus throughout the U-District and down to CenturyLink Field occasionally, and take the light rail to the airport.	11/10/2014 10:42 AM
2535	Currently go primarily from Magnolia/interbay area downtown and back. Would LOVE better service (e.g., rail - and not in 15 years) and connection throughout the city from this area. Maybe an express connection to the UW and downtown lightrail stops?	11/10/2014 10:42 AM
2536	I take the 535 from Lynnwood Transit Center to Bothell almost daily. I take the 511 or 512 from Lynnwood Transit Center to downtown Seattle 4 or 5 times a year.	11/10/2014 10:42 AM
2537	Currently: Work (720 3rd Ave, Seattle, WA 98104) Home (Pinehurst, Seattle, WA 98125) Doctor (Bellevue, WA 98005) Future: To as many places as possible!	11/10/2014 10:41 AM
2538	Current 1027 Bellevue Court to/from 1200 NE Campus Parkway 1200 NE Campus Parkway to/from 15 Nickerson 15 Nickerson to 414 NE 72nd Would like: 1000 N 50th - Greenlake Lower Woodlands Park 1027 Bellevue Ct to/from 10049 College Way N. (with less than 3 transfers) Alki Beach	11/10/2014 10:37 AM
2539	Capitol Hill to Wallingford/Greenlake, Wallingford to downtown, wallingford to SLU	11/10/2014 10:37 AM
2540	I use the bus to travel between Capitol Hill, Downtown, the U-District, and Queen Anne, mostly. I often take the Light Rail to and from the airport.	11/10/2014 10:36 AM
2541	I currently go to and from work, to downtown and on errand runs. I primarily use the bus to go to downtown, Capitol Hill and Ballard. I would LOVE!!!!!! if you added routes to University Village!!! EVERY EMPLOYEE in University Village would love it if you had more transportation options available to us to and from our shopping center, it's very inconvenient to have to go through the University of Washington to get to work every day. I love taking public transportation, but it's just not feasible for me to go from Capitol Hill to U Village in under 45 minutes, when I could walk there with a few minutes more. Please please PLEASE add new routes to University Village, it's desperately needed, especially around the holidays when employees have to park off site. Thanks!	11/10/2014 10:34 AM
2542	7th & Pike - Convention Center SeaTac Airport	11/10/2014 10:34 AM
2543	I used to take the bus, but the number of transfers and the time it takes has reduced my ability to use it from lower Magnolia to Swedish Hospital in Capitol Hill. It takes me nearly an hour on the bus to get to work.	11/10/2014 10:34 AM
2544	NE 145th + 15 Ave NE to Downtown Like to see more express travel from north side (Mountlake Terrace, Edmonds, shoreline)	11/10/2014 10:33 AM
2545	Pioneer Square station	11/10/2014 10:33 AM
2546	Fremont, Ballard.	11/10/2014 10:33 AM
2547	Westlake Center, University of Washington, Ash Way Park & Ride, Lynnwood Park & Ride	11/10/2014 10:32 AM
2548	I go to work on transit, but I have to walk a lot and it takes almost as long as if I walked the whole way. So I would like transit to go from the north part of Capitol Hill to the Pioneer Square area. I would also like transit from north Capitol Hill to Madison Market (Central Coop). I would also like transit from north Capitol Hill to the Central District, for instance, Moonlight Cafe, the Neighbor Lady, ethiopian restaurants, Samarya Center yoga, etc. I would take transit to SODO and Northgate on occasion if I could get there without transferring.	11/10/2014 10:30 AM
2549	I currently commute between Capitol Hill and Kirkland/Bellevue/Redmond on a daily basis. I love the addition of the bus only lane on 520, but very much look forward to the i-90 light rail.	11/10/2014 10:30 AM
2550	1011 Western Ave 916 13th Ave University of Washington Alki Beach Pony Gold's Gym on Broadway Pioneer Square	11/10/2014 10:29 AM
2551	From Capitol Hill to Downtown, U District, Fremont, Ballard, Greenwood, Northgate, SoDo. The biggest thing right now is there is just no convenient way to get to Ballard/Fremont from Capitol Hill	11/10/2014 10:27 AM
2552	2501 Elliot Ave, Seattle, WA 4272 Fremont Ave N, Seattle, WA 1100 19th Ave E, Seattle, WA 5752 25th Ave NE, Seattle, WA	11/10/2014 10:27 AM

2553	6447 NE 153rd ST, Kenmore to 701 5th Ave 6447 NE 153rs ST, Kenmore to Seatac airport	11/10/2014 10:24 AM
2554	Currently go to: University of Washington. North Beacon Hill. Downtown Seattle. Tukwila. Fremont. Sand Point Way. Central District.	11/10/2014 10:24 AM
2555	Capitol Hill, Fremont, Ballard, SLU, Downtown, U Dist, Wallingford, Bellevue, Redmond, Sodo, West Seattle, all over.	11/10/2014 10:22 AM
2556	Capitol Hill Downtown	11/10/2014 10:21 AM
2557	Bear Creek P&R -> Downtown Seattle	11/10/2014 10:21 AM
2558	Ballard/Market Street to Downtown to First Hill (medical centers) and back First Hill and Capitol Hill to the University of Washington University of Washington to Ballard/Market Street	11/10/2014 10:20 AM
2559	Greenwood to Downtown and back for work. Often Ballard/LQA on the D line, as well as Capitol Hill. A much better (more regular service) option for east-west to Capitol Hill from downtown/SLU/LQA is a must. A route from Cap Hill to North Seattle (Wallingford/Phinney/Greenwood/etc.) without having to go down to 23rd to catch the 48 would also be a dream of mine.	11/10/2014 10:20 AM
2560	To my home on Eastlake Ave E, Downtown Seattle, Bellevue	11/10/2014 10:20 AM
2561	Capitol hill	11/10/2014 10:20 AM
2562	The airport	11/10/2014 10:19 AM
2563	Pioneer Square Woodlawn and Ravenna Stadiums/SODO Downtown Seattle	11/10/2014 10:18 AM
2564	2621 E Aloha St, Seattle 1904 3rd Ave, Seattle Seattle Public Library, Central Branch SeaTac Airport Pine and 11th Ave E, Seattle Snoqualmie Pass and several exits along I-90 Bellevue Square University Village	11/10/2014 10:17 AM
2565	Wallingford to Capitol Hill	11/10/2014 10:17 AM
2566	Right now I work on 12th and S weller in the ID. If I took public transportation I would need to take 2 buses and a light rail to get to work. It would be best if I could transfer onto the light rail downtown and get off on 12th and S Jackson. This would significantly cut down my commute and make public transportation an option for me again.	11/10/2014 10:16 AM
2567	My current destinations: Madison and 5th Pine and Summit 12th and Madison Cal Anderson Park 12th and E John Where I would like to go: Columbia Center (701 5th Ave) from Capitol Hill 12th and E Howell from Columbia Center	11/10/2014 10:15 AM
2568	I would like the light rail to go to Fremont and Ballard - perhaps loop back after U Dist. over to Ballard, Fremont, Queen Anne to Westlake and south again? That way, most of Seattle would have access to the light rail further reducing street traffic.	11/10/2014 10:14 AM
2569	Downtown to University Village Downtown to Edmonds ferry at non-commute hours Bainbridge Island to Kingston after 8pm, or on weekends Capitol Hill to University Village / Northgate directly (i.e. not transferring buses) Magnolia, Ballard to Capitol hill without transferring downtown.	11/10/2014 10:14 AM
2570	Capitol Hill to Downtown and vice versa Capitol Hill and Downtown to University District Capitol Hill to Rainier Beach Community Center Downtown to Airport	11/10/2014 10:13 AM
2571	from Sandpoint way to the UW, to Downtown Seattle and Downtown Bellevue. Capital hill on occassion.	11/10/2014 10:13 AM
2572	Lake City Way and NE 85th Street to downtown 2nd Avenue and Marion Street	11/10/2014 10:11 AM
2573	Airport, Downtown, Ravenna area	11/10/2014 10:10 AM
2574	I got downtown either the retail core near Nordstroms or the other side near Columbia Tower	11/10/2014 10:10 AM
2575	Prospect and 10th Ave E to 4th and Pine 4th and Pike to Broadway and Pine	11/10/2014 10:09 AM
2576	Harvard Market QFC, Ballard/Market Street area, Fremont market, Ravenna/Roosevelt, the Ave, Broadway/John, Volunteer Park, Madison Beach, Alki Beach, International District/Uwajimaya, the stadiums, Seatac airport,	11/10/2014 10:08 AM
2577	Issaquah Park and Ride, Bellevue Transit Center, Jefferson Park	11/10/2014 10:08 AM
2578	Downtown Seattle (convention place) and to Kent	11/10/2014 10:07 AM
2579	I would like to have a better option to go from Ballard to Capitol Hill. Better options to/from the stadiums. I usually go Ballard > Fremont, Ballard > Pioneer square, Ballard > Downtown	11/10/2014 10:07 AM

2580	SeaTac Airport Rainier Ave S and S Dearborn Downtown Seattle Business District Alaskan Way at Ferry Terminal University Business District predominantly 45th Ave NE at 11th Ave NE and Roosevelt Way NE Lake City Way NE and 15th Ave NE Northgate Transit Center NE Northgate Way and Roosevelt Ave NE N 145th and 15th Ave NE	11/10/2014 10:06 AM
2581	Pioneer square tunnell station, UW MAIN CAMPUS, husky stadium, 75th and roosevelt, sand point way and windermere road	11/10/2014 10:06 AM
2582	From West Seattle to downtown and back. I'd like to be able to get from West Seattle to Beacon Hill easier though!	11/10/2014 10:06 AM
2583	Home 5301 Ravenna Ave NE, to work 4300 Roosevelt Way NE; work 4300 ROS way NE to Capital Hill 1100 19th Ave E and Union/23rd St and MLK/Aspen st work 4300 ROS way NE to downtown Benaroya, Westlake	11/10/2014 10:05 AM
2584	Seattle University campus (from downtown Seattle), Delridge neighborhood in SW Seattle	11/10/2014 10:05 AM
2585	West Seattle to Downtown	11/10/2014 10:05 AM
2586	Currently, I mostly go between Capitol Hill and downtown with occasional trips to Pioneer Square, the International District and the U District. I would go to Fremont and Ballard more often if there was a faster route between those neighborhoods and Capitol Hill.	11/10/2014 10:04 AM
2587	Northgate Transit Center/Mall to Downtown Seattle and back. Northgate Transit Center/Mall to Bellevue Square and back. Northgate Transit Center to Ballard. Northgate Transit Center to University District and back.	11/10/2014 10:04 AM
2588	West seattle to downtown and back.	11/10/2014 10:04 AM
2589	Downtown (Westlake area); Pike Place Market; University District, Pioneer Square. I would like it to be easier to get to Ballard, Fremont, and Discovery Park from Capitol Hill. And by easier I mean never having to change buses or transportation mode.	11/10/2014 10:03 AM
2590	From the ferry terminal to the bus tunnel to Husky stadium (and on non-game days, it would be nice to take the same method to University Village). From 3rd Avenue to 130th & Aurora on the E Line.	11/10/2014 10:03 AM
2591	Currently: Fremont to Downtown Seattle and vice versa. Downtown Seattle to Capitol Hill. Capitol Hill to Fremont and vice versa.	11/10/2014 10:02 AM
2592	Currently go: Pioneer Square from Capitol Hill; Ballard from Capitol Hill	11/10/2014 10:02 AM
2593	Downtown Seattle, Seatac, Capital Hill, Greenlake, Northgate Mall	11/10/2014 10:01 AM
2594	I go from Mid-Beacon Hill to the University District and back.	11/10/2014 10:01 AM
2595	to and from the Eastlake Neighborhood in Seattle to Downtown Seattle. To and from the Eastlake Neighborhood in Seattle to SeaTac Airport	11/10/2014 10:01 AM
2596	Downtown Seattle, Ballard, Bellevue, Kirkland, UW, Ferry Terminals	11/10/2014 10:00 AM
2597	Downtown, airport, Green lake	11/10/2014 10:00 AM
2598	Northgate Transit/Downtown	11/10/2014 10:00 AM
2599	Northgate	11/10/2014 10:00 AM
2600	Montlake Flyer Station to/from Overlake Transit Center Montlake Flyer Station to/from Downtown Bellevue Montlake Flyer Station to/from Downtown Seattle Downtown Seattle to/from SeaTac Airport	11/10/2014 9:59 AM
2601	Currently go downtown from Phinney/Ballard Soon will be going from Northgate to downtown Would like to be able to get to U District by train (not bus) faster	11/10/2014 9:58 AM
2602	I currently go to NW Market St and Ballard Ave, California Ave SW and SW Findlay, 3rd and Pike, Broadway and Pine, Fremont Ave and 32nd, 58th and Phinney Ave. I would like to be able to go to the South Lake Union area around the MOHAI and Fremont from Lower Queen Anne more directly.	11/10/2014 9:57 AM
2603	Downtown, Belltown	11/10/2014 9:57 AM
2604	Kenmore/Bothell	11/10/2014 9:57 AM
2605	I would love to be able to go to/from Capitol Hill easily on the LINK to Beacon Hill, SeaTac, Downtown, U-District. Someday it would be great to be able to take the LINK to the eastside.	11/10/2014 9:56 AM

2606	Northgate Park and Ride to 45 and Roosevelt and back. any of the 71-73x buses from the U District to Downtown Seattle for Meetings (otherwise I would have to drive) U-District to Renton (kennydale) to commute. 45 AVE and 11th U-District to Issaquah to commute. University Way and 15th	11/10/2014 9:55 AM
2607	7511 31st Ave NE to downtown Seattle for daily work and occasional leisure (baseball, football games). Also, use transit for trips to-and-from Sea-Tac airport.	11/10/2014 9:55 AM
2608	I would love easier access to/from West Seattle (Alaska Junction and up/down Delridge), between Queen Anne (Seattle Repertory Theatre) and Capitol Hill (I'd love to integrate the Link in my commute from South Seattle to The Rep), and to from/first hill (less milk runs, what about an express to/from Seattle University?)	11/10/2014 9:54 AM
2609	n/a	11/10/2014 9:54 AM
2610	To and from work, use the 312 or 522	11/10/2014 9:54 AM
2611	UW campus SPU campus Fremont Downtown Seattle SeaTac Seattle Center UVillage	11/10/2014 9:53 AM
2612	Maple Leaf Northgate 1501 E. Madison St. NE 75th St and Roosevelt NE 65th and Roosevelt	11/10/2014 9:53 AM
2613	Would like to go from Eastlake to Fremont, Ballard	11/10/2014 9:51 AM
2614	In between Ballard / rest of Seattle.	11/10/2014 9:50 AM
2615	faster route from Greenlake to Downtown faster route from Green lake to Capital Hill Better transit to University Village	11/10/2014 9:41 AM
2616	from capitol hill to SOUTH downtown, without having to transfer or wait for another bus or light rail would be great	11/10/2014 9:40 AM
2617	Downtown Seattle, U-District, University Village Shopping Center, Greenlake area, Fremont, Ballard, Northgate, Lake City, Maple Leaf park, Magnuson park	11/10/2014 9:38 AM
2618	Currently commute from Ballard to U Dist on most days via the 15 express and the 44.	11/10/2014 9:38 AM
2619	Fauntleroy and SW Alaska Streets, Admiral Way, Alki/Harbor Avenue	11/10/2014 9:38 AM
2620	Capitol Hill, Wallingford, Northgate, Park 140 (Bellevue), CLINK	11/10/2014 9:37 AM
2621	I go from Fremont, generally to downtown Seattle (3rd and Madison). I also take buses to Seattle Center, Ballard, and variety of other places as needed.	11/10/2014 9:36 AM
2622	I commute from Kingsgate p&r to Swedish hospital daily. I also take the bus from Totem Lake Freeway stop to the Seatac airport frequently. It would be nice for me if there was a first hill express bus from kingsgate P&R or Totem lake freeway stop.	11/10/2014 9:33 AM
2623	Laurelhurst to downtown CBD	11/10/2014 9:27 AM
2624	Usually E Roy St and 25th Ave E to Downtown (1st and Spring), usually use the 12 bus route. Would like convenient transfer between the new Link stations and bus routes serving the Montlake/24th Ave E/23rd Ave E corridor (43 and 48 bus routes).	11/10/2014 9:23 AM
2625	I would like to go from South Kirkland Park and ride to Cherry Hill Campus of Swedish.	11/10/2014 9:23 AM
2626	700 cherry to harborview 700 cherry to uwmc 700 cherry to discovery park 700 cherry to northgate	11/10/2014 9:21 AM
2627	1. Downtown Seattle 2. Harborview Medical Center - place of employment 325 Ninth Avenue / Seattle 98104 3. Seattle Center	11/10/2014 9:16 AM
2628	downtown seattle (either 5th and Jefferson or 9th and Howell) to and from capitol hill (16th and Pine) to catch my Community transit commuter bus to Snohomish county.	11/10/2014 9:11 AM
2629	Downtown, S Capitol Hill, University District, Fremont, Queen Anne, Mt. Baker, Airport	11/10/2014 9:11 AM
2630	Downtown to Lake City/Bothel. Needs to be better options for traveling from Capitol Hill to Ballard	11/10/2014 9:04 AM
2631	Seatac airport Benaroya hall Seattle center	11/10/2014 8:59 AM
2632	Green Lake Park&Ride to Swedish Medical Center Cherry Hill Maple Leaf neighborhood to Swedish Medical Center Cherry Hill	11/10/2014 8:59 AM
2633	1229 Madison Street. 6916 15th Ave NE Century Link Field Bellevue Transit	11/10/2014 8:57 AM
2634	Swedish Cherry Hill Campus 65th and 24th Ave NW Ballard Pike Place Market	11/10/2014 8:52 AM

2635	From Bellevue & Roy st. to downtown bus tunnel.	11/10/2014 8:52 AM
2636	Between Mt Baker neighborhood and downtown, U District, Green lake, airport.	11/10/2014 8:52 AM
2637	1959 NE Pacific ST, UWMC, Seattle, WA 98195 Tacoma Dome Station Puyallup Train Station Sumner Sounder Station Auburn Sunder Station Kent Sounder Station Bellevue Transit Center Feredal Way Transit Center Bonney Lake Park and Ride	11/10/2014 8:48 AM
2638	downtown Seattle, getting around my neighborhood--library, grocery store	11/10/2014 8:48 AM
2639	Mostly within the City of Seattle as my primary means of transit, and to Eastgate for my commute from Fremont/Wallingford area.	11/10/2014 8:44 AM
2640	Leschi to First Hill Swedish Medical Center Madrona to First Hill First Hill to International Station First Hill to SEA-TAC airport Leschi to downtown Seattle Jackson to 31st Ave Leschi to Moutn Baker	11/10/2014 8:41 AM
2641	I currently commute from Kingston, WA and take the Edmonds/Kingston Ferry connecting with the Train and then a bus to 600 University St (or rather 4th & Seneca or 4th & University).	11/10/2014 8:40 AM
2642	Swedish Hospital First Hill	11/10/2014 8:40 AM
2643	Work (First Hill, Cherry Hill 550 17th Ave. or 1600 E. Jefferson St.), Downtown, Stadiums, Airport.	11/10/2014 8:36 AM
2644	From Wallingford to downtown; From Wallingford to First Hill (Swedish Med Center)	11/10/2014 8:32 AM
2645	Swedish Medical Center - First Hill, Cherry Hill, and Ballard West Seattle- Water Taxi landing; WS Alaska junction, Admiral Junction, Alki, Westwood Village Airport from West Seattle	11/10/2014 8:31 AM
2646	Between University District (Roosevelt & 57th) and Swedish Medical Center (Broadway, First Hill)	11/10/2014 8:30 AM
2647	Met Park East Tower 1730 Minor Ave, Seattle WA 98101 Swedish First Hill Campus Swedish Ballard Campus Providence System Office in Renton - Southgate II - 2001 Lind Ave SW, Renton, WA	11/10/2014 8:26 AM
2648	Downtown, work, home, anywhere I can take the link or bus.	11/10/2014 8:25 AM
2649	Shoreline - Meridian and 180th to First Hill - Boren and Madison. (Route 303)	11/10/2014 8:23 AM
2650	Downtown Northgate Ballard Fremont Kirkland Redmond Bellevue Capitol Hill (Seattle U) SeaTac Airport	11/10/2014 8:22 AM
2651	8123 ne 156th pl Kenmore Washington 98028 to 5300 Tallman Ave. N.W. Seattle Wa.98107	11/10/2014 8:16 AM
2652	Usually, between work and home. Sometimes for special events.	11/10/2014 8:16 AM
2653	Pine and Bellevue; Bellevue & Olive (near city market), Pike & 4th, Pine & Belmont, anything around there. Plus stuff that take you out to UW like the 43 or 49.	11/10/2014 8:13 AM
2654	You didn't list the 7 or the 36 above. I take the 7 almost daily, but have to connect to the 70s to get to UW. It's a 45 minute commute to go 6 miles. I would like Rainier Valley to be connected to Capitol Hill in the evenings and weekends. We need to improve connections for folks who lives in Southeast Seattle and Capitol Hill, UW. With the light rail opening to connect Cap Hill and UW, the 9 needs to have expanded service to connect to the Cap Hill light rail. Along Rainier Ave from McClellan to Jackson, there is no 1 bus that anybody can take after 7pm weekdays or on the weekends to get to Capitol Hill. Capitol Hill is a cultural center, has a farmer's market on the weekends, art galleries, restaurants and other night club opportunities. We should connect Rainier Valley with those awesome resources. Nevermind the fact that if you are a Seattle Central College student living in Rainier Valley you can't stay late after class to eat dinner with friends or join a weekend study group because there are no buses that go up there. It's really a shame already. I've been complaining about this to Metro for years.	11/10/2014 8:08 AM
2655	Swedish Medical Center Cherry Hill 500 17th Ave. Seattle, WA 98112	11/10/2014 8:06 AM
2656	Sammamish to Downtown Seattle then to Ballard.	11/10/2014 8:06 AM
2657	I go from ash way park and ride to 5th & jefferson then take to 3/4 to jefferson & 17th	11/10/2014 8:02 AM
2658	houghton park and ride, but the 265 was cut and there is no more direct bus line from the eastside service Virginia Mason, Swedish First Hill/Cherry Hill and Harbor View, so not I have to commute even longer over Kingsgate	11/10/2014 8:00 AM
2659	From King street station to Swedish/Cherry Hill campus.	11/10/2014 8:00 AM
2660	Everyday for work I commute back and forth from Olympic Hills to downtown (1911 2nd Ave) . I also use public transit to transport my wife and I to Sounders games (season ticket holders) and Seahawks at CenturyLink Field.	11/10/2014 7:59 AM

2661	lake stevens to swedish cherry hill	11/10/2014 7:58 AM
2662	Seattle Center.	11/10/2014 7:57 AM
2663	Lynnwood park and ride to Swedish First hill (747 Broadway)	11/10/2014 7:56 AM
2664	Currently go: downtown, Westlake. Like to go: Queen Anne, Capitol Hill	11/10/2014 7:52 AM
2665	Columbia City Broadway and Pike Pioneer Square Westlake Center Seattle Center Downtown Bellevue	11/10/2014 7:47 AM
2666	Sand Point to UW	11/10/2014 7:45 AM
2667	Live in Madison Park, go downtown and to seattle Center. Would like to go to University Village more easily, Northgate.al	11/10/2014 7:40 AM
2668	1) Downtown 2) SeaTac 3) Bryant neighborhood 4) Wedgwood neighborhood 5) Seattle Children's Hospital 6) University of Washington 7) Seattle Center I would like to take tranist everywhere within the City of Seattle. I'd like to leave my car at home as much as possible.	11/10/2014 7:35 AM
2669	Downtown udistrict airport	11/10/2014 7:22 AM
2670	Commute to work Occasional use for big festivals at Seattle center-shuttles from Northgate. I really wish there was one express bus or train that connected the north end of Seattle to the airport without switching downtown or stopping everywhere.	11/10/2014 6:42 AM
2671	I currently use transit to get to Downtown Seattle, Stadiums, Sea-Tac and doctor's appointments on First Hill.. I would like to use it more for UW & Capital Hill areas.	11/10/2014 5:44 AM
2672	35th AVE NE and 65th ST NE, University Way and Campus Parkway	11/10/2014 5:29 AM
2673	Seattle Center 1101 Madison Nordstrom Tower King Co Municipal Bldg	11/10/2014 3:59 AM
2674	Anywhere and everywhere in the city.	11/10/2014 2:26 AM
2675	Microsoft bainbridge Downtown Cap hill Sodo I district.	11/10/2014 1:22 AM
2676	Downtown Seattle, Lake City, Nothgate, University of Washington, Seahawks Stadium, Seattle Center, International District, Bothell, Pinehurst, Mapleleaf, Wastlake, Gasworks Park, Seattle Ferry landing.	11/10/2014 1:09 AM
2677	Home in Pioneer Square Haircut in Greenwood Girlfriend in the Udistrict Sister's on Capital Hill Group Health on Capital Hill Trader Joes in the Udistrict Apple Store in Bellevue Square Mall Tacoma Dome station/Gig Harbor Park & Ride to visit my parents Seatac Airport Columbia City & Othello to shop/see movies Being able to get to university village without a death march would be nice	11/10/2014 1:00 AM
2678	Seattle Boulderling Project, Georgetown (Airport Way & Vine St, for example. The Tin Hat in N Ballard, Magnusen Park, Seward Park, Kubota Gardens, UW Arboretum (along Lake Washington Dr, say, the Japanese Garden), Olympic Sculpture Park (without steep hill descent/ascent), Seattle Aquarium, African American Art Museum, Frye Museum, Volunteer Park (Asian Art Museum, Conservatory), Washington Hall (including when events end, ex: 9:30 pm), Woodland Park Zoo, INScape building	11/10/2014 12:52 AM
2679	places that have many trees with squirrels	11/10/2014 12:41 AM
2680	First of all, why did you leave out Route 41 in the preceding checklist? I'd like to go to WSU in Puyallup, but that is currently delusional. The bus from South Jackson Street to NE 15th and 115th NE took 2 hours, which means it officially sucks. Nothing from NE 15th & 115th NE to Kent/Auburn, but I don't know my friend's address. There were so many times I couldn't find a reasonable bus to take,	11/10/2014 12:16 AM
2681	Everett, Edmonds, Mukilteo, Lynnwood, Seattle -Downtown, UW, Northgate, Ballard, Mill Creek, Marysville, Kingston, Bothell, Bellevue, Portland, SeaTac, Anacortes, Eastern WA, Monroe, Redmond, Renton, North Bend.	11/10/2014 12:09 AM
2682	lake city way	11/9/2014 11:46 PM
2683	Bellevue Redmond Pike Market Pacific Place Seattle Center Westlake Plaza	11/9/2014 11:34 PM
2684	Schoo (Greenlake) to home (Queen Anne Hill) via Belltown, occasionally from home to Ballard, Femont, Capitol Hill, Northgate, or the U District (or even Shoreline once).	11/9/2014 10:59 PM
2685	Seatac Airport, Bellevue Library, Bellevue Transit Center, Bellevue Sq, Downtown Seattle (all tunnel stops), University of Washington, Downtown Fremont, Downtown Ballard, Downtown Kirkland, Totem Lake Mall,	11/9/2014 10:34 PM
2686	47! From home to work	11/9/2014 10:14 PM

2687	- Pike/Pine (currently use Olive & Terry stop) to downtown Everett (used to use Wetmore & Wall stop, now use Broadway & 34th) - Pike/Pine to U District - Pike/Pine to King Street Station / 5th & Jackson (BOLT bus connection) - Pike/Pine to SeaTac Airport	11/9/2014 10:04 PM
2688	I would like to be able to go from Seattle Pacific University or Ballard (24th/80th NW) to Bellevue (Wilburton Park and Ride)	11/9/2014 9:28 PM
2689	I go downtown. I would like to go from Broadway & John to the Seattle Art Museum and Pioneer Square by bus without having to transfer.	11/9/2014 9:05 PM
2690	Redmond, downtown, capitol hill	11/9/2014 9:03 PM
2691	South Lake Union Capitol Hill Downtown U-district / U-village Airport	11/9/2014 8:21 PM
2692	Uw tower Group health capitol hill	11/9/2014 8:14 PM
2693	I currently go downtown from Wallingford and North Fremont. I also go east/west between UW and Ballard. I would like to be able to go from Fremont/North Fremont/Wallingford to Capital Hill more easily without transferring.	11/9/2014 7:26 PM
2694	1110 112th Ave NE, Bellevue, WA 1420 5th Ave, Seattle WA 2nd & Seneca, Seattle WA SeaTac Airport Downtown Fremont Ballard	11/9/2014 7:18 PM
2695	I commute to work five days a week, riding the 43 or 48 roundtrip from my home on Capitol Hill (19th & Denny Way) to my office on UW campus. I like to take the express buses (71, 72, 73) from UW campus to downtown. I also sometimes take the 32 from UW campus to lower Queen Anne to visit my son. I take the 10, 11, or 43 from downtown to my home on Capitol Hill. I would love to be able to take a bus from Capitol Hill to Fremont without having to transfer downtown. I also would like a faster option between Capitol Hill and Queen Anne (the 8 is infrequent and very unreliable). Also, there should be better transit options between Capitol Hill and Ballard. These two neighborhoods are very popular, and I've talked with many people who lament there are no direct buses between the two neighborhoods.	11/9/2014 7:07 PM
2696	I go to U-district from Redmond - I'd love to see the local Redmond TC routes (248) get a frequency boost.	11/9/2014 6:46 PM
2697	From Squire Park SeaTac airport From Squire Park to downtown From Capitol Hill to Seattle Center From Squire Park to Seattle Center From Squire Park or Capital Hill to UW	11/9/2014 6:44 PM
2698	Northgate neighborhood North Seattle College Chuck's Hop Shop Ballard U-District	11/9/2014 6:39 PM
2699	My main bus is the 159. I've noticed since the 161 was cancelled that my 159 is fifteen to thirty minutes late getting into Seattle every morning. (People assumed that 161 and other south-end riders didn't have cars and wouldn't switch to that option when their busses were cancelled, but that was patently not true.) That means I'll have to change to catch my bus at 5:23 in the morning instead of 5:53 in the morning to get to work on time at 8:00 a.m. The Southeast Sound is not well served by Metro. Specific addresses are 26608 188th Avenue SE, Covington, WA 98042, to 901 12th Avenue, Seattle, WA 98122.	11/9/2014 6:14 PM
2700	West Seattle, Bellevue College, Queen Anne, downtown Seattle	11/9/2014 5:45 PM
2701	Downtown Seattle, Cherry Hill, Crown Hill, University District, Green Lake, Sea Tac airport, Seattle Center	11/9/2014 5:43 PM
2702	Puget Sound VA Medical Center Downtown Seattle Ballard University District Ravenna Wedgewood View Ridge Queen Anne Capitol Hill International District Columbia City	11/9/2014 5:32 PM
2703	Seattle Central College Univ. of Washington 8th ave NW and NW 95th st	11/9/2014 5:27 PM
2704	End destination: 7th and Stewart	11/9/2014 5:16 PM
2705	All over the place---I live in Rainier Beach, I work in U District, I have friends in Boulevard Park & Central District, I climb in Beacon Hill, I eat all over town ...	11/9/2014 4:09 PM
2706	Currently: Volunteer Park, Seattle Public Library, Pike Place Market, Sea-Tac airport, UW main campus, University Village. Would like to go: Capitol Hill to South Lake Union. (#8 service unattractive due to congestion, lack of reliability, overcrowding.) Capitol Hill to West Seattle, Ballard. (Transit usually not time-competitive for these trips.) Future: Volunteer Park to Capitol Hill Link station.	11/9/2014 4:07 PM
2707	From 2011 to present = work. Previous to car purchase bus was only form of transportation, so used to go everywhere.	11/9/2014 3:51 PM
2708	Currently go :from Northgate to downtown, from Aurora and 105th to downtown. Would like to see improved east-west routes besides the 48.	11/9/2014 3:42 PM

2709	13341 15th Ave NE (HOME) UW Medical Center (Main Hospital) , often during off-peak hours and/or weekends Harborview Medical Center, often during off-peak hours UW Roosevelt Clinic (4245 and 4225 Roosevelt Way NE), often during off-peak hours Northgate Transit Center, including late evening hours 9500 Roosevelt Way NE during evening hours All Metro bus stops close to tunnel stations All of the bus tunnel stations NE 125th St & Lake City Way NE Lake City Way NE & 20th Ave NE during off-peak hours Both freeway stations at 145th Ave NE 21127 1st Ave W, Bothell, WA -- on Sunday evenings NE 125th St & 15th Ave NE NE 145th St & 15th Ave NE NE 175th St & 12th Ave NE 1602 15th Ave W in the late and/or weekend evenings 859 NE Northgate Way Central Market in Shoreline (not sure of address) James St & 1st Ave NE 65th St. & Roosevelt Way NE in the late evenings Social services locations (see below)	11/9/2014 3:40 PM
2710	From Kenmore to Ballard, Fremont, Greenwood and Wedgwood neighborhoods (without having to transfer Downtown) - UW station would make an excellent bus transfer spot (until more subway lines are built!!!) to Greenwood, Wallingford, Fremont and Ballard.	11/9/2014 3:29 PM
2711	I regularly take transit to Downtown, Beacon Hill, First Hill, University District and Maple Leaf	11/9/2014 3:13 PM
2712	Currently go: Pike/Pine, 7th and Stewart, International District, North Capitol Hill (E Highland Dr. & 19th Ave), Wedgwood (35th & 81st), Columbia City, Seattle Center, airport Would like to go: Georgetown	11/9/2014 3:00 PM
2713	Downtown Seattle. Bellevue. Redmond. I would like to be able to go neighborhood to neighborhood from Capitol Hill. I share a car with my wife and the only thing that is hard is trying to go places other than downtown.	11/9/2014 2:28 PM
2714	Downtown Madison Park/Valley Eastlake Capitol Hill Mulkiteo ferry	11/9/2014 2:09 PM
2715	I live in West Seattle, go to Capital Hill and North Gate TC to work. Would like good connects from UW light rail station to North Gate especially.	11/9/2014 1:49 PM
2716	I currently walk to work because it would take more time to get there by bus. Going from 16th Ave E and E. Highland st to 1100 Eastlake Ave E. Would love to see a bus running East West in the Northern part of capital hill. I take 66 (or sometimes 70 if 66 is very delayed) bus from Eastlake and Aloha to 11th and 50th (Univ District) regularly. And then I take either 43, 48 or 49 back to 16th Ave E and E. Highland at about 9 pm. Its great having all 3 stop at a single stop (15th and 43rd) so I can take whatever comes next. Also take #10 (or 19) from 15th Ave E to Westlake Center.	11/9/2014 1:16 PM
2717	Downtown and Capitol Hill and Lower Queen Anne. I'd really like to see better/more crosstown service. I'd take the 8 a lot more if it weren't so crowded and ran more frequently.	11/9/2014 12:55 PM
2718	U District to Downtown, to Ballard (Market St.), to Magnolia (not good service), to Queen Anne, to Greenwood, to Capitol Hill (Broadway, Pike/Pine), to International District, to Northgate, to downtown Bellevue, to downtown Kirkland.	11/9/2014 11:55 AM
2719	Pioneer Square, Bellevue, Seattle Central College, Ballard Safeway D Line stop, Westlake, UVillage	11/9/2014 11:14 AM
2720	home (CD) to work (UW) home (CD) to Downtown/SLU home (CD) to Capitol Hill home (CD) to Sea-Tac airport work (UW) to downtown/SLU would like more direct service to southern end of downtown / Chinatown	11/9/2014 10:37 AM
2721	Capitol Hill, First Hill, International District, Downtown Seattle, University District, Fremont, Lower Queen Anne/Seattle Center, Ballard, Georgetown, Crown Hill, Ravenna, Wallingford, Green Lake, Bryant, Greenwood, Phinney Ridge, Beacon Hill, Columbia City, Madison Valley, Madison Park, Arboretum	11/9/2014 10:22 AM
2722	Seattle Art Museum, UW Campus, Pike Market, SeaTac, NW Harvest, International District, Northgate Transit Center (for Group Health NGT), Washington St Ferry, REI, Hyundai on Aurora at 140th	11/9/2014 10:09 AM
2723	South Lake Union Downtown Fremont Ballard	11/9/2014 9:59 AM
2724	NW Market and Leary, Woodland Park Zoo, Husky Stadium, Fremont Ave and 34th, Cal Anderson Park, Harrison and Broadway, SAM, Pioneer Square, Safeco & Centurylink,	11/9/2014 9:56 AM
2725	I travel from the northeast Magnolia area to downtown and north Seattle (north of the Ship Canal) most of the time. Routes 33, 31, 10, 11, 40, 43, 44, 49 are crucial, as is Route 65, as well as all the University routes I can pick up via the #31 on Campus Parkway (71-75) both to shop and visit the bookstore, theaters, and the University Bookstore.. I also depend on Routes 3 and 4 to get to Swedish Cherry Hill, and to other physicians on Pill Hill. I use Routes 10, 11, and 43 to do my banking and the majority of my shopping (at Central Co-op, 16th and Madison). I use Route 10 to go to the Seattle Asian Art Museum; it is my main Capitol Hill route. I use Route 49 to visit restaurants, stores, the Post Office, and friends. I use Routes 10, 11, and 49 to attend movies and art events, especially at night. I use Route 11 to attend meetings of a professional association, and believe this line is badly underserved; buses are usually crowded. I use the C line from Downtown to visit a friend in the Fauntleroy area. I would like a far more efficient way of getting from Magnolia to Ballard or shops on Aurora or Route 99, and back without huge waits.	11/9/2014 9:48 AM

2726	Magnolia Hill, 34th and McGraw. Ballard, 3rd and 46th, near the 44 line. Cap Hill/Montlake, 25th and Ward. University District/Ravanna, 100th and Ravenna. Montlake, 24th and Boyer. North Bend Library	11/9/2014 9:45 AM
2727	Current: SeaTac airport, ID, Ballard Future: West Seattle, Lake Washington, Bellevue	11/9/2014 9:36 AM
2728	5th & Pike Streets 3rd & Union NE 45th & University Way N	11/9/2014 9:25 AM
2729	Mukilteo City Hall, University of Washington, Group Health Capitol Hill.	11/9/2014 9:24 AM
2730	Currently, downtown, airport, beacon hill, u district, belltown, Seattle center. I'd love easier access to upper Queen Anne, Ballard, Fremont, south lake union.	11/9/2014 9:24 AM
2731	I would like the ability to go as many places as possible with minimal transfers. This is why I am so very very excited for the light rail expansion. I plan on using it very frequently.	11/9/2014 9:20 AM
2732	Currently from North Beacon Hill to Madison Valley, downtown, SoDo, SeaTac airport. Would like to be able to go to U Village also.	11/9/2014 8:54 AM
2733	Bellevue transit center Seattle center Volunteer park University Avenue Wallingford West Seattle	11/9/2014 8:48 AM
2734	I have two main routes. 1 - to work at Garfield High School from the Mt Baker Station. 2 - Mt Baker Station to downtown	11/9/2014 8:35 AM
2735	Newport hill park and ride on exit9 of highway 405	11/9/2014 8:14 AM
2736	work in pioneer square chinatown, first hill, so do, central area for other things	11/9/2014 8:04 AM
2737	Dwtown, Lower Queen Anne, the U-District	11/9/2014 6:34 AM
2738	Home (70th and Sand Point Way NE) to Harborview Medical Center and back. Northgate. University Village.	11/9/2014 3:59 AM
2739	S. Lake Union, Ballard	11/9/2014 3:07 AM
2740	From Aurora Village to downtown Seattle, U-District and Captol Hill.	11/9/2014 1:45 AM
2741	15th AVE E and E Republican 19th AVE E and E Mercer 16th AVE E and E Thomas 23th AVE E and E Republican	11/9/2014 1:11 AM
2742	University of Washington, 2500 65th St. NE, Bellevue Transit Center, South Lake Union (e.g. Amazon campus)	11/9/2014 12:38 AM
2743	Wall st & Elliott ave. 25th and Madison st. Chinatown. UW.	11/9/2014 12:15 AM
2744	Capital Hill and Kirkland late at night. The 255 bus should have longer hours during Friday and Saturday nights. Doesn't make it easy having to leave early from work to catch the bus home.	11/9/2014 12:07 AM
2745	Montlake 520 to downtown Up 23rd to Madison	11/8/2014 10:44 PM
2746	Capitol hill, Fremont, Ballard,	11/8/2014 10:43 PM
2747	Downtown Bellevue, UW, Downtown Seattle, Lake City, Northgate, Bel-Red Rd, Aurora, Green Lake, Greenwood, Eastlake	11/8/2014 10:35 PM
2748	University of Washington 10th and Prospect	11/8/2014 10:33 PM
2749	Capitol Hill, Downtown, University of Washington, Airport, and Madison Park	11/8/2014 10:30 PM
2750	Pacific Place, Capital Hill	11/8/2014 10:25 PM
2751	Pike market and pioneer square	11/8/2014 10:20 PM
2752	The 7 and 7X are not listed above. We need more and faster service from Columbia/Hillman City to downtown seattle. The 7x was a life and time saver no lease bring it back. And while you are at it, can anything we can do to make riding the bus in the southend safer!	11/8/2014 10:15 PM
2753	NOAA campus (7600 Sand Point Way NE) - Would like better off-peak service, which went away when the 30 was cut Greenwood (85th St and Greenwood Ave N) University District/University of Washington (NE 45th St and 15th Ave NE) Rose Hill (NE 85th St and 132nd Ave NE) Downtown Redmond (Redmond Transit Center) Duvall (Woodinville-Duvall Rd and HWY 203) Seatac Airport Downtown Seattle (Westlake Transit Tunnel Station)	11/8/2014 9:48 PM
2754	I walk to Mt Baker light rail, or to the #8, #48, #7, #9 at the transit center, going northbound. I often return home via the #14, which stops a few blocks from my house. I do not have a vehicle, I get around by foot or transit.	11/8/2014 9:45 PM
2755	capitol hill, north seattle	11/8/2014 9:42 PM

2756	University of Washington Medical Center, downtown Seattle,	11/8/2014 9:38 PM
2757	northgate, u-village, ballard, fremont, downtown, Georgetown, sodo	11/8/2014 9:28 PM
2758	Light rail to Southcenter Better access to Seattle Children's	11/8/2014 9:02 PM
2759	University of Washington	11/8/2014 8:28 PM
2760	currently use transit to go from Capitol hill to downtown. Occasionally use it to go to Harborview. Currently I do not use the bus often because I am disabled. I cannot stand for very long and few stops have benches. Also, everyplace I need to go seems to require several blocks of walking on each end, which is not something I can do most of the time.	11/8/2014 8:05 PM
2761	University of Washington and third ave downtown	11/8/2014 7:45 PM
2762	Downtown Seattle	11/8/2014 7:30 PM
2763	University of Washington Medical Center Harborview Medical Center VA Puget Sound Medical Center Seatac Airport Eastlake	11/8/2014 7:23 PM
2764	2nd Ave & Bell St, Broadway E & E John St, Pike St & 11th Ave E, 24th Ave NW & NW 60th St, University of Washington, Seattle Central Community College, Pike Place Market, Museum of History and Industry, Bullitt Center, Northgate Mall, Seatac Airport, 19th Ave E & E Mercer St	11/8/2014 7:22 PM
2765	From Capitol Hill to Queen Anne	11/8/2014 7:12 PM
2766	I would like more parking at the Tukwila LLR station so I could drive there, then take the train to the Cap. Hill station. Then I could probably bike to work easily, though getting back to the station after midnight on my swing shift job probably wouldn't work, now that I think about it! You'll need to expand the hours of the train. I work at 1616 Eastlake so a bus that goes from the station down to eastlake would be nice. Also, having more security on the train is essential. i've heard of too many robberies as it goes through the Central District. In these hard economic times, it's only going to get worse.	11/8/2014 7:07 PM
2767	Wedgwood/NE97th and 35th Ave to Downtown/5th and Pine for work	11/8/2014 7:00 PM
2768	I would like to get to the Husky Stadium light rail station on a bus from my Olympic Hills neighborhood.	11/8/2014 6:58 PM
2769	Currently most often from Capitol Hill to: Downtown International District Seatac Airport Northgate Would like a quicker/easier route to: Ballard University Village Wallingford	11/8/2014 6:34 PM
2770	downtown, stadiums, u district, airport, bellevue, mukilteo, everett, olympia.	11/8/2014 6:23 PM
2771	UW SeaKtac Mercer Island Queen Ann Hill Sea Center	11/8/2014 6:16 PM
2772	UW/Ballard	11/8/2014 6:10 PM
2773	University of Washington from Queen Anne	11/8/2014 6:02 PM
2774	would like to go to airport on transit	11/8/2014 5:56 PM
2775	downtown core Montlake SR520 stop	11/8/2014 5:26 PM
2776	Capitol Hill, downtown, Redmond, Seattle Center. Would really like improved transit to University Village	11/8/2014 5:24 PM
2777	From home near the 65th P&R to University tunnel station downtown Seattle for work. From downtown to the airport on link light rail. Occasionally from downtown to Capitol Hill. Excited for the station to open near me to take the train directly to the airport. I wish there were better cross town options, such as from QA to Capitol Hill, from Roosevelt/Ravenna to Ballard.	11/8/2014 5:19 PM
2778	My usual trips are from Capitol Hill to downtown and back. Typically I leave from around either Broadway or 15th and Republican St	11/8/2014 5:17 PM
2779	All over Seattle from Ballard to Columbia City	11/8/2014 4:49 PM
2780	Cap hill to Fremont for work. The light rail to airport is the best! To the waterfront (piers) would be nice.	11/8/2014 4:32 PM
2781	I currently go to work in Redmond and Kenmore by bus. Also, use transit for non work destinations in Capital Hill, Downtown, Ballard, Fremont, Wallingford, U-district, Central District, Columbia City. Would like to have much quicker ride times (light rail) to Fremont, Wallingford, and especially Ballard. Currently it is much quicker to drive to Ballard than ride the bus.	11/8/2014 4:29 PM
2782	Between Edmonds, Mountlake Terrace and Aurora village to downtown Seattle.	11/8/2014 4:29 PM

2783	19th e and e prospect 4th and university seatac airport benaroya hall seattle center safeco field u district 34th and phinney phinney community center	11/8/2014 4:27 PM
2784	Collins Building, Pioneer Square	11/8/2014 3:52 PM
2785	Norkirk neighborhood - Kirkland, Bellevue, Sea-Tac Airport, University of Washington	11/8/2014 3:51 PM
2786	Theater, shopping, visit friends	11/8/2014 3:34 PM
2787	NE 65 th st in ravenna to 15 th Street and John group health on capitol hill	11/8/2014 3:27 PM
2788	Downtown Seattle Lower Queen Ann 65th and 35th ave ne	11/8/2014 3:22 PM
2789	All addresses in Seattle. Home: 9710 Greenwood Ave N Work: 601 N 34th St PCC Fremont: 600 N 34th St PCC Aurora: 7504 Aurora Ave N Northgate Mall: 401 NE Northgate Way U-District, e.g. Sureshot: 4505 University Way N Upper Queen Anne, e.g. Blue Highway Games: 2203 Queen Anne Ave N Capitol Hill (15th), e.g. Remedy Teas: 345 15th Ave E Capitol Hill (Pike/Pine), e.g. Melrose Market: 1501 Melrose Ave Virginia Mason: 1100 9th Ave Greenwood, e.g. Neptune Coffee: 8415 Greenwood Ave N Versatile Arts: 7601 Greenwood Ave N Sea-Tac Airport And many more...	11/8/2014 3:19 PM
2790	Northgate Park and Ride	11/8/2014 3:13 PM
2791	Downtown (Aspira) to Capitol Hill (10th avenue and john, 15th and john), Downtown to SoDo (1st and lander), Downtown to Fremont (34th avenue)	11/8/2014 3:03 PM
2792	I go from downtown to capitol hill usually nd sometimes north to northgate	11/8/2014 3:02 PM
2793	Downtown Seattle, Capitol Hill, 15th and Pine, 15th and John, Volunteer Park, UW	11/8/2014 3:00 PM
2794	I would like to be able to reliably and quickly get between neighborhood centers without having to loop through Downtown and it taking 2 to 3 times longer than driving or biking. Busing form 23rd and Cherry, 15th and Republican, or Madison Valley to downtown can take almost as long as walking, especially during rush hour. Busing from Pratt Park to Volunteer Park (traveling north/south through the Central District or Capitol Hill) you'd be better off walking. You'd have to walk most of the distance getting to and from the bus stops anyways. We need access that connects the inner neighborhood centers with short travel times and frequent service. Connecting North Beacon Hill, North Rainier Valley, Columbia City, Mt. Baker, Little Saigon, Seattle U, the CD, Madison Valley, Capitol Hill, North Capitol Hill, U District, South Wallingford, North Wallingford, Greenlake, Fremont, Phinney, Ballard, Queen Anne, West Lake, South Lake Union, and SODO.	11/8/2014 2:50 PM
2795	Pretty much literally everywhere in the city?	11/8/2014 2:45 PM
2796	University of Washington, SEATAC airport	11/8/2014 2:17 PM
2797	University of Washington Downtown (various destinations in Pike/Pine/Union area) Ferry terminal Airport	11/8/2014 2:17 PM
2798	from CapHill (summit & olive) to downtown core, or Belltown, or transfer to Ballard also, Uber to Westlake, LINK light rail to airport and same in reverse I'd like to able to light rail from CapHill direct to airport! I will also streetcar from CapHill to Intl District/Pioneer Square and Univ Village when streetcar service begins!	11/8/2014 2:07 PM
2799	Fremont Wallingford Downtown Capitol Hill University District Stadium Downtown Bellevue Microsoft Campus	11/8/2014 2:04 PM
2800	I would like to be able to go from downtown to UW near Husky Stadium and Arena so I can go to basketball games with more evening and frequent service, and then back to connect with ride to West Seattle.	11/8/2014 1:46 PM
2801	From Capitol Hill I usually go downtown or I go to the University District on transit. ... What would be really great is a bus that circles the neighborhoods surrounding Lake Union - e.g., Capitol Hill, U District, Wallingford, Fremont, maybe Ballard, then Queen Anne/Uptown, Belltown, Downtown, and back to Capitol Hill. This would prevent having to take two buses to Fremont, for example, which is a disincentive to using the bus. ... Some other areas I would like to be able to get to easily: Green Lake, Roosevelt District, U Village, Golden Gardens.	11/8/2014 1:28 PM
2802	I currently go to Downtown, U-District, Queen Anne, LQA, Cap Hill, Northgate, SLU, Sandpoint, Downtown, Fremont, Bellevue, Crossroads, Factoria, Somerset, Redmond, Bothell, North Rainier, and Issaquah.	11/8/2014 1:15 PM
2803	NE seattle (Sand Point at 70th) to SOUTH LAKE UNION! (without going downtown or through UW to transfer...) South Lake UNION needs to be a destination coming from the northeast. Currently to go 6 miles from NE seattle/sand point, it's 45 minutes with a transfer. TToo many buses land at UW or downtown. I hope that with UW having its own rail station, this will free up the NE Seattle bus system to connect at hubs OTHER than UW.	11/8/2014 1:15 PM
2804	Transit is primary mode of transit as I do not have a car so I use it to go everywhere.	11/8/2014 1:13 PM
2805	Ballard, Downtown, University District, Sea-Tac Airport	11/8/2014 1:13 PM

2806	I go Kirkland, west Seattle, northgate. I would love to go to federal way, Northgate, Mont lake terrace , and downtown Bellevue.	11/8/2014 1:02 PM
2807	A big gap in service is the service along 10th Avenue, north of Aloha street. I am in my 70s and cannot easily walk the 3/4 of a mile from E. Blaine to Aloha/Roy. My only bus connection to downtown is the old 7 (now 49). The service to this part of Capital Hill has been unfairly ignored because we are away from the transit HUB on Broadway. The result is we have next to no coverage. I have lived in the same home for 45 years and have always taken the bus to downtown for shopping and doctor appointments. It is becoming increasingly difficult with the reduction in stops and the reduction in service along this stretch.	11/8/2014 12:32 PM
2808	2401 Utah Ave. South	11/8/2014 12:26 PM
2809	capitol hill, lower queen anne, fremont, Bellevue, u district, downtown	11/8/2014 12:20 PM
2810	1) Seattle Central Community College 2) SeaTac Airport 3)Mount Baker 4) Burien	11/8/2014 12:06 PM
2811	Fremont from First Hill / Would be nice for something from lower First Hill to Capitol Hill. Or some direct from the area to Fremont	11/8/2014 11:59 AM
2812	Work, at NOAA's Western Regional Center and downtown.	11/8/2014 11:54 AM
2813	I used to be able to go downtown on Route 47 (which you carefully left out of your survey), especially since it ran right in front of my building. I used it to shop and do errands on Pike and Pine, as well as get to places like the Seattle Art Museum. Now that you have cut the 47, I have to hike up to Broadway with my guide dog, to get a bus to get downtown. since I'm blind, this not only means a trek at all hours and weather conditions, it, it also means I have to learn new routes - not only which buses go where, but how to get from bus stops to my destination, and where to get buses back home. My guide dog doesn't read, so he can't help until we've both been able to learn new routes. It never ceases to amaze me how little people - including bus drivers - know about how to get around the city on foot and/or taking more than one route to get there.	11/8/2014 11:51 AM
2814	Seatac, Capitol Hill (all parts), any bus near 13th E/Harrison E, downtown shopping core, downtown gvt bldgs, Ballard, UW, Belltown, 2nd/Vine, Colman Pool/Lincoln Park	11/8/2014 11:48 AM
2815	Downtown, King Street Stn., Bellevue	11/8/2014 11:48 AM
2816	University Book Store in U District 95th and Aurora on the E Rapid Ride NW 85th and 15th Ave NW NW 85th and Fremont SeaTac airport	11/8/2014 11:46 AM
2817	Work, airport, grocery store, friends houses, shopping downtown, I wish I could take the bus to the uvillage it doesn't always have the safest service	11/8/2014 11:18 AM
2818	First avenue Sodo near waterfront, Pier 36 is greatly lacking transit options. I have to walk about a mile to catch a bus. I'd really like to see 1st Ave service restored. Connections between Kingsgate/Brickyard P&Rs to Bothell are very poor. Using bus takes an hour to go 4.5 miles from my home, only slightly faster than walking that distance. 520 buses make it painful to ride during rush hour, as they get stuck in traffic, esp. the 405N on ramp. It's much faster to drive from Seattle to Kirkland using I90. Reroutes to bypass this on-ramp should be implemented, although ideally HOV options should be implemented.	11/8/2014 10:43 AM
2819	Home (92nd/Lake City Way), work (UW), Downtown/Capitol Hill, Fremont, Ballard, Wedgwood	11/8/2014 10:40 AM
2820	VA Medical Center Beacon Hill Capitol Hill Library UW Medical Center Northshore Senior Center Bothell Sno-Isle Library Mill Creek	11/8/2014 10:21 AM
2821	I go to from: Capitol Hill (home) Belltown (work) Downtown Stadium District (Sounders FC season ticket holder) University District Ballard Sea-Tac airport And very occasionally, Bellevue.	11/8/2014 10:17 AM
2822	South lake Union, mercer and terry, 49th and wAllingford ave, seatac airport	11/8/2014 10:17 AM
2823	Sea-Tac Airport, downtown Seattle, UW	11/8/2014 10:14 AM
2824	Redmond Capitol Hill Downtown	11/8/2014 10:11 AM
2825	Currently I go to the UW or Ballard with transit. Occasionally I take buses from downtown to Capitol Hill and vice versa. In the future I would love to be able to take a light rail-esque train to Ballard or the UW. I would also love to be able to take a bus from downtown Seattle to Ballard (and vice versa) that is faster than the 40 or the Rapid Ride. The 17 and 18 are great, but only run at certain times during the day. A great and fast bus route to Ballard from downtown could run on the same route map as the 17 and 18, but stop at more frequent stops (such as some of the Rapid Ride stops).	11/8/2014 9:51 AM

2826	3rd and pike. Sullivan st sw. 15th e and aloha. 10th Ave e and prospect. Lower woodlands park. Eastlake and lynn st	11/8/2014 9:42 AM
2827	Seattle International Hostel 520 S King Metro's Central Base 1333 Airport Way S. 7551 Ravenna Ave NE 2205 NE 65th Woodland Park Zoo N 55th & Phinney Ave N.	11/8/2014 9:22 AM
2828	Downtown, International District, University District, Fremont, Ballard, Lower Queen Anne.	11/8/2014 9:08 AM
2829	6th & Seneca	11/8/2014 9:02 AM
2830	I go from the central district to queen anne. I love the 8 and hope it gets even better.	11/8/2014 8:59 AM
2831	Colman Dock Pier 50 Overlake Transit Center 21399 NE 51st, Issaquah (Microsoft Sammamish campus) 12th and Madison	11/8/2014 8:55 AM
2832	UW, Downtiwn, and the Airport	11/8/2014 8:47 AM
2833	International District, Capitol Hill, Downtown, Beacon Hill, Columbia City, Rainier Valley, Madison Valley, Fremont, Ballard, Southwest Seattle, Bellevue, Kirkland, Renton, Kent, U-District - to name the primary ones. We go many places in each of these neighborhoods and suburbs, so addresses are not feasible in regard to filling out this form.	11/8/2014 8:43 AM
2834	downtown university district queen anne	11/8/2014 8:39 AM
2835	To work by bus w/1 transfer from Cap Hill Broadway and Republican to 12400 Tukwila East Marginal Way South for work but will take train to shorter bus ride when train service begins.	11/8/2014 8:35 AM
2836	Capitol Hill to the U district. Capitol Hill to Queen Anne and Fremont. Capitol Hill to Ballard.	11/8/2014 8:23 AM
2837	I regularly commute from Renton into work in South Lake Union (Sounder train + bus 40 or 26/28, or + light rail and street car). Occasionally I bus from SLU to capitol hill. On weekends I might drive to Capitol Hill to shop or eat, but I am eager for take the light rail and avoid parking. When I am in Cap Hill on foot, I usually bus back to Westlake so I can take the light rail home (Tukwila Int'l)	11/8/2014 8:00 AM
2838	St James cathedral	11/8/2014 7:53 AM
2839	University of Washington. Auburn, WA Central District, Seattle	11/8/2014 7:49 AM
2840	Work in Sodo. Grocery shopping. Do not drive so everywhere want more service on Sunday's. 372 on Sundays. 72 also on Sundays.	11/8/2014 7:48 AM
2841	downtown, airport	11/8/2014 7:45 AM
2842	Broadway-Pike, Pine and Madison from CBD Seattle	11/8/2014 7:39 AM
2843	Seattle Center UW	11/8/2014 7:36 AM
2844	northgate	11/8/2014 7:27 AM
2845	Currently go to Pioneer Square, Wallingford, Roosevelt, High Point, Capitol Hill Would like it to be easier to get to 125th & Roosevelt, 135th & Aurora, Golden Gardens Park, Alaska & Rainier Ave S	11/8/2014 7:01 AM
2846	Sand Point Way to U District Sand Point Way to downtown	11/8/2014 6:59 AM
2847	Faster service to Roosevelt neighborhood & U district, one route, (non-transfer) service to Capitol Hill, take link to airport without transferring downtown (such as, transfer in U District)	11/8/2014 6:50 AM
2848	Downtown, SODO, University, Ballard, Fremont	11/8/2014 4:12 AM
2849	Microsoft campus/OTC, downtown/Westlake Center, Capitol hill: pine/Broadway and 15th/John	11/8/2014 3:39 AM
2850	University of Washington, Northgate Target, Seattle City Hall, Westlake Center, Fred Hutchinson - South Lake Union, Beacon Hill, International District, Bellevue Main Library, Seattle Main Library	11/8/2014 1:33 AM
2851	Seattle center, Capitol hill, university district 45th and university, northgate, Ravenna, beacon hill	11/8/2014 12:20 AM
2852	Seattle Center, Capitol Hill (olive way and broadway), university district (university way and 45th), Ravenna (20th ave NE and NE 65th st.), Westlake center, pioneer square, northgate mall, Georgetown, Madison Valley	11/8/2014 12:10 AM
2853	Udistrict to Redmond (Nintendo) Udistrict to downtown Seattle	11/7/2014 11:56 PM
2854	22nd & John, Elliott & Harrison, 4th & Pike.	11/7/2014 11:53 PM

2855	CBD, Airport, Columbia City, Beacon Hill,	11/7/2014 11:51 PM
2856	on 15th Ave NE and NE 196th Street in Shoreline	11/7/2014 11:51 PM
2857	Living around Madison & 22nd, I go to Bellevue (Bellevue Transit Center) for my daily work commute. Downtown / Broadway / International District on the weekends. I would love to be able to get to Bellevue more easily. In the mornings at least, it's MUCH quicker for me to drive to work than take the bus, which is frustrating (in the evenings it seems to be about the same). I've been looking to move out of my apartment to elsewhere in Seattle, perhaps in this same neighborhood, perhaps not... and when exploring the latter option, my bus commute to Bellevue has proven to be quite the limiting factor. Many places I look seem to make my bus commute worse!	11/7/2014 11:49 PM
2858	Pioneer Square, Fremont, Ballard, Georgetown, West Seattle/Alki Beach,Capitol Hill	11/7/2014 11:10 PM
2859	There should be a route between Sea-Tac Airport Station and Tacoma/Lakewood that does not also stop along every Park & Ride on I-5. This fails to take advantage of the HOV lane and slows trips considerably. Also, service between Olympia and Seattle should be daily. Specifically, the last northbound 592 should depart Olympia at 7:35, to allow for the first Grays Harbor Transit bus from Aberdeen to connect to the 592 (currently, the last bus of the morning departs about 15 minutes before the GHT bus arrives at the Olympia Transit Center).	11/7/2014 11:08 PM
2860	From Ravenna to everywhere in Seattle (I don't drive). I'd like it to be easier to get to the Seattle Center (one bus) and Fremont, particularly in the evenings. I wish the Sounder would make more runs to the Puyallup Fair.	11/7/2014 11:05 PM
2861	West Seattle Junction	11/7/2014 10:53 PM
2862	I live on Capitol Hill and go to Westlake Center and the airport. Would like to go to U Village more. Work in SLU.	11/7/2014 10:41 PM
2863	Everywhere	11/7/2014 10:33 PM
2864	Bus stop on the intersection of Lake Washington Blvd & Madison St. Downtown Seattle (Rainer Square) Space Needle The new link rail station that will open on Broadway The new station at UW	11/7/2014 10:25 PM
2865	U District to Downtown Seattle, Wallingford, Capitol Hill, Northgate, Rainier Valley, Bellevue, Seattle Center	11/7/2014 9:55 PM
2866	Downtown Capitol Hill Ballard	11/7/2014 9:50 PM
2867	Downtown Seattle, Capitol Hill, Northgate, Redmond/Education Hill, Boeing Field, Southcenter, Downtown Bellevue, Issaquah, SeaTac Airport	11/7/2014 9:46 PM
2868	Downtown Seattle and the Central District and the Seattle Center 5 days a week	11/7/2014 9:43 PM
2869	All locations should only be accessible by private car.	11/7/2014 9:38 PM
2870	Queen Anne to Madison Park Madison Park to Ballard Madison Park to Fremont Queen Anne to University district Seattle to Olympia	11/7/2014 9:28 PM
2871	I mainly go from/to Meadowbrook and 701 5th Avenue in Seattle. Also from Meadowbrook to First Hill (medical clinics), and occasionally from 701 5th Avenue in Seattle to First Hill. I wish the ST522 stopped at Lake City Way and NE 110th Street.	11/7/2014 9:22 PM
2872	Downtown King street station 15th and pine Broadway and pike Capital hill branch library Uw campus Ballard (market and Leary) 45th and Wallingford South lake union Airport	11/7/2014 9:01 PM
2873	Downtown library, Capitol hill, U-district, U-village, Wallingford, Ballard, Costco in SODO	11/7/2014 8:55 PM
2874	work: ravenna/bryant - 201 s jackson street various others	11/7/2014 8:45 PM
2875	From kenmore to kirkland, woodinville, lynnwood, bothell, north green lake, downtown, to seatac airport, capitol hill, ballard, greenwood. The main problem with getting to these places now is that it is inefficient and takes a long time.	11/7/2014 8:44 PM
2876	Denny triangle; neighborhood around 1730 minor ave	11/7/2014 8:43 PM
2877	Cap Hill - > UDistrict -> Redmond and back	11/7/2014 8:28 PM
2878	downtown seattle, downtown bellevue, overlake	11/7/2014 8:19 PM
2879	I take transit to downtown, Seattle Center, Capitol Hill, University Village, SeaTac Airport, Pioneer Square and waterfront area. My starting point is usually where I live, Judkins Park area.	11/7/2014 8:18 PM

2880	522 or 312 from Lake Forest Park (SR 522 and Ballinger to Downtown Seattle). The only issue is the traffic along Lake City south of 145th. No bus only lane, which puts the bus in traffic. There is an ever increasing amount of traffic on Lake City. Mountlake Terrace Park and Ride to Downtown Seattle. I would like Stewart Street exit to have bus/carpool lane or to route these busses on the Pike exit. Taking these busses is very painful and long. It's actually insane to sit parked on the freeway with all the car trying to exit Stewart. Please change this.	11/7/2014 8:05 PM
2881	University Bookstore, University Way NE University Village Magnolia Village	11/7/2014 8:01 PM
2882	I currently travel from my home on 35th ave NE and 92nd st to my work downtown at 801 2nd ave. I mostly use the northgate park and ride to get there because the bus that runs near my house is very unreliable. I would like to ride from my house into downtown more easily.	11/7/2014 7:59 PM
2883	u of w downtown lake city	11/7/2014 7:20 PM
2884	I go from capitol hill to downtown, seattle center mostly. Usually I walk one way and bus the other. I take the light rail to the airport 4-5 times a year, and light rail around town when it goes where I need I take cabs home from downtown if it is late...waiting for the bus is scary I wish I could take transit to and from home on Capital hill and work in Bothell..it is currently impossible given the parameters I deal with and I doubt there will be much change before I retire. I wish I could get the university village from capitol hill via transit	11/7/2014 7:17 PM
2885	For work: Kenmore P&R For other: downtown, UW, International district, beacon hill, columbia city, the airport Where I would like to go if it were fast and frequent: ballard, fremont, west seattle, lake city, northgate	11/7/2014 7:17 PM
2886	Everywhere	11/7/2014 7:15 PM
2887	u district downtown international district ballard fremont queen anne airport	11/7/2014 7:10 PM
2888	I commute daily from Columbia City to my office in Northgate. Better Coordination with the Route bus and the Columbia City Light Rink would be greatly appreciated. And Rainier Avenue needs some kind of express from downtown at commuter hours. You've taken them away all express options down Rainier except the Route 9 from Broadway. That corridor is one of the heaviest used areas for Metro.	11/7/2014 6:46 PM
2889	Work, downtown Seattle, U District. I would like to be able to go from my home in Bellevue (east of downtown Bellevue) to downtown Seattle and/or the University District.	11/7/2014 6:46 PM
2890	I go to and from work at the Univ of Washington. I usually commute via bus 167 from Renton. Traveling on the east side I also use bus 556 if I get a ride (friend drops me off at Eastgate). I use Bus 75 to go from UW to Children's hospital for meetings. Future - interesting if could go from Renton to light link rail. I live near Renton technical college.	11/7/2014 6:42 PM
2891	I would like to go from Sand Point Way/65th NE directly to UW Stadium light rail station, bypassing U-District. There are a lot of commuters in View Ridge/Sand Point that would like to use light rail to get downtown for work, but will not use light rail in 2016, due to current bus routes.	11/7/2014 6:40 PM
2892	Queen Anne to Capitol Hill	11/7/2014 6:21 PM
2893	Mostly View Ridge to downtown and back. Would like View Ridge to UW light rail, and View Ridge to Redmond (Microsoft).	11/7/2014 6:18 PM
2894	North Seattle, Ballard, Bellevue, Downtown, U District	11/7/2014 6:02 PM
2895	University Village, Downtown, U District, First Hill	11/7/2014 6:01 PM
2896	Downtown, Seattle Center, Ballard, Fremont, University District, Capitol Hill, Swedish Medical Center on Cherry Hill	11/7/2014 5:57 PM
2897	Ballard kent Renton west Seattle	11/7/2014 5:50 PM
2898	When the 47 was cancelled, my (and a huge group of people in one of the fastest growing neighborhoods in Seattle) main source of reliable and dependable transportation for work and play was taken away from me. This is such a shame, as many elderly, blind and disabled people live along this 47 route are now without a bus system that supports them, and the 43 and 49 are neither reliable nor close for someone who lives at Bellevue and Roy. I also think that it's crazy that there is not a route from North Capitol Hill that does not go to the main financial/office district of downtown where we're all trying to commute to! I live in Capitol Hill for the convenience/central location, but have to take 2 buses and 45 min to get to work at Madison St and Western Ave. Crazy. MY IDEAL: Bring the 47 route back (same stops as before on Summit and Bellevue), but extend the route to go South on 1st, 2nd or 3rd ave (1st would be my preference) and then return the same way (with stops on 1st at Madison), so we can get home from work. BONUS: If there was an easy way to get to Ballard (maybe via Westlake) from Capitol Hill, that would be incredible!	11/7/2014 5:47 PM

2899	Home is Bellevue, between Olive and Pine. [here, you will know my entire life by the journeys I take.] Work, BTC, from home: 545 -(montlake, upstairs or downstairs)-> 271 / 555. There is a fellowship of people who have to do this double-decker OBA-juggling -- others are managing the 255 / 540 split, or the 545 / 542 split. I prefer this route over the 550 because I have a 0-min walk to the first bus, the buses are more frequent, it's faster, I don't have to enter the tunnel (no cell coverage, bad air, dark), at no point do I have to walk downhill or deal with a stoplight (knee problems, impatience@Boren/Pine) Gym, 36th and Fremont, from work: 271 --(15th)--> 31 / 32. When 84th ave isn't a standstill (and it's really mysterious when it does clog up; it's also really mysterious why there is an expensive planter in the middle of the road instead of a bus lane or a bike lane), this trip works out really well. But because 84th is so unreliable, at least in summers, I've actually stopped going to this gym. "Small businesses of Fremont suffer due to Medina congestion" Home from Work: 555 --(any 520 stop)--> 545 / 255. See previous about the unpredictable clogs in Medina. Before the huge planter and median of the 84th ave entrance to 520 was installed, the 271 was the sure bet for the first leg. Singing, Crown Hill / Greenwood: Pronto/10/11/43/49 (3rd / pine) -> 5 / D / 40 These are irrelevant to the UW LINK considerations EXCEPT to underscore that LINK will not be useful in my getting downtown due to a lack of station in SW Cap hill. Thus, please retain something like the 10 / 47. Where would I like to go? U district (there are a lot of dance classes in the u district that just aren't worth going to because it takes 40 min to get home): I'll assume that there are good feeder buses from the Ave towards the stadium.	11/7/2014 5:33 PM
2900	SeaTac, University District, Downtown. I would like the Link Light Rail to go from my home in SeaTac all the way to UW (my school). It would really change a lot for me.	11/7/2014 5:31 PM
2901	811 E howe Downtown U-district I go pretty much everywhere on the bus, so it could be a really long list	11/7/2014 5:17 PM
2902	From 25th Ave NE and NE 55th St. I go to: Capitol Hill - St. Mark's Cathedral, Broadway, Pike/Pine corridor Century Link Field and Pioneer Square Pike place market, Paramount theater, Benaroya hall Fremont and Ballard	11/7/2014 5:15 PM
2903	I commute daily on ST 594/590 to UW Tacoma from the Bus Way stop on the corner of Royal Brougham and back. I'd love to take the Sounder, but there are no times when normal people are going to Tacoma or leaving Tacoma available.	11/7/2014 5:14 PM
2904	Microsoft / One Microsoft Way, Redmond, WA 98052 / ST 545 Downtown Seattle / Westlake / 49 or 43 Whole Foods / Denny & Westlake / 8 UW / 49	11/7/2014 5:11 PM
2905	View Ridge (NE 65th St and 40th Ave NE) Downtown Northgate	11/7/2014 5:10 PM
2906	Currently: Tacoma (594) Capitol Hill (Broadway and Republican) to Link at Westlake Link from Westlake to International District Link from Westlake to Beacon Hill Future: Streetcar from Broadway at Capitol Hill Station to International District Link from Capitol Hill Station to International District Link from Capitol Hill Station to UW to University Village Link from Capitol Hill Station to Northgate Mall Future Wishful Thinking: Link from Capitol Hill Station to Tacoma Link to everywhere	11/7/2014 5:08 PM
2907	Currently I live in North Capitol Hill. I would like to be able to get downtown to work for 6am. The 47 was cut and now I am stuck walking or biking. Both the 43 and 49 run too early (get to downtown at 530am) or too late (get to downtown at 615) at this time in the morning.	11/7/2014 5:07 PM
2908	From home (11th Ave E and Denny) to work Northgate Mall	11/7/2014 5:03 PM
2909	West First Hill to Lower Queen Anne; West First Hill to Broadway shopping center; West First Hill to UW; West First Hill to Westlake Mall; West First Hill to Group Health 15th & John. For west first hill 725 9th Avenue (9th & Columbia)	11/7/2014 4:58 PM
2910	I currently travel between Northgate and downtown Seattle. I would like faster service between north Greenwood (north of 105th Street) and downtown Seattle.	11/7/2014 4:58 PM
2911	Everywhere	11/7/2014 4:53 PM
2912	Eastlake to downtown Seattle. Eastlake to Seattle Center, Fremont and Ballard	11/7/2014 4:52 PM
2913	From the Admiral District in West Seattle (SW Admiral Way and California Ave SW) to the University of Washington Seattle campus.	11/7/2014 4:46 PM
2914	I sold my car. I go ALL around the city on transit especially, green lake, downtown, capital hill, first hill, queen anne, and magnolia	11/7/2014 4:45 PM
2915	Listed by most frequent to least frequent: My home: 2512 E Madison St, 98112 My Work: 500 4th Ave, 98104 UW Pavilion Pool Green Lake Madison Park Ballard Sea-Tac Airport	11/7/2014 4:30 PM
2916	I go where I need to- grocery stores, downtown, to friends' houses, etc.	11/7/2014 4:30 PM

2917	Westlake Center, University of Washington, Seattle Public Library, Seattle Central College	11/7/2014 4:27 PM
2918	UW IMA (Husky Stadium) Seatac Downtown (benaroya area) Capitol Hill 85th/Greenwood Downtown Ballard	11/7/2014 4:26 PM
2919	Downtown, UW, light rail Mt Baker station	11/7/2014 4:21 PM
2920	Madison Park Husky Stadium Pill Hill Benaroya Hall Downtown Seattle	11/7/2014 4:16 PM
2921	Green Lake Park & Ride, Bellevue Transit Center, Northgate Transit Center, Downtown Bus Tunnel, University of Washington on "the ave"	11/7/2014 4:14 PM
2922	From West Queen Anne to SLU without going through downtown	11/7/2014 4:12 PM
2923	I commute from Cap Hill to the NE Seattle, View Ridge, everyday for work. I use the #43 or #49 and the #71 everyday! I use buses to get from downtown to Cap Hill often and in the evenings after the theater. I use the bus to get to my doctor on First Hill.	11/7/2014 4:11 PM
2924	Downtown Seattle, Belltown, University District, Fremont, Greenwood, Bellevue, Redmond, Kirkland, Renton, Rainier Beach, SODO, Columbia City, Madison Park, Mount Baker	11/7/2014 4:11 PM
2925	virginia mason hospital pike place market	11/7/2014 4:11 PM
2926	Downtown, Safeco Field, Pioneer Square area; airport	11/7/2014 4:10 PM
2927	Beacon Hill to Downtown, Beacon Hill to Capitol Hill	11/7/2014 4:10 PM
2928	Sports stadia downtown	11/7/2014 4:08 PM
2929	UW campus Seattle to Downtown Seattle. UW Campus to Lake Stevens WA.	11/7/2014 4:05 PM
2930	Capitol hill, ballard, Fremont, downtown, uw	11/7/2014 4:04 PM
2931	I currently go to the International District, South Lake Union (Dexter and Denny), 21st and James, The University of Washington, Link Light Rail downtown station.	11/7/2014 4:02 PM
2932	Capitol Hill Downtown Seattle Bellevue	11/7/2014 3:57 PM
2933	Work (Harborview and UWMC) Downtown Seattle Center University District airport	11/7/2014 3:52 PM
2934	Madrona 34/Union, UW campus, Broadway on Capitol Hill, SCCC, Pike Place Market	11/7/2014 3:50 PM
2935	University of Washington The Airport Downtown Safeco Field	11/7/2014 3:48 PM
2936	Northgate, UW, Downtown Seattle, Capital Hill, SODO, Bellevue, Alderwood, Ballard, Fremont, Kirkland, Redmond, Greenlake, Seattle Center	11/7/2014 3:46 PM
2937	Pier 50/water taxi Seattle Central College North Seattle College South Seattle College University of Washington Seattle-Tacoma International Airport King Street Station West Seattle/Juction Fauntleroy Ferry Terminal On Vashon Island to/from ferry terminal	11/7/2014 3:38 PM
2938	Home (3408 NE 65th St.) to: -Downtown -Colman Dock and Water Taxi -University District -Seacrest Park (via Water Taxi) -Alki Beach (shuttle from Water Taxi) -Admiral & California (shuttle from Water Taxi) Would like to go to Ballard	11/7/2014 3:38 PM
2939	Ballard-Capitol Hill; Ballard-University District; Downtown Seattle-Capitol Hill; Downtown Seattle-University District; Downtown Seattle-Ballard	11/7/2014 3:38 PM
2940	I currently take the 65 from 40th Ave and NE 55th St. to the UW Medical Center (Garfield lane), and back. I also take the 74x downtown (when it runs, which is rare and only rush hour). I usually have to take the 71 instead on 65th to downtown. I would like to go downtown, south lake union, and/or capitol hill and back at any hour to my neighborhood in NE seattle (Bryant), without being forced to transfer in the U. District. Obviously a metro service would be preferred.	11/7/2014 3:38 PM
2941	University of Washington, would like an option to go from 35th ave S & Massachusetts to UW	11/7/2014 3:32 PM
2942	7th and Olive, 12th and Aloha, restaurants in Capitol Hill and downtown	11/7/2014 3:30 PM
2943	I would like to be able to get from somewhere near lake city way and NE 85th street to Ballard more easily. It currently takes much more than an hour to bus over there (Cafe MOX, Swedish hospital, for example). I bus up to lake city from around 85th street a lot, and down toward the university (taking the 72 mostly).	11/7/2014 3:27 PM

2944	Downtown, SLU (Amazon campus), Maple Leaf (95th/15th, 95th/Roosevelt), Northgate, U-District, Queen Anne Hill	11/7/2014 3:25 PM
2945	go now: UW, Central District, Capitol Hill, occasionally downtown. would like to go more: volunteer park, ballard direct from capitol hill, an easier route connecting southeast and northwest capitol hill.	11/7/2014 3:24 PM
2946	Mercer Island, Bellevue, Seattle, North Seattle.	11/7/2014 3:18 PM
2947	Downtown Seattle, Seattle Pacific University, Everett, Tacoma, Sea Tac Airport, Fairwood, Renton Highlands, Bellevue Transit Center, Renton Transit Center, University District, Marymoor Park, Overlake Transit Center	11/7/2014 3:17 PM
2948	Downtown Redmond to Downtown Seattle	11/7/2014 3:13 PM
2949	Madrona, Downtown, Central District, International District, SoDo, Seattle Center, University District, Capitol Hill, Kirkland CBD, Juanita Drive in Kirkland (Big Finn Hill, Bastyr)	11/7/2014 3:11 PM
2950	I primarily go from north capitol hill to pioneer square and from pioneer square to TOPS school on Eastlake Ave E.	11/7/2014 3:06 PM
2951	Faster trip downtown during non-peak hours	11/7/2014 3:06 PM
2952	U-dist, dwntn., wallingford, lake city, issaquah, bellevue	11/7/2014 3:01 PM
2953	1310 Minor Ave to Husky Stadium 1310 Minor Ave to Sea-Tac Airport 1310 Minor Ave to Key Arena 1310 Minor Ave to Greenlake Park 1310 Minor Ave to Miller Community Center	11/7/2014 3:00 PM
2954	Downtown Seattle Green Lake Community Center Group Health Capitol Hill Group Health Northgate Northgate Mall University Village Mall University Bookstore University YMCA Wallingford Center Seattle Center Fremont N & N 34th Roosevelt NE & NE 90th	11/7/2014 2:54 PM
2955	Currently: Downtown, U-District, Central District, Greenwood, SODO, Ballard, Fremont, Lower Queen Anne, Capitol Hill. Specifically, all of downtown, all of U-District, Starbucks corporate in SODO, Ballard Farmer's market, 35th in Fremont, Space Needle/Seattle Center, along Broadway and 12th/Pike, 85th & Greenwood	11/7/2014 2:43 PM
2956	I often use transit to get from Lower Queen Anne or Downtown Seattle to Capitol Hill or Columbia City. I would greatly appreciate more reliable or frequent options to get from Columbia City/Mount Baker area to West Seattle.	11/7/2014 2:41 PM
2957	UW, downtown, airport, capitol hill, Ballard, downtown Bellevue	11/7/2014 2:36 PM
2958	Downtown Seattle. SeaTac Airport.	11/7/2014 2:36 PM
2959	Downtown Seattle (including Belltown and Pioneer Square), South Lake Union, First Hill, Fremont, Ballard, UW, Bellevue, Queen Anne (upper and lower), Interbay.	11/7/2014 2:32 PM
2960	Pill Hill UW Seattle Childrens Northwest Hospital Downtown/ pike place Market South Lake Union	11/7/2014 2:32 PM
2961	downtown Seattle, 4th & Marion to/from home on 53rd NE & 65th NE once SEATAC light rail to 74 to 53rd NE & 65th NE	11/7/2014 2:32 PM
2962	2305 S. Norman St, Seattle WA 3958 S. Lucile St, Seattle WA 360 Corporate Dr S Tukwila WA 506 29th Ave Seattle WA 1602 15th Ave W, Seattle, WA 23rd and Jackson Seattle WA S. Edmunds and Rainer Ave Seattle WA Olive and Broadway Seattle WA Ames Lake, Redmond WA	11/7/2014 2:31 PM
2963	Shoreline Library Aurora Village Edmonds Community College	11/7/2014 2:29 PM
2964	currently 35th av ne & N 65th St to Tunnel Stations currently 35th av ne & N 65th st to 8th and Stewart St currently 35th av ne & N 55th st to Tunnel Stations	11/7/2014 2:21 PM
2965	Home (Mukilteo), University of Washinton, downtown,	11/7/2014 2:19 PM
2966	More bus options that connect to Seattle Children's Hospital	11/7/2014 2:18 PM
2967	6th & Pike	11/7/2014 2:17 PM
2968	I would like to be able to go everywhere on transit.	11/7/2014 2:06 PM
2969	All over the city... and occasionally outside the city... Bellevue, Tacoma, Everett, Puyallup Fair	11/7/2014 2:01 PM
2970	Capitol Hill from Tukwila. Tukwila to Capitol Hill.	11/7/2014 2:00 PM
2971	seatac, downtown stations, udist, intl and central dists, cap hill, south lake union, wsea, sodo, south seattle, sumner	11/7/2014 1:59 PM

2972	I use transit to commute to work from the U-district or Roosevelt as well as to go to various destinations including Bellevue, Mangnisun park, Northgate, Ballard, etc.. One current problem in NE seattle is poor cross-connectivity between Ballard and Ravenna/Greenlake/Rosevelt.	11/7/2014 1:50 PM
2973	Pioneer Square, Ballard, Fremont, U-district	11/7/2014 1:49 PM
2974	Seahawks and Mariners games	11/7/2014 1:41 PM
2975	I take a vanpool from Maple Valley to UW. I'd like to see light rail from the East side to UW and from the North to UW.	11/7/2014 1:34 PM
2976	Primarily between Downtown Bellevue and (in this order of use): 1. Overlake (microsoft) 2. Downtown Seattle 3. South lake union 4. UDistrict 5. Greenlake 6. Fremont 7. Airport	11/7/2014 1:30 PM
2977	I go downtown on Transit and would like easier access to Capitol Hill from North Seattle.	11/7/2014 1:30 PM
2978	I currently go to UW and Downtown. I'd like to be able to go to South Lake Union or the east side without having to transfer many times and having it take well over an hour.	11/7/2014 1:30 PM
2979	Madison and Western Ave Mercer and 19th Mercer and 15th	11/7/2014 1:24 PM
2980	Between Downtown and E. Madison St.; Better reliable and fast transit to U-District, Ballard, Columbia City, Georgetown, etc. I don't venture to these neighborhoods from Capitol Hill often because of bus scheduling, unreliability, and the amount of time it takes to get there.	11/7/2014 1:23 PM
2981	This is where I go d/t: Nordstrom, WAC, SPL, The Market U District: UW campus, U Book Store Where I'd like to go U Village	11/7/2014 1:22 PM
2982	Capitol Hill (Cal Anderson Park area), UW, Greenwood, Downtown	11/7/2014 1:22 PM
2983	1036 S Jackson St, Seattle, WA 98104 339 Burnett Ave S, Renton WA 98057 310 Third Ave NE, Issaquah WA 98027 21412 98th Ave S, Kent WA 98031 5050 8th Ave NE, Seattle, WA 98105	11/7/2014 1:20 PM
2984	Downtown Seattle, Bellevue, Sea-Tac Airport, Kirkland, Redmond, Ballard, University District, Capitol Hill, Lake City Ballard	11/7/2014 1:20 PM
2985	Ballard Capitol Hill UW Downtown Ravenna Seward Park Shoreline	11/7/2014 1:15 PM
2986	Looking for reasonable connection between home and airport. Efficient service between home and work (home: Greenwood Ave N & Holman Road, work: UW Medical Center on Pacific Street/UW.	11/7/2014 1:09 PM
2987	Market Street Ballard, Kirkland center, Issaquah, The Junction in west seattle, 2nd and Wall in Belltown. 1001 4th ave Seattle, Holman road QFC, Southcenter mall, Airport, The commens at Federal way, Maple Valley, Covington medical center, Cystal Mountian Resort, Stevens Pass ski resort, Ash way park and ride, Millcreek town center, Bellsquare mall (More late night please), Madison and Broadway, Broadway and Denny, Fishermans Terminal, Verticle world, Fremont, Lake Smamish, Hiking trails in the foothills like mount si, Kent Station, The Landing in Renton.	11/7/2014 1:08 PM
2988	Currently go from 509 NW 43rd St. to Union Station	11/7/2014 1:07 PM
2989	I commute from my condo near Othello Station to University street via Link.	11/7/2014 1:03 PM
2990	Everywhere - too many to list	11/7/2014 1:00 PM
2991	U-District, north UW Campus (Gates Hall), Northgate, Downtown	11/7/2014 12:57 PM
2992	You left off the 47 line above. It served many disabled,people who cannot walk up the hill. Please restore it.	11/7/2014 12:52 PM
2993	Downtown (Pike/Pine Corridor), Wallingford, U District, Capitol Hill/Broadway, Central District (MLK & E Cherry), International District A list of addresses would be ridiculous -- I don't own a car, I take transit virtually EVERYWHERE	11/7/2014 12:50 PM
2994	Downtown, University District, Ballard, Lower Queen Anne, Safeco Field, Sea-Tac International Airport.	11/7/2014 12:45 PM
2995	Currently to work to the King County Administration Building In the future, when light rail is available in the University District, I would like bus connections to the light rail from home	11/7/2014 12:45 PM
2996	11620 110th Ave NE, Kirkland to Microsoft Redmond Campus and back 11620 110th Ave NE, Kirkland to 231 NE 92nd St, Seattle and back 231 NE 92nd St, Seattle to Microsoft Redmond Campus and back 231 NE 92nd St, Seattle to downtown Seattle and back 231 NE 92nd St, Seattle to Capitol Hill and back 231 NE 92nd St, Seattle to 2366 Eastlake Ave E, Seattle and back	11/7/2014 12:42 PM

2997	I go to my office in downtown Seattle. I would like to be able to have better East-West connections as well as better feeder lines to major transit centers.	11/7/2014 12:41 PM
2998	Better service coverage to NW Seattle area like Sunset would be great.	11/7/2014 12:40 PM
2999	work, bars, lunch, weekend getaway (ferry)	11/7/2014 12:40 PM
3000	University of Washington, North Beacon Hill, Capitol Hill, Downtown, Ballard, and West Seattle (Camp Long, Alki Beach, White Center).	11/7/2014 12:39 PM
3001	Whole Foods at South Lake Union 85th & Greenwood Eastlake waterfront Ballard Ave.	11/7/2014 12:38 PM
3002	Downtown Seattle, Seattle Center	11/7/2014 12:37 PM
3003	West Seattle, Downtown, U district, Ballard, Fremont, Bellevue, Mt. Baker Neighborhood in Seattle, In a nutshell, all over	11/7/2014 12:34 PM
3004	UW Medcial Center U District 19th & Thomas Downtown Seattle Center	11/7/2014 12:33 PM
3005	I have no set schedule. I take transit when I need to travel farther than walking distance, there is a more or less direct route, and I don't have a load to carry.	11/7/2014 12:29 PM
3006	Harborview Medical Center, UW Campus, Ravenna neighborhood, downtown Bellevue	11/7/2014 12:28 PM
3007	University Congregational church, 16th Ave., Northeast and North East 45th, Seattle Seattle municipal Tower, 700 5th Avenue, Seattle St. Mark's on Capitol Hill 1026 ne 65th Street, Seattle	11/7/2014 12:21 PM
3008	Currently: From Edmonds Way in Edmonds to 405 Olive Way, Seattle. From Mountlake Terrace Freeway Station to 405 Olive Wy, Seattle. From Aurora Village Transit Center to 405 Olive Wy, Seattle. From Westlake Center to Broadway & Denny. From Westlake Center to 12th Ave E & E Pine St. From Westlake Center to SeaTac Airport.	11/7/2014 12:19 PM
3009	Mainly between 56th & Roosevelt and Pine & Broadway. Campus Parkway and Convention Place are common. Often get off the bus at the north end of the Ave.	11/7/2014 12:18 PM
3010	To work in downtown seattle, to school at UW, and home at 49th and Phinney.	11/7/2014 12:17 PM
3011	I currently do not use transit. The bus systems in Auburn, where I live, and Tacoma, where I work, are terribly sporadic, unreliable, inconsistent, and poorly linked with one another. Specifically, I'd like to be able to efficiently get from the Lakeland Hills neighborhood in Auburn (I can walk to anywhere in the neighborhood; the Sunset Park Park&Ride is a good spot) to the Old Town neighborhood of Tacoma (McCarver & N 30th St) for work, and to downtown Seattle for recreational opportunities on the weekend.	11/7/2014 12:14 PM
3012	Magnuson Park 401 Pike. 2404 NW 80th St Holy Names Academy Montlake	11/7/2014 12:13 PM
3013	19th E. & E. Thomas 6th & Pine Broadway & E. Pine Broadway & E. John	11/7/2014 12:12 PM
3014	I would like more service to Market/Leary in Ballard	11/7/2014 12:09 PM
3015	Northgate to Capitol Hill; 5th Ave in Northgate to Downtown; 12th/Madison to Queen Anne/Mercer; Downtown to Rainier Valley (on Rainier Avenue); Rainier/Edmunds to Downtown/Convention Pl/Capitol Hill; Judkins Park to Downtown; Northgate to U-Dist; Northgate to Redmond; Northgate to SODO	11/7/2014 12:02 PM
3016	Seattle center, amazon, Broadway	11/7/2014 12:00 PM
3017	Ballard, Fremont, Wallingford, Green Lake, Greenwood, Phinney, University District, Roosevelt, Maple Leaf, Ravenna, University Village, Bryant, Sand Point, Eastlake, Capitol Hill, South Lake Union, Belltown, Downtown, First Hill, SoDo, Mount Baker	11/7/2014 11:58 AM
3018	University of Washington Hospital Desert Industries federal way ILDS Church	11/7/2014 11:55 AM
3019	Downtown (Westlake Center)	11/7/2014 11:55 AM
3020	1) Up the hill to my doctors and the hospitals on First Hill. 2) Downtown Seattle for shopping, the theater, meeting friends at the Seattle Center.	11/7/2014 11:54 AM
3021	Where regularly go on transit is the University of Washington Medical Center. Where I would like to be able to go is Northgate Mall, UW, and downtown Seattle.	11/7/2014 11:53 AM
3022	Rainier Valley to Capitol Hill Rainier Valley to Queen Anne Downtown	11/7/2014 11:53 AM
3023	downtown Seattle, airport, downtown Bellevue, University of Washington	11/7/2014 11:52 AM

3024	Currently: Capitol Hill to South Lake Union, Lower Queen Anne, Seattle Center, downtown/Westlake Center Would Like: Capitol Hill to Fremont Ave, Wallingford (Stone Ave), University Village Mall	11/7/2014 11:49 AM
3025	I use transit regularly to travel from NE Seattle to downtown. I would like to have more frequent connections (especially weekends) from NE Seattle to easily reach Greenlake, Northgate, Magnuson Park, University Village and Lake City Way & 125th NE.	11/7/2014 11:45 AM
3026	All of these are from Capitol Hill Frequently go to: Downtown University district Would love to be able to get to upper Queen Anne easier Would love to get lower Queen Anne easier Would love to get to Ballard easier Would love to get to Fremont easier Would love to get to Wallingford easier	11/7/2014 11:44 AM
3027	work, airport, different neighborhoods I was excited about the U link until just now when I learned that the stop would be at the Stadium. That's almost 100% useless to me	11/7/2014 11:40 AM
3028	Would like more frequent service: >Eastern Wallingford to Husky Stadium Link >Eastern Wallingford to U-District Transit Nodes >Ballard to U-Village (without having to transfer at Campus Pkwy or walk at 45th and 15th) >Express service that becomes express starting in Wallingford and serving Downtown >U-District to Lake City	11/7/2014 11:38 AM
3029	1111 E Union St 925 4th Ave I would also like to be able to go from Capitol Hill to Ballard/Fremont on transit without having to transfer downtown.	11/7/2014 11:38 AM
3030	Downtown Bothell & Woodinville	11/7/2014 11:37 AM
3031	Northgate Mall, International District from Capitol Hill without going Downtown	11/7/2014 11:23 AM
3032	downtown, capitol hill	11/7/2014 11:20 AM
3033	From Ravenna directly to the new transit station to get downtown. 74 is terrible, in terms of speed, headways and crowding.	11/7/2014 11:17 AM
3034	19th Ave and E Madison St. (Lawrence Lofts apartments) Marion St. & 2nd Ave. West Lake Mall Pacific Place Mall Southcenter Mall U Village	11/7/2014 11:13 AM
3035	Medical Dental Bldg 509 Olive home 2613 Boyer Ave E Seattle University Exchange Bldg 821 2nd Ave	11/7/2014 11:13 AM
3036	The bus is my primary mode of transit, so I go LOTS of places in these neighborhoods, too many to name: Capitol Hill, downtown, UW and the U District, Fremont, Ballard, Wallingford, Central District. I would love for it to be easier to get from Capitol Hill or the Central District to West Seattle, Greenwood and Greenlake. It's possible right now but takes over an hour and sometimes requires transfers, and if you miss your transfer you might be looking at 1.5 hours on the bus for what could have been a 15 minute drive. At which point I usually give up and just don't go to those neighborhoods or see my friends who live there. I don't even consider going places like Phinney Ridge, Magnuson Park or Tangletown because it's just too hard to get there on the bus.	11/7/2014 11:11 AM
3037	to/from work. South Seattle (Othello Station) to Downtown Seattle	11/7/2014 11:10 AM
3038	capitol hill to ballard/fremont/queen anne/renton/georgetown/sodo	11/7/2014 11:08 AM
3039	redmond, ballard, bellevue, UW.	11/7/2014 11:04 AM
3040	On weekdays: I take the 10/11 to and from downtown (3rd/pine and 4th/pike) from 12th Ave and E Pine St. Occassionally, I'll walk to Pine and Broadway and catch either the 10/11/49 to downtown. DT I usually transfer to the 26/28/40 to fremont. When heading to the airport: I'll either take the 2/10/11/12/49 to downtown and catch the light rail.	11/7/2014 11:00 AM
3041	UW: Mary Gates Hall Moore Annex Parrington Hall Music Building	11/7/2014 11:00 AM
3042	downtown Seattle, Montlake, UW, South Lake Union, Seattle Center, Sea-Tac Airport	11/7/2014 10:57 AM
3043	home: NE 60th St near Sandpoint Way NE work: 419 Occidental Way S school: 15300 Meridian Ave N (Shoreline) other school: 3400 E Harrison St U district: NE 50th St and University Way (on weekends)	11/7/2014 10:56 AM
3044	Currently go: North end of broadway to 6th and stewart Want to Go: capitol hill to fremont, capitol hill to ballard, capitol hill to south lake union	11/7/2014 10:55 AM
3045	Downtown, Qwest Field	11/7/2014 10:52 AM
3046	Northgate Mall Columbia City Theater, Columbia City Ballard's market street broadway, capitol hill. West Seattle's delridge playfield international district's shopping area Gazzam lake preserve on Bainbridge Manorcare health services, Tacoma	11/7/2014 10:51 AM

3047	Downtown, Central District, Capitol Hill, International District It would be nice to have better service connecting Capitol Hill (Pike/Pine area specifically) and the Central District, especially at night/weekends.	11/7/2014 10:49 AM
3048	From Shoreline to the University From Shoreline to downtown From the University to downtown From Shoreline to the airport From the University to the airport	11/7/2014 10:47 AM
3049	From my home near 17th and Madison to downtown and the University District (NE 45th and 15th NE). From U-district to Seattle Center (SIFF theater Uptown and KOMO Plaza building)	11/7/2014 10:46 AM
3050	I currently use the bus to go the Columbia City/South Seattle, downtown, Ballard and Capitol Hill. I wish I could easily get to South Seattle College from South Seattle.	11/7/2014 10:44 AM
3051	Belmont and Thomas, Capitol Hill, Seattle 165th and Bothell Way, Lake Forest Park UW & U-District Ballard Fremont Columbia City Hillman City Leschi CD	11/7/2014 10:42 AM
3052	Uw Greenlake 6th and Holman Downtown	11/7/2014 10:40 AM
3053	bellevue & thomas (used to take the 14, when it ran all the way to the ID)...where I caught a shuttle to go to the Starbucks HQ in Sodo (work). When the 14 became the 47, I would take it to 3rd & pine and then switch to the 21. my normal commute time to go approx 3 miles, takes 2 buses and about 45 minutes....	11/7/2014 10:39 AM
3054	I usually start on Capitol Hill and travel all over the region on transit. One route I would especially like to see an easier trip to make is Capitol Hill (Broadway and Pine area) to SLU- the streetcar is okay, but it ends too early to be able to spend a night out in SLU and get back to Capitol Hill. Traveling to/from Ballard from/to anywhere south is a big pain. I avoid anything to do with West Seattle because of how difficult it is to get around over there.	11/7/2014 10:38 AM
3055	Seattle Center, Macy's, Pike Place Market, Ferry Terminal (to Bainbridge and Bremerton).	11/7/2014 10:38 AM
3056	Bellevue, Downtown, U-District, International District, Seatac Airport, Ballard, Fremont	11/7/2014 10:36 AM
3057	I currently go (and would like to have faster service) between Ballard and Downtown and between Ballard and the University of Washington.	11/7/2014 10:35 AM
3058	King County Courthouse. King Street Station. City Center Building. Group Health main campus.	11/7/2014 10:34 AM
3059	Othello station (Link), Van Asselt playground, downtown seattle (3rd and pike area), capital hill (Seattle Central College).	11/7/2014 10:32 AM
3060	I want a connection from the I-5 corridor bus (511/512) to university district destinations and to Northgate Mall.	11/7/2014 10:31 AM
3061	From capitol hill to downtown mostly	11/7/2014 10:30 AM
3062	Sunset hill. my only way to get there is riding the 17x a few times a day in the evening, on weekdays. I do not work standard commuter hours, so I cannot get home without a 20 minute walk, or driving. On the weekend, there is no way to get to ballard, or downtown easily without another 20 minute walk to the 40. you note the 40 is overcrowded. Bringing back the 17 will not only help those people that live in sunset hill have some way of using the bus again, but will alleviate the 40 from the people that walk to use that alternative as well.	11/7/2014 10:29 AM
3063	2500 Franklin Ave E, 6600 Roosevelt Way NE, 3003 75th St NE, 2445 3rd Ave S, 7201 Beacon Ave S	11/7/2014 10:26 AM
3064	Commute to Westlake Plaza from Cap Hill Cap Hill to UW	11/7/2014 10:25 AM
3065	I've also use the C/D bus lines. I use the bus primarily to visit friends or family, or explore other neighborhoods. In heavy rain, I'll take the bus from my work downtown, to my neighborhood on First Hill.	11/7/2014 10:24 AM
3066	Capitol Hill to Boeing Renton plant. Currently it's a 2 transfer ride. The east side is relatively well connected to the plant via the ST560 and ST565, but the Seattle side buses (101, 106) connect to the Renton Transit center which adds an extra transfer. The F line helped a bit, but it's still not enough. Taking the link to Tukwila, then the F line is NOT reasonable either. There are tens of thousands employees there that are not being well served by transit.	11/7/2014 10:22 AM
3067	I frequently go between Capitol Hill (near Seattle U) and Downtown, Columbia City, Queen Anne, University District. This is for several destinations, not to one specific location. I often need to go between the Rainier/Graham stop and either Seattle U or Downtown. Would like more options that make this commute under 45 minutes (possible to Seattle U using the 9X, but only certain times of the day; transit to downtown requires a 9X to Mt Baker station and a transfer to Link - again, only realistic certain times/days)	11/7/2014 10:16 AM
3068	Live on Beacon Hill near Beacon Hill Station. Commute to work in Pioneer Square via Link. Occasional post work trips to Issaquah via 545, but the return trip is difficult. Take Rapid Ride to Ballard on occasion. Will be much more willing to take transit to Capitol Hill once link extension opens.	11/7/2014 10:08 AM

3069	Currently: Century Link Field, Seattle Center, Downtown corridor (around Pike Place) Like to go: Light Rail to Ballard, Fremont, West Seattle. Preferably turn Rapid Ride E to light rail. A new Rapid Ride or Light Rail to replace route 5 in Phinney Ridge	11/7/2014 10:04 AM
3070	Georgetown, South Park,ballard	11/7/2014 10:04 AM
3071	I would like the 47 line to be reinstated. It was incredibly useful, especially during rush hour. I'm now forced to use the 8 route which arrives is often late and always overcrowded.	11/7/2014 10:01 AM
3072	Give more priority to transit all across the city and I'd take it more than I do now	11/7/2014 9:59 AM
3073	Interbay	11/7/2014 9:57 AM
3074	Woodinville, Downtown Seattle, University District.	11/7/2014 9:57 AM
3075	Gould Hall,	11/7/2014 9:56 AM
3076	Queen Anne Christian Church, Jazz Night School (MLK and Graham), UW, Holy Rosary Church	11/7/2014 9:55 AM
3077	Capitol Hill - east (15th/19th/Miller Park) Capitol Hill - west (Broadway) Central Area Madrona UW/U District Downtown Seattle Center	11/7/2014 9:54 AM
3078	You didn't list the 47BUS. I live on Capitol Hill - I would like to go to: The stadiums, Fremont, Ballard, Georgetown	11/7/2014 9:54 AM
3079	Lakeside School 14500 1st age NE Grand children 13900 Northwood Rd NW Salmon Bay School Thornton Creek school 7743 43rd NE Group Health Northgate Clinic 100 N e Northgate Mall 5th A e NE Shoreline Unitarian Church 14724 1st Ave NE Crest Theater65th & Meridian Shoreline PO aurora and 145 Lake Forest park Lakeside Boathouse 68 in Kenmore Central Market 155 and Westminster Seats. Airport Seatac Wash Group health downtown Clinic -5th and John Greenlake	11/7/2014 9:51 AM
3080	Starbucks Center SODO, 2401 Utah ave S, Seattle WA 98134 500 Belmont Ave E, Seattle Target, downtown Seattle Pacific Place, Downtown SEattle Ballard Airport	11/7/2014 9:49 AM
3081	Virginia Mason Medical Center, Green Lake Community Center, Phinney Ridge Neighborhood Association	11/7/2014 9:49 AM
3082	CenturyLink Field South Kirkland P&R Woodinville P&R NE 85th & 154th NE, Redmond	11/7/2014 9:46 AM
3083	Belltown (5th and Wall St.), 3rd and Pike/Pine, 12th and Pine, 15th and E. John-- all from 23rd/Yesler area	11/7/2014 9:44 AM
3084	I currently go to work in Bothell in the Canyon Park development. The weak links in my route: 1) Crossing Wallingford to get the the freeway stop. Either more frequent E-W bus service, or even better, safer bike routes would be greatly appreciated. 2) The 535 which serves the 405 stop near Canyon Park is a 30-minute route - it would be great if it became a 15-minute route. Service on the RR E to downtown is overall great - but on my personal wish list - 3) Extending the RR E to the International District instead of stopping somewhere indistinct in the middle of downtown	11/7/2014 9:43 AM
3085	The bus cuts were very detrimental to a huge portion of capital hill (the 47 being cut).	11/7/2014 9:43 AM
3086	I primarily move between (in almost all combinations): -- corner of 14th Ave and Howell (just East of Cal Anderson Park) -- VA Medical Center on Beacon Hill -- UW medical Center -- Harborview Medical Center -- Steven's Elementary School on Capitol Hill	11/7/2014 9:41 AM
3087	Northgate, Downtown, Capitol Hill, Ballard, Crown Hill, Golden Gardens, Fremont	11/7/2014 9:41 AM
3088	from NE Seattle to Ballard From NE Seattle to First Hill From NE Seattle to DT	11/7/2014 9:39 AM
3089	Swedish First Hill McCaw Hall Capitol Hill Pike/Pike corridor Pacific Place mall Harvard Exit theater Egyptian theater SIFF Uptown theater 509 Olive Way Swedish Cherry Hill Majestic Bay theater Exit Space dance studio Polyclinic Madison tower Seattle Art Museum	11/7/2014 9:37 AM
3090	Madison park to Downtown Seattle currently. I'd love to be able to criss-cross Seattle with one or 2 seat rides (3 seats ok sometimes) on frequently (every 10 min maximum, 6 AM - 9 PM) scheduled and gridded routes.	11/7/2014 9:34 AM
3091	Beacon Hill, Rainier Valley, Volunteer Park, Ballard, Northgate, Capitol Hill, Tacoma and Olympia, Bainbridge Island	11/7/2014 9:32 AM
3092	Commute between Bryant neighborhood & VA Medical Center (Beacon Hill), Harborview, & UW South Lake Union facilities; occasionally to Fred Hutch & Puget Sound Blood Center (Eastlake facility).	11/7/2014 9:32 AM

3093	University of Washington 4518 University Way -- work Orting, WA (Pierce County) -- home Sumner, WA (Pierce County) -- travel there from home Downtown Seattle Broadway and John Ferry Terminal King Street Station Seattle Center University Village Virginia Mason main campus Ballard Farmers Market Seatac Airport Downtown Tacoma Downtown Puyallup (from Orting)	11/7/2014 9:30 AM
3094	pretty much everywhere! I go to work(UW) and home(Rainier View area,) downtown, Chinatown Seattle Center, etc.	11/7/2014 9:30 AM
3095	Currently: Madison Valley to Downtown Via bus Downtown to Mount Baker via light rail Capitol Hill to downtown via bus Downtown to Ballard via bus Would like to be able to go from Mount Baker to Capitol Hill via central district by light rail. Would like to be able to go Capitol Hill to Ballard via light rail!	11/7/2014 9:28 AM
3096	I currently go to the University district on transit. I drive and park near a bus stop and 23rd Ave and take the 48 or sometimes the 43. I live on Beacon Hill and THERE IS NO DIRECT ROUTE TO THE U-DISTRICT. I would have to do bus-train-bus-walk to get to work from my house to get to work. It takes 1 hour 15 minutes one way!! Therefore I have to drive and park at a bus stop. My commute is very complicated!	11/7/2014 9:27 AM
3097	I do most of my trips by transit.	11/7/2014 9:24 AM
3098	Wallingford, University District, South Seattle, Downtown	11/7/2014 9:22 AM
3099	Northgate Redmond University District Mill Creek Bellevue Kirkland Madrona Park	11/7/2014 9:21 AM
3100	I currently commute from West Seattle to Downtown and regularly take buses to Capitol Hill. It would be great to have better transit access to destinations such as Discovery Park, Sea-Tac airport, Washington Park Arboretum, and Greenlake. More connections to recreational facilities such as parks would eliminate the need for driving to these locations.	11/7/2014 9:20 AM
3101	nowhere	11/7/2014 9:20 AM
3102	Currently go by transit: Northgate Transit Center Convention Place Transit Center Westlake Transit Center SeaTac Light Rail Transit Center 90th & Aurora for Rapid Ride E 145th & Aurora	11/7/2014 9:19 AM
3103	Madison and 20th Ave E UW Downtown Would like to be able to get to Greenlake/Wallingford/Phinney easier from Capitol Hill	11/7/2014 9:19 AM
3104	University of Washington. Downtown. Home (5400 Ivanhoe PL NE).	11/7/2014 9:17 AM
3105	First Hill, Capitol Hill, Downtown Seattle, Kent, Auburn	11/7/2014 9:16 AM
3106	From downtown to Capitol Hill. From Capitol Hill to the U District. I would like a bus that takes me directly from Capitol Hill to Ballard, Fremont, Wallingford, and West Seattle.	11/7/2014 9:11 AM
3107	I go from Magnolia to Fremont. I would like to be able to go to Ballard or Capitol Hill more easily.	11/7/2014 9:11 AM
3108	15th & E John St - Mercer & Queen Anne Ave Mercer & Queen Anne Ave - Mercer & Westlake Town Hall Seattle Pike/Pine corridor	11/7/2014 9:10 AM
3109	I love route #8 to Capitol Hill -- thanks! I'm a Group Health patient and live in North Belltown, so this route works well for me. I'd like to be able to get to Capitol Hill (Broadway, 12th Avenue Corridor, and 15th Avenue) from the ID Transit Station on one mode/route, without having to transfer. I'd like to be able to get to the ID Transit Station from Third Avenue & Cedar on more than one route (#14) without having to transfer to Downtown Seattle Transit Tunnel at either Westlake or Pioneer Square. Would be great if the RapidRide C Line went all the way to IDS. I'd like to be able to get to Lake Union from North Belltown on either First Avenue & Cedar or Third Avenue & Cedar without having to transfer, though would be willing to transfer to the Seattle Street car if the connection is direct. Capitol Hill (Broadway, 12th Avenue Corridor, and 15th Avenue) from the ID Transit Station on one mode/route, without having to transfer. I'd also like to have all day weekday and weekend service on Route 99 into North Belltown near Western & Vine and Alaskan Way & Broad Street. - Pike Place Market: Please reopen Route 99 stop at First Avenue & Pike Street. Too long a walk from First & University or Lenora, especially for elderly and disabled. More frequent local SB service on Fifth Avenue from North Belltown into the downtown corridor.	11/7/2014 9:08 AM
3110	Central District to Downtown. Would like to increase options to do so on weekends and more frequent service on weekdays between 5:00-6:00pm.	11/7/2014 9:05 AM
3111	Currently: Madison Valley, SLU, and Downtown Future: Ballard, West Seattle, Fremont, U-District	11/7/2014 9:04 AM
3112	Don't know the numbers just get on the bus. from Capitol Hill to Downtown - all the time for market, movie, dr. etc.	11/7/2014 9:03 AM
3113	Work, friends, social	11/7/2014 9:02 AM

3114	To and from Greenwood to Downtown (Daily) To and from Greenwood to the U District (Daily) Direct connection to and from Greenwood - Ballard (Desired)	11/7/2014 9:02 AM
3115	Downtown Seattle University District Northgate area	11/7/2014 8:57 AM
3116	Queen Anne, Fremont, Old Redmond Rd, Downtown, SeaTac	11/7/2014 8:57 AM
3117	I go from Ballard to the UDistrict; UDistrict to Ballard; Ballard to Downtown; Downtown to Ballard; UDistrict to Downtown; Downtown to UDistrict. I would like to more easily and efficiently travel to the same location above, as well as to Capital Hill and the Eastside.	11/7/2014 8:55 AM
3118	I live at 2211 NE 54th St, 98105. I go to downtown Seattle and to Capital Hill - Madison Ave. I try to go to East Madison to the Japanese garden in the Arboretum, - but it's very difficult (two buses, long walk uphill on way back	11/7/2014 8:54 AM
3119	Lower Queen anne to Capitol Hill, ballard, Fremont, downtown	11/7/2014 8:54 AM
3120	North Capitol Hill, downtown, seattle children's hospital, northgate, airport, ferry terminal	11/7/2014 8:54 AM
3121	Airport	11/7/2014 8:53 AM
3122	Would like easy access from Beacon Hill and Downtown to Husky sporting events; would like easy access from ID to Capitol Hill; would like easy access from Downtown (South of Pike corridor) to Capitol Hill	11/7/2014 8:52 AM
3123	My main travels of current are roundtrips from Sammamish to the UW via Redmond; from Issaquah Highlands or Issaquah P&R to the UW or Downtown Seattle; from South Kirkland P&R to the UW or Downtown Seattle; from Beacon Hill to Downtown Seattle; from Beacon Hill to SeaTac Airport; from the UW to Downtown Seattle; and the UW to Fremont/Wallingford/Laurelhurst. The Link Light Rail will fill in my need to go from Beacon Hill to the UW. I would like to see the Issaquah Highlands to First Hill route restored (this bus was full when I was taking it so I was puzzled why this route was deleted this year).	11/7/2014 8:50 AM
3124	Go to the airport, the stadiums, Columbia City. Would like to get all the way to Capitol Hill, U Village.	11/7/2014 8:50 AM
3125	Ballard to downtown. West Seattle to downtown. U District to downtown. Ballard to U District. Downtown to Tacoma. Ballard to Beacon Hill.	11/7/2014 8:50 AM
3126	University of Washington Green Lake Downtown Ballard Downtown Seattle Capitol Hill	11/7/2014 8:50 AM
3127	Currently go- 1st and Marion, Francis and 36th; would like to go- Broadway and Pine	11/7/2014 8:49 AM
3128	Microsoft campus Seattle central library Downtown Bellevue (Bellevue Square, Bellevue library, Bellevue Arts Museum) First Hill UW medical center SeaTac Airport	11/7/2014 8:48 AM
3129	Currently I get off the 71, 72, or 73 bus at 45th and Univ Way in the morning. Then walk down to 45th and 11th Ave in the U District. I'm looking forward to being able to get off at the Link Light Rail station at 43rd and 12th St. in the U District. It's going to make my commute to work a little easier not to have to ride a crowded bus every morning.	11/7/2014 8:46 AM
3130	I would like a direct transit line from Capitol Hill to Ballard that is fast.	11/7/2014 8:46 AM
3131	Rainier Beach, Columbia City, University District, Downtown, International District	11/7/2014 8:44 AM
3132	Downtown and the airport.	11/7/2014 8:43 AM
3133	To downtown Seattle or to capital hill	11/7/2014 8:42 AM
3134	from home - via 65th street (#64 / #76) to north seattle near Denny. currently 64 totally ignores workers who are employed north or near Denny by shooting pass the Denny stop. Currently have to walk back track many blocks. Note that FAcbook, Group Health, Amazone, Fred Hutch, Swedish, etc. all have offices and staff at the who then anchor from the Denny stop.	11/7/2014 8:40 AM
3135	University Ave Downtown, Pioneer Square My parent's house near Magnuson park I wish there were more cross town connections to places like queen anne, fremont and ballard	11/7/2014 8:39 AM
3136	Currently go - Downtown and areas in NE Seattle	11/7/2014 8:38 AM
3137	Microsoft Campus SeaTac Airport	11/7/2014 8:36 AM
3138	Seattle Community College Downtown Seattle Coscto Everett Federal Way Queen Anne	11/7/2014 8:35 AM
3139	west seattle	11/7/2014 8:35 AM
3140	Capitol Hill (19th & 23rd, north of John/Thomas), downtown (1st & Spring), soccer fields, U-District, Ballard	11/7/2014 8:33 AM

3141	I usually commute from Capitol Hill to work downtown. I would like to see more options to efficiently get from Capitol Hill to Queen Anne, Fremont and Ballard without making a transfer downtown, or sitting in traffic while trying to get through South Lake Union. This is a major hole in the transit system.	11/7/2014 8:32 AM
3142	U District, Roosevelt , Maple Leaf	11/7/2014 8:32 AM
3143	UW, Downtown, Queen Anne, Ballard, Fremont, Wallingford, U-District, South Lake Union	11/7/2014 8:31 AM
3144	I use the bus system to go to work.	11/7/2014 8:30 AM
3145	Everywhere, literally	11/7/2014 8:30 AM
3146	Downtown Seattle Center - would like an easier connection from Ravenna	11/7/2014 8:29 AM
3147	NE Seattle/Downtown NE Seattle/Bellevue NE Seattle/Cap. Hill	11/7/2014 8:28 AM
3148	I currently do not use transit because it takes the same amount of time (often less) from 38Th SW and Admiral to the U District by car than it does to change in downtown for a much slower 43 bus. I would like to be able to go from the corner above to UWMC and/or 45th and 12th in the U District.	11/7/2014 8:26 AM
3149	I use it to get from east queen anne to sodo in the evenings. Unfortunately there isn't a route that goes all the way to century link. So I take the E line mostly and 26/28 home which is way more convenient.	11/7/2014 8:26 AM
3150	312 Ne 81st St (home) 3rd and Columbia UW Tower Northgate TC 65th & Roosevelt Group Health Cap Hill QFC on Broadway Bear Creek P&R Lacey, WA Amtrak station Discovery Park Pacific Science Center Adobe in Fremont JoAnn Fabric in Ballard MacPherson's Leather in I-District Costco Home Depot	11/7/2014 8:25 AM
3151	to work (from Roy & Broadway) at the Russell Center at 1301 2nd Ave. sometimes i take it to the airport (from Roy & Broadway)	11/7/2014 8:24 AM
3152	Now: downtown Seattle (Westlake Center, Pike Place Market), Seattle Center, U-District, Bellevue Transit Center, Overlake Transit Center, Lynnwood Transit Center Would like to: Pier 70, International District/train station from Capitol Hill without connecting through downtown, more direct/efficient transport to Ballard	11/7/2014 8:24 AM
3153	I live in the Seward Park/Lakewood neighborhood, which is currently only serviced by Route 50, terminating in West Seattle. Previously the 34X was the bus I used to get to my job downtown before it was eliminated in 2012. Since then, it's become increasingly difficult to get to downtown and other central business districts (Sea Center, Capitol Hill, anywhere in North Seattle). SE Seattle has long been neglected in terms of transit, and I'm disappointed to see the 50 left off the list of benefiting from the recently passed Prop. 1. Specifically, I'd like an express route to be reinstated that delivers the SE Seattle area (particularly Seward Park, Lakewood, Genesee) directly to downtown. I'd like to know if there are other neighborhoods within Seattle that do not have a direct link to downtown.	11/7/2014 8:23 AM
3154	I go downtown from West Seattle Would like to more easily access work on the south end of Capitol Hill - I walk from 2nd and Seneca. West Seattle - west of California Ave, south of Admiral Seattle Center. U district. Columbia City.	11/7/2014 8:22 AM
3155	Downtown Renton, S Renton P&R, Renton Landing; downtown seattle, capitol hill, university district, mt baker, columbia city	11/7/2014 8:22 AM
3156	Why is the #7 and # 50 not listed?	11/7/2014 8:22 AM
3157	I currently live in Shoreline and work at the UW. I use 373. But I've been a bus rider for many years and rode many routes (I don't remember them all, so in question #2 I just selected the ones that came to mind.	11/7/2014 8:20 AM
3158	LaurelHurst/Uvillage area to downtown and to Ballard	11/7/2014 8:19 AM
3159	I commute to downtown Bellevue from the University District on Metro buses. I also use Metro to go to Capitol Hill to visit friends. I think I can get to most places via transit but I wish it could be more frequent, especially during evening hours.	11/7/2014 8:18 AM
3160	Ravenna (35th and 65th) to Downtown and vis versa. Downtown to Wallingford (45th and Latona). I'd like to be able to go from Ravenna to Greenwood (85th and Greenwood).	11/7/2014 8:18 AM
3161	I want an east west route from GreenLake Park and ride to Ballard.	11/7/2014 8:18 AM
3162	Generally travel to: Downtown Bellevue, Eastlake, Ballard, Queen Anne, Downtown, Capitol Hill, Roosevelt, Wallingford Would like to see better cross-town connections (Capitol Hill/Eastlake to Ballard or QA, for example)	11/7/2014 8:16 AM

3163	Capitol Hill to Ballard/Fremont! We need a direct bus. There are no direct routes from say, Broadway and John to Market and 15th and Fremont and 35th. A direct link to Shoreline and Greenwood from Capitol Hill would be great, too. (Greenwood and 85th), or Capitol Hill to Northgate and Aurora. That would make my life so much easier.	11/7/2014 8:15 AM
3164	downtown, stadiums, international district, tacoma, cal anderson park, volunteer park, los tinos restaurant, u district, northgate, south center. lynnwood	11/7/2014 8:15 AM
3165	Downtown Seattle U-District Lake City Ballard Capitol Hill Federal Center South Green Lake First Hill	11/7/2014 8:14 AM
3166	NW Market St and 22nd Ave NW, Madison and Lake Washington Blvd E, S Michigan St and Corson Ave S	11/7/2014 8:12 AM
3167	South Seattle (107) to U District via lite rail and express bus or 43 or 49	11/7/2014 8:12 AM
3168	Ballard, University District, Downtown Seattle, Canyon Park, Green Lake, Wallingford, Fremont, Capitol Hill, Phinney Ridge	11/7/2014 8:12 AM
3169	UW 130th & Aurora Ballard 145th & Greenwood Cornish College of the Arts Downtown SeaTac Airport Everett Bothell	11/7/2014 8:11 AM
3170	Downtown Seattle, The Airport, 65th and Roosevelt (Pies and Pints)	11/7/2014 8:08 AM
3171	Currently go to Jackson St/18th Ave via #14. Would like to use #27 to go to Yesler and 19th so I don't have to walk up a very steep hill on 31st Ave. I'd like to go the the Broadway District north of Union St. & Broadway. 3 blocks of walking is max for me.	11/7/2014 8:07 AM
3172	Work commute from 23rd/Thomas to 45th Ave NE/ Roosevelt Ave NE I use the 43 a lot to get from 23rd/Thomas to Broadway and downtown. Also use the 11 to get from 23rd/Thomas to Broadway and downtown Would really be awesome to have the Rapid Ride from 23rd/Thomas down to the waterfront. Madison seriously needs that transit route.	11/7/2014 8:04 AM
3173	Currently: commute to work from Capitol Hill to Belltown; travel to medical appts at UWMC, UW Roosevelt, SCCA, Ballard, North Capitol Hill and Roosevelt neighborhood; do grocery and other shopping at Capitol Hill QFC, Safeway, Central Co-op and Trader Joes; travel to visit local friends/family in Bothell, Edmonds and Everett; go sightseeing on light rail (great views!). I look forward to easier transportation from Capitol Hill to U District.	11/7/2014 8:02 AM
3174	The University of Washington Bothell and UW Seattle. Living on Capitol Hill	11/7/2014 8:02 AM
3175	I go on the 125 and 10 Broadway and walk to Broadway & Madison for work. Late in the workday I go to catch the # 2 on the street by the First Baptist Church and VM. I go downtown to 3rd & Pike where I catch the 120, 125, or 131 to my neighborhood, again. I am a bus commuter for work during the week.	11/7/2014 8:00 AM
3176	UW HUB Downtown Macy's Pike Market Seatac airport Group health capitol hill 9th and Stewart, seattle	11/7/2014 7:57 AM
3177	15th ave E and republican thomas st (to UW) John st (to downtown) Broadway and Pine Broadway and Roy (to downtown) Broadway and Mercer (to UW)	11/7/2014 7:57 AM
3178	Seattle Public Library, Fiske Genealogical Library, Seattle Genealogical Society, Grocery Outlet on 28th Ave., SeaTac Airport, Costco on 4th Ave. S, All Pilgrims Church on Broadway, Seattle Opera, King Street Station, etc.	11/7/2014 7:56 AM
3179	UW campus Pend Oreille x Stevens Way	11/7/2014 7:56 AM
3180	FROM Lake Forest Park TO Airport; TO Downtown; TO Univ of Wash; TO Northgate Mall, TO Alderwood Mall, TO Bellevue, TO Kirkland	11/7/2014 7:54 AM
3181	2nd and Marion Ne 65st and 29th ace ne Factoria	11/7/2014 7:54 AM
3182	Downtown, Safeco	11/7/2014 7:54 AM
3183	I travel primarily from to Capitol Hill home to my Downtown job, and also across town to the UDistrict, Wallingford, and Ballard.	11/7/2014 7:51 AM
3184	Downtown, airport, University of Washington	11/7/2014 7:50 AM
3185	Downtown, SoDo, Ballard, U District, Fremont	11/7/2014 7:49 AM
3186	Currently go to work (223 yale ave n), home (1700 summit ave), UW, trader joes on Madison, my parents house 1623 39th ave. I would like to be able to easily visit friends in Fremont, and greenlake, more reliable/faster service to my parents house (on the #2). In general, more busses that go from Capitol Hill across the city, to West Seattle or Fremont, without having to transfer busses.	11/7/2014 7:47 AM

3187	UW Tower, 4333 Brooklyn. Home, 3815 Woodland Park Ave N. Downtown Seattle	11/7/2014 7:47 AM
3188	UW, first hill, downtown	11/7/2014 7:46 AM
3189	I go from Ballard (65th & 15th) to the UW (Mary gates hall); downtown (hotels for conferences); Seattle Center. I go from Ballard to Capitol Hill (Oliver & Belmont) or Greenwood (85th & greenwood).	11/7/2014 7:44 AM
3190	Pike Place Market U District Farmer's Market 85th & Greenwood Seattle Center theaters	11/7/2014 7:38 AM
3191	Downtown, Queen Anne, Capitol Hill, Rainier Beach, Columbia City	11/7/2014 7:38 AM
3192	University of Washington	11/7/2014 7:38 AM
3193	Currently: 12th & John to downtown; Broadway & Republican to downtown; 12th & Madison to 1st & Madison. Would like to be able to get from 12th & John area to Pioneer Square area. Would like to get to Ballard and West Seattle from 12th & John area.	11/7/2014 7:36 AM
3194	E. Madison and 19th to downtown. Also downtown to other downtown destinations and to the airport.	11/7/2014 7:36 AM
3195	2611 NE 125th St.	11/7/2014 7:34 AM
3196	E. Madison st and 19th Capitol hill to downtown shopping district, downtown to airport.	11/7/2014 7:32 AM
3197	downtown, airport, university district, university village, northgate, downtown belleveue, downtown redmond, all over capitol hill	11/7/2014 7:32 AM
3198	I usually ride the bus to go between Capitol Hill and Downtown. Occasionally I will take the bus to other surrounding neighborhoods from Capitol Hill such as Belltown, Madison Park or Queen Anne, but otherwise I will drive or take a taxi/uber.	11/7/2014 7:30 AM
3199	Downtown Seattle to Capitol Hill Group Health Campus	11/7/2014 7:27 AM
3200	I live on Capitol Hill, near the Capitol Hill Library, and I bus to Columbia Center (4th & Columbia). I would like to make this 2-mile commute on one bus, but, instead, I have to transfer at Westlake Station.	11/7/2014 7:26 AM
3201	Red Square (UW Campus) Gasworks Park	11/7/2014 7:25 AM
3202	university of washington to work 4245 Roosevelt Way NE from Tacoma WA 1825 South Stevens St from U Of W to Downtown Seattle to catch Sounder Train	11/7/2014 7:19 AM
3203	i currently go between Capitol Hill and south lake Union, or to seatac. I would like to be able to go from Broadway in Capitol Hill to Ballard ave more directly. Connecting through the U district takes far too long.	11/7/2014 7:19 AM
3204	Madison Valley Downtown U-District	11/7/2014 7:19 AM
3205	I mostly go from Capitol Hill to the University District, Downtown, Queen Anne, and a few other places. I would like for it to be easier to get to Georgetown, Ballard, and West Seattle. I feel like all three of these places are fairly isolated, transit-wise, mostly thanks to their geographical locations.	11/7/2014 7:12 AM
3206	Downtown, Ravenna, Greenlake, Ballard, University District	11/7/2014 7:12 AM
3207	Downtown Seattle Seatac Airport	11/7/2014 7:09 AM
3208	Downtown to work - Chinook Building Stadiums Nordstrom/ other downtown shopping Gates Foundation UVillage Partners work - NE Northlake by Gasworks Raikes Foundation - also close to Gasworks Beacon Hill to visit friends Would like better access to Belltown and SLU via transit If we're going north of the cut, or south to Mount Baker/Seward Park we usually drive.	11/7/2014 7:08 AM
3209	35th & 90th to Downtown Downtown to Capitol Hill Downtown to Magnuson Park I also regularly take the 41 from Downtown to Northgate Park and Ride I would like to be able to easily get from Wedgwood to Northgate, and Wedgwood to Magnuson Park.	11/7/2014 6:56 AM
3210	Downtown, airport, UW, Ballard, Kirkland	11/7/2014 6:56 AM
3211	Airport link has been incredibly valuable. An easy transfer to light rail from Madrona/CD to downtown, U district, Northgate, Fremont/Ballard. Currently, getting across town takes a considerable amount of time.	11/7/2014 6:55 AM
3212	Factoria. Mostly I would like to quickly go from one neighborhood to another	11/7/2014 6:50 AM
3213	217 22nd Ave. E Seattle Central Community College University of Washington Medical Center	11/7/2014 6:49 AM

3214	From capitol hill to so do and back. Capitol hill to downtown and queen Anne. Would like capitol hill to south lake Union and Ballard and fremont . would like capitol hill to beacon hill direct. And to Matson park. More service to u district. To Roosevelt.	11/7/2014 6:48 AM
3215	University District (UW Tower on Brooklyn & 45th) and Lake City Way & 115th.	11/7/2014 6:46 AM
3216	Kent/Des moines park and ride Downtown UW medical center Kent Station	11/7/2014 6:45 AM
3217	Mostly between home (36th Ave NE @ 50th) and work (Elliott Ave @ Wall St)	11/7/2014 6:40 AM
3218	Downtown Bellevue, Seattle, Seatac	11/7/2014 6:33 AM
3219	My regular work commute is between 338 16th Ave E, Seattle and 1055 S Grady Way, Renton. I regularly take the routes 10 or 43 to downtown Westlake Station and transfer to/from the Route 101. The Route 101 should be revised to connect to Link light rail at the Rainier Beach station rather than traveling all the way into downtown Seattle the route should travel to/from the Rainier Beach Station via MLK. On the Capitol Hill end most of the bus routes that I take also serve riders that would not make sense to revise service to tie into new Light Rail stations such as the High Schools in Pike Pine corridor. The Route 43 since it serves Capitol Hill and UDistrict should be considered to be revised to be broken up into feeder routes that transfer to Light Rail.	11/7/2014 6:21 AM
3220	Home- Wedgwood Work- Seattle central college Shopping- downtown Seattle	11/7/2014 6:21 AM
3221	Seattle Childrens Hospital, Convention Place Station, Westlake Station	11/7/2014 6:19 AM
3222	all over Seattle and the greater Puget sound region - Roosevelt to Downtown and back, Northgate, the University of Washington, Sand Point, Wedgewood, Wallingford, Ballard, Renton, Kent, Auburn, Federal Way, Bonney Lake, Tacoma, Everett, Lynwood.....etc.	11/7/2014 6:14 AM
3223	From CD to downtown and back. Occasionally U district.	11/7/2014 6:12 AM
3224	To. Othello and Martin Luther King	11/7/2014 6:08 AM
3225	Coleman dock to Health Sciences bldg UW	11/7/2014 6:06 AM
3226	seattle public library downtown green lake community center university ymca university bookstore fremont n & n 34th roosevelt ne & ne 90th northgate mall university village mall group health capitol hill seattle center	11/7/2014 6:00 AM
3227	work, visit mom in nursing home, sisters house, downtown	11/7/2014 5:50 AM
3228	University Village Downtown (Westlake bus tunnel station) NW Market & Ballard Ave 8323 Jones Ave. NW 12920 SE 38th St, Bellevue University of WA, Red Sq. SeaTac Airport 18025 29th Ave NE, Lake Forest Park 2402 5th Ave. W, Seattle	11/7/2014 5:48 AM
3229	I also use the 347/348 to go to Northgate Transit center and the 41 to go downtown. I go to the U District and South Lake Union mostly.	11/7/2014 5:12 AM
3230	From: Bothell P/R, Brickyard P/R, South Bellevue P/R, or Newport Hills P/R to SeaTac Airport or Downtown Seattle.	11/7/2014 1:07 AM
3231	From 38th ave & 98th st NE to downtown, like the Triple Door/Benaroya; to Seattle Center; to Belltown; and to the airport. I haven't bused downtown since I moved here but it looks like it would take over an hour. I used to live close to the #5 bus line, which was great.	11/7/2014 12:42 AM
3232	Varies	11/7/2014 12:39 AM
3233	North Capitol Hill (Broadway & Roy) to downtown Bellevue Transit Center North Capitol Hill (Broadway & Roy) to downtown Seattle	11/7/2014 12:16 AM
3234	Sand Point (home), convention center, sammamish, downtown waterfront / Pioneer Square	11/6/2014 11:56 PM
3235	I would love a more efficient way to get from Downtown Seattle to Bellevue, Tacoma, Olympia. I currently bus from my home in Capitol Hill to anywhere the buses/lightrail take me!! This has been my favorite city for public transportation!	11/6/2014 11:55 PM
3236	Central District- 23rd and Yesler, 23rd and Cherry, MLK and Cherry Queen Anne- Galer and Queen Anne Ave N. Downtown International District Rainier Valley	11/6/2014 11:53 PM
3237	I currently mostly use the bus to go to Northgate mall, where I work. I also take the bus to musical events in the downtown and south Lake Union areas. During the summer, I use it to get to a variety of parks, such as Magnuson, Matthews Beach, Denny Blaine, and Golden Gardens. For Golden Gardens, I would appreciate a bus running directly to it, like the 46 used to do, but more frequently.	11/6/2014 11:44 PM

3238	U-district, downtown, capital Hill, Sea-Tac airport, Northgate, Bellevue mall, South Center, Seward park	11/6/2014 11:41 PM
3239	I commute almost exclusively via public transit. I live on the 4900 block of S Ferdinand St. in Seattle and when I was employed I traveled to the 700 block of E Pike St. I travel to Capitol Hill, Downtown, West Seattle, and Wallingford frequently.	11/6/2014 11:41 PM
3240	UW, Fred Hutch, Westlake Terminal	11/6/2014 11:36 PM
3241	Downtown, UDistrict, First Hill (bus), SeaTac (link rail)	11/6/2014 11:25 PM
3242	Wallingford QFC University of Washington Pike and Broadway Downtown Seattle	11/6/2014 11:19 PM
3243	To work to get groceries.	11/6/2014 11:19 PM
3244	15th ave NE or Lake city way and NE 80th street to NE 125th and lake city way, fremont, or downtown From 25th ave NE & NE 80th to university village, grocery stores on 35th ave NE, Roosevelt & NE 65th street, fremont, or downtown	11/6/2014 11:10 PM
3245	Mostly between 1201 Third Avenue and the intersection of 23rd Ave E and E Aloha	11/6/2014 11:09 PM
3246	Google Kirkland Google Seattle Capitol Hill (pike/pine) Elliott Bay Marina South Lake Union	11/6/2014 11:06 PM
3247	A bus connection once again between Rainier Beach and Tukwila.	11/6/2014 10:55 PM
3248	From home (Ann Arbor Ave and University Circle) to the UW; from the UW to Seatac; from home to Seatac; from home to downtown.	11/6/2014 10:53 PM
3249	Carkeek Park 19350 Firlands Way North Golden Gardens Seattle Central College Downtown Seattle U-District 10510 Stone Ave N 16047 Ashworth Ave N 14052 30th Ave NE 1545 NW 57th St	11/6/2014 10:36 PM
3250	SeaTac airport, downtown Seattle, U-District, West Seattle, Issaquah	11/6/2014 10:32 PM
3251	Overlake Transit Center Broadway on Capitol Hill Central Cinema on First Hill Lake Union Crew on Westlake Ave	11/6/2014 10:27 PM
3252	I travel daily from First Hill to the Microsoft Campus in Redmond, WA. I occasionally take the Link Rail from downtown to the airport. The 545 is great in the AM to get from the Hill to Redmond, but terrible for the return trip. It needs to stop on the Hill instead of just downtown.	11/6/2014 10:26 PM
3253	Airport, city center, Seatac	11/6/2014 10:23 PM
3254	work, downtown Bellevue, BTC downtown seattle, e.g. Pike Place market University district. Capitol Hill Fremont Ballard	11/6/2014 10:22 PM
3255	University District, downtown Seattle, Puget Sound Blood Center @ Terry & Madison, ferry terminal, stadiums, downtown Ballard, 34th Ave NW & Nw63rd St (home), Seattle Center, Fremont, airport, King Street Amtrak station.	11/6/2014 10:20 PM
3256	Downtown, Fremont, Ballard, U-District, Green Lake, Capitol Hill	11/6/2014 9:58 PM
3257	UW, Downtown, Seattle Central,	11/6/2014 9:58 PM
3258	Swedish First Hill	11/6/2014 9:58 PM
3259	Queen Anne to downtown, Capital hill, Light Rail, West Seattle, Columbia City, Ballard, University District, Vashon, Bainbridge Island. Queen Anne to downtown, Tacoma, Ruston Way, Pacific Lutheran University Queen Anne to Southcenter, Ikea, Queen Anne to Bellevue downtown shopping centers and museum and Factoria Multiple addresses in all these districts	11/6/2014 9:57 PM
3260	SeaTac is very difficult for me to get to on public transit. Public transport is to far with a suitcase. Pike place market area.	11/6/2014 9:56 PM
3261	U of W upper campus downtown Seattle. Benaroya Hall, Pacific Place, Macys, other shopping South Lake Union Broadway and John Streets Northgate Mall University Hospital Pacific Place Virginia Mason Medical Center, 9th and Seneca 1101 Madison medical center SeaTac airport University Village (not currently available)	11/6/2014 9:52 PM
3262	UW campus. King Street Station. Westlake park.	11/6/2014 9:52 PM
3263	From East Ballard to First Hill/Seattle U and back. From First Hill/Seattle U to the UofW and then on to East Ballard.	11/6/2014 9:50 PM
3264	South Lake Union, Amazon. Seatac airport.	11/6/2014 9:50 PM

3265	Digipen Institute of Technology Fremont Ave & 35th St University Way & NE 55th St	11/6/2014 9:45 PM
3266	Harborview medical center, UWMC, UW campus, Swedish Hospital, Swedish in Factoria & Issaquah, Overlake Hospital, Overlake Urgent Care in Redmond, downtown Seattle, SCCA, Crossroads shopping center, Redmond Town Center, Marymoor park, Bellevue Square,	11/6/2014 9:45 PM
3267	Mornings: route 74 southbound (NE 74th St & Sand Point Way NE) to downtown Seattle's University Street Station or Pioneer Square tunnel stations Evenings: route 74 or 76 northbound from Pioneer Square tunnel station to NE Seattle View Ridge neighborhood Sometimes: route 12 east from 2nd Ave & Marion St to Capital Hill (14th and Madison)	11/6/2014 9:34 PM
3268	Airport Georgetown Ballard Central District Eastlake UDistrict Capitol Hill Chinatown	11/6/2014 9:33 PM
3269	I usually travel from Lake City to University of Washington, the U. District, or Downtown at Convention Place	11/6/2014 9:30 PM
3270	Capitol hill from green lake!	11/6/2014 9:27 PM
3271	downtown, seatac, cap hill, magnuson park, UW	11/6/2014 9:27 PM
3272	4th & Pike Fremont Maple Leaf	11/6/2014 9:26 PM
3273	I take the 43 from Capitol hill to downtown. The #8 from Capitol Hill to the Seattle Center. The #36 to beacon hill and the Seattle VA. The #5 or E line to north Seattle.	11/6/2014 9:22 PM
3274	Mostly between the Othello stop on the LINK and Westlake. Then I use 71-73 to get to the U district. I occasionally use the 8 to get from my home(MLK and S Bozeman) to downtown.	11/6/2014 9:20 PM
3275	Swedish Cherry Hill, First Hill and and Ballard Campuses. I had to switch to night shift because the busses weren't able to get me to work by 7am from a Sand Point. Seattle Central College South seattle college Mt Zion church Northgate Mall	11/6/2014 9:16 PM
3276	downtown Seattle, near city hall and the court house	11/6/2014 9:16 PM
3277	I would like to be able to easily go between Taylor & Valley in Lower Queen Anne and Capitol Hill (e.g. the Capitol Hill Station) on a reliable bus route. I also commute from my residence at that intersection (Taylor & Valley) to Olive & Boren in Denny Triangle every day for work.	11/6/2014 9:07 PM
3278	UW, do	11/6/2014 9:07 PM
3279	Home: 10837 12th Ave NE Seattle Work: University of Washington Medical Center Northgate Transit Center Northgate Mall North Seattle Community College Shoreline Community College	11/6/2014 9:01 PM
3280	I Take The 7 From Downtown To The Prentice St. Area	11/6/2014 9:00 PM
3281	University of Washington Seattle campus, Veteran's Affairs Hospital, Pike's Place market/downtown, South Lake Union, Fred Hutchinson Cancer Research Center, Northgate mall	11/6/2014 8:54 PM
3282	Ballard -dntn Ballard - University district Dntn -Capitol hill Dntn - 1st hill Dntn -university district Dntn - Wedgwood Dntn - northgate	11/6/2014 8:54 PM
3283	From north of Whittier Heights: Edmonds Amtrak & ferry, Aurora Ave. in Shoreline, Bitter Lake/Broadview, Green Lake/Ravenna/U-District, Capitol Hill/Volunteer Park, Seattle Amtrak & ferries, Sea-Tac, Volunteer Park/Ballard, and North Beach. These often interminable trips involve awkward/dangerous transfer locations, erratic service (esp. coming from downtown), and/or schedule discoordination. I would like to get to and from these destinations with much less aggravation, danger, and time expenditure.	11/6/2014 8:51 PM
3284	Overlake Transit Center, Capitol Hill (Broadway) Fremont U-District (University Avenue) Downtown Seattle	11/6/2014 8:46 PM
3285	I go to: - Cornish College of the Arts, Main Campus(1000 Lenora St) and Kerry Hall campus(710 E Roy St.). - Federal Way Transit Center - Federal Way Park & Ride - MLK & Henderson - 15th & 80 - 15th & Armour - Downtown Seattle - 14th & Pine St	11/6/2014 8:39 PM
3286	SEATAC Airport, Bellevue College, International District, Seattle Center, Pacific Place, Seattle Central Library	11/6/2014 8:26 PM
3287	Downtown Seattle (International district/stadiums and westlake area) Capitol Hill (broadway and pike/pine areas) University of Washington (stadium and Ave areas) Ballard (4th ave area) Fremont (34th/fremont) Kirkland (Google off -- 787 6th st s)	11/6/2014 8:23 PM
3288	Beacon Hill, Chinatown, Capitol hill, downtown, Ballard, UW, Greenlake, Edmonds, Tacoma, Puyallup, Bainbridge island, Bremerton, Northgate, Everett, Monroe, SPU, Bellevue Square, Rainer Valley, Seattle Center, Olympia Capitol	11/6/2014 8:22 PM

3289	Mostly to UW. Occasionally to downtown or Queen Anne. I would like to be able to go to Capitol Hill and I'm excited for the Light Rail options currently under construction.	11/6/2014 8:19 PM
3290	Swedish Medical Center, Minor and James Medical, 45th and 9th in U Dist. I'd like an easier way to get the Fremont from Cap Hill.	11/6/2014 8:16 PM
3291	None	11/6/2014 8:15 PM
3292	University of Washington, Fred Hutch, UW SLU campus, Pike Place Market, Green Lake, Woodland Park Zoo, Northgate mall, University Village	11/6/2014 8:08 PM
3293	FHCRC, UW, Sea-tac airport, volunteer park	11/6/2014 8:08 PM
3294	UW Campus Downtown Bellevue Children's Hospital Downtown Seattle Seattle Center Ballard Issaquah	11/6/2014 8:06 PM
3295	NE 70th ST and 25th AVE NE	11/6/2014 8:06 PM
3296	Houghton Park & Ride to South Lake Union	11/6/2014 8:05 PM
3297	Arboretum, Pike Place Market, Northgate Mall, Going anywhere in Ballard is almost impossible,	11/6/2014 8:02 PM
3298	Work, 601 union, and home, Bellevue & Thomas, primarily.	11/6/2014 8:01 PM
3299	I travel to Mercer Island for work. I go to Greenlake often to visit a good friend. I live in south Seattle but all my friends and family live in north seattle. Its a lot of travelling and bus transfers, switching from metro to the Link then back. It takes 2 hours to get home from Greenlake in the evenings. I don't have a car so the busses and Link are a NECESSITY for me, NOT a convenience. My whole day and schedule are planned around the bus schedule which is limiting.	11/6/2014 8:00 PM
3300	Swedish medical center 17th & Jefferson / shopping on Market Street in Ballard / several shops & theaters on 45th in Wallingford / Phinney Neighborhood Center / IKEA on Strander Blvd	11/6/2014 7:56 PM
3301	Work (UW Seattle campus, 1501 NE Boat St) Downtown (Seattle aquarium, Nordstrom) Lake Forest Park Towne Center I would like to be able to get to downtown Ballard from Lake Forest Park	11/6/2014 7:51 PM
3302	From Rainier Valley/Lakeridge to First Hill and from First Hill back to Lakeridge	11/6/2014 7:50 PM
3303	Downtown, University District, and Puget Sound VA Hospital	11/6/2014 7:50 PM
3304	Virginia Mason medical center first hill	11/6/2014 7:46 PM
3305	Maple Leaf/Lake City to U-district Maple Leaf/Lake City to Capital Hill Maple Leaf/Lake City to Downtown University District to Downtown University District to Capital Hill	11/6/2014 7:42 PM
3306	To UW, Century Link Field, Safeco Field,	11/6/2014 7:42 PM
3307	Seattle Children's Research Institute (9th and Stewart), Seattle Children's Hospital (4800 Sand Point Way NE), Polyclinic Broadway, Polyclinic Madison, NW Harvest Food Bank (8th and Cherry), Downtown shopping area (Nordstrom, Macy's, etc), University of Washington, SeaTac airport, Swedish Cherry Hill Hospital, St. Joseph Church, St. James Cathedral, baseball and football stadiums.	11/6/2014 7:39 PM
3308	Downtown Seattle; UW Seattle Campus; Capital Hill	11/6/2014 7:39 PM
3309	Downtown Seattle - 5th and Columbia University District Ballard Lake City Bothell Northgate Edmonds	11/6/2014 7:39 PM
3310	Downtown.	11/6/2014 7:37 PM
3311	Madrona to Downtown Would like to be able to go from Madrona to light rail station via bus.	11/6/2014 7:36 PM
3312	Downtown (2nd & Columbia) University District (50th St & 11th Ave NE)	11/6/2014 7:34 PM
3313	Downtown , mount baker, Madrona, Capitol Hill, airport, id	11/6/2014 7:31 PM
3314	UW, Downtown, Group Health on 15th street Cap hill, Swedish hospital, the zoo, Golden Gardens, West Seattle, Northgate Mall, Southgate Mall, Bellevue Square. the airport, Int'l district, the Public Market, Madison Park, Japanese Gardens, Arboretum	11/6/2014 7:29 PM
3315	Downtown First Hill ID Georgetown Interbay Queen Anne Wallingford Alki Beach Golden Gardens Park Marysville MallAnywhere seniors and children gather.	11/6/2014 7:26 PM
3316	Kirkland Fremont Downtown Belltown Ballard Upper Queen Anne Capitol Hill (Pike/Pine)	11/6/2014 7:23 PM
3317	40th and whitman to airport and downtown and uw	11/6/2014 7:20 PM

3318	Currently: work (Pioneer Square); church; U District farmer's market & shopping; downtown Seattle; Ballard. I would like to be able to take transit to the University Village - in less than an hour since I can drive there in 8 minutes. I would also like to be able to get to the Seattle Center more easily. I loathe light rail - it is SLOW (especially to the airport) and creates ponderous back-ups in the tunnel.	11/6/2014 7:14 PM
3319	I currently use a bicycle in conjunction with transit to commute between my home in Montlake and work in north Bellevue (NE 24th St & Northup Way). I also use transit to reach grocery stores in Capitol Hill and the University District, and to get to the airport. I would like for it to be easier to travel from south of the canal to the northeast Seattle neighborhoods without having to transfer in the University District. I would like to see better service between South Seattle and other parts of the city, such as Capitol Hill and the University District. To make sure LINK can provide that, there should be better feeder bus service to LINK on the south side. There are jobs being added in Bellevue and Redmond all the time, and a housing explosion in various neighborhoods. Add express service from Capitol Hill/Central District and Ballard/Fremont to the Eastside, or improve inter-neighborhood connections so these commuters can better reach express routes without having to go downtown.	11/6/2014 7:12 PM
3320	Tacoma home, Northgate work, Capitol Hill home, Seattle Center, SeaTac Airport, U District.	11/6/2014 7:11 PM
3321	Downtown, 3rd & Columbia First hill, Swedish Cherry Hill Ballard 15th/Market Capitol Hill, Broadway	11/6/2014 7:11 PM
3322	2700 NE 55th Street	11/6/2014 7:09 PM
3323	Downtown, University District, Northgate, West Seattle, Ballard, Fremont, Wedgwood, Wallingford, in short, all parts of the city.	11/6/2014 7:05 PM
3324	Downtown and the UW Airport only occasionally Islands and Olympics on ferries Would sometimes (nights and bad weather especially) like the 15 to be reinstated.	11/6/2014 7:04 PM
3325	I live in Wallingford and work in the U District. I tend to travel to Ballard, Queen Anne, Fremont, Pill Hill, Capitol Hill, and downtown.	11/6/2014 7:03 PM
3326	SEATAC, Redmond, Edmonds, Washington State Convention Center	11/6/2014 6:59 PM
3327	I commute from View Ridge to 1st Ave S and Edgar Martinez. I would like easier ways to get to Capitol Hill, South Lake Union and Queen Anne via transit.	11/6/2014 6:57 PM
3328	mostly from cap hill to downtown i also go from cap hill to u district and north seattle	11/6/2014 6:56 PM
3329	Pioneer square	11/6/2014 6:51 PM
3330	I go to the U-District using the 31. Occasionally, I'll take the D Line to the 44 if I have to. I use the 33 to go downtown or to Fort Lawton and cross the locks into Ballard. I also take the D Line, to the C Line, to the Admiral District in West Seattle.	11/6/2014 6:50 PM
3331	Capitol Hill light rail station International district - 5th and Jackson Westlake South lake union	11/6/2014 6:50 PM
3332	nw 24th and 70th (Ballard), U District, Capitol Hill, Downtown, Westlake Center, International District, Airport, Wallingford (45th st), Woodland Park Zoo. Northgate mall transfer center.	11/6/2014 6:40 PM
3333	Currently go go Group Health on Capitol Hill, Northgate, downtown	11/6/2014 6:38 PM
3334	1541 NW 52nd St 1501 N 45th St 4515 16th Ave NE Woodland Park Zoo Group Health Northgate Group Health Capital Hill Ravenna Eckstein Community Center	11/6/2014 6:36 PM
3335	Work in the U district. Downtown.	11/6/2014 6:36 PM
3336	From Northeast Seattle (one mile east of Northgate Mall) to the University of Washington Medical Center	11/6/2014 6:35 PM
3337	University of Washington Downtown Seattle (3rd and Pike, for example) Victory Heights Neighborhood	11/6/2014 6:32 PM
3338	I live in the U-District (4700 12th Ave NE) and do not own a car and travel to and from Kirkland to church on Sunday morning, to Christ Church Kirkland. On Tuesday evenings I go to Kirkland for home church group, at 12636 94th Avenue NE, Kirkland 98034, and on Wednesday evenings I attend a ballet class in Kirkland at International Ballet Theater. Occasionally I have reason to travel to downtown Seattle using 71/72/73. I also travel to fabric stores in Ballard, mainly JoAnn Fabric and Craft Stores, and to Northgate to Pacific Fabric & Crafts.	11/6/2014 6:31 PM
3339	Downtown, Broadway, Pike/Pine, Group Health, Overlake, Redmond, Bellevue, U District, Fremont, Ballard, ID, Stadiums	11/6/2014 6:29 PM

3340	I go from (1) Fremont to University District, (2) Fremont to Ballard, (3) Fremont to Downtown Seattle. Once in a while, I go from (4) Fremont to Greenlake and (5) Fremont to Northgate.	11/6/2014 6:27 PM
3341	Bellevue College, Shoreline Library, Kent Station, Showare Center, Xfinity Arena, Olympia Airport. Tacoma Art Museum, MOHAI, Seattle Center.	11/6/2014 6:26 PM
3342	Downton Seattle. First Hill, Madison and Boren. Capitol Hill	11/6/2014 6:26 PM
3343	Sand point to Redmond via montlake. Lately I've been driving alone or carpooling with my husband because the bus is too slow. When I take the bus I either grab the 75 at my house and transfer to the 542 in the u district, or drive to the green lake park for the 542, or ride my bike to montlake for the 545.	11/6/2014 6:22 PM
3344	Downtown, north gate, and I would like to be able to go to uvillage shopping center on one bus or on a couple of frequent busses.	11/6/2014 6:19 PM
3345	To and from work To and from cultural events (theater, music) To and from social activities (dinner with friends, visiting) To and from medical and dental appointments Well, everything.	11/6/2014 6:12 PM
3346	commute downtown	11/6/2014 6:11 PM
3347	1501 E Madison St Seattle SeaTac Airport	11/6/2014 6:10 PM
3348	University bookstore Douglas truth library	11/6/2014 6:08 PM
3349	SEATAC Airport UW Seattle Downtown Capitol Hill VA Hospital Columbia City	11/6/2014 6:03 PM
3350	I would like to take light rail up to 145th & I-5. I use the 346, E, 304 and 301	11/6/2014 6:01 PM
3351	Bus 47!! Bring the 47 back! Downtown Queen Anne Georgetown Capitol Hill Are my major destinations Need a light rail corridor that goes sodo to Georgetown and points south and/ or better, faster more reliable bus service.	11/6/2014 5:58 PM
3352	Downtown generally 2nd and Bell Western and Elliott Leary and Vernon Alaskan and Marion or 1st and Marion	11/6/2014 5:57 PM
3353	Downtown Seattle Shilshole Bay Marina Ballard Fremont Northgate Mall University District Greenlake	11/6/2014 5:55 PM
3354	1500 6 Av S, Seattle, WA University of Washington Lower Queen Anne Capitol Hill Downtown Seattle SODO Bellevue	11/6/2014 5:53 PM
3355	Currently, I only use buses to go downtown and back. Usually, I drive to near 15th NE and 65th. (I live on 46th NE near 97th, so that's 3 miles away.) It's too slow to take the #75 bus to the U. District and then transfer to a 71, 72, or 73. Currently, I also occasionally take the 75 from near my house to the UW and back. In earlier years, I've taken the 75 to get to UW and the University Village area. For many years before that, I had no car so took buses everywhere, including to the eastside for occasional work, to the airport, etc. etc. I'd love to have the #75 (or another bus from the NE 97th St stop on Sand Pt. Way) go directly to the new Link station from Sand Point Way, and bypass the UW campus. That way, I'd be able to go downtown more easily and often, and on to the airport if necessary. I'd also truly love to have one bus that would take me from SPW & 97th to North Cap. Hill - preferably to 19th and Crescent. I make that trip every week on Thursday mornings. I also wish there were a quick and easy way to get from SPW & NE 97th to Seward Park! (I can dream....)	11/6/2014 5:51 PM
3356	Queen Anne to Fremont/U District is not well served after business hours. Admiral District in West Seattle to Columbia City, or anywhere for that matter is difficult. The 8 is always packed during rush hour. Please increase the number of buses.	11/6/2014 5:51 PM
3357	UW Seattle Center Downtown--theatres, restaurants, shopping, museum Group Health Cooperative 15th Ave E for restaurants, shopping Madison Park for restaurants Madison Ave for grocery stores Broadway for restaurants Pike/Pine corridor for restaurants, shopping, films	11/6/2014 5:49 PM
3358	I go between 47th Street NE & Roosevelt to downtown (4th Avenue & Pike). I go between Phinney Ave N and 47th Street NE & Roosevelt.	11/6/2014 5:47 PM
3359	Capitol Hill University Ave/UW campus downtown south end (city Hall/pioneer Square) Downtown north end (shopping district) Ballard farmers market Central district Cultural organizations Seattle Center	11/6/2014 5:46 PM
3360	Daily commute from Bonney Lake to UW Tower, 5 days a week.	11/6/2014 5:46 PM
3361	Downtown Alki Discovery Park Broadway Pike/Pine Columbia City Airport Redmond Downtown	11/6/2014 5:46 PM
3362	I travel from Harvard and Prospect to the downtown area. I travel from Harvard and Prospect to the Polyclinic. I travel from Harvard and Prospect to Pioneer Square I travel from Pioneer Square to Seattle Center	11/6/2014 5:41 PM

3363	I travel to/from Wallingford avenue, Fremont (near the bridge), Downtown (Westlake, ID, Pike Place), Capitol Hill (Broadway), Wedgwood, Northgate (Mall), Ravenna, and the University District. I would like to have easier access to Lake City. I can get there from where I am located now, but it takes such a long time that I carpool there instead of taking a bus. Specifically the area where Fred Meyers is, and the area around Dick's.	11/6/2014 5:40 PM
3364	Downtown/SLU Fremont Ballard U-District/Ravenna	11/6/2014 5:40 PM
3365	Currently I go to the airport, downtown, Seattle Center, and around Capitol Hill (like E-W and N-S). I would love to be able to take public transit to the stadiums and up to Fremont, Wallingford, and Greenlake.	11/6/2014 5:39 PM
3366	I travel mostly between Issaquah and downtown Seattle, specifically SLU.	11/6/2014 5:38 PM
3367	I typed so long that I timed out on my first try at this survey, so I'm NOT going to give specific addresses this time - sorry. I do not drive at all, so I use transit all the time and I go all over Northeast Seattle, University District, Roosevelt area, Ravenna, Eastlake neighborhood, parts of Capitol Hill, First Hill, most of downtown, the waterfront, Belltown, Seattle Center, parts of Queen Anne and Magnolia and Phinney Ridge. I use Northgate Mall and University Village Mall. I also go to Kenmore (dentist) and Shoreline (vet), and Redmond (to visit friends). I use transit for business, medical appointments, shopping, and pleasure.	11/6/2014 5:37 PM
3368	Capitol Hill, U-District, downtown, Northgate, South center mall, Kirkland, Bellevue, Everett, Stanwood,	11/6/2014 5:37 PM
3369	I live west of the freeway at Northgate. My trips to the U District are both to the ave (16 and 44, home by 66/67 and 16) and using the Metro # 68 from transit center to just NW of U Village to visit the dentist My trips to Capitol Hill are to Group Health Central	11/6/2014 5:36 PM
3370	Downtown Northgate Lake City Seattle Center	11/6/2014 5:36 PM
3371	SLU Westlake & Mercer Boren & Madison 8th & Virginia Jackson & 17th Yesler & 17th	11/6/2014 5:36 PM
3372	Live Downtown. Go to Upper Queen Anne, Queen anne, Ballard, Greenwood, Green Lake, Roosevelt, Wallingford, University, Northgate, UVillage, LAke City.	11/6/2014 5:35 PM
3373	[NE 24th St & 186th Ave NE], [King County International Airport], [Marymoor Park], [PCC Natural Markets, 7504 Aurora Ave N, Seattle, WA 98103], [Whole Foods Market, 1026 NE 64th St, Seattle, WA 98115], [Woodland Park, 1000 N 50th St, Seattle, WA 98103], [Woodland Park Zoo], [Gas Works Park], [Union Bay Natural Area, 3501 NE 41st St, Seattle, WA 98105], [Warren G. Magnuson Park], [Washington Park Arboretum, 2300 Arboretum Dr E, Seattle, WA 98112], [Volunteer Park], [S King St & 7th Ave S],	11/6/2014 5:33 PM
3374	Downtown - Pioneer Square, University of Washington	11/6/2014 5:32 PM
3375	UW seattle campus Downtown seattle (3rd & Pike) Belltown (2408 First Avenue) Capital Hill (928 12th Ave, Seattle, WA) Redmond (Microsoft campus) Everett Ballard (2221 NW Market Street Seattle) Queen Anne (615 West McGraw Street) Greenlake (7100 East Green Lake Dr N) Ravenna (6535 Ravenna Ave NE)	11/6/2014 5:28 PM
3376	UWMC, Harborview MC, seatac	11/6/2014 5:28 PM
3377	University of Washington Medical Center, Seattle Cancer Care Alliance, Uwajimaya, Washington State Convention Center, Seattle Community College, 2nd & Vine Dental, Seattle Center, Nisei Veterans Hall, Japanese Cultural & Community Center of Washington, Woodland Park/Green Lake	11/6/2014 5:26 PM
3378	UW, 34th and Fremont, Westlake Center, University tunnel, Convention Center, Pioneer Square, Seatac Airport, Columbia City, Capitol Hill generally, Seattle Center	11/6/2014 5:26 PM
3379	Washington Convention Center, Seattle Center, ACT Theater, Douglass-Truth Library, Bellevue, Seattle City Hall, Sea-Tac airport, Columbia City, University of Washington, Tacoma, 20th & Pine, Madison & MLK, Union & MLK,	11/6/2014 5:25 PM
3380	East Broadway East Madison St Harborview Hospital Downtown Seattle	11/6/2014 5:24 PM
3381	Currently -77 from NE 145th St.& 15th Ave. NE to University Street Stn - in the AM on M-F & 308 from 4th Ave. & Union St (downtown) to NE 145th St. & 20th Ave. NE in the PM on M-F - also 26 or 28 from 3rd. Ave. & Union St. to Dexter Ave N. and Mercer St. on T & Th at about 9:20 AM & 131 or 132 from Dexter Av. N. & Harrison St. on T &Th at about 11:10 AM; Occasionally I drive to Northgate Transit Center & take 41 to and from downtown Seattle University St. Stn. I would love to have more express service from NE 145th St. to & from downtown Seattle. Right now my evening commute on the 308 is the fastest trip I take as it enters the freeway at Pike St Express Lanes and exits I-5 at NE 145th St. It's great! More frequent trips, including weekends, from Northgate Transit Center to Eastside would be great!	11/6/2014 5:22 PM
3382	university of Washington Broadway on capitol hill Dicks in Wallingford Eastgate park and ride Pike place market Space needle Myrtle beach park Alki beach Roxies diner in Fremont	11/6/2014 5:22 PM

3383	Most often I go from Ballard to the UW Medical Center. I would like there to be easier ways/connections to get from Ballard to Capital Hill, from the UW Medical Center to Capital Hill and the Central District (1710 S. Jackson St), as well as from Ballard & UW Medical Center to Seatac.	11/6/2014 5:17 PM
3384	UW, Wallingford, Ballard, Benaroya Hall, Seattle Art Museum, Bellevue Arts Museum, Paramount, Northgate Mall, SeaTac Airport, Shoreline	11/6/2014 5:16 PM
3385	Downtown Seattle, SeaTac airport	11/6/2014 5:16 PM
3386	The one gap in NE Seattle that I can think of is Montlake, there is no bus that goes straight past Husky Stadium to continue either north on 25th or east on 45th.	11/6/2014 5:16 PM
3387	Capitol Hill University Distric Seattle Downtown Madison Park	11/6/2014 5:14 PM
3388	1900 Rainier Ave S 420 Belmont Ave	11/6/2014 5:13 PM
3389	Work - UW DOWNTOWN	11/6/2014 5:12 PM
3390	NE 92nd and 25th University District Fremont Downtown Lower Queen Anne Northgate Wallingford Seattle Center Capitol Hill Bellevue	11/6/2014 5:10 PM
3391	Currently: Broadway businesses from John to Roy. Pike/Pine area between Melrose Ave & 15th Ave. Microsoft via a transfer at Montlake Freeway Station (43/48 <-> 242/542/545). Pike Place Market. Sea-Tac Airport. My home near E John St & 24th Ave E. Ballard businesses near NW Market St & 22nd Ave NW (this is a difficult/long trip). Like to go: Capitol Hill & Husky Stadium Link stations. Better/faster connections to Ballard, Fremont, Northgate, Phinney Ridge.	11/6/2014 5:09 PM
3392	Normally ride 48 bus to greenlake to connect with the 16 to northgate. Also use 11 and 12 to go downtown as well as 8. Lightrail service to northgate would help connect all the areas of Seattle, as well as Ballard. Going from capital hill to ballard is the most difficult route to take on metro transit.	11/6/2014 5:09 PM
3393	Downtown Seattle Capital Hill Northgate SeaTac	11/6/2014 5:08 PM
3394	Belltown Uptown Fremont Ballard by light rail	11/6/2014 5:08 PM
3395	I live close to the. #75 route in NE Seattle. I would like to take the #75 and make a connection at the UW station, continue to downtown Seattle and from there take the bus or train to Tacoma.	11/6/2014 5:07 PM
3396	University of Washingont Downtown Seattle Seattle Center Colman Dock SeaTac Airport	11/6/2014 5:07 PM
3397	Seattle Central College Downtown shopping - 3rd and Pine is ideal Polyclinic Madison 1247 20th Avenue East 7th and Olive medical building University district Many others occasionally	11/6/2014 5:03 PM
3398	Pacific Science Center, University of Washington, 45th and 7th ave NE, Northgate, Fremont, Downtown e.g. Westlake, etc.	11/6/2014 5:02 PM
3399	From 8th & madison to 1741 1st Ave S in Sodo From 8th & Madison to 17th & Madison To 15th & John To White Center	11/6/2014 5:01 PM
3400	Now: downtown Seattle/Pioneer Sq Ballard UDistrict Capitol Hill South Lake Union Eastlake Seattle Center First Hill Would like to go on transit more easily to: University Village Sand Point/Magnuson Pk Green Lake - from Ballard	11/6/2014 5:00 PM
3401	Westlake Center Pike/Pine Corridor Magnuson Park 45th & University Market Street (Ballard) Northwest Green Lake	11/6/2014 5:00 PM
3402	Overlake transit center 535 13th Ave E Fremont Brewery Ballard downtown Sun dance Cinema in U district Weller and Maynard in the ID Red Hook Brewery	11/6/2014 4:59 PM
3403	Renton, WA; 700 5th Ave; Boren and Madison; 1101 Madison; Swedish Hospital; S 124th St and 80th Ave S in 98178.	11/6/2014 4:59 PM
3404	University district Downtown Seattle Sea-Tac Airport Whittier Heights Greenwood Phynney Ridge Crown Hill Capitol Hill Wallingford	11/6/2014 4:59 PM
3405	15th NE and Campus Park Way Aloha and 23rd E	11/6/2014 4:58 PM
3406	UW, Seattle Center, Downtown	11/6/2014 4:56 PM
3407	Downtown, International District, U District, Redmond; I would love to be able to get around Redmond better.	11/6/2014 4:56 PM

3408	North Seattle Community College, Northgate Mall, The Ave, Greenlake, Episcopal Bookstore in Wallingford, Seattle Pacific University, University of Washington, Ballard.	11/6/2014 4:55 PM
3409	University of Washington Downtown Seattle Sea Tac Airport	11/6/2014 4:55 PM
3410	Currently go: South Lake Union, capitol hill, down town, central district, queen anne Would like it to be easier to get to Ballard, georgetown, colombia city and greenwood on transit.	11/6/2014 4:54 PM
3411	Downtown (5th and Pike) Fremont (38th and Aurora)	11/6/2014 4:54 PM
3412	19510 223rd Ave NE, Woodinville, WA 98077	11/6/2014 4:52 PM
3413	I take the bus to the Microsoft Campus for work, and I sometimes go to Downtown Bellevue afterwards.	11/6/2014 4:52 PM
3414	I'd like to go from Ballard (15th Ave NW and NW Market St) to Wallingford (45th & 1st Ave NE). And from Ballard (15th Ave NW and NW Market St) to Capitol Hill (Bellevue Ave and Olive Way).	11/6/2014 4:51 PM
3415	I need to go from the UW to the eastside, any transit stop along I405 from I90 south.	11/6/2014 4:50 PM
3416	UW, Lake City Way, Northgate Transit Center, Green Lake, 65th Street/ Greenlake Park&Ride, Magnuson Park, Golden Gardens, Seattle Center/ Space Needle, Downtown Tacoma, White Center/Burien, Southcenter Mall	11/6/2014 4:50 PM
3417	Centurylink field from Capitol Hill	11/6/2014 4:50 PM
3418	I depend on the number 12 bus to get me to my doctor's office The Country Doctor (500 on 19th Ave E). I use the number 11 regularly to get downtown to shop at Target and see my Chiropractor in the Medical Dental building. I used to be able to take the 27 to help me get home from my volunteer job at Carolyn Down Family Medical center 2101 E. Yessler Way, but now I have to use the #8 which stops on 23rd and E Yelser Way. Two blocks doesn't seem far to walk, except it is a significant grade. Not a hill a wheel chair user could navigate.	11/6/2014 4:49 PM
3419	U District, Capitol Hill, Madison Park, Madrona, University Village, Ballard, Phinney Ridge. Northgate	11/6/2014 4:48 PM
3420	I would like seamless connections from North Capitol Hill to SeaTAC	11/6/2014 4:48 PM
3421	Why isn't Route 5 listed above? My desire is to take the bus from 80th & Greenwood to 1st Hill and Capitol Hill for doctor and hospital visits. This can involve standing in the rain & wind for up to 20 minutes to make the transfer, all while feeling quite unwell. Please link us quickly & easily with Group Health, Swedish, Virginia Mason, etc. So glad the Metro initiative passed!!!	11/6/2014 4:47 PM
3422	UW, Capitol Hill, Metropolitan Park E, Fremont, Ballard, Downtown I want to keep going those places. You already took away the 47 from my house to downtown. Don't take away any more bus routes!	11/6/2014 4:47 PM
3423	Work - phinney ridge Central library downtown Home - central district Capitol hill	11/6/2014 4:47 PM
3424	Lake City - 125th and Lake City Way Wedgwood corridor - NE 35th U-District - University Way, 15th Downtown - 5th and Columbia Seattle Animal Shelter - 2061 15th Ave W The Pontedera - Hiawatha Place S and S Dearborn Street	11/6/2014 4:46 PM
3425	UW Medical Center Downtown Seattle 4th and pine Northgate mall SEATAC	11/6/2014 4:46 PM
3426	3rd and Seneca, 3rd and Pike, University of Washington, Safeco Field, Century Link Field, Terry and Thomas	11/6/2014 4:44 PM
3427	University of Washington, Bothell Campus	11/6/2014 4:44 PM
3428	Busses: Primarily from Capitol Hill to Downtown, but also to Fremont, Seattle Center, Madison Park Link: Colombia City and Sea-Tac Airport Sounder Train: Puyallup Water Taxi: West Seattle WSF: Olympic Peninsula	11/6/2014 4:44 PM
3429	Work, home, dentist, doctor	11/6/2014 4:42 PM
3430	Downtown, Lincoln Park, St. Stephen's Episcopal Church (Laurelhurst), Carkeek Park, Fremont PCC, Fred Meyer (Ballard), Green Lake Community Center, Jefferson Community Center, Northgate--all from Ballard (near the high school) Would like to be able to get to Edmonds, Everett, Mukilteo	11/6/2014 4:41 PM
3431	1959 NE Pacific Street NE 70th Street and 25th AVE NE 1918 8th Avenue 9th and Jefferson 850 Republican Street 4000 Fremont Avenue North 9th and Pine Ballard Ave NW and NW Market Street 45th Ave NE and University Way NE 1000 East Pike Street SeaTac Airport	11/6/2014 4:40 PM
3432	Currently, from North Beacon Hill to the ID and Downtown. Would like to commute directly to the UW and not have to change.	11/6/2014 4:38 PM
3433	University of Washington Seattle Center Downtown Seattle 12th & Cherry Pine & Broadway 40th Ave NE & NE 80th St. Google Fremont Google Kirkland Second Story Rep Theatre Seattle Musical Theatre	11/6/2014 4:38 PM

3434	downtown,queen anne,cap hill u dis	11/6/2014 4:38 PM
3435	Downtown, Capitol Hill, UW, seatac airport, west seattle, Northgate, federal way, Bellevue, Renton, Georgetown	11/6/2014 4:37 PM
3436	I would like to be able to go on 12th Avenue in Seattle on transit.	11/6/2014 4:37 PM
3437	What are the #s of the C& E lines? Why is the #5 bus not listed?!?!	11/6/2014 4:36 PM
3438	50th and University to UW light rail. UW Light rail to capital hill, downtown, airport.	11/6/2014 4:35 PM
3439	UWMC, downtown, u district, Group Health Cap Hill,	11/6/2014 4:34 PM
3440	I commute from near 85th & 20th street to Pioneer Square and back on the 312 most weekdays. Some days I take the 72/73 back when I am downtown late. Weekends indicate the 72/73 as my way to and from home, but I will use other routes over to Capitol Hill, depending on my destination- often I will go to Remedy Teas or to Broadway & Olive area. Typically the fastest way is to use the 72,73 down to University Parkway & 45th and then to transfer to the 48. This, however, is not fast. Currently, my location is not served well in the matter of NE Seattle -> N/NW Seattle routes. - I would like to transit from 85th & 20th over to Cafe Mox in Ballard - I would like to transit from 85th & 20th over to 3411 Fremont Ave N (Blue C sushi) district.	11/6/2014 4:34 PM
3441	Airport, downtown, Capitol Hill, Pinehurst, Shoreline, Ballard, Beacon Hill. Hoping direct connectivity between Beacon Hill and Capitol Hill will improve when Link comes on line.	11/6/2014 4:33 PM
3442	Auburn transit center or Puyallyp transit center. There is usually no parking available (I arrive around 7 am) so I end up driving instead.	11/6/2014 4:32 PM
3443	Northgate Mall University District North Seattle Community College Northwest Hospital Northwest Hospital Outpatient Clinic Lake City Downtown Seattle First Hill King Street Amtrak Station	11/6/2014 4:31 PM
3444	I go every morning from the U District/Ravenna to downtown - Convention Place Station. I ride the bus or the train to meetings on a regular basis throughout the downtown corridor, up to Capital and First hills, up to Greenwood and down by GeorgeTown. I take the train to the airport once a month for work.	11/6/2014 4:31 PM
3445	Currently, 18th and Aloha to Downtown (North and South) 18th and Aloha to Montlake 18th and Aloha to Kirkland or Bellevue 18th and Aloha to Seatac 18th and Aloha to Madison Park Around downtown To and from the U Like to, 18th and Aloha to Pioneer Square/SoDo 18th and Aloha to Belltown 18th and Aloha to Beacon Hill	11/6/2014 4:30 PM
3446	From 6th west & West Crockett to downtown; usually 3d and Pine or 3d and Seneca. Occasionally to Broadway and Madison	11/6/2014 4:28 PM
3447	Mostly I go from Lake City Way to downtown. I do also take the 75/65 if I go to the Udist/UVillage/Fremont. I look forward to using Link, and catching the 65/75/372 up to LCW.	11/6/2014 4:28 PM
3448	From Montlake & SR 520 to Sea-tac airport. From Montlake Freeway Station to downtown & Bellevue Square. From Montlake to downtown Seattle. From Montlake to Yarrow Point Freeway Station. From montlake to North gate.	11/6/2014 4:26 PM
3449	From Home at 85th & Evanston to Work at UWMC, 1959 NE Pacific Street I will use the new light rail station across from UWMC to go to Capital Hill and Downtown to dine and shop. When the light rail station opens at 65th & Roosevelt, I will use it to go to work.	11/6/2014 4:26 PM
3450	CenturyLink Field, parks and scenic viewpoints, Central Library, UW campus	11/6/2014 4:25 PM
3451	home to u district and/or downtown	11/6/2014 4:25 PM
3452	Between Capitol Hill, downtown, and South Lake Union.	11/6/2014 4:24 PM
3453	University of Washington South kirkland park and ride Bellevue transit center Downtown Seattle p Overlake transit center	11/6/2014 4:23 PM
3454	5745 NE 61st Street, Seattle WA to/from 719 Second Avenue, Seattle, WA.	11/6/2014 4:23 PM
3455	Ballard home to Seattle University and back. Seattle University to UW.	11/6/2014 4:22 PM

3456	From Home (9649 Vineyard Crest) Bellevue to the Seattle Yacht Club for social functions and committee meetings (usually in the day times: the 271 service falls off at night). From home to Seattle Medical Dental Bldg (Executive Gym) 3 days a week. My 271 bus goes to the Shelby/Hamil stop and I walk down to SR520 Flyer Station and catch any of the Seattle bound busses to go downtown (Gym). I go to the Capital Hill area via 271>49 quite often to eat lunch and visit friends. Then take 49 downtown to take 550> Bellevue Transit Center>271 or 255>Montlake (SR520)>271 home. I go to Madison Park to eat via 271>48>11, and return. I often go to Mercer Is to eat via 271>Bellevue Transit Center>550 Mercer Is P&R. If the times work out, I go from home 271>BTC>560 >Seatac Airport and/or return the oppo:site way. 560>BTC>271>Home	11/6/2014 4:22 PM
3457	I go to the Seattle central wood technology center from the U district.	11/6/2014 4:22 PM
3458	University of Washington Seattle Center 3rd & Pine/Pike area Broadway in Capitol Hill	11/6/2014 4:21 PM
3459	To/from UW Health Sciences, grocery store, hiking, events downtown	11/6/2014 4:21 PM
3460	Currently commute from 24th and E. Roy St in Capitol hill to downtown	11/6/2014 4:21 PM
3461	Group health to jackson federal building	11/6/2014 4:21 PM
3462	University of Washington University of Washington Medical Center Downtown - all tunnel stops Seattle Asian Art Museum NW African American Museum Seattle Juvenile Justice Center International District Airport North Seattle Community College Greenlake Magnuson Park Ballard and Shilshole Madison Valley/Madison Park Children's Hospital Seattle Center	11/6/2014 4:19 PM
3463	65th ave ne/I-5 45th ave ne/I-5 Latona Ave Ne/56th St NE	11/6/2014 4:19 PM
3464	Airport, Pioneer Sq. bus tunnel, University Ave upper part, Calvary Cemetery	11/6/2014 4:19 PM
3465	Northgate mall. One bus to shoreline. One bus to Lynwood	11/6/2014 4:18 PM
3466	My most common trips are: -I ride transit to and from work (Ravenna Blvd at I-5 to Westlake Station and vice versa on the 76/316); if I miss the 76/316 I can take the 66, 26X, 16, or 26 (in descending order of preference) to get to work. Every day, Monday-Friday. -about 2 Saturdays per month, from east Green Lake to the Haller Lake area (from Ravenna Blvd and NE 65th st to around 125th and Aurora via the 48 and RapidRide E) -I sometimes go between east Green Lake (Ravenna Blvd and Oswego Pl) and the U-District (12th Ave NE and 55th St.) on the 48 on Fridays and on weekends. -I usually bike to the Wallingford QFC to get groceries on Saturday or Sunday, but if the weather is especially bad, I can take the 16 or 26 from the stops closest to my home near NE 63rd St and Latona Ave. NE. -I occasionally go from East Green Lake to Capitol Hill (around Broadway and John) on weekend nights. I take the 48 and transfer to the 49 at UW campus area.	11/6/2014 4:17 PM
3467	Cupcake Royale, 1111 E Pike St Dilletante, 538 Broadway E Dentist, 1801 12th Ave	11/6/2014 4:17 PM
3468	Belltown, Capitol Hill, Ballard, University District, Downtown, SeaTac airport	11/6/2014 4:17 PM
3469	Home to work at UW and back. Also, from UW to downtown and back for meetings. Meetings in downtown include Pioneer Square, Western near Federal Building, 2nd & Union, and Belltown. Belltown is more challenging to get to.	11/6/2014 4:16 PM
3470	Lake City to UW Tower UW Tower to King Street Station Lake City to Downtown back to Lake City Lake City to Ferry terminals	11/6/2014 4:14 PM
3471	University of Washington (Red Square) Columbia City Downtown Seattle (Pioneer Square - Westlake) Capitol Hill Beacon Hill First Hill Belltown Fremont Westlake neighborhood Georgetown	11/6/2014 4:14 PM
3472	I go home, library and work mainly I would like to see a route that goes straight from East Green Lake to Ballard	11/6/2014 4:14 PM
3473	E John & 15th Ave E to: Downtown NE 45th St & 15th Ave NE Please don't change the 43. It works well.	11/6/2014 4:14 PM
3474	Seatac airport, capitol hill, fremont, northgate, university ave, ballard, west seattle, downtown, woodinville, shoreline	11/6/2014 4:14 PM
3475	Kenmore to downtown Seattle, to Seattle Pacific via UW, downtown Kirkland, and downtown Bellevue	11/6/2014 4:14 PM
3476	32nd Ave W & McGraw to UW Medical Center ". " to downtown ". " to Alderwood Mall ". " to Madison Park ". " to Madrona ". " to Renton ". " to Sea-Tac airport ". " to Ballard	11/6/2014 4:13 PM
3477	Husky Stadium - when light rail goes there	11/6/2014 4:12 PM
3478	3rd & Pike, 23rd & Massachusetts	11/6/2014 4:12 PM

3479	505 Fifth Ave S (International District Tunnel Station) University Village U District Northgate Home (Ravenna Ave NE and 75th St. NE) From say NE 25th Ave and 75th St NE to the new Stadium station.	11/6/2014 4:11 PM
3480	Washington State Convention Center Seattle Children's Theatre at the Seattle Center Meany Theater at UW Northgate Mall	11/6/2014 4:11 PM
3481	1000 2nd Avenue (Seattle) NOAA (Sand Point Way, Seattle) 57th Street & 33rd Ave. NE (Seattle) Downtown University Way NE Seattle Center University Village Northgate	11/6/2014 4:11 PM
3482	Downtown capitol hill U district ballard freemont upper queen anne lower queen anne	11/6/2014 4:11 PM
3483	downtown, Fremont, Udistrict	11/6/2014 4:11 PM
3484	University of Washington - Seattle Campus Harborview Medical Center Fred Hutchinson Cancer Research Center Northgate Mall/Transit Center Pinehurst Stadiums Magnuson Park Downtown 145th & 35th Ave 125th & Lake City Way University District Capital Hill South Lake Union SeaTac Airport Seattle Center Golden Gardens Park Ballard	11/6/2014 4:10 PM
3485	UW, Capitol Hill, Wallingford, Fremont, Ballard, Downtown	11/6/2014 4:10 PM
3486	Laurelhurst to Downtown center Laurelhurst to University district Laurelhurst to Airport	11/6/2014 4:10 PM
3487	Montlake -> Redmond Montlake -> Bellevue Montlake -> Downtown Seattle Montlake -> SeaTac	11/6/2014 4:10 PM
3488	I go to work at SIFF Uptown, to work at ELS in Capitol Hill, and to movie and Japanese meetups (includes Cinerama, Harvard Exit, Egyptian, and restaurants in various locations). I've also taken the Bus to Northgate, and once rode the 25 for its scenic route.	11/6/2014 4:09 PM
3489	Between Northgate and UW Medical Center, UW Medical Center to Capital Hill. Occasionally from UW Medical Center to Wallingford/Fremont	11/6/2014 4:08 PM
3490	Bellevue Transit Center/Eastlake P & R/Issaquah Highlands P & R to University District	11/6/2014 4:08 PM
3491	University of Washington, downtown Seattle, SeaTacc airport, Northgate, king street station, Shoreline Park and Ride.	11/6/2014 4:06 PM
3492	I park at the Northgate Transit Center and take the # 41 to Westlake Station where I board the Link Light Rail to the airport. On the return trip I get off Link Light rail at the International Station to take the #41 back to the Northgate Transit Center. I also have taken the #72 to downtown from NE 92nd and Ravanna Avenue and have taken the # 372 to the University Village or to the University District at Campus Way. From Campus Way I have taken #68 and # 372 back to the University Village or have taken the # 372 from Campus Way back to NE 92nd and Ravanna Avenue. I have taken the #43 and #49 from 4th and Pike to Campus Way in the University District.	11/6/2014 4:06 PM
3493	Home - 1409 32nd Ave Work - 700 5th Ave College Inn Pub - 4006 University Way NE Capitol Hill Ballard Fremont west Seattle Delridge Georgetown	11/6/2014 4:06 PM
3494	925 4th Ave 606 19th Ave E from aloha and 23 to Broadway and Roy or so. Market St Ballard Columbia City area	11/6/2014 4:06 PM
3495	UW	11/6/2014 4:06 PM
3496	I currently go to Seattle University on transit.	11/6/2014 4:06 PM
3497	700 Stewart Street, Sea-Tac Airport, Benaroya Hall, McCaw Hall, Meany Hall (UW) Safeco Field, Pier 52	11/6/2014 4:05 PM
3498	currently go to Swedish and Harborview routinely.	11/6/2014 4:05 PM
3499	Downtown Seattle Group Health Capital Hill Northgate Seattle Center Alki Sea Tac Airport Bellevue Alderwood Mall Lynnwood Edmonds ferry/beach Ballard locks/Golden Gardens Magnuson Park University District Seattle Children's Hospital Bellingham - WWU Tacoma - glass museum Tulalip outlet stores - Marysville Egyptian theatre (Seattle Central Community College) Seward Park	11/6/2014 4:04 PM
3500	Wedgwood to Downtown Seattle and back. Mapleleaf to Downtown Seattle and back. Downtown Seattle to West Seattle. Green Lake to Downtown and back. Queen Anne to Downtown and back. Downtown to International District and back.	11/6/2014 4:04 PM
3501	Broadway and Pine to/from Covention Place Station	11/6/2014 4:04 PM
3502	Crown Hill (home) South Lake Union (Amazon - work) Downtown U-District (Neptune Theatre, bars/restaurants) Ballard (bars/restaurants) Fremont (bars/restaurants) Capitol Hill (bars/restaurants)	11/6/2014 4:03 PM

3503	International District Metro Tunnel, N 77th St and Meridian Ave N, N 50th St and Sunnyside Ave N, University Heights Center	11/6/2014 4:03 PM
3504	Downtown 5th & Marion Downtown 5th & Pike Seattle Center Safeco Field	11/6/2014 4:03 PM
3505	Downtown, Capitol Hill, SeaTac airport, University of Washington, CenturyLink Field	11/6/2014 4:03 PM
3506	35th Ave NE between NE 103rd and NE105th. I have a slight disability.	11/6/2014 4:03 PM
3507	Seatac airport, VA Seattle, VA American Lake, Lakewood Towne Center, ID/Chinatown (5th and Jackson), King Street Station, Safeco Field and Century Link Field, Tacoma Dome, Seattle Central Community College, Northgate Mall, Tacoma Community College, Puyallup Fairgrounds, Pike Place Market, Seattle Public Library (downtown, Columbia City), Seattle Center/Space Needle, Amtrak stations in Seattle and Tacoma	11/6/2014 4:02 PM
3508	I live in Auburn work at the UW Tower but used to work at Harborview. I used to take the train to HMC but now take a bus to UW Tower and hate it! Would love to take the train to the light rail to get away from traffic and the congestion of being inside of bus (without a bathroom or water) for an hour.	11/6/2014 4:02 PM
3509	University of Washington, Seattle campus. Downtown Everett. Greenlake. Golden Gardens.	11/6/2014 4:01 PM
3510	Mt. Baker Mercer island Capitol Hill Ballard W. Seattle Sodo Georgetown Beacon hill Columbia city Downtown Fremont Phinney Whidbey island/ Langley UW	11/6/2014 4:01 PM
3511	I live in Laurelhurst and work at 4th & Madison. There is no easy or fast way to get downtown. When I take the 25, my bus commute is an hour.	11/6/2014 4:00 PM
3512	Downtown, Capitol Hill, Queen Anne Hill, Northgate, Columbia City, West Seattle, U District, U Village, Wallingford, Ballard, Lake City	11/6/2014 3:59 PM
3513	Ummm, continuing on question 2... I would have clicked 232 and 224 to Duvall. They are not on the list. I ride the 232 OR the 224 from Duvall to Redmond. Then the 545 from Redmond to downtown Seattle. I do the opposite going home. Why are these routes not listed?	11/6/2014 3:59 PM
3514	between the U-District and Capitol Hill, U-District and Downtown, U-District and Ballard. Capitol Hill and Ballard, Capitol Hill and Fremont, Capitol Hill and Columbia City, Capitol Hill and Maple Leaf, Capitol Hill and Central District, U-District/Capitol Hill and SeaTac Airport	11/6/2014 3:59 PM
3515	Belltown, University of Washington, Capitol Hill (Broadway and E. Roy)	11/6/2014 3:59 PM
3516	Frequently travel between: Hilltop/Capitol Hill (15th/Mercer) Pike/Pine Corridor Montlake (19th Ave/E Lynn) University of Washington Main Campus (Stephens Way/Mason) Downtown Seattle (3rd/Pine area and Pike Market area) Occasionally travel between these and Hilltop: Lower Queen Anne (Denny/1st Ave N) Madison Valley (31st/Republican) Ballard (Downtown Ballard and 65th/15th) Northgate (8th Ave NE/105th)	11/6/2014 3:57 PM
3517	Issaquah Transit Center to Downtown Seattle Would like to go directly from Issaquah Transit Center to Seattle University on one bus	11/6/2014 3:57 PM
3518	I live closest to 71 now and drive now because it takes so long to get downtown (I work 11 - 8)	11/6/2014 3:57 PM
3519	work, day care, doctor	11/6/2014 3:57 PM
3520	All major parks, SSA office, West Seattle, Fauntleroy, Alki, North Seattle, Ballard, Madison Park, Capitol Hill, Rainier Valley, South Seattle, Queen Anne, All Islands, Edmonds, Everett, Mukilteo, Anacortes, Elliott Bay Trail/Downtown, Pike Place Market, Cherry Hill (DSHS office & Swedish), First Hill, Pioneer Square, Mercer Island, Bellevue, Issaquah, Snoqualmie, Mt Rainier, Mt Baker	11/6/2014 3:55 PM
3521	To and from work. NE 65th Street and Sand Point Way NE to 5th and University and return at the end of the day	11/6/2014 3:55 PM
3522	- downtown Seattle - Northgate Shopping Mall - University of Washington - West Seattle - Seattle Center - Pike Place Market - Capitol Hill (specifically the Pike/Pine corridor) - Westlake Center - Leschi - Mt Baker Beach - Genesee Park - Columbia City - Georgetown - Fremont - Ballard - Discovery Park	11/6/2014 3:55 PM
3523	I travel between the Northgate/Maple Leaf area to Eastlake and Downtown. I would like better bus access (more direct routes) to capitol hill and queen anne.	11/6/2014 3:53 PM
3524	UW Seattle campus, Renton/Kennedydale I405&ne 30th, Bellevue transit center	11/6/2014 3:53 PM
3525	Georgetown U District Bellevue Northgate Seatac Lynnwood Everett	11/6/2014 3:53 PM
3526	Bellevue Bellevue Bellevue intersection. There's no bus anymore!	11/6/2014 3:53 PM

3527	UW, Fremont, Capitol Hill, Downtown, Ballard, Northgate	11/6/2014 3:53 PM
3528	Securities Building at 3rd & Virginia; 1005 E. Roy Street; Sea-Tac, West Seattle	11/6/2014 3:53 PM
3529	In King County, University St. Station to HWY 420/Montlake Blvd.	11/6/2014 3:53 PM
3530	Education Hill in Redmond to Capitol Hill/First Hill (23rd and Madison)	11/6/2014 3:52 PM
3531	daily to work: Burien to UWMC (transfer Downtown Seattle) other: Burien to Seatac Airport, Burien to Downtown Seattle, Downtown Seattle to Ballard, UWMC to International District/Chinatown	11/6/2014 3:52 PM
3532	Work: Downtown Home: 1811 Broadway E., Seattle, WA 98102 ALL OVER THE CITY/COUNTY	11/6/2014 3:51 PM
3533	Anywhere downtown, always use transit University District, UW " " " Wallingford occasionally Around Bellevue " Would like better access to Capitol Hill from Eastside Direct access to Seattle Center/ Queen Anne West Seattle	11/6/2014 3:50 PM
3534	Downtown, Seattle Center, Pioneer Square, Capital Hill, Ballard	11/6/2014 3:50 PM
3535	University of Washington, Seattle campus; Capitol Hill, shopping, museums, and parks; Magnusson Park; Carkeek Park; UW Arboretum; Discovery Park; shopping in U District, Ballard, Fremont, Northgate; visiting friends and family throughout Seattle, including West Seattle and Mercer Island; as many state and city parks in Seattle, Mercer Island, Bellevue, Kirkland, and Redmond as possible; the Redmond Microsoft campus; visit movie theaters and other theater performances throughout Seattle, including Northgate transit center area.	11/6/2014 3:50 PM
3536	I am currently traveling from Eastlake to Belltown (2701 1st ave) for work, Belltown to Capital Hill (20TH and Madison) for the Gym.	11/6/2014 3:50 PM
3537	49 and 43 to/from district and downtown seattle 9 to work on Ranier Ave 550 to bellevue 554 to bellevue college 271 from bell college to Udistrict	11/6/2014 3:50 PM
3538	Downtown, Capitol Hill, airport, Redmond, Kirkland, Microsoft campus in Redmond	11/6/2014 3:50 PM
3539	Ballard to downtown	11/6/2014 3:50 PM
3540	12035 5th Ave NE 98125 TO 333 108th Ave NE Bellevue, WA 98004	11/6/2014 3:50 PM
3541	Capitol Hill (13th and Madison) to Seattle downtown, Capitol Hill (13th and Madison) to North Redmond (Microsoft Millennium campus), Capitol Hill (13th and Madison) to downtown Bellevue (BTC)	11/6/2014 3:50 PM
3542	Most commonly used stops: 1. 65th and Sand Point Way NE 2. Pend Orielle stop on UW Campus 3. Campus Parkway transit area 4. 45th and University Way NE 5. Fairview and Yale 6. Westlake Center	11/6/2014 3:49 PM
3543	commute - NE 56th St and 8th Ave NE to King County Courthouse Seattle Children's Hospital Salmon Bay School Northgate Mall University Village Safeway Sea-Tac International Airport	11/6/2014 3:49 PM
3544	I really miss the 17 bus. the 40 route is very inadequate. Ballard - Market street area UDistrict, Campus and U Villiage Queen Anne to GreenLake Queen Anne to Ballard Wallingford	11/6/2014 3:49 PM
3545	I go from Fremont to the UW. Someday it would be nice to have better service from east to west/west to east.	11/6/2014 3:49 PM
3546	Work, airport, downtown from home in North Seattle (between Aurora & I-5 near 130th)	11/6/2014 3:49 PM
3547	Puyallup, Ballard, West Seattle, University District, Eastgate, South Lake Union	11/6/2014 3:49 PM
3548	Most the time, I will take bus at these location: Northgate Park and Ride 15th Ave & 98th St. Downtown Seattle Tunnel - Convention Place Station. Only once a while may take bus at Lake City way & 98th St.	11/6/2014 3:48 PM
3549	downtown, the burke museum, opera house, alki,	11/6/2014 3:48 PM
3550	I go from downtown to south seattle, but often on weeknights I have to go to the U district and endure very crowded buses from downtown to get there and then long bus rides home of an hour or more. I would like to go from downtown to the U district and from the U district to south seattle in a reasonable amount of time	11/6/2014 3:48 PM
3551	North Capitol Hill, Broadway, Downtown, UW, Belltown, Ballard near Swedish	11/6/2014 3:48 PM
3552	Airport, Othello Station, Columbia City, SODO, Stadiums, Downtown, South Lake Union, Capitol Hill, Northgate, Ballard, West Seattle, Swedish Cultural Center (please don't remove the Dexter Ave. 26/28), Fremont, Renton, Southcenter,	11/6/2014 3:48 PM
3553	When I go to columbia city I use the train. I would like to use the train to go to Fremont and ballard.	11/6/2014 3:48 PM
3554	Eastlake and Downtown	11/6/2014 3:48 PM

3555	University of Washington upper campus	11/6/2014 3:48 PM
3556	University of Washington	11/6/2014 3:47 PM
3557	Harborview Medical Center UW Campus SeaTac Airport Northgate Mall	11/6/2014 3:47 PM
3558	I go to Bellevue from First Hill	11/6/2014 3:47 PM
3559	I currently go between Wallingford and Downtown mostly. I would love to be able to go from those locations quicker. But, I'd also love a convenient way to get to Ballard from Wallingford. The 44 will do that, but slowly, very slowly.	11/6/2014 3:47 PM
3560	From home to work.	11/6/2014 3:47 PM
3561	E marginal way/ spokane st to downtown	11/6/2014 3:47 PM
3562	Downtown Seattle ballard	11/6/2014 3:46 PM
3563	Downtown to Madison Park Madison Park to Airport	11/6/2014 3:45 PM
3564	N/A	11/6/2014 3:43 PM
3565	Capitol Hill to Downtown or to the UW (currently) Would like easier access to South Lake Union	11/6/2014 3:43 PM
3566	110 6th ave n 12526 Greenwood Ave Downtown in general	11/6/2014 3:43 PM
3567	From Green Lake (63 Latona Ave NE) to downtown (8th & Stewart), also from the green lake or downtown to Seatac airport	11/6/2014 3:43 PM
3568	Shoreline to UW, UW to downtown, UW back to Shoreline,	11/6/2014 3:43 PM
3569	I currently travel regularly from either Kenmore or Kirkland to DT Seattle and the airport	11/6/2014 3:43 PM
3570	from wallingford and downtown	11/6/2014 3:43 PM
3571	University of Washington, downtown Seattle, Queen Anne, downtown ferry terminal, Seatac airport	11/6/2014 3:42 PM
3572	Children's Hospital to SW corner of UW campus, UW gym.	11/6/2014 3:42 PM
3573	2nd, 3rd, 4th, and 9th & Seneca street	11/6/2014 3:41 PM
3574	University of Washington Fremont (34th Street stops) Ballard (Ballard Ave NW stops) Northgate (Transit Center/Target) West Seattle (California Ave and Alaska Ave) Benaroya Hall Town Hall International District (Station, S Jackson) Airport	11/6/2014 3:41 PM
3575	My commute is from 65th and 32nd Ave NE to 3rd and Union downtown. I would like to be able to take a bus from 65th and 35th Ave or 65th and 25th Ave to the Stadium light rail station. I wish there was a bus that went all the way down 65th from wedgewood to greenlake, then south along greenlake and up to phinney ridge or over to ballard along 50th and then market st. That is my most common driving route to get to greenlake and ballard. I would love to ride the bus instead of driving.	11/6/2014 3:41 PM
3576	Downtown/Belltown Wallingford Fremont U District Ballard Capitol Hill Airport	11/6/2014 3:41 PM
3577	Cap Hill to UW and to downtown	11/6/2014 3:41 PM
3578	Used Summit #14/#47 for 35 years along Bellevue Avenue E until September 26th when all service was cancelled. Would like this service returned. There is no comparable service to use from Bellevue Ave E and E Roy.	11/6/2014 3:40 PM
3579	Live near Northgate Park and Ride, ride daily to Swedish First Hill. Visit the University Village frequently, but have to drive as no direct bus is available from Northgate and/or First Hill. Also, husband works in Redmond and I commute via those buses often to meet him after work.	11/6/2014 3:40 PM
3580	I go to first hill capitol hill, occasionally Ballard, downtown, occasionally beacon hill , gearargetown, south park & Airport. I'd like a better route to West Seattle	11/6/2014 3:40 PM
3581	Queen Anne ave and mercer st Harborview medical center UW medical center Queen Anne ave and Boston	11/6/2014 3:40 PM
3582	Downtown and University District.	11/6/2014 3:40 PM
3583	University St. Station; 55th and University Way NE; Broadway and John St; Broadway and Roy St; Harborview Medical Center; Denny Way and Queen Anne; Denny Way and Fairview; NE 65th and 12th Ave NE; Northgate Transit Center	11/6/2014 3:39 PM

3584	Currently go: Pioneer Square, Downtown, CID, University District, Wallingford, Ballard Would like to go: More places by 1 bus (no transfer), frequent reliable service	11/6/2014 3:39 PM
3585	Work (5th and Bell, Seattle, WA) University of Washington, Seattle Campus Home (Ravenna) Friend's houses / social activities (Capitol Hill) Airport (SeaTac Airport)	11/6/2014 3:39 PM
3586	25th & Madison --> Denny & Westlake (final destination: 850 Republican) 23rd & John --> U-District John & Madison --> Downtown	11/6/2014 3:39 PM
3587	I currently use metro to get to work in downtown Seattle Monday - Friday, but I also use it to get all around Seattle because I don't have a car. I live in the Leschi neighborhood and would love to see better bus lines going up north toward Fremont and Ballard from my neighborhood or near it.	11/6/2014 3:38 PM
3588	Seattle University Northgate 65th and Roosevelt University of Washington Downtown Ballard Downtown Fremont Stadiums	11/6/2014 3:38 PM
3589	I would like to go from east QA directly to Pike.Pine corridor on Capitol Hill. I would like to go from east QA to the Bellevue or Kirkland directly.	11/6/2014 3:38 PM
3590	Woodinville park and ride, Westlake center	11/6/2014 3:38 PM
3591	church on Sundays	11/6/2014 3:38 PM
3592	I would love to be able to get from Green Lake (56th & Latona) to Capitol Hill. It currently takes over an hour to bus to Cap Hill and a mere 10 minutes to drive. This makes me sad. I currently go from 56th & Latona to Fremont, SLU, and downtown (on the 26 or the 16).	11/6/2014 3:38 PM
3593	Magnuson Park UW Harborview Faith Lutheran Church Paramount Theater	11/6/2014 3:38 PM
3594	Lower Queen Anne 2201 Westlake Ave University of Washington Campus (Red Square, and Medical Center) Downtown Seattle Fremont Ballard	11/6/2014 3:38 PM
3595	City University of Seattle UW Downtown Seatac airport Seattle ferry terminals incl. Victoria Clipper Alki Beach International District Seattle Boulderling Project Magnuson Park Northgate Mall Northgate Community College Tacoma Community College	11/6/2014 3:37 PM
3596	I live in Capitol hill and travel most frequently to SLU, downtown, Ballard, Wallingford, Queen Anne and the U district. I think Seattle metro needs a faster and more reliable way to travel between Capitol hill and Ballard, and Capitol hill to upper Queen Anne.	11/6/2014 3:37 PM
3597	I live in Capitol Hill. I currently bus to Redmond, and sometimes Bellevue. I infrequently go to the U-District and Belltown; I'd like to go to Ballard more often.	11/6/2014 3:37 PM
3598	Swedish Cherry Hill	11/6/2014 3:37 PM
3599	Downtown - 3rd and Pike	11/6/2014 3:37 PM
3600	UW Tower Lake City Way and 145th street Airport	11/6/2014 3:36 PM
3601	UW campus, Lake City, downtown Seattle, CenturyLink	11/6/2014 3:36 PM
3602	- Pike/Pine corridor on Capitol Hill - SeaTac airport - Overlake Transit Center in Redmond	11/6/2014 3:36 PM
3603	Ballard to the U District Downtown to U District	11/6/2014 3:36 PM
3604	Norton Building Key Arena Greenlake Golden Gardens Home UW	11/6/2014 3:35 PM
3605	downtown Seattle, Northgate Mall, Shoreline King County Library, Seatac Airport, Tulalip Outlet Mall, 4401 4th Ave S	11/6/2014 3:35 PM
3606	South Lake Union, Fremont, Century Link Stadium, Lake City	11/6/2014 3:35 PM
3607	From 53rd NE and Roosevelt Ave NE to 12th S and Weller.	11/6/2014 3:35 PM
3608	Ballard Library South Park Library SeaTac Airport Downtown PO Downtown Library	11/6/2014 3:35 PM
3609	We need better public transit access to bell town!!	11/6/2014 3:35 PM

3610	from downtown/First Hill to Madison Valley without transfer Seward Park Magnuson Park Carkeek Park Golden Gardens Green Lake Columbia City Rainier Beach UW main campus	11/6/2014 3:35 PM
3611	UW and U District-- would like easier connection to U Village Ballard Downtown, Pioneer Square, waterfront Seattle Center Capitol Hill Northgate	11/6/2014 3:35 PM
3612	Broadway, NW Film Forum, Egyptian Theater, Harvard Exit, cafes, art store, QFC, friends, Eliot Bay Bookstore	11/6/2014 3:35 PM
3613	Green Lake, U District, downtown, Capitol Hill, airport	11/6/2014 3:35 PM
3614	I travel to and from downtown to work (from Maple Leaf neighborhood).	11/6/2014 3:35 PM
3615	downtown, capitol hill, u district, greenback	11/6/2014 3:35 PM
3616	6002 51st Ave NE, Seattle 1420 5th Ave, Seattle	11/6/2014 3:34 PM
3617	From Princeton & 55th NE to DSTT From Princeton & 55th to University Way and 50th St. From Princeton & University way to University Village	11/6/2014 3:34 PM
3618	THE POLYCLINIC,1145 BROADWAY,SEATTLE, WA 98124	11/6/2014 3:34 PM
3619	University of Washingt Lake City Way @ NE 120th 15th NE @ NE 120th King Street Station Cap Hill neighborhood Belltonw Seattle Center	11/6/2014 3:34 PM
3620	From home (on Meridian - near North Seattle CC) to work at Capitol Hill (15th ave east) and back	11/6/2014 3:34 PM
3621	I mostly go between my home in NE Seattle, the UW and downtown. I often take the bus downtown and then the light rail from downtown to the airport and back.	11/6/2014 3:34 PM
3622	University of Washington Seattle, Downtown Seattle, Ballard.	11/6/2014 3:34 PM
3623	I go downtown from my home in the Roosevelt neighborhood. I also go to the UW campus (and back) from my home. I would LOVE to be able to take a single bus to Seattle Center. I would even more love to be able to get from my home to the VA hospital in under an hour.	11/6/2014 3:34 PM
3624	Seattle Central Community College, Convention Center, 8th Ave NE and NE 80th St.	11/6/2014 3:34 PM
3625	Downtown	11/6/2014 3:34 PM
3626	Redmond Town Center Capitol Hill	11/6/2014 3:34 PM
3627	I go from 15th & 145th to 1730 Minor Ave downtown -- via the convention center transit center	11/6/2014 3:34 PM
3628	UW meany Hall The meridian school in Wallingford All over Capitol hill Medgar Evers pool Pioneer sq Westlake Seattle center Downtown (benaroya hall) Polyclinic Madison Olympic sculpture park Aquarium Seattle art museum Main library On the boards	11/6/2014 3:33 PM
3629	Greenwood, UW, downtown, Northgate, Wallingford, Fremont, SLU, Ballard.	11/6/2014 3:33 PM
3630	Downtown Seattle Capital Hill UW Roosevelt shopping district Wedgwood shopping district	11/6/2014 3:33 PM
3631	I travel from Fremont/Ballard to Capital Hill. I am a student at Seattle University. I take the 5 or 26X from Fremont to downtown, and then transfer to the 12.	11/6/2014 3:33 PM
3632	As many places as possible!	11/6/2014 3:33 PM
3633	1701 Broadway, Seattle 98133 37th Street and Corliss Ave N	11/6/2014 3:33 PM
3634	University of Washington; Harborview Hospital, Downtown Seattle	11/6/2014 3:33 PM
3635	I currently travel from my home in Wallingford (Eastern Ave. N between 46th and 50th) and the University of Washington (where I work). I also frequently take the 26 downtown from my home and occasionally take the 71/72/73 downtown from the University if I need to go downtown from work. I am very excited to be able to take light rail from the U. District to the airport instead of driving or taking a taxi. Also to be able to take the train up to Northgate instead of driving.	11/6/2014 3:32 PM
3636	too many to list but capitol hill, beacon, downtown and west seattle are most frequent destinations. Would love to be able to get to Ballard more efficiently but since it is a pain I avoid it.	11/6/2014 3:32 PM
3637	Bellevue Transit Center Bay 5, NE 6th St & 108th Ave NE	11/6/2014 3:32 PM
3638	Work Downtown Friends UW games	11/6/2014 3:32 PM

3639	I go from Montlake Library to First Hill on Seneca and Summit Ave.	11/6/2014 3:32 PM
3640	work, home	11/6/2014 3:32 PM
3641	Downtown, Capitol Hill, U District, First Hill, Fremont, Tacoma.	11/6/2014 3:31 PM
3642	Seattle University Northgate Transit Center Shoreline Park and Rides Richmond Beach U District/U Village Downtown	11/6/2014 3:31 PM
3643	downtown Seattle from Maple Leaf neighborhood	11/6/2014 3:31 PM
3644	I would like to go to Mukilteo ferry from downtown	11/6/2014 3:31 PM
3645	Commute to NE corner of UW from Northgate & 23rd Ave. Occasional trips to SLU, downtown, and the airport.	11/6/2014 3:31 PM
3646	Harborview medical center early in the morning	11/6/2014 3:31 PM
3647	Ballard --> UW, West Seattle --> Ballard/Fremont/UW	11/6/2014 3:31 PM
3648	Downtown Magnolia Ballard U district Northgate Capitol hill Seatac airport	11/6/2014 3:29 PM
3649	I go to Capitol Hill, the U-District, Ballard, Fremont, Downtown, Intl District, West Seattle, and SeaTac most frequently.	11/6/2014 3:24 PM
3650	Home: 300 Harvard Ave E Work: 1700 Airport Way S Broadway (daily) 4th & Pike (weekly) University Way (rarely) Improved connectivity to Fremont and Ballard would be welcome.	11/6/2014 3:04 PM
3651	I go to work at Redmond City Hall. I go home near the Mercer Island Park and Ride. I go to the University of Washington Medical Center. I visit my friend at 65th and Roosevelt. I go between Redmond City Hall and downtown Seattle. I visit family on Capitol Hill at 17th and Madison. I go to medical appointments at the Swedish Hospital complex on First Hill. I go to classes at Seattle University.	11/6/2014 3:03 PM
3652	Downtown Seattle, Northgate, Downtown Redmond, Overlake, Downtown Bellevue, Columbia City, Fremont, Magnolia	11/6/2014 10:42 AM

Q4 Are there any significant destinations such as cultural, religious, low-income, senior, social service locations or parks that we should include as we analyze service needs?

Answered: 1,635 Skipped: 2,452

#	Responses	Date
1	n/a	12/4/2014 9:55 PM
2	Libraries, senior housing, grocery stores	12/4/2014 7:01 PM
3	Not that I know of.	12/4/2014 3:33 PM
4	shift changes at the hospitals - namely, Children's and UW - 7am/7pm arrivals	12/4/2014 3:24 PM
5	Ravenna Park 50th & 24th (very low income and almost no service especially for seniors)	12/4/2014 2:13 PM
6	At the moment it feels as if it was easier to move from the North of the city to downtown and the UW, than it is to get to the UW and downtown from the south of the city. There seems to be a lot more public transportation options in the north (especially park-and-rides, bus lines and how often they come.).	12/4/2014 12:40 PM
7	more bus routes to Golden Garden or Discovery Park	12/4/2014 10:38 AM
8	Seattle Children's Hospital Other major hospitals in the Seattle region	12/4/2014 9:11 AM
9	Not sure	12/3/2014 4:53 PM
10	children's hospital	12/3/2014 4:03 PM
11	Easy and economically affordable transit must be a priority for all Seattle area residents and especially for students, low income residents, the disabled and the elderly. These routes need to be connected with schools, social service agencies, food banks, employment assistance and healthcare.	12/3/2014 2:42 PM
12	na	12/3/2014 2:02 PM
13	Magnuson Park	12/3/2014 1:43 PM
14	servicing those areas!	12/3/2014 10:48 AM
15	Stops near Seattle Public Libraries Stops near Sea Mar Community Health Center Clinics (particularly in South Park Neighborhood) Stops near Green Lake (on the Phinney Ridge side of the lake)	12/3/2014 10:34 AM
16	Rainier Beach Community Center	12/3/2014 10:29 AM
17	Seattle Children's Hospital	12/3/2014 10:22 AM
18	Please tie service stops with City bicycles spots, Car2Go or Zipp Car facilities	12/3/2014 9:09 AM
19	no	12/3/2014 8:30 AM
20	Not sure.	12/3/2014 8:19 AM
21	Not for me.	12/3/2014 8:01 AM
22	Magnuson Park perhaps.	12/2/2014 8:31 PM
23	marymoor park would be nice	12/2/2014 7:25 PM
24	Public Libraries, Senior Centers, Community Centers, Medical Providers like Group Health, Universities, Public Schools, Federal/State/County/City Offices. Major shopping centers and stores. All of these which you already serve.	12/2/2014 4:58 PM
25	hospitals research facilities	12/2/2014 2:43 PM

26	magnuson park, golden garden's	12/2/2014 2:07 PM
27	unknown	12/2/2014 12:57 PM
28	No	12/2/2014 11:35 AM
29	i don't know.	12/2/2014 11:33 AM
30	Seattle childrens hospital	12/2/2014 11:08 AM
31	n/a	12/2/2014 11:06 AM
32	Work	12/2/2014 10:59 AM
33	-Frequent connections to the Burke-Gilman Trail - for combined bus-rider-walker-commuters & bus-rider-bike-rider-commuters -Connection to 520 buses to go the east side -Magnuson Park -Meadowbrook -Woodland Park - Ravenna Park -Matthews Beach -Discovery Park -Volunteer Park -The Arboretum -South Lake Union Area -Gas Works Park	12/2/2014 10:58 AM
34	New to bus rider for the last couple months. I keep finding new routes and things to ride to.	12/2/2014 10:40 AM
35	Madison Park only has one line, and so is Madrona or Madison Valley, and those buses run really long and often are late. Perhaps there's a way to incorporate other methods? I would prefer not to have to drive and utilize public transit but wouldn't want to spend 1 hour just to go into town when I can walk into town in probably less than 1 hour...	12/2/2014 10:13 AM
36	Seattle Children's Hospital	12/2/2014 9:48 AM
37	Seattle Children's Hospital	12/2/2014 9:42 AM
38	Seattle Children's Hospital. Many low-income families spend upwards of 3 hours on the bus trying to get to SCH due to limited buses/routes.	12/2/2014 9:31 AM
39	Cannot think of any at this time	12/2/2014 9:27 AM
40	Seattle Children's Hospital 4800 Sand Point Way NE, 98105	12/2/2014 9:19 AM
41	None that I can think of because I don't use the bus system to go to these. I do use it to go to the North college and to Children's Hospital	12/2/2014 9:14 AM
42	No	12/2/2014 9:13 AM
43	parks	12/2/2014 8:55 AM
44	No	12/2/2014 8:46 AM
45	Seattle Childrens Hospital, Magnuson Park, Lake City Downtown	12/2/2014 8:14 AM
46	no	12/2/2014 8:09 AM
47	Woodland Park	12/2/2014 7:59 AM
48	Hamlin Park	12/2/2014 7:54 AM
49	none noted	12/2/2014 7:29 AM
50	Stadiums--Safeco and Century Link, Benaroya, Egyptian Theater, Taproot Theater, Uptown Theater.	12/2/2014 7:11 AM
51	Interesting...it would be nice to have a bus go down the hill into some of the waterfront parks that either charge for entry by car, while those without enter for free, or offer limited parking once down the hill...Saltwater State Park in Des Moines, and Seahurst Beach in Burien come to mind...	12/2/2014 7:06 AM
52	N/A	12/2/2014 6:06 AM
53	I wish there were more bus routes that connected directly to Seattle Childrens Hospital with fewer transfers. Also, there isn't a good way to go from Fremont to the Childrens Hospital without many transfers needed.	12/2/2014 12:51 AM
54	Seattle childrens from downtown and downtown to university district	12/1/2014 10:54 PM
55	no	12/1/2014 10:34 PM
56	No	12/1/2014 10:09 PM

57	All of the churches on 125th in the Lake City neighborhood	12/1/2014 10:04 PM
58	None	12/1/2014 9:58 PM
59	Getting to a children's hospital seems to be pretty important when considering low income needs. I live by a few low income neighborhoods and I bet it's a nightmare for them if they needed to go to the hospital non-emergently, but quickly.	12/1/2014 9:09 PM
60	Parks! Golden Gardens, Discovery Park, Volunteer Park, Magnuson Park.	12/1/2014 7:19 PM
61	Group health on Capitol Hill Volunteer park U I ersity library	12/1/2014 6:37 PM
62	Meadowbrook Pool Magnuson Park	12/1/2014 6:02 PM
63	Gasworks park, Golden Gardens, Green Lake, Discovery park, Cal Anderson park, City Center.	12/1/2014 5:53 PM
64	Children's Hospital	12/1/2014 5:38 PM
65	don't know	12/1/2014 5:13 PM
66	Magnuson Park Golden Gardens SAM and Benaroya Hall Arboretum Discovery Park Woodland Park Zoo	12/1/2014 5:08 PM
67	grocery and hardware stores everywhere	12/1/2014 5:06 PM
68	Absolutely, but I don't know them. The people who are in need of additional transit options may not be aware that additions are planned, let alone have internet access, or speak english well enough to complete this survey.	12/1/2014 5:02 PM
69	Nope	12/1/2014 4:40 PM
70	Washington Park Arboretum,	12/1/2014 4:36 PM
71	Apart from the obvious aforementioned destinations, I think it is important to maintain bus service to night life destinations. While not always the prettiest of sights, I much prefer seeing drunk people taking the bus home than trying to drive. This especially helpful at night time.	12/1/2014 4:27 PM
72	Senior, low income, social services, and cultural	12/1/2014 4:20 PM
73	Parks and museums	12/1/2014 4:17 PM
74	Seattle children's UW area	12/1/2014 4:13 PM
75	N/A	12/1/2014 4:00 PM
76	Bus access from the south end of Seattle to Seattle Children's hospital, for both patients and employees	12/1/2014 3:58 PM
77	Magnuson Park - low income housing, many sports and other activities	12/1/2014 3:53 PM
78	East-West routes are under-represented in the system. For example, it is very difficult to go to Ballard or Magnolia from our Matthews Beach neighborhood.	12/1/2014 3:49 PM
79	Seattle Children's Hospital - lots of employees and families that need transportation	12/1/2014 3:43 PM
80	Seattle Children's Hospital	12/1/2014 3:38 PM
81	low-income and connecting neighborhoods to downtown seattle	12/1/2014 3:38 PM
82	Seattle Children's Hospital	12/1/2014 3:35 PM
83	Unknown	12/1/2014 3:34 PM
84	If you could get the light rail all the way down to Federal Way, I'd be happy as a clam!	12/1/2014 3:34 PM
85	Seattle Center	12/1/2014 3:32 PM
86	n/a	12/1/2014 3:32 PM
87	The Seattle Aquarium Woodland Park Zoo Seattle Art Museum (main facility and...) Sculpture Park and Myrtle Edwards Park Magnuson Park US Immigration Center Goodwill on Dearborn Alki Pt, Meekwamooks	12/1/2014 3:30 PM
88	Magnuson Park West Seattle to UW should be easier	12/1/2014 3:28 PM
89	Seattle Childrens Hospital - Patients and employees find it difficult to get here.	12/1/2014 3:26 PM
90	University district (low income)	12/1/2014 3:26 PM

91	Analyze how crowded the buses get during rush hour, its so frustrating when multiple full buses drive by when I'm just trying to get home (example the 41 going from downtown to Northgate at the end of the day)	12/1/2014 3:25 PM
92	Seattle Children's Hospital	12/1/2014 3:25 PM
93	Seattle Children's Hospital UW Med Center	12/1/2014 3:25 PM
94	All destinations are significant! How can Seattle be a metropolitan city if its people cannot get from one location to another? Why does it frequently take 45 min+ to travel a single mile? Further, there are seniors who live all over this city who have trouble getting from one place to the next - I've spoken to several who are at a loss of what to do now that so many bus routes have been cut. King County Metro Transit and Seattle's infrastructure are a joke!	12/1/2014 3:24 PM
95	Beacon Food Forest	12/1/2014 3:24 PM
96	SHOULD HAVE STOPS NEAR MORE BARS AND STRIP CLUBS...	12/1/2014 3:23 PM
97	All major downtown Seattle locations.	12/1/2014 3:21 PM
98	Seattle Children's Hospital	12/1/2014 3:21 PM
99	Yes, day care centers, before and after school care centers e.g., boys and girls club View Ridge, Thornton Creek Kids Time. A lot of parents work down-town, having bus connectivity between the stations (University district and NE Seattle) and these areas is critical to a functional seattle economy and a happy workforce.	12/1/2014 3:20 PM
100	no	12/1/2014 3:16 PM
101	Seattle Children's Hospital & link to downtown	12/1/2014 3:16 PM
102	Seattle Children's hospital	12/1/2014 3:14 PM
103	I would like to see better bus service to Golden Gardens.	12/1/2014 3:13 PM
104	More buses to UW from downtown in the evening rush hour	12/1/2014 3:13 PM
105	North Seattle near Lake City is a consistently underserved area where families and the elderly rely a great deal on public transit. It is not easy to get from this area to SoDo or to the airport. Please consider maintaining of increasing services to this area.	12/1/2014 3:13 PM
106	this may fit under cultural needs. Seattle has a vibrant entertainment and night life. we also have a high percentage of drunk drivers on the streets after dark and after midnight. Bus service really needs to be available to get the drunks safely off the roads in the evening hours. While no one loves to drive a drunk around, it's better than dead innocent people on our roads. Currently, its almost impossible to use the transit system to get anywhere late at night. If you live on the eastside, it IS impossible.	12/1/2014 3:11 PM
107	Seattle Children's	12/1/2014 3:11 PM
108	Not in my view	12/1/2014 3:11 PM
109	Safeco and Century Link fields	12/1/2014 3:10 PM
110	Mainly, incorporate low-income areas as much as possible. And obviously, I-5 exits to get people out of their cars.	12/1/2014 3:09 PM
111	Magnuson Park	12/1/2014 3:08 PM
112	The most significant destination to me not currently served by Metro Transit is Emerald Downs. I would also like better bus service in the Southcenter area, i.e., more frequent service and service that serves more of the shopping options in the Southcenter area.	12/1/2014 3:07 PM
113	seattle childrens hospital	12/1/2014 3:07 PM
114	Better east-to-west travel in North Seattle	12/1/2014 3:07 PM
115	no	12/1/2014 3:07 PM
116	better transport to seattle center from downtown	12/1/2014 3:06 PM
117	N/A	12/1/2014 3:06 PM
118	not for me	12/1/2014 3:05 PM
119	First Hill, Air Port, UW, Seattle Center.	12/1/2014 3:05 PM

120	I really wish there was a direct route on NE 75th Street that would connect Magnuson Park on Sand Point Way to Roosevelt, Greenlake and on to north Ballard.	12/1/2014 3:04 PM
121	Seattle Children's Hospital - used not only by employees but many patients and families.	12/1/2014 3:04 PM
122	Seattle Children's Hospital University District - homeless shelters, food bank, community market, university	12/1/2014 3:03 PM
123	YES - increased access to/from/near lower-income neighborhoods across the board, also increased access to areas outside of Seattle - so many ppl can't afford to live in Seattle but can afford places like Burien, Renton, Kent	12/1/2014 3:02 PM
124	You should really consider everywhere there isn't a sidewalk for safe walking to and from the busses. My complaint above is because although I could walk from the QFC stop there are no sidewalks and very few crosswalks with lights to cross/walk safely on a busy street like 3rd Ave. Especially during rush hour traffic and at night during the winter months.	12/1/2014 3:01 PM
125	Hamlin Park, Magnuson Park	12/1/2014 3:01 PM
126	Grocery stores	12/1/2014 3:01 PM
127	I support access to cultural, religious, low-income, parks/community centers and social service locaions via Metro. I'm lucky that most of these are on my bus routes.	12/1/2014 3:00 PM
128	Seattle Children's Hospital.	12/1/2014 3:00 PM
129	Century Link field. Always seems like after the games the transport options aren't robust enough - not the number of options, but the space on each option. Too few trains coming by, too few buses underground.	12/1/2014 3:00 PM
130	Yes, please be sure the buses go to the light rail linkage points	12/1/2014 3:00 PM
131	Fauntleroy Ferry and Lincoln Park from Portage Bay and from Seattle Children's Hospital Link all the wonderful Farmers markets on a special shuttle that occur on the same evening or day.	12/1/2014 2:59 PM
132	More bus routes needed through first hill. There is a lot of senior housing and bus stops are too far away from people w/ special mobility needs.	12/1/2014 2:59 PM
133	St. James Cathedral Seattle Children's Hospital First Hill Hospitals Volunteer Park Interlaken Park Waterfront Central District Pioneer Square Seattle Center	12/1/2014 2:59 PM
134	Hospitals - Children's, UW, etc.	12/1/2014 2:59 PM
135	Hospitals and transit centers	12/1/2014 2:59 PM
136	No.	12/1/2014 2:58 PM
137	no	12/1/2014 2:56 PM
138	No	12/1/2014 2:56 PM
139	Seattle Children's Hospital	12/1/2014 2:55 PM
140	not that I can think of	12/1/2014 2:55 PM
141	Richmond beach Park	12/1/2014 2:54 PM
142	All of the above should be analyzed.	12/1/2014 12:27 AM
143	SHAG	11/30/2014 10:22 PM
144	How about making the bus a reasonable option for the average taxpayer.	11/30/2014 1:27 PM
145	Seattle Center	11/30/2014 10:45 AM
146	St. James cathedral, volunteer park, Swedish Medical Ctr and other hospitals.	11/30/2014 10:34 AM
147	UW students use buses a lot	11/30/2014 10:26 AM
148	Shelter in the U-Dist and downtown	11/28/2014 5:59 PM
149	Seattle Children's Hospital and buses from the UW light rail station to the Overlake Transit Center near microsoft.	11/28/2014 2:43 PM
150	mall federal, city and county admin offices	11/28/2014 1:15 PM

151	Would love to be able to get to the Arboretum! It takes forever from Ballard.	11/28/2014 12:50 PM
152	Hospitals	11/28/2014 12:01 PM
153	So I would just hope that areas and businesses with high employee numbers would/could have good connections.	11/28/2014 11:58 AM
154	Seattle Children's Hospital	11/28/2014 10:33 AM
155	Seattle Children's Hospital.	11/27/2014 11:56 PM
156	-DSHS Office at 3600 S Graham St (Rainier Valley)	11/27/2014 12:13 AM
157	No	11/26/2014 11:08 PM
158	Included above	11/26/2014 6:52 PM
159	At night there are many bus stops on Capitol Hill and near UW I won't wait at due to threats to my safety - there is a culture of harassing women to be considered. It can be hard to walk 3-4 blocks between bus stops, so please considered disabled people	11/26/2014 4:24 PM
160	Mineral Springs Park (Frisbee golf course), North Seattle Public Health/Community Psychiatric Clinic	11/26/2014 3:34 PM
161	The medical Centers (Swedish, Group Health, Seattle Childrens, UW, Polyclinic)	11/26/2014 3:06 PM
162	Woodland Park Zoo Century Link Stadium	11/26/2014 3:01 PM
163	Golden gardens to sandpoint downtown to wedgwood on evenings and weekends	11/26/2014 2:03 PM
164	Yes! Don't just cater to the rich downtown commuters. You can't cut routes in poor neighborhoods.	11/26/2014 1:20 PM
165	It appears that there are limited routes to Seattle Children's Hospital from Downtown and even other neighborhoods in the northeast area of Seattle.	11/26/2014 12:44 PM
166	Magnolia Park, Carkeek, Washington Arboretum	11/26/2014 12:44 PM
167	None. I just want to get to work and come home as fast as possible. Currently I commute between 3 1/2 - 4 hours to work 8 hours which is part of my choice to live in Tacoma and work in NE Seattle	11/26/2014 11:07 AM
168	Seattle Children's hospital. There are no buses that go through the main part of the University District that service the hospital. There is also little service from the hospital to the north, especially west or north west of Northgate	11/26/2014 10:28 AM
169	nope	11/26/2014 9:27 AM
170	Continued easy access to tunnel destinations - Benaroya Hall, etc., Courthouse downtown, UW campus, other CC campuses,	11/26/2014 8:31 AM
171	Seattle Children's Hospital	11/26/2014 7:28 AM
172	Not that I can think of, but it would be nice if Bus Drivers knew their route well enough to know if they stop at light rail stations. I asked someone who was driving on route 60 once if they stopped near the Beacon Hill station, and he told me no, so I ended up wasting a lot of time taking a bus from Capital Hill to downtown to catch the light rail down there. I now know that the 60 stops right in front of the Beacon Hill station. The drivers SHOULD know this information.	11/26/2014 7:15 AM
173	NO	11/26/2014 6:44 AM
174	None that I can think of in the moment	11/26/2014 6:08 AM
175	Cultural : pike place and Seattle Center Park: gasworks and university playground Low-income: rainier needs more pedestrian facilities and dedicated bus lanes to connect Boeing Renton	11/25/2014 11:56 PM
176	No	11/25/2014 11:34 PM
177	Volunteer Park, Carkeek Park, DOL (specifically those where one can take a drivers test- hard to get to by bus!), Seattle Center, Waterfront, Amtrak Station, SeaTac airport	11/25/2014 10:45 PM
178	Orion Center ROOTS Youth Shelter University of Washington Seattle Center Harborview Hospital UW Medical Center	11/25/2014 6:37 PM
179	central district, international district, mt. baker, beacon hill, and especially the mt. baker transit center and the 48 route	11/25/2014 6:36 PM

180	Young adult drop-ins and shelters	11/25/2014 6:30 PM
181	definitelyto schedule more bus routes in low-income area, such as the u district.	11/25/2014 6:28 PM
182	SAM Olympic Sculpture Park U District to South Seattle	11/25/2014 6:26 PM
183	I work at the 2100 Building at 2100 24th Ave. S. This is an important destination for the clients and employes that use this building. I live on Capitol Hill and work in the Rainier Valley and I am concerned that connections between these neighborhoods will be severed due to the new ID trolley. Many people like myself travel further south and further north than the route of the new above street card on Broadway. I hope that busses won't be cut to make room for the car that goes from Broadway to the ID. I do not go to Ballard or Fremont because it is difficult to get there on public transportation.	11/25/2014 5:45 PM
184	No	11/25/2014 5:21 PM
185	none that effect me	11/25/2014 4:26 PM
186	Greater access to all DSHS locations, WA DOL office on 2nd and Spring, North Seattle/Seattle Central/South Seattle Community College, the 2100 Building off of Rainier Young people need a direct bus route from ROOTS young adult shelter to the other youth shelters in the area when there is a lotto/overflow and they need a direct route to get to other shelters in the later evenings (between 8:30 pm and 10:30 pm). The other shelters we'd refer them to are The Landing in Redmond, Orion's youth shelter on Yale downtown and Operation Nightwatch on 14th and Jackson.	11/25/2014 4:15 PM
187	Please consider making routes to hospitals (i.e. Seattle Children's) to neighborhoods more accessible.	11/25/2014 3:51 PM
188	Sea Cntr	11/25/2014 2:49 PM
189	low income	11/25/2014 2:20 PM
190	Henry Art Museum	11/25/2014 1:57 PM
191	n/a	11/25/2014 12:56 PM
192	access to hospitals - UW and Seattle Children's	11/25/2014 12:55 PM
193	In general, yes. Specifically for me, no.	11/25/2014 12:48 PM
194	Coverage is sparse in SE location such as Fairwood, and Kent East hill. Also, there should be a light rail stop at SouthCenter (the rail line is literally only 1 mile away from the mall but for some reason the stop was not included even though Southcenter mall is one of the busiest commercial district in NW)	11/25/2014 12:38 PM
195	Gas works park, greenlake, etc.	11/25/2014 12:24 PM
196	UW New Center	11/25/2014 12:14 PM
197	NA	11/25/2014 11:30 AM
198	North Seattle College--very poorly connected. This is difficult for students and instructors who may not have access to their own car.	11/25/2014 11:30 AM
199	Meadowbrook Community Center	11/25/2014 11:20 AM
200	University Village	11/25/2014 11:03 AM
201	U-District	11/25/2014 10:59 AM
202	Seattle Children's Hospital- would be great to have connection between light rail and the hospital because there is only 1 bus line that directly serves the hospital.	11/25/2014 10:57 AM
203	Golden Gardens, Discovery Park	11/25/2014 10:55 AM
204	No	11/25/2014 10:55 AM
205	Low income/senior housing to transit centers, education/library facilities, and hospitals.	11/25/2014 10:42 AM
206	Seattle Children's	11/25/2014 10:39 AM
207	Improved public transportation to Community Clinics: Neighborcare, CHC Snohomish, Healthpoint, Public Health Clinics, Hospitals	11/25/2014 10:31 AM
208	Discovery Park Ballard / Crown Hill	11/25/2014 10:31 AM

209	Green Lake Ballard Commons Park MOHAI	11/25/2014 10:29 AM
210	Kent station	11/25/2014 10:27 AM
211	Seattle Children's Hospital access for low income families	11/25/2014 10:24 AM
212	No	11/25/2014 10:18 AM
213	Magneson park and the housing there.	11/25/2014 10:15 AM
214	It would be nice to have more East to West routes.	11/25/2014 10:05 AM
215	not that I know of.	11/25/2014 10:03 AM
216	I work at Seattle Children's Hospital (along with a few thousand other people) and just recently relocated to Edmonds, but lived in North Seattle for many years. It is incredibly challenging to do the across town commute to and from Children's. I wish there were more commute options from the north to Children's Hospital main campus. It truly is becoming a barrier to working there, which is unfortunate because I love my job. It seems like there are major accidents almost daily on I-5 during the morning commute which affect my drive to work. I keep leaving the house earlier and earlier and the traffic never seems to improve. Please help us northerners - I can't take it much longer! :-/	11/25/2014 10:02 AM
217	low income	11/25/2014 10:02 AM
218	How to make the bus accesssible to all so that those who need handicapped assistance and/or lowering of the platform are no shamed by slowing down the service's timeliness.	11/25/2014 10:00 AM
219	No	11/25/2014 9:56 AM
220	University Village Shopping Center.	11/25/2014 9:54 AM
221	Seattle Children's Hospital. Magnusson Park.	11/25/2014 9:54 AM
222	green lake	11/25/2014 9:54 AM
223	The Blind Community (The Lighthouse Group & WA State School for the Visually Impaired)	11/25/2014 9:53 AM
224	Children's Hospital	11/25/2014 9:53 AM
225	Chinatown would be good.	11/25/2014 9:50 AM
226	Please make sure that lower income people and seniors are not losing transportation options, They already have so few.	11/25/2014 9:49 AM
227	No	11/25/2014 9:49 AM
228	Make it easier for elderly, and others with limited ability to get to a bus when it may not be close to home.	11/25/2014 9:47 AM
229	Probably.	11/25/2014 9:46 AM
230	I would hope you would always analyze the service needs of low-income, senior or social service locations. I would hope that is always taken in to account.	11/25/2014 9:46 AM
231	just work	11/25/2014 9:14 AM
232	None that I know of.	11/24/2014 10:27 PM
233	N/A	11/24/2014 10:02 PM
234	Parks in Seattle should not be touched for transit needs. Nature is sacred. Why touch the reason people travel the first place? Improved bike paths (more frustrating driving commutes). Gentrification will happen around transit hubs but connecting to the lower income neighborhoods via bike paths/express buses is a way to slow it down.	11/24/2014 9:23 PM
235	no	11/24/2014 8:24 PM
236	Magnuson Park	11/24/2014 8:22 PM
237	Burke Gilman trail,	11/24/2014 6:06 PM
238	I don't think there are any areas not covered, just many that are difficult or time consuming to get to. Downtown ballard, discovery park, mercer island are examples. It would be really great to be able to bus to hiking areas outside the city, but that would not be top priority.	11/24/2014 5:32 PM

239	No	11/24/2014 3:13 PM
240	Seattle Center, South Lake Union	11/24/2014 3:00 PM
241	Yes, though I don't know what those should be specifically.	11/24/2014 2:25 PM
242	The transit system needs to service those who with limited access to cars due to income or driving restrictions.	11/24/2014 2:16 PM
243	All related services in ID district, clinics on the First Hill, Cherry Hill, Libraries, ..	11/24/2014 12:41 PM
244	No Answer	11/24/2014 10:32 AM
245	Late night service needs to be restored between downtown Seattle and theAdmiral District. I used to go to concerts and events downtown at night and could return home at midnight but have not been able to do so in the last two years.	11/24/2014 10:25 AM
246	NONE	11/24/2014 9:32 AM
247	Queen Anne Lutheran Church, 8th W. and McGraw: it has no parking lot and serves a lot of seniors, provides space for several active AA and Alanon and other dependency support groups and houses homeless families for 2-week periods twice each year ... and all of these groups need affordable public transit nearby. (The 1 and 2 buses are currently nearby but they are chronically on lists for cancellation of service.) t	11/24/2014 8:59 AM
248	The Museum of History and Industry.	11/24/2014 8:27 AM
249	Yes! All of those! Lincoln Park, Discovery, Alki, Seward, the Arboretum.	11/24/2014 8:25 AM
250	Yes - the Rainier Valley should be better served and connected with the rest of the city. Beacon Hill for example, a neighborhood that is already gentrifying, has pretty poor bus service even though they are connected to downtown via the light rail. That area needs more than just the light rail stop! Please also connect to: - Parks like Discovery, Lincoln Park, etc. - Ferry Terminals like Fauntleroy, Kingston, etc.	11/24/2014 8:04 AM
251	local food banks	11/23/2014 9:25 PM
252	Yes. Golden Gardens.	11/23/2014 9:12 PM
253	Maybe, but I do not have any recommendations as of now.	11/23/2014 3:49 PM
254	n/a	11/22/2014 9:39 PM
255	Alway have stops near schools, libraries, sport fields, theatres, parks, shopping centers, sports arenas, train stations and airports.	11/22/2014 6:49 PM
256	Would also, be nice if SHAG arrowhead gardens P & R would have bus that goes into burien.	11/22/2014 6:03 PM
257	Discovery Park	11/22/2014 12:57 PM
258	Yesler is full of low income housing units. The Odessa Brown clinic on Yesler serves lower income families. The Douglass-Truth library has computers for student use; low income families do not have access to their own computers. Until the #27 was eliminated in the evening, we could attend concerts at Benaroya Hall, theater productions at 5th Ave. Theater and ACT, exhibits at SAM, the downtown library and all the possibilites at Seattle Center. We can't even get to Doubllass-Truth in the midday hours. We can take the last morning commute bus and then stand around in the cold until they open.	11/22/2014 8:32 AM
259	For cultural stuff, I just drive. Buses and bus connections are a pain. I lived in New York and Washington DC. I much prefer on demand public transport like subways or the metro.	11/21/2014 8:45 PM
260	Probably, but not for me.	11/21/2014 7:57 PM
261	an Express bus from Renton Highlands to Bellevue and Seattle	11/21/2014 5:08 PM
262	I'm sorry but all of those places should be available to bus patrons.	11/21/2014 1:51 PM
263	No	11/21/2014 11:47 AM
264	Not that I can think of.	11/21/2014 11:30 AM
265	not sure at the very moment. but will let you know when i do	11/21/2014 10:49 AM
266	Pathways around UW.	11/21/2014 10:30 AM

267	It would be great to see closer connections with Food Co-ops, Museums, Public Art Institutions, Parks, and Schools, Food banks, Local Farms, Cultural Centers, Hospitals and Medical Centers, Natural Healing center... Disabled people, Senior Citizens, and Youth of all ages should be able to easily travel with public transportation to the above mentioned places. Of course transit centers and other hubs of transit connection should be close or easy to get to.	11/21/2014 9:47 AM
268	Volunteer Park, Seattle U, Swedish Hosp on First Hill, Polyclinic @ 904 7th Ave	11/21/2014 9:40 AM
269	I know feasibility studies have been done and current conditions of available buses in Kent/Covington is not BAD necessarily, but it's not as easily accessible either. But that's because there is so much sprawl to a point where..what can you do but drive, unfortunately.	11/21/2014 9:13 AM
270	none that I know of	11/21/2014 8:31 AM
271	no	11/21/2014 8:19 AM
272	Seattle Center	11/21/2014 6:18 AM
273	Worksource locations in Renton and Kent seem to be underserved by current bus routes and schedules for those routes. Difficult to make early appointments there by bus.	11/21/2014 3:15 AM
274	Libraries	11/20/2014 11:59 PM
275	None in particular	11/20/2014 10:06 PM
276	Laurelhurst service frequency has been cut back so severely (1/hr & eliminated on weekends) that it is not feasible to use for work/weekend activities. I'm not able to meet work/family obligations with such infrequent buses. If the buses ran 2/hr and weekends (as they were previously scheduled), I would ride the bus every day. Our neighborhood has many UW students, professors, workers, etc. that would use #25 if it were more frequent. It would cut down on Montlake congestion tremendously. As the 520 bridge project progresses, this will be even more critical.	11/20/2014 10:01 PM
277	King county election office: formerly served by rt 140 but the F does not. Golden Gardens Northwest Trek (pierce transit)	11/20/2014 9:57 PM
278	Lake to Lake along 65th: from Green Lake to Lake Washington/Magnuson Park. All day service from Green Lake to downtown via I-5. Both the 16 and 26 take very long, travelling through either Wallingford, Fremont, and more recently the South Lake Union neighborhood due to the high tech employment there.	11/20/2014 9:40 PM
279	I'll defer to those who are "in the know" about these!	11/20/2014 9:29 PM
280	No	11/20/2014 9:27 PM
281	na	11/20/2014 7:37 PM
282	No, create better connections between light rail and buses first, create direct routes so people do not have to transfer, improve the speed... then we can talk about the little things. you currently have route 14 running on a loop in mt baker where no one gets on or off, that's a major slow down for commuting between Mt Baker station and the Central District along the Jackson street where everyone gets on and off. the bus is slow as it is already, even without the Mt Baker loop.	11/20/2014 6:13 PM
283	community centers	11/20/2014 5:30 PM
284	Please offer more busses around downtown Seattle when there are sports games, the busses are often too crowded to even board during these times, especially to the U-district.	11/20/2014 5:26 PM
285	ALL of these locations should be considered.	11/20/2014 4:52 PM
286	Please don't cut any services to transitional housing programs for homeless folks - many of these are very deliberately placed on bus lines and without public transit they become completely isolating and don't allow people to do the tasks required to become independent.	11/20/2014 4:37 PM
287	We love to take our dog to dog parks. It would be wonderful to have those be a more visible destination.	11/20/2014 4:34 PM
288	Not for me.	11/20/2014 3:34 PM
289	no	11/20/2014 3:25 PM
290	hospitals and medical centers	11/20/2014 3:14 PM
291	none at this time for me	11/20/2014 2:35 PM

292	South Seattle! I think it's really important to maintain routes that run from South Seattle into the heart of the city, especially as housing in central areas becomes more expensive. And keep all of the routes that bring people to social services and healthcare resources such as low-income health clinics.	11/20/2014 1:51 PM
293	No	11/20/2014 12:19 PM
294	The parks near montlake and capitol hill would be nice to take my family to.	11/20/2014 11:16 AM
295	They serve most of my needs now, Thank you!	11/20/2014 11:08 AM
296	improve/add direct services to the stadium district in SODO	11/20/2014 10:24 AM
297	yes. libraries, schools, hospitals, churches	11/20/2014 10:05 AM
298	I wasn't able to get to the Washington State Fair because I don't have a car this year.	11/20/2014 9:48 AM
299	None that I can think of	11/20/2014 9:36 AM
300	Cougar Mountain Park, Issaquah	11/20/2014 9:06 AM
301	Town Hall Seattle All Parks need public transportation access every day.	11/20/2014 7:55 AM
302	n/a	11/20/2014 6:32 AM
303	School is a priority.	11/19/2014 11:20 PM
304	YES! Anywhere where refugee/immigrant and elderly communities need to go should be included!	11/19/2014 10:21 PM
305	Group Health on Capitol Hill. UDistrict. Parks at South Lake Union and Madison Park.	11/19/2014 8:47 PM
306	none except i attend church in kent and it will be going to auburn.	11/19/2014 7:45 PM
307	N/A	11/19/2014 7:35 PM
308	Seatac Airport, Union Station (Seattle) Swedish Providence, Aurora Village Transit Center, Burien Transit Center,Northgate Transit Center, Kent Rail Station, Renton Transt Center.	11/19/2014 5:32 PM
309	Yes I would say low-income needs and work schedules. Cultural events are very important and there is plenty of that in the Seattle area. The traffic on I-5 is nothing short of horrendous!	11/19/2014 5:26 PM
310	No	11/19/2014 5:23 PM
311	The pike market community serves a divers population of low-income and seniors with their food bank, senior center, low-income housing, and daycare/preschool. Lots of students at the UW commute down to that area, and south king county to volunteer in those communities. Many students who do not live on campus have a hard time finding fast efficient commutes to these locations. It's also difficult for members of those communities to easily acces northern seattle.	11/19/2014 5:15 PM
312	Downtown and Capitol Hill encapsulate a lot of my cultural centers.	11/19/2014 5:12 PM
313	Schools, zoo, supermarkets	11/19/2014 5:07 PM
314	DSHS offices, Child Support offices and all of the court houses as well.	11/19/2014 4:29 PM
315	seattle center, golden gardens, the locks, alki beach, discovery park	11/19/2014 4:23 PM
316	Seattle Center, Discovery Park, Seward Park, Magnuson Park	11/19/2014 4:08 PM
317	Seattle Center	11/19/2014 3:56 PM
318	Magnusson Park	11/19/2014 3:50 PM
319	Ravenna/Cowen Park Magnusson Park Carkeek Park Golden Gardens Park Burke Gilman trail links	11/19/2014 3:44 PM
320	Magnuson Park, UW athletic fields.	11/19/2014 3:41 PM
321	Seattle Center/SIFF Uptown Cinema	11/19/2014 3:28 PM
322	West Seattle to airport	11/19/2014 3:09 PM
323	To Upper Fremont from Lower Fremont. Currently there is no easy connection between these two. If you want to bus it, then you have to go Downtown in order to connect to the other bus.	11/19/2014 2:50 PM
324	Tacoma Dome	11/19/2014 2:45 PM

325	N/A	11/19/2014 2:28 PM
326	Century Ballroom in Capitol Hill (social dance venue), Magnusson Park, Golden Gardens.	11/19/2014 2:21 PM
327	NA	11/19/2014 1:11 PM
328	UW Medical Center	11/19/2014 12:52 PM
329	Greenlake park Magnusson park Seward Park Eckstein Community Center Maple Leaf Reservoir park Ida Culver House, Ravenna	11/19/2014 12:49 PM
330	Downtown Seattle St. Anthony's Church	11/19/2014 12:48 PM
331	When the light rail goes to UW, service should also go from that stop throughout campus, both to the main campus (Stevens Way) and to the new developing areas, looping through campus regularly.	11/19/2014 12:18 PM
332	Overcomer Covenant Church, 33415 Military Rd S, Auburn, WA	11/19/2014 12:05 PM
333	I think things like access to court, the detention center, social services should all be easily accessed by the transit system. Certainly other things as referenced in the question are important as well, but what I can think of for now is the basic systems locations.	11/19/2014 11:47 AM
334	Analyze the proximity of easy public transport from low income housing to grocery stores (not including convenience stores).	11/19/2014 11:33 AM
335	More secure bicycle parking by transit centers!! I would ride my bike far more often, but I am worried it will be stolen during the day.	11/19/2014 11:32 AM
336	GREENLAKE PARK WOODLAND PARK ZOO PIKE PLACE MARKET NORTHWEST AFRICAN AMERICAN MUSEUM SEATTLE ASIAN ART MUSEUM VOLUNTEER PARK SAFECO FIELD CENTURY LINK FIELD SPACE NEEDLE	11/19/2014 11:15 AM
337	none I am aware of	11/19/2014 11:09 AM
338	Sammamish Library Marymoor Park Sammamish E3X Teen Center	11/19/2014 10:56 AM
339	Nothing Specific	11/19/2014 10:55 AM
340	University of Washington Lake WA parks Discovery Park Sculpture Park Connections to light rail	11/19/2014 10:45 AM
341	Service to the stadiums is important to me	11/19/2014 10:41 AM
342	None come to mind right now.	11/19/2014 10:40 AM
343	Yes, Senior Congregate Meals Dining sites, libraries, Social Service agencies, low-income housing developments, parks or centers where major community events occur.	11/19/2014 10:28 AM
344	parking lots	11/19/2014 10:27 AM
345	Volunteer Park, Seattle Center, Seattle U, First Hill and low income areas in Central District	11/19/2014 10:21 AM
346	Magnusson Park (and also the low-income and student housing that is located there)	11/19/2014 10:01 AM
347	N/A	11/19/2014 9:26 AM
348	All Senior and low income should be serviced as fully possible.	11/19/2014 9:25 AM
349	increased service to Renton	11/19/2014 9:06 AM
350	Although I don't need this for myself, I believe that it would be beneficial to provide access to social service locations, homeless shelters, etc. to better serve the lower/no income populations. Additionally, I think the ride-free services in the downtown area should be re-instated.	11/19/2014 9:02 AM
351	We should be connecting the urban villages around the city with reliable transit that comes at least every 15 min.	11/19/2014 9:01 AM
352	no	11/19/2014 8:59 AM
353	Provide late night bus service in the entertainment districts of Capitol Hill on Friday and Saturday nights (becoming more common in US, boston is most recent to start)	11/19/2014 8:04 AM
354	Not for me.	11/19/2014 7:38 AM
355	Bartells at Broadway/Union	11/18/2014 10:38 PM

356	Gas Works Park Magnuson Park	11/18/2014 9:11 PM
357	There are shelters and homeless services in the central / south side of the U District.	11/18/2014 9:04 PM
358	Husky Stadium, Safeco Field	11/18/2014 8:55 PM
359	n/a	11/18/2014 8:46 PM
360	I work non traditional hours, and trying to bus anywhere outside of metropolitan area makes it difficult to commute.	11/18/2014 8:35 PM
361	All	11/18/2014 7:57 PM
362	Hugo House on Capitol Hill libraries	11/18/2014 7:51 PM
363	south park elementary school & park , rainier playfield, sea mar medical center, UW medical center, Children's Hospital.	11/18/2014 7:44 PM
364	I don't know of any in particular - I would say just continue to serve dense commercial and residential areas as well as possible.	11/18/2014 7:27 PM
365	Ravenna Magnusson Matthews beach Golden Gardens	11/18/2014 6:57 PM
366	Modify bus service to better serve Jane Addams, a school new as of Sept. 2014.	11/18/2014 6:24 PM
367	Not sure, maybe the numerous retirement homes and event and medical facilities on First Hill. I know there are buses already, but I usually end up walking up there from downtown. It seems a worthy area for a more reliable north-south route.	11/18/2014 6:20 PM
368	Volunteer Park Interlaken Park Arboretum	11/18/2014 6:14 PM
369	All the parks - I'd love to see bikeshare extended out toward Volunteer Park in the summer, and from the University toward Gasworks Park and Fremont along the Burke Gilman.	11/18/2014 6:12 PM
370	Thinking about how many connections people need to make	11/18/2014 5:49 PM
371	Low income areas are in the most need for access to transit, as low income residents are less likely to be able to afford a car & associated costs.	11/18/2014 5:46 PM
372	Queen Anne, Belltown, Fremont	11/18/2014 5:46 PM
373	Polyclinic locations and other clinics (e.g., Group Health, UW Medicine) Greenlake Magnuson Park Discovery Park	11/18/2014 5:45 PM
374	I am not the best person to answer this question to be representative of those groups.	11/18/2014 5:27 PM
375	Seattle Center, Pioneer Square, sports stadium, Husky Stadium,	11/18/2014 5:24 PM
376	Discovery Park and the Arboretum aren't very easy to get to on transit.	11/18/2014 4:39 PM
377	Cal Anderson Park	11/18/2014 4:28 PM
378	Seattle Center University of WA	11/18/2014 4:19 PM
379	You are good thinkers	11/18/2014 3:24 PM
380	UW! Golden Gardens!	11/18/2014 3:22 PM
381	University of Washington	11/18/2014 3:14 PM
382	Lake City has a number of service centers including a library, community center, farmer's market, playgrounds, etc. around 27th Ave. & 125th St. Right now it is connected to Northgate via the 41 bus, but it would be great to connect it to points north as the light rail is built north as well.	11/18/2014 3:12 PM

383	Vashon seniors who are mobility impaired are expected to get off the Access bus at the ferry, get themselves onto the ferry, then wait on the other side for another Access bus. The one time I used it to take my mobility-impaired mother and even more impaired friend to north Seattle, there was so much wait time between the various Access buses (and difficulty in getting them on/off the ferry), that we had only a half hour for the flower show they wanted to attend. I never took them to Seattle again for anything "fun" because it's not worth the effort. Luckily my mother's doctor is on Vashon. I don't know what seniors do who need to go into Seattle for specialists, etc. It's a terrible burden to them that the Access bus cannot take them from Vashon to their final destination--not only in fatigue and effort (if they can even manage it), but in trying to get anywhere in time. I also don't see why Access can't be treated the way VanPools and Metro buses meeting the ferry are treated and allowed to go to the front. We should try to minimize the already tiring and difficult journey for our seniors and disabled. Thanks for listening.	11/18/2014 2:24 PM
384	Com College, community centers. Grocery stores.	11/18/2014 2:17 PM
385	low-income	11/18/2014 2:05 PM
386	university villiage	11/18/2014 1:55 PM
387	Soccer fields around the city. I effectively need a car to reach any of the fields I play at and would appreciate the ability to bus to them.	11/18/2014 1:32 PM
388	All of the above need to have easier and greater access to transportation.	11/18/2014 1:31 PM
389	Not for me specifically.	11/18/2014 1:17 PM
390	GasWorks Park Greenlake magnuson Park	11/18/2014 1:02 PM
391	Alki - in the summer, people used to ride the bus to the beach. I don't know what they do now/ That made the peak zone use very heavy for regular commuters	11/18/2014 12:52 PM
392	Safeco Field, museums, seattle center, beneyoya hall	11/18/2014 12:40 PM
393	The Seattle Art Museum	11/18/2014 12:21 PM
394	Faster transportation to downtown/international district should be a priority. It would greatly increase the amount of time and how often I would visit places in these areas.	11/18/2014 12:09 PM
395	Not sure.	11/18/2014 12:03 PM
396	Major shopping hubs, medical care hubs, downtown	11/18/2014 11:56 AM
397	not sure	11/18/2014 11:52 AM
398	I do not have any specific destinations but I believe pushing for better, more frequent access everywhere would pay off. I would no longer drive if I could rely on public transit.	11/18/2014 11:45 AM
399	N/A	11/18/2014 11:28 AM
400	N/A	11/18/2014 11:25 AM
401	n/a	11/18/2014 11:07 AM
402	Magnuson Park Beacon Hill Park	11/18/2014 11:02 AM
403	no	11/18/2014 10:55 AM
404	None that I can currently think of.	11/18/2014 10:51 AM
405	Consider the Veteran's Administration medical center in analyzing needs. There is not an easy way to get there currently from the U District and other places.	11/18/2014 10:41 AM
406	DEFINITELY FOR SENIOR CITIZENS. WHEN I AM A SENIOR I WOULD LIKE TO WALK AND USE TRANSIT A LOT. THIS WILL REQUIRE SAFE SIDEWALKS, WHICH ARE IN SHORT SUPPLY IN SOME AREAS. TREE ROOTS AND SUCH THAT TEAR UP THE SIDEWALKS ARE A HAZARD.	11/18/2014 10:29 AM
407	N/A	11/18/2014 10:23 AM
408	Seniors	11/18/2014 10:11 AM
409	Zoo, Aquarium, other Seattle attractions or kid-friendly spaces	11/18/2014 9:55 AM
410	Seattle Center	11/18/2014 9:51 AM
411	West Seattle!	11/18/2014 9:49 AM

412	n/a	11/18/2014 9:47 AM
413	All of the above. Also think it's important to include middle and high schools as many students are reliant on public transportation as well.	11/18/2014 9:45 AM
414	No	11/18/2014 9:41 AM
415	Low-income and senior locations	11/18/2014 9:31 AM
416	Just more routes than run East to West/West to East, possibly more service to Georgetown, as it's growing?	11/18/2014 9:27 AM
417	Churchs, Universities,	11/18/2014 9:11 AM
418	The eastern edges of NE Seattle have really bad linkages to transit in most parts of downtown and South Lake Union and require 90 minute trips and multiple bus changes for what is a <6 mile trip.	11/18/2014 8:59 AM
419	Low income areas need better service. South Lake Union needs service at all.	11/18/2014 8:54 AM
420	Magnuson park connections to train via bus	11/18/2014 8:53 AM
421	Museums Libraries Theatres	11/18/2014 8:38 AM
422	Ferry terminal	11/18/2014 8:35 AM
423	NA	11/18/2014 8:25 AM
424	not that would affect me	11/18/2014 8:18 AM
425	none	11/18/2014 7:54 AM
426	yes, senior riders and young children should pay less and event transportation should reflect the times the events run.	11/18/2014 7:48 AM
427	Easier access for transit hubs (better bus service to Black Diamond, WA	11/18/2014 7:45 AM
428	no	11/18/2014 7:44 AM
429	Nope	11/18/2014 7:36 AM
430	There are many cultural and low-income locations in South Seattle along Rainier Ave S that could benefit from more regular 48 & 9 buses during peak hours (morning 6-7am, afternoon 3-5pm)	11/18/2014 7:30 AM
431	No - focus on commutes	11/18/2014 7:28 AM
432	I don't know	11/18/2014 7:12 AM
433	no	11/18/2014 7:10 AM
434	Libraries Northgate Mall Harborview Medical Center Golden Gardens Sports Fields. mAgnusen park	11/18/2014 6:21 AM
435	Mt. Baker Rowing and Sailing Center (Seattle Parks Dept.) 3800 Lk Wa Blvd	11/18/2014 5:48 AM
436	University of Washington, Microsoft Main and West Campuses, Seattle Center, Northgate Mall, Westlake Mall, Pike/Pine/Broadway commercial district, Roosevelt High School, Benaroya Hall, Town Hall, Shorecrest High School, St. Mark's Cathedral, Meydenbauer Center, Redmond High School, Eastlake High School, Skyline High School, Cedarcrest High School, Tolt Middle School, Union Station, Pantages Theater, University of Puget Sound, SeaTac Airport	11/18/2014 1:49 AM
437	Shuttle for UW campus, Greek Row, the Ave, 45th, link stations (Brooklyn station AND University of Washington station), IMA and IMA field 1 and Husky Stadium. FIND A WAY TO MAKE THIS WORK! Students have to keep changing buses and an average trip can sometimes take up to 25 minutes to cover 2 miles across.	11/17/2014 11:36 PM
438	It will be great if there is a bus stop next to the "Washington Park Arboretum" so that there won't be a traffic load near that area since there are always so many cars during the weekends	11/17/2014 11:34 PM
439	no	11/17/2014 11:33 PM
440	Downtown, City Hall, Court offices Universities Hospitals	11/17/2014 11:16 PM
441	Cultural Institutions, libraries, universities	11/17/2014 11:00 PM

442	Tent City host locations, they are always changing, but serving them is crucial for helping their ability to move out of homelessness	11/17/2014 10:50 PM
443	-	11/17/2014 10:36 PM
444	schools	11/17/2014 10:27 PM
445	The Community Doctor, (on 19th Ave E and Mercer? a location near my home is always very busy and when taking the 43, 48 and 12 bus I often find people stopping there. I know it is also near other community services, including WIC.	11/17/2014 10:22 PM
446	It would be great if a bus went past 36th/55th Street NE, past the Children's hospital and University Village and then turned left after the U-Village stop and went past the husky stadium to stop outside the link light rail stop. This would be a more efficient way to get to the city center and airport for people that live in the area if they could switch to the light rail from the bus, but definitely keep the 65 bus going up the hill onto campus! Perhaps another bus # could be used to create a route that goes past the stadium light rail stop.	11/17/2014 10:15 PM
447	sakya monastary in greenwood	11/17/2014 10:02 PM
448	Not that are within my needs.	11/17/2014 10:01 PM
449	See above. It's important that people be able to get to medical services and to public parks.	11/17/2014 10:00 PM
450	Not that I am aware of, but there likely are.	11/17/2014 9:59 PM
451	nah	11/17/2014 9:44 PM
452	Evergreen Hospital, Totem lake transit center	11/17/2014 9:33 PM
453	Discovery Park, not sure of any others though.	11/17/2014 9:29 PM
454	theaters (paramount, 5th Avenue) Arboretum Woodland park zoo	11/17/2014 9:28 PM
455	no	11/17/2014 9:18 PM
456	Parks! Especially in the summer, it would be really great if there were some special summer-time routes to popular but not-central destinations like Golden Gardens and Magnusen. There is some service now but it is not very frequent and sometimes ends early in the evening. It is a bit of a walk from the entrance of Magnusen to most of the park so a loop within the park would be good in that case. Parking is often tight at parks and many of the people who would like to use them (young people, babysitters, tourists) may have limited access to cars. It is also important that buses that service hospitals have stops close to the entrances and don't drop passengers at the bottom of a hill.	11/17/2014 9:14 PM
457	Direct Connections from Homes in NE Seattle to the new Link Station at Husky Stadium. Use E1 Parking lot or Mason Rd to avoid traffic on Montlake Blvd.	11/17/2014 9:09 PM
458	No	11/17/2014 9:08 PM
459	the university of washington medical center uses the shoreline conference center for many of the nursing continuing education conferences- I don't attend because the bus service is so inconvenient and the parking is horrible. That might be a place for you to consider the service.	11/17/2014 9:03 PM
460	Focus on areas with poor parking: Downtown, Capital Hill, central Ballard, Golden Gardens Park.	11/17/2014 8:42 PM
461	None that I can think of.	11/17/2014 8:26 PM
462	University of Washington Washington Arboretum Pike Market	11/17/2014 8:18 PM
463	no	11/17/2014 7:59 PM
464	Yes, low income and social service needs should be included	11/17/2014 7:57 PM
465	No	11/17/2014 7:54 PM
466	Social service locations and low income riders	11/17/2014 7:50 PM
467	No	11/17/2014 7:48 PM
468	No	11/17/2014 7:43 PM
469	no	11/17/2014 7:38 PM
470	University of Washington.	11/17/2014 7:37 PM

471	Not that I'm aware of.	11/17/2014 7:36 PM
472	Not as far as I'm concerned, personally. But I believe that for other students and patrons of the transit system, most all social service locations and senior services should definitely be included.	11/17/2014 7:16 PM
473	I am not sure.	11/17/2014 7:14 PM
474	international district (downtown seattle)	11/17/2014 7:14 PM
475	University District	11/17/2014 7:08 PM
476	We need more service to the seattle ferry terminal	11/17/2014 7:05 PM
477	None come to mind.	11/17/2014 6:43 PM
478	No	11/17/2014 6:36 PM
479	Shopping	11/17/2014 6:22 PM
480	Yes.	11/17/2014 6:19 PM
481	all the city parks	11/17/2014 6:09 PM
482	Yes.	11/17/2014 6:06 PM
483	Carkeek park, the closest regularly running bus to the north side of it is about two miles away	11/17/2014 5:55 PM
484	Of course! Especially low-income and senior service locations.	11/17/2014 5:44 PM
485	Definitely food banks, schools, public libraries, shelters of all kinds--these are places people who rely on the bus for transportation need to go on a daily basis	11/17/2014 5:36 PM
486	I don't frequent any of these type of locations, so I can't say.	11/17/2014 5:21 PM
487	My nearest bus stop on the 44 route is the closest bus stop to the zoo, which makes it a convenient destination.	11/17/2014 5:18 PM
488	Community Centers and Libraries	11/17/2014 5:15 PM
489	Getting to parks and night life (avoids drunk driving) is helpful.	11/17/2014 5:05 PM
490	East african center of services jefferson comm park, va hospital	11/17/2014 5:05 PM
491	Golden Gardens	11/17/2014 5:00 PM
492	U.W. Edmundson Pavilion Carkeek Park Discovery Park	11/17/2014 4:57 PM
493	The Link Light Rail stations at Rainier Beach, Othello Station, Columbia City, and Beacon Hill all connect to significant cultural, religious, and low-income destinations. An additional Link Light Rail station should be added at S. Graham St. Additional "feeder" buses should run frequently (every 15 min. during peak hours) East and West Bound, to connect Link Light Rail stations with Rainier Ave. S., Seward Park Ave. S., Mt. Baker, and Beacon Hill. That would significantly increase ridership and make Link Light Rail a viable option for those of us living in Southeast Seattle who commute daily to the University of Washington, including students and employees.	11/17/2014 4:54 PM
494	I defer to the social service providers.	11/17/2014 4:53 PM
495	I would like to be able to go to the Queen Anne, Seattle Center area for movies, cultural events, without having to go downtown first.	11/17/2014 4:51 PM
496	no	11/17/2014 4:48 PM
497	N/A	11/17/2014 4:47 PM
498	White Center, Burien, and the International District	11/17/2014 4:43 PM
499	Maybe the ability to get to gas works park more easily if you're on the other side of the campus near sand point	11/17/2014 4:35 PM
500	Magnuson Park would be very nice for transit users if possible.	11/17/2014 4:28 PM
501	no	11/17/2014 4:21 PM

502	Hospitals, nursing homes, and schools should be included to relieve congestion and enable access to transportation for those with limited means or lack of license.	11/17/2014 4:09 PM
503	On the weekends young people go out and drink and club. The busses should run on the weekends past 2 am to accomodate them and prevent drinking and driving.	11/17/2014 4:09 PM
504	Magnuson has lost the route 30 it seems. It is difficult to attend a play and just miss a bus then have to wait 30 minutes for the 75. I just did that on November 9th just missed the 75. Dithered over walking to see if the 30 was running - no - dithered - and decided to walk home to 25th NE and NE 70th and just missed the 71 which I had forgotten was a back up back up option. It was quite a walk. Seattle Center is kind of a pain to get home from in the evening. I gave up my subscription to Book-it because I was tired of long waits and trying to figure out where stops were changed to.	11/17/2014 4:08 PM
505	Parks is a nice idea. All major theaters and similar venues.	11/17/2014 4:07 PM
506	Seattle Animal Shelter (Queen Anne) Regional Animal Services of King County (Kent, WA) Seattle Humane Society (Bellevue, WA)	11/17/2014 4:02 PM
507	Quicker access around Seattle, to and from eastside, quicker route between Redmond/Bellevue/Kirkland.	11/17/2014 4:01 PM
508	Bailey-Boushay House	11/17/2014 3:59 PM
509	Franciscan Senior Home at 15327 21st street, SW, Burien, Wa.	11/17/2014 3:58 PM
510	yes, I would hope that you would include areas where people who might rely more heavily on bus service live.	11/17/2014 3:56 PM
511	Richard Hugo House on Capital Hill (also near Cal Anderson Park) Golden Gardens/Ballard Locks	11/17/2014 3:53 PM
512	No	11/17/2014 3:49 PM
513	commuter lanes on I5 between Northgate and University of Washington	11/17/2014 3:47 PM
514	There are many senior citizens in Ballard that rely on metro transit. With the cancellation of the 61, it severely limits their transportation options to other parts of the city.	11/17/2014 3:46 PM
515	Not that I know of.	11/17/2014 3:45 PM
516	Should consider easier access to lower Capitol hill, nearest bus to me now almost 1/2 mile away either at Denny or up the hill at Broadway	11/17/2014 3:44 PM
517	Seattle Asian Art Museum in Volunteer Park	11/17/2014 3:42 PM
518	N/a	11/17/2014 3:35 PM
519	For the love of all that is good, please make it easier to travel from east to west across the city. It takes over an hour and a bus transfer to get from our place in Lake City to the Woodland Park Zoo. By car, it is a 15 minute drive!	11/17/2014 3:34 PM
520	Northgate Transit Center, First Hill, Capitol Hill, and South Lake Union.	11/17/2014 3:33 PM
521	Low-income service locations should be included, as metro is often the primary mode of transportation for low income people.	11/17/2014 3:32 PM
522	I would like more buses later in the evening in residential areas, as I visit family's homes to tutor them but many buses stop running late at night so it is difficult for me to get to these places, and then it is difficult for me to get home.	11/17/2014 3:31 PM
523	Not that I know of	11/17/2014 3:28 PM
524	Parks and schools and community centers Family planning centers Grocery stores	11/17/2014 3:27 PM
525	I'm happy with everywhere transit goes right now.	11/17/2014 3:27 PM
526	none	11/17/2014 3:23 PM
527	senior housing and churches, low income areas that can help people mobilize better	11/17/2014 3:22 PM
528	Definitely maintaining low-income access, improving east-west options	11/17/2014 3:17 PM
529	Sammamish city center	11/17/2014 3:16 PM
530	Uw gym	11/17/2014 3:12 PM

531	Bridal trails. I live in bridal trails, and my bus access is not very good, I have to go all the way to the SKP&R to get a bus, the bus closest to me, the 249, was cut back.	11/17/2014 3:11 PM
532	Husky Stadium	11/17/2014 3:09 PM
533	Easier access to SafeCo to/from Lower Queene Anne for games.	11/17/2014 3:09 PM
534	I recall hearing that the bus line to the VA hospital was going to be cut. It's imperative that our transit connects us to healthcare. I'd also like to use transit to access all the great parks we have in this area. Taking the bus to an urban hike is great!	11/17/2014 3:08 PM
535	I don't know because I am don't live in Seattle and am not familiar	11/17/2014 3:08 PM
536	Myrtl Edwards Park	11/17/2014 3:06 PM
537	Not that I'm aware of.	11/17/2014 3:06 PM
538	Local libraries, food banks	11/17/2014 3:04 PM
539	Not at this time.	11/17/2014 3:04 PM
540	Discovery Park, Alki Beach, Ravenna Park, Greenlake,	11/17/2014 3:02 PM
541	Drop-off points in downtown Bellevue, Seattle, or Tukwila could be useful but a direct or express bus would be fine, as this is a work commute for me.	11/17/2014 3:02 PM
542	Very Important: I-405 - Exit 7: There is a great need for this area to have access to bus service. There are many apartments, condominiums, houses, shops, eateries, childcare services, Seahawks Stadium, and in this area. But no bus service is available. People who do not have personal transportation, have no way to get to a bus unless they walk to Exit-9 or Exit-6 that are 1 1/2 or 2 miles away. Many buses pass on the freeway by this Exist-7. At least if there is a connecting small bus that shuttles between the Exit-7 area and Exit-9 and Exit-6 that will be greatly benefited.	11/17/2014 3:01 PM
543	No	11/17/2014 2:59 PM
544	Unsure	11/17/2014 2:59 PM
545	Greenlake park, Alki Beach, Magnuson Park, Jefferson Park, Marymoor Park	11/17/2014 2:58 PM
546	to where the Comcast drop off equipment box is	11/17/2014 2:55 PM
547	Asian Counseling and Referral Service Chinese Information and Service Center	11/17/2014 2:47 PM
548	Carkeek Park	11/17/2014 2:41 PM
549	None that I am aware of	11/17/2014 2:40 PM
550	There should be more forms of transportation available in the U-District during UW Husky football games.	11/17/2014 2:40 PM
551	No	11/17/2014 2:36 PM
552	I'm very pro transit. I mean send the busses everywhere.	11/17/2014 2:36 PM
553	none	11/17/2014 2:35 PM
554	not sure	11/17/2014 2:32 PM
555	No	11/17/2014 2:31 PM
556	Seattle Center	11/17/2014 2:31 PM
557	There needs to be better service to Madison & Minor, there are a lot of hospitals and medical services in that area. For instance, a bus that went from UW to Cap Hill and then to Madison and then downtown would be great. Another idea would be a bus that went along Bellevue on Cap Hill all the way to Madison.	11/17/2014 2:29 PM
558	Not in my opinion. I only want to go from home to work and back as quickly as possible. I rarely use transit for any other trips.	11/17/2014 2:29 PM
559	The important thing is to make sure that all parts of the city are accessible by bus	11/17/2014 2:29 PM
560	People from the North End and Eastside will want buses that get us to the light rail stops, so we can continue on to the airport.	11/17/2014 2:27 PM

561	No	11/17/2014 2:22 PM
562	No comment.	11/17/2014 2:19 PM
563	The zoo	11/17/2014 2:18 PM
564	n/a	11/17/2014 2:17 PM
565	Getting to the Seattle Center and Queen Anne from U district due to the route change takes much longer than before; it used to take about 30 minutes, but it can take as long as 50 minutes. It affects my interest in attending more cultural events happening in the Queen Anne area tremendously.	11/17/2014 2:16 PM
566	Discovery Park!	11/17/2014 2:16 PM
567	Seattle Center, Town Hall, Benaroya Hall--it would be very helpful to have better connections to and from these places (especially the first two), or at least more frequent busses from the U District northbound to NE 80th St & 25th Ave NE, again especially at night.	11/17/2014 2:15 PM
568	University of Washington Gasworks Park	11/17/2014 2:14 PM
569	No	11/17/2014 2:14 PM
570	University of Washington Medical Center - providing better 3rd shift (11:30 pm) options home	11/17/2014 2:11 PM
571	No, during the workweek, I am going to work-related conferences and meetings	11/17/2014 2:10 PM
572	International District	11/17/2014 2:09 PM
573	Yes. The East hills (overlooking 509/99) as well as the neighborhoods East of 35th Ave SW, and south of Westwood shopping center in West Seattle/Burien are severely under-covered.	11/17/2014 2:07 PM
574	Favorite south-end parks are Kubota Gardens, Seward Park, and Lakeridge Park.	11/17/2014 2:07 PM
575	None that I can think of.	11/17/2014 2:06 PM
576	I think University of Washington should have more direct routes. I know the route from Magnolia is slated to end soon but due to the unique location of Magnolia it's very hard to go anywhere easily and it would be a real loss to commuters if that route went away.	11/17/2014 2:06 PM
577	For my transit needs, no	11/17/2014 2:05 PM
578	Travel from east to west is uneven throughout the city, not the least for the north end. One cannot help noticing, additionally, that many routes make use of (very) expensive, new buses -- this despite "cutbacks" -- while the perennially busy and often crowded 44 and 43 lines frequently smell of urine; these and other trolley lines seem to operate as though part of an entirely different transit system entirely: Many drivers, conducting themselves in the most professional manner, given the conditions, are eclipsed by a few, remarkably hostile drivers who drive just a bit too aggressively, especially given the slightly dilapidated condition of these old, electric buses. It's almost enough to make one want to resume driving, just to avoid being shaken to death in the back of an oscillating turnip truck.	11/17/2014 2:04 PM
579	Not until I'm a senior (in 50 years). Then I'll be complaining how me at a young age never put down "my senior home" in this form. Then again, in 50 years, I hope there will be hover-boards and flying cars and whatnot.	11/17/2014 2:04 PM
580	South Seattle specifically Skyway. You have to take a bus just to get onto the light rail and there are no park and rides for the light rail around that area.	11/17/2014 2:04 PM
581	North Acres Park Ingraham High School	11/17/2014 2:04 PM
582	Parks - Arboretum park and Madison Park Beach	11/17/2014 2:03 PM
583	I do not feel there are any routes that I need for these reasons but support their expansion and use for others.	11/17/2014 2:02 PM
584	golden gardens	11/17/2014 2:00 PM
585	Seattle Center Seattle Water Front	11/17/2014 2:00 PM
586	I'm not sure.	11/17/2014 2:00 PM
587	Not that I know of	11/17/2014 2:00 PM
588	I don't know.	11/17/2014 1:58 PM
589	Beacon Hill, Jefferson Park, Chinatown, Pioneer Square	11/17/2014 1:56 PM

590	Schools and parks all need nearby stops! Neighborhood business and service areas need stops too.	11/17/2014 1:54 PM
591	12th Ave Arts Center	11/17/2014 1:54 PM
592	Hospitals	11/17/2014 1:53 PM
593	International District Airport	11/17/2014 1:53 PM
594	no	11/17/2014 1:53 PM
595	no	11/17/2014 1:52 PM
596	In general, east-west service is much more difficult than north-south along the I-5 corridor.	11/17/2014 1:50 PM
597	There are significant difficulties travelling East-West in Seattle that isolates neighborhoods	11/17/2014 1:50 PM
598	no	11/17/2014 1:50 PM
599	Seward Park, Kubota Gardens, Lake Washington Arboretum, Rizal Park	11/17/2014 1:49 PM
600	Discovery Park, UW	11/17/2014 1:49 PM
601	Right now it is difficult to get to McCaw Hall and the Seattle Center in general via transit.	11/17/2014 1:47 PM
602	No	11/17/2014 1:47 PM
603	I'm not sure	11/17/2014 1:47 PM
604	Not any that I know about	11/17/2014 1:45 PM
605	I am not aware of any, but I am sure there are some.	11/17/2014 1:45 PM
606	St. Mark's Cathedral on 10th Ave E and St. James Cathedral at 9th and Marion (many low-income people consider attending these churches very important and so public transit access is a must)	11/17/2014 1:44 PM
607	Northgate	11/17/2014 1:43 PM
608	More seats on light rail.	11/17/2014 1:42 PM
609	Not Sure	11/17/2014 1:42 PM
610	Yes,- the University of Washington Medical Campus at South Lake Union	11/17/2014 1:41 PM
611	University of Washington	11/17/2014 1:41 PM
612	not that come to mind	11/17/2014 1:41 PM
613	Folklife Festival, UW campus Link station	11/17/2014 1:40 PM
614	Magnuson Park area to University District	11/17/2014 1:40 PM
615	No	11/17/2014 1:40 PM
616	Yes, children should ride free on weekends - Sabbath and Sunday. Any park, temple, church and cultural location, shelter, food bank, Y or other social service agency should have a good, reliable public transportation that works on weekends as well as during the work-week. Don't cut any more bus routes - what's happening in Seattle today is completely backwards!	11/17/2014 1:39 PM
617	No	11/17/2014 1:39 PM
618	HOSPITALS! I was traveling via bus from Eastlake & Mercer to the hospitals on First Hill quite a bit when I broke my leg a few years ago. The free ride area used to end just outside where all the hospitals are, and I would often see people with disabilities or physical restrictions get off the bus when the free ride area ended and try to make their way up the rest of the hill on foot/wheelchair. Now that the free ride area is gone altogether, it is disheartening to think about what all these people do to get to the hospital/services in the area.	11/17/2014 1:38 PM
619	No	11/17/2014 1:37 PM
620	The service around McCaw Hall is dismal! With the construction in that area driving and parking is a nightmare and I much prefer transit but sadly there is not much convenient access using transit.	11/17/2014 1:37 PM
621	No	11/17/2014 1:37 PM

622	No	11/17/2014 1:35 PM
623	no	11/17/2014 1:34 PM
624	Foodbanks and Libraries.	11/17/2014 1:33 PM
625	There need to be more cross-town options. It is easy to go north/south in Seattle but it is not always easy to go east/west.	11/17/2014 1:33 PM
626	No	11/17/2014 1:33 PM
627	None that I know of	11/17/2014 1:32 PM
628	UW - IMA (Intramural Athletics Building) @ 3924 Montlake Blvd NE (I normally bus commute except on days I want to go to IMA, then I drive because there is no bus service from UW Tower on Brooklyn and 45th.	11/17/2014 1:32 PM
629	The transit center (link light rail) U District location is close to a Presbyterian and Non-denominational churches. As well as others around, so I think that's pretty good. Travel between UW campus and possibly Seattle Central might be good? I rarely ever go to Cap Hill because it's so far out of my way, it would be awesome to go more frequently where there are shops and bars unique to the Hill.	11/17/2014 1:32 PM
630	none	11/17/2014 1:31 PM
631	It is NOT easy to get to the Seattle Center from the UDistrict (have to take multiple buses) It sure would be nice to have one route that ran between the 2 places	11/17/2014 1:31 PM
632	None	11/17/2014 1:31 PM
633	Please include social services and senior assistance when revising routes	11/17/2014 1:30 PM
634	Getting to the lake and the canal and to gas works would be really great for everybody. We have an amazing backyard playground right in the neighborhood so access should be simple, fare and frequent.	11/17/2014 1:29 PM
635	Magnuson COMMUNITY	11/17/2014 1:29 PM
636	Central district	11/17/2014 1:29 PM
637	I have been happy with the service, and apps like one bus away have helped a lot with wait times.	11/17/2014 1:28 PM
638	Seattle Center, UW, airport	11/17/2014 1:28 PM
639	Easier access to UW. Not everyone has classes at 8am or wants to leave that early	11/17/2014 1:27 PM
640	Yes, churches, libraries, schools/universities, gathering venues such as parks and community centers, also, timing of service should always be considered, such as sending additional buses and trains to the stadiums before/after sporting events.	11/17/2014 1:26 PM
641	none.	11/17/2014 1:26 PM
642	efficient transportation to/from UW to suburbs is important	11/17/2014 1:26 PM
643	Seward Park. There is only one bus that goes into Seward Park and that neighborhood. Also, another bus along MLK would be amazing and very useful. More local service to Lynnwood all along 99 would be useful. There are not many routes that go all along 99. They stop before getting to Lynnwood.	11/17/2014 1:25 PM
644	For me, no.	11/17/2014 1:24 PM
645	Not for me.	11/17/2014 1:24 PM
646	local live theaters.	11/17/2014 1:23 PM
647	Greenlake Park, Volunteer Park, Madison Beach Park	11/17/2014 1:22 PM
648	Yes, all of the parks I listed above, in truth most parks should be able to be accessed via public transit	11/17/2014 1:21 PM
649	Benaroya, Paramount, 5th Ave Theater, Seattle Center	11/17/2014 1:20 PM
650	Cultural Venues: Seattle Center (Opera, Ballet), Lower Queen Anne (On the Boards), University District (Meany Hall, Burke Museum, Henry Art Gallery, Ceramic Metal Arts Building (East Campus)	11/17/2014 1:20 PM
651	No	11/17/2014 1:19 PM
652	low-income	11/17/2014 1:17 PM

653	none to report	11/17/2014 1:16 PM
654	Food banks.	11/17/2014 1:16 PM
655	University of Washington Academic Campus (Seattle) Magnuson Park Nordic Heritage Museum Arboretum UW Waterfront Center	11/17/2014 1:16 PM
656	Hindu temple in Bothell	11/17/2014 1:16 PM
657	Hospitals and educational centers.	11/17/2014 1:16 PM
658	no	11/17/2014 1:15 PM
659	Downtown and SeaTac will be huge additions when this connection has been completed. Getting service by bus from either Husky Stadium or elsewhere in the U District will be critical. Bus service to sporting events (cultural?) seems quite nice - compliments on the Northgate and Husky Stadium stops for Husky games! I sometimes to go Discovery Park; this seems out of the question by bus from my neighborhood.	11/17/2014 1:14 PM
660	Access to downtown, the universities and colleges, the major parks (such as Volunteer Park) and the community centers associated with the parks, as well as the Arboretum, should be possible for all citizens, particularly handicapped, senior and low-income.	11/17/2014 1:14 PM
661	Getting to the Seattle waterfront would be nice, also West Seattle.	11/17/2014 1:13 PM
662	Chinatown.	11/17/2014 1:11 PM
663	UW Campus	11/17/2014 1:11 PM
664	The locations of events I attend are at different locations for each occasion, generally.	11/17/2014 1:10 PM
665	I DO think it is important to include service agencies that reach those populations to reach out and ask about changes in city transportation. City transportation should be running so well that most people will decide to use that instead of driving around. Libraries and parks are top priorities on my list. Those should be accessible!	11/17/2014 1:09 PM
666	Cherry Hill Swedish Medical	11/17/2014 1:09 PM
667	N/A	11/17/2014 1:08 PM
668	Chinatown for food and appliances	11/17/2014 1:08 PM
669	none	11/17/2014 1:07 PM
670	Better transit to parks would be nice!	11/17/2014 1:07 PM
671	UW	11/17/2014 1:07 PM
672	St. James Cathedral Maybe look at getting people with very limited functioning in wheel chairs into Access systems so they do not mess up the Quick Commutes. Not trying to discriminate but it can be disruptive and less efficient. Also, routes to places for people undergoing chemo and radiation, especially for people who are no longer able to drive.	11/17/2014 1:05 PM
673	St. James Cathedral is a big one. I also think being able to easily access the Sound coast (like Golden Gardens beach) would be nice.	11/17/2014 1:05 PM
674	School (UW, UWMC, HMC)	11/17/2014 1:05 PM
675	Parks would be great! It would be nice to get to Magnuson Park (near the dog park especially) easily from Capitol Hill. Gasworks park as well.	11/17/2014 1:05 PM
676	None that I can think of	11/17/2014 1:05 PM
677	no	11/17/2014 1:05 PM
678	N/A	11/17/2014 1:04 PM
679	Seattle downtown area cultural-museum, theater, Pioneer Square Seattle Center Fred Hutch/Eastlake	11/17/2014 1:03 PM
680	Gas Works Park, Kerry Park	11/17/2014 1:03 PM
681	Yes, making sure there are plenty of stops that are in the Central District or Capitol Hill areas.	11/17/2014 1:02 PM

682	The 167 only runs a few times a day and it is nearly impossible to find a seat on that bus and still it's planning on being cancelled come 2016. It is absolutely absurd for the people who live in Renton (a lower-income city say than Kirkland or Bellevue) struggle to find adequate metro transportation for our needs while we watch other buses and individuals pass by regularly and able to get home in a much more pleasant manner.	11/17/2014 1:01 PM
683	I'd love to see bus service accommodate those in need without succumbing to the NIMBY groups. For those struggling to make ends meet it means so much to not have to walk 20 minutes, or stand around outside for 20 minutes to get to their jobs. I'd gladly sacrifice my service in the Maple Leaf neighborhood to be sure there is good service in other communities that need it more.	11/17/2014 1:00 PM
684	Yes, recently, cuts were made to route 27. It doesn't operate on the weekends, and it doesn't operate between 9-3 on weekdays! This greatly affects the low income neighborhood residents who heavily rely on the 27 to take them downtown and other parts of Seattle. Please consider..	11/17/2014 12:59 PM
685	Increased quick and convenient access to the airport, museums, the theaters and symphony.	11/17/2014 12:59 PM
686	No.	11/17/2014 12:59 PM
687	None that I can think of.	11/17/2014 12:58 PM
688	It would be great to have more public transportation access to parks with significant outdoor hikes.	11/17/2014 12:58 PM
689	Decibel, Fireworks, NYE, Halloween, Gay Pride	11/17/2014 12:58 PM
690	No	11/17/2014 12:57 PM
691	Bethany Community Church Green Lake Presbyterian Church	11/17/2014 12:56 PM
692	University of Washington	11/17/2014 12:56 PM
693	Yes, but I don't have specific needs in these categories.	11/17/2014 12:55 PM
694	I commute from north Capitol Hill to the UW by car, bike, walking, or bus (49 or 70); I use the express buses to downtown. I sometimes use Amtrak to Portland....bus access to the King Street Station is not particularly easy with luggage.	11/17/2014 12:55 PM
695	UW	11/17/2014 12:55 PM
696	UW campus congestion.	11/17/2014 12:55 PM
697	Libraries, schools and hospitals	11/17/2014 12:55 PM
698	Seattle Center	11/17/2014 12:55 PM
699	No.	11/17/2014 12:54 PM
700	not sure	11/17/2014 12:54 PM
701	car repair shops, Pioneer Square	11/17/2014 12:54 PM
702	community centers, downtown, university district, libraries, zoo, husky stadium, safeco field	11/17/2014 12:53 PM
703	I can't think of any.	11/17/2014 12:52 PM
704	parks, hospitals, and libraries	11/17/2014 12:51 PM
705	I think all of the above will be important in meeting the needs of community.	11/17/2014 12:51 PM
706	Significant destinations should include access to medical services. I frequently see patients and medical staff on the bus.	11/17/2014 12:50 PM
707	Not beyond the areas I noted above	11/17/2014 12:50 PM
708	None	11/17/2014 12:50 PM
709	I'm not sure, I'm fairly new to Seattle	11/17/2014 12:49 PM
710	Gasworks, Alki Beach, Burke Museum, WA Arboritum, Seattle Water Front, Discovery Park, Karkee park	11/17/2014 12:49 PM
711	no	11/17/2014 12:49 PM
712	High student population in peak hours in U-district. The usual.	11/17/2014 12:49 PM

713	Commute to Magnuson Park and NOAA/PMEL from downtown in the morning (ie make the 74X run both ways during peak hours)	11/17/2014 12:48 PM
714	Lake Union Park	11/17/2014 12:48 PM
715	UW, first hill hospitals, train station	11/17/2014 12:48 PM
716	More park service would be ideal!	11/17/2014 12:46 PM
717	Some mentioned above.	11/17/2014 12:45 PM
718	The only thing I can think of in this category is more bus stops near the Interurban Trail. I frequently walk on it from the Lynnwood Transit Center to 208th and Hwy 99, and sometimes it would be nice to take a bus back!	11/17/2014 12:45 PM
719	Make sure people can get to and from grocery stores (big and little), hospitals, libraries, university and other school campus, etc.	11/17/2014 12:45 PM
720	n/a	11/17/2014 12:44 PM
721	Green Lake Park	11/17/2014 12:44 PM
722	More direct routes between neighborhoods, i.e. Beacon to Capitol Hill (better than the serpentine, slow 60).	11/17/2014 12:44 PM
723	Low income.	11/17/2014 12:44 PM
724	Magnuson Park low income housing	11/17/2014 12:44 PM
725	NA	11/17/2014 12:43 PM
726	N/A	11/17/2014 12:43 PM
727	N/A	11/17/2014 12:43 PM
728	Maple Leaf Reservoir Park (Roosevelt); Ace Hardware Store Roosevelt/Maple Leaf; Maple Leaf Pharmacy Roosevelt Way and ~90th; Northgate Mall; Northwest Hospital; Home Depot/Washelli Cemetary; The YMCA on Aurora; Costco on Aurora; Magnuson Park & Events Center (65th & Sandpoint Way NE), Children's Hospital (CHPMC), UWMC Hospital; Husky Stadium/Waterfront Activities Center; UW Arboretum/Japanese Gardens, Montlake; Seward Park; University Village on 25th NE; Lake City Way; Matthews Beach on Sandpoint Way NE; Fred Meyer in Lake City (35th St.); Lake City Library; Roosevelt Way Library; Shoreline Library; Seattle Center; EMP; Macy's downtown; Opera House; downtown Piers and Ivar's; Seattle International district; Greyhound bus station;	11/17/2014 12:42 PM
729	All hospitals, all senior housing centers, libraries, and low-income housing projects should have access.	11/17/2014 12:42 PM
730	NA	11/17/2014 12:42 PM
731	No	11/17/2014 12:42 PM
732	Golden Gardens park	11/17/2014 12:41 PM
733	Greenlake Park.	11/17/2014 12:41 PM
734	University of Washington Medical Center	11/17/2014 12:41 PM
735	N/A	11/17/2014 12:41 PM
736	Not that I am aware of. I think it is most important to do analysis of where your riders live and work to see the best way to streamline commuting.	11/17/2014 12:40 PM
737	University of Washington, University of Washington Medical Center, Swedish Hospital, Polyclinic locations, Swedish Physicians locations, UW Physician locations. Seattle Public Libraries, King County Public Libraries.	11/17/2014 12:40 PM
738	University of Washington - a large portion of its working staff relies on Metro bus.	11/17/2014 12:40 PM
739	Downtown Alki Ballard	11/17/2014 12:40 PM
740	It's much easier to get TO Seattle Children's than to get back FROM there. For some reason, several of the busses only seem to run going east..	11/17/2014 12:40 PM
741	Green lake and Amazon's new headquarters. The E-Line is ALWAYS packed.	11/17/2014 12:40 PM
742	yes, the big parks: Discovery, Lincoln, Arboretum	11/17/2014 12:40 PM

743	Seattle Symphony 1/2 Marathons / Full Marathons, etc.	11/17/2014 12:39 PM
744	Yes	11/17/2014 12:39 PM
745	West Seattle, South Seattle College Route 125	11/17/2014 12:39 PM
746	International District	11/17/2014 12:39 PM
747	I go to city parks nearly every weekend, and always drive, because there are no buses that stop close enough (even the 75 doesn't get you near enough to the main walkway of Magnuson Park). There's no bus to the Union Bay Natural Area from Lake City, nor is there a direct bus to Discovery Park.	11/17/2014 12:38 PM
748	Green Lake to free up limited parking.	11/17/2014 12:36 PM
749	No	11/17/2014 12:36 PM
750	no	11/17/2014 12:35 PM
751	Lake city is a central location to get around from that will need to continue to be accessible as light rail develops.	11/17/2014 12:34 PM
752	You might want to have a frequent shuttle between U Village and the Husky transit station. U Village is very crowded with cars and I have mostly stopped going there because of that. But good transit would cut down on the cars and make it a more pleasant destination.	11/17/2014 12:34 PM
753	Low-income feels important.	11/17/2014 12:34 PM
754	Magnuson Park.	11/17/2014 12:33 PM
755	N/A	11/17/2014 12:32 PM
756	not aware of any	11/17/2014 12:31 PM
757	No	11/17/2014 12:31 PM
758	In general, Rainier Beach, including Upper Rainier Beach and Skyway should be better included in the transit network. People often say the area is served well by transit because of light rail. In fact, light rail serves just some spots in South Seattle since it is located along one side (MLK) and stops are very far apart. There are large residential areas in South Seattle served by only this light rail and 2-3 buses. It is not a safe area to walk or wait at transit stops when dark/late at night, yet it is often necessary to wait up to 30 minutes for a bus. These residential areas should be better connected to the network in general, including northern Seattle and the area's biggest college/university (UW). Although it's possible to get to UW now, it is not at all convenient to do so. It would be nice if there was some express routes so people didn't have to stop in every neighborhood across the entire city or go through downtown to get to such a major education site and employer.	11/17/2014 12:30 PM
759	mom lives in Burien. Difficult for her to get to Capitol Hill for doctor or Bellevue (doctor). would be good for older, seldom drivers that have to leave comfort zones so perhaps park and rides to hospitals. perhaps late night from cultural/sports to park and rides so easier to get home (usually meet someone who drove to get home).	11/17/2014 12:29 PM
760	I don't have particular need to reach these on a regular basis from the U-District.	11/17/2014 12:29 PM
761	Not for me.	11/17/2014 12:29 PM
762	UW to Museum of Flight	11/17/2014 12:29 PM
763	Being able to access parks by public transport would be useful and important (Golden Gardens, Carkeek, Gas Works, Magnusson etc.)	11/17/2014 12:29 PM
764	None that I can think of at this time	11/17/2014 12:28 PM
765	YES, bring back the buses to the fairs: Monroe, Puyallup.	11/17/2014 12:28 PM
766	State Ferry terminal Seattle, Downtown library Seattle, Pike Place Market	11/17/2014 12:28 PM
767	husky stadium century link field Safeco field downtown shopping seattle children's hospital and research institute sites	11/17/2014 12:28 PM
768	No	11/17/2014 12:28 PM
769	Greenlake	11/17/2014 12:27 PM
770	Don't have specific locations but I feel that anything to maximize the mobility of the low-income in seattle would have the most positive impact overall.	11/17/2014 12:26 PM

771	Not that impact me directly.	11/17/2014 12:26 PM
772	Please take volume of passengers and time of day into account. The bus I catch in the morning at International District station is standing room only, often full, after the very first stop. Mid route we either stop picking people up or waste time trying to cram more into an already full bus.	11/17/2014 12:25 PM
773	Working hours of hopsital personel	11/17/2014 12:25 PM
774	Definitely low income areas.	11/17/2014 12:25 PM
775	no	11/17/2014 12:25 PM
776	Not for me.	11/17/2014 12:25 PM
777	UW District	11/17/2014 12:24 PM
778	South Lake Union has changed radically in the last couple of years due to Amazon. More service is needed for all of the new workers. Right now, driving is the best way to get there even though parking is a nightmare. Bus service is "awkward" and during peak hours, you are lucky if you can actually get on a bus because they are so crowded.	11/17/2014 12:23 PM
779	University of Washington	11/17/2014 12:23 PM
780	Just get me around the god awful traffic on the I5.	11/17/2014 12:23 PM
781	Yes, of course these things should be taken into consideration, as should major work places.	11/17/2014 12:21 PM
782	I like when Seahawks game day shuttles have been offered. Would like to see those continued/expanded.	11/17/2014 12:21 PM
783	Medical Centers, such as UWMC - I have always wondered why the 7X buses from downtown don't get people over there.	11/17/2014 12:21 PM
784	The parks along Lake Washington and those on the Puget Sound would be nice to have easy bus routes to (perhaps they already exist, I usually ride my bike whenever possible.)	11/17/2014 12:20 PM
785	All major entertainment venues in the downtown and SODO areas.	11/17/2014 12:20 PM
786	You could start by putting transit back in where you took it away.	11/17/2014 12:20 PM
787	None that I can think of.	11/17/2014 12:20 PM
788	Parks, Commercial centers, Transit hubs. Woodland Park Zoo. Civic Centers (Downtown, Kent, etc)	11/17/2014 12:19 PM
789	Asian Art Museum.	11/17/2014 12:19 PM
790	better bus services to parks, such as Magnusson, Golden Gardens, Gasworks.	11/17/2014 12:19 PM
791	Any of the social services locations should be easily assessable for low-income and homeless people since it is much more difficult for them to get around. Perhaps part of city planning could be to centralize social services near transportation hubs.	11/17/2014 12:18 PM
792	any of those should be considered, as well as routing to reduce everyday general commuting by single cars	11/17/2014 12:18 PM
793	no	11/17/2014 12:18 PM
794	Not for me.	11/17/2014 12:18 PM
795	No more than was given as my answer to the previous question.	11/17/2014 12:17 PM
796	no	11/17/2014 12:17 PM
797	no	11/17/2014 12:17 PM
798	Social service locations MUST be reachable via transit to serve low income riders. However, we can get higher income citizens to buy into transit and support it by having transit go more places they want to go (museums, tourist attractions). Buses and trains are like libraries: They should serve all of us and bring us together.	11/17/2014 12:16 PM
799	Not at this point for me. So far I can access downtown fairly easily, Seattle Center is not at easy as it used to be, but that I think is mostly due to construction around that area, and Metro needing to accommodate it.	11/17/2014 12:16 PM
800	Add bus options to/from Kitsap County to UW	11/17/2014 12:16 PM
801	Light Rail service after midnight	11/17/2014 12:16 PM

802	Hospitals should be accessible by the 2 metro route - Virginia Mason.	11/17/2014 12:16 PM
803	There is not currently an easy way to get to Golden Gardens park on the bus. You can take the 48 to the end of the line, which is above the steps down to the park, but this is a very difficult walk at night (the steps are not lighted at all and it is very easy to fall) or for older people or those with mobility issues. The busses between the U district and downtown, especially on game days and during rush hours, but including random times like Sunday evenings, are always very crowded. Link is going to be amazing when it opens!	11/17/2014 12:15 PM
804	Yes! To and especially inside of Magnuson and Discovery parks and to Golden Gardens. It would be GREAT to have shuttles that go inside of Magnuson/Discovery parks in the summer because the parks are so big. For example, at Magnuson, you get dropped off on the outer edge of the park and it can be a 15-20 minute walk to different parts of it. Additionally, at Golden Gardens after like 6 pm, even in the summer, you have to walk up the 900 stairs to the 48, which is arduous. I wish there was extra, special service in the summers.	11/17/2014 12:15 PM
805	Museums, Discovery, Magnuson, Woodland, Green Lake parks, Woodland Park Zoo, Waterfront	11/17/2014 12:15 PM
806	Absolutely! But METRO probably already has those down, as the bus routes typically have been set up to accommodate access to hospitals, county service centers, etc ... That is why some routes are heavily loaded with folks one might prefer not to have sitting next to them during a commute.	11/17/2014 12:15 PM
807	none	11/17/2014 12:15 PM
808	SEA-TAC airport, Green Lake, public libraries	11/17/2014 12:14 PM
809	4315 South Holly Street Seattle, Washington 98118 and China Town	11/17/2014 12:14 PM
810	Seattle Center	11/17/2014 12:14 PM
811	Magnuson Park MOHAI	11/17/2014 12:14 PM
812	The big concern that I have is that the lightrail opening on Capitol Hill will push rents even higher as it becomes an even more appealing place to live, and that anywhere else I move will have worse transit options for getting to UW.	11/17/2014 12:13 PM
813	Kirkland Perfc. Center Edmonds Center for the Arts Shoreline Community Center (& Pool)	11/17/2014 12:13 PM
814	n/a	11/17/2014 12:13 PM
815	You should run all light rail and bus lines more often, a minimum of every 15 minutes, even at off-peak hours. Over the long term, this will increase ridership and help reduce traffic congestion in the area.	11/17/2014 12:12 PM
816	VA. Right now, due to construction, almost all of the stops require a walk. There are a number of those either senior or with disabilities whose needs don't quite reach that of receiving Access services but struggle if they have to walk too far.	11/17/2014 12:12 PM
817	I don't know of any.	11/17/2014 12:12 PM
818	There are usually a lot of old or disabled people on the 10. So please don't cut the 10, because those guys need to get to Safeway!	11/17/2014 12:12 PM
819	Low income	11/17/2014 12:12 PM
820	Let me get home from work without having to deal with a #8 that is packed to the gills and more than 20 minutes late.	11/17/2014 12:12 PM
821	Yes, most of them are serviced by the Metro bus lines, but not frequently enough that it is more convenient to take the bus over driving a car alone.	11/17/2014 12:12 PM
822	Seattle Center	11/17/2014 12:12 PM
823	None	11/17/2014 12:11 PM
824	I imagine investing in routes to and from the VA, as well as Pioneer Square and Belltown (for social services and city services) would serve a wide swath of people.	11/17/2014 12:11 PM
825	no	11/17/2014 12:11 PM
826	Not that affect me personally, but I doubt that people who are using public transit to travel to low-income, senior, or social service locations are filling out this survey.	11/17/2014 12:11 PM
827	No	11/17/2014 12:11 PM

828	Not to my knowledge.	11/17/2014 12:11 PM
829	University District	11/17/2014 12:11 PM
830	for others, especially seniors and low income, access to social and senior services, Social Security office, parks, libraries, etc.	11/17/2014 12:10 PM
831	none, that I care about	11/17/2014 12:10 PM
832	Yes, they should all be included in the process.	11/17/2014 12:09 PM
833	Marymoor Park	11/17/2014 12:09 PM
834	Seattle Center; Sea-Tac airport; Greenlake; Magnuson Park	11/17/2014 12:09 PM
835	Discovery, golden gardens	11/17/2014 12:08 PM
836	Not for me	11/17/2014 12:08 PM
837	I also walk the dog on weekends taking It rail and driving or bus to parks (Discovery park, Locks, Fremont, Gasworks, South Lake Union, Waterfront, Pike Place Market	11/17/2014 12:07 PM
838	getting in and out of Ballard is a huge mess, and I avoid it at all costs. Its the same for getting to the East Side from Seattle.	11/17/2014 12:07 PM
839	Seattle Center from NE Seattle	11/17/2014 12:07 PM
840	Yes, definitely.	11/17/2014 12:07 PM
841	All of them	11/17/2014 12:07 PM
842	No	11/17/2014 12:07 PM
843	not from my perspective	11/17/2014 12:06 PM
844	I think that all of those type of locations should be included, but I don't have specifics in mind.	11/17/2014 12:05 PM
845	No.	11/17/2014 12:05 PM
846	Stadiums	11/17/2014 12:00 PM
847	I think you should consider that people who live off or near Sand Point don't have an easy way to get downtown unless they ride the express bus in the morning and evening. And even then - the express bus doesn't stop at local stops so you have to go somewhere to get the express bus. Also - it would be wonderful if those of us living in the Northeast section of the city of Seattle were able to take mass transit to the airport. If I have to drive to a location to catch the train then I need to park my car. For how long can I leave my car parked? Why would I leave my car in a parking lot in the city for a long time? I might as well drive to the airport and park my car in a safe garage.	11/17/2014 11:39 AM
848	No. You should be focusing more on getting wealthier people out of their cars rather than lower income people who are always more likely to use transit out of necessity. Providing transit access to parks or museums (for instance) doesn't make much sense. Please make decisions based on common sense rather than common emotion.	11/17/2014 11:34 AM
849	Getting to/from Alki and Admiral district in West Seattle in the evenings.	11/17/2014 11:28 AM
850	UW	11/17/2014 11:22 AM
851	Parks, Solid Ground, El Centro De La Raza, Malls.	11/17/2014 11:00 AM
852	Colleges, the Central District, Low-income areas of West Seattle.	11/17/2014 10:18 AM
853	I'm sure there are, but I am not aware of where the most in-need locations are.	11/17/2014 8:57 AM
854	Golden Gardens and Carkeek Park.	11/17/2014 8:54 AM
855	Can't think of any	11/17/2014 8:18 AM
856	Not aware of any	11/16/2014 9:11 PM
857	Low-income and senior housing should always have reliable transit service, as these populations rely more heavily on public transit to get around than others.	11/16/2014 7:53 PM

858	I've heard rumors that a reduced fair for low-income individuals might soon be offered. I hope that research will be done as to where that population is and where they'd like to go.	11/16/2014 7:05 PM
859	all hospitals, clinics, grocery stores/	11/16/2014 6:52 PM
860	There are job centers at Sand Point that are not served well by the peak-direction-only route, 74. There are lots of riders in northeast Seattle who have a long ride to get downtown, and could potentially have a faster ride via UW Station. There will also potentially be lots of riders trying to get to First Hill Jobs from Capitol Hill Station if the connection is frequent, which the First Hill Streetcrawler is not.	11/16/2014 2:45 PM
861	Services to healthcare organizations such as hospital, medical centers or satellite offices of major healthcare organizations such as Polyclinic, Swedish, UW.	11/16/2014 10:59 AM
862	Seattle Center, Stadiums & Waterfront	11/16/2014 9:33 AM
863	Community Health Centers Public Schools	11/15/2014 6:15 PM
864	N/A	11/15/2014 11:40 AM
865	More access and frequency from Capitol hill to beacon hill and MLK	11/15/2014 8:39 AM
866	Magnuson Park - terrible bus access but so many great things happening there Golden Gardens/Shilshole	11/15/2014 8:33 AM
867	?	11/15/2014 8:31 AM
868	Safe Arboretum access from U-District Stadium stop on light rail	11/14/2014 11:44 PM
869	no	11/14/2014 8:45 PM
870	I would lie to see good access for the homeless to get between shelters and services	11/14/2014 6:30 PM
871	Yes: schools, community centers, hospitals, libraries	11/14/2014 5:07 PM
872	i don't know	11/14/2014 4:25 PM
873	magnuson park	11/14/2014 2:19 PM
874	No	11/14/2014 12:25 PM
875	None that I am aware of.	11/14/2014 11:22 AM
876	I'd make sure that medical locations are well-served, with stops quite close by. There's little more disheartening than spending 3 hours travelling on buses for a 15-minute appointment, or having to climb steep hills to and from the bus when you're sick or injured. That said, all the other types of destinations should be served too. If we want to increase the number of carless people in the city, we need to make the buses convenient to peoples' needs.	11/14/2014 10:59 AM
877	Greenwood has a growing arts district but East-West connectivity is so poor that I don't even bother trying to get there.	11/14/2014 10:52 AM
878	Seattle Center, Volunteer Park, Alki, stadiums, UW, Seattle U	11/14/2014 10:46 AM
879	no	11/14/2014 10:46 AM
880	Seattle Center Green Lake	11/14/2014 9:39 AM
881	Broadview Neighborhood	11/14/2014 9:33 AM
882	Discovery Park	11/14/2014 7:48 AM
883	Yes	11/14/2014 7:30 AM
884	community meetings in the rainier valley.	11/14/2014 12:25 AM
885	Parks, low-income communities, and farmers markets. Green Lake.	11/13/2014 11:45 PM
886	Seattle Central College	11/13/2014 11:37 PM
887	synagogue in Wedgwood	11/13/2014 11:02 PM
888	Phinney Ridge Community Center Seattle Center OM Cultural Center	11/13/2014 10:54 PM
889	Probably, but I can't think of any off the top of my head.	11/13/2014 5:55 PM
890	Nope	11/13/2014 3:27 PM

891	Zoo and hospitals	11/13/2014 3:23 PM
892	church at Phantom Lake Elementary School on Sundays, Northgate Mall, Discovery Park, arboretum,	11/13/2014 3:02 PM
893	Seattle City parks	11/13/2014 2:32 PM
894	None that comes to mind.	11/13/2014 2:21 PM
895	Getting to bike trails is important to me. We need a bike trail or an isolate bike street/path through Seattle, not just a bike lane. Cars don't respect the bike lane.	11/13/2014 2:20 PM
896	Look at further facilitating bicycle-bus travel. Look at greatly facilitating walking to access bus stops, and improving walking through transit stations. Bus stops should be located as conveniently as possible to destinations, pedestrian travel between the boarding area and the destinations should be made much more safe. The downtown bus tunnel stations do not appear to have been designed by or primarily for pedestrian transit users. The distances between surface destinations and boarding platforms appear much less than ideal.	11/13/2014 2:09 PM
897	No	11/13/2014 2:07 PM
898	The cultural and religious destinations that I have interest in have transit access and light rail will improve it.	11/13/2014 1:39 PM
899	Bethany Community Church	11/13/2014 1:32 PM
900	seattle center	11/13/2014 1:14 PM
901	I am sure that there are many such places. I would include schools, hospitals, museums, tourist destinations, and obviously places where seniors who cannot drive live - though I wonder how many of them can afford the city anymore...	11/13/2014 12:55 PM
902	Sports stadiums	11/13/2014 12:53 PM
903	None that I am aware of or utilize.	11/13/2014 12:33 PM
904	issaquah to mercer island	11/13/2014 12:29 PM
905	Prioritize low income and social services.	11/13/2014 12:15 PM
906	Swedish Hospital Ballard First hill hospitals	11/13/2014 11:33 AM
907	Routes from Lake City to: Group Health Hospital/Capitol Hill, Safeco Field,	11/13/2014 11:09 AM
908	n/a	11/13/2014 10:53 AM
909	no	11/13/2014 10:37 AM
910	I used to live in Burien, and still visit occasionally. That whole community really needs reliable transit, as there are many low income people who rely on transit to get to their jobs, medical appointments, and family across town. Discovery Park, Magnuson Park, Golden Gardens	11/13/2014 10:21 AM
911	No	11/13/2014 10:13 AM
912	Goodwill on Dearborn used to have service to downtown; now need to go to Rainier, difficult for seniors/disabled.	11/13/2014 9:41 AM
913	swimming pools, parks	11/13/2014 9:18 AM
914	Stadiums, McCaw Hall, First Hill	11/13/2014 8:28 AM
915	none	11/13/2014 8:21 AM
916	Seattle Housing Authority's Central Office, which is where many people go for community events and to sign up for social services	11/13/2014 7:31 AM
917	All of the above. Think about ALL of the needs of your commuters, not just the ones who work 9-5 jobs. A lot of students, seniors, and low income people ride your buses. You should be providing services for everyone. And everyone enjoys going to parks.	11/13/2014 12:21 AM
918	None come to mind. Gasworks park is a little difficult to get to by bus, but also a very popular destination. Going east-west in this city always seems harder than north-south, which is fine unless you don't desire to go through downtown to get anywhere.	11/12/2014 10:05 PM
919	A bus that connected Ravenna/Wedgwood/Sand Point directly to Green Lake Park would be very handy. As it stands, the buses that serve these areas turn south at University instead of continuing on down 65th.	11/12/2014 10:01 PM

920	Food banks Community health centers Low income housing and shelters Job training centers	11/12/2014 9:05 PM
921	1.Woodland Park Zoo 2.Blakely Manor (SHA) 3.Magnuson Park 4.Green Lake Park 5.Seattle Center 6.Benaroya Hall 7.Safeco Field 8.Olympic Sculpture Park 9.Ballard Locks 10. Volunteer Park 11.Seward Park 12.University of Washington	11/12/2014 8:44 PM
922	stop at Seattle Central College.	11/12/2014 5:41 PM
923	Fauntleroy Ferry Terminal.	11/12/2014 5:25 PM
924	Columbia City, Skyway, Rainier Beach, Rainier Valley, the Othello region, Beacon Hill and Rainier View all NEED significant revisions due to the inadequately provided ethnic/ minority, low-income, and senior riders. There are huge gaps between these neighborhoods that are underserved by bus routes. On top of that, these areas have very large hills that are hard to scale.	11/12/2014 5:07 PM
925	Don't know	11/12/2014 4:27 PM
926	Magnuson Park, Lake City HUV	11/12/2014 4:24 PM
927	Golden Gardens Park	11/12/2014 4:18 PM
928	A bus from Ravenna to Magnuson Park would be nice. The 71 doesn't quite get there.	11/12/2014 4:04 PM
929	Arboretum Magnuson Park Seattle Art Museum (on the waterfront) Pacific Northwest Ballet at Seattle Center Seattle Center Meany Hall, UW Seattle Campus low income housing in Magnuson Park Langston Hughes center in CD Washington Hall in CD Gasworks Park Carkeek Park Casa Latina in CD	11/12/2014 3:58 PM
930	no	11/12/2014 3:44 PM
931	Judkins Park, Little Saigon, Chinatown	11/12/2014 3:05 PM
932	high schools	11/12/2014 3:05 PM
933	Schools/Colleges and tourist destinations	11/12/2014 2:57 PM
934	Broadway and Pine, Broadway and Madison, 12 and Madison, 12 and Pine, 15 and Madison, 15 and Denny	11/12/2014 2:54 PM
935	airport	11/12/2014 2:54 PM
936	not for me, thanks!	11/12/2014 2:50 PM
937	none	11/12/2014 2:49 PM
938	NO	11/12/2014 2:46 PM
939	NO	11/12/2014 2:31 PM
940	educational facilities-- elementary, middle, secondary schools; community & trade colleges VA hospital, Seattle Children's Hospital, Seattle Cancer Care Alliance increased transit service near Asian cultural centers and Buddhist temples in South Seattle during Chinese New Year?	11/12/2014 2:30 PM
941	Magnuson park, south lake union park	11/12/2014 2:05 PM
942	All should be included	11/12/2014 2:02 PM
943	MOHAI	11/12/2014 1:41 PM
944	Hoping there light rail is open 12am-2am once new Capitol Hill and U District connections are finished.	11/12/2014 1:25 PM
945	Matthews Beach, University Presbyterian Church, Fremont Tech Sector (Google, Adobe, Tableau, etc.), Jackson Park.	11/12/2014 1:16 PM
946	Seattle Center Seattle Central Public Library Branch Libraries	11/12/2014 1:11 PM
947	Please keep the #27 serving Catholic Community Services on 23rd & Yesler, throughout the day. We have homeless families and disabled people and elders coming to our building for services. They need direct bus service to and from downtown.	11/12/2014 1:01 PM
948	Low-income Deaf; using American Sign Language Single mother with a child	11/12/2014 12:38 PM
949	Bellevue and Kirkland	11/12/2014 12:37 PM
950	Gasworks, Magnuson, Arboretum, SAM, The Henry, Frye, Pratt Art Institute	11/12/2014 12:27 PM

951	Not that I know of, I'm new to the area	11/12/2014 12:25 PM
952	No	11/12/2014 12:25 PM
953	There are alot of people who have to live outside of city limits (shoreline, auburn, etc) because the cost of housing can be so much high in seattle. I have co-workers who would like to be able to use public transit, but either can't get bus service that starts early enough (for them to arrive on time for work) or they would be facing a 2 hour commute.	11/12/2014 12:18 PM
954	Yes. All smaller community theatres in the region, which can tend to be in awkward transit locations. Many artists who may want to participate in these venues do not drive. The travel needs would mostly be evenings, for rehearsals and performances. Could be towards eleven pm or just a bit past. Should be safe for women. Would also be for Saturday/Sunday matinees.	11/12/2014 11:48 AM
955	none	11/12/2014 11:48 AM
956	Downtown government buildings. Libraries. Magnunsen Park	11/12/2014 11:41 AM
957	Maintaining or improving access to parks (esp. larger parks like Lincoln, Discovery, Golden Gardens, etc.) would be great.	11/12/2014 11:36 AM
958	Capitol Hill is a significant cultural location with parks that does not get nearly enough transit access from other areas. Same to UW area. Ballard is a booming residential area with parks and cultural amenities which has suffered from lack of transit and significantly overcrowded buses.	11/12/2014 11:31 AM
959	Food banks	11/12/2014 11:25 AM
960	Connecting by bus from Lake City to Link Light Rail in the University District will be important in order to have a predictable and affordable route to the airport. As stated above, it would be important for the schedule to allow passengers to get to the airport by 4:00 am for those early morning flights.	11/12/2014 11:10 AM
961	The Cap Hill link doesnt serve the area between 14th & 23rd, basically from Bailey Gatzert east to 23rd so it would be nice to have additional connector buses from those stops on 12th & 14th to allow folks to get farther into the neighborhood and not have to do so on the already crowded 3 and 4 routes.	11/12/2014 11:03 AM
962	low income. parks.	11/12/2014 11:00 AM
963	Libraries and Parks!	11/12/2014 10:51 AM
964	Catholic Churches The UW Arboretum Downtown Capitol Hill	11/12/2014 10:44 AM
965	Not that I can think of.	11/12/2014 10:37 AM
966	University of Washington. Community colleges.	11/12/2014 10:31 AM
967	No	11/12/2014 10:13 AM
968	Discovery Park, Olympic Sculpture Park, Seattle Central Library, Douglass-Truth Library, DESC (3rd and James), Daybreak Star Cultural Center, St. James Cathedral, Madrona Beach.	11/12/2014 9:43 AM
969	Route 12 always LATE?	11/12/2014 9:36 AM
970	access to parks, farmers markets	11/12/2014 8:53 AM
971	All parks should be accessible.	11/12/2014 8:47 AM
972	to be lower price for children or senior	11/12/2014 8:44 AM
973	The entire city should be connected - and thanks to your efforts it will be!	11/12/2014 8:39 AM
974	DSHS 1700 E Cherry ST Seattle WA 98122	11/12/2014 8:30 AM
975	I would like to see service extended to the terminal building at King County International Airport - Boeing Field. I think it is very sad that you must walk from Georgetown to the terminal building.	11/12/2014 8:30 AM
976	n/a	11/12/2014 7:51 AM
977	Community Centers! After school activities are really tough for kids if their parents work. Community Centers offer safe, affordable after school programs.	11/12/2014 7:46 AM
978	no there is not you need to build a light rail to where people actually are	11/12/2014 7:00 AM
979	Just able to come from Auburn rail station to Seattle Central College	11/12/2014 6:45 AM

980	I support meeting those, but I don't have any myself.	11/12/2014 2:02 AM
981	how about the downtown area free ride, just like 2012	11/12/2014 1:17 AM
982	Seattle mennonite Church, Kirkland Congregational church	11/12/2014 1:07 AM
983	n/a	11/12/2014 1:04 AM
984	Local colleges	11/12/2014 12:07 AM
985	Transferring to the main east side-bound routes seem geared toward money/downtown. The 48 rarely runs on time and the transfer to Rainier i-90 is inhospitable - yet it is the only option to getting to eastbound express buses, unless I go downtown (further)	11/11/2014 11:58 PM
986	I'm sure there are! I am not aware of them, however. Sorry.	11/11/2014 11:52 PM
987	Low income, full time student, part time worker	11/11/2014 11:43 PM
988	Former bus stops in my neighbourhood that are currently closed.	11/11/2014 11:23 PM
989	South Lake Union, and the #8 line through Capitol Hill are in dire need of serious restructuring and optimization.	11/11/2014 10:17 PM
990	Volunteer Park, Olympic Sculpture Park, King County Court house, Seattle Center	11/11/2014 9:31 PM
991	Connect Fremont to Capitol Hill, directly	11/11/2014 9:29 PM
992	Magnuson Park, University of Washington Meany Hall for cultural events.	11/11/2014 9:05 PM
993	UW to downtow	11/11/2014 7:50 PM
994	Seattle Children's Hospital (from 45th in Wallingford) University Village	11/11/2014 7:47 PM
995	not that I can think of	11/11/2014 7:16 PM
996	Connecting Georgetown to the Lightrail	11/11/2014 6:42 PM
997	Not sure.	11/11/2014 6:41 PM
998	All major medical facilities Carkeek park The Arboretum Discovery Park	11/11/2014 5:13 PM
999	Cal Anderson Park Northgate Park and Ride	11/11/2014 3:52 PM
1000	Swedish Cherry Hill	11/11/2014 3:25 PM
1001	Magnuson park to the Uw stadium	11/11/2014 3:19 PM
1002	Stadiums Colman Dock SLU Park	11/11/2014 3:08 PM
1003	Pacific Towers (Beacon Hill)	11/11/2014 3:05 PM
1004	Cross-town destinations in north Seattle such as Fremont and Ballard	11/11/2014 2:23 PM
1005	not that i am aware of	11/11/2014 1:57 PM
1006	Nothing that I can think. I am able to go pretty much wherever I want on public transportation	11/11/2014 12:53 PM
1007	Volunteer Park. Cal Anderson Park, Broadway in general from the CD	11/11/2014 12:18 PM
1008	Public school - TOPS.	11/11/2014 12:08 PM
1009	no	11/11/2014 11:50 AM
1010	Olympic sculpture park to waterfront ferry terminal.	11/11/2014 11:43 AM
1011	Yes, all of the non-religious destinations, those should not be considered by a government funded body for transportation needs. Mega-churches can fund their own shuttles.	11/11/2014 11:42 AM
1012	The south end of Seattle needs reliable transportation services.	11/11/2014 11:28 AM
1013	Yes, not for me but others	11/11/2014 11:27 AM
1014	Seattle Parks	11/11/2014 11:23 AM

1015	No	11/11/2014 11:21 AM
1016	Cal Anderson Park	11/11/2014 11:20 AM
1017	NO	11/11/2014 11:11 AM
1018	EMP Museum. There is a monorail station there that links up with Downtown more intercity routes should terminate there and then people transfer to monorail. Also expanded monorail service during peak summer days.	11/11/2014 11:10 AM
1019	I want to bike more and use the bike trails and bike streets we're developing. Marking trail-to-bus connections would be cool, especially if some of the stops expected to have a little layover time so I didn't feel bad learning how to get my bike on the rack.	11/11/2014 10:53 AM
1020	Capital Hill for doctor appointments.	11/11/2014 10:53 AM
1021	Department of licensing, food banks, food stamps offices, any park needs to be accessible by bus.	11/11/2014 10:35 AM
1022	Green Lake, Gasworks	11/11/2014 10:20 AM
1023	Green lake, golden gardens, Alkai beach	11/11/2014 10:09 AM
1024	EVERYWHERE! I'm used to cities with well established light rail systems.	11/11/2014 10:06 AM
1025	no	11/11/2014 9:56 AM
1026	sports arenas, Seattle Center, Magnuson Park, Northgate	11/11/2014 9:16 AM
1027	No	11/11/2014 9:05 AM
1028	The sports stadiums.	11/11/2014 9:04 AM
1029	7400 Sand Point Way is pretty hard to get to as a work destination by metro.	11/11/2014 9:02 AM
1030	grocery stores	11/11/2014 8:27 AM
1031	n/a	11/11/2014 8:06 AM
1032	Benaroya Hall Town Hall Seattle Public Library Seattle Art Museum Seattle Sculpture Park	11/11/2014 7:49 AM
1033	Volunteer Park	11/11/2014 7:08 AM
1034	No	11/10/2014 9:16 PM
1035	VA Hospital. Serves a lot of Veterans who are disproportionately disabled and unemployed.	11/10/2014 9:05 PM
1036	Faster service to Ballard would be great. Has there ever been thought given to a non-stop express bus from downtown to Ballard, such as the 41 Downtown/Northgate or the 70s-x's Downtown/U District?	11/10/2014 8:21 PM
1037	The park by MOHAI/South Lake Union.	11/10/2014 8:15 PM
1038	please give priority consideration to low-income areas of the city, including south of the Central District, into Beacon Hill and beyond.	11/10/2014 8:08 PM
1039	Would like to see more connections to Seward Park and Magnuson Park. Want to make sure that the hospital and clinics on First Hill have connections easily available to seniors and low income people.	11/10/2014 7:28 PM
1040	No	11/10/2014 7:16 PM
1041	Libraries and schools	11/10/2014 6:09 PM
1042	Pac Med Tower	11/10/2014 6:01 PM
1043	Central Lutheran Church	11/10/2014 5:58 PM
1044	Shilshole/Golden Gardens park needs some kind of service for those without any other travel options.	11/10/2014 5:44 PM
1045	I'm sure that there are many locations that are not currently very well served by transportation. I personally would appreciate a bus or two that goes East/West on 85th to Golden Gardens park, especially seasonally. Late night buses from/to major nightlife areas such as Ballard and Capitol Hill would provide a safer and cheaper alternative to driving.	11/10/2014 5:43 PM
1046	Connections to the new Stadium Link light rail	11/10/2014 5:02 PM
1047	First Hill for healthcare, job related	11/10/2014 4:59 PM

1048	Not for my needs.	11/10/2014 4:52 PM
1049	not in my personal needs--but i am a young single professional who also has a car	11/10/2014 4:47 PM
1050	Downtown Seattle Center	11/10/2014 4:45 PM
1051	Not that I use	11/10/2014 4:28 PM
1052	Really make sure that busses connect easily to Light Rail. Put shelters up at key bus stops	11/10/2014 4:26 PM
1053	Magnuson park, Matthews beach, gasworks park, greenlake	11/10/2014 4:25 PM
1054	Yesler Terrace Magnussen Park	11/10/2014 4:17 PM
1055	Have stops at all the City Parks. Have more bike racks on light rail when it's going to continue to Cap Hill and UW.	11/10/2014 4:09 PM
1056	2100 24th Ave. S This is my workplace and also a major service center for youth and young adults, as well as a popular meeting space for many community groups. If I could get there more quickly and without a transfer from Northgate, I wouldn't need to drive. The Rainier Valley is underserved with transit, especially when you consider how many people live down there who do not have cars.	11/10/2014 4:04 PM
1057	None that I use	11/10/2014 3:53 PM
1058	Unknown	11/10/2014 3:48 PM
1059	Volunteer Park, Cal Anderson Park, Alki Beach,	11/10/2014 3:47 PM
1060	Seattle University, 1st Hill Medical, University of Washington.	11/10/2014 3:45 PM
1061	Arboretum	11/10/2014 3:23 PM
1062	Sunday reduced service makes it difficult to find a bus with a reasonable ride time to church. I would love to see more frequent routes in the 8-10am and 3-6pm windows of Sunday.	11/10/2014 3:11 PM
1063	N/A	11/10/2014 2:57 PM
1064	Probably too fragmented for conversations about rail	11/10/2014 2:56 PM
1065	No	11/10/2014 2:55 PM
1066	I don't think so	11/10/2014 2:53 PM
1067	Group health Capitol Hill branch access from downtown, now must take two or three buses to get there!	11/10/2014 2:51 PM
1068	Magnuson Park Carkeek Park Discovery Park Golden Gardens Alki	11/10/2014 2:49 PM
1069	Getting low-income people connected with efficient bus lines would be ideal (IE connecting S. Seattle to efficient transportation would be good)	11/10/2014 2:47 PM
1070	Hopelink Service Center locations in Shoreline, Kirkland, Redmond, Bellevue, and Carnation, King County Libraries, Seattle Center, Woodland Park Zoo, Alki Beach	11/10/2014 2:31 PM
1071	See above.	11/10/2014 2:19 PM
1072	Sno- Valley - rural people are forgotten	11/10/2014 2:14 PM
1073	I believe the bus system is not completely scheduled out for working folks. Some buses come every 10 minutes and others come every 20-30 minutes. When this is your only way of transportation the buses should either come more frequently or work within hours people get off and go to work.	11/10/2014 2:11 PM
1074	The north-side of Seattle Center: McCaw Hall, the smaller theaters, also SIFF Central Cinema and On the Boards. There's a very active performing and film arts scene there. Traffic and parking around there is terrible, but the transit options are not convenient or reliable enough to make me choose driving over transit. Now that the 12th Ave Arts Center is ready to open, there may be increased demand for transit at/near 12th Ave E at Pine.	11/10/2014 2:09 PM
1075	Senior housing ... low income housing ... education (universities / schools / colleges / etc)... parks	11/10/2014 2:02 PM
1076	Snoqualmie Fall in the Summer	11/10/2014 2:01 PM
1077	Remember those of us that commute DAILY to and from work using the bus.....and then there is NO ROOM for us to bus home when there are sports events!!!!	11/10/2014 2:00 PM
1078	Don't Know probably the standard Seattle and Bellevue landmarks.	11/10/2014 2:00 PM

1079	Yes. Any services for the low-income or elderly must have transit options. Library branches should all be within a few blocks of a transit line. As well, major tourism areas should be accessible by public transit.	11/10/2014 1:59 PM
1080	Seattle Central College South Lake Union Park	11/10/2014 1:58 PM
1081	Low income	11/10/2014 1:57 PM
1082	I don't know of any.	11/10/2014 1:54 PM
1083	Central District	11/10/2014 1:50 PM
1084	Low income	11/10/2014 1:49 PM
1085	High schools!	11/10/2014 1:38 PM
1086	In my opinion senior housing, low-income neighborhoods and social services should always be well serviced by bus routes.	11/10/2014 1:37 PM
1087	Not sure	11/10/2014 1:37 PM
1088	Youngstown Cultural Arts Center	11/10/2014 1:34 PM
1089	It is difficult to bus to Greenlake (especially the Tangletown area, for example 58th and Latona) from Capitol Hill and the University of Washington.	11/10/2014 1:27 PM
1090	More bike friendly	11/10/2014 1:23 PM
1091	Mt. Zion Baptist Church, 19th & Madison	11/10/2014 1:21 PM
1092	Magnuson Park is a major destination for many in the city and is poorly served by public transit. Many park users drive because there is insufficient bus options to the park.	11/10/2014 1:17 PM
1093	Georgetown	11/10/2014 1:05 PM
1094	Seattle Center, Ballard.	11/10/2014 1:01 PM
1095	Significant need in my family for rapid transit from Capitol Hill (14th and Pine) to VA Hospital. Many people on capitol Hill work or access services at the VA and it takes several buses and a lot of time.	11/10/2014 1:00 PM
1096	I would really like to enjoy Belltown and SLU but it's incredibly inconvenient to get there via transit and unsafe via bike from Capitol Hill. If I were to become employed in Belltown or SLU, the connections are so bad that I would have to relocate. The 8 should be converted to BRT (True BRT, not that silly Rapid Ride joke) and Denny should include a protected cycle lane westbound, because face it: no one is going to bike up Denny, but there does need to be a complimentary return network to get that cyclist back up the hill. It would also be nice if 3rd were SOV free, and no right turns could be made from Pike in downtown because the right turning cars undermine the efficiency of bus lanes. Can we just have more bikes and less cars? That would really clean things up.	11/10/2014 12:56 PM
1097	I would like it to be easier to get to Greenlake/Fremont from my neighborhood.	11/10/2014 12:50 PM
1098	All libraries, University Village (right now totally inaccessible by public transit despite the worker and student population), Carkeek Park, Denny & Melrose (predominantly elderly low-income housing right there)	11/10/2014 12:49 PM
1099	Key Arena	11/10/2014 12:46 PM
1100	Children's Hospital	11/10/2014 12:41 PM
1101	everywhere needs more	11/10/2014 12:36 PM
1102	Greenwood Senior Center Frye Art Museum Town Hall	11/10/2014 12:34 PM
1103	Just more routes where you're already going east to west.	11/10/2014 12:23 PM
1104	None that I can think of.	11/10/2014 12:15 PM
1105	Seattle Center SAM Beneroyal Hall	11/10/2014 12:13 PM
1106	Malls with parking for a park and ride option	11/10/2014 12:11 PM
1107	HMC	11/10/2014 12:10 PM
1108	Probably.	11/10/2014 11:59 AM

1109	In our area of the city, we have numerous hospitals, which should definitely be included in the analysis. There are also several senior housing facilities, with more being built all the time (17th & Pike, 17th & Madison, 17th & Howell (roughly), 23rd & Madison, etc.	11/10/2014 11:58 AM
1110	No	11/10/2014 11:58 AM
1111	Mosque at NE Northgate Way and 15th Ave NE Pinehurst Playfield	11/10/2014 11:56 AM
1112	Not that I can think of.	11/10/2014 11:54 AM
1113	Seattle Center House, Seattle Central College, UW	11/10/2014 11:50 AM
1114	Egyptian Theater	11/10/2014 11:45 AM
1115	libraries. sport stadiums. hospitals.	11/10/2014 11:45 AM
1116	Grocery stores are the life-blood of any neighborhood. More grocery stores are needed all over Seattle. Until more get zoned and built, though, transit access to existing grocery stores should be improved.	11/10/2014 11:44 AM
1117	libraries and community centers	11/10/2014 11:42 AM
1118	Yes. There is a significant low-income housing in our area that is only slightly served by the one very infrequent bus that goes from that housing area to Federal Way. If the bus route loops suggested above were implemented, it would not only serve that low income area, but the larger community as a whole.	11/10/2014 11:38 AM
1119	Parks and cultural institutions, like SAM	11/10/2014 11:36 AM
1120	senior services access.	11/10/2014 11:34 AM
1121	Not sure at this time	11/10/2014 11:29 AM
1122	not sure	11/10/2014 11:28 AM
1123	There is a park at South Lake Union.	11/10/2014 11:27 AM
1124	None that I can think of	11/10/2014 11:23 AM
1125	Nothing I can contribute here.	11/10/2014 11:19 AM
1126	Seattle Shambhala Center: 3107 E Harrison St, Seattle, WA 98112, Discovery Park	11/10/2014 11:18 AM
1127	not for me.	11/10/2014 11:14 AM
1128	Seattle Center	11/10/2014 11:10 AM
1129	Ikea (on Fourth Avenue S)	11/10/2014 11:09 AM
1130	Discovery Park	11/10/2014 11:02 AM
1131	Gasworks Park, Golden Gardens, Farmers markets (especially Ballard and CapHill)	11/10/2014 11:01 AM
1132	there is a low income at Denny and Melrose but Metro obviously doesn't care about them b/c it canceled Route 47 that stopped just behind that building on Bellevue.	11/10/2014 11:00 AM
1133	n/a	11/10/2014 10:56 AM
1134	I think faster and more reliable buses in areas where people have lower incomes (and are therefore more likely to rely on public transportation) should be a MAJOR priority. When I lived in South Seattle it took forever to get anywhere, it was very frustrating. Same when I'm travelling in the Central District now. No specific locations in mind, I just think lower income neighborhoods shouldn't be neglected the way they have been in the past. People need to get to all kinds of places, no matter where their home is!	11/10/2014 10:54 AM
1135	No	11/10/2014 10:54 AM
1136	not for me	11/10/2014 10:52 AM
1137	There is a lack of transit options for government workers that must commute from offices between Downtown Seattle and our state capitol of Olympia.	11/10/2014 10:51 AM
1138	University of Washington CenturyLink Field SafeCo Field	11/10/2014 10:50 AM

1139	All the city's libraries - including frequent service evenings and weekends All the museums All the city's parks should be accessible and Seattle Center, the zoo and the aquarium, including frequent service nights & weekends Providence Mount St Vincent in West Seattle and other large senior housing where it is likely that many staff cannot afford a car and must work early and late hours every day of the year	11/10/2014 10:48 AM
1140	Husky Stadium, UW, Children's hospital, U-village, Magnuson Park.	11/10/2014 10:46 AM
1141	N/A	11/10/2014 10:46 AM
1142	Discovery Park - it is the biggest park in the city with very limited public transit access (particularly if there are more cuts to route 33). The south side of the Ballard locks/ Fisherman's terminal.	11/10/2014 10:42 AM
1143	Alki Beach, UW IMA building	11/10/2014 10:37 AM
1144	Getting people to Lake Union Park. Traffic in that neighborhood is bad, parking is worse, and it's become a high-volume destination heritage center.	11/10/2014 10:37 AM
1145	More service to Discovery Park from downtown would be nice, I would love to go out there but it's pretty far afield for someone without a vehicle.	11/10/2014 10:34 AM
1146	Not at this time as far as I'm concerned.	11/10/2014 10:34 AM
1147	Green Lake	11/10/2014 10:33 AM
1148	Temple de Hirsch Sinai, Jewish Family Services, Samarya Center.	11/10/2014 10:30 AM
1149	Ballard brewery district, Pike/Pine. Most people in their 20's live near Capitol Hill or Fremont/Ballard/Greenlake, but there is no viable public transportation between these two pockets.	11/10/2014 10:27 AM
1150	The Seattle School of Theology and Psychology Fremont Abbey Arts Center/Church of the Apostles	11/10/2014 10:27 AM
1151	Burke-Gilman Trail to Link Light Rail	11/10/2014 10:24 AM
1152	n/a	11/10/2014 10:24 AM
1153	Connections between cap hill and Fremont/ballard are very bad. Both places have lots of service, but nothing that connects to each other.	11/10/2014 10:22 AM
1154	No	11/10/2014 10:21 AM
1155	Horizon House (senior residence) Park Shore (senior residence) On the Boards (at lower Queen Anne) Seattle Center Sculpture Park/Myrtle Edwards Park Alki (from Madison Valley or Capitol Hill)	11/10/2014 10:17 AM
1156	University Village has terrible bus service. Likewise, getting in and out of Ballard sucks.	11/10/2014 10:14 AM
1157	no	11/10/2014 10:13 AM
1158	Seattle U?	11/10/2014 10:11 AM
1159	Ravenna to downtown and Airport	11/10/2014 10:10 AM
1160	No	11/10/2014 10:09 AM
1161	Libraries	11/10/2014 10:08 AM
1162	Goodwill Industries - which qualifies as both Low-Income and social service agency	11/10/2014 10:06 AM
1163	Not for me in particular, but I support such locations being served.	11/10/2014 10:06 AM
1164	I would think most of those places are already covered. Other than reaching some more distant locations i.e. Nordic Museum and churches in that area, the bus system does a pretty good job. Very disappointed bus 30 no longer runs during the day. It is a steep hill to the U-district and my older neighbors cannot walk it. Getting to the Seattle Center is challenging.	11/10/2014 10:05 AM
1165	No.	11/10/2014 10:04 AM
1166	Discovery Park	11/10/2014 10:03 AM
1167	Not sure.	11/10/2014 10:01 AM
1168	Libraries. Especially in low-income areas. Libraries are one of the few places that students can go to study, read, relax, and use an internet connected computer without fees. I think that it's crucial to our education system that all libraries be easily (and quickly) accessible by public transportation.	11/10/2014 10:00 AM

1169	UW	11/10/2014 10:00 AM
1170	low-income	11/10/2014 9:58 AM
1171	MOHAI (South Lake Union), the waterfront, Discovery Park, and Golden Gardens need more transit options.	11/10/2014 9:57 AM
1172	To/From Volunteer Park, the Arboretum, and areas of Queen Anne and Seattle Center.	11/10/2014 9:56 AM
1173	I think it needs to be looked at economically, maybe smaller more frequent routes that express people to the light rail until the link is all the way in northgate.	11/10/2014 9:55 AM
1174	Alki Beach/Park, West Seattle Food Bank, Seattle University	11/10/2014 9:54 AM
1175	Volunteer Park	11/10/2014 9:54 AM
1176	schools, libraries, shopping areas with high volume of traffic	11/10/2014 9:41 AM
1177	The Federal Building on 2nd and Marion	11/10/2014 9:40 AM
1178	Ryther Center, 2400 NE 95th St	11/10/2014 9:38 AM
1179	I wish there were more options for getting from the U Dist to Seattle Center/lower Queen Anne locations such as the opera house and theaters.	11/10/2014 9:38 AM
1180	no	11/10/2014 9:23 AM
1181	1. Seattle Center 2. Volunteer Park	11/10/2014 9:16 AM
1182	Not for me	11/10/2014 9:11 AM
1183	Bonney Lake needs service	11/10/2014 8:48 AM
1184	Mt Baker Rowing Club and Park Town of Mt. Baker Town of Leschi Swedish Medical Center First Hill Cherry Hill Medical Center	11/10/2014 8:41 AM
1185	?	11/10/2014 8:32 AM
1186	Pacific Science Center Pike Place Market Convention Center Arboretum University of Washington MOHAI Seattle Art museum Lincoln Park All community colleges	11/10/2014 8:31 AM
1187	303	11/10/2014 8:23 AM
1188	Focus on areas of activity and density	11/10/2014 8:22 AM
1189	Swedish Medical Center, Harborview Medical Center..etc.	11/10/2014 8:13 AM
1190	Connecting Wellspring and Treehouse on Rainier Ave S to Capitol Hill.	11/10/2014 8:08 AM
1191	Huh?	11/10/2014 8:06 AM
1192	It would be nice to have direct service from ash way park ride to university link station changing to ash way park ride to northgate when nortgate opens.	11/10/2014 8:02 AM
1193	yes, put the 265 back in service, the busroute was well used!!!	11/10/2014 8:00 AM
1194	Seattle Center - directly from NE Seattle	11/10/2014 7:57 AM
1195	N/A	11/10/2014 7:56 AM
1196	Discovery and Carkeek Parks	11/10/2014 7:52 AM
1197	Always make it easy for low income people to reach social services, the jail, social security offices, major hospitals, especially Harbor View. Always consider the needs of our least able people to access frequent transportation with direct routes from their neighborhoods to most used social service providers and supermarkets.	11/10/2014 7:40 AM
1198	Better access from north Seattle to Seattle Center is needed without having to take a long winding route that takes significantly longer than driving or without having to transfer. Seattle Center is a vibrant part of our city's cultural offerings - it should be better served by transit.	11/10/2014 7:35 AM
1199	The neighborhoods in between major byways like Wallingford, lake city, Ravenna, etc. There can be many blocks of walking before coming to a bus stop.	11/10/2014 6:42 AM

1200	First Hill medical stuff including Swedish Cherry Hill area	11/10/2014 5:44 AM
1201	A faster connection between the U District and Northgate/other neighborhoods to the north. Perhaps using the Freeway Station at NE 45th St with a bus that also serves downtown and Northgate.	11/10/2014 2:26 AM
1202	UW, major parks (Greenlake, Gasworks, etc.), Zoo, Aquarium, Pike Place Market, Stadiums, International District, Pioneer Square, Northgate Mall, Lake City, Georgetown.	11/10/2014 1:09 AM
1203	Museums listed above, Parks listed above, Washington Hall	11/10/2014 12:52 AM
1204	parks are good places for squirrels	11/10/2014 12:41 AM
1205	201 S Jackson St. DSHS at North Seattle Community College-If you're disabled, it's REALLY hard to get there. Note that MANY IF NOT MOST disabled people do NOT have a spiffy wheelchair but more often limp around in agony trying to catch the bus. I wish I could name more places.	11/10/2014 12:16 AM
1206	Please balance all of the potential origins and destinations without preference. Institutions that serve people who ride transit frequently should locate themselves near frequent transit lines. We need a transit network. A simple reliable fast tool for getting from place to place. Not door to door but near. Not without a little wait but a pleasant one. Not without fellow travelers but not standing packed among them for an hour on the freeway. A good system that works through awareness of its intent by making connections consistently. Offer frequency and extend access through active modes. Don't analyze what interest groups want. Analyze what a good transit system is. Then build and operate it. You seem to be getting slowly better at it. I'm optimistic.	11/10/2014 12:09 AM
1207	low income,senior,cultural	11/9/2014 11:46 PM
1208	Keep service on the 2, which services West Queen Anne and makes it easier to go to the library, Coe School, the Cemetary, and other places.	11/9/2014 10:59 PM
1209	Please consider making it as easy as possible to access parks, trailheads, and natural areas, from neighborhood parks to state/DNR land or even Forest Service trailheads. These are absolutely vital for a healthy lifestyle and for enjoying and relaxing in our beautiful natural places. So many more people would be more willing to forgo having a car in the central city if they knew they could get to opportunities for outdoor recreation via public transit.	11/9/2014 10:04 PM
1210	Seattle Art Museum. Volunteer Park	11/9/2014 9:05 PM
1211	Wherever has the highest ridership or potential ridership.	11/9/2014 8:21 PM
1212	Seattle Center Downtown Seattle Public Library Seattle Art Museum Paramount Theater Downtown retail district Pioneer Square Pike Place Market Olympic Sculpture Garden	11/9/2014 6:44 PM
1213	Sandel Park	11/9/2014 6:39 PM
1214	You should consider all of the above. There is no bus that can take me to my church. It's either drive or walk, and walking would be an hour each direction.	11/9/2014 6:14 PM
1215	Nightlife destinations	11/9/2014 5:45 PM
1216	can't think of any right now	11/9/2014 5:43 PM
1217	Better access to Green Lake would be great	11/9/2014 4:09 PM
1218	Country Doctor Clinic, 19th Ave E and E. Republican.	11/9/2014 4:07 PM
1219	Yes. Include and consider all mentioned spots that would be on any routes to be used.	11/9/2014 3:51 PM
1220	Cannot think of any at this time.	11/9/2014 3:42 PM
1221	DSHS in South Seattle and Ballard	11/9/2014 3:40 PM
1222	Streetcar should go all the way to Volunteer park cross streets, Seattle Center theaters should have evening transit	11/9/2014 3:00 PM
1223	..?	11/9/2014 2:09 PM
1224	Not for my needs, but others will .	11/9/2014 1:49 PM

1225	Volunteer Park, St. Mark's Cathedral, Group Health and the associated commercial area along 15th Ave. E., access to and through the eastern Eastlake/Portage Bay area. In general, please keep in mind that having to transfer to and from the light rail will add time and inconvenience to trips that now can be made on a single bus, which will really be a loss of usefulness for many users (and especially the mobility-impaired.) On that point, the location of the UDistrict light rail will be good for students at UW, but not good for any access to the rest of the UDistrict; we will need frequent service to other parts of the UDistrict.	11/9/2014 11:55 AM
1226	Magnuson Park! Solid Ground!	11/9/2014 11:14 AM
1227	SAM, Burke Museum, Symphony, Olympic Sculpture Park	11/9/2014 10:09 AM
1228	I need and use both Routes 31 and 65 to get to and from Seattle Audubon (35th Ave NE at 82nd) regularly and promptly. I also need good connections to the Northwest American Art Museum at 2300 S. Massachusetts Street.	11/9/2014 9:48 AM
1229	No. In fact, such things should not be considered at all. Metro/ST needs to serve the people's transportation needs, not be used as this kind of gauche urban planning tool.	11/9/2014 9:45 AM
1230	No	11/9/2014 9:36 AM
1231	Gasworks park. Hospitals.	11/9/2014 9:24 AM
1232	Seattle Opera Seattle Reperatory Theater Golden Gardens Ballard Locks	11/9/2014 8:48 AM
1233	If you truly want people to use mass transit, it must be cheaper. Right now it makes sense for people who commute to downtown because parking is so expensive BUT it is too expensive for low income people and too expensive for me to commute two miles to a job where I have free parking. Even taking light rail to downtown with my partner costs \$10. We can get all day parking for that and free parking on Sundays. The only way it makes sense now is to raise parking so that only the rich can afford to drive downtown OR lower the fares so that people leave their cars at home. I recommend lowering fares! This could be done by raising tab fees and basing them on the value of the vehicle. The more expensive the vehicle and the more vehicles, the more you would pay, placing the burden on those with more money who buy more vehicles and more expensive ones. This would also take the burden off of a gas tax which is increasingly ineffective due to increased gas mileage, less use (if we ride transit more!) and alternate fuel.	11/9/2014 8:35 AM
1234	Fares are among the nation's highest.	11/9/2014 6:34 AM
1235	Seattle Center	11/9/2014 3:07 AM
1236	None.	11/9/2014 1:45 AM
1237	U Village	11/9/2014 1:11 AM
1238	Chinatown (international district)	11/9/2014 12:15 AM
1239	Capital Hill	11/9/2014 12:07 AM
1240	No	11/8/2014 10:44 PM
1241	The entire sound end of rainier valley.	11/8/2014 10:15 PM
1242	Greenwood Senior Center, Magnuson Park	11/8/2014 9:48 PM
1243	I believe you know of them. For me, it's the library, post office, food store/market, Pike Place Market, Key Arena for Seattle Storm games, doctor offices downtown or First Hill.	11/8/2014 9:45 PM
1244	Seattle Children's	11/8/2014 9:02 PM
1245	There is a lack of travel options to places like DSHS (especially cherry hill), some of the hospitals, and most doctor's offices.	11/8/2014 8:05 PM
1246	No	11/8/2014 7:45 PM
1247	All I ever do between home and work is go to QFC 417 Broadway or 500 Mercer at this point. I'm sure when I retire (if I ever can!) I will need more places to go.	11/8/2014 7:07 PM
1248	Not for me.	11/8/2014 7:00 PM
1249	state capitol.	11/8/2014 6:23 PM
1250	SeaTac late at night	11/8/2014 6:16 PM
1251	Movies, Town hall, concert hall.	11/8/2014 5:17 PM

1252	recreational marijuana stores	11/8/2014 4:27 PM
1253	I only hope you are using all of them. You should at a minimum use the datasets that were used for Seattle's Pedestrian Master Plan, Bike Master Plan, and Transit Master Plan. You should also weight the importance of health, economic, and social inequities, especially with regards to those who are dependent on transit (poor, young, old, disabled, etc) and those who may be traveling as a family.	11/8/2014 2:50 PM
1254	n/a	11/8/2014 2:17 PM
1255	Hearing, Speech and Deafness Center	11/8/2014 2:17 PM
1256	should include service to Waterfront/Sculpture Park, easy airport access, and S. Lake Union/Seattle Center	11/8/2014 2:07 PM
1257	Nope	11/8/2014 2:04 PM
1258	Do parks really drive ridership at all? At least when compared to other things that drive demand.	11/8/2014 1:15 PM
1259	U should serve the graham street dshs office.	11/8/2014 1:02 PM
1260	A big gap in service is the service along 10th Avenue, north of Aloha street. I am in my 70s and cannot easily walk the 3/4 of a mile from E. Blaine to Aloha/Roy. My only bus connection to downtown is the old 7 (now 49). The service to this part of Capital Hill has been unfairly ignored because we are away from the transit HUB on Broadway. The result is we have next to no coverage. I have lived in the same home for 45 years and have always taken the bus to downtown for shopping and doctor appointments. It is becoming increasingly difficult with the reduction in stops and the reduction in service along this stretch.	11/8/2014 12:32 PM
1261	Not in my opinion.	11/8/2014 12:26 PM
1262	Colleges	11/8/2014 12:06 PM
1263	SAM,Frye Museum, Arboreteum, Discovery Park, Volunteers Park, buses that go to Ferries...	11/8/2014 11:51 AM
1264	Colman Pool/Lincoln Park	11/8/2014 11:48 AM
1265	Not sure	11/8/2014 10:40 AM
1266	VA Medical Center is too long a walk fromMT-36	11/8/2014 10:21 AM
1267	Cultural, low-income, senior, social service locations and parks.	11/8/2014 10:14 AM
1268	n/a	11/8/2014 9:51 AM
1269	University village and the University of Washington	11/8/2014 9:02 AM
1270	Pratt Park, Leschi Park, Garfield's performing arts center	11/8/2014 8:47 AM
1271	Communities centers throughout Southeast Seattle.	11/8/2014 8:43 AM
1272	Consider that seniors often can't wait for the bus in cold weather. Better access to online real time tracking is very important.	11/8/2014 8:35 AM
1273	right now it is hard to get from Lake Union Park to Cap hill (broadway) on transit without significant transfers.	11/8/2014 8:00 AM
1274	Jefferson Park in Beacon hill make the #8 faster, please!!	11/8/2014 7:49 AM
1275	Do not disco he route 72. Miss route 306. Sunday service in Lynneood to go to Ortodox Presbyterian Church	11/8/2014 7:48 AM
1276	Capitol Hill businesses. Encourage transit riders to come and patronize Capitol Hill businesses.	11/8/2014 7:39 AM
1277	Seattle Center Town Hall	11/8/2014 7:36 AM
1278	High Schools, middle schools, elementary schools. All park community centers. Libraries. Gasworks Park, Carkeek Park, Golden Gardens Park,	11/8/2014 7:01 AM
1279	Jewish worship & community in Maple Leaf	11/8/2014 6:50 AM
1280	South Lake Union park, International District	11/8/2014 1:33 AM

1281	I am SUPER excited for the light rail that's currently in progress / planned, and hope to one day see a really comprehensive light rail system for our region. I think anything that improves connectivity between the Eastside and Seattle would be fabulous... rush hour traffic is always such a nightmare. Anything that would help relieve congestion would be great, be it on 520, I-5, I-90, or wherever. Beyond that, improved connectivity between downtown and the Fremont / Ballard / Green Lake / Greenwood areas. Ballard always seems like such an obnoxious place to get to, even though it's not really that far away. I used to commute from Greenwood to Downtown, and that always felt more tedious	11/7/2014 11:49 PM
1282	Gasworks park, Madison Park, Alki Beach	11/7/2014 11:10 PM
1283	U Village and Magnisun Park.	11/7/2014 10:41 PM
1284	Rapid bus service to these two new stations is critical Also, dedicated bike lanes to these stations is very important.	11/7/2014 10:25 PM
1285	U District Farmers Market U District Food Bank Boys and Girls Club @ Stone & 45th Meridian Park (also Seattle Tilth HQ, P Patch, farmers market) Lower Woodland Park Greenlake Woodland Park Zoo UCDS school Blessed Sacramento church	11/7/2014 9:55 PM
1286	All of the above places should only be accessible by private car.	11/7/2014 9:38 PM
1287	Volunteer park Asian Art museum	11/7/2014 9:01 PM
1288	Not sure	11/7/2014 8:44 PM
1289	Cal anderson	11/7/2014 8:43 PM
1290	no. you need to look at what the majority needs,	11/7/2014 8:19 PM
1291	Direct transit options along Montlake Blvd that connects University Village from the new Husky Stadium station area.	11/7/2014 8:18 PM
1292	Parks, museums, event locations, colleges.	11/7/2014 7:15 PM
1293	Outside of major cities. Such as where I live, just a few blocks east of the RapidRide, we have to walk 10+ minutes to catch a bus.	11/7/2014 6:46 PM
1294	Renton technical college, Renton group health, other medical facilities, gene coulou park in Renton.	11/7/2014 6:42 PM
1295	The only thing you should include when analyzing service needs is ridership. Maximize ridership.	11/7/2014 6:02 PM
1296	Greenlake, University of Washington Arboretum	11/7/2014 5:57 PM
1297	The former ride free area should be revived.	11/7/2014 5:50 PM
1298	The stadiums/train station would be helpful. Pike Place market. The parks being built on the water near South Lake Union. Volunteer Park. Seattle Center.	11/7/2014 5:47 PM
1299	The 36 bus route in Beacon Hill is extremely important for those who live in Beacon Hill. It is basically the easiest way to get Downtown. Going down to the Othello Link Light Rail station is impossible for some of the elderly and the 36 is the only way to get around Beacon Hill and to get Downtown.	11/7/2014 5:31 PM
1300	I think for the most part you've got things covered as is	11/7/2014 5:17 PM
1301	Bus link to Stadium Link station should reach at least as far as Children's Hospital and into Ravenna- Bryant North of U Village	11/7/2014 5:15 PM
1302	West Seattle Ballard Queen Anne	11/7/2014 5:08 PM
1303	More frequent service and faster service to shopping.	11/7/2014 4:58 PM
1304	make it easier to access fremont from the north.	11/7/2014 4:45 PM
1305	Not that I can think of.	11/7/2014 4:30 PM
1306	Golden Gardens Magnusen Elliot bay trail	11/7/2014 4:26 PM
1307	All of these. Although I am not disabled or elderly, I may be soon. I have a great respect for the struggles my patients (I work in a hospital) and my elderly neighbors on First Hill experience, and how dependent they are on transit. Transit is what keeps them engaged in their communities. I would very much like you to evaluate based on demographics by census tract, and by any information you may have on disabled riders.	11/7/2014 4:14 PM

1308	You need to remember there are those WITHOUT cars and that buses are their ONLY means of transportation! DON'T let sports fans take over the buses from those of us that depend on the buses daily to GET HOME.	11/7/2014 4:11 PM
1309	Not that I can think of.	11/7/2014 4:05 PM
1310	Please consider transfers going east/west, since neither capitol hill nor the uw station have good connections.	11/7/2014 4:04 PM
1311	It is remarkably hard to travel across to the ID.	11/7/2014 4:02 PM
1312	Magnuson Park, Greenlake, Seattle Center	11/7/2014 3:46 PM
1313	Keep seniors in mind. I depend on Public Transit more and more. As I get older I drive less, and I am not going to start riding a bike again.	11/7/2014 3:38 PM
1314	University of Washington; employment centers Downtown Seattle and in U-District	11/7/2014 3:38 PM
1315	None that I know of.	11/7/2014 3:27 PM
1316	Volunteer park, Golden Gardens park, Arboretum	11/7/2014 3:24 PM
1317	from Central District to International District and SoDo (from low-income residential to inexpensive shopping)	11/7/2014 3:11 PM
1318	I like to go to Fremont and Ballard from capitol hill or downtown. I take my kids to Volunteer park, Shilshole park, the park on MLK Way	11/7/2014 3:06 PM
1319	Yes, see above question 3.	11/7/2014 2:54 PM
1320	Cross-city service between south Seattle and West Seattle appears to be rather weak, in my opinion. Also, late night service (after "last call") from Capitol Hill to south Seattle should be more frequent, as to encourage drivers to use public transit.	11/7/2014 2:41 PM
1321	We need a direct route from capitol hill to pioneer square	11/7/2014 2:33 PM
1322	Public Schools	11/7/2014 2:32 PM
1323	no	11/7/2014 2:29 PM
1324	no	11/7/2014 2:21 PM
1325	not specifically for me	11/7/2014 2:01 PM
1326	Magnisun park and the organizations there	11/7/2014 1:50 PM
1327	YMCAs, Food banks	11/7/2014 1:34 PM
1328	MOHAI	11/7/2014 1:22 PM
1329	N/A	11/7/2014 1:20 PM
1330	Hiking trails in the foothills like mount si, Cystal Mountian Resort, Stevens Pass ski resort,	11/7/2014 1:08 PM
1331	Discovery Park.	11/7/2014 1:07 PM
1332	It would be a list five miles long	11/7/2014 12:50 PM
1333	University of WA	11/7/2014 12:42 PM
1334	Anything in West Seattle.	11/7/2014 12:39 PM
1335	Benaroya Hall, Seattle Art Museum, Ferry Terminal, Seattle Center	11/7/2014 12:37 PM
1336	UW, Capitol Hill, Fremont, Ballard	11/7/2014 12:34 PM
1337	no	11/7/2014 12:28 PM
1338	All senior centers opera house (has a new name now)	11/7/2014 12:21 PM
1339	None specifically that stick out in my mind. Currently, as a King County resident, I pay taxes for Metro & Sound Transit bus service, which does not operate to or from any of my destinations. My home is poorly-served by a single peak-commute only shuttle bus operated by Pierce Transit, not King County. Service to anywhere would be welcomed.	11/7/2014 12:14 PM
1340	See the responses in question #3.	11/7/2014 11:54 AM

1341	just look at usage data. I feel like some of this shit is designed trying to catch the "coolness" factor	11/7/2014 11:40 AM
1342	Probably	11/7/2014 11:38 AM
1343	Connect from higher density residential areas to LINK stations	11/7/2014 11:17 AM
1344	Cal Anderson and Volunteer park, SAM, all the community centers in every neighborhood, ballot drop locations, cable service provider drop locations, libraries, YMCA locations.	11/7/2014 11:11 AM
1345	no	11/7/2014 11:04 AM
1346	The most efficient network is the best. See SeattleTransitBlog for suggestions!	11/7/2014 11:00 AM
1347	University District farmers market. Center for Spiritual Living on Sandpoint way on sunday mornings and for big events - they fill up our neighborhood with their overflow parking, it would be great to have more of them taking transit. Husky Stadium during games (but you knew that)	11/7/2014 10:56 AM
1348	The further from the center of the city, the more cumbersome the services are. The 60 services a much needed area, but you only have the 60 and it runs infrequently and not late into the night.	11/7/2014 10:44 AM
1349	Discovery Park Golden Gardens In the summer: Madison, Denny Blaine, Madrona, and Leschi beaches	11/7/2014 10:42 AM
1350	Magnuson Park and White Center could use more connections.	11/7/2014 10:38 AM
1351	New to seattle, so unsure	11/7/2014 10:36 AM
1352	not sure	11/7/2014 10:30 AM
1353	The string of parks and beaches on Lake Washington are not easily accessible with transit. Madrona Park is kind of accessible with the 2, but other than the Lake Washington Blvd/Seward Park Ave is not as easy to access from downtown as it should be.	11/7/2014 10:22 AM
1354	Subway options! Get out of traffic, and avoid elements. At the very least, designated transit lanes all over.	11/7/2014 10:04 AM
1355	Magneson Park/Sand Point	11/7/2014 9:58 AM
1356	Would like better access to parks not in my Capitol Hill neighborhood, such as Discovery Park.	11/7/2014 9:55 AM
1357	Miller Park / Community Center Volunteer Park Garfield Community Center Madrona Park Madrona Beach	11/7/2014 9:54 AM
1358	You should look at topography.	11/7/2014 9:54 AM
1359	Shoreline Unitarian Church Crest Theater Green Lake BeneRoyal Hall City Hall Town Hall	11/7/2014 9:51 AM
1360	No	11/7/2014 9:49 AM
1361	Green Lake, All city pools,neighborhood business centers	11/7/2014 9:49 AM
1362	Direct connection is needed from 23rd/Yesler area to Light Rail-- low income and WIC Clinic nearby especially need access to Capitol Hill's central business area. The new streetcar route does not easily connect CD neighborhood to Capitol Hill.	11/7/2014 9:44 AM
1363	Extend RR E to the International District! Driving in that area is a nightmare!! Dedicated transit lanes in crowded areas, as well, would be money well spent. Heavy-use buses should share the roads with cars as little as possible.	11/7/2014 9:43 AM
1364	I work at the VA Medical Center and take the bus there almost exclusively. It has gotten much harder since the bus stop moved further away and the #60 got even less reliable/frequent. In addition to making my commute much longer and less predictable, my patients - a huge fraction of whom rely on the bus to come to see me - began to have significantly more trouble. Many have multiple chronic health problems, and waiting a long time somewhere without a bench for a bus that comes at different times, and walking up and down the hill, can be very difficult for them. Often they are juggling work, childcare for kids, and the appointment with me, and the extra time to accommodate unreliable and slow transportation to the VA is a huge problem. Finally, often at the time of day the middle school lets out multiple buses in a row are 100% full between the VA and the light rail station, forcing those who need to be able to sit to wait sometimes 30+minutes for a 3rd bus with enough room to take them. It would mean a whole lot to a vulnerable population to have better bus service to the VA! It would also be a huge help for me, a provider working long hours but with young kids, trying to do the right thing by taking the bus but frustrated that my 6 mile commute can take over an hour. Thanks!	11/7/2014 9:41 AM
1365	Cultural - McCaw Hall, movie theaters, museums, Social service - health care facilities	11/7/2014 9:37 AM

1366	Recreational areas (beaches, community pools and parks, etc), appropriate scheduling for sports venues and July 4 and Dec 31 activities.	11/7/2014 9:34 AM
1367	Hospitals in Ballard, and Swedish Hospital on Madison and Broadway are very difficult to walk to from a bus stop. The U district buses (70,72,72,73) should run later there are lecture and other events in the evening. Golden Gardens Park in inaccessible for Seniors and handicapped.	11/7/2014 9:32 AM
1368	link lightrail needs to stop on S Graham Street to access that shopping area.	11/7/2014 9:30 AM
1369	Beacon Hill is under served.	11/7/2014 9:27 AM
1370	South Lake Union (aka bus 8) is a total nightmare. 12th Avenue is also lacking in bus service.	11/7/2014 9:24 AM
1371	Parks and other recreational activities.	11/7/2014 9:20 AM
1372	Volunteer Park Greenlake	11/7/2014 9:19 AM
1373	Yes-- you should focus on serving major employment, shopping, and residential clusters.	11/7/2014 9:17 AM
1374	Jefferson Terrace, First Hill Foodbank	11/7/2014 9:16 AM
1375	Low-income needs	11/7/2014 9:11 AM
1376	No	11/7/2014 9:11 AM
1377	Town Hall Seattle	11/7/2014 9:10 AM
1378	- Pike Place Market: Please reopen Route 99 stop at First Avenue & Pike Street. Too long a walk from First & University or Lenora, especially for elderly and disabled. - MOHAI: Direct route from North Belltown. - Seattle Central Library and retail core along Fifth Avenue. - Access to South Waterfront area from North Belltown and Lower Queen after Hwy 99 tunnel is done.	11/7/2014 9:08 AM
1379	No	11/7/2014 9:02 AM
1380	Getting from Madison Valley area up to Capitol Hill to connect better with other transit. Steep hills in Madison Valley area with long walks for Seniors and disabled make access more challenging. Buses are chronically late (11 & 8) and too long between each bus.	11/7/2014 8:57 AM
1381	No	11/7/2014 8:57 AM
1382	I'm sure there are, but not any that I use myself.	11/7/2014 8:55 AM
1383	Yes, Seattle Japanese Garden on Lake Washington Blvd, near East Madison	11/7/2014 8:54 AM
1384	Parks	11/7/2014 8:54 AM
1385	Airport	11/7/2014 8:53 AM
1386	Noon hour or mid-day buses would be a possibility as none travel at that time in Sammamish (my mother, a senior, stays with us sometimes so is stuck as she cannot drive). I find our bus fare is on the pricey side for those who must rely on transit and on a limited income but that is an ongoing issue.	11/7/2014 8:50 AM
1387	Seward Park, Golden Gardens	11/7/2014 8:50 AM
1388	Existing density and historic cores. Not potential new places, that may develop if transit goes there. Sprawl is still sprawl, even if you take a train there.	11/7/2014 8:50 AM
1389	low-income, senior, social service, parks	11/7/2014 8:44 AM
1390	Hospitals. My wife was in the hospital for several weeks. Without a car I was dependent on transit and car shares to get to my loved ones	11/7/2014 8:39 AM
1391	Miller Community Center Volunteer Park SCHOOLS!	11/7/2014 8:33 AM
1392	None that come to mind	11/7/2014 8:32 AM
1393	UW Hillel, Bryant Synagogues, Mercer Island JCC	11/7/2014 8:31 AM
1394	Discovery Park! Very difficult to get to and I was amazed when I discovered it exists in our city. Generally better east-west connection. Ballard, West Seattle, and the entire East Side are a nightmare from anywhere but downtown, so I avoid going there unless I can get a car ride.	11/7/2014 8:25 AM
1395	Seward Park, Genesee Playfield, Hillman City and Columbia City neighborhoods.	11/7/2014 8:23 AM

1396	Schools	11/7/2014 8:22 AM
1397	Bailey Boushay House (28th/Madison); Cal Anderson Park, Madison Park	11/7/2014 8:22 AM
1398	Volunteer Park all hospitals Volunteer Cemetary Church School	11/7/2014 8:22 AM
1399	University of Washington. There are a lot of workers and students that go there. While the downtown to UW connection is good, the Shoreline to UW connection could be strengthened.	11/7/2014 8:20 AM
1400	all things downtown and east west along 45st from UW to Ballard	11/7/2014 8:19 AM
1401	More connections to Discovery Park would be great.	11/7/2014 8:15 AM
1402	Golden Gardens Park (even a summer service extension), Washington Arboretum Park (be able to hop on/off busses at the many entrances/exits	11/7/2014 8:12 AM
1403	Don't know	11/7/2014 8:12 AM
1404	Bus routes that go to Olympic Sculpture Park from E. Cherry St/32nd Ave; E. Yesler Way/32nd Ave would be great!	11/7/2014 8:07 AM
1405	U District performance venues (eg Meany) Seattle waterfront: entire length (streetcar)	11/7/2014 8:02 AM
1406	I'm not aware of any that I would need access to	11/7/2014 8:02 AM
1407	I would like to visit parks.	11/7/2014 8:00 AM
1408	Volunteer Park Golden Gardens	11/7/2014 7:57 AM
1409	All locations on Capitol Hill should be within a short walk of a bus stop, service to downtown and Seattle Center should remain frequent and convenient, improve service to Madison Park	11/7/2014 7:56 AM
1410	No. I think the biggest factors in getting people like me to ride the bus more are cleanliness of the buses and frequent departures on the main routes (like the 10 bus).	11/7/2014 7:50 AM
1411	Seattle Center.	11/7/2014 7:47 AM
1412	UW	11/7/2014 7:44 AM
1413	Volunteer Park	11/7/2014 7:36 AM
1414	Not anything specific that I can think of, but all those things need to be considered.	11/7/2014 7:12 AM
1415	Parks	11/7/2014 7:09 AM
1416	Better access to Magnuson Park since there are now a myriad of recreational organizations there.	11/7/2014 6:56 AM
1417	Beacon Hill, Mount Baker, Columbia City	11/7/2014 6:56 AM
1418	Hospitals, parks, museums and libraries should be easily accessible in any city.	11/7/2014 6:55 AM
1419	Bailey Boushay House	11/7/2014 6:49 AM
1420	Volunteer park, cal Anderson park,	11/7/2014 6:48 AM
1421	no	11/7/2014 6:46 AM
1422	No	11/7/2014 6:33 AM
1423	Consider parks, schools, hospitals, as well as retail and residential populations.	11/7/2014 6:21 AM
1424	Yes, All of the Above for every citizen in the area...	11/7/2014 6:14 AM
1425	No	11/7/2014 6:08 AM
1426	yes, see above	11/7/2014 6:00 AM
1427	No.	11/7/2014 1:07 AM
1428	no-transfer weekday service from Capitol Hill to downtown Bellevue in under 40 minutes	11/7/2014 12:16 AM
1429	Seattle science center	11/6/2014 11:56 PM

1430	Golden Gardens, as I mentioned earlier. Whenever I've gone there, even not in the summer, there are almost always many people there. It would be a popular destination (especially in the summer, when the parking lot fills up quickly), and could earn Metro some revenue. I would also suggest re-routing the 16 and other buses back to the Seattle Center, due to the events that go on there throughout the year.	11/6/2014 11:44 PM
1431	More service in Renton area.	11/6/2014 11:19 PM
1432	university of Washington meany theater Magnuson park	11/6/2014 11:10 PM
1433	Senior House	11/6/2014 10:32 PM
1434	UW Ravenna Airport Pike place market U village	11/6/2014 10:26 PM
1435	Business area on 35th Avenue NE between NE 85th Street and NE 75th Street	11/6/2014 10:23 PM
1436	No, you should build a high frequency grid network, so anyone can get from anywhere to anywhere with 1 or 2 transfers. Make transfers more feasible.	11/6/2014 10:22 PM
1437	Golden Gardens Park, Shilshole Bay Marina	11/6/2014 10:20 PM
1438	Hospitals, Columbia City, Rainier Valley	11/6/2014 9:58 PM
1439	Better information for connections to Poulsbo, Pt Townsend, and Sequim	11/6/2014 9:57 PM
1440	i would go to the theatre such as 5th Ave or Paramount if I thought there were going to be a bus to return on, at night. Waiting for a bus after dark in the downtown area is scary. Not enough light, no police patrols and infrequent busses.	11/6/2014 9:56 PM
1441	not for me	11/6/2014 9:52 PM
1442	Seattle University/First Hill hospitals, especially in early morning and afternoon commute hours	11/6/2014 9:50 PM
1443	Marymoor Park	11/6/2014 9:45 PM
1444	Yes, to and from Magnuson Park north of the University District	11/6/2014 9:34 PM
1445	Magnuson Park	11/6/2014 9:27 PM
1446	VA Hospital on Beacon hill	11/6/2014 9:22 PM
1447	Not that comes to mind immediately.	11/6/2014 9:20 PM
1448	More busses running along First Hill and Cherry Hill. CUTTING THE 3 AND 4 MAKES NO SENSE. During shift change it's a mess. Not to mention the people who live in the Xherry Hill neighborhood are on their way to work when us night shit folks ate going home. All of us, employees and residents of the neighborhood, sit at the bus stop and talk about how cutting or even reducing the 3s and 4s is CRAZY! Please don't cut those lines until the the light rail is built. PLEASE!!!	11/6/2014 9:16 PM
1449	UW, downtown, Fremont,magnuson park	11/6/2014 9:07 PM
1450	probably	11/6/2014 8:54 PM
1451	East to west bussing!! Other than the 44!	11/6/2014 8:54 PM
1452	It's unclear that even the Link extensions north along the I-5 corridor will ever be of any benefit to those of us in the NorthWest. With its current meandering unpredictability and poorly placed stops, the #40 would be inefficient, if not useless, as a rail connector at Northgate. It seems like Metro should focus on improving routes which the foreseeable fixed rail will not pretend to serve, including centers of employment neither in central Seattle nor around the University.	11/6/2014 8:51 PM
1453	Always go with Senior locations, low-income locations (also offer a discount after passing a test) those are my locations of preference.	11/6/2014 8:39 PM
1454	12th Avenue between Jackson St. and Madison. (Seattle U).	11/6/2014 8:22 PM
1455	Public / city parks and resources should be a high priority, in addition to business and residential centers. But, I think Metro does a good job of picking destinations.	11/6/2014 8:19 PM
1456	Swedish Cherry Hill is a pain in the butt to get to now. Improving transit access there would be good.	11/6/2014 8:16 PM
1457	None	11/6/2014 8:15 PM
1458	Magnuson Park, Gas Works Park, Arboretum	11/6/2014 8:08 PM

1459	Volunteer Park	11/6/2014 8:08 PM
1460	Magnusson Park	11/6/2014 8:06 PM
1461	No	11/6/2014 8:06 PM
1462	South Lake Union	11/6/2014 8:05 PM
1463	Zoo, Gas Works Parks,	11/6/2014 8:02 PM
1464	Libraries, community centers and major parks are a must.	11/6/2014 8:00 PM
1465	**Routes to high employment areas such as hospitals : Swedish Neuroscience Institute, Harborview, Swedish Medical Center **downtown Fremont & its increasing population (the 28 / 26 express buses COMPLETELY bypass Downtown Fremont making them useless to many of us !!!) **neighborhoods with exploding townhouse building = many more people needing to get to work ie Fremont, Ballard, Wallingford **Green Lake **Woodland Park Zoo ** Seattle waterfront , the aquarium, the Great Wheel etc	11/6/2014 7:56 PM
1466	For me, no	11/6/2014 7:42 PM
1467	St. Joseph, St. James, as above. Food banks, social security office.	11/6/2014 7:39 PM
1468	UW Campus; Medical Centers	11/6/2014 7:39 PM
1469	Light rail stations.	11/6/2014 7:37 PM
1470	Madrona k-8 Mount baker park	11/6/2014 7:31 PM
1471	Volunteer Park, Madison Park,	11/6/2014 7:29 PM
1472	Anywhere seniors and children gather.	11/6/2014 7:26 PM
1473	University to ballard	11/6/2014 7:20 PM
1474	Better service to and from the Seattle Center would be helpful. Better access in the east-west corridor, please. Clearly, it would be helpful if people could reach any destination within the city limits in under an hour (even with connections) and with adequate shelters at stops so that when one does have to make connections, weather has less of an impact. And to achieve this, buses actually need to be on time so connection can be made.	11/6/2014 7:14 PM
1475	Boeing Field Terminal, the VA, Marymoor Park	11/6/2014 7:12 PM
1476	Seattle Center.	11/6/2014 7:11 PM
1477	Shilshole, golden gardens Hospitals	11/6/2014 7:11 PM
1478	Magnusson Park	11/6/2014 7:05 PM
1479	Safeco and CenturyLink Fields	11/6/2014 6:57 PM
1480	Not that I use regularly. I have heard that the 31 is up for removal and I'd miss it if it went away.	11/6/2014 6:50 PM
1481	Woodland Park zoo/Green Lake.	11/6/2014 6:40 PM
1482	University Congregational UCC Solid Ground Seattle Public Libraries	11/6/2014 6:36 PM
1483	Seward park. Green Lake park.	11/6/2014 6:36 PM
1484	Hospitals Libraries Universities / Colleges / High Schools	11/6/2014 6:35 PM
1485	All my transit destination needs are being met currently. Of vital importance to me is transit between my apartment and Montlake Freeway Station and route 255 between Seattle and Kirkland, and as long as the 255 keeps it's current route and goes at least to Kingsgate P&R or to Totem Lake at 1/2 hour frequency my needs are met with respect to transit between my apartment and Kirkland. Though on my return trips from Kirkland sometimes I have wished for better time coordination in transferring from 255 to my last hop back into the U-District.	11/6/2014 6:31 PM
1486	Pike Place Market Stadiums Theatres	11/6/2014 6:29 PM
1487	-	11/6/2014 6:27 PM
1488	Magnuson Park, Seward Park, Mountlake Community Center, Wing Luke Museum, Highland Ice Arena.	11/6/2014 6:26 PM

1489	I wish I could get from magnuson to green lake easily.	11/6/2014 6:22 PM
1490	Grocery stores, medical and hospital services	11/6/2014 6:12 PM
1491	Senior, because I drive rarely and usually use the bus several times a day.	11/6/2014 6:03 PM
1492	Keep the druggies off the bus and be more lenient with passengers who lost their transfer. Watching an elder be ticketed for \$150 while seeing drug addicts scurry off the bus leaving behind urine and vomit makes me sad.	11/6/2014 6:01 PM
1493	Not that I am awRe of.	11/6/2014 5:58 PM
1494	Grocery stores	11/6/2014 5:56 PM
1495	Yes. I currently have no way to get to the synagogue at NE 65th and 43rd NE, nor to the library or other synagogue at 35th NE and 68th. I have to take a bus north to Lake City, and then transfer southbound via 35th (and then walk), which is just too much time waiting out in the elements for a transfer (including at night), etc. It used to take me close to an hour or more when i used to have to do that via the buses. It would be great to have a way to get to 19th & Galer/Crescent or directly to the Seattle Hebrew Academy. Other possible destinations would be the Shoreline/LFP Community Center and the Wallingford Senior Center. Maybe even the Meadowbrook Community Center, and the Ravenna Com. Ctr. It's just too hard going crosstown via bus, even within the same neighborhood. For example, a bus going east-west up and down NE 95th from Sand Point Way to Lake City Way is badly needed.	11/6/2014 5:51 PM
1496	Are there stations between Capitol Hill and the U District? It is a rather long walk, cutting service of the 49 or 43 would be really difficult for the Montlake and Roanoke neighborhoods.	11/6/2014 5:51 PM
1497	All Downtown cultural venues Seattle Center cultural venues Volunteer Park Madison Park	11/6/2014 5:49 PM
1498	Volunteer Park Ballard locks Evening service to cultural orgs - UW campus, downtown orgs (SAM, Symphony, 5th Ave, ACT, Seattle Center facilities)	11/6/2014 5:46 PM
1499	Nope	11/6/2014 5:46 PM
1500	It would be good to be able to easily get to the airport from Capital Hill	11/6/2014 5:41 PM
1501	None of these affect me so it is not my place to say.	11/6/2014 5:40 PM
1502	Services to the hospitals as well as parks are important	11/6/2014 5:39 PM
1503	n/a	11/6/2014 5:38 PM
1504	concert and lecture venues (Benaroya Hall, Town Hall, McCaw Opera House, UW Meany Hall and Kane Hall, and the churches that host music programs - St James, St Mark's, Trinity Episcopal, Queen Anne Christian Church, University Christian Church), the public libraries, the 'live' theaters (Seattle Rep, Cornish Playhouse, 5th Avenue, Paramount) and the art museums downtown and at Volunteer park are all important cultural destinations. High-use parks for me are Greenlake, Cowen, Ravenna, Golden Gardens. Social service and medical locations (clinics, hospitals, dialysis centers) are also critical for us non-drivers.	11/6/2014 5:37 PM
1505	There are several low-income housing properties throughout Capitol Hill, people who really solely on public transit. I am one of them.	11/6/2014 5:37 PM
1506	SAAM, any of the hospitals on First and Capitol hills,	11/6/2014 5:36 PM
1507	SAM downtown, SAM Asian SAM sculpture faster access to Seattle Center	11/6/2014 5:36 PM
1508	See Above.	11/6/2014 5:35 PM
1509	Greenlake	11/6/2014 5:28 PM
1510	Asian Counseling & Referral Service, Seattle Buddhist Temple, Washington Arboretum, Woodland Park Zoo, Discovery Park, Jefferson Park Community Center	11/6/2014 5:26 PM
1511	Seattle Center, Rainier Beach Urban Farm,	11/6/2014 5:25 PM
1512	Harborview Area (especially during high winds and snow)	11/6/2014 5:24 PM

1513	Service to the Seattle Center could be improved. The Monorail is great for going to & from downtown, but what about some direct trips to the Center from other parts of the city? Also east/west travel in various areas along the north/south transit stream could be improved. Often to get from east to west in the same area means having to travel north or south first. An example is that there is no bus service that takes you from Lake City/Bothell Way at 145th to Aurora at 145th. That's the kind of east west travel option that is lacking up & down the north/south corridor.	11/6/2014 5:22 PM
1514	Golden gardens alki beach	11/6/2014 5:22 PM
1515	There is already a great deal of congestion on campus around the stadium and on Montlake. Parking is very limited and the traffic backs up quite a bit since there are not alternative routes. There needs to be a lot of thought about how to get people to and from the stadium station without creating more traffic. Especially as it will be used as a destination to go and get to the rest of the city.	11/6/2014 5:17 PM
1516	Arts locations Business districts	11/6/2014 5:10 PM
1517	Parks: Cal Anderson, Miller, Volunteer Senior: Aegis at 22nd/Madison Grocery: Safeways at 22nd/Madison and 15th/John; QFCs at Broadway/Pike, Broadway/Harrison, 15th/Republican; Trader Joe's at Madison/17th; Central Co-op at Madison/16th	11/6/2014 5:09 PM
1518	Northgate, Ballard	11/6/2014 5:09 PM
1519	Just connecting the #75 at UW station.	11/6/2014 5:07 PM
1520	Consider geography and hills. Some areas seem close, but are almost impossible to walk	11/6/2014 5:03 PM
1521	Hospitals on 1st Hill	11/6/2014 5:01 PM
1522	Magnuson Park Seattle Center When looking at these kinds of destinations, consider both the public operating hours of those places as well as hours a worker or volunteer might need to come and go, including early/late/weekends, including event venues, food banks, soup kitchens, churches/synagogues.	11/6/2014 5:00 PM
1523	Maybe should include senior citizen destination as you analyze service needs, as a high percentage of population is getting older	11/6/2014 4:58 PM
1524	Rainier Beach and Seward Park.	11/6/2014 4:56 PM
1525	Christ Episcopal Church serves community members with substantial physical handicaps. The church is a significant distance from the light rail station, so it is likely they will not be able to use that service.	11/6/2014 4:55 PM
1526	Not sure	11/6/2014 4:55 PM
1527	You should absolutely include these, but I do not use these services so cannot advise.	11/6/2014 4:54 PM
1528	N/A	11/6/2014 4:52 PM
1529	None that I can think of.	11/6/2014 4:51 PM
1530	Golden Gardens, Magnuson Park, Discovery Park, Lincoln Park	11/6/2014 4:50 PM
1531	The Country Doctor Community Health Centers. http://www.countrydoctor.org/about-us They provide service to low income people. The 27 used to stop right in front of Carolyn Downs. Currently the 12 stops right in front of the Country Doctor on 19th. Service on the 12 is slated to be cut so that it no longer serves 19th. If the 12 doesn't go down 19th, My health care needs will be compromised.	11/6/2014 4:49 PM
1532	Seattle Center, Benarroya Hall, Convention Center	11/6/2014 4:48 PM
1533	Health care facilities, as noted above: As the nation ages, practical access to medical facilities for low-income individuals becomes more & more essential.	11/6/2014 4:47 PM
1534	Low income / human services	11/6/2014 4:47 PM
1535	Volunteer Park Kubota Park Seattle Center	11/6/2014 4:44 PM
1536	Community Centers, major Parks	11/6/2014 4:41 PM
1537	Next year Seattle Community College health care programs will move into PACMED on North Beacon Hill. Existing service might not be enough as the 36 during rush hour is often packed.	11/6/2014 4:38 PM
1538	no	11/6/2014 4:38 PM
1539	Magnuson Park, Golden Gardens, Green Lake, U Village	11/6/2014 4:37 PM

1540	12th Avenue would be a good location for a north/south bus, as it is designated as a "main street" of an urban village in Seattle's comprehensive plan and it currently has no north/south service. North of S. Jackson Street 12th Avenue could be a more efficient route than Boren/Broadway. 12th Avenue has the King County Youth Services site which could be served by better bus service, as well as Seattle University	11/6/2014 4:37 PM
1541	Yes. Include health facilities as well in above listing.	11/6/2014 4:36 PM
1542	My primary focus is ease of commute, followed closely by ease of travel to grocery stores, restaurants, and other common businesses. Parks and other cultural icons are roughly third on the list, as they are not part of daily routine.	11/6/2014 4:34 PM
1543	Don't do anything to further limit service on the 73 bus that passes the Senior apartment on 15th NE and N. 115.	11/6/2014 4:33 PM
1544	I think the new bike rental stations need to be included in transit planning - lots of people (myself included) bike to bus stops or switch from a bus to a bike because a bus doesn't run at that time or exactly where I need to go or arrive when I need to arrive. I also think transit should take into consideration Car2Go and Zipcar locations because again, often I need to use a hybrid approach to getting to meetings.	11/6/2014 4:31 PM
1545	None for me.	11/6/2014 4:26 PM
1546	Yes	11/6/2014 4:23 PM
1547	It would be nice if you could transfer from the bus to lite rail w/o the penalty of another added fare, or the other way around, bus to lite rail.	11/6/2014 4:22 PM
1548	Better access to the east side of campus would be good	11/6/2014 4:21 PM
1549	none that I am aware of	11/6/2014 4:21 PM
1550	Juvenile Justice Center Alliance of People with Disabilities King Street Station Metro Transit Office on 2nd & Jackson DSHS North Seattle Community College Faith Lutheran Church on 82nd St & 18th NE Discovery Park Magnuson Park Greenlake Park Ravenna-Eckstein Community Center	11/6/2014 4:19 PM
1551	The buses that go through the U District get very crowded with students who just ride the Ave and then get off. It sometimes means there is not room for riders who need to get to work and travel farther. This also happens with Roosevelt HS students at some specific times in the mornings and afternoons. I would guess that would also be an issue with other schools. It seems like it would be more efficient to have vans for students that just travel up and back along the Ave during peak hours to leave the buses for commuters trying to get to work.	11/6/2014 4:19 PM
1552	I'm sure there are but I can't think of any that directly relate to me.	11/6/2014 4:17 PM
1553	Cal Anderson Park, 1635 11th Ave	11/6/2014 4:17 PM
1554	Seattle Center	11/6/2014 4:16 PM
1555	The University of Washington: as the largest employer in the state with 40,000 students, we need an abundance of connections there--from south end neighborhoods too, where many of us work and commute.	11/6/2014 4:14 PM
1556	Magnolia Village!!! Discovery Park Magnusson Park The Arboretum	11/6/2014 4:13 PM
1557	No	11/6/2014 4:12 PM
1558	n/a	11/6/2014 4:12 PM
1559	Magnuson Park	11/6/2014 4:11 PM
1560	Look at access to parks and playfields. Generally, in Seattle, transit access to playfields is poor	11/6/2014 4:10 PM
1561	Seattle Art Museum Seattle Center	11/6/2014 4:10 PM
1562	Definitely Northgate and the U-Village, and certainly it'd be nice to have buses pick up near the transit center that go downtown, and a non-transfer route to West Seattle at some point. In Capitol Hill, Century Ballroom, Richard Hugo House, and Elliot Bay Books should be considered.	11/6/2014 4:09 PM

1563	Taking away the 16 from the NE Northgate Way/Meridian Avenue section will deprive a LOT of elderly and infirm wheelchair users and mental health patients from getting to the hospital buildings and mental health services along Meridian. They catch the 16 on NE Northgate Way in front of the Petsmart/Target/Best Buy stores. Over the past few years services from the north side of NE Northgate Way on 5th have been reduced, with the curtailment of the 66 & 67 at the Northgate Transit Center when the old Park & Ride was converted to Hubbard Homestead Park. Taking away the 16 from that part of Northgate will only serve to increase local residents' choices. There are several large assisted elderly living buildings on 3rd NE and 5th NE and removing yet more transit choices from them is not a good idea. There are also several low income apartment complexes in this area. Stopping all these buses on the south side of the Northgate mall in the Transit Center detracts from viable transit options for those who live further north. These will be even more essential once the Light Rail eventually comes to Northgate, to ferry people to the station.	11/6/2014 4:08 PM
1564	Gas Works Park Union Bay Natural Area Ballard retail area Fremont retail area	11/6/2014 4:06 PM
1565	I am not certain.	11/6/2014 4:06 PM
1566	Concert Halls downtown and at Seattle Center	11/6/2014 4:05 PM
1567	No.	11/6/2014 4:03 PM
1568	Yes! Department of Services for the Blind (Tacoma, Olympia, and Seattle offices), Seattle Lighthouse for the Blind, TACID (Tacoma), VA Hospitals (Tacoma, Seattle), Union Gospel Mission (Seattle and Tacoma), YMCAs and Senior Centers in Seattle, Tacoma, and throughout the Puget Sound area.	11/6/2014 4:02 PM
1569	Libraries, schools, neighborhood centers, Post Offices.	11/6/2014 4:01 PM
1570	Parks, beaches, recreational areas Schools Low income offices (ie low income housing offices, public health/mental health facilities) Libraries	11/6/2014 4:01 PM
1571	Not other than included in #3	11/6/2014 3:59 PM
1572	Sure, perhaps for other, but not for me. All I care about is DUVALL <-> REDMOND <-> SEATTLE.	11/6/2014 3:59 PM
1573	Absolutely, the public schools, libraries, community centers, pools, and hospitals all need to be taken into consideration.	11/6/2014 3:59 PM
1574	Magnuson Park and other well used parks should have direct line from central source, Seattle Center, Downtown. theaters and musem	11/6/2014 3:59 PM
1575	University of Washington, downtown Westlake station, South Lake Union, Veterans Administration Hospital	11/6/2014 3:57 PM
1576	Just a simpler, less transfer-requiring system would be a dream come true! Things are too chopped up in terms of transit options to get to different areas.	11/6/2014 3:55 PM
1577	University Village / grocery stores / drug stores along Sand Point Way NE and NE 45th Street	11/6/2014 3:55 PM
1578	N/A	11/6/2014 3:53 PM
1579	North Bellevue Ave and Summit Ave on Capitol hill	11/6/2014 3:53 PM
1580	no	11/6/2014 3:52 PM
1581	ALL of them	11/6/2014 3:51 PM
1582	Seattle Center First Hill/Madison	11/6/2014 3:50 PM
1583	Seattle Center, Orchestra Hall, GasWorks Park, Discovery Park, Greenlake	11/6/2014 3:50 PM
1584	Please add more parks accessibility-museums are very easy to get to via transit currently, but parks remain very difficult/have very complex routes to take in order to reach.	11/6/2014 3:50 PM
1585	N/A	11/6/2014 3:50 PM
1586	No	11/6/2014 3:50 PM
1587	no	11/6/2014 3:50 PM
1588	How about the significant lack of parking availability on capitol hill? More buses that run later from all areas of Seattle should make it easy to get to/from Capitol Hill because there's no where to park.	11/6/2014 3:50 PM

1589	There should be more bus service at 65th and Sand Point Way NE, which serves all of Radford Court---UW's largest off-campus housing complex-- as well as over 500 new units constructed at Magnuson Park by Common Ground as transitional housing.	11/6/2014 3:49 PM
1590	Seattle Children's Hospital	11/6/2014 3:49 PM
1591	All City Parks	11/6/2014 3:49 PM
1592	none.	11/6/2014 3:48 PM
1593	many of the larger senior housing projects depend upon employees who come at all hours to work all kinds of shifts so need dependable public transit	11/6/2014 3:48 PM
1594	University, U Village, Center for Urban Horticulture	11/6/2014 3:48 PM
1595	WA Refugee services	11/6/2014 3:48 PM
1596	No	11/6/2014 3:48 PM
1597	No	11/6/2014 3:47 PM
1598	No.	11/6/2014 3:47 PM
1599	N/A	11/6/2014 3:43 PM
1600	South Lake Union	11/6/2014 3:43 PM
1601	Not sure	11/6/2014 3:43 PM
1602	nope	11/6/2014 3:43 PM
1603	Seattle Center (from NE Seattle), Magnuson Park	11/6/2014 3:42 PM
1604	No	11/6/2014 3:41 PM
1605	I wish there was a bus along 65th from 35th Ave across town to Greenlake park.	11/6/2014 3:41 PM
1606	The hospitals obviously. Working on First Hill, it is difficult for patients to get there during the day via bus, and most insurance plans do not cover University of Washington services.	11/6/2014 3:40 PM
1607	do NOT cut anything that serves first Hill or South seattle to First Hill!!!! So many patients and healthcare workers need good transit to this area as parking is unavailable/ expensive! Save the 12!! Save the 60!!!	11/6/2014 3:40 PM
1608	No thanks	11/6/2014 3:40 PM
1609	n/a	11/6/2014 3:39 PM
1610	Some parks feel a bit underserved: Golden Gardens, Magnuson Park, Discovery Park, the Arboretum, etc. Little transit service. Especially would be nice in the summer to simply be able to hop on a bus and get dropped off close by in a quick fashion without having to plan hours in advance. Magnuson Park is probably best served out of these, but the 31/32 that turn into the 75 are insanely unreliable and almost always late. Would also be nice to have more direct bus lines to Capitol Hill from North and Northwest Seattle.	11/6/2014 3:39 PM
1611	Access to parks via public transportation would be important for me.	11/6/2014 3:39 PM
1612	It would be great to have more buses that could take those without cars to destination areas such as hiking trails, parks etc.	11/6/2014 3:38 PM
1613	Access to the hospitals on First Hill	11/6/2014 3:38 PM
1614	Pike.Pine corridor on Capitol Hill (no, downtown is not close enough). Green Lake.	11/6/2014 3:38 PM
1615	No	11/6/2014 3:38 PM
1616	Churches!	11/6/2014 3:38 PM
1617	My only high priority destination is work (Microsoft Campus).	11/6/2014 3:37 PM
1618	Buses that stop at or near large parks.	11/6/2014 3:35 PM
1619	All Libraries Medical Centers	11/6/2014 3:35 PM

1620	the number 8 bus is always over-crowded and late. There should be consistent access from capitol hill to south lake union (without having to go through Westlake)	11/6/2014 3:35 PM
1621	South Seattle in general does not have enough frequent service	11/6/2014 3:35 PM
1622	Yes, Capitol Hill live and movie theaters, and other performance venues, farmers' markets, thrift stores and bookstores	11/6/2014 3:35 PM
1623	N/A	11/6/2014 3:35 PM
1624	not for me	11/6/2014 3:34 PM
1625	Grocery stores! Food is heavy, so it's important to be able to carry it home on the bus	11/6/2014 3:34 PM
1626	I appreciated the service to the Seattle Center from UW/NE Seattle. That has been cut back recently.	11/6/2014 3:34 PM
1627	Better/more service to Magnuson Park would be terrific.	11/6/2014 3:34 PM
1628	Miller community center	11/6/2014 3:33 PM
1629	No	11/6/2014 3:33 PM
1630	Temple Beth Am in Wedgwood Congregation Beth Shalom in Wedgwood	11/6/2014 3:33 PM
1631	Please think about seniors and low income housing.	11/6/2014 3:32 PM
1632	Probably, but I can't think of them.	11/6/2014 3:31 PM
1633	N/A	11/6/2014 3:24 PM
1634	Keep these types of destinations in mind but do not create an issue for service by creating route deviations.	11/6/2014 3:03 PM
1635	Yes	11/6/2014 10:42 AM

Q5 How do the transit options you use work for you? Do they get you where you want to go?

Answered: 3,372 Skipped: 715

#	Responses	Date
1	Yes. I wish the 316 ran later in the evening.	12/5/2014 4:08 PM
2	Work well for the most part. Wish there were a few more routes/fewer transfers req., also slightly more frequent routes to help limit crowds.	12/4/2014 10:00 PM
3	No, the 14 was changed to the 47, and now cancelled. I no longer use transit to get to work. I use my bicycle. I use the bus to get back up the hill. There is no transit route that is reliable between Capitol Hill and the Downtown Library.	12/4/2014 7:06 PM
4	Just getting to work and back it works ok, but getting to places after work either downtown or elsewhere in Seattle can be challenging.	12/4/2014 3:38 PM
5	most of the time, yes. I'm super excited for the new light rail expansion	12/4/2014 3:25 PM
6	With the reduction in the 30, they don't get me where I want to go outside of peak hours	12/4/2014 2:15 PM
7	Sometimes the drivers leave earlier than the scheduled departure time. This erodes confidence. Twice in the past week the 555 left from Northgate early and this is only a half hour bus. In light of the investigation that revealed bus drivers leave early in order to have time for their breaks, it makes one distrust the schedule and not think highly enough of our public transit to take it. Allow the correct amount of time for breaks while stressing the need to stick to the schedule.	12/4/2014 12:54 PM
8	I use light rail to come to work. Works great and is pretty consistent. The only problem I see is that sometimes they are much too crowded. The buses are not consistent. When I was using the buses it was really hard to get to work/study at the time I needed to. More consistency with buses might increase usage. Some bus drivers don't even stop at every bus stop every time and leave people (even kids) stranded. I have given up on the buses and use it only in case of emergency.	12/4/2014 12:47 PM
9	for the most part yes	12/4/2014 12:13 PM
10	Yes. I wish the 31 ran longer (until 8pm) so that it would cover staff getting off a 12 hour shift at Seattle Children's Hospital.	12/4/2014 11:44 AM
11	The bus is always full and running late	12/4/2014 11:41 AM
12	Yes, evening traffic is significantly worse due to the entrance backup onto Aurora.	12/4/2014 10:51 AM
13	for the most part, yes	12/4/2014 10:44 AM
14	Currently, the 74 and 30 metro buses work well for my personal commute. Again, it would be great to have additional public transportation to Seattle Children's Hospital.	12/4/2014 9:15 AM
15	yes	12/4/2014 9:13 AM
16	I am able to get where I want to go, but I dislike having to transfer. It would be great to be able to get on one transit service and arrive at my destination.	12/4/2014 8:25 AM
17	They work fine for the most part.	12/4/2014 8:08 AM
18	Great. except for minor delays.	12/4/2014 7:43 AM
19	For the most part. On weekends it's much harder, but I can usually get myself to my destination. It just tends to take 2-3times longer than a weekday.	12/4/2014 7:18 AM
20	for the most part. it would be nice, however if transfers were timed more conveniently	12/3/2014 9:21 PM
21	Most of the time. Some areas require too much time or too many transfers so I have to drive. Having a child and no direct buses in some areas make it impossible to use public transportation.	12/3/2014 4:57 PM

22	The King County water taxi is great for the cross sound commute and the light rail is great for downtown. But the afternoon bus service (71-73) from UW including the UW Tower to downtown is crowded and frequently leaves people at the curb especially at Campus Parkway. These routes are also frequently late. I'm thrilled the light rail will open from downtown to the stadium but most non patient care depts of the medical center are now located off campus so it will require reliable, frequent bus connections to make this a good option for commuting from downtown to UW/UWMC.	12/3/2014 2:52 PM
23	#41 is fast and great for my commute. The only thing wrong with it is soooo full. 3-4 times this year, there was no room to get on till the 4th bus that came buy. Most days going home there are no seats when I get on. Luckily it is usually pretty quick ride.	12/3/2014 2:05 PM
24	Work well between home (Wedgwood) and UW or Downtown, not very well for any other neighborhood (Ballard, etc.)	12/3/2014 1:46 PM
25	There are limited options for me to get to work in an efficient way. I would love increased evening bus routes. I generally only use the bus to get to Husky games and occasionally to work.	12/3/2014 1:45 PM
26	I feel that I can get North/South more readily than East/West with current options. I don't find buses convenient for getting between neighborhoods north of Seattle, especially on weekend nights (e.g., Fremont, Green Lake, Maple Leaf, Ballard)	12/3/2014 11:44 AM
27	yes but I have nearly missed the bus home several times as this is the last route	12/3/2014 10:49 AM
28	My bus is constantly filled to the brim with people. It almost becomes a safety concern when people can't move. I ride the "E Line." Sometimes the drivers don't stop at stops when there is enough room for passengers. Yes, most of my bus routes get me where I want to go.	12/3/2014 10:37 AM
29	The 41 is awesome! It allowed me to live in Maple Leaf (affordable) without a car and get to work downtown. The light rail is great. I just wish it was easier to get from the light rail stations to places a little further east like Seward Park, Hillman City and Columbia City.	12/3/2014 10:32 AM
30	They get me north to south (and vice versa) okay, but getting east to west (and vice versa) is often difficult. Getting to the airport from Wedgwood takes a significant amount of time; I would like to be able to get from Wedgwood to the airport quicker.	12/3/2014 10:24 AM
31	Fremont commute is good by bus, though not knowing in advance if a 31/32 will become a 65 or 75 is frustrating. UW commute is good too. Commute to 110th and Greenwood is not feasible by bus so I drive. Ditto others.	12/3/2014 9:52 AM
32	They work very well; however, due to budget cuts and service reductions, they now take much longer than they did in the past, which often prohibits me from using them as often as I once did.	12/3/2014 9:12 AM
33	The 75 is often not on schedule. This may be due to the the stretch between U district and Magnolia where it turns into the 31 or 32. Also, when waiting for a bus downtown from the U district I find that the busses seem to come all at once. It would be nice if the busses coming through the U district to downtown were more spread out. Also, it would be better if there were more busses more often from Northgate transit center to U district. The 75 should have a stop at the link when it opens.	12/3/2014 8:51 AM
34	I would take the bus if there was a direct route from Ballard. I don't want to transfer.	12/3/2014 8:47 AM
35	Okay, would like more frequent service from UW to Kirkland	12/3/2014 8:31 AM
36	Very difficult to get to Seattle Childrens from the UW/520 area	12/3/2014 8:31 AM
37	Yes, and I hope Metro keeps the 25 and 66 routes.	12/3/2014 8:06 AM
38	For the most part, sometime I have to wait a little too long for the bus to come however. I also have to take multiple bus routes to get where I want.	12/3/2014 3:55 AM
39	yes but the buses don't come frequently enough	12/2/2014 10:55 PM
40	Since the 76 went to the tunnel, I have given up taking the bus when I have parking available at work. Unfortunately, I only have free parking about every other month so I still take the bus. There are often delays with the 76 since it went down the tunnel. I would like to take the bus to save gas and be earth friendly but with a small child, can't afford the time and have the flexibility for the bus.	12/2/2014 8:52 PM
41	Rather yes. It gets old when I have to transfer many times, or when my trip takes an inordinately long amount of time.	12/2/2014 8:33 PM
42	yes. The most significant place is work. However I have to leave extra early bc the buses do not run on time and following their schedule...I would be late 95% of the time	12/2/2014 7:27 PM

43	Bike spots often full for transit across Lake Washington (MI to Eastgate/Issaquah; Montlake Fwy Station to S Kirkland P&R).	12/2/2014 6:50 PM
44	Yes, but sometimes the buses are too unreliable with traffic	12/2/2014 6:18 PM
45	Pretty much. But we need more busses and light rail to accommodate increased riders and for busses to stay on time. We need to get more people out of their cars. Metro should allow drivers time for bathroom breaks.	12/2/2014 5:17 PM
46	They work mostly to get me there. However, returning home is another issue. I'm uneasy walking home at night, and/or waiting for a bus at night. I love having the Link light rail to go to and from the airport! If the rest of the system ran like that, I'd be very happy. I look forward to being able to get further north!	12/2/2014 4:14 PM
47	Usually good, especially getting downtown (on E line). Crosstown is sometimes challenging outside of rush hour (I wish there were more of 355 in morning, later in the evening).	12/2/2014 3:37 PM
48	taking the bus can be inconvenient with inconsistent schedules and only 2 options to get to Seattle Children's Hospital	12/2/2014 3:27 PM
49	Yes, but not in a reliable, consistent manner	12/2/2014 3:26 PM
50	eventually The transfers are ill timed between the 75 and the 41	12/2/2014 2:46 PM
51	great	12/2/2014 2:44 PM
52	Not really. The only time I can really take the bus is to go downtown. It would be nice to have something else from West Seattle to other neighborhoods without it taking 2 hours	12/2/2014 2:16 PM
53	I really liked to take the 30 to work, otherwise I have to transfer from a 70 something and take the 65 or 75.	12/2/2014 2:12 PM
54	The transit options work great. Yes, they get me where I want to go.	12/2/2014 2:10 PM
55	I drive 99% of the time with multiple children. Parking is cheaper than a bus ride for a family of 5.	12/2/2014 1:52 PM
56	They work well and are pretty reliable. Would like better transportation to UVillage from 23rd Ave E and E John St.	12/2/2014 1:19 PM
57	As stated earlier, there are plenty of busses to get me from the Lynnwood/Alderwood area but rarely are the parking spots available to me when I commute (after 8:00 in the am).	12/2/2014 12:59 PM
58	Yes but shuttle to and from downtown is slow especially in afternoon	12/2/2014 11:39 AM
59	Mostly, yes	12/2/2014 11:39 AM
60	yes	12/2/2014 11:34 AM
61	They are very slow. If you want people to use transit you need to make your options faster and more reliable. For years I have commuted by bus to and from the south end of West Seattle to Children's Hospital - it takes about 90 minutes each direction. Most people are not willing to give up their car for slow transit options. I do not have a car - so I have no other option. I am seriously considering purchasing a car.	12/2/2014 11:33 AM
62	scheduling is difficult when more than one bus is involved, not including different transit systems	12/2/2014 11:19 AM
63	Yes they work fine	12/2/2014 11:11 AM
64	yes, although they are not as quick as I would like.	12/2/2014 11:09 AM
65	Yes, but slowly	12/2/2014 11:07 AM
66	Terrible, one of the cities with the worst traffic due to a TERRIBLE PUBLIC TRANSPORTATION SERVICE. POLITICIANS TALK TO MUCH AND DO NOTHING TO SOLVE AN EMINENT PROBLEM	12/2/2014 11:01 AM
67	The options I've chosen work because they must, but if I had a car it would be much easier to drive. I often am not able to find adequate busses on the weekends.	12/2/2014 11:00 AM
68	They work fairly well, but bus service seems to be irregular midday, when I often need it.	12/2/2014 10:48 AM
69	I am new to bus riding but so far love it! I get to the places I need to go so far.	12/2/2014 10:46 AM
70	For the most part. If the Metro doesn't go there, then I will take a Car2Go or ZipCar. However, I would use the bus more if there were more option.	12/2/2014 10:40 AM
71	See #3. I would very much like to use Sound Transit Edmonds to Seattle more often, but there are no trains making the return trip in the afternoon that leave late enough....perhaps a 6:00pm late run.	12/2/2014 10:26 AM

72	All I can say is, it's fairly long and painful to take metro bus from Madison Valley or Madison Park area to go into town or to UW. If I were to catch 2, it doesn't go to Broadway and E John (where the new LightRail station is for Cap Hill) so I'll still have to find a way to get somewhere.	12/2/2014 10:19 AM
73	They are ok, but could be more direct	12/2/2014 10:08 AM
74	Sometimes. The only bus that goes up to my house on 21st and E James is the 3. The first bus leaves at 930am to go downtown where I work, so I usually drive or carpool instead because it is too late. Also, I have to use a Sound Transit bus to get between 3rd and Pike/Pine to my work on Boren and Olive. I have to transfer to get to work, and to get home.	12/2/2014 10:07 AM
75	The Metro 75 is often overly crowded (lots of people standing) and running late.	12/2/2014 10:02 AM
76	Fairly well. It would be more useful to have the 512 to Everett stop at I5 and NE45th st. earlier and more frequently on weekdays	12/2/2014 9:51 AM
77	The 77 route is wonderful when it shows up. However, it is overcrowded and too frequently buses are no shows. The bus service to/from Seattle Childrens' Hospital is very lacking. Often, it is faster to walk 1 mile to U village to catch a northbound bus.	12/2/2014 9:50 AM
78	To go downtown I drive to Northgate Park & Ride and catch the 41. If there was an easy connection from the 65 to downtown, I would prefer to leave from my home.	12/2/2014 9:34 AM
79	Eventually. It just takes a long time.	12/2/2014 9:32 AM
80	for the most part, not the most convenient getting downtown from my house.	12/2/2014 9:27 AM
81	Transit option works poorly to get from Capitol Hill to Seattle Children's Hospital due to lack of routes and multiple transfers required.	12/2/2014 9:25 AM
82	They work for me pretty well.	12/2/2014 9:17 AM
83	They do get me where I want to go, though some routes take a long time and need to take multiple buses	12/2/2014 9:16 AM
84	they work well	12/2/2014 9:14 AM
85	I can get where I need to go but it normally takes really long to get anywhere.	12/2/2014 9:10 AM
86	No	12/2/2014 8:56 AM
87	Yes - unacceptably slow - buses are never on time. Can be up to 30 minutes late.	12/2/2014 8:52 AM
88	The bus works but the morning buses are packed for a trip downtown or to the airport.	12/2/2014 8:52 AM
89	I am able to get by without a car but I have to sacrifice convenience, time, and often my first choice to do something if I use a car. I am often limited to a certain radius if I choose not to use my car because the Metro options don't connect a lot of destinations in between.	12/2/2014 8:45 AM
90	The 41 works very well for me.	12/2/2014 8:18 AM
91	yes. However, when the Husky's played at Century Link it was very frustrating that additional Link Light Rail trains were not operating to the Rainier Valley.	12/2/2014 8:12 AM
92	Yes	12/2/2014 8:12 AM
93	During certain times of the day (non-peak) the 30 does not run and this creates havoc getting to work by magnuson park.	12/2/2014 8:10 AM
94	I use transit for commuting to work. It works for me but the buses I take (17 & 18 primarily) are usually standing only and don't run frequently.	12/2/2014 8:04 AM
95	They work alright. I generally have to take two buses to get from my apartment by university village to work at 9th and Stewart. I'd like to be able to take the bus to the zoo but it is too long and complicated of a process to not just go in my car.	12/2/2014 8:02 AM
96	Mostly. I have to drive to get to a station, otherwise I have over a mile walk.	12/2/2014 7:56 AM
97	Would appreciate more options in NE Seattle Would appreciate better transit options from Ballard to the rest of the city	12/2/2014 7:54 AM

98	they help me get to my gym	12/2/2014 7:43 AM
99	The transit options I have work very well. At present, they get me where I need to go to catch a shuttle.	12/2/2014 7:32 AM
100	I usually have to walk several blocks to get to where I would like to go. Would be nice if a bus came all that way to Met Park West, 1100 Olive Way	12/2/2014 7:32 AM
101	They do work. However, the Lynnwood Park 'n Ride fills up SO early in the morning. The parking capacity does not match the volume of buses in/out of there.	12/2/2014 7:32 AM
102	At this moment, I am very pleased with the commute... The primary issue regarding would be access to a local Metro bus...I live at 26221 20th Ave. S. in Dwes Moines, and there does not seem to be a bus that runs North and South along 16th from Pac Hwy to Kent-Des Moines Rd., although that route would seem well-used, if in place... Rapid Ride runs up and down Pac Hwy, but the two roads diverge, and leave much of the area around 16th underserved...	12/2/2014 7:31 AM
103	generally I am able to get where I need to go for my range of locations; I tend to walk and only take one bus rather than take several buses since this saves time.	12/2/2014 7:24 AM
104	i have very few options and it adds a lot of time to my day versus driving	12/2/2014 7:23 AM
105	yes, right now works great! Thank you!	12/2/2014 7:21 AM
106	Getting to work at Children's Hospital works well--would like to keep the more frequent bus service. Taking bus to theater events in the evening does not work so well...more convenient to take my car as bus options are not scheduled at the times I need or I have to walk too far at night.	12/2/2014 7:16 AM
107	The bus is only a short walk from my house and comes pretty often. If we use alternative forms of transportation to work (at Seattle Children's) we get a commute bonus which is great.	12/2/2014 7:10 AM
108	Carpooling works for me to get to work when my partners don't have blips in their schedules. I would prefer to take the bus to work, but it's a dark and wet 2.25 miles from the Montlake Freeway Station to Seattle Children's. The connections between buses at Montlake Freeway Station to Seattle Children's are abysmal.	12/2/2014 6:59 AM
109	It is hard to get into/out of Queen Anne easily or with any speed. Bus routes are circuitous. Seattle Opera McCaw Hall is very hard to get to or home from.	12/2/2014 6:52 AM
110	Getting from Eastlake to downtown is serviced well currently. However getting from Westlake Center to Eastlake in the evening is more difficult. The 66 and 25 are rarely ontime and the Street car has this crazy change out of trains right at 6:00 when commuters are still trying to leave the Westlake area.	12/2/2014 6:39 AM
111	yes	12/1/2014 10:55 PM
112	EASY AND SAFE. yes, they do take me wherever I want to go, but just sometime they miss the schedule. However, it's good not very often that they late.	12/1/2014 10:41 PM
113	Yes	12/1/2014 10:11 PM
114	Getting to 70th and Sand Point way from home (23rd and Jackson) takes too long; I have to transfer, which really extends my commute time It generally takes 4x longer to take the bus than drive.	12/1/2014 10:08 PM
115	Within .5 miles. The times are infrequent, and buses are frequently late and packed.	12/1/2014 10:06 PM
116	Some do some don't	12/1/2014 10:06 PM
117	currently, yes	12/1/2014 9:54 PM
118	1) It would be better if more of the express busses stopped on Eastlake. So many nusees go thru the neighborhood, but make no stops. 2) For the trip out from downtown, it would be nice if the 66 and 70 stopped in the same places. In the morning I can take whichever comes first as they both stop at Lynn St. In the afternoon, I have to choose one or the other because they stops are 2 blocks apart. So I always take the 70 because it comes more often, but sometime the 66 goes past while I'm waiting. I could take the 25 too, but that is another stop again. 3) The excuse for none of the other express buses stopping on Eastlake is that it would slow them down, but the 66, which is an express, and the 70, which is not, take the same amount of time to get from Lynn St to Madison/ Marion St. So, evidently a few more stops do not make a big difference, it's really the traffic that determines the schedule. 4) the 70 has limited hours, so if I want to go downtown early in the morning (before 7) or in the evening (after 7) I have to look it up & figure it out to see if I'm going to end up in the bus tunnel or where I need to get off.	12/1/2014 9:52 PM

119	I take the shuttle directly to and from the Seattle Children's during the week, but since they don't run on the weekends then I have to take a bus or drive myself. I started taking public transit because driving down Montlake for a night shift is just a complete nightmare. I live 5.5 miles away from the hospital and to drive myself it takes 45 minutes on a weekday. If I take a bus, it always back tracks me and I end up going through the International District and then through downtown or just all over downtown instead. The bus takes me 60-90 minutes. If I take a shuttle, I have to walk 20 minutes and then it's a 30-40 minute drive from there and it picks up in front of the Tiffany's at Pacific Place Mall downtown. It just isn't very user friendly - any of these routes. And I have yet have a bus not show on time. They're usually 5-10 minutes late... which affects the connection. So, yes, eventually I get to where I want to go because eventually I end up at the hospital. But I would say no... they do not get me to where I want to go because multiple buses to go 5 miles seems superfluous. Biking... I've ridden my bike twice here and it's the scariest thing I've ever done. Non-dedicated bike lanes make it terrifying in traffic. I don't ride a bike anymore, although I would love to because it's so much healthier. Working nights is no incentive to work out after work. Maybe bigger sidewalks? How about a bike trail from cap hill to the u district?	12/1/2014 9:20 PM
120	Works but unreliable. One day it can take 20 minutes then 120 minutes the next day.	12/1/2014 8:28 PM
121	yes.	12/1/2014 8:20 PM
122	No ... too much walking up and down steep hills with orthopedic challenges (knees and ankles) -- 2 to 3 blocks of steep hills on either side of home to work commute makes using the bus challenging	12/1/2014 8:19 PM
123	They work well enough most days, but are much slower and more inconsistent than bicycling mostly due to slow transfers. Increasing bus frequency would solve this problem.	12/1/2014 7:58 PM
124	For the most part. Usually wishing there were more 49 buses.	12/1/2014 7:56 PM
125	Mostly but it would be nice to have a way to get to the hospital from downtown without have to transfer to a second bus as I currently if I take the bus all the way to work transfer twice. Once downtown and again at University and Campus.	12/1/2014 7:53 PM
126	There have been significant cuts to bus routes that I used to take to visit family in Ballard. I live in Eastlake, and to get across town (for example, to Ballard) is difficult. I also would appreciate more express bus options in Eastlake, either to go downtown or to the UW. There should be an express stop at Eastlake and Lynn Street.	12/1/2014 7:23 PM
127	They get me to the general area I want to reach. I do wish I could conveniently get to light rail to go to the airport. Having buses connect to the new light rail stations would be very helpful.	12/1/2014 7:04 PM
128	yes	12/1/2014 6:54 PM
129	I like the location of Eastlake bus service at Hamlin and Eastlake. It is not too far to walk to	12/1/2014 6:40 PM
130	in the morning, I ride bus #41 and it goes fine. In the afternoon, I always have several go past that I can't take since some are full and some don't go all the way to Lake City. If there are so many people who want to ride each one, doesn't it make sense that the fares would cover the cost of more buses?	12/1/2014 6:28 PM
131	Yes however I would love it if there was a direct connection from CApitol Hill to Seattle Children's Hospital.	12/1/2014 6:23 PM
132	I like to use public transportation to avoid parking fees. I find that the frequency of buses is too long in my area, so it means that using the bus may add up to 30-60 minutes to my commute (just waiting for the bus).	12/1/2014 6:07 PM
133	Yes, though the number 8 is overcrowded at peak times and passes passengers at stops on a regular basis.	12/1/2014 5:55 PM
134	not really at present, but with the new section of the light rail from downtown to the University of WA they will become excellent	12/1/2014 5:41 PM
135	They work great	12/1/2014 5:39 PM
136	Terrible if I need to get to airport (which is frequently), Poor to Seattle Children's. Good to University and Downtown from home.	12/1/2014 5:34 PM
137	My transit options work well	12/1/2014 5:34 PM
138	Right now I primarily use transit only to get to work, since there is a bus that runs from 100 yards from my home in Northeast Seattle to 100 yards from my job in Northeast Seattle. I used to work in Bellevue. I never used public transit then because it would have taken me three different buses and more than 5 hours to be able to do that 11 mile commute. So I always drove.	12/1/2014 5:23 PM
139	Great. Love route 75...it's the perfect route for my commute. Only big complaint is that it is unreliable in the evening.	12/1/2014 5:23 PM

140	yes	12/1/2014 5:14 PM
141	yes, mostly	12/1/2014 5:10 PM
142	On a daily basis, pretty well. Occasional trips across north Seattle take too many transfers, so I end up driving or maybe hiring a car.	12/1/2014 5:09 PM
143	More East/West commute options.	12/1/2014 5:08 PM
144	They work fine and get me where I want to go, but are not reliably on time, do not run very frequently, and are slow. Some routes have too many stops.	12/1/2014 5:03 PM
145	Not really. I don't work a 9-5 job, so my options for commuting are really limited. It's frustrating to live so close to work (6.5 mile) but not be able to bus there. I have to travel south east, which means that I have to transfer at least once during the days when I work 9-5. Most days I work 3p-1130p so I can't do anything. I also work weekends.	12/1/2014 4:58 PM
146	I use the bus- it is really hard to use two buses anywhere, often times, there are long wait periods between busses. I used to work in Bellevue and it was virtually impossible to transfer (not the actual drive time) in less than one hour because of poor connections. I had to quit the job because I couldn't make it work.	12/1/2014 4:52 PM
147	Sometimes. Other require transfers and longer waits	12/1/2014 4:40 PM
148	I have to connect to go anywhere from Eastlake except downtown, UW and Northgate, even if it's close by (like Seattle Children's or Capitol Hill)	12/1/2014 4:40 PM
149	They do but it is unfortunate that it takes 2 buses to get between Capitol Hill and Seattle Children's. It is also very difficult to get to Fremont and Ballard from Capitol Hill.	12/1/2014 4:37 PM
150	The transit options work well. The frequency is not necessarily the best there is, but when the buses are consistent and on time it is more acceptable. I can reach my destinations easily (Downtown and Eastlake) but often times I resort to walking the distance as it is faster than waiting buses with 45 minutes delays.	12/1/2014 4:33 PM
151	When I use the 167, it doesn't go past 5pm ish on weekdays. Would like other options that go directly from U district to Renton area.	12/1/2014 4:32 PM
152	Get to & from work easily (2 miles on SandPoint Way NE easy access to downtown Seattle either via 74 or quick transfer to 71, 72 73 from 75 SeaTac a little more challenging with luggage since need 2 transfers	12/1/2014 4:31 PM
153	I run into issues commuting from the U District to Children's Hospital. There are no direct routes, so I end up walking about a mile to the closest direct bus. A bus that runs from the U District down 45th to Children's and Sandpoint would be super helpful.	12/1/2014 4:30 PM
154	They could be better	12/1/2014 4:24 PM
155	from cap hill to downtown: absolutely! i love the bus options in my hood; the 10, 12, and 43 are all very convenient. from cap hill to work at SCH: much more annoying w/ the mandatory transfer in the U district.	12/1/2014 4:22 PM
156	Yes, but the transit from downtown (King Street) where the Sounder train ends to the UW is slow.	12/1/2014 4:22 PM
157	Very slow. Airport by car is usually 30 min. By rail and bus it's two hours. Nice to skip rush hours in a car though. Going crosstown by bus is hopeless. I never try.	12/1/2014 4:20 PM
158	I have limited bus options coming from Snohomish to Seattle @ 45th & Roosevelt. Would love a more direct route by bus from Snohomish. Currently if I take a bus from Snohomish, I would have to transfer to Metro at the Montlake Freeway Station which is not a safe transfer. Currently when I bus I drive to the Mariner Park & Ride in Everett, then take Community Transit 860 to 45th & Roosevelt. OR I drive to the Northgate Bus station & take the 66/67 to 45th & Roosevelt.	12/1/2014 4:19 PM
159	Yes	12/1/2014 4:18 PM
160	Have to change buses at the UW to go from Capitol Hill to Children's.	12/1/2014 4:15 PM
161	No I have to walk .7 miles. Getting from the hospital to capitol hill is very hard.	12/1/2014 4:13 PM
162	Yes	12/1/2014 4:13 PM
163	yes, but I wish they run more often.	12/1/2014 4:09 PM
164	I can get north-south or south-north fairly easily. Getting downtown is usually the easiest route from anywhere.	12/1/2014 4:04 PM
165	I'm thankful for the 65 which takes me to Seattle Children's.	12/1/2014 4:04 PM

166	Yes, but often not at times that are convenient. Will often have to use alternate transportation.	12/1/2014 4:02 PM
167	They work fine, but at night traveling from Denny Triangle to UW can be a bit of a pain because no express service	12/1/2014 4:01 PM
168	Work most of the time, but my route from Madison valley to Seattle children's is pretty inconvenient since I have to transfer. SCH is a straight 4mi shot north from Madison Valley, but there is no direct bus route	12/1/2014 4:00 PM
169	The current express bus from McCullum park and ride is walking distance from my home but is anything but express. 2hr commute lately to children's. I've since started driving because it's faster.	12/1/2014 3:59 PM
170	I want to use transit more as I age. For one-stop trips, the system works fairly well for me (e.g., for a dental appointment near U Village. For multi-stop trips I use my car, planning a "circuit" to save gas and time. Some parts of the city are relatively inaccessible from our neighborhood, esp. east-west travel.	12/1/2014 3:56 PM
171	Using the Metro to get from Downtown Seattle to UW is impossible. They busses are constantly overcrowded and even get to the point where the bus will not stop because they cannot add additional riders to the bus. When I do get on the bus, I do get where I need to go most of the time, the issue is the wait, it should not take 55-65 minutes to wait for a bus that will stop nor should I be required to take a bus south to catch a bus going to UW at an earlier stop, that is just unnecessary.	12/1/2014 3:53 PM
172	Yes, my current commute is quite convenient.	12/1/2014 3:49 PM
173	Yes. It would be nice to have more parking at Park and Rides	12/1/2014 3:49 PM
174	Generally, yes.	12/1/2014 3:47 PM
175	Pretty well. Yes	12/1/2014 3:44 PM
176	Barely. I need to use the bus to get to work from Capitol Hill to Seattle Children's Hospital. However, the bus takes an hour door to door and driving by myself, even in traffic, takes 15-25 minutes.	12/1/2014 3:43 PM
177	They get close enough. No direct route between fremont ballard and capitol hill though. I would like that.	12/1/2014 3:42 PM
178	The transit I use most often works pretty well, although it is often quite over crowded, especially recently. Adding buses to existing routes, and also adding routes, is critical to making the system work well. For getting to and from work now I can take one bus, relatively quickly, which is great. I often commute with my son since his school is near my work, and we usually take the bus to work/school and ride bikes home together. The most critical factors that make the bus usable for us are the existence of routes that are convenient (so we don't have to transfer nor walk or ride too far), and frequency of service. More frequent buses would be very helpful, but as it stands now it is still a good system.	12/1/2014 3:40 PM
179	No. I need to get from Montlake to Seattle Children's, and transit across UW adds too much time.	12/1/2014 3:40 PM
180	66 and 67 works awesome for us. except 67 doesnt work on weekends	12/1/2014 3:40 PM
181	Sometimes, there are a few transfers between 145th and Aurora and either UW or Bothell	12/1/2014 3:38 PM
182	Transit works well getting me to work. Would like to be able to get to SeaTac airport from Bothell.	12/1/2014 3:38 PM
183	Mostly, yes. I would prefer the 183 runs longer through the day (starting earlier, staying later), and on Sundays, but I realize that there are budgetary constraints.	12/1/2014 3:36 PM
184	More or less, i have called to complain before because the times listed on the website do not match up with the times the bus actually arrives. I have had to wait in the cold before several times.	12/1/2014 3:35 PM
185	I live in Wedgwood near the 71, 71X and 76 buses, which are fairly reliable and work for me as long as the places I need to get to are near their routes. This mostly means getting to and from downtown. Most other locations for me require a transfer at UW always takes way too long and significantly increases transit time compared to just driving our car.	12/1/2014 3:33 PM
186	Lightrail is the best to the airport - saves me from having to ask for rides. For late flights though it would be nice to have better bus routes home. I WOULD LIKE TO SEE MORE NO SMOKING INFORCED - IT'S CRAZY THAT PEOPLE SMOKE AT BUS STOPS. EVEN WITH SIGNS UP THEY SMOKE. NEED TO GET TICKETED OR GIVEN AREAS WHERE THEY CAN SMOKE SAYING 25 FEET AWAY FROM ENTRANCES OR BUS STOPS ISN'T CLEAR. PEOPLE NEED TO BE ONLY ALLOWED TO SMOKE IN CERTAIN AREAS NOT EVERYWHERE.	12/1/2014 3:33 PM
187	They do. I have experienced the cutting of several routes that I used previously, however. This primarily impacted my ability to go north of Lake City.	12/1/2014 3:33 PM

188	Not easily	12/1/2014 3:33 PM
189	Not easily	12/1/2014 3:33 PM
190	I love having great public transit options around the city! I bought a home specifically on the bus line to my work for this reason. Excited to have more streetcar lines around town, since they don't have to fight traffic quite the same as the busses.	12/1/2014 3:30 PM
191	They work. Will be better when Link goes to Cap Hill and U Dist. Would like fewer transfers.	12/1/2014 3:30 PM
192	The north-south transit services work pretty well though I don't like how certain bus lines have circuitous routes. For example, the 71 turns off of 40th Ave and NE 75th street and makes a rectangle through View Ridge before joining back up with 40th at NE 65th St. It is frustrating to have to do this route when it might be better served by two bus lines. I would like to see better and more direct east-west service on major streets. For example, I would like to see buses that go east-west on 55th st or 45th st (through U district, Fremont, Ballard) without making turns off of that street.	12/1/2014 3:29 PM
193	YA, BEATS DRIVING. ONLY DOWNFALL IS SOMETIMES MY LAST BUSES ARE OFF IN THEIR P/U TIMES, UNDERSTANDABLY...MAKING ME LATE FOR WORK SOMETIMES	12/1/2014 3:29 PM
194	OK-would rather have better connections between Community Transit and Metro	12/1/2014 3:29 PM
195	For the most part, services work pretty well. I like the idea of having additional transportation to/from light rail stations.	12/1/2014 3:28 PM
196	Yes, mostly although without a bike it takes me three transfers to get to the Children's Autism Center	12/1/2014 3:28 PM
197	Yes, mostly but there is only one direct route to Durland Ave NE (route 75). It would be great if 75 or another bus would be able to get from one of these stations to stops on Sand Point way.	12/1/2014 3:27 PM
198	NO - they don't get me where I want to go!! I am often forced to walk a mile or more to catch buses. When buses arrive, they're frequently late (sometimes 20-45min late!). When I can't take a direct route to my destination, I often take one bus and then walk - this is because I have little faith in the next bus arriving on time or at all and I cannot be late as a result of the inefficiencies of our transit system. I often walk in areas that are concerning and question the safety of my surroundings.	12/1/2014 3:27 PM
199	I have no huge complaints, I often wish there was a faster way to get to work (it takes me 45 minutes to get from 115th and Sand Point to 43rd and Roosevelt).	12/1/2014 3:27 PM
200	Mostly. As mentioned before, why are there no East-West routes, connecting Lake City Way and Sandpoint way at NE 95th Street?	12/1/2014 3:27 PM
201	They are good.	12/1/2014 3:27 PM
202	During commute hours, the 70s series become much more difficult to get home on	12/1/2014 3:27 PM
203	Yes, but I wish they were faster. For example, more express options would be nice and more cross town lines could help avoid painful slogs through downtown at rush hour (especially once light rail is running in North Seattle).	12/1/2014 3:25 PM
204	The buses are over crowded, mostly the 71,72,73! Yes	12/1/2014 3:25 PM
205	Yes, mostly. I find that if I plan my route, I can get to where I want to go without too much trouble or many delays. However, if I did not have access to internet or a smart phone, it would be much more difficult to plan a direct route, especially if I had to transfer.	12/1/2014 3:24 PM
206	They work pretty well as of now and get me to where I need to be (unless they are running late).	12/1/2014 3:24 PM
207	Sometimes.	12/1/2014 3:24 PM
208	They do a good job getting me to work, but nowhere else.	12/1/2014 3:23 PM
209	The transit options that I use work quite well for me. I use the metro and sound transit buses to get to and from home and work on a daily basis.	12/1/2014 3:22 PM
210	too many mode changes	12/1/2014 3:22 PM
211	I ride a work shuttle from downtown seattle to laurelhurst due to poor bus service from Captiol Hill.	12/1/2014 3:21 PM
212	Mostly. When it's snowing I do have to drive myself as the buses run so sporadically. Also, it's very unsafe w/ the street people on Lake City Way now, so I don't like to wait long between buses.	12/1/2014 3:21 PM

213	No. I work at Seattle Children's Hospital, and there is only one bus that goes to that location. Makes commuting in other ways very difficult/time consuming, when I am commuting at times before/after daylight	12/1/2014 3:21 PM
214	Yes	12/1/2014 3:19 PM
215	Very well. The neighborhoods I travel between are very well serviced.	12/1/2014 3:19 PM
216	Yes, they get me where I need to go.	12/1/2014 3:19 PM
217	I wish there were more options to Lake City Way/125th & Sand Point.	12/1/2014 3:19 PM
218	Work OK, but bus times in the morning from North Seattle to University District (and reverse in the evenings) are far between and the buses are crowded.	12/1/2014 3:17 PM
219	yes	12/1/2014 3:16 PM
220	takes 45-60 minutes for trip less then 5 miles...this is way too long.	12/1/2014 3:16 PM
221	Best bus to get to work via is about a mile from my house and comes every twenty minutes or so. If i miss one bus, i'm too far from home to go back and drive but will definitely be late taking the next bus.	12/1/2014 3:15 PM
222	They do for the most part. Getting downtown is easy, other places more complicated.	12/1/2014 3:15 PM
223	I mainly carpool and use the 75 bus to get to work. These work well for me, especially since the Hospital subsidizes more frequent 75 busses. I would love to take the light rail more often, but because it does not yet serve North Seattle, I find that I drive more often.	12/1/2014 3:15 PM
224	Yes, they work well	12/1/2014 3:15 PM
225	Good	12/1/2014 3:15 PM
226	Next year, it will take more than an hour to my daughter to go to Garfiled high School from NE Seattle; one hour and a half to go to Raisbeck aviation school in Tukwila.	12/1/2014 3:14 PM
227	They work well, except during No UW periods when most of my reasonable options disappear. Then they wholly inadequate.	12/1/2014 3:14 PM
228	Most of the time	12/1/2014 3:14 PM
229	I used to be able to take the 311 from avondale and woodinville-duvall road all the way to work in south lake union, since the route was cut, i started having to drive alone more.	12/1/2014 3:14 PM
230	They work for me mostly. Transferring takes the longest. They could reduce the number of stops to speed the bus up. I already walk 8 minutes to my first bus in the morning.	12/1/2014 3:14 PM
231	For now transit options work for me, they do get me where I need to go, until my offive moves elsewhere.	12/1/2014 3:13 PM
232	Connections to downtown are good. Not so good getting to Laurelhurst offices.	12/1/2014 3:13 PM
233	The trips from Northgate or Green Lake to Issaquah does not work very well for me. Also the trips from Northgate or Green Lake to Capitol Hill does not work well so I generally avoid that trip.	12/1/2014 3:12 PM
234	The #75 is very, very slow getting to and from work. Too many stops. #522 is very fast and convinient for getting downtown or to connect with the #75. Bike trail - Burke - Gilman is wonderful when I can bike to and from work. So nice to not have to struggle with traffic. Vanpool is efficient way to get to work most of the time.	12/1/2014 3:12 PM
235	Yes	12/1/2014 3:12 PM
236	For the most part, yes. But going east/west (in all of Seattle, esp. N Seattle) takes WAY longer than it should with very few alternative bus line options.	12/1/2014 3:12 PM
237	At present, yes.	12/1/2014 3:12 PM
238	Yes, generally. Given that I am employed at Seattle Children's Hospital, I particularly appreciate the #25.	12/1/2014 3:11 PM
239	Pretty well. sometimes the time it takes to get home from the airport is discouraging. I could be home much faster if I drive. On weekends, the bus service from downtown is scarce.	12/1/2014 3:11 PM
240	Decently well	12/1/2014 3:11 PM
241	The route is very convenient, and the 75 to the uw stops at childrens at just the right time in the morning to start day shift.	12/1/2014 3:11 PM

242	Mostly yes I am able to get to my destination via bus.	12/1/2014 3:11 PM
243	It takes two buses to get to work in the morning - 542 and the 25 - minimal time 1.25 hours one way. If a bike rider can not get his bike in the bike carrier and someone takes too much time getting on the bus or is unruly and needs to be disembarked - I miss connections in the morning. It takes three buses at night - 25, 540 and then the 542 to get home in the evening due to the lateness of the 542 coming from Green Lake. I love taking the bus when the weather is inclement even though that can take up to 3 hours in each direction due to chains and change to snow routes.	12/1/2014 3:10 PM
244	commute to/from downtown and UW is very good. Almost everywhere else, a challenge.	12/1/2014 3:10 PM
245	Between work and home works well.	12/1/2014 3:10 PM
246	For the most part. I am grateful for services such as Google Maps and One Bus Away as the buses aren't always on time.	12/1/2014 3:10 PM
247	They get me where I want to go, but it takes a really long time. If I drive, I can get to work in 20 minutes, but if I take the bus, I have to give myself an hour. It is extremely inconvenient if I have an early meeting and or if I have something scheduled after work that I need to get to, because I have to give myself an hour (sometimes more) to make sure I can get home and where I need to be on time. There also isn't a bus from Ballard to Laurelhurst, so I have to change buses. And it seems they are regularly not on time.	12/1/2014 3:10 PM
248	the limited hours of bus 586 make commuting difficult for late shifts in Seattle coming from Tacoma.	12/1/2014 3:09 PM
249	sometimes service is very limited.	12/1/2014 3:09 PM
250	I need to get to 70th & Sand Point Way NE from 23rd Ave E and Aloha. It takes me at least 2-3 transfers to get to my destination. It should be a straight shot down 24th and onto Montlake, which turns into Sand Point Way NE. Seems simple enough, but there is no direct bus line.	12/1/2014 3:09 PM
251	I have lived in other cities where public transportation was cost effective. Currently it takes too long. It is a simple calculation. I pay my nanny \$18 an hour. Add 30 minutes extra commute for bus, the cost is \$9 twice a day or \$18 a day.	12/1/2014 3:09 PM
252	Mostly	12/1/2014 3:09 PM
253	from home if I did not have light rail I could not reasonably take a transit path as it takes far too long with way too many transfers	12/1/2014 3:09 PM
254	Beautifully. Please do not cut the 71, 76, 66 or 67.	12/1/2014 3:08 PM
255	Because I am on the 75 route, it is the only option I have to get to the rest of Seattle by public transit. The 75 is pretty good during peak hours, but not so frequent off-peak (every 1/2 hour). So, I can get to most places I want to go to, but I have to be aware of the schedule to minimize waiting for the bus. There are no covered bus stops in my neighborhood, so waiting for the 75 when it is raining is not fun.	12/1/2014 3:08 PM
256	Yes	12/1/2014 3:08 PM
257	yes	12/1/2014 3:08 PM
258	Most options get me where I want to go, but I would really like the 44 to connect to Husky Stadium and to Seattle Children's Hospital. Currently there is no good route from Ballard/Wallingford to Seattle Children's Hospital without a transfer and the 44 could easily continue down to get there. I also would like the 44 to connect to Husky Stadium because that is an even easier continuation that would aid on game days and/or to the UW IMA.	12/1/2014 3:07 PM
259	65 works great	12/1/2014 3:06 PM
260	I take the #8 to work and it is VERY overcrowded and is always late on the way home from work	12/1/2014 3:06 PM
261	Pretty close.	12/1/2014 3:05 PM
262	Yes, I live in an area with multiple options.	12/1/2014 3:05 PM
263	they do but wish 48 express was still in route. I like express buses	12/1/2014 3:05 PM
264	I come from the North End. Park&Ride in Lake City, and bus (#75) to work. Can't wait for the light-rail from Lynnwood (a LOOOONG way off, I know...)	12/1/2014 3:04 PM
265	Not to the airport	12/1/2014 3:04 PM
266	Well	12/1/2014 3:04 PM

267	They work pretty well. I live in Mountlake Terrace, so I have to drive to catch a useful bus.	12/1/2014 3:04 PM
268	Yes	12/1/2014 3:04 PM
269	They get me where I want to go but not very safely.	12/1/2014 3:03 PM
270	Yes, these routes get me directly where I need to go: Routes 8, 12, 43, 48, 65, 71/71X and 75. Routes 8, 12, 43, 48 are within a short walk of where I live.	12/1/2014 3:03 PM
271	Yes, but I have to structure my workday around when the 18x is running and that is very limiting. I also can't take the bus out of my neighborhood (North Beach) on the weekend or outside of the rush hour on weekdays. This is very inconvenient!! Also, the 18 and 48 are routinely extremely crowded, which makes it less convenient and harder to use them.	12/1/2014 3:03 PM
272	I commute on the bus downtown each day or walk during nice weather. I visit friends on Cap Hill often, so use the #10 and 43 often. Every so often I go out to West Seattle.	12/1/2014 3:03 PM
273	They get me there in a very long and convoluted way most of the time. Often I cannot bus to work however as the option is so slow, or there are no options for me other than to and from work.	12/1/2014 3:03 PM
274	Yes, except for cross-town buses - to/from downtown is a lot better	12/1/2014 3:03 PM
275	Great!	12/1/2014 3:03 PM
276	Sounder Train makes my commute reliable	12/1/2014 3:03 PM
277	I primarily use Metro to get around. I'm lucky to live in Capitol Hill where I have access to groceries, etc in walking distance and are accessible by bus. Metro gets me most everywhere I want to go. It's a challenge to bus from work (Seattle Children's Hospital) and a challenge to bus East to West from where I am. I primarily go North to South and vice versa because it's the most convenient. Traveling Ballard, Fremont, and Northeast Seattle are a hassle.	12/1/2014 3:02 PM
278	Get me to work and home. The times for connections can be challenging. And the constant rotaion of drivers who do not know the routes cause me to miss connections	12/1/2014 3:02 PM
279	I'm able to take a shuttle to work but often the busses downtown to capitol hill are full at peak times so I walk. I woud like to see more transit options from U district/Laurelhurst & Capitol Hill to Greenlake.	12/1/2014 3:01 PM
280	reasonable in that they get me within four blocks	12/1/2014 3:01 PM
281	No, I end up driving alone because I have to take 2 buses to get to work.	12/1/2014 3:01 PM
282	slower than I would like and not often enough, but they get me there when needed.	12/1/2014 3:00 PM
283	I'd appreciate more timeliness.	12/1/2014 3:00 PM
284	yes	12/1/2014 2:59 PM
285	Yes, the 75 takes me straight to and from work.	12/1/2014 2:59 PM
286	They work fairly well, depending on timing.	12/1/2014 2:59 PM
287	Yes	12/1/2014 2:58 PM
288	Yes, they work. Other than when the busses break down, or aren't running on time.	12/1/2014 2:58 PM
289	They get me to where i need to go, but a two-hour commute of what should be no more than 45 mins makes me rethink about just driving my car again	12/1/2014 2:58 PM
290	They work great. I take Metro bus to and from work, to and from the grocery store, to and from the library, to and from running errands, everywhere. They get me everywhere I need to go right now, but the Laurelhurst routes are fewer than I'd like.	12/1/2014 2:57 PM
291	They do. It is a significant walk (20 min) to get to the 44 from Whittier Heights to the UW. It does take significantly longer than it would to drive or even bike. However in the winter, it can be difficult to safely bike when it is icy and dark.	12/1/2014 2:57 PM
292	Difficult to get from capitol hill to queen anne by bus. Buses often full by the time they get to me (8 route)	12/1/2014 2:57 PM
293	Yes, but it takes a while	12/1/2014 2:57 PM

294	My transportation options do work for me, but it is often roundabout to get to work because I have to transfer busses at the University of Washington which is the opposite direction of Seattle Children's hospital where I work.	12/1/2014 2:56 PM
295	Yes	12/1/2014 2:56 PM
296	currently it takes me almost an hour to get to work one direction. If I drive, it only takes me 20 minutes	12/1/2014 2:56 PM
297	Yes, but it takes three times longer than driving	12/1/2014 2:56 PM
298	They work well	12/1/2014 2:56 PM
299	They work well, yes they get me where I need to go.	12/1/2014 2:56 PM
300	Yes	12/1/2014 2:56 PM
301	yes but limited by time frame	12/1/2014 2:55 PM
302	I mainly take the bus to get to work, will take it every once in a while to go downtown seattle	12/1/2014 2:55 PM
303	yes	12/1/2014 2:54 PM
304	Quite well. Most of the time they get me to where I want to go. The University Village area and Sandpoint areas seem cut off from Capitol Hill and Central Area. Maybe they would not need so much parking if they were a little more transit friendly.	12/1/2014 12:28 AM
305	East, west travel via bus is terrible, I.e. Ballard to magnuson or Magnuson to North Seattle Community College. There are no good options. What should be a 1 or 2 - 30 minute bus journey takes 3 buses and 2 hours. I would love to take the bus more, but the options for times and routes are so few, I end up driving my car.	11/30/2014 10:55 PM
306	It's get's me everywhere I need and/or want to go.	11/30/2014 10:23 PM
307	Yes	11/30/2014 9:18 PM
308	yes, lty works well	11/30/2014 2:58 PM
309	Mostly, but you could really cut down on traffic if transport to malls, Ikea, etc. were available. The Northgate mall bus is dangerously crowded, and other malls/Ikea are multi-bus, multi-hour odysseys.	11/30/2014 1:37 PM
310	Not fast enough. Only if it was door to door would it be fast enough. Hate to say it, but I'm always in a hurry and I have a car and there are places to park, so I take the easiest solution.	11/30/2014 10:47 AM
311	The bus is usually not an option for me because I leave work at 10:30 at night. I use the bus when I don't have to be somewhere quickly.	11/30/2014 10:37 AM
312	They work well, yes	11/30/2014 10:28 AM
313	I am limited in where I will take the transit, due to the time transit takes to make it across the city.	11/29/2014 12:15 PM
314	For the most part, yes. Though they are highly unaccountable 75% of the time, late, etc.	11/28/2014 6:48 PM
315	they work for me	11/28/2014 6:00 PM
316	They get me where I want to go but it can require a lot of transfers or a clunky route. It seems challenging to get somewhere direct. It would be really nice to have the 75 or another bus go from the 520 ramp stops to Seattle Children's Hospital so people can easily get from the eastside to the hospital.	11/28/2014 2:45 PM
317	yes	11/28/2014 2:13 PM
318	Not really...	11/28/2014 1:16 PM
319	If I have enough time. The route 44 gets so crowded for weekday evening rush hour - some days I can't get on the bus because it's already full, and instead of arriving every 10-15 minutes, it's closer to every 20-30 because it takes extra time when it's over-full. My standard commute takes 1.25 - 1.5 hours, and it's less than 10 miles.	11/28/2014 12:53 PM
320	I have an easy commute to work from Fremont to Seattle Children's hospital; however it is challenging to get access to the light rail without using multiple modes of transportation. It is challenging to get to Capitol Hill are from fremont/ballard through the bus system. Light rail is great, but slow (when compared with cab/uver/etc). Getting to the airport remains challenging and very time consuming.	11/28/2014 12:04 PM
321	I would love to take the Sounder to the U or W Light Rail Station and then Children's Hospital would probably have shuttles running from there. I wish the Sounder ran more frequently or that we had light rail to the north end (Mukilteo/Lynnwood)	11/28/2014 11:59 AM

322	the 372 doesn't run often enough.	11/28/2014 11:48 AM
323	Very difficult to get from my home to my work-I am hopeful when the light rail goes to the UW area this will get alot better. Now I walk to the bus stop or light rail, then get off and walk to a shuttle and then finally to work. Biking has been pretty helpful but I cant always do it for a variety of reasons.	11/28/2014 10:54 AM
324	No...I live in South Sno County but work at Seattle Children's. It's difficult for me to get a good transit route to work and back. I'd love to stop driving but transit options for me double or triple my commute times.	11/28/2014 10:38 AM
325	Yes they do.	11/28/2014 6:07 AM
326	For the most part they work OK.	11/28/2014 4:43 AM
327	They do work but my bus route to work takes more than an hour to travel 5.3 miles which I can drive in 13 minutes. Since the bus is not reliably on time I take an extra early bus which adds even more time to my commute. I also commute every day of the week, not just week days and adjusting around weekend schedules add yet more time to my bus commute.	11/28/2014 12:03 AM
328	Mostly	11/27/2014 10:51 AM
329	Transit options no longer work for me because there is never enough parking at the transit centers or park and rides. Also, the bus route (Metro 25) significantly reduced the amount of trips and time it ran between the Montlake Blvd stop and Seattle Children's Hospital.	11/27/2014 9:43 AM
330	Generally, the transit options available get me to my destination, although missed transfers and late busses impede my punctuality frequently. A light rail train to the University of Washington would speed up things considerably, and would free up significant amounts of time to feasibly transfer to further destinations. Also, please consider adding OneBusAway screens to Mount Baker Transit Center (the Route 7 display boards go not by the real time but by the scheduled time, usually don't work, take too long to roll over, and list a trip for an hour in advance for some reason)	11/27/2014 12:15 AM
331	Taking the bus from Belltown to UW takes too long. No direct bus service. I drive now in a fraction of the time needed to take the bus.	11/26/2014 11:14 PM
332	Too many transfers	11/26/2014 7:38 PM
333	sometimes	11/26/2014 7:16 PM
334	Generally they do except when I need to get back to the green lake park and ride midday or early afternoon(3pm) to get kids from school.	11/26/2014 6:56 PM
335	The transit options I have are effective for some locations, but the limited routes, frequency of busses and crowdedness of transit is limiting at some times of day- particularly during commute periods.	11/26/2014 6:01 PM
336	It takes me 2-3 hours from Ballard to Capitol Hill, so it isn't a great commute time. Buses from Ballard to UW and back are dangerously full - it's hard to get off at times!	11/26/2014 4:26 PM
337	Commute transit between Cascade and downtown Seattle works great in the morning, but congestion can make it faster to walk home after work. Service to Capitol Hill is adequate.	11/26/2014 4:02 PM
338	Not easily since you split the 75 route into 2 buses, now it is inconvenient and I don't bus as much	11/26/2014 3:37 PM
339	Sometimes. Buses are packed around 8:30 am. Sometimes so full They don't stop and then I have driven instead	11/26/2014 3:29 PM
340	I use a combination of walking and buses. The bus is very crowded in the morning commute. I walk further than I have to in order to get on a less direct but less crowded and faster bus route. I have very good access to what I need to get to, but I would love if things were less crowded and faster for morning commutes.	11/26/2014 3:10 PM
341	so far so good	11/26/2014 2:52 PM
342	Fair. I find the bus takes a very long time, to get to/from Capitol Hill. It gets me very close to where I need to go though, as long as I know the transfers to take.	11/26/2014 2:22 PM
343	Eventually	11/26/2014 2:06 PM
344	No. I need my personal vehicle to get too and from work.	11/26/2014 1:27 PM
345	Busing is too hard, too slow. You have to go Downtown and transfer to get anywhere interesting. Faster and more efficient for me to ride my bike.	11/26/2014 1:21 PM
346	Great north/south, Very hard to travel West/East	11/26/2014 1:17 PM

347	They work well for the most part.	11/26/2014 12:55 PM
348	So far so good	11/26/2014 12:54 PM
349	I have been disappointed by the infrequency of bus service and how inconvenient it can be to transfer to different routes. While I am happy that there are bus routes that get me to where I need to go with minimal walking, I often have to take the bus slightly outside of rush hour times (after 7:30 PM) and I've been shocked by how infrequent bus service is during that time. The 41 only runs twice an hour after 8:00 PM and the 72 runs just once an hour. In my experience, the 41 is often quite crowded after 8:00 PM due to the limited number of buses running at that time of night and it appears that adding at least one more bus would help to ease congestion. I find it frustrating that it takes me over an hour and half to get from Mt. Baker Station to Lake City simply due to the lack of frequent bus trips.	11/26/2014 12:53 PM
350	The congestion on Denny Way makes the #8 difficult to use. I'll generally walk downtown from South Lake Union to get more bus options.	11/26/2014 12:47 PM
351	I can walk downtown and usually find a bus to my destination. The exception is Seattle Children's Hospital, which has no direct transit route to downtown.	11/26/2014 11:22 AM
352	I bike or drive from home to the Tacoma Dome Station and take the 5:44 AM 586 bus to UW. From the UW, I bike on the Burke Gilman trail to work or take the 75 or 30 Metro bus. I reverse this in the afternoon and take the 3:38 or 4:08 586 bus home. I am deeply concerned about the impact on the 586 from the opening of the UW stadium station. I have used the 586 for 5 1/2 years and rely on it.	11/26/2014 11:14 AM
353	Yes! They actually seem to be getting better.	11/26/2014 11:05 AM
354	They sometimes work. I am able to use a commuter most days for work, which is my main time on transit. However, I can't get to Capital Hill easily from my area (Greenwood or Aurora and 117th). Outside of commuter bus hours, I can't get to the U District easily either.	11/26/2014 10:37 AM
355	Metro works well except for east-west routes, i.e, to Ballard Particularly like the bus and rail connections to airport	11/26/2014 10:26 AM
356	They get me where I need to get to, but I often have a couple transfers to get to work or home	11/26/2014 9:30 AM
357	For daily commute, they do get me where I want to go and there are enough options to make it convenient from Northgate at the moment with it being noted that this will be changing and will make it much less convenient.	11/26/2014 8:38 AM
358	the bus is usually the least convient way of getting somewhere - if the trip is short, (2 - 2.5 miles or under) unless you plan to get to the bus stop just before the bus comes, it will be quicker to simply walk to your destination. The buses are also usually late.... Oh... and why did metro institute entry at the front of the bus and exit at the back and then *refuse* to actually enforce it??? Now the bus gets even more snarled up because you *must* enter at the front to pay, but the drivers will not tell people to exit at the back . The result everyone is forced to wait for people getting of who should not even be using the front door! These aren't disabled people or cyclists either - just ordinary dummies who ignore the signs.	11/26/2014 8:27 AM
359	I use a wheelchair now, and the transfer between bus stops around the UW is challenging. Getting up to campus from UWMC is difficult for me, and this is the main place where I need to transfer to get from home to work.	11/26/2014 8:25 AM
360	The 71X, 72X, 73X, 74X work well for my commute (and other times I go downtown). However, they are too crowded. There are passengers left behind most days, especially in the evening. For other destinations, sometimes the bus options take too long or require transfers with unreliable schedules.	11/26/2014 8:09 AM
361	Yes. But it seems a waste that I need to go such a roundabout way to get from the 520 corridor up to Sandpoint Way. It would be far better and faster to go directly up Montlake Blvd rather than through UW campus.	11/26/2014 7:54 AM
362	Yes, eventually	11/26/2014 7:44 AM
363	They get me where I want to go, although at times not reliably, buses leave from stops several minutes early at times up to 10-15 minutes late which makes it difficult to predict when I need to be to the stop to get where I want to go on time.	11/26/2014 7:31 AM
364	They work okay for me, but I start work at 6:15 AM in the U District, so getting from the Light Rail to the Bus and up to the U District is cumbersome because the transfer to the Bus makes me late. I tried this for a few months before I finally started driving alone. My drive is 20 minutes, and my bus ride is nearly an hour. I'm looking forward to the light rail stop opening at University Ave. I just wish they started running earlier in the morning. (I've also run into this as a problem trying to get to the airport. I can't take the light rail to the airport most of the time, because it doesn't run early enough.)	11/26/2014 7:21 AM
365	SOMETIMES	11/26/2014 6:45 AM

366	It works pretty well. At the most all I've ever needed to take was two buses to get where I need to go and come back. So it works out very well.	11/26/2014 6:15 AM
367	Yes, I would like to have the 31 bus run longer	11/26/2014 3:17 AM
368	very poorly. If I don't do a morning commute a 45 minute ride turns in to a 2 hr connection. There are no good bus services out of Burien other than the early morning and early evening.	11/26/2014 1:54 AM
369	Sometimes. For 45th and 50th should turn into one ways and add dedicated bus lanes with physical separations + bike protected lanes. I would like to commute to Boeing Renton or Everett within 50 minutes! At 8 or 9 am and come back in a transit only lane in peak hours!	11/26/2014 12:14 AM
370	Yes, everything is fine	11/25/2014 11:35 PM
371	I usually have to take at least two buses to get anywhere. Bus service has been more reliable lately though. I use the one bus away mobile app every time I travel by bus.	11/25/2014 10:50 PM
372	Yes, more frequent busses would be nice though	11/25/2014 7:10 PM
373	They take me where I need to go, but they do not come as often as I need.	11/25/2014 6:54 PM
374	Yes, they work for me, except when buses are too crowded--they pass us by!	11/25/2014 6:38 PM
375	I have been having troubles to access some places capital hill from u district. Only 49 and 43 can take me there and they are 20 minutes wait.	11/25/2014 6:35 PM
376	They don't work for me (Fairwood in Renton to the U District). But again, I am more interested in these serving homeless young adults.	11/25/2014 6:31 PM
377	The 9 Express, 7 and 49 are the routes I take most frequently. I take the 9 twice a day to get to and from work (I live in North Capitol Hill and work in the Rainier Valley) and the 7/49 to get home if I work later than the last northbound 9 Express. I also take the 49 to get downtown and to connect to the central link light rail.	11/25/2014 6:06 PM
378	Not really.	11/25/2014 5:22 PM
379	I utilize the metro bus daily and find it quite reliable. The One Bus Away app is hard to pin accurate bus times or delays which can be confusing and frustrating.	11/25/2014 4:46 PM
380	They typically get me where I want to go, but not as quickly or directly as I'd like.	11/25/2014 4:42 PM
381	I wish the buses ran more frequently especially the 2, 8, 10, 11, 12, 32, 43, 48,	11/25/2014 4:25 PM
382	Because of a work provided shuttle - yes. Without this, getting to work on public transit is inefficient.	11/25/2014 4:23 PM
383	They work alright, but I literally moved to an area keeping in mind the transportation system. Generally, yes, they get me to the places I need to get to most. But if I need to go anywhere out of the ordinary, things get tougher.	11/25/2014 3:53 PM
384	Any time I need to travel East to West it is incredibly difficult and takes much longer than it should. If it didn't take twice as long to take the bus than drive, I would ride the metro much more.	11/25/2014 3:53 PM
385	Vanpooling is great and gets me where I want to go. The problem is that the traffic is getting worse every day. Friday's take almost two hours going home. Add a little rain and every day takes at least 1 1/2 hours.	11/25/2014 3:07 PM
386	It's cumbersome to get across town. It's hard to get from Seattle Children's Hospital to Ballard, Fremont, downtown, or Queen Anne. Buses are often late, very crowded, and multiple transfers are required. Light rail to the airport does not connect well with buses from north Seattle. Pretty much necessary to go the night before in order to take light rail from our home at Green Lake for an early flight. The reverse is also true: it's hard to connect from light rail back to the bus system to make it home any time after the evening rush hour.	11/25/2014 3:02 PM
387	For commuting they work pretty well. They do not work well for other activities.	11/25/2014 2:53 PM
388	Great, yes!	11/25/2014 2:51 PM
389	They are OK. I can get to where I need to go.	11/25/2014 2:41 PM
390	Yes, I get where I'm going. If I can't use mass transit I drive.	11/25/2014 2:37 PM
391	Ok. Sort of--often make transfers No very early connection to airport from University district	11/25/2014 2:22 PM
392	yes	11/25/2014 2:16 PM
393	Right now, just drive by myself. I get where I want to go - it takes too long (same time as vanpool).	11/25/2014 2:07 PM

394	Pretty much though the 47 used to get home but it was cancelled.	11/25/2014 2:00 PM
395	Yes, it's just the transfers that end up extending my commute that sometimes make it difficult for me to rely on public transportation to get to work on time	11/25/2014 1:43 PM
396	No.	11/25/2014 1:32 PM
397	the 41 is great for transit in the morning commute. It is terrible for afternoon rush hour. Buses are overcrowded. The 301 also is rather crowded	11/25/2014 1:14 PM
398	Its hard to get across Seattle from West to East or East West. There are a lot of options for North South but very few buses travel across especially in north seattle. I love that it is so easy to get downtown from anywhere in seattle!!!	11/25/2014 1:09 PM
399	48 is SO SLOW Yes, I can get where I need to go but it takes eons to do it	11/25/2014 1:02 PM
400	To Sand Point they do not work well. I takes too many buses, etc and too long.	11/25/2014 1:00 PM
401	Yes, although there are not enough connections from Madison Park area through the arboretum and into the university area	11/25/2014 12:57 PM
402	I appreciate the amount of bus lines and have enjoyed the lightrail when i'm in south seattle.	11/25/2014 12:55 PM
403	In general, yes, they work for me. Sundays and reduced routes make it harder. It takes me at least an hour to get across town at any point. However, I'm persistant and know a lot of routes, so it's easier for me to determine routes the times Trip Planner doesn't come through.	11/25/2014 12:54 PM
404	Fine for me. No transfers for work commute is important to me.	11/25/2014 12:52 PM
405	Options are ok, I still need a car to do a good chunk of the commute.	11/25/2014 12:38 PM
406	Works great, but have to leave early to make sure i get a parking spot at the park n ride and a seat on the bus.	11/25/2014 12:37 PM
407	I do get to where I need to go, but it involves a complicated transfer that goes out of the way of where I need to go, and through the U district which is always crowded. Most of the buses in the U district are 15+ minutes late when I need to travel, so I end up taking about an hour for a trip that should only take about half the time to make sure I can get to work on time.	11/25/2014 12:32 PM
408	Yes, they definitely do. I miss taking the light rail to work when I used to live south of Seattle (now that I live north there is no light rail and I would love if there was.)	11/25/2014 12:26 PM
409	Part of the way.	11/25/2014 12:22 PM
410	For the most part. I would like more options for destinations.	11/25/2014 12:17 PM
411	yes	11/25/2014 12:17 PM
412	They're okay. It would be better to have light rail from the Central sound on the I-90 corridor (Snoqualmie, Issaquah, Bellevue) that goes to either downtown Seattle or the U-District. My current commute is difficult. I need to carpool or drive to a transit center, take a Sound transit but to the U-District, and then take a Metro bus to Seattle Children's. And most of my Metro options to Children's are being deleted, which makes it even more difficult to get to work on time or adds time to my already long commute.	11/25/2014 11:36 AM
413	1-2	11/25/2014 11:36 AM
414	Not from my home to North Seattle College and back. They are alright for getting downtown.	11/25/2014 11:34 AM
415	I get where I need to go eventually, it just takes forever. I'm happy with the E and D Lines and I understand that the frequent stops are very helpful. It would be nice to have a second option to go from Aurora Transit Center to downtown Seattle that was speedier. Bonus points if it was easier to get from Lynnwood to 85th and 15th in Ballard.	11/25/2014 11:25 AM
416	They work well most of the time. I chose a home near the bus routes that serve my workplace.	11/25/2014 11:24 AM
417	Yes	11/25/2014 11:23 AM
418	I am able to get to where I need to go, however route frequency and convenience is not optimal. I take night classes at UW, it is a very lengthy commute for me to get home to West Seattle at 9:30pm (after class).	11/25/2014 11:13 AM
419	Getting from 70th and Sandpoint Way to Denny & Melrose takes almost an hour through current public transit options, it only takes 15-20 minutes to drive.	11/25/2014 11:08 AM

420	I am currently carpooling from Renton/Tukwila P&R to Tacoma (Pacific Lutheran University). I did not find any way to use the metro system to get there in a timely/efficient manner. I used to commute from Woodinville to Seattle CHildren's Hospital every day and had to drive alone because the bus systems were too complicated (too many transfers). I have felt that the Sounder light rail is the best way to get to downtown Seattle because you don't have to worry about transfers. It would be great if there could be more light rail routes serving the Eastside, though. Sometimes, Park and Rides do not have enough parking spaces (specifically the one on Interurban Ave in Tukwila WA which is the one I am using currently). Also, my car was broken into to along with 5 other cars in the middle of the day, which concerns me about safety.	11/25/2014 11:01 AM
421	It takes multiple buses and/or shuttles.	11/25/2014 11:00 AM
422	Sort of. It takes me over an hour to get to work. Sometimes it takes me longer to get to work on the bus than it would take me if I walked.	11/25/2014 10:58 AM
423	No. Ineffective in getting me to work.	11/25/2014 10:56 AM
424	Mostly. There are some places where transit doesn't go or the connections don't match up well so I just don't go to those places. It would be really nice if there was a way to do a day trip (there and back the same day) to Port Townsend using transit ... that sort of thing.	11/25/2014 10:49 AM
425	The transit options get me where I want to go at a significant cost—it takes 15–20 minutes to drive between Capitol Hill and Fremont, but it takes me 45–60 minutes on the bus. I'd like to see this reduced by half.	11/25/2014 10:43 AM
426	Sometimes they work depending on the time of day/day of week. Can't always get where I want to go connecting from Community Transit	11/25/2014 10:41 AM
427	They work excellently. Sometimes the 31/32 is very crowded in the late afternoon/early evening but it still works for me.	11/25/2014 10:40 AM
428	yes	11/25/2014 10:38 AM
429	I take the sounder train in from Auburn. Catch a VanShare from King Street to Seattle Childrens Hospital.	11/25/2014 10:38 AM
430	I like van pooling. It's very convenient, now that I have a consistent schedule. Other than that, I do not use much alternate transportation. I would like to have more ability to use.	11/25/2014 10:37 AM
431	I use public transit for 90% of my trips even though my family has a car. I sacrifice time, but find it more enjoyable.	11/25/2014 10:37 AM
432	Yes, they do	11/25/2014 10:34 AM
433	Getting to Seattle Children's from my home in Cap Hill, is 2 buses. I'm 4.2 miles away! It takes me 30-45 minutes of planning time	11/25/2014 10:34 AM
434	Very limited. It would be nice to have more options, or have more frequent service.	11/25/2014 10:32 AM
435	They technically work - like I can get from place to place - but it's not easy to figure out what options to take, takes way too long to travel (like to/from Ballard and the airport on weekends - 90 minutes plus on transit!), or doesn't feel safe.	11/25/2014 10:31 AM
436	They are okay but if there was parking at the light rail stations it would be great to drive from Des Moines to a light rail station and take light rail to the new husky field location which is close to Children's Hospital	11/25/2014 10:28 AM
437	wonderfully	11/25/2014 10:28 AM
438	I get to and from work OK, but now I find that there is a de facto curfew imposed by the limited evening hours that buses run.	11/25/2014 10:27 AM
439	no. I can not easily or quickly get to the airport without a car trip downtown. ONce I do that it is easier & faster to drive to the airport.	11/25/2014 10:26 AM
440	They are ok, but there aren't as many express ways to get from Edmonds to downtown Seattle. Also, wish there was a way to get from Nortgate to downtown easier on the weekends.	11/25/2014 10:25 AM
441	Works great for my needs. Wish there were more Sounder trains from the southend. Current trains are getting crowded most days. Need better parking options as well	11/25/2014 10:22 AM
442	I used to bus to work (Seattle Children's) from a park and ride but I'd miss my 2nd bus even though I was supposed to have 8 minutes to connect. So, sometimes. Its easy to get downtown. It's easy to get to Seattle Center House.	11/25/2014 10:21 AM

443	They do, but with lots of waits and transfers	11/25/2014 10:21 AM
444	They work pretty well, though having the link light rail at UW will enable a much more convenient trip from my house to the airport and a quicker ride from Capitol Hill to my neighborhood (Montlake) as well as a nice additional option for transit between Montlake and teh SODO stadiums.	11/25/2014 10:17 AM
445	Metro bus service very poor option for me It takes too long to go from Tangletown to downtown or from Tangletown to seattle children's hospital. Therefore, I end up driving frequently.	11/25/2014 10:17 AM
446	They get me to work. It would be nice to have a direct route from Mt. Baker to Laurel Hurst.	11/25/2014 10:16 AM
447	They work well for me. When the new University station opens it will be great. My only concern is, getting from the hospital to the station off hours. The shuttles stop running at the hospital at 8pm and there is no bus to get me from the hospital to the station	11/25/2014 10:14 AM
448	Not as often as I would like, bus delays usually make planning on metro buses to get me most of the way from point A to point B very difficult and it has required building in a lot of excess time to account for delays when traveling anywhere. I have many times ended up taking an Uber car instead of a bus, simply because of the inevitable large delays in bus times.	11/25/2014 10:12 AM
449	Yes, it would be nice to have something that connected North Seattle to downtown to connect to the link system to the airport. It sucks having to get downtown to take the link system	11/25/2014 10:08 AM
450	yes I think I am lucky that Northgate is very central to what I do so yes they get me where I want to go.	11/25/2014 10:08 AM
451	most of the time, but long time in between connections. Need more service in West Seattle.	11/25/2014 10:08 AM
452	They do, but it could be better, for 11 years I used to be able to take 1 bus to work now I have to drive to the Transit Center and bus otherwise it added another 30 minutes to travel 2 miles) The direct bus option also is a very local route with stops every 1-2 blocks. If my work did not provide a shuttle downtown or to the U-District I would be very unhappy with many communitying options I have connecting with bus route.	11/25/2014 10:06 AM
453	I live south in Renton and if I take the Light Link Rail to Westlake, I then have to come out and wait for a shuttle from Seattle Children's Hospital to pick me up and then drive through morning/afternoon traffic to get me to and from the tunnel. This whole process takes me just about as long to drive on my own to work. Having the option to go from the Tukwila station all the way up to UW would be ideal and get me closer to my work area.	11/25/2014 10:05 AM
454	Not well. And no - we really need more options from the north (north of Seattle) to Seattle Children's Hospital.	11/25/2014 10:04 AM
455	Generally, yes. Primarily use for commuting to and from work.	11/25/2014 10:03 AM
456	Somewhat	11/25/2014 10:01 AM
457	I would like to be able to easily get to King Street Station from the U District	11/25/2014 10:01 AM
458	They work ok, there needs to be more coverage and run more often	11/25/2014 9:59 AM
459	Transit options I use get me to within 2 blocks of where I am going, which is acceptable.	11/25/2014 9:58 AM
460	yes	11/25/2014 9:55 AM
461	The work ok. It is much easier for me to get to work that it is for me to get home.	11/25/2014 9:54 AM
462	Daily commute is great. Getting other places can be more challenging	11/25/2014 9:54 AM
463	In order to get from my home in Ballard to Seattle Children's Hospital I have to walk for over a mile and take two emtro buses. Because of this time commitment I normally drive.	11/25/2014 9:54 AM
464	They get me where I need to go, but they are very crowded at times and very inconsistent (the 271 in particular). 545 is generally very reliable, having the signs that indicate when a bus is due is very helpful.	11/25/2014 9:52 AM
465	Van pool works great. Bus not great as it increases my communte by over an hour.	11/25/2014 9:51 AM
466	Pretty well, but I have designed my life around living in the center of the city so that I don't have transportation issues.	11/25/2014 9:51 AM
467	They work well (they are in convenient spots), but I would love for them to be more accurate/on time and faster.	11/25/2014 9:51 AM
468	They work great unless I work late. Options for ride home are much fewer and much farther in-between.	11/25/2014 9:50 AM

469	They don't work for me and they don't get me where I want to go. Not listed on the routes to choose from is the 5 and 358. In order for me to go from door to door from my house to the office, it requires 2 buses and over 60 minutes of time. The total distance is just over 3 miles. It's faster for me to walk.	11/25/2014 9:49 AM
470	3. Car - West Seattle to Swedish Cherry Hill. Bus - Swedish Cherry Hill to Pacific Place. Shuttle - Seattle Children's Shuttle from Pacific Place to SCH.	11/25/2014 9:48 AM
471	They do work and it would be great to have trolley service between Ballard and downtown Also be great if the 44 went to the UW Husky stadium light rail stadium when the station opens	11/25/2014 9:47 AM
472	Yes	11/25/2014 9:47 AM
473	It doesn't, the Sounder train and the 28 should be more connected. Many people depend on the 28 to get from the train station at 6am to get to work, leaving us to run up the flight of stairs, just to have the driver slam the door in our face when we get there. If the 28 was just 6 minutes later, I and others would not be late to work everyday.	11/25/2014 9:18 AM
474	Most often the buses get me where I need to go but I am frustrated that the U village shipping center is not better connected to transit.	11/24/2014 11:02 PM
475	Yes.	11/24/2014 10:28 PM
476	Yes, though it takes a significant amount of time.	11/24/2014 10:04 PM
477	I use mainly my feet, bike, and buses for traveling. <2 miles feet <6 miles bike <40 miles bus <300 miles carpool or drive +300 miles airplanes or boat In the Seattle area the first 3 work well with the bus/rail system only to become better with the addition of...well the light rail.	11/24/2014 9:29 PM
478	Connections to downtown are good. Connections to Capitol Hill and south Seattle are generally less useful for me.	11/24/2014 9:15 PM
479	During the day I can use transit to get where I need/want to go. After dark, I generally take a car, as it is not really safe waiting for a bus. They are less frequent in the evenings.	11/24/2014 8:28 PM
480	Yes	11/24/2014 8:25 PM
481	It's really hard to get to Beacon Hill, Georgetown, and Columbia City. I will often forego events in those neighborhoods because it takes more than an hour to get there. Queen Anne and Magnolia are only accessible by the 32, and that is way inefficient. I wish we had the old 30 route back.	11/24/2014 6:47 PM
482	They work really well for getting to and from work, but less well for visiting friends in Beacon Hill or Cap Hill.	11/24/2014 6:26 PM
483	Yes generally with one route, and maybe one additional transfer.	11/24/2014 6:09 PM
484	They service my needs.	11/24/2014 3:40 PM
485	Yes	11/24/2014 3:15 PM
486	They're OK. I eventually get there, but not always on schedule, and often with complicated coordinating and walking.	11/24/2014 3:03 PM
487	I love park and ride at Greenlake (65th and I5) I find it frustrating with peak buses operating at "peak" times that don't fit my off peak schedule.	11/24/2014 2:56 PM
488	I usually take the bus or drive most places. Taking the bus is fine when it's a single trip, but gets annoying once transfers are involved since there's sometimes a significant wait to transfer.	11/24/2014 2:31 PM
489	Yes, they do, but it is a commitment. Because I work in the north end of downtown I am currently forced to take a bus all the way into the heart of downtown and then transfer back uptown. I was hoping that with the increase of businesses into the South Lake Union area (Amazon, the Gates Foundation) that there would be some options for bringing busses from the north end directly into the north end of downtown, but this has not come to pass. I go several miles out of my way every time I take the bus because I am committed to public transportation, but I spend a lot of time hanging out at 3rd and Pine in the morning and moving back downtown every evening that I wish could be avoided (which technically I could if I was willing to ride the #16, but that bus makes so many twists and turns that I am quite literally nauseated by the time I get off of it, so I won't do it any longer, and it doesn't save a moment of time).	11/24/2014 2:21 PM
490	Not really. The transit gets me from home to work and back, but it does not support easy travel home from work at off hours nor does it really support triangulation, e.g., running an errand on the way home from work. In these cases, I typically drive alone.	11/24/2014 2:18 PM
491	70% of the time.	11/24/2014 12:41 PM

492	Yes the #65 is a good route for me to get tot he UW.	11/24/2014 12:09 PM
493	yes	11/24/2014 11:10 AM
494	They work OK. My concerns with service are as follows: 1. overcrowded buses bypassing stops as they are unable to accommodate any more passengers at peak times, especially during events like a baseball game downtown, etc. 2. buses stuck in traffic gridlock; more bus-only lanes or bus-only during rush-hour lanes where possible would certainly help. 3. safety. Many area's of the city are sketchy. I generally take the first bus I can in the 3rd & pine/pike area of downtown. The city does a piss poor job of making people feel safe in the downtown core. They need to get the gang-bangers the hell out of downtown! 4. the light rail is awesome as it moves quickly without being heavily subjected to street traffic.	11/24/2014 10:44 AM
495	They work pretty well. I take the lightrail to get downtown and catch an express bus to work, or a bus heading elsewhere if I'm not going to work. Getting to West Seattle from Burien is a hassle though so I normally drive.	11/24/2014 10:38 AM
496	They work well for the most part. The only thing that no longer works is getting home to the admiral district later at night.	11/24/2014 10:29 AM
497	YES, BUT IT'S TAKES A LONG TIME!!!! FROM UW MEDICAL CENTER TO TACOMA, AND FROM TACOMA TO THE UW MEDICAL CENTER TAKE ALMOST 2HRS.	11/24/2014 9:40 AM
498	For weekdays only	11/24/2014 9:35 AM
499	For work, I drive 2 miles to a transit station, take a Sounder to King Street Station then transfer to a buss that takes me into downtown. On the weekends (or whenever I need to be there in the evening), I have to drive from Kent to Queen Anne Hill because there are no efficient and safe means of public transportation.	11/24/2014 9:20 AM
500	I am able to use the bus and light rail to get where I need to go. Sometimes the bus is very full and it is difficult for everyone to have room to stand even after all the seats are full. I especially notice this on the 43 and 48 in the morning and evening commutes.	11/24/2014 9:10 AM
501	Mostly. I noted the exceptions earlier.	11/24/2014 8:34 AM
502	good. i like that I can put my bike on the bus when I need to. I've never not been able to get on a bus because I had my bike. I always feel like the bus is an option for me to get on if I need it. I can find a route to get me at least most of the way of where I'm trying to go.	11/24/2014 8:33 AM
503	There are not very many regular buses that go by my house, mostly just buses going on or off route go by there, at 412 Broadway. I can go nearly anywhere by taking a 3 or 4 downtown, though. Sometimes it is very time consuming to take the bus.	11/24/2014 8:31 AM
504	Because I am able to bike commute, I often bike to transit. Having buses with bike racks is key for me. On days I don't feel like biking around, it's nice to have a variety of bus options that come regularly. Without OneBusAway, I don't know if I would use the buses as much. That app takes a lot of the guesswork out of waiting for the bus.	11/24/2014 8:09 AM
505	most of the day the routes i use work well. after 6pm weekdays and all day on sundays there in lack of service in the kent area	11/23/2014 9:33 PM
506	The Metro buses usually get me where I want to go, but not always as directly or conveniently as I would like. Some areas of Seattle are not well served, so it can take me an hour and a half to get somewhere that I could reach in fifteen minutes by car. At the moment, Lower Queen Anne is difficult to reach because some buses have been rerouted. Is it really necessary to skip over that area because of road construction?	11/23/2014 7:34 PM
507	Yes, drops me off right on campus. I wish there were more routes to cut down on the lag and wait time. And in the morning, the buses are so packed, people are lined up like sardines.	11/23/2014 3:51 PM
508	Riding my bike from Ballard to the UW campus is almost always faster than taking the 44 (since I live almost a mile from the bus stop, which makes it a long walk), so I do that most time. Generally biking to campus, and then driving to do errands on the weekend works for me.	11/23/2014 2:06 PM
509	Yes they do.	11/23/2014 2:01 PM
510	Used to get to work early enough, but, now, I'm forced to carpool because of poor service from Sound Transit to Metro. Sound Transit works great. Metro connections no longer does.	11/23/2014 11:22 AM
511	They do, but usually with delays.	11/23/2014 2:15 AM
512	For the most part, I am able to get where I need. Greater frequency in service is always nice. I miss the recently deleted route 47.	11/22/2014 9:41 PM

513	They work well. They get me to where I need to go. It would be nice to have more bus routes especially at night. We need more light rail going north King county and beyond.	11/22/2014 6:59 PM
514	Bus to capitol hill is slow! The 12, 43, 49 in particular are so slow that it's often faster to walk UPHILL than wait for the bus. The buses to the u-district are better but I always go to the south side of campus, so the light rail will work much better for me.	11/22/2014 1:21 PM
515	They usually get me within a short walk to my destination. The bus arrivals can be a bit unreliable. Last year I was at the I-90 overpass stop in Beacon hill waiting for a busy to Bellevue on a weekend. It was an express bus that was supposed to come by around 7 am and although I was there over 10 minutes early I missed it because it passed earlier than what it was scheduled for. This route only comes by every hour so I was late to a job that I was scheduled for.	11/22/2014 1:01 PM
516	It depends on where I'm going. I'd love to be able to take light rail from Ballard to the airport. And light rail or train for Ballard to Mukilteo.	11/22/2014 12:42 PM
517	NOT NOW. Bring back the #27.	11/22/2014 8:33 AM
518	I would like a faster service option and would like to see a one service option instead of using two buses	11/22/2014 8:10 AM
519	As of now it works great for work or airport. There are 2 different routes I can choose from	11/22/2014 2:20 AM
520	so-so: 3 buses to Safeco Field, 4 buses to Everett for work	11/22/2014 1:41 AM
521	Yes, currently they do. I get on one bus and don't have transfer. I'd like to keep it that way.	11/21/2014 8:50 PM
522	Yes	11/21/2014 8:45 PM
523	I can't really use Metro/Sound Transit to commute to work because I live in the city (Wallingford) but commute to the suburbs (Redmond or Bothell). Feels like transit hasn't adapt to that reverse commute yet.	11/21/2014 8:01 PM
524	Yes, always in close proximity	11/21/2014 7:23 PM
525	I am lucky that most of my destinations do not require a transfer. It is surprisingly time-consuming to get from Capitol Hill to Pioneer Square as it is quite close but requires bus + bus/Light Rail. The schedule for the 49 to Pioneer Square is irregular and confusing. Looking forward to the Streetcar. Lyft or cab takes <10 minutes. Bus takes at least 30.	11/21/2014 7:09 PM
526	Usually. Going downtown from Wallingford is not easy before 10am.	11/21/2014 6:45 PM
527	some times they do and sometimes they don't.	11/21/2014 5:10 PM
528	Mostly. My main concern about the light rail is the lack of parking. I have to get a ride to and from the station. I live in south Seattle and find that the most efficient bus to get to downtown is the 143 express, which only runs Monday-Friday until about 5:30pm. Any other bus (route 101, 102, 106) can take upwards of an hour to an hour and a half to get from south Seattle to downtown Seattle. My house is 20 minutes from downtown Seattle. Somedays it is just not time effective to take the bus.	11/21/2014 4:14 PM
529	Yes, but the rapidrides are always too crowded.	11/21/2014 3:38 PM
530	Hard to get to Northgate	11/21/2014 2:41 PM
531	Yes.	11/21/2014 2:35 PM
532	Yes, mostly, but it is a long trip. I have to drive 30 minutes to a park and ride and then spend 1-1.5 hrs on the bus (one way).	11/21/2014 2:15 PM
533	Sometimes. I have to do a lot of walking. I also have to pass events. Case in point: travel from my home off 15th and 80th to West Seattle. It becomes an all day trip and almost impossible after 10pm	11/21/2014 1:56 PM
534	yes,but if I work long shift I don't get the ride on time.So i take two hours to get home from uw to renton.	11/21/2014 1:28 PM
535	Yes, but it takes a long time.	11/21/2014 12:55 PM
536	Yes it works well	11/21/2014 11:55 AM
537	As it is right now, I am able to access locations I need to go to.	11/21/2014 11:33 AM
538	Most often.	11/21/2014 10:50 AM
539	The bus is convient when there is traffic on Lake City Way from Kenmore Park n Ride to 125th st.	11/21/2014 10:42 AM

540	Okay. I have to drive to Everett Station, local bus service doesn't run early enough (closer route, 4) or often enough (further away but acceptable, 29). It takes 2 buses to get to the U District, would really prefer one. Very frequently now there is standing room only, sometimes a lot of people standing. I have seen a northbound bus turn away people because there was no more standing room. The pickups and dropoffs at the U are good for me.	11/21/2014 10:34 AM
541	The transit options I use come frequently, get me there faster than if I were to drive in many cases, and at reasonable prices. These buses (mostly) are normally full of people during my commute; during rush hour, they are packed to standing, that could be solved with a train that could carry more people in one trip than a bus. If the (proposed) electric train came as often as the buses I ride do, there would be more space on the train for all those people who drive alone in a car, less cars on the road, less oil/exhaust pollution, and more incentive to use humanity's collective knowledge of solar power to create an immensely more efficient system of movement.	11/21/2014 10:13 AM
542	Generally fairly well. The mercer corridor mess makes getting to SLU difficult, however.	11/21/2014 10:10 AM
543	Just OK. I board the 75 northbound and transfer to either the 512 or 312X from Lake City, Bus is way to crowded. I use to take the 64x but way to slow. Because of these challenges I find myself driving my car to work.	11/21/2014 9:47 AM
544	OK, but there's no quick way to get from 10th Ave E & E Miller St to The Polyclinic at 904 7th Ave. It takes 2 transfers	11/21/2014 9:43 AM
545	They work well and get me to UW Tower (work).	11/21/2014 9:25 AM
546	Yep. Sure once in a while a bus coming from downtown is late, but other than that it's dandy.	11/21/2014 9:17 AM
547	Yes mostly, I would like a shuttle from Tukwila park and ride to the Tukwila light rail station or another station between rainier beach and the Tukwila station	11/21/2014 8:50 AM
548	passable but the LINK Capitol Hill Stn. will make it even seamless	11/21/2014 8:34 AM
549	Within Seattle I can get where I need to go. The eastside is another story. Especially service to the area between Woodinville and Duvall, I have to drive b/c there isn't sufficient service to rely on	11/21/2014 8:23 AM
550	ST 555 works well, but is too crowded since Metro cuts this year. Would like express options from Meadowbrook area to Bellevue and downtown Seattle.	11/21/2014 6:26 AM
551	Mostly, yes. More frequent service to North Bend on weekends and in the evenings would be useful.	11/21/2014 3:19 AM
552	On weekends and late nights at work, it takes me 1 to 1 1/2 hours to get home. On week days it takes 30 minutes.	11/21/2014 12:02 AM
553	Community Transit to and from 4th & Pine 10 or 43 to 16th & John on CapHill	11/20/2014 10:11 PM
554	Most places I want to go.	11/20/2014 10:10 PM
555	They get me where I want to go slower than I would like.	11/20/2014 10:08 PM
556	See previous comments. The #25 would be perfect if it ran more frequently.	11/20/2014 10:05 PM
557	Transit works pretty well and generally gets me to where I want to go. But further out destinations often have service that ends too early and is too infrequent to be useful. I do not drive so I solely use transit, bicycling and walking to get around.	11/20/2014 9:56 PM
558	I use transit five days a week so yes, it does work for me and it does get my where I want to go for which I am very thankful. In my 2.5 years at UW, Seattle, I have only driven my own car twice. However the commutes times between Tacoma and Seattle are getting worse and there are more frequent standing room only episodes. For example, I often take the last 586 bus from the U. to Tacoma which comes at approx. 6:24. Due to an event at the Tacoma Dome, it took 2 hours to make it home today (11/20/14). Not sure where to put this but there must be a better way to better connect the ST train to the Seattle Link. Getting off the ST train and going up the narrow 2 staircases at either end is enough to give one a panic attack. And please, add some later ST trains from Seattle to Tacoma in the evening. The Wednesday before Thanksgiving is a terrible traffic day but I usually can't get to King Station before the last ST train leaves so am forced to take the ST 586 in bumper to bumper traffic.	11/20/2014 9:54 PM
559	They work pretty good but there is room for improvement, as indicated above. Looking forward to the opening of the Roosevelt Station in 2021. Wish there was weekend service to Golden Gardens on the 44.	11/20/2014 9:52 PM
560	Yes. The most tricky one is getting from the Eastside (East-Central Bellevue or SW Redmond) to Shoreline/Aurora Village.	11/20/2014 9:29 PM

561	The 542 is really useful to get to greenlake and U district. The 545 gets me to downtown very quickly. Transit from University District to Ravenna is not very reliable or dependable. I usually take car2go to travel to destinations north of U district.	11/20/2014 8:29 PM
562	Until they closed the stop on 5th and Marion I had a great ride and could get to work in about an hour. Now with that stop closed I would be walking either 2-3 blocks up hill which is not good of my back and knees. If I stop on 5th and Pike it take 1hr and 45 mins for me to get to work. I can get there but not efficiently .	11/20/2014 7:40 PM
563	They do but service is slow, infrequent and sometimes very long to cover short distance.	11/20/2014 6:22 PM
564	ok. more frequent service would be better, especially east west	11/20/2014 5:31 PM
565	Getting around Renton is hard so I often have my mom meet me at Fred Meyer with her car. Enatai Beach Park takes an hour or more to get to from my building in Microsoft. Getting to downtown Seattle, Eastlake, Redmond (on weekdays) or downtown Bellevue is fairly easy from the U-district.	11/20/2014 5:30 PM
566	Yes, though not always as easily as in the past. When runs are cut or changed, or stops taken out ("more efficiency") it's harder on users. One of my commutes went from approx 20 minutes end-to-end to anywhere from 40-60 minutes because it now requires a transfer (2 buses) to cover the same territory.	11/20/2014 5:01 PM
567	Yeah, for my purposes it works pretty well.	11/20/2014 4:38 PM
568	I love to walk, I often take the bus in inclement weather. It gives me time to think and gets me where I'm going.	11/20/2014 4:37 PM
569	Yes, but now that I live in Hillman City (1 mile south of Columbia City) it seems that every destination requires a transfer from one bus to another or one bus to light rail. Or a significant walk (a mile at least) to get to the one bus/light rail to get me to my destination.	11/20/2014 4:27 PM
570	They Work Fine. Ferry in Seattle should be more accesible	11/20/2014 4:25 PM
571	They are infrequent and frustrating. Missing a bus often means having to wait another half-hour.	11/20/2014 3:55 PM
572	Yes they work but sometimes there is a lot of changing buses.	11/20/2014 3:37 PM
573	Pretty good	11/20/2014 3:30 PM
574	From my home in Broadview it can be very hard to get to other places in North Seattle without transferring. This is difficult for me due to serious arthritis. I would like to see more direct connections to Ballard, UD, and Wallingford.	11/20/2014 3:18 PM
575	If I Work Past 10:45pm Nightly I Will have to take the route 106 and not get home until Real Late. I have Lost Many of Jobs Because the Route 101 does not run Late enough like the Route 106.	11/20/2014 2:40 PM
576	Adequately	11/20/2014 2:18 PM
577	Because I am so centrally located (and my bus pass is subsidized through work), routes 60 and 49 work well for me. However, I used to live in Squire Park, and had no options for north-south travel on busses. I could move east/west on the 3 or 4, but had no good options for getting up into the Capitol Hill area. I do love that I can take LINK to the airport. It's easy and such a good deal.	11/20/2014 1:55 PM
578	For the most part, yes.	11/20/2014 1:51 PM
579	Generally ok. But the route 44 sucks!	11/20/2014 1:45 PM
580	Yes, though my options are limited and take 1 1/2 to 2 hours each way.	11/20/2014 12:30 PM
581	Usually okay but they have a tendency to misalign (31/32 -> 16) and i have to wait for the next bus or usually because the interim time between the 16 is so long, walk.	11/20/2014 12:26 PM
582	Basically, yes. Weekend coverage isn't great, but workable.	11/20/2014 12:19 PM
583	For work: 121, 122, 123 to downtown then walk to the tunnel for the connection	11/20/2014 12:13 PM
584	They get me to my destination but they are very inefficient routes.	11/20/2014 11:34 AM
585	Excellent!	11/20/2014 11:20 AM
586	NO. See previous comment about cancelling the 243 to Bellevue bus.	11/20/2014 11:18 AM
587	Typically. If I am going anywhere downtown I usually need to transfer.	11/20/2014 11:18 AM

588	I am generally quite please with my transit service. Occassionally I wish that the drivers of commuter routes were consistently concerned with the maintenance of timetables. It's frustrating to have a driver with a lacksidaical approach to the schedule when you are trying to get to work on time. There could also be a more responsive system for letting riders know that accidents or breakdowns and the like have disrupted service. I have had the experience more than once of waiting for a bus that never came when if I had known there was a problem I could have made alternate transit arrangements.	11/20/2014 11:15 AM
589	Yes, for the most part.	11/20/2014 11:11 AM
590	Transit options get me to where I need to go but it often takes too long and there are too many transfers.	11/20/2014 10:35 AM
591	Yes	11/20/2014 10:25 AM
592	Yes, they work well. But my bus is significantly slower than it used to be. (Route has been changed, more student usage, heavier traffic?)	11/20/2014 10:21 AM
593	yes	11/20/2014 10:20 AM
594	Yes, but I always have to plan to be at the bus stop two arrivals early...because sometimes the bus doesn't arrive on time.	11/20/2014 10:13 AM
595	They are good to very good for me; however, the trip from downtown to the University of Washington is almost always packed with people. When I was riding the 36 bus, I also felt very uncomfortable and unsafe at times, as there are a lot of people who have hygiene problems and apparent mental health problems.	11/20/2014 9:56 AM
596	Yes. But I typically choose not to use transit if I need to transfer busses.	11/20/2014 9:49 AM
597	Much better after I got One Bus Away app - it greatly increased my willingness and ability to use transfers or alternate bus routs & schedules. The East-West bus routes I take however can be so wildly off from scheduled arrival times - up to 20 minutes late - that it makes it difficult to rely on them consistently if they are your only option. Biggest issue is having to commute thru the University District - buses will fill to standing-room plus during peak times, and in the evening, commuters that have no other options (IE route 74s) have to compete with college students and others who's destination is just the Ave, and they can take any route 70-74, for space. I've had more than one driver ask for 'volunteers' to step off the bus and wait for the next less crowded 70-74 because he/she recognized commuters that were unable to board in the evening route - which of course no one did. Should have been serving the U-District with a direct, continual-running express buses to downtown a long time ago.	11/20/2014 9:48 AM
598	They do generally, but linking to Piece Cpunty can be difficult.	11/20/2014 9:46 AM
599	I can get almost everywhere, but it usually requires a transfer between buses which is really inefficient since many routes don't run on-time (i.e. #48). In my experience other city bus systems are much quicker because transfers don't take as long as they do here.	11/20/2014 9:18 AM
600	Yes	11/20/2014 8:40 AM
601	Since the removal of route 47, I (and many others) have to walk up significant grades to get to Broadway Ave E to catch buses to get downtown. This is potentially unsafe at night when coming home from concerts, lectures etc held in the downtown area.	11/20/2014 8:00 AM
602	n/a	11/20/2014 6:35 AM
603	It is hard to get to work when I have to transfer and then walk half a mile	11/20/2014 2:16 AM
604	Yes. I'm always able to get to where I need to go, even if I have to improvise or walk a little bit.	11/20/2014 12:16 AM
605	Yes	11/20/2014 12:02 AM
606	Somewhat... The system layout is very "radial": most buses end up downtown or the u-district. While this serves some people, I don't live or work in either of places, so many trips involve a detour through a heavy-traffic area. If all routes must go through those places, transit needs to be aggressively prioritized (bus lanes on 45th, please!). Otherwise it's a slow crawl. I get around via a combination of biking & buses, mostly. The bike gets me through the traffic, until I can get a bus that's not stuck. However, only 3 people/bus can do this, so that's not a workable solution for everyone.	11/19/2014 11:42 PM
607	They work great! Yes they do.	11/19/2014 11:21 PM
608	They can get me there, but it usually takes too long. It is often faster to bike, unless there's a directly connecting route.	11/19/2014 10:38 PM

609	For the most part.	11/19/2014 10:22 PM
610	They are alright, I wish there was a direct line from Brickyard to UW, but that would be pretty hard to facilitate and would be expensive.	11/19/2014 10:05 PM
611	yes	11/19/2014 9:34 PM
612	They work pretty well. South Lake Union to downtown connections takes too long due to the bad traffic. UDistrict buses to downtown can be very crowded. I worry a bit about Link light rail going down just when I need to go to the airport - the recent weekend outage was not well publicized ahead of time.	11/19/2014 9:00 PM
613	Yes	11/19/2014 8:44 PM
614	yes the transit gets me from where i need to be from atoz all the time with out the buss system i dont know where i would be its helpful and grateful for king county buses.	11/19/2014 7:47 PM
615	They get me to places that are within a pleasant walk to my destination.	11/19/2014 7:37 PM
616	They work great.	11/19/2014 5:35 PM
617	Like I've said before if the hours are right and I want to go to Seattle via 577 /578,great! To get to the airport I still more often have to drive my car to Federal Way Transit Center at 317TH and catch the 574. Too bad when the 501 would be my first choice but does not have as many timed routes. I often also drive to the FEDERAL WAY Transit center to catch the 577/578.	11/19/2014 5:31 PM
618	Yes	11/19/2014 5:26 PM
619	Most often yes, I'm lucky to live near the UW campus which is a transportation in with access to most all places in Seattle. I often have to take two-three busses however; one to get to campus, then to downtown or ballard, and occasionally another to my destination farther into those areas.	11/19/2014 5:18 PM
620	Weekdays - the bus works fine, especially since there won't be bus cuts to the northeast routes (e.g. routes 66,67,68,71, 30 rush hour).	11/19/2014 5:13 PM
621	Yes	11/19/2014 5:13 PM
622	Yes	11/19/2014 5:09 PM
623	Getting to Ballard is a pain and it would be great to have better service. I don't use what is available now because it takes too long.	11/19/2014 5:03 PM
624	Not always because the signs are hard to understand/confusing and bus drivers are RUDE and don't know what they're talking about half of the time and the other half--they just don't care!	11/19/2014 4:32 PM
625	yes, sometimes need to transfer up to 3 buses, mainly transfer to 2 buses	11/19/2014 4:26 PM
626	I thake the 55 or C Line from west seattle and transfer to the 3 or 4	11/19/2014 4:17 PM
627	In general yes, but I would like more frequent service and more options that aren't impacted by car traffic.	11/19/2014 4:09 PM
628	As I said on the previous page, the bus is too slow for me to use for commuting and takes much too long to get to the airport, even with link light rail. So I usually ride my bike or carpool. However, the buses work well to get to downtown from the campus so if I have to get to downtown, I take the bus. Also a much better and faster way to get to the Hutch from the Med School would be great. Now I use the U-car.	11/19/2014 3:58 PM
629	Yes but they take a long time.	11/19/2014 3:52 PM
630	Not always, especially on nights and weekends. Lack of north/south routes between Montlake bridge and University Village especially problematic. Rerouting increases trip time by factor of 2 or 3. Also, getting to and from airport at night is scary because stops are not in tunnel, but on high crime area surface streets downtown. Have taken a taxi from airport in that situation even tho light rail is free for me with U Pass.	11/19/2014 3:50 PM
631	They work fine but the buses are often crowded during rush hour.	11/19/2014 3:48 PM
632	They work fairly well, though sometimes there are lots of transfers or waits to get somewhere, and my buses are often stuck in traffic.	11/19/2014 3:43 PM

633	Green Lake is very central, and good bus service is one of the main reasons I moved there 8 years ago. On the positive side I really like that the #16 doesn't detour to Seattle Center anymore. That used to be the last straw that would send me walking a mile or more to a faster bus downtown. Now I can take this bus, and if I'm going to Seattle Center it's still only a short walk from the Aurora/Denny stop. I also really appreciate the additional evening trips on the #48. On the negative side, evening service in general is still quite lacking. Attending a movie or dinner downtown is challenging to get home from because of long headways and full buses. The connection to Lake City (e.g. #48->#72 or #16->#41) is terrible so I rarely go there despite quite a few businesses I would like to patronize. Finally, the #48 gets stuck in traffic too much and reliability is terrible. This is one of my most important connections and it really needs some dedicated lanes/signals.	11/19/2014 3:34 PM
634	They work about as well as I can expect them to. My only complaint is that the routes are often 15-20 minutes late...	11/19/2014 3:34 PM
635	Yes, they get me where I want but I often have to stand on the bus and I have to transfer which adds a fair chunk of time to my commute. I live in what I consider to be a fairly main area of town (West Seattle Junction) and work in a very populated located (UWMC) so I'm a little perplexed as to why there's not a direct option between the two locations.	11/19/2014 3:13 PM
636	For the most part they get me close to where I am going. I make the most of what is available.	11/19/2014 2:52 PM
637	I love the Link but I have to drive from Lake Tapps to SeaTac. I also enjoy the Sounder but it doesn't run often enough.	11/19/2014 2:47 PM
638	They work well, but I would like to take one bus or link directly from columbia city to UW med center. Even an express bus would be appreciated. The 48 is always so packed and stops at every stop from UW to Mt Baker transit center.	11/19/2014 2:31 PM
639	The 48 goes straight to UW, but is slow. It would be useful to bring the 48X back. More options that don't transfer in downtown at night (too sketchy for a woman to be alone at night). Direct service from Greenwood to the main commercial district in Capitol hill, not just the residential area is lacking. More East-West options in the north end are also needed.	11/19/2014 2:29 PM
640	Need better transport between SLU and Capitol Hill. Route 8 runs too infrequently, especially on weekends. A lot of sports teams, gyms, recreational facilities have locations in SODO or Georgetown; routes to get people from Cap Hill to these locations that run at night would be great. Currently I can't use the bus to get where I want to go in the evenings to use these facilities.	11/19/2014 1:39 PM
641	I'm poorly connected by a infrequent bus from my home to the Northgate Transit Center. Usually, I walk 20 minutes to Northgate TC. Then I take the 41 Express to downtown Seattle. The bus is quick and easy and gets me to my office. However, it is ALWAYS packed.	11/19/2014 1:21 PM
642	I take the train to work. Taking train is convenient.	11/19/2014 1:13 PM
643	Sometimes.	11/19/2014 12:56 PM
644	I have no problem taking 71/72/73 buses between downtown and UW campus.	11/19/2014 12:54 PM
645	They work fine	11/19/2014 12:53 PM
646	Generally, though not fast enough on weekends to be worth it. Insted, I drive on weekends.	11/19/2014 12:52 PM
647	3 bus routes 107 , transfer to 167 107, Transfer to 101 or 143 107, Transfer to LRT	11/19/2014 12:50 PM
648	Light rail works great. with buses i often avoid east west connections since they take too long with traffic. I may be wrong, but a capitol hill to Ballard connection would be nice to have.	11/19/2014 12:47 PM
649	For the most part, yes. I'm looking forward to the addition of more light rail due.	11/19/2014 12:44 PM
650	For the most part they do. The 26 bus is a great bus for the green lake area to go to Fremont or Dt. Although Often times I find biking to work better than taking buses for example going to Ballard, Crown Hill, Greenwood. I find that	11/19/2014 12:40 PM
651	Yeah, they get me there. The 271 is only an issue when bridge is under construction.	11/19/2014 12:39 PM
652	They get me where I need to go, though some routes go through neighborhoods, meandering back and forth.	11/19/2014 12:23 PM
653	For the most part, I can get to downtown Seattle just fine, but in the past, getting to the Detention Center in Tacoma was difficult. Having easy transportation access that takes you all the way to the DC (since it's located outside the center of the city) would make life much easier since I do a lot of volunteer work there.	11/19/2014 11:52 AM

654	I go to school at UW. I have classes that range from 900am to-530pm. I would love to take the sounder every morning from Tacoma to seattle then take the bus up to UW. But the problem is that when I get out of class the train no longer runs by the time I get back to seattle. I could take the 586 bus (I think that is the route from UW to Tacoma) but I might as well drive since it would be stuck on the same jammed up freeway that I would be on if I were to drive myself. Plus I could sleep in during the mornings.	11/19/2014 11:46 AM
655	The only transit that works for me is getting to/from work. Public transport is completely out of the question if you have errands to do or have kids. No one has two hours to waste for a bus trip to get a kid to a soccer game or to get to a grocery store. Who can walk for blocks and blocks with more than one bag of groceries and a kid?	11/19/2014 11:37 AM
656	More secure bicycle parking by transit centers!! I would ride my bike far more often, but I am worried it will be stolen during the day.	11/19/2014 11:33 AM
657	see note above re route 71 - it is my only option for going downtown most of the time, but it takes forever to get through the U-District before it becomes an express.	11/19/2014 11:22 AM
658	MOSTLY.	11/19/2014 11:19 AM
659	71X/72X/73X get me between U-District and Downtown, but are usually very overcrowded and less frequent than they could be.	11/19/2014 11:15 AM
660	No. I need to drive quite a distance between Snohomish and Bothell to access parking and a bus-traffic is too bad in Woodinville	11/19/2014 11:13 AM
661	Transit options are somewhat useful but leave much to be desired. Metro's frequent route network usually gets me within a mile of where I need to go, even late at night, but then I have to walk, drive (car2go), or wait for another bus to complete my trip. Reliability on certain routes continues to be an issue.	11/19/2014 11:03 AM
662	I used to take the bus to Seattle from the South Everett Freeway Station, but I'd either have to stand the entire way there, or wait for two buses to leave so I'd be first in line to get a seat when the third bus arrived. Now I take the bus from Eastmont P-R, but it only comes in the A.M. and P.M. during rush hour, so if I need to leave work early (anytime in the middle of the day), I am SOL.	11/19/2014 11:01 AM
663	I am satisfied that the 542 gets me from UW to Redmond, but it is frustrating that there is no way to go from UW straight to Sammamish. Also, it is unfortunate that the 542 does not run after 6 pm!	11/19/2014 11:00 AM
664	Absolutely!!	11/19/2014 10:59 AM
665	They work, but are slow. Maintaining at least the current speed of travel is important to me.	11/19/2014 10:46 AM
666	They do but the 43 is terribly overcrowded	11/19/2014 10:46 AM
667	Usually, but not as frequently as I would wish they would.	11/19/2014 10:41 AM
668	Absolutely - the best!	11/19/2014 10:33 AM
669	good ye s	11/19/2014 10:28 AM
670	Transit goes everywhere I want to go, but it usually takes too long, especially any trips that require me to go downtown and transfer or transfer at UW to a less frequent bus. A good example is Capitol Hill to University Village.	11/19/2014 10:25 AM
671	Generally pretty well, Capitol Hill has good service to major destinations with some transfers necessary.	11/19/2014 10:22 AM
672	YES THEY DO	11/19/2014 10:15 AM
673	Yes, but often not quickly enough. It's common for me to find I have to drive instead to get where I'm going on time.	11/19/2014 10:13 AM
674	I have made them work. I get a ride (in a car) to the Beacon Hill Light Rail Station or I drive myself there and park, then I take the light rail into downtown Seattle. My previous bus route (39) that took me straight from my neighborhood to the downtown corridor was cancelled, I now must transfer no matter what to get to 6th and University. I choose to drive to the light rail station because transferring buses triples my commute time.	11/19/2014 10:06 AM
675	Yes, love the 372 express bus	11/19/2014 10:01 AM
676	Yes they work well	11/19/2014 9:46 AM
677	They are limited, but work ok.	11/19/2014 9:45 AM
678	I mostly use transit to go to work. Occaionally, to Seahawk games. Downtown shopping excursions also happen.	11/19/2014 9:31 AM

679	Not real well - I would like to be able to use public transit more often, but from my home it takes too long and service is too infrequent	11/19/2014 9:28 AM
680	Yes- the buses are crowded, however. Carpooling works well, but we'd like to not have to drive if possible.	11/19/2014 9:28 AM
681	Yes, after driving and some walking to catch the bus.	11/19/2014 9:16 AM
682	Commuting via public transit versus my own vehicle has become more difficult because of the significant cuts to bus service into and out of West Seattle. The significantly reduced number of buses (short periods in the morning and evening and nothing in between) for the 56 and 57 in particular, but also the 55, make it difficult to use public transit for those who do not have a regular work schedule but rather, need to go in later in the morning and come home later in the evening. The additional travel time to commute by alternate route makes it more likely that I will drive on those occasions. Additional challenges include the lack of schedule reliability and significant over-crowding. I have had the experience of waiting up to 45 minutes to catch the 56 or 57 from West Seattle to downtown- clearly a scheduled pick up (or sometimes two) was missed or significantly late. I have also had the experience of waiting for a bus from downtown to West Seattle that indicates an ETA to the bus stop of 2-3 minutes only to have the time suddenly change to an ETA of 35-40 minutes. In the meantime, I have passed up other bus options because I was expecting the 56 or 57 to arrive in a few minutes! Additionally, I have been passed up by buses that are so crowded there's no room to get on. It's particularly frustrating to get to the bus stop well in advance of a scheduled pick-up only to find that you cant get on and will be late for work. For routes that have been significantly reduced the use of short buses (as opposed to articulated buses) magnifies the problem.	11/19/2014 9:09 AM
683	Yes, except at night when returning from a trip. Buses from downtown Seattle to Kirkland don't run often enough.	11/19/2014 9:01 AM
684	The work ok. Better Metro bus frequency on weekends would be great. Better reliability on route 8 on Denny is a critical need	11/19/2014 8:59 AM
685	Sometimes. I regularly ride the 197 and the travel times in the morning are not ideal. They should be more spread out then they are because the 6:45 is usually at least 10 minutes late and shows up close to the 7am bus and then I am late for my 730 shift. A good split would be a 6:30 bus as oppsed to the 6:45.I have been riding this bus for 4 years and I am not alone in the issue with the buses being so crowded and very late all the time. Not a very reliable form of transport for many UW riders.	11/19/2014 8:39 AM
686	Yes, I'm able to get to work and my doctor and dentist appointments.	11/19/2014 8:38 AM
687	They work well	11/19/2014 8:34 AM
688	I can go downtown and I can get to work in the U District. Taking a bus from my house to Northgate/NCC which is only several miles away is an impossible ordeal due to the lack of convenient and timely routes and the need to make transfers that are not timed in a reasonable, usable manner.	11/19/2014 8:24 AM
689	Generally transit works pretty well during the day. I would like to see more stop consolidation. For example, there are two stops basically on the same block of Bellevue between Pine and Olive.	11/19/2014 8:10 AM
690	Not good for travelling from Wallingford to Capitol hill or u village	11/19/2014 7:44 AM
691	I use Metro when the 586 is on reduced service. Metro is pretty good for getting me downtown and on rare occasions, to North Seattle.	11/19/2014 7:41 AM
692	Yes, but it takes longer than driving. The only reason I use public transit is so I don't have to pay for parking where I am going.	11/19/2014 7:37 AM
693	Sometimes. The busses are not reliable in Seattle, by and large.	11/18/2014 11:58 PM
694	They work well but I wish there were a stop closer to my house.	11/18/2014 11:44 PM
695	They generally can get me where I need to go but are often not available when I need to get places in the morning before 7 am or on the weekends after 7 pm. Often I have to take multiple buses or have long wait times (>45 minutes) to get where I'm going in the morning, late evening/night, or weekend.	11/18/2014 11:40 PM
696	I don't take the bus to or from work because the route that run to my house don't run late enough. (Ravenna Ave NE) Cutting the 30 route to just Peak hours is major inconvenience. I relied heavy on that bus to get me home. If I were older and not able to walk up and down the hill from the Ave. I would essentially be stranded.	11/18/2014 9:23 PM
697	Service is great to downtown during rush hour but otherwise the bus is a terrible option for getting around town. Service is not frequent enough and there are no express options.	11/18/2014 9:13 PM
698	For the most part. I tend to travel on routes with frequent service, and I typically don't travel too far afield.	11/18/2014 9:11 PM

699	slow now, I'm hoping Link to UW (then the 480 will speed my trip	11/18/2014 9:00 PM
700	Downtown to U District is good, U District to Wedgwood usually good, but slow. Getting to and from Fremont and Ballard from other north end locations is painful.	11/18/2014 8:58 PM
701	Work well but just is a long commute. Transit options do get me to desired location.	11/18/2014 8:52 PM
702	They get me where I'd like to go with relative ease.	11/18/2014 8:26 PM
703	Most of the time, however the 9 and the 60 are the buses that I take the most, and they always come around the same time, which makes it difficult, and these buses don't run late enough or on the weekends for me to go to work at 7PM/11pm, forcing me to take a taxi or walk.	11/18/2014 8:23 PM
704	Bus to work and the light rail to the airport. Yes, it's great. Economical and convenient. I live near a route that runs every 10 to 15 minutes so it works.	11/18/2014 8:10 PM
705	They are pretty good for getting me from home (Lake City) to work (downtown) and regular after-work activities (U District, Wallingford). Wallingford to Lake City is a problem via bus. I use the Greenlake Park & Ride in Roosevelt in order to get to Wallingford after work and still be able to get home after my activity, but the parking runs out really quickly. I'm concerned about what I will do for parking once the Roosevelt light rail station opens us (although I can't wait!)	11/18/2014 8:00 PM
706	Yes usually. I drive from Vashon to Burien 2 days/week. My commute from Vashon to UW takes about 2 hours each way because of the transfer and slow rush hour bus speeds in downtown.	11/18/2014 7:53 PM
707	They get me to where I want slowly & inefficiently.	11/18/2014 7:49 PM
708	For the most part, transit gets me where I want to go. However, service frequency in the evenings or on Sundays could be much better.	11/18/2014 7:34 PM
709	I currently use the 43 and 48 most days and really love them to get between UW and home. When I have babysitting jobs it is trickier; sometimes the times don't work out to get from the 75 to the 43/48 when I'm going home from babysitting in Matthews Beach, or the 48 isn't as frequent late at night. It's wonderful when the 43 turns into the 44 (and vice versa) so I can see friends in Wallingford/Phinney/Ballard, but that doesn't always happen so it's hard to count on that convenience.	11/18/2014 6:46 PM
710	The current bus routes get me to where I need to go.	11/18/2014 6:42 PM
711	They mostly get me where I want to go. I also decide to go places based on whether or not the bus goes there easily. If the bus doesn't go there I don't tend to go there that much.	11/18/2014 6:31 PM
712	The 65 would go directly from my stop to Jane Addams, but it is on a long-term detour which adds about 5 minutes to the ride. It definitely gets me where I want to go.	11/18/2014 6:31 PM
713	We have a car (shared between two of us) so I only use them when they work well, otherwise I drive. I'd love to be able to take transit more, including to Ballard and West Seattle, but I'm not up for a long bus ride with transfers. In general, transit to/from Capitol Hill is good to adjoining neighborhoods, and I feel lucky to live in an area that is so well-served by transit, and is often a likely candidate to pioneer new forms of transit like bikeshare. Very excited for the streetcar and light rail to open here.	11/18/2014 6:24 PM
714	Bus route 43 is crucial for me to get around where I need to go, and it works well for me. Bus route 49 is my backup and provides needed access to Eastlake area.	11/18/2014 6:17 PM
715	Most of the time. It would be more convenient with more frequent schedules.	11/18/2014 6:15 PM
716	I live close to the University Village and work in the University District on 11th & NE 45th. There is no longer any bus service that goes straight up the viaduct. My commute has been lengthened significantly by going through campus and having to change buses. Also it's extremely inconvenient to get to SEATAC as I have to change buses twice.	11/18/2014 5:51 PM
717	For the most part - yes. I love that I can take the light rail into work almost every day!	11/18/2014 5:50 PM
718	Yeah, they work well for the most part. There are certain areas that can be tricky to get to. But I am generally satisfied with the transit options.	11/18/2014 5:49 PM
719	Yes and no. The limited times at night for most really limit my ability to stay late to work in the lab, meet up with colleagues, or have dinner in areas. I also need to drive to a park and ride that fills up quickly and often times will walk a mile or take multiple buses to get to work.	11/18/2014 5:32 PM

720	Transit to the airport is really slow - need express lines to/ from north seattle, U district, and downtown to/from airport. In addition if traveling by plane east, it's sometimes not possible to catch a bus early enough in my north seattle neighborhood to get to the airport in time for early morning flights.	11/18/2014 5:27 PM
721	See previous East-West comment	11/18/2014 4:40 PM
722	Yes! I've lived in Seattle for 2 months. I was hoping to be able to get by without a car when I moved, and that's absolutely been true.	11/18/2014 4:38 PM
723	the 49 does not run often enough, is frequently unpredictable or late. Please have the popular and crowded 49 run more often during commute hours. The 25 does not run often enough, either. There are no buses running east-west between Montlake/UWMC and Eastlake, up the hill between Boyer Avenue (Boyer children's clinic) and Roanoke/Eastlake.	11/18/2014 4:37 PM
724	Mostly, yes. I've relied on the buses for years and overall I find them reliable and convenient. I wish they'd run more often, though.	11/18/2014 4:34 PM
725	#65 gets me to and from work at the UW but is often late, too crowded and doesn't run often enough.	11/18/2014 4:20 PM
726	They certainly do! My only issue is with the overly crowded university express buses heading to downtown on the commute home after work. Way too frequently commuters and students are packed in there beyond what's safe, let alone comfortable (physically AND emotionally!). I regularly have to let one or two evening buses to downtown go by so that I don't experience claustrophobia being packed in. The drivers are great and do their best to accomodate us all, but I hope that once the light rail reaches UW, you won't drop the bus routes or their frequency. I imagine the light rail will take enough of the students/staff/faculty to allow the expresses to be reasonably full instead of overcrowded. Please allow time to see what the ridership will be after the light rail connects from downtown to UW before changing the 71X,72X, and/or 73X schedules.	11/18/2014 4:18 PM
727	The #47 route was cut so I rarely use the bus any more. I mostly walk or drive to work.	11/18/2014 4:14 PM
728	They work fairly well within Seattle, but not so well outside of Seattle. Outside of Seattle, I feel the routes are either limited, arrive infrequently, or take circuitous routes.	11/18/2014 4:12 PM
729	Yes, except when I have to transfer busses, which artificially extends commute time. "L"-shaped commutes with a transfer are the worst (eg. Capitol Hill to Ballard).	11/18/2014 4:09 PM
730	They work, but it takes forever. The downtown bus tunnel is the worst. The time (especially at the end of the day) of the commute is at least 2x what it is supposed to be per the schedule.	11/18/2014 3:52 PM
731	Usually	11/18/2014 3:43 PM
732	They work, but the commute can be long.	11/18/2014 3:41 PM
733	Most of the time. Would like light rail to go north to Bothell and Woodinville. Connection to Everett via the east side (Bellevue, Redmond, Kirkland). Buses should have priority in carpool lanes!!!!	11/18/2014 3:33 PM
734	I can commute pretty well from 125th St. & 15th Ave. to UW, but I am not able to realistically use transit to take my son to his child care in View Ridge. Especially when light rail is extended north, I hope that some route will do for 125th St. what the 65 now does for 145th St. In other words, send more buses west on 125th St. to connect our neighborhood to points east and south. In general, it is hard to use Metro to visit friends if they live east or west of us in the north of the city. Connections between South Lake Union and Northeast Seattle are awful right now and result in very long commute times for all the Amazon employees who work in my neighborhood (Olympic Hills / Lake City). Many software developers work later hours than traditional employees (10-6 or 11-7) and express northbound service from the Westlake/Fairview/Mercer area at those times would help encourage them to commute by bus. Currently my husband, who seems unwilling to leave the office before 5:45pm, takes an hour to get home because he has to make his way to Westlake Station first and then catch a 41 bus. Several other neighbors on our street work at Fred Hutch or Amazon and consistently drive to work. All the road expansion in the world will not solve the "Mercer Mess," but express bus service outside of the normal rush hour timeframes might. When I was offered a job at Edmonds Community College last year, I tried really hard to commute by bus, but it was a nightmare. What took me 15 minutes in a car was about 1.5 hours by bus. If only the 373 ran in the opposite direction, it would have been fine. I chose not to continue working there. I understand they are meant to serve a more immediate area, but bus service in general seemed very sparse and parking lots were always full.	11/18/2014 3:30 PM

735	They work...okay. There are not any express routes from east to west or vice versa, so to get to work I have to go through UW or Northgate which is frustrating when i want a direct route. I often drive, but would take the bus WAY more often if there was a quicker route. The 30 just got cut down, which sucks because I work full time and go to school full time and I have odd hours so I need to get from UW to Sandoint and back on off-peak hours. On days when I go to school (2-3 times a week), I only take the bus. I use One Bus Away and Google Maps (public transit option), but often the busses don't come hen scheduled, which is frustrating. Coming from Boston & having spent a lot of time in DC, I wish there underground transit SOOOO BAD that would not be affected by traffic! Or above-ground transit on a rail (not on the street) that also would not be affected by traffic. I think it sucks to punish the people who choose the responsible way to travel by public transit and the people who drive their cars get there just as fast. If transit was faster, more people would take it.	11/18/2014 3:28 PM
736	Great! I only have to get on one bus. It would be nice if the Sounder train from Tacoma to Seattle were more direct, but currently the train goes through Puyallup, Sumner, Auburn, Seatac before reaching downtown. If I have to connect to a link or bus Downtown it would double my commute.	11/18/2014 3:18 PM
737	Good for commute to/from work. Anything late (night classes, evening entertainment) is not very good.	11/18/2014 2:20 PM
738	It takes me 1-1.5 hours to go 11 miles. That increases to nearly 2 hours if I try to use only public transit. My transit options require many transfers, slow routes with lots of stops, or little parking (i.e. at Link stations).	11/18/2014 2:10 PM
739	For the most part. I wish I could take a bus from my home to the TDS but it's just not an option.	11/18/2014 1:59 PM
740	yes.	11/18/2014 1:57 PM
741	The 271 is my primary commute bus. I find that in the evening (5 - 6:30), buses are not consistent and it seems like they don't all run as scheduled. For some reason, it is difficult to track the 271 using OneBusAhead - it will say a 271 should be there but it does not show up.	11/18/2014 1:55 PM
742	Yes, it would be nice to have a direct, non-transfer route, rather than the need to transfer. But until then, I at least get some walking exercise done on a daily basis.	11/18/2014 1:40 PM
743	I can get where I need to go by bus... sometimes it's more or less easy and time-consuming, though.	11/18/2014 1:40 PM
744	They work well. Buses from UW in the evening are regularly packed full.	11/18/2014 1:39 PM
745	They mostly work well. I really would like a true express from Woodinville/Bothell to the UW - only a few stops at Park and Ride lots.	11/18/2014 1:37 PM
746	They accommodate work, though I also planned where I live based on how transit accommodates my work schedule.	11/18/2014 1:35 PM
747	More 586 time options would be helpful.	11/18/2014 1:27 PM
748	Don't run very often or very late in the evening	11/18/2014 1:12 PM
749	yes, but my bus is always late and very crowded	11/18/2014 1:07 PM
750	Fine, but could be better (reliability, time, & connections)	11/18/2014 12:59 PM
751	I can get where I want to go, but the frequency of the bus has been cut down a lot. This makes the buses more crowded. I don't understand on some of the routes, why the smaller buses are used when they are so crowded there isn't even standing room. It's very difficult for me to stand very long or to sit in a smelly overcrowded bus. Also - on the 37, because there are so few runs, I cannot find a morning bus and an afternoon bus that work together for me to be at work the right amount of time. I either have to stay longer at work or cut it short. I can take a 37 to work and take a 56 back, but then I have to walk longer than I am comfortable. Another comment - in the past couple of years I have been on the bus 3 times where the bus driver missed a turn or got lost going from downtown to West Seattle. I don't remember ever having that problem before.	11/18/2014 12:58 PM
752	They do get me to where I'm going but every bus and train I take these days has standing-room-only crowds both morning and night.	11/18/2014 12:51 PM
753	3/4 the time they get me there. I wish there was parking around the Rainier Beach Link so I could take that. Currently it takes two buses to get there and i'm a little over a mile away from that stop.	11/18/2014 12:42 PM
754	yes. But slow. Buses too crowded.	11/18/2014 12:41 PM
755	For the most part I can usually get around solely using the bus system. Its awesome. Any increase in routes and/or increase in frequency in times per route would only be appreciated.	11/18/2014 12:20 PM
756	Yes	11/18/2014 12:20 PM

757	Most commonly I use metro route 65 75 and 32 to get between work and home. For the most part it works well, buses are usually on time, but sometimes get very crowded. Especially during rush hour around 5:00pm. The buses on these routes that come around 5:00pm are almost always the smaller buses. It would make sense if the larger buses were used at this time since it is a highly used route at a very crowded time. The bus is packed and often turns away additional passengers multiple times a week.	11/18/2014 12:19 PM
758	Very well. Yes.	11/18/2014 12:04 PM
759	They get me to where I want to go eventually. I am lucky to live on Capitol Hill within blocks from all the lines I use to commute to work and school, but getting anywhere else is more challenging. Service is not offered late enough if I want to go out in another neighborhood. And service on the weekends is too infrequent to match with a carefree schedule. Even when I commute to school I leave 30 minutes before I need to based on the schedule because too often my scheduled bus is 10-15 minutes late and I end up being late to class or work. I still commute by bus because parking downtown and on campus is too expensive, but outside of commuting, unreliable and infrequent service are what deterrers me from busing. Also, public transit is too expensive! Especially when you have to pay separately for the various transit entities. An Orca card helps but not always. I was walking 40 minutes to and from work to save \$90/month until I became a student and loans paid for my U-Pass.	11/18/2014 11:57 AM
760	yes they work fine.	11/18/2014 11:57 AM
761	Reasonably.	11/18/2014 11:57 AM
762	Usually, though sometimes transit takes way longer than it should.	11/18/2014 11:57 AM
763	buses to U district are pretty consistent 373 is only a commuter bus so have to rely on the 73X to get to U District during non-peak hours.	11/18/2014 11:56 AM
764	For the most part, yes.	11/18/2014 11:55 AM
765	As already mentioned in my previous response, I wish there was a bus that went directly from the Mountlake Terrace Transit Center to the South Lake Union neighborhood. My UW Medicine Advancement office is located in South Lake Union at 850 Republican Street. Right now the bus takes me to the heart of downtown and then I walk. The streetcar doesn't arrive often enough. It's faster to walk to SLU than to wait for the streetcar. Going home, I walk from my SLU office to 6th and Olive to catch the bus home to the Mountlake Terrace Transit Center. I have to STAND UP in a VERY crowded bus more than half of the time! This makes me crazy and miserable.	11/18/2014 11:35 AM
766	Currently the 71/71x, 72,72x, and 73/73x all get me to where I need to go for work.	11/18/2014 11:33 AM
767	I would like a direct route from my house to downtown Seattle as I frequently travel to downtown but need to take two buses (9544 Sand Point Way NE). I take 1 bus to work and home every day and it is fantastic except that it is frequently late.	11/18/2014 11:29 AM
768	The ones I use work for my (most frequently the 49. Please never cut or reduce that route!) The 49 gets me exactly where I need to go. It is harder for me to get to places like Fremont and Ballard from where I live, though so I take Uber to those locations. And I miss the 47.	11/18/2014 11:26 AM
769	they don't. I can't use them to get to work at all.	11/18/2014 11:14 AM
770	Yes, eventually.	11/18/2014 11:07 AM
771	No.	11/18/2014 11:05 AM
772	Yes I can get where I want, most of the time. Sometimes, I can't get on the bus to UW campus because it is full.	11/18/2014 11:03 AM
773	Somewhat	11/18/2014 11:00 AM
774	Metro buses are never on time. I always have to use the previous bus when looking at the one bus away app because I know the one I want to take will never be on time. They do get me to places I need to go but NEVER on time.	11/18/2014 10:59 AM
775	Currently I only use the bus if I do not have to transfer and I sometimes drive, park and then catch the bus when possible. The bus works for me, but I feel as if the times are very odd, it's not like you can expect a bus every 10 or 15 minutes- which I find odd and inconsistent.	11/18/2014 10:58 AM
776	Yes, usually they work well. Problems occur with overcrowding on the bus or when traffic/construction slows the bus.	11/18/2014 10:44 AM
777	Good for the most part. It hard getting transit to Federal Way Transit Center mid-morning and between 1-3pm. It's very difficult getting transportation from UW Campus Seattle to UW Campus Tacoma.	11/18/2014 10:42 AM

778	OK, BUT IT COULD BE A LOT BETTER. WHEN I BOUGHT MY HOUSE IN SHORELINE THERE WAS A METRO ROUTE THAT WAS PERFECT. IT WAS DISCONTINUED SOON AFTER I MOVED (2000)	11/18/2014 10:31 AM
779	Yes. However, I would prefer it if the 64 were continuously late as it has been for the past several months.	11/18/2014 10:31 AM
780	For the most part, yes.	11/18/2014 10:25 AM
781	Its currently difficult to get from Capitol Hill to Pioneer Square.	11/18/2014 10:19 AM
782	Generally yes. Buses work well to get me from home (near Volunteer Park) to work (UW tower). However if I am going from my home to Ballard or Green Lake, I never take the bus because it takes too long. Instead, I Car2Go. Also, there currently is inadequate public transit to go from my home to IMA (I often end up walking the entire way, as the bus connections end up taking longer).	11/18/2014 10:13 AM
783	Yes	11/18/2014 10:11 AM
784	Yes, I feel lucky to be able to live in a city without needing a car. I can walk to and from work (Capitol Hill to Belltown), and if I'm lucky, there are buses that go from downtown to the hill. There are certain neighborhoods (West Seattle, Ballard) that take a frustrating amount of time to get to sometimes. I may have a new job in Sand Point soon, and I wonder how the buses are to there. I would like to get to Kirkland or Redmond easily from Capitol Hill too. I like that I can get to the airport easily now!	11/18/2014 10:07 AM
785	Generally they work well. The one area that doesn't work very well is trying to get from the Eastlake area up to Capitol Hill around 15th & John. You have to either travel to downtown and transfer, or else take the #49 then get off along Broadway and walk about a half mile.	11/18/2014 10:02 AM
786	I very much appreciate the frequency of the 43 & 48, which gets me from Capitol Hill to where I work in the University District. They also work well during snow routes	11/18/2014 9:58 AM
787	Transit options work OK, for the most part. I generally walk 20 minutes to and from the location where I catch the bus to work and get off to return home. The stop is at the bottom of the north end of Queen Anne Hill, near Seattle Pacific University. I live on the top of the hill. I'd like to have bus service between the top of the hill and the University of Washington, like the old route 45, but I understand that this route doesn't get enough riders.	11/18/2014 9:56 AM
788	East-west trips are biggest challenge (like this is news! ;-)). North Capital Hill to Seattle Center is difficult.	11/18/2014 9:54 AM
789	They work. My daily commute time to work is long (1-1.5 hours from West Seattle to UW, sometime longer if there's bad weather, etc.). If I drive to work, the commute is much shorter (30-40 minutes). I'd prefer to use public transportation, and would love to see a shorter commute between these two areas.	11/18/2014 9:53 AM
790	My commute to the UW campus works well because I get on early enough to get a seat but the bus is packed with people standing in the aisle by the time we get to Wallingford.	11/18/2014 9:51 AM
791	No. The buses have been running 10-25 minutes late. It is so infrequent and not dependable that I'm having to use other options.	11/18/2014 9:48 AM
792	Yes.	11/18/2014 9:47 AM
793	As long as I don't have to transfer then transit options have worked well. When transferring, delays or poor coordination between routes causes me to choose to drive.	11/18/2014 9:46 AM
794	For the most part. I walk a lot, so often wind up walking a fair amount instead of taking transit if the bus doesn't run on schedule or a transfer takes too long.	11/18/2014 9:46 AM
795	yes	11/18/2014 9:44 AM
796	Luckily, yes. But it takes about an hour for me to get to work by bus. And each bus is completely packed for the entire ride, with standing room only! I think this means we need more busses!	11/18/2014 9:38 AM
797	Yes	11/18/2014 9:32 AM
798	Yes, but many other unnecessary stops are along the way, or having to transfer busses.	11/18/2014 9:13 AM
799	They work very well as of now. I get where I need to go.	11/18/2014 9:13 AM
800	The transit options for me work fine for my current needs.	11/18/2014 9:12 AM
801	The transit I use is very convenient. The only changes I would make would be to the Park & Ride where I park.	11/18/2014 9:12 AM
802	Yes, with the exception that CT buses do not go to South Lake Union, so I have to add another route to my commute since moving to SLU from the UW campus.	11/18/2014 9:06 AM

803	Yes, but they are infrequent.	11/18/2014 9:03 AM
804	I can't use transit to get to work at my current job in northern Belltown without it taking ~80 minutes each way for what is only a ~5 mile trip. It takes multiple transfers and two 20-minute walks, which isn't practical for a commuter. Transit works well for anyone who lives and works in a strict north-south area from downtown to the university or from Ballard to downtown or West Seattle to downtown, but for anyone needing to make an east-west trip followed by a north-south trip, the links between transit lines are uncoordinated and really impractical. Seattle residents don't all live in the same two north-south east-west corridors, yet transit lines act as if they do. Transit options also don't work for me if a bus is so full that I can't ride it.	11/18/2014 9:02 AM
805	Ok, I would like a bus that runs a bit later in the morning and later in the evening	11/18/2014 9:00 AM
806	Yesterday I had to walk 2.5 miles to get to bus stops. This is likely difficult for older or disabled riders. Transit is very slow and inefficient. It took well over an hour yesterday to get from capitol hill to green lake.	11/18/2014 8:57 AM
807	work day bus ok, week end bus horrible	11/18/2014 8:55 AM
808	They get me where I want to go and they are really helpful in a pinch but I think with high volumes of commuters, less routes, you are de-incentivizing the whole process. Why take a bus when it is becoming a hassle?	11/18/2014 8:46 AM
809	They work great for now. But traffic is getting heavier, the buses are picking up and dropping off later, the earlier bus is packed to the gills. There needs to be another option that is just as convenient as the 586 express bus.	11/18/2014 8:44 AM
810	Only in the mornings. I take the 21 express from Arbor Heights, transfer to a bus going to the U District. The evenings are difficult	11/18/2014 8:43 AM
811	Pretty solid right now. Sometimes the buses aren't on schedule or the OneBusApp isn't synced up properly, which can be quite frustrating.	11/18/2014 8:43 AM
812	I get where I want to go, but the 71/72/73 to downtown are standing room only at 5:30 p.m. when I get off work, so I have to stand all the way to downtown. Also, a bus from Stanwood to UW would be helpful for me.	11/18/2014 8:36 AM
813	Bus is often overcrowded or even full. Bus does not serve the ferry terminal.	11/18/2014 8:36 AM
814	yes, but it takes too long	11/18/2014 8:30 AM
815	For the most part. I get frustrated because going east/west from Ravenna to Wallingford/Fremont/Ballard/Magnuson Park can be really challenging. Usually I just drive.	11/18/2014 8:27 AM
816	They get me there, but often not very effectively	11/18/2014 8:21 AM
817	for the most part they do, on occasion i will use an alternate form of transportation such as lyft or car2go if the busses are running late though	11/18/2014 8:21 AM
818	Spectacular	11/18/2014 8:18 AM
819	I use Community Transit the most - prefer their services/drivers, but wish the schedules were more frequent	11/18/2014 8:16 AM
820	Yes, but it may take 30 min or longer to get from one neighborhood to the next	11/18/2014 8:15 AM
821	Getting to the airport on public transport starting in the University District will help a lot.	11/18/2014 8:11 AM
822	They work well and yes I get where I want to go.	11/18/2014 7:57 AM
823	Transit comes too infrequently and is consistently overcrowded./	11/18/2014 7:56 AM
824	yes	11/18/2014 7:56 AM
825	I must drive to a transit center - no bus service even though I am in King County. Parking fills up early at the Auburn transit center and forces would be riders to drive. City of Auburn has plenty of parking available, but posts it for 4 hours max. In the evening, it can take over an hour between UW and the international district on an express bus. Since final train heading south leaves at 6:12, I must leave work by 5:05 to ensure catching the train. Having a 7:00p.m. train would provide a backup and allow me to work later, mitigating commute traffic.	11/18/2014 7:52 AM
826	Yes, but they don't run often which makes commuting hard sometimes. longer waits in the rain and cold weather or over filled buses which make some riders have to wait for the next bus making them late.	11/18/2014 7:51 AM
827	Yes, could have more busses.	11/18/2014 7:44 AM
828	Yes, but I wish there was a faster route.	11/18/2014 7:36 AM

829	They get me where I want to go, but often the buses are packed full and I have to wait for the next bus several times a week. There is no shelter for the bus stop on Rainier Ave S at S Stevens, right outside the Mount Baker Station. The 7 & 9 buses along Rainier Ave S are always dirty and feel unsafe.	11/18/2014 7:32 AM
830	For an effective commute in the morning, there is one transit option - taking the 2nd #316 (starts at Meridian Ave N and N 175th at 6:25 AM then transfer to the #355 at N 85th St & Wallingford Ave N . for the 6:51 AM bus. Please note, the #316 does not have a stop near N85th on Wallingford Ave N, so need to get off at N 82nd and walk back - there used to be a stop at N 85th which still has the concrete frame for the bus stop. Going home, can take the #316 directly from the Freeway stop #5419 at NE 45th. Bus is seldom on time & the tracker system a joke so just go stand at the stop and get my walking in pacing the bus stop. I normally get in about 6,000 steps waiting for the bus. On nice days, I take the #355 to N 85th and walk to North Seattle Community College where I catch either the # 345, #346 or the elusive #316. I could use the #66/#67 to Northgate Transit then to the #345/#346, but the connections always seem to just miss.	11/18/2014 7:21 AM
831	yes except the current bus routes and schedules take too long or don't match up with the ferry schedule and adds to my commute time	11/18/2014 7:15 AM
832	My commute is about 1 hour 45 min in the morning and 2-21/2 hours at night. The bus/train get me to where I'm going, but it is a significant amount of time out of my day that is my commute.	11/18/2014 7:15 AM
833	Mostly, they do. It would be better if the Sound Transit 556 bus came through UW to Issaquah a little earlier in the day. Currently, the first time it hits campus is about 2:35. If there could be one sometime between 1:30 and 2:00, that would be very beneficial.	11/18/2014 7:07 AM
834	Not on Time, I have to be at work at 6:00 and the Sounder's first run is 5:23 and therefore I have to catch the 566 to Bellevue and then the 271 which still gets me here 5 minutes late	11/18/2014 6:56 AM
835	Why don't trains and buses connect? Every time I come from the airport, I get off the train and my bus has left 10 seconds before. Why don't they coordinate and make the bus wait for the train ? At night you take the train from the airport to downtown, and then I have to wait 30 minutes for the next bus.	11/18/2014 6:24 AM
836	I hitchhike daily Would love to see this city move beyond the private automobile - be a beacon to the world	11/18/2014 5:55 AM
837	Yes but busses are often delayed and standing-room only.	11/18/2014 4:59 AM
838	U-pass works fine, except for Sunday mornings and holidays, when I would have to wait 30 min for a bus after working the night shift...so I just drive on those nights	11/18/2014 2:48 AM
839	I never learned to drive, so I rely on transit a great deal. I can usually get where I want to go within Seattle, though it can be slow. The Eastside is a bit more challenging, but it's usually possible to get where I want during the day. Night and weekend transit to/from the Eastside is often limited. Far East King County (Duvall, Carnation, Sammamish) is pretty impossible on Metro. I often have to take a taxi if time is of the essence, or for locations outside of Seattle, Downtown Bellevue, or Downtown Redmond.	11/18/2014 2:15 AM
840	They work well, usually have to take connecting buses. Campus parkway and 15th & Ave northbound is usually my stopover station.	11/17/2014 11:39 PM
841	The transit is convenience and works great and able to reach to many places that I want to go.	11/17/2014 11:39 PM
842	Hard to move neighborhood to neighborhood. For example, there is no direct line between Greenland and lake city.	11/17/2014 11:38 PM
843	For the most part, though not always reliable.	11/17/2014 11:29 PM
844	Eventually.	11/17/2014 11:23 PM
845	they work for me and take me where I want	11/17/2014 11:18 PM
846	More direct routes from UW to second hill in Capitol Hill	11/17/2014 11:09 PM
847	Generally, yes. The 48 is probably the most used and most effective route in my everyday life. It stops a block from my house and I can get to school, work, to friends, north and south of me. The 71, 72, 72 express busses are also equally important for me. I can also take them to get to school and to downtown.	11/17/2014 11:05 PM
848	Mostly all right; it's difficult to get from Greenwood to Capitol Hill.	11/17/2014 10:54 PM
849	So far so good, I am happy with how I can use Metro and Sound Transit, but I think they can better serve underprivileged communities.	11/17/2014 10:53 PM
850	Yes.	11/17/2014 10:49 PM

851	Yes	11/17/2014 10:40 PM
852	for the most part yes	11/17/2014 10:37 PM
853	Yes. If I need to go downtown or to my doctors, I take local buses and I am pleased with the times. I find my service needs to be fairly simplistic ... I live in a place that has good services to school (UW) and downtown. When I was attending Bellevue College last year, it was cheaper and faster to use my car, go Prius! It literally cut my commute time by half. It is stupid that I often had to wait 10-15 minutes, more than doubling my travel times to get to school in Bellevue.	11/17/2014 10:32 PM
854	yes, from p&r	11/17/2014 10:29 PM
855	Please refer to the answer to Q3.	11/17/2014 10:24 PM
856	It works well. I do get to where I want to go.	11/17/2014 10:06 PM
857	Yes, but the 48 takes a long time if I am taking it during off-peak hours.	11/17/2014 10:05 PM
858	Going to greenwood is inconvenient, and Ballard too. It takes a long time. Downtown isn't so easy either. Would appreciate later bus service on weekends.	11/17/2014 10:04 PM
859	They do not work for me, hence I drive alone to and from work! #277 is still being kept (I have no idea why and no one is able to share why!!) at a old-time standard when people worked from 9-4!! It stops at 11ish one way and 5ish the other way!!!!!! Extend the hours to a full and complete day and all of us would gladly use it at all times and would even be willing to pay higher fares for our comfort!	11/17/2014 10:03 PM
860	My bus options do get me where I want to go, but in traffic, it can take quite a long time (90 minutes).	11/17/2014 10:03 PM
861	Generally, they work well. The 71-73 busses work particularly well between the University District, where I work, and downtown. The D bus has been great for Ballard to downtown, but as noted above, losing the No. 61 (or the all day 17) has been a huge loss. My husband isn't really able to regularly walk from hour home to the 44 or 48 so that impedes our ability to use the bus to get to work at the University.	11/17/2014 10:03 PM
862	Except for the few weeks where the 255 wasn't running on the weekends without notification, everything is good. But having buses from West of UW campus to the Uvillage on weekends and nights would be awesome.	11/17/2014 10:03 PM
863	I use primarily the bus. If it is late or the routes are unavailable, I use Uber/Lyft, or a taxi, which I find frustrating and expensive. I'd rather take the bus because it is cheaper and often convenient.	11/17/2014 10:02 PM
864	The transit system options work great... for now. Unfortunately the 271 is getting cut in January and that is the bus i take to Issaquah Transit Center	11/17/2014 10:01 PM
865	they take me from my place to UW from bellevue, they get me where I want to go.	11/17/2014 9:46 PM
866	The hours are not great. I often need buses in the 8am-10am time frame or the 7pm-8pm time frame and many routes are either infrequent or nonexistent at those hours.	11/17/2014 9:45 PM
867	We chose our apartment because it allowed us to easily walk or bus to work and had good access to transit hubs like UW and downtown. I use public transit when 1) The trip with be not much over 30mins 2) The service is frequent and predictable enough that I can be somewhat flexible in when I decide to go home 3) The stops are within a 10min walk of my house/destination. 4) I would have to pay to park or if parking is un-reliable 5) I don't have a lot of stuff to carry I recently decided to get my own car after not having one for 10 years because the lack of transit options was negatively affecting my life. It was difficult to visit some friends and family because transit was inconvenient because the destinations were far away (Eastlake to Mountlake Terrace) or the distance was short but required transfers and backtracking and a lot of extra time(Eastlake to Madrona). Grocery shopping to my preferred store (PCC) is also much faster via car	11/17/2014 9:39 PM
868	yes	11/17/2014 9:32 PM
869	The options I use do typically get me where I need to go, but they often take double or triple the time it would take to drive myself to where I'm going. This makes it much harder to visit friends or do activities outside of the Seattle city limits. They're also often crowded, especially in the U-District.	11/17/2014 9:29 PM
870	King Metro transit is great. Gets me everywhere I need to go.	11/17/2014 9:23 PM
871	yes, they are quite convenient but take a long time.	11/17/2014 9:20 PM
872	The service is okay. Sometimes very crowded, but I can get to where I need to go. Usually never late to my destination.	11/17/2014 9:18 PM

873	I take Metro nearly everyday but walk .75 to 1 mile to my final destination. RT 64x is very slow and long. gets stuck on I-5, stops a number of times before serving 35th Ave NE. Up to an hour on bus vs 15 minutes in car...	11/17/2014 9:14 PM
874	Best way to reach from Kent to UW campus plus takes less time.	11/17/2014 9:13 PM
875	I answered that in the previous page.	11/17/2014 9:12 PM
876	The options I used work well.	11/17/2014 9:12 PM
877	yes	11/17/2014 9:10 PM
878	They usually do, but on weekends I have to make a couple transfers to get from the U-district to tacoma.	11/17/2014 9:02 PM
879	I do not like having to cross NE 45th street at the intersection of 45th street and Union Bay PI NE to get to my house. The bus use to go up NE 45 pl to 35th ave NE. This allowed me to get off the bus much closer to my house.	11/17/2014 9:01 PM
880	Currently, transit options aren't offered when I need them and I have had to go from using metro buses to carpooling or driving.	11/17/2014 8:50 PM
881	I don't drive, and except for late buses and overcrowding, transit here works well for me. When I have to go places that are further away from the main transportation lines, like Belltown or Loyal Heights, the bus stops are typically several blocks further from my destination than I'm used to. The walk to and from the downtown transit tunnel and Colman Dock is a little far and steep for comfort, not to mention the unfortunate situation of the Marion Street pedestrian bridge. Light rail to the airport works great, as do the various intercity Sound Transit routes I've taken.	11/17/2014 8:46 PM
882	Evening wait times and capacity are problematic in transit from the U-district to Wallingford/Ballard	11/17/2014 8:46 PM
883	To/from downtown works well and to/from UW is also pretty good. Getting from one Seattle neighborhood to another is harder.	11/17/2014 8:42 PM
884	For the most part, they work pretty well. I wish the buses that go from Kirkland to UW were more frequent, though, and I miss the 265 as well.	11/17/2014 8:26 PM
885	the north-south lines are okay, but there are not nearly enough east-west lines. it's really difficult to get from one quarter of the city to another.	11/17/2014 8:21 PM
886	Mostly, I wish it was a little easier to get from Madison/23rd to Harborview and the VA hospital	11/17/2014 8:17 PM
887	Yes, I feel quite comfortable not owning a car.	11/17/2014 8:16 PM
888	There 's 2 transfers on the weekends. I hope I don't have to take 2 buses on the weekends. I live in Redmond. I take 542 on weekdays and 545 on weekends.	11/17/2014 8:06 PM
889	Yes but....going north to south is typically much easier than going east/west. Traffic congestion, a lack of E/W traffic arterials, and a reliance on mass transit that fights traffic is frustrating. Additionally, some routes require transfers that may be full at peak ridership and eventually it becomes easier and sometimes faster to just walk or to take transit part-way and then walk from there instead of riding all the way to my destination.	11/17/2014 8:00 PM
890	While living in the U District, transit works very well for me. It works terribly in the suburbs.	11/17/2014 7:59 PM
891	Very Well. Almost always very smooth rides and quick.	11/17/2014 7:55 PM
892	Yes, they get me to where I want to go.	11/17/2014 7:53 PM
893	Not really. Not easily or in a timely fashion.	11/17/2014 7:51 PM
894	Yes	11/17/2014 7:51 PM
895	Yes	11/17/2014 7:44 PM
896	generally, but they're often not on time, and the wait between buses is long enough that most people won't use them because it's quicker to drive.	11/17/2014 7:43 PM
897	Currently, using the 48 Bus route, after my husband drops me off at the Mt. Baker Transit Center, I go to work at UWMC. I then ride back to the Mt. Baker Transit Center and my husband picks me up. Once the Link Rail to UW is completed, I will take the Link Rail from Columbia City to UW.	11/17/2014 7:40 PM
898	They work great. I think that there could be fewer stops though.	11/17/2014 7:40 PM

899	Yes, the CommTrans 871 takes me exactly where I need to go. The Sound Transit express buses usually get me where I need to go.	11/17/2014 7:39 PM
900	They take a long time, sometimes.	11/17/2014 7:39 PM
901	Yes	11/17/2014 7:28 PM
902	Sometimes. Currently I have to drive to a bus in order to access non commuter hour transit because of cuts to the 28	11/17/2014 7:27 PM
903	The transit options are pretty decent and they typically allow me to get where I need to go, however, I wish I would be able to get to my destination faster and I also wish that service was available at later times.	11/17/2014 7:24 PM
904	At times- lots of either early buses that do not wait or significant delays, both of which cause scheduling troubles. Also major cuts in routes makes it difficult to find a bus at a convenient time and has caused a greater need for transfer and longer time to transport.	11/17/2014 7:19 PM
905	most bus stops are relatively close to the chosen point of destination and so there is usually less than 15 minutes of walking from the bus stop to the destination.	11/17/2014 7:17 PM
906	They are the only form of transportation that I have and they work perfectly.	11/17/2014 7:12 PM
907	With the bus cuts, it takes a lot longer to get to the places I need/want to go and I have to add in more transfers. A lot of the busses I use regularly have reduced hours so I have to be more conscientious about leaving and returning. They worked better before but they're not terrible now.	11/17/2014 7:10 PM
908	Yes, but on the #44 the bus is sometimes so full that I have to wait for one or two buses until there is one I can board at night.	11/17/2014 7:08 PM
909	They work fine however some routes should run more often.	11/17/2014 6:59 PM
910	They take me where I want to go but it takes a few connections to get there.	11/17/2014 6:48 PM
911	They work reasonably well, as my destinations tend to be around high density areas. On weekends coverage isn't as convenient as I'd like, but it's acceptable. Yes, the transit options get me where I would like to go.	11/17/2014 6:48 PM
912	For getting to the UW and to downtown, transit has been great! Getting to the VA Hospital and South Lake Union has proven difficult and time consuming. There should be more direct options for these locations, such as extending the 48 from the UW to Beacon Hill up to the hospital or light rail station. It would be nice to have a bus, other than the over-crowded 70 that goes from the UW directly to South Lake Union, perhaps with fewer stops on Eastlake and one that extends over to Denny/ Seattle Center.	11/17/2014 6:41 PM
913	I ride Metro bus and Sound Transit go to doctor, counselor (Sound Mental Health) I use currently Metro Transit every Monday..	11/17/2014 6:38 PM
914	Yes.	11/17/2014 6:34 PM
915	Not great but OK	11/17/2014 6:34 PM
916	For the most important	11/17/2014 6:24 PM
917	Generally, with a reasonable amount of walking.	11/17/2014 6:19 PM
918	Buses are rarely on time, but get me where I want to go	11/17/2014 6:10 PM
919	Generally, yes, but with a lot of walking. Crowding on the evening 48 bus is very frustrating.	11/17/2014 6:07 PM
920	Yes, but at very specific times.	11/17/2014 5:59 PM
921	Bus, pretty well	11/17/2014 5:57 PM
922	Yes	11/17/2014 5:54 PM
923	The Express buses work well for me to get to campus however they have been very crowded or overloaded at peak times lately.	11/17/2014 5:53 PM
924	I can get to UW Seattle from Kent.	11/17/2014 5:48 PM
925	I was sad when 205 was discontinued from Mercer Island and UW. My feelings in general: I can usually get where I want to go but the experience is miserable (always have to stand or wait for a 2nd bus because the first is full).	11/17/2014 5:46 PM

926	yes, but I wish I could get from Capitol Hill to Ballard more easily and to the airport with less connections in between	11/17/2014 5:41 PM
927	sometimes. often the 8 is overcrowded at peak times and is running very late.	11/17/2014 5:32 PM
928	The biggest problem is that they don't always run very late. For the most part they work for me. There are places I cannot easily get to via public transit.	11/17/2014 5:29 PM
929	They work if I plan far enough in advance. The inefficiency of the busses (35-40 minutes on the bus sometimes vs. 15 minutes driving alone on the exact same driving route) and infrequency of departure times means I have to leave home up to an hour earlier to take the bus vs. driving alone. So, they do get me there, but it takes a whole lot longer, therefore means I have to get up much earlier. However, the bus is not an option for me when I have late night classes as the routes become so infrequent or nonexistent in the late evenings, so I am forced to drive.	11/17/2014 5:27 PM
930	The 197 does not run enough. It would be nice to have a bus that leaves the twin lakes park and ride until 9 or 10 am. It would also be nice to have the bus from the UW run until 8 or 9 pm.	11/17/2014 5:26 PM
931	Yes	11/17/2014 5:23 PM
932	They do get me where I want to go, though I do need to transfer at the Bellevue Transit Center, and they don't always connect well with the other bus I have to take.	11/17/2014 5:21 PM
933	I took a Metro bus for 9 years when I lived in Columbia City and worked on First Hill. Then I carpooled for 10 years when I lived further south, near Othello and MLK. Now that I live near Seward Park Ave. S. and S. Othello, I drive every day. Currently, if I commuted via Metro buses, I would currently need to take 2 buses. Currently, if I commuted via Link Light Rail, I would need to take two buses (1 at each end). FYI - The # 48 bus route needs to be split up - so that the Laurelhurst segment is separate from the Rainier Valley segment. The # 48 bus route heading South has historically been notoriously late at the U-District stops, and sometimes takes a full hour to show up (missing a route).	11/17/2014 5:20 PM
934	They work extremely well. The 44 route brings me from my house to University of Washington campus where I work.	11/17/2014 5:19 PM
935	The ones I use currently work	11/17/2014 5:16 PM
936	Yes, they go everywhere that I need to go.	11/17/2014 5:12 PM
937	Getting to Sea-Tac airport now is a huge problem. I have to take Light Rail and two to three buses in addition to get home. It has taken me 3+ hours to make it to my home in Sandpoint using Link Light rail and transferring. That discourages me from using mass transit to get to the airport.	11/17/2014 5:10 PM
938	Yup	11/17/2014 5:08 PM
939	Sort of. There aren't a lot of choices.	11/17/2014 5:08 PM
940	They could be more consistent in arrival times. Gets me close enough to where i want togo	11/17/2014 5:07 PM
941	They generally work effectively. The 44 bus is always overly crowded in the mornings though so my commute to school often involves walking instead.	11/17/2014 5:03 PM
942	Sometimes. There is no good way to bus from Sunset Hill to Capitol Hill.	11/17/2014 5:02 PM
943	Yes (Eastgate P-R to Downtown) Eastgate P-R to Sea-Tac more directly would be great.	11/17/2014 5:01 PM
944	Commuting between Lake City and	11/17/2014 5:00 PM
945	My # 74 bus to work is always overcrowded, standing only, and uncomfortable to ride in. It is also stressful waiting for the bus because I never know whether or not I will get a seat from downtown. In order to confirm that I can get a seat I usually walk several blocks out of my way to catch the bus one station earlier. The #30 used to take me to Fremont, Seattle Center, but no longer goes there.	11/17/2014 4:58 PM
946	Generally, they work okay. There is still room for improvement with bus connections with Washington State Ferries. Commuting on Vashon via public transit on Saturday, Sunday (no services), or off-peak commute hours is challenging. Also, it is more difficult to get from the Faunteroy Ferry terminal to the airport than previously (when 590 connected).	11/17/2014 4:58 PM
947	They get me where I want to go, but timing multiple transit methods can be tricky-especially on weekends	11/17/2014 4:54 PM
948	Yes	11/17/2014 4:54 PM
949	For most of the time, yes.	11/17/2014 4:50 PM

950	Yes, nearly always.	11/17/2014 4:49 PM
951	okay	11/17/2014 4:49 PM
952	Connections to light rail are poor. Transfers are unreliable and slow. For example, I prefer driving from Madison Park to UW instead of taking bus because of poor connections and irregular services in the evening.	11/17/2014 4:46 PM
953	They generally work well. Certain routes (especially the 25) run too seldom and sometimes I can't tell if I missed the bus. One bus away doesn't seem to work as well on certain routes.	11/17/2014 4:45 PM
954	Most of the time they work for me, though sometimes I have to get to a location really early so that I don't get there late since I can't bet that a bus will be on time.	11/17/2014 4:44 PM
955	Yes, but slowly and sometimes with multiple stops. Buses are not always on schedule.	11/17/2014 4:42 PM
956	yes	11/17/2014 4:41 PM
957	The service cuts to route 30 and the fact that it's being cut entirely in less than a year are inconvenient for me.	11/17/2014 4:40 PM
958	Yes they do.	11/17/2014 4:39 PM
959	Desperately need route up and down 45th from UDistrict directly to UVillage without having to go down to Route 25 via Stevens Way.	11/17/2014 4:38 PM
960	The work OK. It's hard to get from Ballard to anywhere South of downtown or to Cap Hill.	11/17/2014 4:36 PM
961	I do but it takes a lot of time.	11/17/2014 4:35 PM
962	It usually gets me to most destinations without much trouble.	11/17/2014 4:33 PM
963	They do. Just that often times there are not enough buses and options to travel with metro.	11/17/2014 4:30 PM
964	They get me to where I want to go, but it is not ideal for how much money I pay for a UPASS, and that I have had to change my work hours to accommodate the bus delays and how long it takes.	11/17/2014 4:24 PM
965	yes	11/17/2014 4:24 PM
966	Generally, but getting from my house to the airport takes 2 buses and 1 light rail ride, so not exactly convenient	11/17/2014 4:24 PM
967	I love Metro and for the most part have nothing but nice things to say. Metro has gotten much better but this last scare made me wish that I had not voted to make it part of King County so many years ago. I am very flexible about what I call a ride home. I would prefer to be walking in my neighborhood rather than spending more time waiting downtown for the best bus to arrive. It was kind of sad for me when the bus tunnel opened and the route 66 was split off from the 71,72,73 series. But waiting in the bus tunnel is much better than waiting on the street for many reasons - safety and lack of exposure to the elements.	11/17/2014 4:21 PM
968	Yes, however inadequate parking available at Redmond Transit Center; on several occasions have planned to take the bus but had to drive due to full parking garage. Not really Metro's issue, but has impeded bus ridership.	11/17/2014 4:20 PM
969	For the most part, yes. I have to drive once a week because when I get done with activities in the University Village area in the evening, it is too difficult to get back home to the Federal Way Transit center and it takes too long. The other 4 days I take the bus, but it often too crowded.	11/17/2014 4:19 PM
970	They usually do, but if you miss one bus you usually have to wait half an hour for the next one. Sometimes they just don't show up at all.	11/17/2014 4:18 PM
971	my vanpool is excellent - the bus system in Seattle is very good....	11/17/2014 4:18 PM
972	Yes.	11/17/2014 4:15 PM
973	Pretty well. Bus 70 is very convenient except (1) Campus Parkway is well north of UW Hospital, where I work; and (2) it is often delayed in the evening (5-7 pm), I think because of SLU traffic on Fairview. Maybe it could go on Eastlake instead?	11/17/2014 4:11 PM
974	They do go where I want to go, however, they don't always run when I would like to take them. I really wish the 30 route was still available to take after peak hours.	11/17/2014 4:11 PM
975	Yes, at my current job at Harborview the 355 is perfect (this was not on the list). The elimination of the 48 Express was a huge inconvenience when I was commuting to campus everyday.	11/17/2014 4:09 PM

976	Metro is useful within Seattle. There is not enough service around my apartment, 4233 7th ave ne. All of the useful bus routes are at least .75 miles away. Metro is not useful in the suburbs, most notably Kent and Fairwood. Buses to kent are slow and most only stop at Kent station. I would like to get closer to my house, 21434 129th Pl SE 98031. The Sounder is my favorite method of transit. The bus from UW to northgate, and from Bellevue to UW (271), takes insanelly long.	11/17/2014 4:08 PM
977	Not very well. Transit options rarely take into account people who have to work off-shifts.	11/17/2014 4:06 PM
978	Close/near to the destination	11/17/2014 4:05 PM
979	I live on the number 14 line, which was cancelled. I am disabled to the point I cannot walk far, and this puts me at a great disadvantage for using Metro anymore. The steepness of hills should be taken into consideration since many older and disabled persons cannot navigate Seattle's hills without transit.	11/17/2014 4:03 PM
980	It's easy to a find a route I need but sometimes there are difficult time intervals for transfers, specifically when I'm downtown. Otherwise, the buses can be used to get basically anywhere in the county just fine.	11/17/2014 4:03 PM
981	yes. but hours are limited to rush hours between my home and down town (Bus Rout 102). also it take more than hour and a half to each way.	11/17/2014 4:02 PM
982	yes they do. most of the buses i take are direct except to go home from UW. I take one of the 70's to downtown then take the light rail if someone can pick me up or I take the 121, 122, or 131.	11/17/2014 4:02 PM
983	Works ok now, wish there were more options in case I miss the bus.	11/17/2014 4:02 PM
984	I bike as much as possible, but frequently hop the bus when the weather is terrible, I don't feel like riding, I get a flat, or I'm going to the airport.	11/17/2014 4:01 PM
985	they work great. Taking the bus in the mornings is a breeze. The problem is that I don't like to take it home in the evening because I don't feel safe, because there are always people onboard who seem like they are really on the edge.	11/17/2014 3:59 PM
986	I would like to see some options for commuters traveling to South Sound. I would like to see Sound Transit attends to commuters from the North's needs.	11/17/2014 3:57 PM
987	Mostly.	11/17/2014 3:54 PM
988	They don't work. I have no choice but to drive my car. You need more options parking at the rail stations for non day shift workers.	11/17/2014 3:53 PM
989	they are generally good but the I5 between Northgate and University of Washington should have commuter lanes.	11/17/2014 3:53 PM
990	Bus service has been cut back, resulting in overcrowded buses even on the earlier runs. There is no way to easily go east/west from Magnolia (to Ballard, Fremont, U District, Sand Point)	11/17/2014 3:53 PM
991	They work fairly well. The #44 is pretty much always packed in the mornings, however. I have had a couple incidents where the bus just could not stop at my stop because it was just way too full. Fortunately, it runs every 10 minutes, but this can be frustrating at times, as you do have to account for the possibility that the bus will run right past the bus stop. For days that parking is free at UW, I just take my car because the 44 does not come that close to my house, its about .75 mile away from the closest 44 bus stop.	11/17/2014 3:52 PM
992	Yes but not as quick during rush hour, esp between uw/north seattle to downtown seattle	11/17/2014 3:52 PM
993	The 65 and 75 buses leaving the UW in the evening (ie 5-6:30) are incredibly crowded. I am the second stop on the route and seldom get a seat. Often I can not even get on the bus it is so crowded.	11/17/2014 3:52 PM
994	Yes, they are very effective at getting me where I need to go in a reasonable amount of time.	11/17/2014 3:52 PM
995	From northwest Ballard (Sunset Hill area) there are very few transit options to get to other parts of the city. I need to walk 10-15 blocks (OK for me, but not easy for older or disabled individuals) and then often need to take several connecting stops. Based on how often the buses run, it takes a long time to get anywhere. Thus, I'm forced to drive and then have to deal with traffic.	11/17/2014 3:51 PM
996	The water taxi's limited service combined with the limited service of bus routes that serve Admiral and Alki make it difficult to get home in the evenings sometimes.	11/17/2014 3:50 PM
997	Yes	11/17/2014 3:50 PM

998	It is often difficult to get on the routes I use. I only use routes 71x, 72x and 73x to get to/from downtown Seattle and the UW. As you know, these routes are heavily used by students, staff and others going to the UW. It is especially heavy during rush hour (am & pm) and I've been left by buses more times than I can count because there is not enough room on the bus. Although it is understandable that this is for everyone's safety, it is still very frustrating and inconvenient to see the bus pass causing one to be late to work/school. The buses should pass through every 5 min. instead of 10 during peak hours.	11/17/2014 3:49 PM
999	Most often they work for me when I have the time. I do wish there were more frequent and reliable ways to travel to and from South King County.	11/17/2014 3:44 PM
1000	Usually	11/17/2014 3:44 PM
1001	Somewhat reliable. Sometimes buses leave early or late, though, which makes it hard to rely on them if there's an event at work that I cannot be late for.	11/17/2014 3:43 PM
1002	My transit needs are met really well. I do think the 2 could run more often, but it's ok.	11/17/2014 3:41 PM
1003	I take the 48 bus infrequently even though I live two blocks from a bus stop (which is not covered) on 23rd and East Pine. I drive because the bus stop is uncovered (which is unpleasant when it rains) and because I often work late so I like knowing I can drive home when I need to leave. On the other hand parking at the UW gets more and more expensive and is a growing disincentive for driving.	11/17/2014 3:41 PM
1004	Yes, but it would be nice if they would divert at times. If traffic is bad, I wish my transit systems would have different routes.	11/17/2014 3:41 PM
1005	Sometimes it works great. For example, getting from our home in Lake City to school/work at the UW is convenient. Going east-to-west across the city is (for practical purposes) impossible, so we end up driving, though we would prefer not to. That issue in particular (the fact that crossing I-5 is apparently some sort of unsolved physics problem) is the TOP reason we finally bought a car, after 8 years living car-free in Seattle.	11/17/2014 3:39 PM
1006	Fine. I am concerned that bus service will be dropped once light rail gets to Northgate. I'm half way between 65th and Northgate, so it would take too much time to walk to either.	11/17/2014 3:39 PM
1007	Alright. 271 is super inefficient, 554 to 71/72/73 is the best option for me to get from eastgate to udistrict.	11/17/2014 3:39 PM
1008	Nearly always, but if not, I greatly enjoy walking.	11/17/2014 3:36 PM
1009	to the university, yes	11/17/2014 3:35 PM
1010	Yes!	11/17/2014 3:35 PM
1011	I <3 the 41.	11/17/2014 3:33 PM
1012	Usually	11/17/2014 3:32 PM
1013	I'm a fairly willing walker, so they work pretty well for me. I would like more service and less transfers (obviously) but in general I am able to find decent options.	11/17/2014 3:31 PM
1014	I walk to work and school, and ride my bike most other places. I use transit to get to the airport and for recreational purposes. For the most part, they do get me where I need to go.	11/17/2014 3:31 PM
1015	For the most part yes	11/17/2014 3:29 PM
1016	Mostly. I would like a bus route that goes from 15th Ave. NE & NE 55th (or somewhere in N. U district) directly down to U village. Currently I have to take 2 buses.	11/17/2014 3:29 PM
1017	I'm very fortunate to live across from the Aurora Village Transit Center, and I usually am able to go north or south very easily. The transit options work wonderfully well for me.	11/17/2014 3:28 PM
1018	I currently drive alone.	11/17/2014 3:27 PM
1019	yes	11/17/2014 3:26 PM
1020	They work for me very well as someone without a car for most of the year.	11/17/2014 3:25 PM
1021	yes	11/17/2014 3:24 PM
1022	They work great as they drop me off close to my destination and I do not have to walk far.	11/17/2014 3:23 PM
1023	They work pretty well. They go where I want to go, with relatively frequent service.	11/17/2014 3:20 PM
1024	Yes, the transit options work beautifully for me, and yes, they get me where I want to go.	11/17/2014 3:18 PM

1025	For the most part yes. I can easily get from Uw to Redmond. But I need to be picked up and dropped off from Sammamish, in order to reach the bus.	11/17/2014 3:18 PM
1026	Mostly, even if they're not always as direct as I'd like	11/17/2014 3:18 PM
1027	Yes.	11/17/2014 3:17 PM
1028	Yes, but there is some challenges with getting home from University of Washington to Tacoma/Lakewood after ST 586 stops running around 6:30pm. I usually need to leave campus around 7:30 pm, and it is always an adventure to get to Tacoma.	11/17/2014 3:14 PM
1029	Yes, the budget cuts have increased waiting times though	11/17/2014 3:14 PM
1030	Need more buses to connect the East side and the University District/downtown - buses are always full in the morning and you often have to wait for a few buses before one is empty enough to get on. Only one bus connects South Mercer Island to the P&R - bus does not come often enough	11/17/2014 3:14 PM
1031	Transit options work great; they get me where I want to go or within walking distance in a timely manner.	11/17/2014 3:14 PM
1032	I don't go to Discovery Park or Magnusson park or Ballard much because they are hard to get to. I have to leave ridiculously early to get from Capitol Hill to Harborview via bus; it's faster to walk but it's a far walk. I wish it were faster to bus places, but I end up taking Lyft a lot because I am in a hurry between one thing and another. Taking the bus from Capitol Hill to and from downtown or the U-district is pretty easy and works well.	11/17/2014 3:13 PM
1033	Eventually. Having lived in Chicago and San Francisco, King County's Metro could learn a few tricks.	11/17/2014 3:13 PM
1034	I drive for now but would prefer to take public transit.	11/17/2014 3:13 PM
1035	Yes but hard to get to uw gym when taking 43 or 48 makes for a long walk	11/17/2014 3:13 PM
1036	They work well; all I would request is more frequent schedules :)	11/17/2014 3:12 PM
1037	Mostly, yes. The 48 northbound from UW has gotten pretty crowded in the afternoon/evening - especially after the express routes were cut.	11/17/2014 3:12 PM
1038	Route number 167 is very useful to people like me who live in Renton. During school year, we have 4 buses in the morning and 5 buses in the afternoon. Most of the buses are crowded. Yes, they bring me to work and take me back. After 5:06 pm there is no bus. That is inconvenient. If there is a last bus around 6 pm. that can be helpful to students and employees alike.	11/17/2014 3:11 PM
1039	I rely on the bus to get to work in the U-District. There is one bus (355X) that can take me directly from my work to my home, but it is very unreliable in the evening. Since the 355X is frequently late, I often take alternate routes that require me to transfer later on.	11/17/2014 3:11 PM
1040	Usually get me where, I need to go but they are typically crowded and stuck in traffic. I have been stranded at late hours unable to get home.	11/17/2014 3:11 PM
1041	Generally yes but I try really hard to avoid transferring because inevitably one bus is early or another is late and I miss my connection.	11/17/2014 3:11 PM
1042	Trips are long, especially considering how needed it is for hospitals. Busses are frequently late. Overcrowded especially with school kids using it as a substitute for Seattle providing school buses.	11/17/2014 3:11 PM
1043	No, the current transit options do not work for me. The service from Lake Forest Park to UWMC (connection of bus) does not operate until after 6am.	11/17/2014 3:09 PM
1044	Yes. I mainly use the 271 from Bellevue to U District and back and it is terrific. There are times when I would like a faster way to get from U District to downtown Seattle.	11/17/2014 3:09 PM
1045	For the most part, yeah. It's getting harder with the transit cuts, but I know that's a larger issue.	11/17/2014 3:09 PM
1046	East-West routes are, and always have been pretty painful in Seattle. This needs long term improvement, but more frequent runs would help, somewhat.	11/17/2014 3:08 PM
1047	They work pretty well, though I often need to use multiple buses or walk for >15 minutes to get where I'm going.	11/17/2014 3:07 PM
1048	Usually. Sometimes the schedule is not very convenient	11/17/2014 3:07 PM
1049	They work fine, though in the mornings/afternoons/evenings they can be very over crowded.	11/17/2014 3:06 PM

1050	Transit currently takes about the same time as driving due to traffic congestion. Riding the Sounder from Auburn Station to King Street is 2-3x faster than driving the same distance of roadways. HOWEVER, the express 71, 72 routes take 2-3x more time than driving would. So it's kind of a crapshoot.	11/17/2014 3:04 PM
1051	Mostly. Would like to see better options in/out of Queen Anne as I consider future moves.	11/17/2014 3:04 PM
1052	Traveling time has increased as direct routes have been cut (so have to transfer now) and Service availability has also been restricted due to cur in non-peak time service. They do get me to my destination, save for Greenlake.	11/17/2014 3:02 PM
1053	Mostly. I use the bus 95% of the time. Service could be increased to make it a more viable option for most city residents.	11/17/2014 3:02 PM
1054	My transit options improved when I moved from Wedgwood to Wallingford (more buses to more destinations). From Wedgwood, it was very time consuming to get downtown or to travel east/west. I eagerly anticipate the U-District Link Light Rail because it will make commuting to and from SeaTAC more efficient.	11/17/2014 3:01 PM
1055	Great. Yes.	11/17/2014 3:01 PM
1056	They work fine	11/17/2014 3:01 PM
1057	They work very well and get my to my destination. Even routes that do not drop me off at my exact destination are able to get me close enough within walking distance that I can arrive there within 5-10 minutes.	11/17/2014 3:00 PM
1058	Pretty well. There are often 30-40 minute gaps between all of the possible options from a given stop. Put another way, it'd be nice if the lines that service a given stop were offset so that you didn't have to wait 30 minutes for a bus. For example, why do the 73 and 373 arrive at pretty much *every* stop within minutes of each other? Why not offset them by 15 minutes?	11/17/2014 2:59 PM
1059	They are great. I can save on gas and be able to go work and school.	11/17/2014 2:59 PM
1060	Yes	11/17/2014 2:59 PM
1061	I can go most places. I just have problems going east-west across north Seattle. Getting to Ballard seems particularly difficult.	11/17/2014 2:59 PM
1062	Transit options work very well overall for my needs.	11/17/2014 2:57 PM
1063	Yes.	11/17/2014 2:57 PM
1064	Yes.	11/17/2014 2:54 PM
1065	yes mostly	11/17/2014 2:53 PM
1066	My cuttent bike/bus/bus route is ok. Glad route 271 was saved.	11/17/2014 2:53 PM
1067	I often have to take several buses to get where I need to go, and sometimes I just don't go because of how long the commute would take. I don't usually have enough time in a day to devote 3 hours to waiting for buses or trains getting to and from somewhere.	11/17/2014 2:52 PM
1068	They do, but I wish there was a bus from the ferry that gets closer to the campus.	11/17/2014 2:51 PM
1069	Yes.	11/17/2014 2:50 PM
1070	The 48 is a miserable route. Since the express went away, it is ALWAYS standing room only after work. The buses are ALWAYS late. It's awful. It sometimes takes me 1.5hrs to go from UWMC to my house in Loyal heights. It's really unacceptable but I don't drive and I'm stuck	11/17/2014 2:49 PM
1071	More inter-neighborhood connectivity beyond Udist and Downtown needed.	11/17/2014 2:48 PM
1072	It is really hard to commute via bus from Queen Anne to the Udistrict. If I commute via bus it takes at least an hour to get there because I have to go downtown to transfer first. It often takes at least an hour and a half to get home due to traffic getting into the bus tunnel. If I drive it usually only takes about 20 minutes. The buses to UW are also ALWAYS packed. I usually have to stand the whole way there and back or are turned away because the bus is too full.	11/17/2014 2:45 PM
1073	For the most part yes. However, since recent cuts, accessing residences North of University Village has been near impossible on weekends.	11/17/2014 2:45 PM
1074	I end up walking to Rainier Ave often as the 50 bus is no that convent.	11/17/2014 2:44 PM
1075	yes	11/17/2014 2:42 PM

1076	They get me there but buses are often over crowded and if there's bad traffic, they're stuck going a particular route instead of taking side streets or alternate routes like you could in a car.	11/17/2014 2:42 PM
1077	They work relatively well, however, often times buses that go through the University of Washington campus are very late.	11/17/2014 2:42 PM
1078	Have to change buses. Would be better to have a direct connectivity.	11/17/2014 2:42 PM
1079	It is not optimal - it takes too long, is unpredictable (buses frequently do not arrive on time or at all or the bus size is too small for the passenger load).	11/17/2014 2:41 PM
1080	They work pretty ok. Anytime i need to go from ballard to capitol hill or further than downtown, it does take a good while.	11/17/2014 2:40 PM
1081	Yep! routes 71, 72, 73 and especially the express buses for those routes are awesome!	11/17/2014 2:40 PM
1082	yes	11/17/2014 2:39 PM
1083	For the most part, the transit options work fine. However, I often can't find buses that run near me late enough at night, and that's frustrating, because it's my primary mode of transportation, and I can't afford to take cabs regularly.	11/17/2014 2:39 PM
1084	Yes. But from the ferry terminal to pioneer square station is a far walk.	11/17/2014 2:39 PM
1085	Yes.	11/17/2014 2:39 PM
1086	Currently, I am satisfied. I can go almost everywhere I want.	11/17/2014 2:38 PM
1087	yes	11/17/2014 2:37 PM
1088	They work, but they are very cumbersome and time consuming. They currently cost too much time in the day. One of the major problems I see is that the different forms of transportation do not connect with each other well and thus much time is lost on the transfers.	11/17/2014 2:35 PM
1089	Most of the time I can get where I need to go on the buses, however if I want to go outside the city it takes much longer and I tend to drive instead. For example it takes 30 minutes to drive from u district to Woodinville, but that same trip would take me an hour and a half on the bus.	11/17/2014 2:33 PM
1090	Yes	11/17/2014 2:33 PM
1091	Difficult in the morning... Good in the afternoon	11/17/2014 2:33 PM
1092	Generally pleased with transit service	11/17/2014 2:32 PM
1093	The bus is not very reliable in terms of being on time, having enough space for everyone at the bus stop to load, coming at short and regular intervals. It makes getting around the city take a very long time.	11/17/2014 2:31 PM
1094	I live in Belltown now and so no direct routes from here to the University. When I was in Cap Hill it was different	11/17/2014 2:31 PM
1095	For the most part. The buses I use the most (30,74,75) are having their routes changed and it's made my commute much harder.	11/17/2014 2:30 PM
1096	Yes,	11/17/2014 2:29 PM
1097	Slow, esp. for the 372, which is touted as an express but is far from an express through Lake City. Takes an hour and a half to get from Bothell to Sea-Tac---way too long. 372 is regularly so crowded that I have to fight to get on/off the bus.	11/17/2014 2:28 PM
1098	Yes.	11/17/2014 2:28 PM
1099	Yes- transit locations are good but could be more frequent weekday nights (i.e. when getting home later than 6pm from work)	11/17/2014 2:28 PM
1100	Yes, albeit slow.	11/17/2014 2:28 PM
1101	Transit is often slow and the schedule is not always reliable (for example, the OneBusAway app will first show a 2 minute delay, which will gradually stretch to a 19 minute delay). Buses are EXTREMELY crowded as they near the UW district, from too many university students piling on to take the bus 3 stops.	11/17/2014 2:27 PM
1102	Between UW and the Lynnwood Transit center, my options are very good assuming I was able to park near the Lynnwood Transit Center. Around Seattle mostly work.	11/17/2014 2:26 PM

1103	Gets me to work on time	11/17/2014 2:26 PM
1104	It gets me where I want to go but the 73 bus is always full and late.	11/17/2014 2:24 PM
1105	Yes, they work well.	11/17/2014 2:24 PM
1106	excellent. Community Transit is stellar, king county metro is not.	11/17/2014 2:24 PM
1107	They get me to the UW campus and back home in the SeaTac neighborhood. The travel time though is 1.75 hours each way to and from work. This is over 3 hours of travel time a day. It would be great if there was a Metro bus that traveled on 34th ave south	11/17/2014 2:23 PM
1108	They're fine for getting to work at the University of Washington, although particularly between 4-6pm, the 372 is always standing room only--at they later campus stops northbound, I would not always be able to get on the bus. During the morning commute time (6-9 pm), I have seen 372 busses drive the NE 80th & 25th NE stop already full. At other times, especially with the 72 bus, and especially at night, timely service rarely happens.	11/17/2014 2:22 PM
1109	Yes but could be faster and more reliable	11/17/2014 2:21 PM
1110	They mostly work, though not often seamlessly. One of my key observations is that, at times, buses are not available when you most need them. For example, when I attend a night baseball game or an evening performance at a downtown theater, I often find myself waiting a long time in the dark for a bus. Seems like there should be more coordination between major events and bus availability.	11/17/2014 2:20 PM
1111	Walk, bus or take Link to Mount Baker bus bay and then #48 Metro to work. The opening of the Link light rail service has added 1/2 hour to my commute time because #48 no longer serves the MLK corridor. I live 1 mile from Mount Baker station. To save time, I often drive part of the way and catch the #48 in the Central District or on Capitol Hill. My commute will be much shorter when the new light rail stations open in 2016.	11/17/2014 2:20 PM
1112	The mornings are very crowded, and as the weather gets colder, waiting half an hour for a bus gets less appealing, but I recently moved to Seattle from a smaller, rural community, so having reliable, fairly all-encompassing public transport at all is a big step up.	11/17/2014 2:20 PM
1113	Pretty well, yes they take me where I want to go	11/17/2014 2:19 PM
1114	Yes...However, having parking available to use light rail from distance would be nice	11/17/2014 2:19 PM
1115	My car works every morning, however I would love to not drive it as much. In regards to mass transit, the answer to the 2nd question is no.	11/17/2014 2:18 PM
1116	Generally. Wish there were a direct bus from Fremont to Capitol Hill.	11/17/2014 2:18 PM
1117	They don't take me to the airport from the UW	11/17/2014 2:18 PM
1118	For the most part, though the accessibility of places due to current transportation options definitely shapes whether or not I think going somewhere is worth my time/energy/cost.	11/17/2014 2:17 PM
1119	Sometimes.	11/17/2014 2:17 PM
1120	The transit options are not ideal for me. I find that, coming from my home in the Madison Park neighborhood, getting many places requires at least one change of bus, and the trip would take so long that I end up driving. I also tend to fit several activities in several neighborhoods into my days--a doctor's appointment in Ballard, therapy in Eastlake, work at UW, teaching at night in Capitol Hill--and the bus cannot take me everywhere quickly enough.	11/17/2014 2:16 PM
1121	Yes and No. Downtown buses are crowded and not all use the tunnel which makes connections challenging. I would like to be able to ride the Sounder from Edmonds and then take light rail to the UW main campus. The Sounder is not currently feasible.	11/17/2014 2:16 PM
1122	Yes, I am very happy about bus service for the most part.	11/17/2014 2:16 PM
1123	They get me where I need to go. Riding the bus is where I get to most of the places that I need to go and I rely on it heavily.	11/17/2014 2:16 PM
1124	Most of the time	11/17/2014 2:15 PM
1125	I find it difficult to get from first hill to pioneer square without walking a significant part of the journey, however, i think that will be resolved once the street car is in place. it would be nice to have a between downtown and houghton park and ride. otherwise, my metro routes work well for me.	11/17/2014 2:14 PM

1126	I moved over a year ago to have a shorter commute. But due to lack of parking or reasonable commute options by bus, I drive through Downtown to get to U-District/Sandpoint area for a 9-12 mile commute one way. It used to take me 3 hours a day to commute, but now it takes me 2 hours a day sometimes longer because if there are accidents or rain or ice or snow, it seems to be backed up and take an extra 30 minutes each way on bad days.	11/17/2014 2:12 PM
1127	It's okay. Ideally, I would love to have a transportation route that would take me directly to work from but that's not an option as I would have to make several transfers. But I still get the where I want to go.	11/17/2014 2:12 PM
1128	The 255 is the best -- bus tunnel to Montlake Fwy stop -- but runs relatively infrequently. There's no great option from the ferry (closer than the bus tunnel) to UWMC/Health Sciences. When UW is in he 70 buses are now so crowded that it's sometimes impossible to get on one in the tunnel or at Campus Pkwy -- and when you can board, it's a miserable, crowded ride.	11/17/2014 2:11 PM
1129	Infrequent, indirect. It takes far too long to get anywhere and if I have two destinations in one day, that is prohibitively long. Few of the entries to transit are within easy walking distance of my destinations, particularly not my home. I took a bus to a Mariners game and was astonished that the bus had stopped running before the game ended. My bad for not confirming but honestly never thought the service would stop that early.	11/17/2014 2:10 PM
1130	They work but they keep me here after I'm done. My personal problem is I'm done with class by 10:30 and have no way back to tacoma until almost 1. I would very much enjoy being home before noon by bus that runs at 10:30 or even 11:30.	11/17/2014 2:09 PM
1131	Yes	11/17/2014 2:09 PM
1132	It is not easy/quick to get from where I am to where I need to go. I need to get from the NW Hospital area to the University District. It is currently much faster to drive in a SOV than it is to use the bus.	11/17/2014 2:08 PM
1133	Yes, but it generally takes at least an hour to get anywhere.	11/17/2014 2:08 PM
1134	Yes, I am able to transfer downtown but its a bit of a pain and I sometimes miss my connection.	11/17/2014 2:07 PM
1135	In general, fairly well. I would appreciate it if some buses came more frequently and reliably, especially if I am trying to make a transfer to another line. Some routes are not timed well to make a timely transfer. Earlier/later transit options would be nice too.	11/17/2014 2:07 PM
1136	right now they work well and get me where I need to go quickly and efficiently	11/17/2014 2:07 PM
1137	I live within 3 miles of my workplace, so transit options generally work very well for me. The exception is that buses are typically not on schedule and the One Bus Away app only does so well in predicting when the next one will arrive. Buses to downtown Seattle also come with the caveat of heavy traffic, which usually means doubling predicted travel time.	11/17/2014 2:06 PM
1138	Yep. I can't complain. A little walking (just about 10 minutes) never hurts.	11/17/2014 2:06 PM
1139	yes	11/17/2014 2:06 PM
1140	Sometimes	11/17/2014 2:06 PM
1141	I get close enough	11/17/2014 2:05 PM
1142	These dilapidated old turnip trucks with windows do, in fact, "get one where one needs to get". It is just a little galling that a "budget crisis" is claimed (as perhaps reason for not replacing or even *repairing* old equipment); meanwhile, technologically impressive machines are added almost daily to lines having equally impressive names like "D Line" and so forth. No, one is actually able to "get" to one's destination.	11/17/2014 2:04 PM
1143	Honestly, I walk to and from my home on Capital Hill to Harborview or to UWMC - depends on where my work takes me. I did ride the 12 but it was so crowded after a bit I just felt better walking. Sure, the 12 or the 43 or 48 can get me to either near Harborview or right in front of UWMC in 10 minutes or less. When I walk it is 30 minutes. I like the exercise and I don't have to deal with over crowded buses.	11/17/2014 2:04 PM
1144	The bus is my primary form of transportation and is generally very good. It would be nice to have a bus that went from downtown to Mary Gates Way area without having to switch, or from Capitol Hill to this area. Also, the 8 is often so crowded in the mornings and afternoons during peak use that it cannot stop to pick up additional riders, making it less reliable as a mode to get to work.	11/17/2014 2:04 PM
1145	I am lucky that I am positioned between many buses and am able to go where I need to go.	11/17/2014 2:04 PM
1146	I have to take two buses and it takes a very long time to get to and from work, 2x or 3x as long as in a car.	11/17/2014 2:03 PM

1147	Yes but it takes such a long time that it is a deterrent to use them. There is no direct route to my work in Bellevue across from Crossroads mall so I usually drive.	11/17/2014 2:02 PM
1148	I currently take ST586 and it's pretty packed when the UW is in session, but it's an easy commute.	11/17/2014 2:02 PM
1149	They work well commuting to and from work but running errands are too difficult via bus	11/17/2014 2:02 PM
1150	Well, but it takes a long time (car trip 20 minutes=bus 1-2 hours to UW and Fremont)	11/17/2014 2:01 PM
1151	The 372 and 68 both work well for me to get to the UW. There aren't many options to get to Capitol Hill or Ballard from where I live (Ravenna).	11/17/2014 2:00 PM
1152	Generally, yes.	11/17/2014 1:59 PM
1153	I have to walk some distance to get to a bus.	11/17/2014 1:59 PM
1154	Good	11/17/2014 1:59 PM
1155	They are very close to my house and I get to exactly where I need to be, they are very convenient and come by fast enough.	11/17/2014 1:58 PM
1156	Yes	11/17/2014 1:57 PM
1157	Yes, but 90% of the time there is only standing room and sometimes the bus is completely full	11/17/2014 1:57 PM
1158	I mainly use the bus system and its been great, except when buses are delayed.	11/17/2014 1:56 PM
1159	It is difficult to use service that goes east and west from the U district. I live on the northern edge and its a very long walk to get to campus, and connections are difficult to time the 70s or 67 to catch the relevant bus from UW campus	11/17/2014 1:56 PM
1160	They get me where I want to go; they are time-consuming, crowded and often late.	11/17/2014 1:56 PM
1161	I use the bus to go to work/school at UW because parking there is expensive and I want to help the environment anyway. The bus options I have are okay, but unreliable and sort of limited. Sometimes a bus will be delayed for 20 minutes (according to OneBusAway, at least) or randomly show up 5 minutes early and I miss it, then have to wait 20-30 minutes for the next option. I take night classes that end at 10, and end up stranded on campus pretty often. I usually call someone to pick me up, or walk by myself to get a car2go. Otherwise I'd have to walk and/or wait outside (most UW buildings close at 10) for 45+ minutes for the next bus, which would be doable in ideal conditions (daytime, good weather, not in a hurry to get home) but not in a typical after-class situation. In general, the buses I take to/from UW (even some around 10pm) can get super crowded, which is unpleasant. I would probably go out more/further from home (e.g. downtown, Capitol Hill) at night/on weekends if I knew that the bus wouldn't be unreliable/take forever, or if light rail existed.	11/17/2014 1:54 PM
1162	In general I am able to flex to accommodate the current options. However, the system suffers from problems with timeliness (reliability that the bus will be there on time) and overcrowding (often due to irregular adherence to time schedules). Reduction in services to the UW when school is NOT in session is problematic. In addition, overcrowding of existing busses during peak school times makes this mode of transportation less reliable.	11/17/2014 1:54 PM
1163	The Sound Transit Light Rail is over packed in the morning and evening to the point where I often drive. I'm not going to stand all the way to or from work. On several occasions the 71-73 express buses have been so packed to and from downtown that I've had to wait for another bus and have seen others left because the buses are simply to full.	11/17/2014 1:54 PM
1164	For what I *need*, they're great.	11/17/2014 1:54 PM
1165	Yes, but way too slowly. More frequent trips, please!	11/17/2014 1:54 PM
1166	Yes, it is working just fine right now.	11/17/2014 1:54 PM
1167	Yes, I do get where I want to.	11/17/2014 1:54 PM
1168	Yes for the most part, but limited schedules out to Lynnwood	11/17/2014 1:54 PM
1169	When they're on time, they're great. When they're late, or on Sunday, it's terrible.	11/17/2014 1:54 PM
1170	yes	11/17/2014 1:54 PM
1171	Reasonably well. Yes.	11/17/2014 1:54 PM
1172	USually.	11/17/2014 1:54 PM

1173	They work ok. For the most part, they can get me where I need to go, but the timing of buses is not always convenient.	11/17/2014 1:53 PM
1174	Yes	11/17/2014 1:53 PM
1175	It is terribly difficult and requires a lot of time and transfers to get anywhere from Wedgwood. Even taking the 372 from Ravenna and 92nd down to campus can take up to 45 minutes due to all the cut downs on buses that then overcrowd the scheduled buses that remain. I also used to attend North Seattle College, and the commute there from barely off of Lake City Way used to take upwards of an hour, and sometimes an hour and a half. I appreciate all the things Metro does to try and save service, but sometimes I find the services I need most are being cut down to the point of severe inefficiency.	11/17/2014 1:52 PM
1176	Yes, the current transit locations are perfect, just a bit unpredictable in timing (frequently 10 minutes early or late, sometimes much more)	11/17/2014 1:52 PM
1177	I try to use them as much as possible since I dislike driving in the heavy traffic here but sometimes I feel the service is so intermittent that I choose to just drive instead. I find myself driving when I have to travel east-west but most of the times on the metro when I move north-south.	11/17/2014 1:52 PM
1178	Yes. Although it would be nice if some of the routes, including the 71X/72X/73X, used faster routes (e.g. I-5) to get between downtown and UW.	11/17/2014 1:52 PM
1179	Yes. But I would like more frequent options to get from Westlake Station --> SLU and more frequent busses from around Mercer Island to the Islands' Park and Ride	11/17/2014 1:52 PM
1180	yes	11/17/2014 1:52 PM
1181	Transit through Downtown and Capitol Hill is generally easy, but it's more difficult to get to areas like Magnolia, Eastlake, and West Seattle.	11/17/2014 1:51 PM
1182	Yes, so long as I travel during the hours my commuter bus operates. If anything keeps me on campus later than 6.30, my commute time doubles or triples because the 73 lets me off a mile and a half from my house, and I either have to walk the remainder or wait for a 347/8 to arrive and bring me closer. Usually it's just as fast to walk as to wait. Also, my old bus stop, right on the corner of 15th and 145th was deleted, increasing my walk by a block - doable but frustrating.	11/17/2014 1:51 PM
1183	They work 75% of the time. Bus rides are long, however, and many times I require a transfer. On the 71 line in particular, sometimes buses flat out do not show up or are severely delayed. Biking around the city is also troublesome, we need more bike lanes!	11/17/2014 1:51 PM
1184	They almost always work!	11/17/2014 1:50 PM
1185	Getting to the airport is clumsy and slow (especially since transferring between a bus and Light Rail is a major pain in the tunnel -- why do I have to upstairs, hauling my luggage, to tap my Orca card?????). Getting to UW campus is nice and easy. I used to do that a fair amount.	11/17/2014 1:50 PM
1186	Yes, since I drive my own car.	11/17/2014 1:49 PM
1187	They are pretty good. They do get me where I want to go.	11/17/2014 1:49 PM
1188	Yes, they are very good. Saturday and Sundays are more troublesome because of the infrequency of the buses, but I can't complain.	11/17/2014 1:47 PM
1189	I do what I have to but I am not happy about it. Infrequent service, no weekend service, detours and cancelled bus routes really make it difficult - even for a person who is whole-heartedly committed to public transportation, and green and responsible living!!! When I add my kids into this mix and calculate the price that we pay as a family each time we take the bus, plus the cold and rain that we have to endure standing at each bus stop waiting for a connection, it makes me want to cry. How stupid! And how irresponsible to put access to public transportation into the hands of voters!	11/17/2014 1:47 PM
1190	Yes.	11/17/2014 1:47 PM
1191	They're okay, but it's crowded and takes forever, and it's broken down twice in the past month. Want express bus to skip wallingford	11/17/2014 1:47 PM
1192	Yes, very well.	11/17/2014 1:47 PM
1193	Yes but, it would be nice to have something more direct to the university of Washington medical center from the sounder train. Right now I have to walk at least a half a mile to catch a bus to take me to the king street station.	11/17/2014 1:46 PM

1194	They work very well for me. I take the 43 to work and home. If there is inclement weather, I can often take the 49 from Broadway and John Street.	11/17/2014 1:45 PM
1195	Between Campus Parkway and Seattle Center, route 32 provides a one-seat ride and runs until around midnight, which is good. However, it is less than half as fast as driving and has a 30-minute frequency, which is laughable for such an urban route. The 71/72/73 express trips that do not use Interstate 5 are barely any faster than the local trips. My travel needs only sometimes coincide with Interstate 5 express trips in the direction I am traveling.	11/17/2014 1:44 PM
1196	I would rather take the Sounder train from Tacoma to South Lake Union, but the train only stops in South Seattle. This does not work for me, so I have to take several buses.	11/17/2014 1:44 PM
1197	Yes, I am usually only one bus from my destination.	11/17/2014 1:43 PM
1198	I love riding my bike, but the city must continue to prioritize safe bicycling throughout the city in every decision it faces. Even just choosing to make other forms of mass transit better is good for biking because it consolidates the number of motorized vehicles on the roads. I can usually find buses that take me where I want to go, but that is because I have deliberately chosen where I live in the past 5 years (4 different locations) based on bus/bike routes.	11/17/2014 1:43 PM
1199	Most of the time. The latest route from the U-district to Edmonds runs at 5:30 pm, which is very inconvenient. The latest route from Edmonds to the U-district runs at 12:30 pm, which is also much too early. I would like to see more routes going back and forth throughout the day between Edmonds and the U-district. Getting to the Seattle Center from Eastlake is also very difficult as is. I would like to see a more direct route between these areas.	11/17/2014 1:43 PM
1200	Usually because I usually go from home to work on transit. I also use transit to go from home to downtown and home to Seattle Center	11/17/2014 1:43 PM
1201	They take twice as long and have me waiting outside in the elements. Some routes have some sketchy, threatening riders that degrade the quality of the transportation experience [used to ride the 358 and that could be a bit shady].	11/17/2014 1:43 PM
1202	Yes. I love the one bus away app.	11/17/2014 1:43 PM
1203	Need more 48 and 66/67	11/17/2014 1:43 PM
1204	They get me to most destinations within the city. But I often choose not to go places if I cannot reach them on the bus or without transferring.	11/17/2014 1:41 PM
1205	yes	11/17/2014 1:41 PM
1206	Yes, but the buses are often very crowded	11/17/2014 1:41 PM
1207	pretty much	11/17/2014 1:40 PM
1208	Generally yes! I love public transit. However I would say I don't seem to get anywhere very quickly, even on the new 'rapid ride' services.	11/17/2014 1:40 PM
1209	Often do, if have time.	11/17/2014 1:40 PM
1210	It works during the day, but I often use taxi's/uber in the evenings when I'd rather take the bus, but the service is cut off too early.	11/17/2014 1:40 PM
1211	They are incredibly efficient and well-run. Sometimes there's a walk involved to/from the nearest bus stop, but it's worth it because of the ease of the system.	11/17/2014 1:40 PM
1212	I would like to take a train	11/17/2014 1:40 PM
1213	Great, Yes	11/17/2014 1:40 PM
1214	Somewhat. My commute home is longer than it could be - I take a less direct bus because my other options are overcrowded and would result in a longer walk home.	11/17/2014 1:39 PM
1215	for the most part, yes. but biking is often faster than busing	11/17/2014 1:39 PM
1216	Mostly, yes. Trips to Des Moines take too long to be practical most day, so I drive.	11/17/2014 1:39 PM
1217	Yes. Most importantly is bus service to and from the University of Washington, and it works for me.	11/17/2014 1:39 PM

1218	I love Metro, most of the time. I commute on 73 and 373 most days. The 373 currently does not run when school is out of session. UW has more employees than students and we are heavy users of transit. The 373 should operate even when school is out. I'd settle for a reduced schedule of only rush hour service. That would be a BIG help.	11/17/2014 1:38 PM
1219	I mainly take the 197 to and from work at the UW. The buses are generally crowded and don't come frequently enough in the morning to get people to work by 8am or 7:30am if they work early. Also very crowded in the afternoon with half an hour between buses.	11/17/2014 1:38 PM
1220	It does but could take long time - length of trip and waiting	11/17/2014 1:37 PM
1221	There once was a bus direct from Mercer Island to UWMC, but that was eliminated. Now I either carpool to HMC and then take the HMC/UWMC shuttle or I make a downtown bus connection in the bus tunnel.	11/17/2014 1:37 PM
1222	Yes	11/17/2014 1:36 PM
1223	Since I need to catch two bused to get to most locations from my apartment, I would say the transit does not get me where I need to go too well. I have good buses for commuting to work, but otherwise I use other means to get around.	11/17/2014 1:36 PM
1224	Metro transit doesn't work well for me. There is no good direct express from west side of campus to downtown. I must cross campus by foot to pick up the first bus (73X). And it stops in the downtown tunnel and not to the ferry. Essentially there is no good direct option from West side of UW campus to the ferry. Hopefully light rail will improve this. But if the light rail times don't match to the ferries, or they are packed, I'll continue to drive by car/motorcycle.	11/17/2014 1:36 PM
1225	66, 70, 72, 72, 73 are great to get from my house to SLU or downtown. 43 or 49 I use to get to Capital Hill	11/17/2014 1:36 PM
1226	I feel like they only work for me and my boyfriend because we live right above Westlake. He works in Queen Anne and I work in the UDistrict and in West Seattle. Living anywhere else makes it impossible for one of us to get there by bus. We lived in the UDistrict last year and I couldn't get to West Seattle without chaining busses and he couldn't get to Queen Anne without doing the same.	11/17/2014 1:35 PM
1227	I love my commute to and from work! It is easy and fast and is so much better than driving. As far as going between neighborhoods, it can be difficult timing the transfers. That is why I try and take one bus as much as possible, as opposed to two. As far as timing of certain buses, especially once it gets later in the evening, getting back to my neighborhood (the 72 serves my area), comes only every hour or so and it can get dangerous to be waiting for so long at night.	11/17/2014 1:35 PM
1228	I am able to commute via bus.	11/17/2014 1:35 PM
1229	yes	11/17/2014 1:35 PM
1230	I am very happy in general with my transit options.	11/17/2014 1:35 PM
1231	Some of the time, eventually I can usually get where I want to go but definitely not in a timely manner. It takes 1.5-2 hours (one way) to get to work each morning, if I drove this would be a 20 min commute.	11/17/2014 1:34 PM
1232	My day-to-day transit works really well, even if they are running late, they run so frequently that it usually works out. It's more challenging for places I haven't gone as much.	11/17/2014 1:34 PM
1233	for the most part, yes	11/17/2014 1:34 PM
1234	Right now they don't. I live in Des Moines and commute to UW. I have a critical position in network engineering. There are too many transfers to utilize transit at this time.	11/17/2014 1:34 PM
1235	Sort of. I often have to make transfers, which slows down my trip.	11/17/2014 1:34 PM
1236	They're great.	11/17/2014 1:34 PM
1237	They work just fine	11/17/2014 1:34 PM
1238	Not always.	11/17/2014 1:33 PM
1239	yes...and connections seem smooth	11/17/2014 1:33 PM
1240	Yes, and it is nice that there are multiple routes that go to the same place so I don't have to wait at the bus stop as long.	11/17/2014 1:32 PM
1241	Current options are good for me, but lately too crowded. Also: I look forward to a more direct link to the airport when the light rail is finished in Capitol Hill and at the University.	11/17/2014 1:31 PM

1242	Not Monday - Friday. The transit options only work on the weekends when I stay in West Seattle or have over an hour to get where I want to go outside West Seattle.	11/17/2014 1:31 PM
1243	Yes but for 197 have to get up way tooooo early. Then the Seattle bus is ALWAYS crowded. Sometimes the line is so long that people actually have to catch the next 586 (I think. Fed Way to. Downtown is the route.) That's inconvenient. The Federal Way Transit Center park and ride is also ALWAYS full by 6am! 6am!! That means if someone comes after that, they have to park in the community areas- laser tag parking lot, Trader Joe's parking lot, etc.	11/17/2014 1:31 PM
1244	They work well. Yes.	11/17/2014 1:31 PM
1245	Sort of. It gets me to work but not to grocery stores or restaurants.	11/17/2014 1:31 PM
1246	So far so good, though it's annoying to work around which stops are accessible.	11/17/2014 1:30 PM
1247	It is okay. I wish there was a direct route to the airport, instead of having to schlep my luggage down the street and then onto the bus, and then off the bus, and then onto the train and then all the way down the LONG corridor to the airport! It's good exercise for me, but for someone who isn't as mobile or for those with disabilities, this renders the airport inaccessible to people who live in NE Seattle (Wedgwood neighborhood).	11/17/2014 1:29 PM
1248	Yes, they get me where I want to go, but I either have to walk a mile to get to my destination or I have to spend an extra half an hour waiting for another bus. Right now, Seattle's transportation options are wide, but they are each very limited. And the fact that it is getting to a point where driving a car is cheaper than riding a bus is distressing.	11/17/2014 1:29 PM
1249	Yes, though it would be nice to have more frequent buses especially during the UW breaks when the frequency is reduced.	11/17/2014 1:29 PM
1250	Transit options work well.	11/17/2014 1:29 PM
1251	Yes	11/17/2014 1:28 PM
1252	The 65 bus is great for commuting between my apartment in Wedgwood and the University of Washington campus. Getting to Northgate Mall from where I live is difficult because I have to take a lengthy transfer at Lake City. To get to the airport, I have to take 2 buses to reach downtown, then the light rail, and it takes about 2 hours. The UW light rail station could help this situation, if the buses from the northern parts of Seattle stop close to the light rail station.	11/17/2014 1:27 PM
1253	Seattle's transit options are largely adequate, although the bus network is often subject to delays due to traffic and crowded streets, and there are parts of the city which are more difficult to reach. I look forward to more rail options which are more consistent in timing.	11/17/2014 1:27 PM
1254	Yes, a little nervous with talk of metro service cuts.	11/17/2014 1:27 PM
1255	Yes, usually	11/17/2014 1:27 PM
1256	I like the bus, but I need to take 2 to get from my house to UW (the 5 and 44) It takes too long.	11/17/2014 1:26 PM
1257	Most of the time yes.	11/17/2014 1:26 PM
1258	Again, I miss the old 27 route, which was the most effective for my non-UW trips. The rest mainly now take more time or are more crowded. Even with the most recent shift the 5 pm bussing has become challenging to plan around.	11/17/2014 1:25 PM
1259	East-west options in North Seattle tend to be slow and very awkward - for instance, wedgewood to Ballard. N/S options tend to work better. Wedgewood to University District generally works well.	11/17/2014 1:25 PM
1260	Yes. It is difficult to get from Ballard to Capitol Hill - especially in the evening.	11/17/2014 1:25 PM
1261	Yes, for the most prt.	11/17/2014 1:25 PM
1262	They do get me to where I need to go. The current routes can be frustrating. But they work alright for my needs.	11/17/2014 1:25 PM
1263	The bus service is often late making me miss the Sounder train.	11/17/2014 1:24 PM
1264	For the most part yes. Sometimes I have to transfer and wait long periods, especially on weekends and evenings.	11/17/2014 1:24 PM
1265	Yes. Could use more 49 and 43 buses. And more 8.	11/17/2014 1:24 PM
1266	They get me where I want to go during peak travel times, but not often on weekends or late at night.	11/17/2014 1:24 PM

1267	Given that I use transit mainly to get to/from work, it works marginally well enough. The frustrations are seeing multiple buses (sometimes 2 #70 buses on each other's bumper arriving at Bay 2 on Campus Parkway, or within a minute of each other) of another route come and go while I wait for my bus, or getting on near Padelford only with the use of a shoehorn (packed to the point riders are sometimes left standing for the next bus). My options to get home are significantly increased since the #372 now stops at 98th and Lake City Way. Thank you, Metro! The transit options I use mostly work and I get to work and home with minor irritations.	11/17/2014 1:23 PM
1268	Yes, they do.	11/17/2014 1:23 PM
1269	I travel mostly on main transit corridors -- so for the most part they do get me where I want to go. That being said... if a destination is off a main corridor I may choose not to go there.	11/17/2014 1:23 PM
1270	For the most part, although I often have 1-2 transfers per trip and usually wait 10-20 minutes for my transfer, which causes my commute time to be fairly long, no matter where I go. For example, in a private car I could drive to my common destinations in about 20 minutes, but using public transportation it takes at least 40 minutes and sometimes over an hour.	11/17/2014 1:23 PM
1271	They get me where I need to go, but I wish there was a later bus leaving from UW to the Renton Transit Center because I catch the last one at 5:15 just as I get off of work.	11/17/2014 1:23 PM
1272	Most of the time.	11/17/2014 1:23 PM
1273	They get me where I want to go. Getting to downtown Seattle anywhere along the water front or along the tunnel stations is very easy and a central hub to meet up for events. Getting between Bellevue and Seattle is easy, getting between Seattle and Tacoma is easy, getting between Tacoma and Bellevue is inconvenient if I did not have a vanpool performing that route. This helps predominately in the mornings when I commute to work, however it does not work in the evenings when I attend school at the University of Washington, social events, work functions, or have to work late/leave early.	11/17/2014 1:22 PM
1274	For the most part, yes. Transportation to and around Mercer Island is not as reliable (although I'm aware this is a separate issue).	11/17/2014 1:22 PM
1275	I think there is too far to walk from my bus stop to my office--it is ~10 minutes. I live 3.3 miles from my office yet it takes 45 minutes to get to work (including walking to/from bus and the ride itself). This is ridiculous and makes me want to go back to driving myself.	11/17/2014 1:22 PM
1276	Yes. However I would like to be able to ride the bus from UW to 12th and Madison if possible.	11/17/2014 1:21 PM
1277	I take Metro or Sound Transit every day to commute to and from my home in Kirkland to the University of Washington Campus. During the summer, I use buses to reach my destinations for the field experiments I conduct as apart of my graduate work. During this time I may use up to 15 different lines in a single day and much of my research wouldn't be possible without them. I've never not been able to get someplace I needed to go, though occasionally the commuting times were burdensome.	11/17/2014 1:20 PM
1278	Transit options currently work well for me to get from home to work/school and back (particularly the 71). A large part of why I moved from my past residence (Madison Park) was due to the difficulty (unreliable arrival schedules, transfers, slow) using transit to get to UW.	11/17/2014 1:20 PM
1279	Yes they work fantastically.	11/17/2014 1:20 PM
1280	Usually yes.	11/17/2014 1:20 PM
1281	they are just fine. the new light linked rail through downtown seattle to UW will cut the trip on metro bus 48 by half.	11/17/2014 1:19 PM
1282	Public transportation from my home in Shoreline is not feasible. However, I am increasingly using transit between the U District and downtown to avoid parking hassles and costs.	11/17/2014 1:19 PM
1283	There is a curious lack of direct transit from Capitol Hill to Central District. Other than that, I'm satisfied.	11/17/2014 1:19 PM
1284	Sounder train to int'l district and then a 71-3X to arrive near UW. It makes for a very easy commute	11/17/2014 1:19 PM
1285	Mostly they work for me, but lately I have been dealing with some anxiety/panic attacks and crowded buses trigger that so sometimes I am late to something because I have to wait for the next bus if the buses are packed.	11/17/2014 1:18 PM
1286	yes, I can readily find a bus, although very often it is overcrowded	11/17/2014 1:18 PM
1287	Fairly well. Sometimes I am on campus after 8pm and the reduced frequency of buses means I wait longer.	11/17/2014 1:18 PM

1288	Most of the time, but the one HUGE problem is the lack of service between UW Seattle and UW Bothell on evenings and weekends.	11/17/2014 1:18 PM
1289	Some of the time.	11/17/2014 1:18 PM
1290	Get me where I need to go, but very poor on time record for buses.	11/17/2014 1:18 PM
1291	Yes but only on weekdays	11/17/2014 1:18 PM
1292	I use Metro to/from work in the U-District and to/from appointments downtown.	11/17/2014 1:17 PM
1293	Yes, the work well.	11/17/2014 1:17 PM
1294	Yes, although one main transit option (the 48) is terrifically slow -- I am usually faster biking or running!	11/17/2014 1:17 PM
1295	trolly from SLU up through eastlake would be great 70 busses are good but get stuck in mercer traffic all the time	11/17/2014 1:16 PM
1296	They work OK. Many times the bus is overly crowded during the daytime. Mostly get me to where I need to be.	11/17/2014 1:16 PM
1297	Yes. 545 is standing room only at commuting times, both morning and evening	11/17/2014 1:16 PM
1298	Yes.	11/17/2014 1:16 PM
1299	Usually. Sometimes delays/slow travel times make me wish I could drive to my destination.	11/17/2014 1:16 PM
1300	Yes	11/17/2014 1:15 PM
1301	yes	11/17/2014 1:14 PM
1302	Usually if I take the bus it gets me there, but lately I have been driving more since a) it's been cold and b) the buses are late or don't take me to my destination on time (usually heading E-->W or vice versa).	11/17/2014 1:14 PM
1303	Not to the airport Good for U district and downtown	11/17/2014 1:14 PM
1304	I would prefer a direct route from West Seattle to the University District	11/17/2014 1:14 PM
1305	Mostly. Some buses are overcrowded (often 48, 71 and 72) and drivers can't take on additional passengers.	11/17/2014 1:13 PM
1306	The 72 is invaluable. It brings me to my apartment in Wedgwood, to the University, and downtown on one line. I was very happy to hear that the 72 was being retained, as I would have had very few options as far as buses.	11/17/2014 1:13 PM
1307	They work very well for the most part to go to and from work. I like being able to get on an early morning bus, although a little earlier would be nice too!	11/17/2014 1:12 PM
1308	Currently the evening departures on CT from Univ of WA to MLT or Edmonds are limited after 5pm. And metro #373 from Aurora Village to Univ of WA takes over an hour each way typically, so the commute is *two hours* per day, which is frustrating! CT should allow ALL buses from Univ of WA to the North (past Lynnwood) stop at the MLT freeway stop so that more commuters from the UW could get off at the MLT park-n-ride. Only the 810 or 871 stop at the MLT Park-n-ride which limits the options in getting to/from MLT to UW.	11/17/2014 1:12 PM
1309	They are good but the buses are never on time. Either early or late.	11/17/2014 1:12 PM
1310	yes, and the one bus away app is usually very helpful, but occasionally it is inaccurate about bus delays	11/17/2014 1:12 PM
1311	Mostly. I work weekends as well as week days and bus service is pretty thin on weekends.	11/17/2014 1:11 PM
1312	They work very well! I take bus 48 from my house to the Medical Center for work (occasioanlly I catch bus 67). I take any of the 70s to get downtown, the 271 to Bellevue, 49 to Capitol Hill etc.	11/17/2014 1:11 PM
1313	My buses get me close to where I want to go, and I have strong legs that make up for the difference. Commuting would be much harder if I wasn't able to walk 1/4 mile with ease.	11/17/2014 1:11 PM
1314	The bus 167 is a direct bus taking us from Renton to UW.	11/17/2014 1:11 PM
1315	for the most part, i can get where i want to go, but it takes way longer than i'd like it to. for instance, if i wanted to go to a residential area in bonney lake without a car, it would be a 3 hour ride, and i'd somehow have to get from the park and ride to the house itself. it is not convenient.	11/17/2014 1:11 PM
1316	Buses are majorly delayed and/or completely full during peak hours, making it likely to be late.	11/17/2014 1:11 PM
1317	Takes too long to get downtown from Northgate area unless I take a 41. 66 is way too long.	11/17/2014 1:11 PM

1318	It does.. But I need to take a 545 go to montlake and then switch buses from montlake. Increasing the frequency of 542 could be better also in weekends	11/17/2014 1:10 PM
1319	Yes bus	11/17/2014 1:10 PM
1320	Yes but sometimes not on shedule time (late most of the times)	11/17/2014 1:10 PM
1321	They work for me	11/17/2014 1:10 PM
1322	For the most part the transit options available get me where I need to go, which is to work at the University of Washington. However, when I need to go places on the weekends or to some neighborhoods such as Capitol Hill, I often have to decline invitations because it would take too long and be too much hassle for me to take 3 different buses to get to their location safely.	11/17/2014 1:09 PM
1323	They work well, I like the current system.	11/17/2014 1:09 PM
1324	Getting to and from the University of Washington is fine from Fremont. Getting from Fremont to Capitol hill takes a long time. Getting downtown is easy. Getting to parks is pretty difficult though.	11/17/2014 1:09 PM
1325	Don't come frequently enough. Not always on time.	11/17/2014 1:09 PM
1326	Currently only to and from work during a normal business day	11/17/2014 1:08 PM
1327	Usually	11/17/2014 1:08 PM
1328	Generally, yes, but I have a car so I don't rely on transit exclusively.	11/17/2014 1:08 PM
1329	Yes, except east to west (44) is horrible. The bus is constantly overcrowded and slow, terribly slow during rush hour. Please improve east to west to UW- more routes.	11/17/2014 1:08 PM
1330	not very well	11/17/2014 1:08 PM
1331	Yes.	11/17/2014 1:08 PM
1332	Close but with multiple transfers	11/17/2014 1:08 PM
1333	I currently use a combination of Water Taxi and bike or bus and bike to get from West Seattle to U-District. Having a more direct route would be good.	11/17/2014 1:07 PM
1334	Yes, in general, I can get around with the transit options, though they aren't always the best.	11/17/2014 1:07 PM
1335	At the present time I only ride the bus after work and on the weekends because the 65 to the UW is so crowed that it is uncomfortable. I ride my bike everyday unless it snows... less stress.	11/17/2014 1:07 PM
1336	Fair. There is no direct route from where I live and many of the places I wish to travel or commute.	11/17/2014 1:07 PM
1337	For the most part.	11/17/2014 1:07 PM
1338	Yes	11/17/2014 1:07 PM
1339	They're OK, but not great.	11/17/2014 1:06 PM
1340	The rout is perfect. It gets me almost exactly from my house to school.	11/17/2014 1:06 PM
1341	Yes, I am commuting from Bainbridge Island every day. The ferry, vanpool. and Link are the most predictable and get me places on time. I take the bus or a taxi if I don't have to be somewhere on time or if the Link isn't an option.	11/17/2014 1:06 PM
1342	Usually within a few blocks. I might have to walk 5 or 6 blocks after I get off the bus.	11/17/2014 1:06 PM
1343	Mostly yes, although sometimes it takes much much longer than driving would.	11/17/2014 1:06 PM
1344	They work ok but the busses to and from the U-District are too crowded (often have to leave people at stops).	11/17/2014 1:06 PM
1345	Yes	11/17/2014 1:06 PM
1346	They work well and get me to where I want to go. I would like, however, a closer stop to the UW IMA. Walking through the construction zone from the med center to the IMA is inconvenient.	11/17/2014 1:06 PM

1347	They do, but it takes me too long to get to work. I live at 145th NE and Lake City Way, and I work in Bellevue. My bus commute takes an hour and fifteen minutes, by taking the 372 to UW campus and then transferring to the 271. I leave my house at 7:10 and arrive at work at 8:30. By car, this commute is only 20-30 minutes, depending on traffic. Also, the commute home frequently takes two hours, as the construction of a new round-about by 520 (I'm sorry I don't know the specific location) creates an enormous amount of traffic that the buses just can't get through.	11/17/2014 1:05 PM
1348	Works well but I wish there was weekend night service for 372 or 68 busses	11/17/2014 1:05 PM
1349	fine	11/17/2014 1:05 PM
1350	Fair to Good.	11/17/2014 1:04 PM
1351	Yes! Except for issues that are directly tied to funding cuts (infrequent service, lack of service later in the evening or on weekends) metro has always been great for me.	11/17/2014 1:04 PM
1352	I primarily use a combination of cycling and driving to get around. I would prefer to have more rail service region-wide.	11/17/2014 1:04 PM
1353	Transit works great for me! Except for the 70's which are often overcrowded.	11/17/2014 1:04 PM
1354	They are very convenient and will soon allow me to travel to work if cuts are not made.	11/17/2014 1:03 PM
1355	They generally get me to where I want to go, but to go to school my closest stop is over 10 minutes away and is very infrequently on time.	11/17/2014 1:03 PM
1356	Seems like getting to some places on Capitol Hill from UW should be easier (Seattle U, Swedish, Polyclinic). Buses from UW seem to all turn at Pike. Would love to use transit to get to airport more but frequently aren't running early enough for my usual early flights (frequently can only get early flights to go to east coast).	11/17/2014 1:02 PM
1357	Yes the current transit option 167 is very convenient for me aside from the fact that there are limited times it runs (4 times in the morning and afternoon) in terms of location it gets me where I need to go.	11/17/2014 1:02 PM
1358	Yes, i get to where i want to go. Sometimes, though, I'll take multiple buses to get to that destination.	11/17/2014 1:02 PM
1359	Mostly. Service from North Seattle to Capitol Hill can be really slow, especially from Ballard, Fremont or Green Lake. The 48 bus from Green Lake to UW is almost always Standing Room Only in the morning commute. It gets hard being thrown around every morning because you have to stand.	11/17/2014 1:02 PM
1360	They work pretty well, although waiting at the TC becomes pretty normal outside of peak hours	11/17/2014 1:02 PM
1361	Yes, but timing can be inconvenient.	11/17/2014 1:02 PM
1362	Yes, expect for a direct route to Capitol Hill from the U District	11/17/2014 1:02 PM
1363	Mostly they are fine. Getting to Queen Anne has always been sort of absurd. Otherwise, it's almost always two buses for anything beyond work, but reasonably reliable.	11/17/2014 1:01 PM
1364	I am based in Magnolia. The service is horrible. They took away Rt 19 and only provide service during commuting hours on Rt 24. The 31 only starts and stops in Magnolia Village which is 1/2 mile away and does not have frequent runs and does not coordinate with the Rt 24. Due to construction along the route, the 31 is now about 20 minutes late on a daily basis and sometimes never shows up. I have been forced to drive and park to catch a bus.	11/17/2014 1:01 PM
1365	Most of the time I need to take multiple buses to get where I want to go (and I am not afraid of walking). Most of the buses I take aren't of a high enough frequency to avoid having to schedule my arrival to the stop.	11/17/2014 1:01 PM
1366	There are not enough buses in the 73/373 route connecting UW and Northgate. Buses are often overcrowded and VERY often late.	11/17/2014 1:01 PM
1367	yes but slowly especially Ballard to Capitol Hill/Beacon Hill	11/17/2014 1:01 PM
1368	Mediocre. Service is not frequent enough and does not run late enough.	11/17/2014 1:00 PM
1369	The bus is an okay option if I'm going to someplace where it's very inconvenient to park. Otherwise, it's easier to drive myself. Until public transit is easier than driving, traffic is going to continue to get worse.	11/17/2014 1:00 PM
1370	Yes.	11/17/2014 1:00 PM
1371	Yes! I usually commute to work on the bus every day and it's great :)	11/17/2014 1:00 PM

1372	They are adequate when I combine driving and riding the bus because the train does not (yet) reach my destination. On their own, the bus is not adequate because of time, unreliability of some routes and they can get overcrowded.	11/17/2014 12:59 PM
1373	My transit options mostly work for me. The 16 bus is a fairly reliable option to travel downtown. The 44 bus running to UW alternates between being fairly reliable and extremely unreliable: scheduled buses not showing up, buses running up to 20-30 minutes late, and overcrowding - this is particularly bad when UW is in session but can be a problem year-round. These issues make bus commuting not a realistic option when there is a tight time schedule.	11/17/2014 12:59 PM
1374	I take the 75 to get to and from UW, and I am satisfied with it, though the buses are often extremely crowded. I also use the 75/32 and 75/31 to get to Fremont and Queen Anne. And I take the 75 to the U District to transfer to other buses, like the 43, 48, 49, 72.	11/17/2014 12:59 PM
1375	The buses are slow and usually very crowded. Waiting for them in the weather, especially given the fact that they are often not on time, is uncomfortable. It takes twice as long to get nearly anywhere as it would to just drive. That said, it is usually possible to get where I need to go using the bus if I'm not in a hurry. The exception is lack of late-night service. Light rail is wonderful and I wish there were more of it; Sound Transit services are generally more pleasant and comfortable than Metro.	11/17/2014 12:59 PM
1376	As long as I am going north or south, the options are good. East - west transit is often a bit more difficult as is having to transfer. Transfers often add 30-50 minutes to trip.	11/17/2014 12:59 PM
1377	For the most part, transit options work very well for me.	11/17/2014 12:59 PM
1378	the ST 586 direct bus is perfect. I would like to use the Sounder/Link rail more often than the bus though	11/17/2014 12:59 PM
1379	Pretty much - wish I could find a bus from Northgate that runs closer to campus than Roosevelt, but that's a minor quibble (except when the weatehr is really bad)	11/17/2014 12:59 PM
1380	Generally, yes, but slowly and often with multiple transfers.	11/17/2014 12:59 PM
1381	My bus routes go exactly where I want to go. Routes 277 and 271 are my most valuable modes of transit.	11/17/2014 12:58 PM
1382	Commuting to the U-district is easy because I live near the 44 route and near the Burke-Gilman trail. However, getting further afield is a bit more difficult. Travel between Ballard and Capitol Hill on the bus is difficult. Getting to West Seattle is practically an all day affair.	11/17/2014 12:58 PM
1383	Transit works fairly well- I recently moved to an area with really good bus service (Greenlake), but I'd like to be able to get to the airport without a transfer	11/17/2014 12:58 PM
1384	The transit options I use now work ok for me, although it takes up more time considering that I have to transfer every day when commuting to the University of Washington - Seattle from Burien. They get me to the UW in about an hour, usually an hour and a half.	11/17/2014 12:57 PM
1385	They work, the coverage is good, but they're slow and usually crowded. Another problem is the long waits between buses, and having to plan transit itineraries with a large amount of extra time built in to be on the safe side if a bus comes late.	11/17/2014 12:57 PM
1386	Generally if I'm commuting to UW or Downtown the bus is good. Everyday (errands, going out for dinner) use of the bus is much trickier -- slower and involves more walking.	11/17/2014 12:57 PM
1387	Yes	11/17/2014 12:57 PM
1388	Fine	11/17/2014 12:56 PM
1389	Bus service is good if you are going downtown or to the Udistrict. Otherwise you have to detour through there, which is annoying. Biking is the fastest and most reliable in all seasons but snowy winter days. I wish it were safer. (more bike lanes, better lighting, better pothole service).	11/17/2014 12:56 PM
1390	Yes they do. I'm able to get from A to Z in just 30 minutes or more.	11/17/2014 12:56 PM
1391	The 65 is so unreliable as to be unusable. If I use the Northgate Transit Center, I can usually get where I need to go on transit, which is two different UW locations.	11/17/2014 12:56 PM
1392	My options work well at the moment. Buses are getting more crowded around the UW but it's not too bad.	11/17/2014 12:56 PM
1393	The buses are too crowded during rush hour. Route 540 only runs in 30 minute increments during rush hour which is very inconvenient for me.	11/17/2014 12:56 PM

1394	Yes but they are way over crowded!!! Especially when UW students are in school. And do not like the fact that you cut certain times when school is not in session.	11/17/2014 12:56 PM
1395	yes. I really appreciate how often buses run from Northgate an UDistrict to downtown Seattle. Lots of options.	11/17/2014 12:56 PM
1396	Occasionally, I can't use it to reach work which is in South Lake Union therefore I have to walk or Capital Hill.	11/17/2014 12:56 PM
1397	I take the 48 everyday. It gets me to where I need to go but it is extremely crowded, and often late.	11/17/2014 12:56 PM
1398	Yes	11/17/2014 12:56 PM
1399	Generally. Miss the #46 bus.	11/17/2014 12:56 PM
1400	Yes, but I wish the communication regarding delays was better.	11/17/2014 12:55 PM
1401	I have to either transfer or walk 20+ minutes then take a bus to get to work. I find there are plenty of north-south buses that go through the SLU/westlake/eastlake areas but not enough east-west buses to make getting from one side of lake union to the other easy. I often choose to drive to work (from Westlake neighborhood to UW Tower) because it takes less than half of the time it takes for me to take the bus. In addition, the buses are not consistently on time OR consistently late along Dexter (26) or Eastlake (70) - looking at the schedule is pretty much useless.	11/17/2014 12:55 PM
1402	They definitely work for me, but it concerns me that the busses have gotten much more crowded, and there are problems with the Rt. 48 busses getting bunched up so that the first one is completely full, and lots of people have to wait in the cold and dark until the next one comes along, and sometimes that one is full too. This is often true for the evening commute.	11/17/2014 12:55 PM
1403	often need to take two buses. timing between buses can be a long wait	11/17/2014 12:55 PM
1404	most of the time	11/17/2014 12:55 PM
1405	They used to, but the route was canceled	11/17/2014 12:55 PM
1406	yes	11/17/2014 12:55 PM
1407	Generally yes, but the 542 needs more service.	11/17/2014 12:55 PM
1408	Mostly good during regular business hours, more difficult as the evening gets later. However, right now I'm in close. I'm concerned what will happen if rents continue to increase and I'm forced further out of the central core.	11/17/2014 12:54 PM
1409	In general they work for me because I use them for common destinations--UW, downtown	11/17/2014 12:54 PM
1410	For the most part, they get me where I need to go, but I often supplement them with biking because it's faster than taking the bus exclusively. During the winter, it would be nice if I didn't need to do that.	11/17/2014 12:54 PM
1411	Yes	11/17/2014 12:54 PM
1412	More spots at the Renton Park and Ride. If I leave the house an hour later I have to drive to downtown renton. Also why do they make the downtown Renton commuters park at the top level, when no one parks below.	11/17/2014 12:53 PM
1413	Generally yes, but the 44 can be a huge headache. Overcrowding and watching full buses whiz past is never fun.	11/17/2014 12:53 PM
1414	They work well, but they are extremely crowded (primarily the Light Rail to International District Station and then the 71/72/73x to UW). The buses especially are packed (both directions) and I often worry that I won't get a seat.	11/17/2014 12:53 PM
1415	The transit options get me where I want to go usually, but they are often (and often very) late, and overcrowded. Metro could do more to adjust service slightly during rush hour based on UW's school schedule. In particular, an extra bus or an articulated bus between 7:30-8:00 and between 5:00-5:30 at the beginning of the term, during midterms, and during finals could make commutes easier for everyone headed near UW or through the University District.	11/17/2014 12:53 PM
1416	They work OK, they get me where I want to go	11/17/2014 12:53 PM
1417	Moderately well. They get me to downtown, but can be slow going.	11/17/2014 12:53 PM
1418	I do, but find the arrival times can be wildly inconsistent	11/17/2014 12:53 PM
1419	pretty much.	11/17/2014 12:53 PM
1420	They involve too many transfers - make routes longer and avoid transfers at the UW	11/17/2014 12:52 PM

1421	Buses are not very reliable. I do not ride often but when I do, I am often delayed, buses are late, or even never come. One Bus Away usually does a fairly good job of telling me when and how long the wait is, but this can be inaccurate and doesn't tell you if a bus scheduled to come broke down.	11/17/2014 12:52 PM
1422	Yes. I wish the timing of the 71/72/73 to downtown Seattle were more consistent; I have missed buses and appointments even when I gave myself a half hour of wait time.	11/17/2014 12:52 PM
1423	I have to transfer to get from the Greenlake Area to the far side of UW campus. I have to take 2 buses to get from Greenlake area to DT Ballard. I do like the E Line though! That's a great route.	11/17/2014 12:52 PM
1424	Yes	11/17/2014 12:52 PM
1425	They work well, and yes.	11/17/2014 12:51 PM
1426	Yes, the Metro bus route 373, but there is Standing Room Only on each bus. More frequent buses would be a great asset. And old Metro buses are Very Uncomfortable with bulky plastic seats and potholes during the entire route.	11/17/2014 12:51 PM
1427	They work for me because I live in a location with close access to several bus lines that go towards the U-district and downtown.	11/17/2014 12:51 PM
1428	yes but getting between Ballard and Capitol Hill is challenging because i have to decide in advance whether to go via downtown or via the U District	11/17/2014 12:51 PM
1429	Yes they do	11/17/2014 12:51 PM
1430	reasonably well from locations with parking and routes that don't make 50 stops	11/17/2014 12:51 PM
1431	I enjoy the many current transportation options, but worry that the light rail may not make up for the metro bus route cuts	11/17/2014 12:51 PM
1432	They usually do. There area few inconveniences or gaps in the line, but for the most part service from the UW can get me where I need to go.	11/17/2014 12:51 PM
1433	It is hard to get from my house in Wallingford to office on Capital hill, and sometimes the busses are so full in the morning that it's impractical to take my kids with me on the bus and instead we opt to drive.	11/17/2014 12:51 PM
1434	They work alright. Most of the time I park at Northgate P&R, and bus to University of Washington.	11/17/2014 12:50 PM
1435	yes, I'm happy with current schedules	11/17/2014 12:50 PM
1436	For the most part, though oftentimes it feels like I need to use a roundabout and/or very long route to get where I want to. Not all buses are as accessible as I would like them to be, as well.	11/17/2014 12:50 PM
1437	Yes. But i do need to change buses on each route I currently take.	11/17/2014 12:50 PM
1438	residence to work it's ok. not enough buses; some buses do not show up on time or at all. Have to get earlier bus to ensure not late.	11/17/2014 12:49 PM
1439	The methods that I have selected, do frequently work for me. Although when I drive alone it is not very cost efficient, as I would you so much gas only to transport myself. Bus', trains, and the light rail have very few delays and usually gets me to places by the scheduled time.	11/17/2014 12:49 PM
1440	yes	11/17/2014 12:49 PM
1441	Yes	11/17/2014 12:49 PM
1442	I can easily get from place to place within the Seattle area. However, outside of Seattle isn't that great.	11/17/2014 12:49 PM
1443	yes	11/17/2014 12:49 PM
1444	I no longer have a car since moving to Seattle. I use transit for almost everything. They do get me where I want to go for the most part. Especially if it is a heavily urban area. It is harder to travel to and from the suburbs on the East Side. Many of my friends live there now. It is not impossible, but does take much more planning.	11/17/2014 12:48 PM
1445	yes	11/17/2014 12:48 PM
1446	Yes, however my commute time has doubled.	11/17/2014 12:48 PM
1447	Since I have to take 2 buses (550 & 71/72/73) to get from Mercer Island to the U-District, it takes longer than I would like. It usually takes me an hour each way.	11/17/2014 12:48 PM

1448	I live on North Capitol Hill, and the bus service here is uneven -- doesn't come on time, runs late so I usually just drive because I have to wait so long for the bus.	11/17/2014 12:48 PM
1449	Yes, but sometimes buses skip stops if the bus is at maximum capacity and then I'm late waiting for the next bus.	11/17/2014 12:48 PM
1450	yes they work well	11/17/2014 12:48 PM
1451	King County Metro bus work for me to get to work, but definitely NOT in a timely manner. Can't wait for the light rail to be running to UW. The buses are also usually too early or late and crowded.	11/17/2014 12:47 PM
1452	Yes, they work fairly well.	11/17/2014 12:47 PM
1453	I can get there, but it's not easy. Beacon Hill to U District requires changing buses, or switching from Link to bus. Missing connections can add as much as 25 minutes to the ride. Biking is better, but parts of the route (North Capitol Hill to U Bridge) are not very safe for bikes.	11/17/2014 12:47 PM
1454	They work ok, but it is a pain to use public transport on the weekend when the frequency is much lower. I don't have a car currently and it is really hard to get to Kirkland to visit my boyfriend unless I leave from the University.	11/17/2014 12:47 PM
1455	They work really well for me	11/17/2014 12:47 PM
1456	Yes, they work well. All of the routes I use I would consider important.	11/17/2014 12:47 PM
1457	My route works for me.	11/17/2014 12:47 PM
1458	Yes, work well.	11/17/2014 12:47 PM
1459	Yes, but they are overcrowded (70-series to U District)	11/17/2014 12:47 PM
1460	Route from Greenwood to the U district is very convenient for me. I take the 48 daily.	11/17/2014 12:46 PM
1461	Usually they do. However, I think there needs to more reliability with certain routes that go on University Way and on campus like Routes 71 and 372. Sometimes the buses are very late or overcrowded.	11/17/2014 12:46 PM
1462	Usually yes. Sometimes it's confusing to map out the right places to get off and catch the next bus without waiting a long time.	11/17/2014 12:46 PM
1463	Yes.	11/17/2014 12:46 PM
1464	Since I work at UW, it's a central location to get around to and from UW. May not always be the fastest but overall convenient and reasonable	11/17/2014 12:45 PM
1465	The 41 to downtown is usually quite good. The 65 from Lake City to the UW (my workplace) is AWFUL. It is 5.5 miles from my home to the UW. It often takes 50-60 minutes for me to get from my home (65 stop is half a block away) to the UW stop near my office. This is absurd. It was better before the route was changed to accommodate Children's Hospital (diverting from the more direct route all the way down 35th). It should not take me an HOUR to get to and from work when I live this close. I can take the 372 express (5 blocks from my home), which is quite fast (usually no more than 25 minutes), but because it originates in Woodinville or Kenmore, it is so crowded by the time it gets to Lake City that I have no seat and must stand (I am 60, and people do not give up their seats very often). The 72 is fine, but does not stop near my office (about ten blocks away). Same for the 75.	11/17/2014 12:45 PM
1466	Mostly, or they get me near the destination and I travel on foot.	11/17/2014 12:45 PM
1467	They do, but they take a long time and sometimes involve a lot of walking. I often bike because the buses are too infrequent or too indirect.	11/17/2014 12:45 PM
1468	For the most part yes. Rides crosstown (East to West) are often long.	11/17/2014 12:45 PM
1469	They are great. Buses run frequently at the times I use them, and I have multiple bus options.	11/17/2014 12:45 PM
1470	It is very important for me, I can't go to college without buses.	11/17/2014 12:45 PM
1471	I love the 12. It could run more on time in the afternoons, but is is my work commute.	11/17/2014 12:45 PM
1472	Yes	11/17/2014 12:45 PM
1473	I absolutely love route 586. It is critical for me - I would probably have to quit my job if it weren't available. I find I'm generally able to find transit to get to where I need to go.	11/17/2014 12:44 PM
1474	Yes, but I don't use them regularly.	11/17/2014 12:44 PM

1475	I'll have to drive and park to a bus stop or transit area. From South Seattle/Renton to Downtown Seattle, transfer and take any of the 70's to U District (for work).	11/17/2014 12:44 PM
1476	Yes they do but really late. Wish they could be reliable on their time schedule and there was more busses in the south end of seattle like in Burien or Tukwila and parking space in the majority of the train stations.	11/17/2014 12:44 PM
1477	They work fine. I hate the 43 and the 49 because the buses are SO OLD and gross. I'd love those to be updated.	11/17/2014 12:44 PM
1478	Yes. But not on weekends.	11/17/2014 12:44 PM
1479	Yes	11/17/2014 12:44 PM
1480	They get me to work quickly (49), but I also chose where I lived based on the 49 route. I wish there was more connection from Capitol hill (north - Lynn and 10th) to other parts of the city besides downtown or UW.	11/17/2014 12:43 PM
1481	Yes, but generally not conveniently. RapidRide is a nice addition.	11/17/2014 12:43 PM
1482	They get me where I want to go, though several times for early flights I've had to travel to the airport the night before.	11/17/2014 12:43 PM
1483	They work fine for about half of the trips I want to take. It would be wonderful to be able to get between capitol hill and ballard more easily.	11/17/2014 12:43 PM
1484	They get me where I want to go EVENTUALLY. It takes an hour or more each way to get to the University of Washington from Shoreline. I really wish there were more transportation options out there for UW staff.	11/17/2014 12:43 PM
1485	Getting from the west side of Greenlake eastward takes a long time and requires either a transfer or a long walk. Since moving there, I no longer use the bus, though I did every day when I lived on the north east side of Greenlake.	11/17/2014 12:43 PM
1486	All of the buses going to within 3/4 of a mile of my home stop by 8:30pm and NONE run on the weekend. I understand that they're UW/commuter lines, but I still need to go to campus on the weekend sometimes.	11/17/2014 12:43 PM
1487	Yes.	11/17/2014 12:43 PM
1488	Fine	11/17/2014 12:43 PM
1489	Pretty well, usually. When I need to use bus service, it's usually pretty smooth	11/17/2014 12:43 PM
1490	Yes, just very slow	11/17/2014 12:43 PM
1491	Yes.	11/17/2014 12:42 PM
1492	It seems not straight forward to get SeaTac or the Seattle Center	11/17/2014 12:42 PM
1493	My options are horrible.	11/17/2014 12:42 PM
1494	They do. But sometimes the buses are full and I have to wait a few. Also they tend to go where I want for the most part.	11/17/2014 12:42 PM
1495	I take the express bus from Westlake to UW and it's great.	11/17/2014 12:42 PM
1496	As I said, I only bus to work. All the other options are too cumbersome.	11/17/2014 12:41 PM
1497	Yes. Work pretty well now.	11/17/2014 12:41 PM
1498	Generally, they get me where I want to go. Scheduling can be hard, either because the buses run too infrequently (71, 65), or are terribly unreliable (ST 512).	11/17/2014 12:41 PM
1499	I have to transfer. They are ALWAYS full, I almost never get a seat, and sometimes they are so full I cannot get on.	11/17/2014 12:41 PM
1500	Not good. It takes sometime two hours to get from UWMC to West Seattle	11/17/2014 12:41 PM
1501	They work Ok. The buses heading home are PACKED, so I often have to stand.	11/17/2014 12:41 PM
1502	right now, the 43 and 48 come right by my house and work great. When I move to 190th N and Meridian next year, it won't be so great.	11/17/2014 12:41 PM
1503	They get me to work, school, and home. Not always to other places I want to go.	11/17/2014 12:41 PM
1504	Too many transfers	11/17/2014 12:41 PM

1505	most of the time	11/17/2014 12:41 PM
1506	I get to and from work (from Ballard to U District) very easily and conveniently on the 44. If I need to go to Capitol Hill after work however, I can get there very easily from the U District but I would need to arrange for alternative transportation back to Ballard because travel times back to Ballard are less frequent and it takes about 45 minutes from Capitol Hill.	11/17/2014 12:40 PM
1507	Not on time anymore. It appears you are utilizing part time drivers or you are shuttling drivers between different routes. Some drivers seem deliberately slow as if they are unsure of what they are doing. Several drivers leave as much as 15 20 bus lengths between us and the vehicle ahead. Safety is one thing but this is to extreme.	11/17/2014 12:40 PM
1508	They are fantastic!!	11/17/2014 12:40 PM
1509	I want grade separated transit to capitol hill and downtown from the U district!	11/17/2014 12:40 PM
1510	I take the E to 46th and then switch to the 44. Generally pretty fast and efficient.	11/17/2014 12:39 PM
1511	The bus gets me to school, but not to capitol hill or pill hill.	11/17/2014 12:39 PM
1512	Adequately. Need a lot of improvement especially frequency of service, schedules to allow connections seamlessly, and announcements to inform riders of late or no-show buses.	11/17/2014 12:39 PM
1513	I ride the bus when traffic or parking is a problem. The buses should have more dedicated lanes to incentivize people to ride the bus.	11/17/2014 12:39 PM
1514	They work well.	11/17/2014 12:38 PM
1515	Good for short local trips, less reliable for transfers.	11/17/2014 12:38 PM
1516	i use the 373 to commute to work and back - daily-- i wish the metro system was more accurate when there are delays, or a schedules run is absent	11/17/2014 12:38 PM
1517	Yes but not very reliable	11/17/2014 12:38 PM
1518	They get me where I want to go but I have to walk 10 minutes to catch a bus that takes a reasonable amount of time to arrive at my work. There is one other bus option that takes twice as long but is a shorter walk.	11/17/2014 12:37 PM
1519	do not like to take transit between downtown and the University District when express buses are not running or during rush hour when there are no places to sit on bus.	11/17/2014 12:37 PM
1520	Yes. Although getting to work, the 65 is a long walk from home to bus stop, but very short to UW Medical School. The 71 is a very short walk from home, but a little longer to the Medical School. Once I am on the bus, the 65 is much faster. So it depends on the weather and how much I want to walk, plus the 65 comes more often.	11/17/2014 12:37 PM
1521	I ride the bus at least 2-4 times a day (both to commute to work and on weekends). The only places I can easily get to on weekends are Lake City/Northgate (which I don't ever go to), or the University District. I would like easier access from Sandpoint/View Ridge to Downtown during the weekends, plus I would like easier access to Greenlake and the Wedgewood area from Sandpoint on both weekdays and weekends.	11/17/2014 12:36 PM
1522	perfect. 31/32 takes me directly to and from work at the UW medical center.	11/17/2014 12:36 PM
1523	Yes	11/17/2014 12:36 PM
1524	They get me close enough to walk or right to my destination	11/17/2014 12:36 PM
1525	Yes.	11/17/2014 12:36 PM
1526	I can generally get very close to where I need to go. However, doctor appointments on First Hill can be a problem, since the routes there don't go close to front doors of hospitals/med centers.	11/17/2014 12:35 PM
1527	in general, they work well with the major exception that it takes me 3 times long (~1 hr) to get to the airport via transit than it does to drive my own car. (~ 20 min) That is nuts.	11/17/2014 12:35 PM
1528	They work well usually!	11/17/2014 12:35 PM
1529	I use the bus system the most or walk. The buses usually get me where I want to go, but it often takes very long and requires multiple transfers.	11/17/2014 12:35 PM
1530	Yes	11/17/2014 12:35 PM
1531	I need to transfer to get to where I need to go.	11/17/2014 12:35 PM

1532	They do not work to take me from home to work because I have to transfer downtown, which takes 1 hour 30 minutes. This is much too long to travel one-way for the 11 miles between home and work.	11/17/2014 12:34 PM
1533	I LIKE TO CATCH BUS 43 FOR TRANSFER AT THE U DISTRICT IN THE EARLY MORNING, BUT BUS 73 IS A FEW MINUTES LATER. I DO GET WHERE I GO, BUT ARRIVE WORK LATER IF I MISSED BUS 43 AT 6:35AM IN THE EVENING, I CATCH BUS 373 HOME. AND IT IS OK. TOO BAD 373 DOES NOT HAVE AN EARLIER BUS THAN 6AM	11/17/2014 12:34 PM
1534	Not really. 3 buses (2 transfers) between my house (4032 50th Ave S) and UW. Buses from UW (71,72,73) way too crowded.	11/17/2014 12:34 PM
1535	Well, I have to walk a mile to the park & ride in Edmonds to get on a bus to get me to the U-District, and a mile home. I get where I want to go. Traffic on I-5 is always a nightmare though!	11/17/2014 12:34 PM
1536	No. The bus stops are too far from both my home and any destination I would go to. In addition, when I try to ride, the buses are overcrowded, slow, and poorly timed.	11/17/2014 12:34 PM
1537	It would be great to have a quicker way to get up to the University. I generally need at least an hour and during peak hours more like and 1 1/2 hours. The buses are very crowded coming out of West Seattle too, very unpleasant and makes cranky commuters.	11/17/2014 12:33 PM
1538	Mostly. It is a 2 hr, 3 bus/one train commute to get to Museum of Flight where my wife works. A light rail station at South Boeing Field would be nice.	11/17/2014 12:33 PM
1539	They do work, but I have to either change buses or drive to a park and ride and get a bus from there. It would be nice to have 1 leg on the trip instead of 2 or more.	11/17/2014 12:33 PM
1540	so far - yes.	11/17/2014 12:33 PM
1541	They can get me there, but the route - with 2 transfers takes much too long. As a result, I generally drive from Upper Rainier Beach to Cap Hill and catch the bus from there. If light rail stations had free park and rides, that would make it much easier to use for people who live in south seattle, but not right next to one of the 3 stops in S. Seattle	11/17/2014 12:32 PM
1542	They are ok, except for the 8, which really needs a designated lane or some way to get up and down Denny efficiently. I have sat on the 8 for over an hour going from Queen Anne & Mercer to Broadway. For the most part they work ok, other than the horrible problems on Denny.	11/17/2014 12:32 PM
1543	Yes, transit gets me where I need to go for work.	11/17/2014 12:32 PM
1544	It would be nice to have an earlier morning 197 bus to the UW -sometimes I drive in order to arrive early. the buses currently work for me, but could be more frequent	11/17/2014 12:32 PM
1545	There are no good transit options for me at this point - the trip takes way too long by bus from my neighborhood to the U District. That's why I carpool.	11/17/2014 12:32 PM
1546	They work great.	11/17/2014 12:32 PM
1547	Yes	11/17/2014 12:32 PM
1548	Yes	11/17/2014 12:32 PM
1549	Yes, they get me where I want to go.	11/17/2014 12:31 PM
1550	They do get me where I need to go. Faster service along the 23rd and Rainier corridors would be helpful. A better shelter at Rainier and S Walker for the transition from southbound 48 to southbound 7 would be helpful as well. It is a very busy transfer point during the PM commute.	11/17/2014 12:31 PM
1551	The 71X/72X/73X busses are not dependable - they usually run late or not at all. I have to allow more time to get from UW to King Street Station than it takes me to get from King Street Station to the Sumner Station via the Sounder! I shouldn't have to allow an hour to travel from UW to the downtown tunnel. Also, while supposedly the bus drivers don't have access to the tracking system on the bus, I've noticed that if a scheduled bus does not show up on (for example) OneBusAway it means that bus is running really late. I cannot believe that's coincidental.	11/17/2014 12:31 PM
1552	Yes, they get me where I want to go. Would love a quicker way to get downtown. Sometimes service is sketchy with dropped busses.	11/17/2014 12:31 PM

1553	No. There need to be buses that run along Montlake Blvd. so students can safety get from the UW's IMA (gym/activity center) to their destination. Currently, one must walk to University Village or down to Pacific Street to catch any bus. This is unsafe when it is dark.	11/17/2014 12:30 PM
1554	For the most part, ok. The holiday schedule for extended periods on the 56 are problematic.	11/17/2014 12:30 PM
1555	For the most part they do. But there are some areas of the city that are just extremely challenging to get to	11/17/2014 12:30 PM
1556	The options work okay but I wish there were more buses and options.	11/17/2014 12:30 PM
1557	Most of the time. But when you need to transfer to another bus, I always miss the connection because my bus (#72) is always late and misses the connection.	11/17/2014 12:30 PM
1558	Generally yes.	11/17/2014 12:30 PM
1559	372 to work excellent: almost door to door.	11/17/2014 12:30 PM
1560	I wish the service between NE Seattle and First Hill was more direct. Going through downtown easily doubles the time it takes for me to get to and from work. I also wish the service started earlier in the day.	11/17/2014 12:29 PM
1561	it's very hard to get to Ballard from Capitol Hill using public transit. Otherwise, it works well or I walk	11/17/2014 12:29 PM
1562	Yes, but wish the 556 would run more frequently. If I miss one bus then have to wait about 40mins for the next one.	11/17/2014 12:29 PM
1563	Yes. The trouble I have with the 48 is that - due to traffic - it is usually late, then three 48 buses show up at UW at the same time. With child care pick up and a busy job, a timely bus really makes a huge difference!	11/17/2014 12:29 PM
1564	Yes.	11/17/2014 12:28 PM
1565	They don't, at least not in a timely manner, which is why I'm currently driving a single-occupant car. I'm looking forward to Link being available at UW and Northgate.	11/17/2014 12:28 PM
1566	yes, but I can drive to other Park and Rides to go to other palces so that I do not extend my cummte time even more	11/17/2014 12:28 PM
1567	yes	11/17/2014 12:28 PM
1568	yes	11/17/2014 12:28 PM
1569	Yes, but I live very close to work on a major busway that is covered by 3 major routes allowing me options every 15 minutes or less. My choice of living location is extremely influenced by the availability of bus service. For instance, I would not consider living in a house or apartment that is too far from the city center, as the options for transit diminish significantly with distance. Paradoxically, this also makes it more expensive to live, as closer locations to the city center and good transit options are significantly more costly in terms of rent. SO I am faced with a trade off - live far away and pay for a car, or live close to town and use transit with no car.	11/17/2014 12:27 PM
1570	Most often transit works well for me. It usually takes twice as long as if I were driving or carpooling, and adds two hours to my workday for a commute from South Beacon Hill to the U District.	11/17/2014 12:27 PM
1571	When I can make the proper connections they work well. In 2016 when the UW Link station opens I'll have fewer connections to make.	11/17/2014 12:27 PM
1572	Yes, ultimately they work. I would like to see less crowding and ideally a faster commute.	11/17/2014 12:27 PM
1573	I spend 3-4 hours a day commuting approxiamtely 46 miles. It is ridiculous and the I5 traffic makes my times unreliable. I have missed many important meetings. Also my bus is so crowded it is uncomfortable cant we make the seats bigger?	11/17/2014 12:27 PM
1574	Bus works great for me.	11/17/2014 12:27 PM
1575	They work okay but having light rail be a great option especially to Sea-Tac airport from U-district.	11/17/2014 12:27 PM
1576	They work great. Bus is standing room only in the mornings by the time it gets to 65th Ave NE many mornings.	11/17/2014 12:27 PM
1577	It works well. Sometimes I think a light rail would be faster.	11/17/2014 12:27 PM
1578	Most of the places I need to go to are available using a prefered method. We are trying to use our car less and walk or bike when possible. Getting to Northwest Hospital by bus is very inconvenient as there is only one route that services it. The other options requires a long walk from Aurora Avenue (E Line) which isn't great for handicapped, elderly, or sick people!	11/17/2014 12:26 PM

1579	They work ok but hard to "read" to figure out what time and what bus to get to where I want to go	11/17/2014 12:26 PM
1580	Poorly. Not worth the time.	11/17/2014 12:26 PM
1581	For the most part I can get around on buses.	11/17/2014 12:26 PM
1582	All good.	11/17/2014 12:26 PM
1583	They get me where they want to go, but often I wind up waiting a significant period for a bus only to see multiple busses grouped together.	11/17/2014 12:26 PM
1584	I used to be a daily Metro user because it was super convenient for me before I began to work at the UW 16 years ago. There is no direct route for me to the UW at this time. Transferring = time. Using transit requires a 15 minute walk for me in rain and cold to the light rail station. We need park and rides like the Tukwila station. When the light rail is finished, especially with the Brooklyn stop, I will use it if I can and it is not overcrowded and is quicker than driving, which should be no problem during rush hours.. (I assume that more cars will be added to the trains.) Until then, despite the cost of parking at the UW, I will continue to drive.	11/17/2014 12:25 PM
1585	They usually work well- except when there are large traffic jams or inclement weather.	11/17/2014 12:25 PM
1586	They are mostly okay, but I'd like better single-seat rides to Ballard and Wallingford from the east side of Capitol Hill. I'd also like better bus connectivity from Mt Baker Light Rail to the 48 & 8.	11/17/2014 12:25 PM
1587	yes but too slowly	11/17/2014 12:25 PM
1588	Yes.	11/17/2014 12:25 PM
1589	I find that in general, east/west connections in Seattle are much more challenging than north/south. For instance, I live on 15th and 70th NW. To get home from the UW, I have to take either the 44 or the 48 and then walk or take another bus north/south 15 blocks. There are no east/west bus connections between 45th/Market and 85th -- that's 40 blocks!	11/17/2014 12:25 PM
1590	Yes for going downtown or to work.	11/17/2014 12:24 PM
1591	The current transit options work well for the most part. I am able to get everywhere I need and want to go. It can take longer than I would like and the busses are very often overcrowded.	11/17/2014 12:24 PM
1592	The 542 from Redmond to the UW has a very limited commuter hours schedule. But I also would like to take this route on the weekends.	11/17/2014 12:24 PM
1593	Not really. It's a huge hassle to use public transit after route 205 and others were cut by Metro. I don't see the link rail improving the issues, but rather exacerbating them.	11/17/2014 12:24 PM
1594	They work just fine for me.	11/17/2014 12:24 PM
1595	yes for the most part. Sometimes they are just very slow.	11/17/2014 12:24 PM
1596	Yes, but the 120 bus route from downtown Seattle to Delridge way SW is very often too overcrowded - I sometimes let 2 or 3 buses pass me at the stop before I get on the bus because it is too crowded and standing room only. Also, if I miss route 50 from the VA Hospital, I have to wait 30 minutes for the next bus which is very inconvenient. I sometimes take bus 43 or 71,72,73x from UW to downtown, but I don't during the summer because it is too hot and crowded (i will walk/bus to the Montlake freeway station and take a SoundTransit since it has air conditioning).	11/17/2014 12:23 PM
1597	I currently am in a vanpool to and from work everyday. But if I need to get to an appointment during the day, it is sometimes hard to get anywhere in a timely manner. I currently do not have any vehicle options; and it's 1.75 miles from home to the closest P&R which only runs during peak hours, or connects to a local bus that has limited scheduling. So I have to make sure I schedule my appointments and meetings on days I work.	11/17/2014 12:23 PM
1598	Pretty close - but I chose my home based on it's proximity to public transit. Connecting from Cap Hill to Greenlake continues to be a problem. OneBusAway app has been instrumental - the time schedules are either very unreliable or very out of date at my most frequented stops.	11/17/2014 12:23 PM
1599	Yes.	11/17/2014 12:23 PM
1600	Since the recent service cuts, I am moderately dissatisfied with the reliability and efficiency of bus service.	11/17/2014 12:23 PM
1601	They work fine when they are on time. Traffic has become horrible, which affects the bus routes	11/17/2014 12:23 PM
1602	Currently, though I only have to walk a short distance to each stop, I have to transfer two times each way to get to/from work.	11/17/2014 12:23 PM

1603	They don't get me to Queen Anne directly from the U District. The busses sometimes leave early.	11/17/2014 12:23 PM
1604	They get me where I need to go but are very slow. For example, taking the bus from Lake City to UW takes twice as long as driving. Also, the nearest bus stop from my house (Briarcrest neighborhood in Shoreline) is over a mile away so when I ride the bus, I first drive to a neighborhood with convenient parking near the busline that I need to take.	11/17/2014 12:23 PM
1605	They work well for me, though the 71/72/73X busses get so crowded with all of the people that study and work at UW	11/17/2014 12:23 PM
1606	Biggest problem is reliability and rude drivers. Not all drivers are rude but those that are, are terrible. Often the bus smells, either of the homeless or pot. I don't know if the driver is smoking pot on their break or if the bus is never cleaned but it is disgusting. Also, sometime kids will smoke pot on the bus and the driver never stops them and doesn't kick them off the bus. If I pay to ride the bus, I should have clean air to breathe.	11/17/2014 12:22 PM
1607	Most of the time. The most frustrating routes are the 48 and 64. Often I use ST542 to get to and from work at the University because the 48 is so very unreliable. The same goes for the 64, especially at the end of the day for the last couple of runs. Often it simply does not show up and that leaves me stuck on First Hill.	11/17/2014 12:22 PM
1608	197 would be the best since it does not stop after it picks up at Kent Des Moines Park and Ride. However, you may not have a seat since we are the last stop before the UDistrict. It may be the fastest but not the most comfortable. I take the first bus and it is always full. They also do not run when school is not in session which is a joke, since many UW staff still work when school is out.	11/17/2014 12:22 PM
1609	The bus is fine, but I avoid it if I have to transfer busses. It usually takes a lot longer to get somewhere if you have to transfer. Something that is only 15-20 min by car will take an hour + to get there if you have to transfer.	11/17/2014 12:22 PM
1610	yes	11/17/2014 12:22 PM
1611	I love public transit - all forms. I think it's great, although I know many were forced into their cars when Link opened and their bus lines were cut. This was a terrible flaw in implementation. Sometimes even routes that would have taken them TO Link were cut.	11/17/2014 12:21 PM
1612	yes	11/17/2014 12:21 PM
1613	Coming to work, sometimes the 372 is full or nearly full by the time it gets to NE92nd and Ravenna (my stop). Otherwise, this is a very convenient bus for me. Going home, sometimes OneBusAway doesn't track 372s well (they show as very delayed, then disappear, or suddenly are early, so I miss them)	11/17/2014 12:21 PM
1614	Yes, but hate crowded buses	11/17/2014 12:21 PM
1615	The 26 bus does not get me to Husky Stadium, where I go every day. I have to bike there instead. I would like the 26 bus to connect to the Link Light Rail at Husky Stadium.	11/17/2014 12:21 PM
1616	Mostly!	11/17/2014 12:21 PM
1617	Yes they work. However, they take a very long time and are often very crowded or delayed.	11/17/2014 12:21 PM
1618	Sure	11/17/2014 12:21 PM
1619	I would they only partially work. I can get to and from work (Ballard-UW) but the recent Metro cutbacks have made going anywhere else on transit nearly impossible.	11/17/2014 12:20 PM
1620	they work fairly well. New schedules add 20-30 minutes to commutes since there is always a transfer involved. I did quit my gym as it became too inconvenient to get to Ballard from work and then back home.	11/17/2014 12:20 PM
1621	Ok - transfers are poor and different bus lines pass the same stop at the same time, leave 30+ minutes between busses (eg 68 and 372 on 25th Ave NE) 44 works well from Wallingford Center to UW Medical Center when it is not election time and they are running long busses, not short busses for political reasons. . . Transfer from 44 to Rapid Ride E at Aurora Ave and N 46th Street is inconvenient.	11/17/2014 12:20 PM
1622	I drive from Port Orchard to the Tacoma Dome bus station, then catch ST 586 to the UW. I've tried carpooling, ferries, and solo driving. Those options did not make sense from a financial standpoint. My current commute is the most cost effective, although takes roughly 2 hours each way.	11/17/2014 12:20 PM
1623	the biggest drawback I have come up against is in finding parking at either tukwila link light rail station, or at the s. renton park and ride. I can get where I need to go once I have someplace to leave the car.	11/17/2014 12:20 PM
1624	I moved from Maple Leaf to Wedgwood because of bus service cuts. I depend heavily on metro (I don't have a car).	11/17/2014 12:20 PM

1625	They get me there, but it takes twice as long as driving.	11/17/2014 12:20 PM
1626	Metro bus gets me there...but it is very slow and crowded.	11/17/2014 12:20 PM
1627	Yes, but it takes about 1.25 hours to go 12 miles (west seattle to u-district).	11/17/2014 12:20 PM
1628	Mostly. However, I'd just like to say that the 43 route needs improvement. I get on in the u-district at the beginning of the route, and everything's fine--until the UW Medical Center. The traffic is extra-horrible at the intersection of 15th and Pacific. Then we have to stop to let on 8000 people from the medical center--that's usually OK if the 48 comes first and picks some of them up, but the truth is that they all get off work at the same time. Then getting to Montlake bridge from the Medical Center takes 10 minutes or longer--we need a transit lane right there! Those lone drivers going to and from Redmond should NOT be rewarded for their selfish, wasteful behavior, especially when they're in the way of thousands of responsible people on buses who would like to get across the dang bridge. From there out it's fine, but I just don't think the traffic in that area is very well planned--it rewards creeps who drive alone on 520.	11/17/2014 12:19 PM
1629	It's sort of a tautological question since I only use transit if it will work to get me where I want to go. If it can't, I get there some other way. The biggest problem is the unpredictability of routes, and how infrequently they run. 15 minutes is really the maximum frequency to feel like a route is reliable, and even many of those routes often don't run every 15 minutes. The correlate problem is that up-to-date wait times aren't provided at most stops. Waiting for a late bus is much more manageable if I can see exactly how late it is, and choose other options if necessary. The second correlate is that late buses tend to get overcrowded, and then get even more late to cope with the competing demands and slower entry and exit times. In general, morning routes are more predictable than late routes.	11/17/2014 12:19 PM
1630	I drive a personal vehicle because the bus route is not conducive to my commuting requirements.	11/17/2014 12:19 PM
1631	They work okay, but I am considering buying a parking pass at UW so I can drive more frequently.	11/17/2014 12:19 PM
1632	For the most part - I have a car so if there's a time when I can't get where I need to go by bus, I usually just drive. I mostly just take transit to work or to any event where I know parking is going to be expensive / a hassle.	11/17/2014 12:19 PM
1633	I commute via Community Transit from Snohomish County to/from campus each day. I enjoy riding the bus and it has worked well, my only complaint is the amount of time traffic has been impacting the trip time as of late.	11/17/2014 12:19 PM
1634	yes	11/17/2014 12:19 PM
1635	Yes, except I have to drive to Mariner P&R	11/17/2014 12:19 PM
1636	The main problem is that I need to transfer to get to my destination, and the waits are unacceptably long. In Europe, it is generally accepted that one should wait no more than 5-10 minutes at a bus stop. That should be the case in Seattle.	11/17/2014 12:18 PM
1637	Yes, the Sound Transit bus takes me exactly where I want to go. Every morning, I take a 4-minute car ride or 12-minute bicycle ride from my apartment to the South Bellevue Park & Ride. Then I take a 30-minute bus ride on ST 556 to 15th & Pacific in the U-District, which is directly in front of my work site. This is actually much quicker than driving to work at the University of Washington since parking costs at the UW are prohibitively expensive and employee parking is a 10-minute walk from the work site.	11/17/2014 12:18 PM
1638	Yes - work well for me and my stops/schedules, however, sometimes they are full and unable to pick up all individuals who wish to get on the bus (31 or 32 heading west) after 5pm. 90% of the time they are full and are delayed with individuals pleading for everyone to squeeze in to make room for more. This creates timely delays and frustration for all.	11/17/2014 12:18 PM
1639	For the most part, I am very lucky to live in an area of the city (U district) that is well served by the bus. Sometimes buses are crowded or slow, but they usually get me where I want to go.	11/17/2014 12:18 PM
1640	my best routes were cancelled or reduced in the Sept 2014 Metro cutbacks. I now must make time-consuming transfers on the 520 bridge or use a combination of metro bus and the Harborview shuttle. I look forward to the link between campus and downtown for a faster daily route.	11/17/2014 12:18 PM
1641	The Metro bus works and gets me where I need to go eventually. While I rely on the buses to commute to and from work daily, as well as for most other activities, the delays and service cuts make it very difficult. The signs on the Metro buses that say "We'll get you there!" would be more accurate if they said, "We'll get you there, eventually".	11/17/2014 12:18 PM
1642	Usually.	11/17/2014 12:18 PM
1643	Yes except I frequently walk instead of the bus during peak hours because the buses are sooo overcrowded	11/17/2014 12:18 PM

1644	Scheduling of routes in NE Seattle to UW is ridiculous. SouthboundWestbound morning buses headed to the UW, all arrive at once, with the first one packed full and the rest empty. Northbound/Eastbound in the evening rush have short buses packed like sardines instead of using longer buses, and buses aren't timed to the UW work day ending at 5:00.	11/17/2014 12:18 PM
1645	for the most part I can get where I need to go, but it often takes significantly longer than driving.	11/17/2014 12:18 PM
1646	My primary Metro route #39 was discontinued to get to route 48 and now I would have to use route #50 and 7 just to get to route 48. Three buses to go about 10 miles is stupid.	11/17/2014 12:18 PM
1647	They work pretty well as long as I use the Greenlake Park N Ride. The route 68 tends to run very late in the afternoons so it is very frustrating to try and take that home.	11/17/2014 12:18 PM
1648	Work well, some times buses are crowded but overall good experience.	11/17/2014 12:18 PM
1649	The busses do, but I feel they are inefficient. Sometimes walking is almost as fast.	11/17/2014 12:18 PM
1650	Excellent! The buses are always available and make transit easy.	11/17/2014 12:18 PM
1651	Most of the time the bus gets me where I need to go, but sometimes the schedules don't reflect my needs. In those cases, I must try and arrange other options or adjust my schedule in ways that are not productive.	11/17/2014 12:17 PM
1652	Overall, yes. But adding more buses to existing routes would help a great deal. Often, when I need to transfer between buses, there is a long wait.	11/17/2014 12:17 PM
1653	373 is fine	11/17/2014 12:17 PM
1654	Yes. I definitely appreciate the bus system as it takes me everywhere that I need to go and it's a lot cheaper than driving.	11/17/2014 12:17 PM
1655	During the week service works best, but weekends are really challenging and it takes a long time to get anywhere.	11/17/2014 12:17 PM
1656	Mostly, except: 1. The 70/66 toward downtown on Eastlake in the morning (8-9) are often too full and don't pick up riders. In the evenings they're incredibly late and often don't pick up riders going the other direction. 2. It's such a pain to get between Capitol Hill and Eastlake: it takes ~45 minutes by transit, but only about 5 by car.	11/17/2014 12:17 PM
1657	Some buses, ie. the 72 are overcrowded through the U District and not frequent enough. This makes commuting via transit very long. I take the bus to work on Lake City Way, but I have to drive to the bus stop because its a long way from my home and there is no bus service through my neighborhood, Lake Forest Park.	11/17/2014 12:17 PM
1658	Well. Yes.	11/17/2014 12:17 PM
1659	They take too long. I have to use two separate buses. The #2 bus is often late and very crowded. I also take the 40 from SLU.	11/17/2014 12:17 PM
1660	Yes	11/17/2014 12:17 PM
1661	Yes, it get's me to work and home from Monday - Friday. I hope my bus 167 won't be deleted. We fought so hard to keep it going. It's always packed with students and staff at UW.	11/17/2014 12:16 PM
1662	I have fabulous transit options. From my home in Kenmore, WA I just cross the street and can take a bus to UW Campus, Downtown Seattle, or Bellevue. I LOVE Metro!	11/17/2014 12:16 PM
1663	Yes	11/17/2014 12:16 PM
1664	I take the bus 5 days a week to and from the University District to Issaquah Transit Center. The bus gets me to and from work, but the 556 bus route is quite long during the evening commute because the bus gets on I-5 before coming to the U-District, then gets on 520, then goes through Bellevue Transit Center and Bellevue Way. During the evening commute, this bus is an average 20 minutes each day. I'm even taking the 4:07pm from the U-District. I would love to catch the light rail from the U-District that won't be effected by traffic to downtown Seattle and then catch any one of the numerous Metro buses from downtown Seattle to the Eastside.	11/17/2014 12:16 PM
1665	I can take C line to downtown and then transfer to 71, 72 or 73 but the transfer delay is typically 20 minutes which makes this a long commute.	11/17/2014 12:16 PM
1666	yes	11/17/2014 12:16 PM
1667	for the most part yes.	11/17/2014 12:15 PM
1668	Very good for getting to and from work at UW. I rely heavily on routes 373 and 68.	11/17/2014 12:15 PM

1669	Some work well and some don't. The bus (route 26) is often anywhere from 8-20 minutes late in the morning, so I often miss my transfer to the route 44. The 44 runs often but is usually crowded and sometimes passes up the bus stop due to being full. Often we can see that people haven't moved all the way to the back of the bus when it goes by so there actually is room, the driver just can't tell. The express buses are convenient to downtown but also often very crowded. The biggest problem I see is that there are too many people trying to ride not enough buses. Then I see a route like the 26 where there are never more than 8 people on a huge articulated bus every morning. It doesn't seem like the coach size and rider frequency is being considered on routes like this.	11/17/2014 12:15 PM
1670	It's okay. Wish there were a direct bus from my home (4th st and Nile ave in Renton) to UW Tower	11/17/2014 12:15 PM
1671	Wish there was a bus or train from Everett directly to the UW.	11/17/2014 12:15 PM
1672	Yes - although there have been issues when the bus is late.	11/17/2014 12:15 PM
1673	Yes, with the exception of good links downtown and to the airport from Wedgwood area (non rush hour)	11/17/2014 12:15 PM
1674	Because the 556 does not run during the daytime, I have problems getting back to Issaquah during the middle of the day. I understand that my 2nd option, the 271, will no longer go to Issaquah beginning in February. While I know that I could go to Seattle and transfer or go to Eastgate and transfer to an Issaquah bus, this is not a great option for someone who has difficulty in walking such as I do.	11/17/2014 12:14 PM
1675	The current transit system allows me to get from home (West Seattle) to work (University District) in about an hour. The majority of that travel time is due to transfer waiting time. For the most part I am able to get to anywhere I need to go, however due to location of stops, transfer times, and sometimes overcrowding, driving remains a much faster option.	11/17/2014 12:14 PM
1676	They could be better.	11/17/2014 12:14 PM
1677	Yes, I don't have a car and rely on mass transit. For such a progressive city Seattle is so far behind when it comes to transit infrastructure, but for the most part I get where I need to go. I usually have to walk a bit.	11/17/2014 12:14 PM
1678	Yes; Connections are not always good	11/17/2014 12:14 PM
1679	They usually get me where I need to go, but much more slowly than driving, and I sometimes also have to take multiple buses.	11/17/2014 12:14 PM
1680	They work fine. I wish buses from the greenlake park and ride came earlier (specifically the 540). I start work at 0630. So, I ride my bike to the UW and catch the 255.	11/17/2014 12:14 PM
1681	It depends on how many buses it takes to get to my destination. If it's more than one bus, it's usually far more convenient and time effective to take my car instead.	11/17/2014 12:14 PM
1682	It's a long commute to and from work. Usually 1.5 hours each way. So it's easier to drive in. By driving in it only takes 30-45 minutes each way.	11/17/2014 12:14 PM
1683	The evening bus is overcrowded and often stuck in traffic at intersections...especially on rainy Fridays. It means I miss my ferry. The commute can be 3 hours.	11/17/2014 12:14 PM
1684	I wish it was shorter. My commute is 1.5 hours or longer.	11/17/2014 12:14 PM
1685	ok---fairly slow due to to overcrowding and time needed for load/unload	11/17/2014 12:14 PM
1686	Mostly, yes. 44 needs more attention.	11/17/2014 12:14 PM
1687	We usually carpool into and from work from NE 195th St and 35th Ave NE (Lake Forest Park) to South Lake Union (850 Republican Street). This has worked well for us in the past, using express lanes and carpool lanes, but recently the traffic around Mercer St has been a nightmare. Our commute has gone from an average of 20 minutes to an average of 40.	11/17/2014 12:13 PM
1688	Yes	11/17/2014 12:13 PM
1689	Capitol Hill is lucky enough to be fairly connected, so yes. Unless I want to go to Fremont, the ID, Georgetown, or Pioneer Square, in which case I am in for a ridiculously long and multi-bus ride.	11/17/2014 12:13 PM
1690	Miss the 48 Express; 48 local much slower, especially on the way home.	11/17/2014 12:13 PM
1691	Challenging to get to Airport from 15300 Bothell Way.	11/17/2014 12:13 PM
1692	great--except that they SHRUNK the regular bus I ride (167) and it is elbow to elbow, sometimes with senior citizens standing because the students don't think to give up their spots for them! Unbelievable.	11/17/2014 12:13 PM

1693	For the most part my needs are met. Commuting on the bus could always be faster if less frequently used stops were eliminated.	11/17/2014 12:13 PM
1694	I primarily use the Metro bus and I like the convenience and frequency of the routes near my house.	11/17/2014 12:13 PM
1695	Sort of, not as efficient as I would like	11/17/2014 12:13 PM
1696	Options work fine--they are slow, but then again, so is traffic.	11/17/2014 12:13 PM
1697	generally fine except for unreliable 65 buses in peak periods	11/17/2014 12:13 PM
1698	I have to transfer buses and sometimes, in the evening, it takes over 2 hours to commute back to home.	11/17/2014 12:13 PM
1699	No.	11/17/2014 12:12 PM
1700	Yes, they get me there. I am curious to see how the new train station at Husky Stadium will work.	11/17/2014 12:12 PM
1701	Eventually, but I would use them A LOT more if they ran more frequently and had more direct connections.	11/17/2014 12:12 PM
1702	No. Getting out of West Seattle has been getting worse for years, and trends will only continue with increased apartment/condo development and no alternative to cars and buses over the West Seattle bridge. The Link from downtown to the UW will help make the trip a little more feasible, but it will continue to be close to an hour commute or more.	11/17/2014 12:12 PM
1703	Transit options work for most of my routes except Fremont to the airport.	11/17/2014 12:12 PM
1704	yes	11/17/2014 12:12 PM
1705	yes, but what happened to the 40? That was a good alternative through busy Fremont. AND, why is the number 26 bus perpetually late by thirty minutes or more during the evening commute?	11/17/2014 12:12 PM
1706	They work ok. The express buses to and from the Udist are always over crowded and uncomfortable. Would prefer not to have to transfer between light rail to bus as I do now.	11/17/2014 12:12 PM
1707	I use it everyday. However, park n rides in Redmond are drying up. Rapid ride along Rt 202/Red-Wood Rd would allow us to skip car altogether	11/17/2014 12:12 PM
1708	Generally the transit options I use work very well.	11/17/2014 12:12 PM
1709	They are ok. Sometimes if like to go down to Madison park without switching so many buses though	11/17/2014 12:12 PM
1710	YES and very close so I feel safe at night.	11/17/2014 12:12 PM
1711	They work pretty well, but it takes much much longer to get there via transit that via car options	11/17/2014 12:12 PM
1712	My transit option work well. I get to where I want to go.	11/17/2014 12:11 PM
1713	More time options for Metro bus lines 72 and 73X on weekends would be helpful, especially downtown stops.	11/17/2014 12:11 PM
1714	Yes but it takes a LONG time to get down town (to the Public Health Dept) from the UW or my home in Ravenna. The biggest obstacle is the Ave. My biggest issue with transit is that I can never plan my meetings well as I never know how long it will take me to get places by public transit. I hope that will change once we have a light rail system that will not be stuck in traffic the way busses are stuck in traffic.	11/17/2014 12:11 PM
1715	Yes	11/17/2014 12:11 PM
1716	Decent enough.	11/17/2014 12:11 PM
1717	more frequent buses to and from the U-district; buses are usually overcrowded, esp. around 2:30pm	11/17/2014 12:11 PM
1718	Yes for the most part.	11/17/2014 12:11 PM
1719	Good for commuting. I don't use public transportation otherwise.	11/17/2014 12:10 PM
1720	Transit from East Side works well, with the exception of mid-day trips. If I have a doctor's appointment, I have to re-route and it takes me 45 minutes longer. Otherwise, transit gets me where I need or want to go.	11/17/2014 12:10 PM
1721	They are adequate but often delayed (usually only a few minutes but regularly by 15 minutes or more). I don't have a lot of options so the buses I do take require me to walk about a half mile on either end (from my home to/from the nearest stop and from my office to/from the nearest stop). This adds ~20 minutes a day to my commute.	11/17/2014 12:10 PM
1722	too slow from ballard to u district. miss the 46	11/17/2014 12:10 PM

1723	They work well. I wish I didn't have to transfer to get to work, but it is unavoidable once Metro cut the bus that came directly to the UDistrict from Kent.	11/17/2014 12:10 PM
1724	Doing Vanpool after Metro Route #133 was cancelled. Vanpool is fine, but, no flexibility on time to come and go.	11/17/2014 12:10 PM
1725	yes	11/17/2014 12:10 PM
1726	It would be great to have a more direct route from West Seattle to the U District!	11/17/2014 12:10 PM
1727	Somewhat. For the bus, I can easily get back and forth from UW to home, but from home or UW to my son's preschool on Queen Anne or to the Science Center generally requires a good bit of walking and a transfer. Biking is fine, but I don't really have the power to get up Queen Anne Hill with my son on the bike, so I have to drive to make my time constraints work. For driving, my kids' nanny needs my car during the day, so I generally carpool if I need to drive, but my carpool partner doesn't work on Monday, so Monday's can be a challenge if I'm not able to bike for some reason.	11/17/2014 12:09 PM
1728	Very well, there is more limited service right now, but overall, I still get to where I need to go. I have to walk farther now (particularly downtown) to find a bus to take me where I am headed.	11/17/2014 12:09 PM
1729	They work well, and any delays are usually consistent. Sometimes buses are not available at the times I need them later at night, but the waits are not long. Now I use the bus more for work than anything else, and I am able to get there quickly.	11/17/2014 12:09 PM
1730	Yes, thank you!	11/17/2014 12:09 PM
1731	They get me where I need to go.	11/17/2014 12:09 PM
1732	Most of the time ok	11/17/2014 12:09 PM
1733	Yes, work just fine.	11/17/2014 12:09 PM
1734	Normally yes, but thanks to the bus reductions it's getting harder to get where i need to go on time or home on weekends in a reasonable length of time (8 was cut back, 48 is packed standing room only to/from work, etc.)	11/17/2014 12:08 PM
1735	I use the 48 to get to and from work 5 days a week. In the mornings the 48 is always late. Always, and it ranges from 2 - 20 minutes, most of the time being 6-8 minutes late.	11/17/2014 12:08 PM
1736	The 31 is critical for difficult E-W travel to/from the U District, and still will be after light rail comes!	11/17/2014 12:08 PM
1737	I would say for the most part they get me where I want to go. Getting to Harborview Hospital from the U district would be very difficult if not for the UW's Health Sciences Express buses.	11/17/2014 12:08 PM
1738	Yes	11/17/2014 12:08 PM
1739	I currently ride my bike most days, as it's the most reliable and quickest way to get to work. I occasionally ride the light rail to Westlake station, but catching a bus from there is a bit of a nightmare.	11/17/2014 12:08 PM
1740	More or less.	11/17/2014 12:07 PM
1741	Yes	11/17/2014 12:07 PM
1742	The 36 is always so crowded its standing room early on my work commute. Sometimes that bus passes me by on my way home from work.	11/17/2014 12:07 PM
1743	Yes. It takes time though.	11/17/2014 12:07 PM
1744	bus is convenient from work to home, less so from home to work since the bus stop shelter was torn down	11/17/2014 12:05 PM
1745	Most of the time.	11/17/2014 12:02 PM
1746	I don't use them because they don't work for me.	11/17/2014 11:40 AM
1747	Buses get me where I need to go, but are too slow, too unreliable and too jam-packed to get me to give up my car	11/17/2014 11:34 AM
1748	They get there but with too many transfers & time waiting for them. I have significantly cut my travel to certain services and stores because it's not worth the hassle of getting there and back. This wasn't such a problem a few years ago (3 years, I think).	11/17/2014 11:32 AM
1749	The transit options work, but the reliability has gone down in about the last year.	11/17/2014 11:26 AM
1750	They work pretty well.	11/17/2014 11:22 AM

1751	Mostly but busing from the Central District takes a very long time as buses visit all the hospitals. I would love some express options.	11/17/2014 11:20 AM
1752	They get me there, but VERY slowly. The lack of dedicated bus lanes means we're going just as slow as cars. I wish there was a way to get from Northgate to SandPoint easier.	11/17/2014 11:03 AM
1753	I often miss connections and have to wait if going anywhere other than the bus tunnel.	11/17/2014 10:46 AM
1754	They work fine (as long as the 8 to Central District isn't canceled). They usually get me where I need to go.	11/17/2014 10:19 AM
1755	I prefer to use the bus to get to work because parking my own vehicle is very expensive. However, the bus is becoming more unreliable, because of traffic and increased ridership, so it is becoming stressful to take the bus. Though I get where I want to go, I never know if I will be late or not. Getting the bus home is also becoming a stresser, because those buses are also unreliable and frequently late. Now that it is colder and darker when I get off of work I never know how long I will have to wait outside for a bus. For most errands I usually drive or walk, because it is more convenient and reliable.	11/17/2014 9:01 AM
1756	I use a vanpool now but I have to drive down Aurora a good bit to get to the pickup point. I would much rather catch a vanpool at Swamp Creek or thereabouts but have had no success finding a ride there. It would be great to have a direct commuter route from the Swamp Creek area to First Hill. I'm sure there would be plenty of takers. The different hospitals could publicize the availability of this. .	11/17/2014 8:33 AM
1757	Usually	11/17/2014 8:29 AM
1758	In terms of location, I am happy with the transit options available. Where I run into trouble is with the timing and frequency of certain runs, particularly in the early morning and on weekends.	11/17/2014 7:04 AM
1759	They work quite well, but the bus frequency could be better	11/16/2014 9:16 PM
1760	Mostly, yes. Snohomish County is currently not offering Sunday service, and I understand that they will next June. That would be great, for I sometimes DO need to travel to/from Whidbey on a Sunday. I think we've got a fairly decent transit system, which I use almost exclusively because it IS easier, quite decent and very reliable, with the exceptions all occurring during heavy commute hours	11/16/2014 8:59 PM
1761	I live downtown, near the convention place transit center, so it's pretty convenient for me to get most places using transit.	11/16/2014 7:53 PM
1762	as long as i drive to the northgate transit center, I CAN TAKE # 41 .. THIS IS MUCH FASTER THAN USING MY LOCAL BUS ROUTES #73,77,66 which provide intermittant service in order for me to reach my place of employment before 8am weekdays.	11/16/2014 7:06 PM
1763	yes	11/16/2014 4:13 PM
1764	I have good access to downtown via the 132. I have not-so-good connectivity to anywhere in South King County other than downtown Burien. The 132 is long overdue for connecting to TIBS, which provides a much faster connection to many more destinations, as well as to Burien via the frequent F Line.	11/16/2014 2:52 PM
1765	Pretty good.	11/16/2014 2:19 PM
1766	The ones I use work. But I limit my activities and my job options to transit options that work. There are so many other places I want to go that I can't/don't because there are no options or it literally takes 4 hours to do. I am currently looking for a new job and even though I live near a transit center, my options are really only downtown and Issaquah.	11/16/2014 11:12 AM
1767	Bus service to and from work is good and convenient.	11/16/2014 11:10 AM
1768	I wish the current Link went directly into the stadiums.	11/16/2014 10:34 AM
1769	Yes	11/16/2014 9:35 AM
1770	Yes! But, I worry that for low income folks, public transit in Seattle isn't comprehensive, affordable, or practical enough and I'd be happy to have taxes higher to help pay for that.	11/16/2014 8:11 AM
1771	Sometimes must take 2 buses which lengthens the time of travel from 30 minutes to sometimes 1 hour.	11/15/2014 11:02 PM
1772	traveling east on denny is difficult at night.	11/15/2014 5:37 PM
1773	Yes, but it until we have a First Hill streetcar it is too complicated to get from Capitol Hill to Pioneer Square.	11/15/2014 3:11 PM
1774	Yes, they mostly work well. I look forward to the Link connection from Roosevelt to the airport.	11/15/2014 2:16 PM

1775	Yes (most of my trips do not require transfers) It would be nice to have Seattle service run more frequently during evening hours and later at night.	11/15/2014 11:46 AM
1776	I can generally get where a I need to go. We don't drive our car to work, but rather rely on the bus and sometimes car2go/uber. We usually have to use car2go or uber if we get stuck at work past 6:30, since the express northbound buses (77, 73/72X) don't run after that. It is a painful and slow experience to try to get home on the "local" 73 or 72. Also, the #8 bus up Denny is often so slow, I walk instead of taking the bus. We really need a bus lane on Denny.	11/15/2014 11:08 AM
1777	Yes.	11/15/2014 10:24 AM
1778	I used to take bus and light rail to the airport but it is too slow.	11/15/2014 10:14 AM
1779	Great for getting me downtown (via 76) during peak hours. 80% of my days fit this pattern. For the other 20%, I can also take the 71/72/73 which get me where I need but they are more crowded and take a lot longer. On evenings and weekends, most of the time I can't get to the cross-town locations I would like to go to by bus -- or there isn't frequent enough service to make it feasible -- so I end up driving (though for close locations I am happy to walk or bike).	11/15/2014 8:48 AM
1780	Generally very good depending where I am going	11/15/2014 8:41 AM
1781	Yes	11/15/2014 8:33 AM
1782	They work well. Would be nice to make it easier to get from Lake Union/Fred Hutch area to Capitol Hill without going to central downtown first and picking up a connection going to Capitol Hill. The busses going from Capitol Hill Dearborn area on the weekends are very limited with the 9 not running on the weekends, but will hopefully improve when the streetcar goes online. Overall the transit system works well.	11/15/2014 7:42 AM
1783	Transit currently works with a transfer through downtown. I live on Mercer Island and I am a grad student at UW. I take the 550 from the MI park and ride to downtown and transfer to a 71/72/73. This is a really slow process and I miss the 205. Additionally, because the park and ride fills up by 7:30, I am forced to go in earlier than needed or I just drive in alone at times.	11/14/2014 11:08 PM
1784	They work relatively well, In the morning I catch an express bus from Kingsgate P&R (vicinity) to either Evergreen Point Freeway Station or the Montale Freeway Station depending on bus connections for a transfer to the UW Tower. On the commute home I catch a bus from the UW Tower to the Montale Freeway Station to catch an express bus to the Kingsgate P&R (vicinity)	11/14/2014 8:49 PM
1785	Works great for work commute and occasional commute to the eastside to visit friends.	11/14/2014 7:10 PM
1786	I wish there was more service to Tacoma such as udistrict express buses later into the evening and train service both later and on weekends. Other than that service is convenient for my destinations	11/14/2014 6:39 PM
1787	Yes, I use the bus for weekday commuter hours mostly, and the bus is very fast once I get on. It is a little bit of a long walk from my house but that is fine, the worst thing is when the bus is full and doesn't pick me up. I don't mind if the bus is crowded as long as it lets me on, although as I mentioned my trip is pretty short I don't find the bus to be convenient enough for one-off weekend or weeknight trips, maybe j just because i don't know all the routes well enough, and I don't want to be waiting at stops and walking around a lot at nighttime.	11/14/2014 5:59 PM
1788	The weakest option right now is Metro bus; it simply does not serve the areas I most frequently travel well. Routes are either too distant for convenient use or too infrequent. Biking, walking are great for immediate neighborhood; car2go and my own car cover a lot of the rest.	11/14/2014 5:11 PM
1789	over crowded and frequently late because of over crowding. Also, traffic congestion	11/14/2014 5:04 PM
1790	The newer route from NE to Seattle Center are terrible! Takes so much longer and is too infrequent. We sometimes drive west and park near a friend's to take the D. Alas we sometimes drive now too. It is so confusing with the 65, 75, 31, 32 all mixed up. Downtown and U district are pretty easy by bus. But I never think about going anywhere else by bus. Greenlake, Leschi. I would take bus if more convenient.	11/14/2014 4:31 PM
1791	Yes, I take the bus everyday to and from work. Except for at night, the only option is to take a taxi to get home after drinking.	11/14/2014 4:10 PM
1792	Often overcrowded going from Ballard to Downtown	11/14/2014 3:50 PM
1793	Yes, I work and live very close to everything though, so it's not a problem for me to around within that area (Downtown and Capitol Hill). It's almost impossible to get to my Dad's house in Woodinville by bus.	11/14/2014 2:59 PM
1794	Bellevue to UW takes a long time	11/14/2014 2:24 PM

1795	Work great!	11/14/2014 12:25 PM
1796	Frustrating that there are limited options to get to the Central District, and that there is no direct service from the south end to Capitol Hill on weekends	11/14/2014 11:46 AM
1797	For the most part.	11/14/2014 11:25 AM
1798	Mostly they do, but sometimes they require a lot of walking or hill-climbing, and my disability makes that difficult.	11/14/2014 11:15 AM
1799	pretty much.	11/14/2014 11:11 AM
1800	Poorly. Bus service in my part of the city is infrequent enough that I can only get a few places conveniently, and even then only if I plan carefully. Transfers would be fine if the timing worked out, but I ALWAYS end up waiting forever for a transfer. I'd often prefer to ride transit over dealing with traffic myself, but taking the bus outside my neighborhood often takes 2-3 times longer. Right this minute, Google Maps says a drive to the airport would take 27 minutes, but the fastest transit option is 1 hour 47 minutes. In a case like that, transit could be free and I still wouldn't use it.	11/14/2014 11:03 AM
1801	I get to Seattle from Redmond fine but have to walk from Yale street or downtown to my home at the end of Summit Ave E. It would be nice if you can't reinstate the route 47 that there was a park and ride close to that area.	11/14/2014 11:02 AM
1802	Only to the UW and downtown. Fremont is difficult from Ravenna (I turned down a dream job there because I couldn't count on arriving by bus on time) and Greenwood is ridiculous.	11/14/2014 10:57 AM
1803	They do. I miss the loss of the 243 route so I can get to downtown Bellevue, but I can still get there.	11/14/2014 10:56 AM
1804	Service cuts to the 30/74 have greatly impacted my transit options, particularly at night.	11/14/2014 10:55 AM
1805	They do, but service is often limited so I have to plan accordingly. Often due to the limited service options during certain hours of the day I'm forced to drive to work so I can be on my own schedule.	11/14/2014 10:49 AM
1806	yes, but difficulty getting home.	11/14/2014 10:49 AM
1807	Yes, but the Pike/Pine corridor is terribly underserved during peak hours. For an area with so many people and so many transit riders, this makes no sense!	11/14/2014 10:44 AM
1808	They get me there, but transferring is problematic. Buses are not scheduled to connect with other routes (esp 27 & 14 with the 48).	11/14/2014 9:43 AM
1809	They do, however, I need to add time to my commute as often times the return trips between 3:00 and 4:00 are none existant on some of the routes or there are no routes after peak hours.	11/14/2014 9:37 AM
1810	Yes	11/14/2014 9:29 AM
1811	Yes.	11/14/2014 9:10 AM
1812	Northeast Seattle is hit or miss. There are good options for getting downtown, but currently no good way to get to Montlake (for busses to the eastside on 520) or Husky Stadium (for the eventual light rail)	11/14/2014 9:08 AM
1813	Yes, but I wish they didn't get stuck in traffic all of the time. Its really frustrating--especially in downtown Seattle. Sometimes it takes 45 minutes to get from 2nd and University to the 99 on ramp past Denny Ave.	11/14/2014 7:50 AM
1814	Most times yes, but surface roads are slow, traffic on freeways is stop & go where there aren't H. O. V. lanes and often have to wait long long times especially in winter & on weekends	11/14/2014 7:36 AM
1815	Yes	11/14/2014 7:03 AM
1816	not anymore. Taking away the 47 added 20m to my commute	11/14/2014 2:36 AM
1817	Time is the limiting factor with all of my transit trips - If I travel at off peak times, it is more timely and convenient for me to drive my personal vehicle as opposed to wait for an infrequent bus.	11/14/2014 12:32 AM
1818	So-so. Buses are unreliable.	11/13/2014 11:50 PM
1819	I only ever take it downtown or to the airport. Yes.	11/13/2014 11:03 PM
1820	Travelling to the airport is not so good -- the Link light rail doe snot yet go far enough (it will shortly)	11/13/2014 10:57 PM
1821	I wish there were a direct route from the Tukwila park and ride to the University of Washington.	11/13/2014 10:05 PM
1822	Currently I transfer from 71 to 271 to get from NE Seattle to Bellevue each day for employment. As it stands, it works very well, take approx 1 hour total to commute from Wedgwood to Bellevue	11/13/2014 7:16 PM

1823	Why is building the light rail SO slow? Why will it take 9 MORE years to get it to the Eastside?	11/13/2014 6:44 PM
1824	Capitol Hill to Ballard or Fremont is difficult. And the 8 is unusable during evening rush hour.	11/13/2014 6:20 PM
1825	They do.	11/13/2014 5:58 PM
1826	Yes	11/13/2014 5:58 PM
1827	Mostly, yes!	11/13/2014 5:54 PM
1828	For the most part, yes.	11/13/2014 5:41 PM
1829	Yes, the routes are great however there should be attention given to the timing of the 30 and the 74x. I believe that you would see more riders on the 30 if it were spaced farther from the 74x. Most times it is only a minute behind or literally behind the 74x on its route. The 30 is a great option during non-peak hours to get to and from the U-district and Sand Point.	11/13/2014 4:54 PM
1830	Partially - Yes if I need to get downtown, Capitol Hill, Fremont or Ballard from the U-District(My main destinations) But buses are often late, even during non-peak hours. I often put off traveling during peak hours because so many of the buses coming to/from University District are packed, uncomfortable, late, etc.	11/13/2014 4:23 PM
1831	Frequency of service during off-peak hours tends to be my barrier	11/13/2014 3:58 PM
1832	Yes, but the ride could be faster and less busy with commuters especially on the way back home.	11/13/2014 3:36 PM
1833	Eventually	11/13/2014 3:31 PM
1834	Usually within a few blocks.	11/13/2014 3:25 PM
1835	takes too long, not often enough	11/13/2014 3:24 PM
1836	Sometimes	11/13/2014 3:15 PM
1837	I mostly use the bus to go to work in Lynnwood from UW (taking 512). Sometimes, I go to Bellevue after work, but the 535 is limited (only goes until a certain hour), and not that frequent. I would like to go to Northgate mall, but there is no good bus route to there.	11/13/2014 3:07 PM
1838	Yes, but the wait on many lines is too long during evenings and weekends. The lack of an Express light rail is significant when going to the airport - it's much slower than the bus used to be!	11/13/2014 2:55 PM
1839	I mainly use 2 routes to and from Lake City where I live and UW Medical Center where I work. They work pretty well for the most part; definitely get me where I want to go.	11/13/2014 2:39 PM
1840	They do, but often very slowly and way overcrowded.	11/13/2014 2:39 PM
1841	I keep trying to use public transit and bike paths but eventually fall back to driving. Buses are to irregular and slow in non peak hours. Biking is fantastic if origin and destination are on a bike path but I usually have to ride on the street for a long duration and I give up when I realize I am risking my life. I can always get to where I need to go using transit, but when it adds a half hour or hour to my commute, I simply have to choose to drive.	11/13/2014 2:29 PM
1842	Yes, most of the time.	11/13/2014 2:24 PM
1843	I can get where I'm going 'cause I am long familiar. I appreciate enhancements like Trip Planner and One Bus Away, and the printed city routes map. I dunno 'bout users less familiar.	11/13/2014 2:13 PM
1844	Great	11/13/2014 2:09 PM
1845	Generally, yes.	11/13/2014 1:52 PM
1846	Mostly.	11/13/2014 1:41 PM
1847	The bus takes longer than driving. I want rail expansion.	11/13/2014 1:41 PM
1848	Link is great for going to the airport, but it's hard to get to from cap hill. Buses are slow, unreliable schedules, and subject to traffic. We need a proper subway system like real cities...	11/13/2014 1:26 PM
1849	UW yes, Magnolia/Ballard/Greenwood is inconvenient and long from cap hill. Seattle center is slow and unpredictable because of Denny and the 8	11/13/2014 1:18 PM
1850	the 8 drives me crazy, first all the construction on Mercer messed up Denny Way for months, I often take the 10 or 43 to downtown and then grab a bus on third to belltown. the 8 needs more frequent service - often too full, and passes me by	11/13/2014 1:16 PM

1851	They work very poorly, so I almost never ride the bus. It often takes 2 or 3 buses, with waits in between. I am not willing to spend 90 minutes getting somewhere I can drive to in 15.	11/13/2014 1:13 PM
1852	Currently they work quite well, but that has a lot to do with the fact that I can walk to work in 35 minutes and live on a well served route (36, 60). Because that is not likely to be the case next year, I fear that my vote to increase metro funding in Seattle was perhaps not the best decision on my part. I will likely have to move quite far away, and that will necessitate the purchase of a car, so I will soon be part of the problem, though I really tried to be part of the solution.	11/13/2014 1:08 PM
1853	Mostly bike, bus or lightrail when the weather's bad	11/13/2014 1:02 PM
1854	They are ok. Getting rid of the 47 was really awful for me. It's also not very convenient to get to the lightrail anymore. Even with the capitol hill stop, from the north on summit area, it's a 12 minute walk to get to there, which isn't feasible with a suitcase and no great bus option.	11/13/2014 12:56 PM
1855	The options are limited, but they do work, as long as I can walk 5-6 blocks and don't mind standing on most of my buses. However, I am pregnant, which makes standing on buses very annoying. Between nausea and loss of balance, standing-room-only buses are very frustrating and challenging. Buses also do not run very late from the U district to the North East (311, 257), so I cannot change my work hours to accommodate the needs of my office.	11/13/2014 12:39 PM
1856	driving by myself works for me I pay for gas parking and wear and tear on my car but i can come and go as I please.	11/13/2014 12:33 PM
1857	They work fine. I did not see Bus Route 36, please don't take that route away!	11/13/2014 12:29 PM
1858	North U district to Seattle Center is an awful commute needing a transfer. Also the 48 and 70s are too infrequent and unreliable.	11/13/2014 12:18 PM
1859	I usually bike or drive because the bus takes too long from U District to Balalrd	11/13/2014 12:04 PM
1860	Yes, but have to walk quite a ways.	11/13/2014 11:53 AM
1861	Generally I get where I need to go during the work week. I usually have to take two buses and transiting to second bus. I'll increase using Link once it gets to the University. But I will still need to take a bus to get to and from the University. So that means making a transfer.	11/13/2014 11:16 AM
1862	Eventually -- since you've cut the #79 it now takes me close to an hour to get to work in the morning and 1.5 hours to get home Especially egregious given I live less than 7 miles from where I work	11/13/2014 11:08 AM
1863	They mainly work well. I sometimes have trouble with the ferry system times working with the Metro bus times.	11/13/2014 10:55 AM
1864	ok - just not quickly - I always have a book to read	11/13/2014 10:42 AM
1865	They tend to work. I used to use Metro trip planner all the time, and still do so for new destinations, but often rely on One Bus Away these days to judge which bus to take or know how long I'll wait.	11/13/2014 10:24 AM
1866	Yes	11/13/2014 10:14 AM
1867	They are ok, but only because I live and work very close to transit.	11/13/2014 10:12 AM
1868	They do. Options from Green Lake to Redmond are perfect.	11/13/2014 9:49 AM
1869	I bike and it works well. The Burke can get busy and 8th is a little close with the cars.	11/13/2014 9:49 AM
1870	Mostly, but direct service to downtown has been canceled over weekends and mid-day during week (peak only).	11/13/2014 9:46 AM
1871	Yes, they currently work well for me for my daily commute. Opening up Capitol Hill and University Link will add more options to my existing commute options (i.e. bike to University & ride to Cap Hill/Down Town).	11/13/2014 9:35 AM
1872	They work OK. But there's a lot of walking to get to stops.	11/13/2014 9:18 AM
1873	Reasonably well.	11/13/2014 9:13 AM
1874	Generally, yes. I'm lucky to be able to walk long distances, so this isn't an issue for me with using transit to get around.	11/13/2014 9:05 AM
1875	I take the 71X, 72X, 73X from my apartment in Chinatown to Campus Parkway. I do this every single day. Even when the UW Stadium station opens, I will still value having an express bus from Chinatown/International District Station to Campus Parkway. As a student, having the late-night buses is also important for my demanding schedule.	11/13/2014 9:02 AM

1876	I usually have to take several busses to get where I want to go. Direct routes don't seem to exist like they used to.	11/13/2014 8:34 AM
1877	close enough	11/13/2014 8:34 AM
1878	Yes, nearly all the time	11/13/2014 8:33 AM
1879	The buses take too long, especially with increasingly bad traffic. There's one main reason to NOT take a bus: lack of parking at your destination.	11/13/2014 8:31 AM
1880	Yes, the transit gets me where I needs to go.	11/13/2014 8:25 AM
1881	Getting downtown is easy An east-west route on 65th would be good	11/13/2014 8:21 AM
1882	Since moving to capitol hill, services have been fantastic! I love that I can go places on Sundays and stay out after 7pm during the week. After gibing up my car and while still living in Lynnwood, it was terrible. I work in Kirkland and the evening commute could take 2+ hours if there was rain or traffic. I've been able to get everywhere I want to go from Seattle.	11/13/2014 8:03 AM
1883	Having to transfer buses at Westlake is horrible. I can take any of the 71, 72 73, or 76 northbound, but I typically have to wait 20 minutes at rush hour for ANY of these to come through. Once one does come, about half the time it is too full for me or 90% of the people waiting to get on. The lack of wi-fi, cell service, or any indication of when buses are coming in the transit tunnels is impractical and unsafe. It is also not family friendly as those who need to pick up children have inadequate information to determine whether they should take their chances in the bus tunnel, or take an alternative surface route. I leave work in Queen Anne at 4:30pm and I typically arrive home in Roosevelt at 5:45pm, which is extraordinarily long for a 7mile commute, especially given that I live at 65th and 15th which supposedly is on many bus lines (doesn't matter how many lines it's on if the buses come so infrequently and unreliably).	11/13/2014 7:41 AM
1884	I live on the 30/74 route which comes too infrequently to make it a get-up-and-go service to anywhere. However, once I reach the U-District, services to most everywhere blossom. I'm hoping that, with inauguration of the light rail to the U-District, a frequent, regular jitney circle route service serving the lower Ravenna Park and U-Village areas will connect us to the light rail on an extended hour basis.	11/13/2014 2:07 AM
1885	They don't work for me right now. I would have to take 3 different buses to get to where I need to go.	11/13/2014 12:23 AM
1886	Bus works OK. Gets me where I want to go most of the time, but often the time it takes to do that is so great I'll find another option (Uber or car2go, usually).	11/12/2014 10:28 PM
1887	They work great!	11/12/2014 10:17 PM
1888	Yes! I plan my trips around taking the bus and it is generally easy to do. I don't own a car, so this may influence my opinion.	11/12/2014 10:11 PM
1889	In general there is a transit option to get to most places I want to go.	11/12/2014 10:05 PM
1890	They work well enough for me.	11/12/2014 10:02 PM
1891	They generally work well although the busses can be crowded. I am usually able to catch a bus nearby and take it to near my destination.	11/12/2014 9:47 PM
1892	Despite traffic disrupting Metro time schedules and connections, only sometimes, Metro is reliable.	11/12/2014 9:35 PM
1893	The get me where I need to go but tend to be heavily overcrowded during rush hour.	11/12/2014 9:33 PM
1894	They are pretty good for the most part.	11/12/2014 9:18 PM
1895	Bike is always most efficient. Bus only works to/from particular destinations, usually along north/south lines (cap hill to u district, but not Madrona to greenlake, for instance). Mostly I use car2go if I can't bike.	11/12/2014 9:15 PM
1896	I drive to work downtown because my hours vary, and late evening buses are scarce or I go to a yoga class in Fremont before work, so the bus doesn't work. We'd love to do light rail transit to and from Safeco Field for Mariners games, but that option is not currently available. Ditto attending the opera at Seattle Center or the symphony at Benaroya Hall. Or getting to the airport. Currently I have parking downtown so I can park there and take light rail to the airport, but when I retire in the next couple of years, I won't have parking downtown.	11/12/2014 8:52 PM
1897	Yes	11/12/2014 8:43 PM
1898	Yes, right now it brings me where I need to go	11/12/2014 7:55 PM
1899	Yes, for the most part. My biggest frustration is the slowness of buses during rush hour.	11/12/2014 5:58 PM

1900	I use the 8 most frequently. It is always late, slow and packed.	11/12/2014 5:47 PM
1901	Good. Please don't change. Only problem is getting to/from the airport for very early flights and/or late arrivals. Would be nice if it ran earlier and later.	11/12/2014 5:46 PM
1902	I drive on the ferry to get to work. Transit options useful on weekends, holidays or vacation when going downtown.	11/12/2014 5:29 PM
1903	Transit options thus far are mediocre because of the long waits and unreliable bus schedules. Transit does get me where I want to go	11/12/2014 5:16 PM
1904	yes. I wish the 372 operated on the weekends, that is my most commonly used route for a variety of reasons	11/12/2014 5:06 PM
1905	For the most part	11/12/2014 4:39 PM
1906	Current connections get me where I want to go, but would choose more often to take transit to Capitol Hill, First Hill, and Sea Tac Airport if I could transfer at Husky Stadium instead of downtown Seattle.	11/12/2014 4:35 PM
1907	I use light rail and streetcar. They work well with two exceptions - when the streetcar gets blocked by something being stuck on its tracks, and the exceedingly heavy traffic the streetcar hits on fairview, going towards westlake. The streetcar moves so slowly in the afternoon on fairview that walking is faster. So no, that doesn't work well. Streetcars would work better with their own right-of-way.	11/12/2014 4:35 PM
1908	I would love to take the light rail more often but they currently don't go to the places I frequent in Ballard, West Seattle, Bellevue and Northgate. I have no issues with bus service but would rather take the faster and more frequent light rail when it becomes available.	11/12/2014 4:33 PM
1909	Yes, First Hill Express is key for all of us working up here and coming from the south end.	11/12/2014 4:25 PM
1910	Pretty well; I do get where I want to go, but it's all a matter of timing. If I want to get to Capitol Hill from Ballard I have to take two buses - so I do if I have no time constraints, or I use Car2Go if I'm in a hurry.	11/12/2014 4:23 PM
1911	A few of the places. They get me to UW Seattle Campus, to the Ferry Terminal, but not really anywhere else in a timely manner. I would use public transportation much more if it was more readily accessible, ran more often and took less time to get to my destinations.	11/12/2014 4:09 PM
1912	Downtown and Campus are fine. East-west not so good. No direct bus from wedgwood or ravenna goes to Husky stadium.	11/12/2014 4:08 PM
1913	yes	11/12/2014 4:00 PM
1914	Yes, they work well.	11/12/2014 3:52 PM
1915	yes but it takes a long time. some bus comes at the stop earlier and have to wait the for the next 20-30 minutes.	11/12/2014 3:46 PM
1916	yes	11/12/2014 3:37 PM
1917	ok, but always late, and would be great to have more options not during peak hours.	11/12/2014 3:36 PM
1918	Most of the time.	11/12/2014 3:27 PM
1919	They almost always work for me. The only problem is that when you live in the CD, you almost always have to go downtown before you can go to Bellevue. This means from the CD to Lincoln Square takes over an hour.	11/12/2014 3:23 PM
1920	My most used routes are the 1/14 (one turns into the other, depending on my commute direction) and the 8. None of these routes come often enough. The 8 is particularly bad - very long gaps between arrivals, and the bus is rarely even close to being on schedule. I have waited 40+ minutes for an 8 bus on several occasions, but there is no other route that connects Capitol Hill to the Jackson & 23rd area.	11/12/2014 3:18 PM
1921	I can generally get where I need to go in an acceptable amount of time as long as all the bus lines run on 10-15 min. intervals. Buses that run on 20+ min. intervals are generally overcrowded and too difficult to time for transfers. I do occasionally have to travel between different sites for work; if I had to do that frequently, transit wouldn't be a viable option due to travel times. Transit within a given quadrant of the city is generally workable. Trying to get north of the ship canal from south of downtown, or trying to get south of the ship canal from north of downtown is unworkable on a daily basis. It's also been my experience that bus travel times are very unreliable in the core neighborhoods of Downtown, Queen Anne, Capitol Hill, Ballard, Wallingford, Greenwood, and the U-District due to surface traffic	11/12/2014 3:12 PM
1922	They work fine and get me where I need but they are always, every day, every time, either direction, about 8-12 minutes late and One Bus Away does not always reflect that. It would be more convenient to have a faster service with less stops straight from downtown, through Capitol Hill and up to University Village.	11/12/2014 3:10 PM

1923	Yes, quite convenient for commuting to work and accessing entertainment options.	11/12/2014 3:07 PM
1924	no.	11/12/2014 2:56 PM
1925	They don't. I drive downtown because it would take me two buses and too long to get there.	11/12/2014 2:56 PM
1926	Yes.	11/12/2014 2:55 PM
1927	The bus/light link rail works very well. I get where I want to go!	11/12/2014 2:54 PM
1928	Journeys that aren't to/from downtown are often a lot more complicated than I'd like.	11/12/2014 2:53 PM
1929	The number 28 (Laurelhurst) not running on weekends is problematic for me.	11/12/2014 2:52 PM
1930	Yes	11/12/2014 2:48 PM
1931	They get me from point A to point B, in a slow manner but I usually get there.	11/12/2014 2:34 PM
1932	Work very well	11/12/2014 2:34 PM
1933	yes, although some could be better.	11/12/2014 2:09 PM
1934	I live downtown and getting around is really easy.	11/12/2014 1:42 PM
1935	Somewhat - need greater access to light rail stations from transit centers	11/12/2014 1:38 PM
1936	Good	11/12/2014 1:26 PM
1937	Yes, although busing can take too long during peak hours.	11/12/2014 1:25 PM
1938	Yes. Right now I'm able to stay on one bus from my house to work (75 -> 31).	11/12/2014 1:19 PM
1939	Too slow to go from Madrona to Fremont with transfer downtown or near University of Washington	11/12/2014 1:17 PM
1940	bus service to cap hill is tricky - particularly coming home in the evening. Would love a more reliable option.	11/12/2014 1:12 PM
1941	I REALLY miss the 306 bus - deleting it was a major error based on faulty ridership "data." This has caused a significant deterioration of the service on the 309, 312, and 522 buses - which badly needs to be addressed. This specifically impacts Seattle city residents most of all.	11/12/2014 1:07 PM
1942	Pretty much, for myself personally.	11/12/2014 1:02 PM
1943	I LOVE LINK!!! currently I use it to go downtown and to the airport primarily. I also use it to go attend games in SODO. I wish it went more places. I like it's going to Cap Hill and the U dist. It should also go to Southcenter, Northgate, West Seattle, Ballard/Wallingford/Fremont etc.	11/12/2014 12:58 PM
1944	Metro, light rail They are good and inexpensive But they do not cover all the areas.	11/12/2014 12:40 PM
1945	Yes I do.	11/12/2014 12:39 PM
1946	Metro bus. Yes.	11/12/2014 12:39 PM
1947	Sometimes. The bus line closest to me shut down and it's a pain getting to places other than downtown or U district	11/12/2014 12:37 PM
1948	Mostly. Sometimes with a huge time expense.	11/12/2014 12:36 PM
1949	They take too long to get to the Eastside or get stuck in traffic in the city, specially the 8.	11/12/2014 12:36 PM
1950	mostly. I drive for destinations that are too far to walk. I'd like to more easily reach Seattle Center by transit (other than bus), and Gasworks Park area....the Waterfront	11/12/2014 12:28 PM
1951	Yes	11/12/2014 12:26 PM
1952	Right now, I usually walk 35/40 minutes to work, and then again going home. It is more reliable than catching the 8 and transferring to another bus to get to work. I will sometimes take the 8 going home to avoid an uphill climb, but the 8 is always overcrowded, and usually late due to traffic. I don't feel safe riding the bus when it is overcrowded. Otherwise, taking the bus or train is an OK option, as long as it's not during rush hour. It usually takes a very long time to get anywhere.	11/12/2014 12:24 PM
1953	Yes, but the buses never come on time..especially the 14.	11/12/2014 12:11 PM

1954	Not close enough. Nothing goes directly from Capitol Hill to the International District which is my daily commute to work.	11/12/2014 12:05 PM
1955	Can't get to outlying theatres safely or expeditiously. Ballard works splendidly, please always keep the #44. Fremont to Cap Hill direct would be nice. I like Fremont but generally don't go because it is awkward. Same with Queen Anne. (Would open up nighttime venues for me.) I would love to be able to bus to Ikea. I never go because I can't. Also can't seem access very easily the area where they have all the bigbox electronic shops down near South Center or what, for my computer needs. Glad for the Office Max on Cap Hill at least, but it's not enough. Downtown and U District from cap hill rocks.	11/12/2014 11:57 AM
1956	They are reasonable. They do get me where i want to go but the lack of flexibility in bus schedules getting to and from Seatac-Kent can be frustrating sometimes.	11/12/2014 11:55 AM
1957	For day-to-day activities like my daily commute, Metro works well enough. I ride the 43 or 48 between Capitol Hill and the University District, so there are lots of buses and fairly frequent service. For things like running errands on weekends, riding Metro would take 2-3 times as long as driving, especially when I'm going to multiple locations, places that require transferring, or places where buses only run once or twice an hour. In these cases, I use Zipcar to save time. Likewise, for trips between Capitol Hill and West Seattle, how long the trip will take is so unpredictable that I often drive. I've had that trip take 45 minutes and I've had it take 90 minutes, with both made in similar traffic conditions. Finally, for late-night trips, I often take a taxi. There have been too many times when a nice night out was soured by waiting at a stop or riding on a bus where other riders made me feel uncomfortable and concerned for my personal safety.	11/12/2014 11:53 AM
1958	it works fine.	11/12/2014 11:49 AM
1959	The bus routes from First Hill to the north end are not direct enough in the afternoon, between 2 and 6. It can take over 2 hours to get home.	11/12/2014 11:45 AM
1960	Usually. Most buses are late and very crowded. (The only exception to this is the 1 which is always on time and has reasonable crowding! Woo!) It is very slow and awkward to get from the south end of Seattle to Capitol Hill. The best route usually involves a 15-20 minute walk (why!?) Half the time when I attempt to take the 10 or 43 up, I abandon and walk due to over crowding (after waiting an extra 15 minutes because the bus is late).	11/12/2014 11:38 AM
1961	No, I end up driving from home (Laurelhurst neighborhood) to Wedgewood neighborhood to catch an express bus. Or often, I get driven to campus to catch a bus downtown	11/12/2014 11:35 AM
1962	The Sounder Train and route 211 was a fantastic route for me. But now there is not enough parking at Kent Station to accommodate ridership and route 211 was cancelled. So now I need to take a bus then walk to another bus, which isnt convenient. Yes they get me there, efficiently - no.	11/12/2014 11:32 AM
1963	Yes	11/12/2014 11:26 AM
1964	generally, but the options to downtown directly from Wedgewood are not as plentiful, or as frequent as when I lived in the Central Area	11/12/2014 11:22 AM
1965	Yes, they get me where I want to go, but the hours are limited. Also they take a long time and I hate waiting for transfers in the cold or rainy weather!!!	11/12/2014 11:16 AM
1966	Yes, the routes I take from Lake City to downtown are helpful. Since they go on the express lanes, they are usually able to avoid the worst of the commute traffic.	11/12/2014 11:13 AM
1967	YES	11/12/2014 11:13 AM
1968	I don't use them very often.	11/12/2014 11:01 AM
1969	Most of the time, yes.	11/12/2014 10:52 AM
1970	Yes, but would like more direct buses from Kingsgate Park&Ride to UW. The 255 takes too long.	11/12/2014 10:46 AM
1971	Tend to be over crowded at peak times.	11/12/2014 10:32 AM
1972	Usually.	11/12/2014 10:24 AM
1973	I get where I need to be.	11/12/2014 10:16 AM
1974	I get to where I want to go, however, some routes are unreliable.	11/12/2014 10:12 AM

1975	For the most part, yes. I live in the Central District and do not own a car, but can get most places I need to go. Usually I need to walk about half an hour if I am going directly north, like into Capitol Hill, because there isn't really a bus that goes that way. I also go to Tacoma often via bus. I have also needed to borrow a car when going to a particularly residential area of Rainier Beach. Sometimes, especially on weekends, I find that buses have stopped running and I need to walk back or take an uber. I do wish buses ran later into the night, especially on weekends, for safety reasons.	11/12/2014 9:47 AM
1976	Buses late going into downtown from Ballard, I blame this on Supervisors who just don't do the job they out there for or using the blind eye method ?	11/12/2014 9:46 AM
1977	Generally yes. But, in the afternoon, Route 32 runs late almost every day. This is my only option. Runs 1 bus every 1 half hour.	11/12/2014 9:38 AM
1978	Destination yes, frequency no.	11/12/2014 9:37 AM
1979	Great! I wish there was a more direct bus from Redmond transit center to Renton transit center	11/12/2014 9:11 AM
1980	I want metro to be better because then I'd use it more. Right now, many parts of town are very inconvenient to go to.	11/12/2014 8:51 AM
1981	YES	11/12/2014 8:48 AM
1982	There are not enough busses. It's easy to get from my home to downtown, difficult to get to neighborhoods that are close but to the west (Fremont, Ballard, ect)	11/12/2014 8:47 AM
1983	They sure do, unless the bus driver takes the wrong turn and misses my stop, then they do on the next go round.	11/12/2014 8:41 AM
1984	Most of the time I am very happy with the service of Metro and Sound Transit, Once in a while I find a destination I can not get too because the bus/ link don't go there (such as the Terminal Building at King County Airport).	11/12/2014 8:33 AM
1985	They work ok, but it seems like all the buses to the top of Capitol Hill depart from the bottom at the same time.	11/12/2014 8:32 AM
1986	Route 10 to SCCC, Airport [light rail], Anywhere on Aurora - these all work well 48 to 520 & U District, UofW Campus 8 to Seattle Center or south is a good route but NEVER seems to run on time Want to go but can't: Fremont & Ballard! It is a really tough cross-town drive and a pain on the bus. It would be really nice to go out at night in those neighborhoods. Also, there are a lot of music classes & other cultural events there. Also, Chinatown - I have no idea how to get there on the bus but love to visit new stores, museum	11/12/2014 8:17 AM
1987	The Rapid Ride C Line and/or 55 get me from home to work and back again. The Rapid Ride C line is always standing room only my the last stop in West Seattle.	11/12/2014 7:55 AM
1988	Problem: I am a Running Start Student at Seattle Central College. Everyday I ride bus #9 to Seattle Central and back home (I live on the corner of 50th Ave S and Genesee). The #50 metro bus comes infrequently and the #9 metro bus every 10-15 minutes. It is not timed correctly for me to ride the #50 to then connect with the #9 without a long wait. The #9 bus shelter is no longer lit during the dark months. Why?? The large parking lot adjacent to the #9 bus shelter has lots of light poles, however, they are never on. This presents a safety hazard at the shelter on the east side of Rainier Ave S, at the corner of Genesee (bus shelter)	11/12/2014 7:46 AM
1989	I do OK. Light rail will be a big help.	11/12/2014 7:42 AM
1990	I live in Columbia City and work downtown. The light rail is great for this, However, getting from Cap Hill to Columbia City can take some time. Some options involve more than one bus or walking several blocks to get a bus. And transit further north and back to Columbia City is worse. Light rail keeps on schedule and is reliable. However, anytime I take the bus #8 (up to Cap Hill or beyond) there are significant delays no matter what time of day, although mostly around rush hour. Same for #9 express.	11/12/2014 7:31 AM
1991	yes because I drive myself	11/12/2014 7:01 AM
1992	Mostly.	11/12/2014 3:49 AM
1993	I used the 5 to go up to Shoreline college for a quarter- that was great. They do go where I want to go. Having previously lived in Washington D.C. and Portland, OR I really miss the subway and light rail. They are more frequent, predictable, more comfortable, and are not affected by traffic.	11/12/2014 2:08 AM
1994	no really, sometime i need to find a car2go	11/12/2014 1:18 AM
1995	They work fine.	11/12/2014 1:11 AM
1996	yes, most of the time, apart from several chances when they were rerouted or late with vague information shown.	11/12/2014 1:07 AM

1997	Okay, but it is often much faster and cheaper to drive to many places, would like to see express buses that do more than just go downtown	11/12/2014 12:13 AM
1998	It is frustrating that so few buses connect with ferry terminal, and that none of them link to ferry arrival times. Late at night walking to the ferry terminal from streets such as 1st Avenue/Pine is very unsafe. A bus that stops right near ferry terminal would solve this problem.	11/12/2014 12:12 AM
1999	The 545 gets me to downtown Seattle very easily. I wish there was better transit in south king county. I have a lot of friends there- but the sound transit bus that goes from over lake to Kent only runs on weekdays. It's a nightmare to bus to south king county most of the time.	11/12/2014 12:09 AM
2000	Yes and no. Easy to get downtown. Hard to get anywhere else. I love taking the bus to issaquah and bellevue tho, is much faster and a pleasant ride. Just hard to get to the stops!	11/12/2014 12:02 AM
2001	I can go pretty much everywhere but have to take at least 2-3 buses to get there	11/11/2014 11:59 PM
2002	Most of the time, yes. I hate Car2Go, though. I like taking the bus most of the time, and taking the link train to the airport is super easy and I love it.	11/11/2014 11:54 PM
2003	Yes	11/11/2014 11:44 PM
2004	Yes, but not close enough to my house to take it during dark hours.	11/11/2014 11:25 PM
2005	Not always, because it requires a transfer. I want to take one bus, and please note I am willing to walk up to 3/4 of a mile but still doesn't get me close enough	11/11/2014 11:01 PM
2006	No, generally I need to walk 8-10 blocks total to/from the bus. The #8 is particularly difficult to use when I have less than 60 minutes to commute to the office. I often have time to walk 2 miles, and I still beat the bus.	11/11/2014 10:18 PM
2007	Slowly with traffic and crowding delays. Always a transfer. Not enough late hour buses to get home.	11/11/2014 9:38 PM
2008	It takes forever to travel east and west around the city	11/11/2014 9:30 PM
2009	They use to work better before you killed the MT243 (single ride commute morning and evening). NOT HAPPY ABOUT THAT! That said, I'm making combinations of MT routes 65, 72, 75, 372 and 271 work depending on what's available when. They get me where I want to go ... and provide somewhat increased choice of when I travel ... but they take longer, require transfers and are often VERY crowded. Oh, and the 271 from Bellevue to the U district can be hella slow (crawling) along 84th Ave NE to reach SR520 in the late afternoon/early evening commute. UGH.	11/11/2014 9:14 PM
2010	mediocre service coverage and frequency	11/11/2014 9:11 PM
2011	I used to be able to take a 75 and it turned into a 330 bus to Shoreline Community College. I no longer have a convenient option to get from Magnuson Park area to Shoreline City Hall for work. I can get downtown and to the U District easily. I cannot easily get to Seatac on public transportation; I get friends to drive me to Light Rail to get there.	11/11/2014 9:08 PM
2012	The 64 works great, goes straight downtown. But needs to be more frequent. The 71 and 76 are OK but it takes way too long. Too many turns in sparsely used stops East of 35th Ave NE. It feels very roundabout and milk-run. People could just walk to either 35th, 75th, or Sand Point Way if routes went along there for short runs to a main line. Then if the transit was frequent and reliable, then we could use transfers as well.	11/11/2014 8:45 PM
2013	great for work, wish there were more option during off-peak hours	11/11/2014 8:16 PM
2014	Works ok. They do get me where i want to go - would prefer less transfers or more direct/faster routes.	11/11/2014 8:12 PM
2015	Fairly well. 8's Denny Way gridlock is bad--need to fix this! Another cross-town route between the 8 and the 44 is needed. Make it work. Be bold.	11/11/2014 8:03 PM
2016	Yes want more service	11/11/2014 7:51 PM
2017	Yes, however i would like transfers to be smoother. would like a bus to go down Montlake.	11/11/2014 7:47 PM
2018	Yes the 550 is great, especially since its an express bus, it rarely gets caught in traffic (mornings) and it comes very often in the mornings for me. And it makes stops that are very close to my house. I also take the 49 a lot, It makes a lot of stops in places I need them to be, but it doesnt come as often as I would like (especially mornings)	11/11/2014 7:23 PM
2019	Work well. I am happy.	11/11/2014 7:03 PM
2020	They work, but as a nature of being buses, they often are unreliable or the timing is surprising. That's why I really really hope you keep expanding rail transit--it is the only hope!	11/11/2014 6:45 PM

2021	I am frustrated that there is no direct route from Rainier Beach to Georgetown. I have to go all the way downtown and back again, but Georgetown is only 3 or 4 miles from where I live. Taking the bus to far-away neighborhoods would be better served by light rail, such as West Seattle, Fremont, and Ballard.	11/11/2014 6:45 PM
2022	I am looking forward to a fast convenient trip to Downtown Seattle without going through the University.	11/11/2014 5:35 PM
2023	It's great some times but not consistently.	11/11/2014 5:34 PM
2024	I can nearly always get where I need to go with current available options but with significant delays. It takes about 3 times as long to get anywhere with public transit as it does by private car. Commuting by public transit requires a significant time commitment that is frequently inconvenient and impractical.	11/11/2014 5:24 PM
2025	They work ok - they could be more dependable with more departures so that the buses aren't overfilled.	11/11/2014 4:35 PM
2026	close enough	11/11/2014 4:30 PM
2027	yes	11/11/2014 4:24 PM
2028	Yes, but taking the bus from downtown to Capitol Hill is slower/the same as walking.	11/11/2014 4:14 PM
2029	Taking the bus would take three times longer than driving. Now that I can easily afford parking downtown or at the stadium I no longer take the bus due to how long it takes compared to driving.	11/11/2014 4:09 PM
2030	Generally yes. However, my company is considering consolidating all staff at Eastgate, which would result in a 1:20+ commute each way from home. So transit is not sufficient for this scenario. However, travel times increase dramatically in the evening due to bus frequency, resulting in the need to use Uber or other services when I stay downtown past about 7 PM.	11/11/2014 4:00 PM
2031	They get me where I want to go, but only during peak hours. I'd like to be able to have a direct route or to easily travel outside of peak hours. Right now I have to walk or wait (or both) alone in the dark because transit routes aren't ideal.	11/11/2014 3:55 PM
2032	They are okay. Buses are often late or there seems to be a long wait in-between buses. In cases there are too many transfers of routes.	11/11/2014 3:38 PM
2033	Excellent - I can get to where I need to go.	11/11/2014 3:31 PM
2034	By Bus was recently cut so I have to take Car2Go to work everyday or spend an extra 30 minutes each way of my commute.	11/11/2014 3:27 PM
2035	I mostly cycle from bryant to downtown for work. I do also take the bus. I would love to see a more frequent bus service (every 15 minutes) up and down 35th and between Bryant and the u district.	11/11/2014 3:24 PM
2036	Used to take the bus but did not like the full buses, transfer and waiting times. A distance of 5 miles easily took 40 minutes. That was okay if I had a seat and could work but not if the bus is full.	11/11/2014 3:23 PM
2037	Don't take the buses away just because the light rail is expanding! Some of us don't like to travel underground.	11/11/2014 3:22 PM
2038	to UW ok to Ave (downtown) ok to airport (currently) not ok, must transfer on Ave and again to light rail	11/11/2014 3:15 PM
2039	Metro to/from work (Dexter -> Downtown), Metro to/from family & friends (Eastside) The lack of late hour express service (252/257/311 vs 255) from downtown Seattle to the freeway stations on I-405 north of 520 is a significant impediment to me spending evenings out in downtown Seattle after I get off work.	11/11/2014 3:14 PM
2040	Slow in the evening, but otherwise fine.	11/11/2014 3:11 PM
2041	Few options exist near my home, only one main bus route (7) in walking distance and it only goes downtown.	11/11/2014 3:09 PM
2042	Going downtown is extremely slow during rush hours. I avoid cross-town routes such as the 44 and 8 unless there's no other option.	11/11/2014 2:36 PM
2043	Yes, but some bus routes are painfully slow during parts of the day. Driving is still faster than problematic routes like the 8.	11/11/2014 2:01 PM
2044	I like the routes I use. I do wish on sundays there was more frequency with all routes, as sunday is a day i use the bus the most for errands.	11/11/2014 2:00 PM
2045	For the most part, they're fantastic. A little worried about cuts.	11/11/2014 1:40 PM
2046	Buses/trains/light rail all take way longer than sitting in traffic in my car.	11/11/2014 1:37 PM
2047	Yep! They work for my needs.	11/11/2014 1:35 PM

2048	269 is always late (sometimes up to 20 minutes!) and has since discouraged me from wanting to commute with buses. If the buses were reliable and on time, I would use them more often.	11/11/2014 1:34 PM
2049	Yes, except on days when they utilize snow routes, It is not convenient.	11/11/2014 1:32 PM
2050	They work well within certain hours. I rely heavily on the 64 but cannot use it if I stay at work past 5:45, or if I take my kids to school because the last 64 leaves for downtown before 8 a.m. near my home. When I cannot take the 64, I either have to make transfers (which often do not work out due to buses being late) or I have to walk 20+ minutes to/from a bus stop.	11/11/2014 1:28 PM
2051	I live on the route 47 and look forward to its return next year.	11/11/2014 1:24 PM
2052	I work in Eastlake and live on Capitol Hill. It is difficult to utilize public transportation for this route because it requires you to go downtown first.	11/11/2014 1:13 PM
2053	For financial reasons, I essentially only use the Metro bus, and very rarely use other options. Yes, I get to where I need to go, but feel like it takes too long, too much of the time.	11/11/2014 1:10 PM
2054	sometimes their frequency is insufficient. Also, bus delays are _very_ inconvenient.	11/11/2014 1:05 PM
2055	They do.	11/11/2014 12:54 PM
2056	Ok, but too long	11/11/2014 12:40 PM
2057	Yes, they work sufficiently to get me to my destination but could be improved. I travel between U-district/Downtown/Capitol Hill via Metro transit regularly. (15 rides/wk)	11/11/2014 12:33 PM
2058	Yes they do, but I would go more places if they ran more frequently around the area I live, which is the CD.	11/11/2014 12:30 PM
2059	My main bus route I use daily is the 5. It is always very full now that other lines have been cut -- so full that I very often have to wait for multiple busses for one to let me on during peak hours (8:15am). Would really like to get routes that go diagonally across town (ie Ballard to Capitol Hill)	11/11/2014 12:29 PM
2060	My family utilizes bus #25 to get home from school, s a yellow school bus is not available for where we live. The 25 works well for us, as the stop is directly outside the school, so there is no need to walk too far to wait for the bus, especially as the days get shorter.	11/11/2014 12:15 PM
2061	mostly. not easy to get to elliot bay or ballard from 8th and virgina or redmond	11/11/2014 12:08 PM
2062	In general they work very well. Travel to and from Capitol Hill or First Hill is a challenge due to slow travel time. Travel between downtown and the University District can be a challenge because of insufficient capacity.	11/11/2014 12:01 PM
2063	My typical bus is the 10, It works alright, however it is very slow. Due to the number of stops it can take me 30 minutes to get to work at 9:30am by taking the bus downtown, and walking the rest of the way. Where I catch the 10 there are stops nearly every block. I feel like this would be much improved by reducing the number of stops to every other block, and hopefully increasing the frequency at which the bus runs.	11/11/2014 11:58 AM
2064	Get me where I'm going for the most part. With a bike you can get anywhere in about an hour.	11/11/2014 11:55 AM
2065	We RERETIRED	11/11/2014 11:53 AM
2066	Works pretty well, other than the buses around Seattle Central college are sometimes very crowded, standing room only with students	11/11/2014 11:50 AM
2067	I have to transfer once, but since a few routes have been cut, now the Route 3 & 4 are overly crowded where I have to catch the next one which is often late.	11/11/2014 11:45 AM
2068	Mostly. The biggest difficulty is getting to the eastside easily, or crossing town directly (e.g., Capitol Hill to Ballard, Fremont or to Queen Anne).	11/11/2014 11:39 AM
2069	yes	11/11/2014 11:33 AM
2070	Yes, generally, they work well.	11/11/2014 11:32 AM
2071	I use metro buses mostly. The 3 and the 4 buses need to be updated, with more reliable service. They are constantly late and breaking down.	11/11/2014 11:31 AM
2072	Yes. I'm retired and have the time. I also can walk 1 - 2 miles.	11/11/2014 11:30 AM
2073	Biking is best	11/11/2014 11:26 AM
2074	yes	11/11/2014 11:22 AM

2075	yes - crowded at rush hour	11/11/2014 11:21 AM
2076	Mostly works fine	11/11/2014 11:21 AM
2077	I use the 522, 41 and monorail. I use the D line when I work past 1am since the 522 and 41 don't run that late.	11/11/2014 11:17 AM
2078	Sometimes	11/11/2014 11:13 AM
2079	For the most part yes, if I want to travel within proximity to downtown. Though buses run often, the 8 is problematic as the volume of riders exceeds the bus capacity in the mornings and afternoons, and so the bus skips stops often.	11/11/2014 11:04 AM
2080	Sort of -- I have organized my life partly by where it's easy to bus to.	11/11/2014 10:55 AM
2081	Yes.	11/11/2014 10:55 AM
2082	Yes and no. They were better before the buscuts ythis year-- the bus to my work no longer runs on the weekends when I need it, route 30.	11/11/2014 10:38 AM
2083	My old route was cut so now I have to take multiple busses and am furthur away from my destinations	11/11/2014 10:29 AM
2084	Yes. Most of the time.	11/11/2014 10:29 AM
2085	They get me where i need to go, but are frequently late or way over capacity	11/11/2014 10:21 AM
2086	The current routes work for me, but more frequent buses would be very helpful. The buses are often crowded and sometimes have to pass people at bus stops when they are too full.	11/11/2014 10:21 AM
2087	It's limiting. Living on Capitol Hill (without a car) trips to shopping areas (Westwood Village, Northgate) have to be scheduled when large amounts of time are available. I usually end up putting off trips until a friend with a car is going.	11/11/2014 10:16 AM
2088	They work very well and absolutely get me anywhere I need to go.	11/11/2014 10:11 AM
2089	Yes, but not as fast as they could, and the bus I take to work (8) is frequently overcrowded.	11/11/2014 10:08 AM
2090	Transit options going East-West are lacking	11/11/2014 10:07 AM
2091	I can get to where I need to go, but it usually takes two buses to get there. My destinations don't have direct routes. With the toll on the 520 and parking in Fremont, transit is still more economical than driving me for. It is also less stressful, but it definitely takes more time. I feel like I spend a lot of time waiting for buses.	11/11/2014 10:00 AM
2092	They are all a wonderful alternative to driving to work every day.	11/11/2014 9:57 AM
2093	For many of my trips, they work fine. Transit from North Seattle/Greenwood to Downtown is excellent. If there were good bus options to a Northgate Link station, I would likely prefer Link to taking a more direct bus, particularly if a transfer rate applied vs. having to buy another ticket.	11/11/2014 9:49 AM
2094	I have stopped using metro bus service. I have witnessed several altercations and I don't feel safe riding the busses.	11/11/2014 9:49 AM
2095	For the most part yes, sometimes the connections are not always ideal or require long waits--especially on Sundays and evenings. I don't own a car, so on weekends in particular I have to plan errands and trips carefully.	11/11/2014 9:29 AM
2096	mostly, but the ride to the airport is long when I have to go downtown first and transfer	11/11/2014 9:20 AM
2097	It will work great when Link opens up to the UW. Honestly, the Seattle streetcar along Broadway is a waste of money and a monument to some planner's or politician's ego. It will be slow, indirect, and never have the ridership that the geniuses in SDOT are planning. Just like their projection errors with the SLUT.	11/11/2014 9:15 AM
2098	Yes, but it still involves driving a long way to pick up the bus.	11/11/2014 9:09 AM
2099	They only get me to work and back and other than that they're basically useless. Not enough routes, not enough buses. Not enough usable destinations.	11/11/2014 9:06 AM
2100	Since moving to Ballard, I take the bus to work much less often. It is over an hour bus ride, 45 min bike ride, or a 20 min drive. I opt to drive or bike now that the bus takes significantly longer.	11/11/2014 9:03 AM
2101	Not well. Currently I have to drive to work (on Eastlake) because it takes as long to get there from Northeast Seattle (after transferring in the U District) as it would for me to walk the 3 miles.	11/11/2014 8:53 AM

2102	I use vanpool, which is terrific, since it goes directly from point A to point B directly. For buses, they work fine for going downtown or to the stadiums, but fall short when travelling from neighborhood to neighborhood. E.g., I can get from Phinney Ridge to Greenwood, Fremont, QA, SLU and Downtown, but to no other neighborhood via bus. Connections E-W to Ballard, Wallingford, Roosevelt and UDistrict are nonexistent.	11/11/2014 8:43 AM
2103	pretty good. connections from pierce transit to sound transit aren't so great.	11/11/2014 8:29 AM
2104	- Better connections between eastside routes and Link are important. Currently you need to go downtown to access service. This makes it more time consuming to travel to/from the eastside. - First Hill needs better N/S connections to Capitol Hill and SLU.	11/11/2014 8:24 AM
2105	Yes	11/11/2014 8:22 AM
2106	I take the bus to work every day. It works well, but I am lucky to live and work near major bus stops.	11/11/2014 8:10 AM
2107	I primarily use the bus to commute to and from work. My bus travels on the Ave. Too often, the trip home means not only standing but being packed in like sardines. Sometimes the bus is too full by the University tunnel stop for me to even get on the bus I need. This is very frustrating because I know the bus will empty out within the first stop or two once it gets to the U District. All of those people could have taken any of the busses going that direction but I need that specific bus. Also, during the evening commute my bus is almost never on time.	11/11/2014 7:58 AM
2108	They get me where I want to go, there are at times long and unpredictable waits when I have to take more than one bus to get somewhere. Buses have left several minutes before their scheduled departure time from the stop to 10-12 minutes after they were scheduled to leave.	11/11/2014 7:58 AM
2109	They work well.	11/11/2014 7:51 AM
2110	Not really. It takes me an hour to get from Sand Point to downtown. The best option is the 74, and it's only during commuter hours. After that, you have to transfer, which takes even longer. The NE Seattle area is also terribly connected to other parts of the city, such as Fremont, Green Lake, Ballard, Capitol Hill, etc. The east-west connections in the city are very poor- you basically have to go to UW and then transfer there to get to anywhere else in the city. Plus, the 70s that I take to get to the U-District are ALWAYS running late and always packed. Also, the only areas in Seattle that are well-connected to the north end (Everett, Lynnwood) are Downtown and U District- you can't even take a bus from Northgate P&R to Lynnwood, even though they're relatively close. I'd like to see more connection between NE Seattle and Lynnwood.	11/11/2014 7:28 AM
2111	43 - Long bumpy ride on trollies about to shake apart. I know this will change substantially when I can take Link from Capitol Hill to Husky Stadium.	11/11/2014 7:13 AM
2112	They get me pretty close to my destinations. But they are slow, particularly in the evening, and especially when they go through the tunnel.	11/10/2014 11:25 PM
2113	they work great. wish for more frequent service at times, but otherwise fine.	11/10/2014 10:30 PM
2114	Yes although busses 16 and 26E are increasingly overcrowded with standing room only during rush hours.	11/10/2014 9:16 PM
2115	They work well between Downtown and Capitol Hill. They do not work well between downtown and the VA Hospital.	11/10/2014 9:10 PM
2116	They work fairly well. It's annoying when buses are extremely delayed, (>10 minutes) or when there is a 30-minute wait time between them, but they're adequate for the most part. I would love to see continued light rail and streetcar expansion.	11/10/2014 8:24 PM
2117	I love riding the bus	11/10/2014 8:18 PM
2118	Mostly. It takes longer than I would like to get from South Lake Union to downtown where I catch a commuter bus to Lynnwood.	11/10/2014 8:17 PM
2119	Buses between Greenwood and the U District during non-commuting hours would help me, but it is overall pretty good.	11/10/2014 8:14 PM
2120	yes	11/10/2014 7:30 PM
2121	They work reasonably well. Timing for 73/77 stops SB 15th near 80th don't seem that reliable.	11/10/2014 7:25 PM
2122	Currently take the 312, which was cut due to Metro cuts. Stops at 95th and 85th on Lake City Way often now get passed by because buses are too full, plus number of times bus comes has decreased so longer waits when a bus goes by full. So my current option is not so great. I do eventually get into downtown, however my trip takes longer.	11/10/2014 7:20 PM

2123	They do, but the frequency can be unencouraging.	11/10/2014 7:17 PM
2124	For the most part, I never have to walk more than a few blocks to find a bus to take me where I want to go (or to take me to another bus to take me where I want to go). However, one bus' delay sometimes throws off the ability to transfer to another bus; when your first bus is delayed, plus the lag time in between buses, plus the second bus is delayed (not an uncommon situation), then a TON of extra time can get added onto your schedule. Sometimes, it ends up being faster to walk a 30 minute distance than wait for a 5 minute bus ride, which seems problematic. I think of what people who are not as able-bodied are supposed to do in such cases! Also, the availability of community transit (at least to Puyallup) on the weekends is sparse and that makes it difficult to travel outside of Seattle.	11/10/2014 7:03 PM
2125	I wish I had more options to go to work from Wallingford to Downtown that were quicker and less crowded. (All that Amazon hiring is making my bus stand-only most rides.) Love a lightrail extension to U-district that I could ride the 44 from Wallingford to there.	11/10/2014 6:55 PM
2126	If I take the bus to work, I need to make a transfer and they are never coordinated. It is only 4.5 miles and it takes over one hour. They get me there but just take a long time! Bring back the 45 express bus even on trip daily will help me give up my car!	11/10/2014 6:31 PM
2127	They get me to and from work quickly (capitol hill/downtown). I find getting to ballard, fremont, and the u-district more difficult than I'd like from capitol hill.	11/10/2014 6:26 PM
2128	Generally, they work pretty well. I'm fortunate to live close to where I work, so I can walk if I need to. I'll almost always walk, since my bus (2) is really crowded during commuting hours.	11/10/2014 6:15 PM
2129	They're terrible inconsistent. The 72X/73X go near my house, but they're often late and come in bunches rather than every 20-30 mins. The 72X only runs every hour on Sundays, and the 72 (non-express) takes a different route on Sundays. Getting downtown sometimes takes less than 10 minutes, and sometimes takes over 45 minutes. I have no way of knowing how long it will take. I don't bother transferring, as it takes too long. The buses going through UDistrict take forever; I will often bike through UDistrict to Campus Parkway and catch a bus from there, rather than waiting for the bus to get through UDistrict. There are many places in and near Seattle that I don't go, because transit and biking options are non-existent, unreliable, or dangerous. My wife works in Bellevue, but I never go there because no bus goes directly there. She catches the bus over there from the Montlake Bridge, which means she has to carry her bike down a steep flight of stairs. She was forced to do that while she was pregnant, which was ridiculous (luckily, she never fell).	11/10/2014 6:08 PM
2130	Yes but slowly.	11/10/2014 6:02 PM
2131	I use the 9 on weekdays but then in the evenings and weekends I have to drive to Cap Hill. 7 often comes late when I'm trying to go downtown.	11/10/2014 6:01 PM
2132	Sometimes yes. My daily route from Interbay to the University District is well-served by the 32. It is also quite easy to take the D line into downtown. However, I cannot easily get to Capitol Hill without changing buses, nor can I easily get to the express buses that travel south to Tacoma.	11/10/2014 5:46 PM
2133	Yes they do. I commute from Ballard on the 44. It can get VERY crowded. I also go downtown on the Rapid Ride. The trolley buses such as those on route #44 are really dangerous when walking to a seat. The drivers are unable to accelerate smoothly, so passengers are jerked around and fall or crash into seats and passengers as the bus lurches along.	11/10/2014 5:44 PM
2134	Extremely well.	11/10/2014 5:33 PM
2135	For the most part. Park and rides would be great, although I am sure they would fill up pretty fast in Capitol Hill	11/10/2014 5:31 PM
2136	I get to where I want to go, however that's only because I'm forced to limit where I want to go depending on the transit service to that area. Right now transit isn't nearly as frequent or reliable as I'd need to take more spur-of-the-moment trips, so I usually only use it for planned trips.	11/10/2014 5:29 PM
2137	late night service is lacking. please make busses run past 2am so people can get home from bars without having to get a taxi	11/10/2014 5:24 PM
2138	Great! Direct service from W Mercer to Seattle Childrens Hospital	11/10/2014 5:12 PM
2139	Currently use Metro bus to and from work on First Hill. Current schedule works, but long delay if bus travels through sporting event traffic back ups	11/10/2014 5:11 PM
2140	I prefer driving, Uber and Car2Go. I intend to use Pronto	11/10/2014 5:11 PM
2141	yes, some require more coordination than others	11/10/2014 5:09 PM

2142	Getting to the airport from Melrose & Denny only using transit requires a bit of planning & walking. For the most part, though transit isn't too bad.	11/10/2014 5:06 PM
2143	I can get where I want to go however not efficiently. Cuts to the # 30 bus eliminated all be rush hour options	11/10/2014 5:05 PM
2144	I am more relying on my car or uber services to get me around to places that could be faster. For example. It takes 40-60 minutes via bus and a transfer to get to ballard from cap hill and 15 minutes via car.	11/10/2014 4:55 PM
2145	They do not get my husband to his job at 500 Yale Ave N, Seattle, WA 98109 from our residence at 15th and Pine Street	11/10/2014 4:54 PM
2146	Yes, for the most part	11/10/2014 4:53 PM
2147	yes, but bus delays are sometimes taxing on my work requirements	11/10/2014 4:50 PM
2148	Pretty good. Sometimes missed transfers or a bus doesn't run often enough.	11/10/2014 4:46 PM
2149	They work OK. I use the bus to get to work everyday, but it's incredibly unreliable during rush hour, so I end up working a longer day just to avoid bein passes by the full busses. I don't have a problem getting downtown on the weekends, but it's impossible to get to any of the eastern neighborhoods efficiently, so I always end up driving when I go that way.	11/10/2014 4:38 PM
2150	For the most part. I still have a car, so unfortunately that's my default (and all of the parking nightmares herein).	11/10/2014 4:36 PM
2151	For the most part, yes. See the response to the earlier question regarding the route for the number 25.	11/10/2014 4:33 PM
2152	#2 gets me most places I want to go. Link Light Rail gets me to the airport from University station.	11/10/2014 4:31 PM
2153	Yes, but the same routes are taking longer and longer. 11 mile commute from UW to West sEattle is 1 and 3/4 hours getting home. 1 and 1/4 hour getting there.	11/10/2014 4:30 PM
2154	They do get me where I need to; I chose my housing based on a bus route that gets me there in a reasonable time (1/2 hr) with early morning/late night and full weekend options (though can be an hour plus and extremely crowded)	11/10/2014 4:28 PM
2155	I'd like a quicker route from Capitol Hill to Ballard...otherwise everything is good.	11/10/2014 4:24 PM
2156	They work fairly well from home to work, not the best to get up to capital hill. I usually will use a taxi or uber to commute up to Capital Hill from west seattle or downtown.	11/10/2014 4:18 PM
2157	Very good for Capitol Hill and UW, which is where I work and live, but not so good to get to other areas quickly, like Green Lake, Golden Gardens, and Alki Beach. Takes too long.	11/10/2014 4:12 PM
2158	Not always - my employer has two locations: one in capitol hill and one in georgetown and getting back and forth on the bus takes at least one hour. So commuting between locations for a meeting takes two hours out of our day which causes many of us to drive instead.	11/10/2014 4:07 PM
2159	In general, I make my transit options work for me. However, I choose to accept that it takes longer to get most places by bus than by car. Unless I have absolutely no other choice possible, I avoid the bus/light rail when my destination requires more than one transfer, walking more than a half mile, or more than an hour transit.	11/10/2014 4:06 PM
2160	So-so.	11/10/2014 4:05 PM
2161	Pretty good so far. Yes, I can get to and from work.	11/10/2014 3:55 PM
2162	They meet my needs fairly well. As the light rail is accessible, I have multiple options.	11/10/2014 3:53 PM
2163	Yes, the 26 is perfect for me, but I've heard the 26 local service will be cut, which will mean that I will need on rely only on the 26 Express, which only runs at certain times.	11/10/2014 3:53 PM
2164	49 Great, South Lake Union, Seattle Center no.	11/10/2014 3:50 PM
2165	For the most part they do get me where I need to go but there are a lot of gaps in the system or VERY sloe service. try going from 14 ave & Union to Redmill burger sometime. There is not much service out to the wineries in Woodnville. The landing in Renton/FRY'S	11/10/2014 3:47 PM
2166	Yes	11/10/2014 3:31 PM
2167	Most of the time, except when they don't.	11/10/2014 3:27 PM
2168	Mostly. Getting out of the city is hard, though.	11/10/2014 3:21 PM

2169	I have hope for the system. Public transit is my primary mode of transportation, so I make it work. This means a 4-hr round trip commute to my job 5 miles away from home, and I think that extending service hours on current routes would be helpful. Current transit options get me where I need to go, but on weekends it is easier to stay home than to go anywhere. I find I lose hours waiting for transit when taking a simple trip to the grocery store on weekends.	11/10/2014 3:18 PM
2170	Fairly well, could be more consistant	11/10/2014 3:18 PM
2171	For the most part, although I ensure I won't need to use transit past 8PM or so as the network has very little frequency.	11/10/2014 3:00 PM
2172	The elimination of Route 306 was a big loss to those commuters on Lake City Way, and has resulted in overcrowding and a poor experience on the Sound 522 and Metro 312. Metro's lack of daytime service on most routes is a real negative - forcing people to either drive or use CT or Sound. What kind of strategy is that?!	11/10/2014 2:59 PM
2173	I live on Capitol Hill and walk most places that I go frequently. I mostly drive to see friends in other parts of town.	11/10/2014 2:57 PM
2174	Very well	11/10/2014 2:57 PM
2175	Yep - the buses are great and I love the light rail for getting to/from the airport	11/10/2014 2:55 PM
2176	Need to transfer or walk to a bus stop quite far away and on a steep hill. Hard at night and pouring rain!	11/10/2014 2:54 PM
2177	I cycle and take my car. When I don't have those options, I begrudgingly use the bus. I use the bus when there's no parking.	11/10/2014 2:49 PM
2178	good going in to downtown for work, too crowded trying to get home. sometimes drive alone just cuz do not want to stand up all the way from downtown to Ballard in a crowded bus...	11/10/2014 2:49 PM
2179	Yes they do.	11/10/2014 2:47 PM
2180	yes. but not always in a timely manner	11/10/2014 2:47 PM
2181	I walk from Capitol Hill to the transit tunnel, then take a bus or light rail to Union Station.	11/10/2014 2:43 PM
2182	They are decent, however, in need of improvement in regards to reliability and service areas. I largely use the bus to get to work to avoid parking and traffic; it would be nice for me and Seattle as a city to use transit on the weekends to get to more recreational areas like Capitol Hill and Ballard.	11/10/2014 2:40 PM
2183	Yes	11/10/2014 2:35 PM
2184	64 Bus in the morning to downtown works well 76 Bus to Wedgewood in the evening works well	11/10/2014 2:29 PM
2185	They work fairly well. My route is extremely crowded and its hard to take the Sounder when it doesn't go into downtown.	11/10/2014 2:25 PM
2186	They work for me pretty well. The main issues I have are late buses and crowded buses. I will probably take the light rail more when it goes farther north, and I am looking forward to the Capitol Hill streetcar as another option. More express buses and dedicated lanes for transit would also be great. I-5 traffic can slow buses, even on Capitol Hill, considerably and make the commute 2 times longer.	11/10/2014 2:21 PM
2187	they work. However, it is difficult to currently use lite rail to the airport. I have to walk to the bus stop and then change to the train with my luggage. The U-district will be better if there is easy access by bus.	11/10/2014 2:21 PM
2188	Yes, except in the snow.	11/10/2014 2:21 PM
2189	They used to work for me and got me where I needed to go if I planned far enough in advance and had the time, but as services became more crowded (and in some cases service frequencies reduced) transit became less and less attractive. So I bought I car and these days more often than not choose to drive over transit.	11/10/2014 2:18 PM
2190	Yes, although closer bus stop w/an express bus route (Rapid Ride) would be better.	11/10/2014 2:18 PM
2191	It works fine, except that I have to arrive several hours earlier than I need to.	11/10/2014 2:16 PM
2192	No, I wish the #11 went straight down Madison instead of turning.	11/10/2014 2:14 PM
2193	For the most part.	11/10/2014 2:13 PM
2194	77 and 41 are excellent. 73 is ok as an Express route but otherwise terribly slow. 41 is often packed during commute hours, we leave people behind.	11/10/2014 2:12 PM

2195	The bus system has been great for me..... EXCEPT when the buses are full with SPORTS FANS.....and they get a FREE ride! Grrrrrrrr!!	11/10/2014 2:07 PM
2196	The bus works great	11/10/2014 2:06 PM
2197	Yes, but they are often very behind schedule.	11/10/2014 2:05 PM
2198	I use Link light rail to go to work but now i can't because light rail does not start earlier . I need to be at the airport by 0430 in the morning light rail gets there by 5am	11/10/2014 2:05 PM
2199	yes	11/10/2014 2:04 PM
2200	Absolutly. I use metro bus transit daily to get from Northgate Transit Center to First Hill/Downtown Seattle	11/10/2014 2:03 PM
2201	Somewhat	11/10/2014 2:03 PM
2202	Fine	11/10/2014 2:02 PM
2203	Well	11/10/2014 2:02 PM
2204	Sometimes. But it almost always requires transfers, which are not often efficient. It's sometimes faster or less stress to just walk or drive.	11/10/2014 2:01 PM
2205	The bus is adequate but not great. It is not frequent enough, often too crowded, and I'd prefer other park & ride options. I have to walk a little further than I'd like on the downtown stops, but it's OK. Not great.	11/10/2014 2:00 PM
2206	Yes	11/10/2014 2:00 PM
2207	Generally. I dislike having to connect downtown so do not use transit to get to Ballard or Queen Anne from Capitol Hill	11/10/2014 1:58 PM
2208	Yes, they work quite well and are cost effecient.	11/10/2014 1:55 PM
2209	they do not work for me, as I often make several trips (off work sites) during the day and don't have time to take the bus each place.	11/10/2014 1:54 PM
2210	yes	11/10/2014 1:51 PM
2211	Yes	11/10/2014 1:50 PM
2212	I would like more frequent buses to downtown from 15th Ave N. Bussing from Northgate to Woodinville takes too long, and too many transfers.	11/10/2014 1:50 PM
2213	They work fairly well but the delay's on the route 8 are an inconvenience. If the 8 and 9 were better coordinated for transferring at Mt. Baker Station going North that would be helpful.	11/10/2014 1:46 PM
2214	Once the street car lines are completed and connected, they will be very useful (assuming they are not stuck in traffic). The 49 is enormously useful and help us to quickly and easily access downtown, Pike/Pine and U Dist.	11/10/2014 1:42 PM
2215	Yes. However, upon entering downtown, it takes a really long time in the morning (upto 45 minutes from Stewart and Yale, to Pioneer Square)	11/10/2014 1:41 PM
2216	I live in Greenwood and teach at Seattle Central. Even though the 48 is my closest stop, transferring in the U District makes it my slowest option. If the Light Link provided fast and reliable transit between Capitol Hill and the University District, it would make my life a lot easier.	11/10/2014 1:40 PM
2217	Not working for me--having to take 3 buses to get from Capitol Hill to SoDo. I had a broken leg and had to be driven to and from work--too much walking to and from bus stops, including up and down hills.	11/10/2014 1:40 PM
2218	You need more commuter parking at the International Blvd. park and ride for the Light Rail in Tukwila and the park and ride for the Sounder station in Tukwila. If I get there after 9:00 a.m., I'm out of luck. Same with Federal Way and Tacoma.	11/10/2014 1:39 PM
2219	They do a good job getting me between home and work, although schedule reliability has been declining, and travel time taking longer.	11/10/2014 1:39 PM
2220	All things considered, my transit options work pretty well. I use transit most often to get to work downtown from my apartment on north Capitol Hill; the 49 is fairly reliable for that. It is exceptionally difficult to get from Capitol Hill to points Northwest -- for example, Greenlake, Phinney, Fremont, Ballard. It would be great to see new connecting service from the UW Link station to points West / Northwest.	11/10/2014 1:31 PM

2221	My transit options work, but the afternoon buses are rarely on time. There have been many occasions where the bus has been more than 20 minutes late (49 bus toward U-District around 4:15 in the afternoon). Yes, the bus technically gets me where I want to go, but it usually entails a lengthy wait. I do like riding the Light Link to the airport. I think it is very convenient and efficient and look forward to the opening of the Cap Hill station.	11/10/2014 1:31 PM
2222	In Northgate/Pinehurst, it's pretty convenient to go downtown Seattle.	11/10/2014 1:27 PM
2223	They work fairly well; no major issues. A fairly recent, reoccurring issue would be during rush hour - general overcrowding on the bus sometimes means they drive right past waiting customers.	11/10/2014 1:26 PM
2224	OK; service is generally good but takes a long time to get where you are going. Direct bus routes from Seattle to the Bellevue Transit Center would save lots of folks who are getting to work from waiting on what seems like 20+ stops in between here and there. I think many more people would consider taking the bus, and transit time would significantly diminish if this direct route existed.	11/10/2014 1:24 PM
2225	Mostly, I find that I have to transfer to get from Capitol Hill to Ballard, Magnuson Park, West Seattle or even to Greenlake or Roosevelt. This limits the places I travel to by bus. I typically bike to get to most destinations in the city.	11/10/2014 1:21 PM
2226	They do get me where I need to go, but usually I have to walk about 20 min (~1mi each way). The buses from SandPoint/Wedgwood come too infrequently. Especially the 71, which only comes every 30 min.	11/10/2014 1:19 PM
2227	I bus in from West Seattle, then walk or take the bus up Capitol Hill to Seattle Central College. It works, but I'm looking forward to having more rail options to minimize issues during rush hour.	11/10/2014 1:18 PM
2228	They do but they don't run frequently enough in the evening (past 7:00pm).	11/10/2014 1:15 PM
2229	Yes.	11/10/2014 1:13 PM
2230	They take a while, but they work. The transition between the street-level bus (e.g. the C line at 3rd and Pine) and lightrail/buses in Westlake station is not very well marked. I have helped tourists and visitors to find the entrances.	11/10/2014 1:13 PM
2231	Generally good. Connection from central Capitol Hill to International District is current too complicated (wait for 60, which is slow and runs infrequently, or transfer). Streetcar may improve that, as long as headways are low.	11/10/2014 1:10 PM
2232	They work okay. I ride the 545 from Capitol Hill. Sometimes take the 542 from Montlake. SR520 and I-5 are still a mess. Buses are slow and crowded.	11/10/2014 1:07 PM
2233	I tend to go where it's easier to get to by bus or train. Since I live on Capitol Hill, that means I avoid going to Ballard, Fremont, Wallingford, Crown Hill, Northgate, Lake City, etc - because it takes so long to get there by bus and there is no train. So I just don't go to those places.	11/10/2014 1:06 PM
2234	Very well. I've no complaints.	11/10/2014 1:06 PM
2235	Partially. I would really like to get to discovery park in less than an hour, and I'd like to see the 8 operate faster than walking.	11/10/2014 1:02 PM
2236	For everything but the airport, I feel generally yes.	11/10/2014 1:01 PM
2237	Too infrequent and time-consuming	11/10/2014 1:01 PM
2238	Bus #8 is AWFUL. Often full, EXTREMELY late. I often take a cab in lieu of relying on this bus. I volunteered at a transit fair at the Bill/Melinda gates Foundation a couple years ago; many of their employees said they wished the bus 8 was more reliable/faster so they could bus to work. I am hearing the same complaint from Amazon employees living in Cap Hill, who choose to use Uber or just walk instead of catching the 8.	11/10/2014 12:59 PM
2239	It's very hard to get from Capitol Hill to Queen Anne, Fremont, Wallingford, Ballard, and West Seattle (except for the 60 which is extremely circuitous) without a transfer. I'll happily walk a mile to avoid waiting for a transfer. Transfers are such a gamble.	11/10/2014 12:55 PM
2240	For the most part, but more light rail would be best. Busses get caught in traffic.	11/10/2014 12:55 PM
2241	Yes, prompt. Onebusaway is so helpful. Would be nice to get more message boards at major stops to show when next bus is expected to arrive.	11/10/2014 12:55 PM
2242	Pretty much.	11/10/2014 12:55 PM
2243	Yes. They work. I wish the 77 was more timely, but it is the best route.	11/10/2014 12:52 PM
2244	So far so great!	11/10/2014 12:49 PM

2245	The transit options I currently use works, but it takes me a long time to get where I'm going and I have to change routes several times.	11/10/2014 12:48 PM
2246	Yes, I have many options to get where I need to go. I don't drive and use King County Metro every single day. My life would be drastically negatively affected if I didn't have access to the bus.	11/10/2014 12:46 PM
2247	76 is excellent but will be obsolete with advent of light rail. Bike commuting is the best.	11/10/2014 12:43 PM
2248	Yes, MT 312 and ST 522 serve my needs well, though the Lake City Way corridor is heavily traveled and would benefit from additional service.	11/10/2014 12:38 PM
2249	Absolutely, but maybe add more frequent buses and more routes.	11/10/2014 12:37 PM
2250	Too far of a walk to the bus stop for seniors	11/10/2014 12:35 PM
2251	Not well, I am not willing to spend the time it takes to get somewhere when driving takes 1/3 the time. The primary use of transit for us is to get from Northgate to downtown and stadiums, but it takes so long and we can usually find decent parking, so it is just easier to drive. I would rather ride the bus or take a light rail so that we can drink and not worry about having someone have to drive.	11/10/2014 12:32 PM
2252	Generally can get to where I am going, though sometimes there is a very long wait or the trip requires multiple transfers. Occasionally the bus is too crowded and I have to wait for the next bus.	11/10/2014 12:29 PM
2253	More of the buses that go to Ash Way should continue on to Mariner/South Everett Freeway Station/Everett Station park and rides. More of the buses that already tend to South Everett Freeway Station/Everett Station should be DOUBLE DECKER buses. Too often, I'll see 6 Lynnwood/Ash Way buses go by for every 1 Everett Bus. EVERY BUS during rush hour is packed full like sardines. Not just standing, but PACKED IN. The Double Decker buses are rarely full and should be better utilized for the busier routes. In the past year, I've seen several buses break down. The buses need to be better maintained for these high-volume routes. I've had to depart from an Everett bus 4 times in the last year due to it breaking down at the South Everett Freeway Station. This not only causes delays, but more overcrowding where the buses are stuffed beyond safety.	11/10/2014 12:29 PM
2254	Yes they do, but I also live less than a mile from work, school, etc and live in the densest neighborhood in the city.	11/10/2014 12:27 PM
2255	Route 66 and 67 are terrible in the evenings. I can get downtown on them in the mornings just fine, but from 4-6, the stops downtown are packed, the buses do not operate on schedule, and the stop downtown isn't safe. Because of this I have started driving my car to Aurora and taking the Rapid E line downtown and back everyday. The stops are quicker, the buses more frequent.	11/10/2014 12:26 PM
2256	Lately the buses are badly overcrowded.	11/10/2014 12:24 PM
2257	I generally use Route 550 to go to work in Downtown Seattle from Rainier Avenue Freeway Station. It works pretty well, but sometimes the buses are overcrowded. On weekends it is tough to get to Capitol Hill from Rainier, because Route 9 does not run. I took Route 7 yesterday and it was very very slow getting to Capitol Hill. When the new light rail extension gets running, I would like to see more service connect to those stations and less service duplicating the same uphill route between Downtown and Capitol Hill. Maybe run more of those buses on North-South routes instead.	11/10/2014 12:19 PM
2258	They're adequate for my needs. They get me to where I want to go but not in a timely matter.	11/10/2014 12:19 PM
2259	The 48 and the 43 work well for me to get to work and back. The 11 is too infrequent and unreliable to use often to get downtown. When I plan to go downtown, I often want to take the bus but end up driving because it is running very late and the next one doesn't come for over 30 mins.	11/10/2014 12:18 PM
2260	They work OK. However, I am a resident at UWMC and HMC and often times, the early morning and late night us schedule is infrequent or I have to make connections in weird places. Late night (after 7 pm)/early morning (5-7 AM) trips sometimes would take 45-60 minutes and be very infrequent. That is a huge waste of time when driving at those times would take 12-15 minutes for me.	11/10/2014 12:17 PM
2261	Route 2 is perfect for my needs. Any alteration of route will put me into my private car.	11/10/2014 12:16 PM
2262	Yes, for the most part.	11/10/2014 12:14 PM
2263	I live in south seattle, and I really like using the light rail, but there are things that keep me from using it more often: - it is hard for me to get to/from the light rail. The bus from my neighborhood to/from the light rail doesn't run very often, especially in the evening when I am coming home. So unless I time it exactly right, I end up waiting a long time. - the bus stop near my light rail station is not well lit, and many people do not feel safe there. There have been robberies there over the past few years.	11/10/2014 12:14 PM

2264	When I first started riding Metro about 4 years ago, I could take one bus from my home to my place of work (the 30). Now I have to take three. The original 30 was a great route that was often standing room only. But then it got cut in half which cost it a lot of riders and then Metro scheduled it for elimination because the ridership had fallen. I wonder why?	11/10/2014 12:12 PM
2265	I rarely use it now but would use and airport service if it came to Northgate mall or somewhere close. I live in Greenwood.	11/10/2014 12:12 PM
2266	There is no convenient way to get from south West Seattle to Capitol Hill. Transferring adds time. I would like a no-transfer bus route from West Seattle to Capitol Hill.	11/10/2014 12:11 PM
2267	I walk to work, so I usually use public transportation to get places I need to go during my work day (doctors visits, shopping, etc). Also, I like to use public transportation to go to places that are difficult to park (downtown, fremont, ballard, capitol hill).	11/10/2014 12:07 PM
2268	Pretty well	11/10/2014 12:07 PM
2269	Most of the time they get me where I need to go but it's sometimes awkward and convoluted -- particularly getting to West Seattle or north of Ballard from Capitol Hill/Central area. I walk by default, bike if walking is impractical, and bus if biking is undesirable (heavy winds, sleet, long distances, or killer hills). I would love it if public transit were more convenient (frequent, so I don't have to check schedules; fewer transfers so I don't have to stand around in the rain waiting at transfer points; faster, so I don't have to spend as much time in transit as I do at my destination).	11/10/2014 12:03 PM
2270	I do not currently have any viable transit options to North Bend, other than an occasional carpool. Service to Everett now requires a bike ride on either end (home to bus stop and bus stop to work)	11/10/2014 12:00 PM
2271	Yes for daily commute downtown. No for everywhere else.	11/10/2014 12:00 PM
2272	Yes	11/10/2014 12:00 PM
2273	Well enough	11/10/2014 12:00 PM
2274	They do, but I have to transfer, as there is no direct option currently.	11/10/2014 11:58 AM
2275	As long as #7/49 and #8 keep running the length that they currently run, they cover the bulk of where I need to go on any given day. I currently ride the #8 from beginning to end of its entire route, for instance.	11/10/2014 11:56 AM
2276	They work very well. When I lived on Capitol Hill, the 10/11 were perfect for getting downtown for business or pleasure. Now that I live on Beacon Hill, the 50 gets me from home to the SODO busway, and a quick transfer gets me to the ID for work. If I miss the 50, I can walk a block and catch the 60, two blocks and catch the 36, or a handful of blocks to the Beacon Hill Link Station.	11/10/2014 11:55 AM
2277	The 70 routes do an excellent job, yes.	11/10/2014 11:55 AM
2278	No, they don't. If I were to take the bus, it would take me an hour to get to work. As it is now, it takes 10 minutes by car in heavy traffic. In addition, if I wanted to go to the Outlet/Supermall stores in Auburn, it would take me five hours by bus--a combination of walking a mile, taking a bus up north to Seattle, transferring there to a bus that goes back down to Auburn, and then walking another two miles to the Outlet center. If I go by car, it would take 10 to 15 minutes. I should also mention there is a Boeing plant in Auburn close to the Outlet center. Boeing employees who live in my neighborhood would also be able to take advantage of transit if it went there. However, that Boeing plant has been underserved by transit for about as long as it's been there. I'm not too surprised that Boeing decided to move a lot of its operations elsewhere, as the location does not have the transit amenities that other cities have.	11/10/2014 11:53 AM
2279	For daily commute into seattle, link light rail works fairly well. Congestion through bus tunnel creates most significant delays (buses take too long / frequently have minor breakdowns). Frequent outages of elevators / escalators causes egress backups in stations during peak commuter traffic.	11/10/2014 11:53 AM
2280	They take too long and are spaced too far apart. At rush hour in the evening, they are unpredictable.	11/10/2014 11:53 AM
2281	I had to start driving because the bus was always full at peak times and also the Greenlake (65th & I-5) park and ride parking lots filled up so early that I couldn't find parking.	11/10/2014 11:53 AM

2282	Connections are good to downtown and the University District for our neighborhood (Pinehurst/Lake City). The connections to go east (to Ballard or Crown Hill) are frustrating - the quickest way is usually to go all the way to downtown Seattle, then come back north. Even going to the Northgate Transit Center seems silly, and the connections are slower. The buses get filled at the Northgate Transit Center, with standing room only, going downtown. Coming home from downtown, the buses often get filled, even leaving people behind by the Westlake or Convention Place station.	11/10/2014 11:48 AM
2283	They take forever. If I want to get to Capitol Hill from Ballard, the 40 is a slog through Fremont and then either a hike up Denny or a long wait for an 8 or 10/11/43/49. Alternatively, I can sit on a 44 in Wallingford traffic for an hour to either wind my way through North Capitol Hill after it becomes a 43 or wait in the rain to transfer to a 49. And that's assuming the bus shows up on time.	11/10/2014 11:48 AM
2284	Yes, I ride the 15X from Crown Hill to Virginia St. or Seneca. I walk or take the 3 or 4 to Harborview.	11/10/2014 11:48 AM
2285	The transit options for me are passable at best. They get me rather far away from where I want to go, I often have to walk over a mile in the rain to get to the appropriate transfer stop. I would love more transportation options to and from University Village and	11/10/2014 11:47 AM
2286	Metro takes 1.5 hours whereas driving takes 25 minutes, so the bus gets me where I want to go but takes way too much time.	11/10/2014 11:47 AM
2287	They work well, I wish the 2 came more frequently though.	11/10/2014 11:47 AM
2288	Train to seattle, bus to 1st bus stop at 4th/Westlake then a 2nd bus to Capitol hill	11/10/2014 11:45 AM
2289	pretty well, wish for more frequent service though all days and all hours of the day. peak hours frequencies should be expanded (peak times, to me, should be 6-9 AM and 4-7 PM)	11/10/2014 11:44 AM
2290	They work to the best they can. I understand limitations facing metro.	11/10/2014 11:42 AM
2291	The options generally work well for me. The one exception is getting to University Village which is very difficult to get to.	11/10/2014 11:38 AM
2292	live in NE seattle so the busses are pretty good.	11/10/2014 11:38 AM
2293	ok yes	11/10/2014 11:38 AM
2294	Bus is ridiculously slow so I don't use unless I absolutely have to. It's really a shame that Seattle's public transportation options are so slow and unreliable. I generally bike (use my own or now Pronto) or walk or use Uber (if I have to carry a lot of things).	11/10/2014 11:38 AM
2295	Yes. Transit options are very effective for me, but when looking for a place to live, I sought out a place with high transit access.	11/10/2014 11:36 AM
2296	yes, but the buses are slow due to high traffic in the downtown area. I think if the light rail was more wide spread and if it ran on its own dedicated lines that would vastly improve transportation in a city that is growing very rapidly.	11/10/2014 11:35 AM
2297	It works great. I am always able to get where I need to.	11/10/2014 11:31 AM
2298	Only my car can get me where I need to go. The bus would take 1.5 hours to get me from Issaquah to South Lake Union so I drive to save time.	11/10/2014 11:28 AM
2299	The E line quickly and easily gets me to work and home again.	11/10/2014 11:27 AM
2300	Not as well as previously. We are in the process of losing the #30 bus which negatively impacts my commute as I start at 6 am. there should be a bus that runs East-west on 45th between the UW and Childrens - like the old 25. Also, it is really hard to manage campus commuting as the NE seattle buses all enter campus on west 15th and 43rd and exit on the East side down to U village. There should be some buses that continue north on campus and exit onto 45th from memorial way - serving the law and business schools. Also, I would rather bus to the IMA from my house, but buses no longer travel along 45th/Montake by the IMA. You have to circle	11/10/2014 11:26 AM
2301	The 316 and 76 buses are good but need to run more often / longer hours. Also it would be good to coordinate the schedules so the 316 & 76 don't come back to back as they frequently do. Currently it takes a long time to get to Capital Hill on the 43 from the Roosevelt Neighborhood	11/10/2014 11:25 AM
2302	They all work well for me.	11/10/2014 11:24 AM
2303	Yes. I tend to take transit to get to major hubs.	11/10/2014 11:23 AM

2304	I'm more likely to walk to work now that the 47 no longer runs. I can walk to Broadway for the 49 or Olive & Summit for the 43, but they are not as reliable. Do generally take the bus home when timing isn't as important.	11/10/2014 11:22 AM
2305	There isn't a straight connection between Capitol Hill and Downtown or from Capitol Hill to Phinney Ridge.	11/10/2014 11:21 AM
2306	During commute time, they work well, but off peak, the #3 & 4 routes are spotty. I wish they were more consistent.	11/10/2014 11:21 AM
2307	I have to avoid peak hours to and from work, and I have to walk a significant amount. This causes problem for getting to work on time.	11/10/2014 11:19 AM
2308	Yes, my service is generally good.	11/10/2014 11:19 AM
2309	I would really like to be able to get to Husky Stadium	11/10/2014 11:18 AM
2310	I wish that the 64 ran more often and that weekend/night hours on the 71/72/73 routes had more buses	11/10/2014 11:15 AM
2311	Yes, in general, except that it would be nice to have some direct service from Northgate to Capitol Hill.	11/10/2014 11:12 AM
2312	OK. I wish Ballard to Capitol Hill was easier. Or Capitol Hill to Fremont.	11/10/2014 11:11 AM
2313	They work well for me. Almost everywhere I need to go is within a few blocks of a bus stop.	11/10/2014 11:10 AM
2314	Generally, us.	11/10/2014 11:09 AM
2315	Mostly. I'd like more options to get up to Capitol Hill from South Seattle. Only the 9x and the 8 do that, but the 9x hardly ever runs and the 8 is SO UNRELIABLE AND SLOW!	11/10/2014 11:08 AM
2316	The bus is incredibly convenient. I love that there are so many stops available in my neighborhood and downtown.	11/10/2014 11:07 AM
2317	They work well, getting me at least near where I want to go.	11/10/2014 11:07 AM
2318	I have to walk a mile total on my current commute if I don't want to take 2 buses. They do get me where I want to go, but the mile walk to the bus stop is inconvenient.	11/10/2014 11:07 AM
2319	THEY DON'T WORK. THEY DON'T GET ME WHERE I WANT TO GO. I CANNOT TAKE THINGS TO WORK without driving in because too heavy to carry BLOCKS AND BLOCKS before 1 possible bus (the 43). Also, in the pouring down driving rain. I also have to walk BLOCKS and BLOCKS to get home IN THE DARK on after using Route 43 to Summit.	11/10/2014 11:05 AM
2320	For the most part, yes, since I recently moved to a more central location in the city. My most frequently used route is between north Capitol Hill and downtown, so I have a few bus options to get there. I guess I'd like a better option to get from my home to the Central District, as I usually end up just walking.	11/10/2014 11:04 AM
2321	North-to-South works pretty well, but our East/West transportation is rough. When I lived in Ballard, it took forever to get east to I-5 and beyond.	11/10/2014 11:04 AM
2322	They are normally effective for me, although I needed to adjust my expectations and schedule to accept them. I can get where I need to go, but I have issues outlined in the following questions.	11/10/2014 11:03 AM
2323	Taking the bus is sometimes difficult because bus stops are few and far between in some areas. It is really complicating when you have to transfer busses when you are only going a little ways. I don't want to have to walk a mile from my stop to get to my destination. But overall, most of the places I go have stops nearby.	11/10/2014 11:03 AM
2324	Most of the time.	11/10/2014 11:02 AM
2325	They do, though I wish more than two buses picked up along Madison near the park (8, 11).	11/10/2014 11:01 AM
2326	They get me in the general area of where I want to go but they take significantly longer than driving alone. (21/21X from West Seattle to Belltown.)	11/10/2014 11:01 AM
2327	I used to really like the One Bus Away to make it easier to get places, since buses downtown are never on time with the schedule. The past few months it has not been on track though. They don't specify which buses are express (for the 5), or they say there is a bus coming soon and it doesn't come (bus still says negative minutes, that it has passed when it never did). Mostly buses not being on time is a hassle. Downtown gets so crowded and the cars are not enforced at all to stay out of the bus lanes which makes it worse.	11/10/2014 10:57 AM
2328	Indirectly. Light Rail is the easiest, but doesn't reach neighborhoods like Fremont, University District, Capitol Hill, or Ballard. I usually end up walking from Downtown to places like Fremont rather than wait for a transfer bus.	11/10/2014 10:57 AM
2329	It works okay for me. Sometimes though it's more than 2 buses. in those cases I get a car2go or lyft.	11/10/2014 10:56 AM

2330	The locations are fine but the times are too limited. My Community Transit #405 strands me in Seattle until 3:30 in the afternoon each work day. Minimal options to get from Westlake bus station direct to Capitol Hill.	11/10/2014 10:55 AM
2331	Horrible if I really want to take public transportation all the way. If I drive to a park and ride (Northgate) its almost tolerable. But then I still need to drive to the park and ride. Roughly 1.5 hrs for a trip that takes 18 minutes in a car.	11/10/2014 10:55 AM
2332	Yes	11/10/2014 10:55 AM
2333	To and from downtown works okay. Currently have to walk 10-15 min. to get to a bus stop. Need more express busses around 8 am. Currently, buses I take are standing-room only before they are half-way to their destination, and sometimes have to leave people behind.	11/10/2014 10:54 AM
2334	If there were more convenient mass transit I would happily switch to doing so rather than via my own car.	11/10/2014 10:54 AM
2335	Route 41 works pretty well for me. Sometimes I have to wait for a bus longer than the scheduled time. They system works very well for traveling into and out of the city.	11/10/2014 10:53 AM
2336	great	11/10/2014 10:53 AM
2337	They work pretty well. The bus between Capitol Hill and Downtown is relatively slow. For example, I can ride my bike to work in about 15 minutes, but it takes 35 minutes to take the bus.	11/10/2014 10:52 AM
2338	No. Not entirely. We live in Belltown and often use the light rail to travel to the games at SafeCo and CenturyLink. That works well. And riding the ferry has always worked well for us. However, we do not usually use public transit to the other destinations.	11/10/2014 10:52 AM
2339	We need a 1-bus ride from 28th & Madison to Pioneer Square (currently have to transfer downtown).	11/10/2014 10:50 AM
2340	They work reasonably well, but I'd love to be able to reduce my use of Uber and increase my use of bus service.	11/10/2014 10:49 AM
2341	Okay. They get me where I want to go which is downtown. I'd like to have an option to walk from home to a bus stop. I need an bus stop at Sand Point Way and 123rd ST.	11/10/2014 10:49 AM
2342	Yes!	11/10/2014 10:49 AM
2343	From downtown to downtown yes. Difficult for suburbs, or wanting to go from Eastside downtown to another city's downtown without transiting through Seattle.	11/10/2014 10:48 AM
2344	Generally, I'm able to use transit well. However, I've noticed in the past few years that my regular routes from Eastlake to Downtown and back are really jam-packed and I often have to wait for multiple busses to get on one that isn't full, which makes commuting to work difficult. I also would really like a direct route from Eastlake to Belltown - which is currently a difficult and time consuming route, considering it's three miles total from where I work to where I live (bus to 3rd ave and walk or find another bus to go back west, and walk down to 1st ave). It takes about 45 minutes on a good day to catch a bus and arrive at work, which I could just about walk in the same amount of time.	11/10/2014 10:47 AM
2345	sometimes	11/10/2014 10:46 AM
2346	Not very well. Slow, unreliable, and often frustrating (packed,late buses that don't run often enough). Love lightrail when I get to take it (i.e., for work travel to/from the airport).	11/10/2014 10:44 AM
2347	They work fairly well except for Sundays, when the frequencies are pathetic. At the very least, every bus route should run every 30 minutes. There is also no direct bus route between Northgate Transit Center and Bellevue TC, or to Kirkland. It is a major hassle to have to go to downtown first in order to go to the Eastside.	11/10/2014 10:43 AM
2348	I am very happy with my transit option. They work for me perfectly.	11/10/2014 10:43 AM
2349	My commute to work options are great, now that the 16 and 26 are saved and scheduled for expansion. I'd love to be able to get from Capitol Hill to wallingford without a transfer.	11/10/2014 10:42 AM
2350	For the most part, yes, because I live in a central area. I am able to take the bus to and from work. However, if I need to go to First Hill for a doctor appointment and leave from work (8th and Virginia) there is no viable transit option. I can walk just as fast as transit will get me there, and sometimes I don't have that much time to spare. I usually have to spend money on a taxi or an Uber, which is not ideal.	11/10/2014 10:42 AM
2351	Yes.	11/10/2014 10:39 AM

2352	They do get me where I want to go, however I often have to take 2-3 buses and walk at least .5 miles to get to a stop. In addition, due to scheduling I sometimes need to arrive at places 30+ minutes early. In the past, having to plan extra time to walk and then manage multiple transfers has prompted me to just use services like lyft or uber as I can save a great amount of time. Overall, I enjoy metro and was saddened when the 37 (service to alki years ago) and the 47 (recently) were cut. I would also like to get to the IMA building on UW's campus, but there isn't a bus stop near so there is always a bit of walking which deters me from going.	11/10/2014 10:37 AM
2353	Not easily. I have to transfer buses to get to work and the bus only comes 2x an hour in my area. At my old address in belltown, they were coming about every 8 minutes. If we want to go to a game downtown, the bus is fairly convenient.	11/10/2014 10:36 AM
2354	The bus I use works just barely well enough for me to use it, essentially. It gets me within a 15-minute walk of work. Mostly, though, I think walking is only slightly slower in many cases, so I am planning on walking more and only riding the bus if it significantly cuts down travel time (rare). I used to be a bike commuter but stopped riding when I was hit by a car door opening into the bike lane last year. Bicycling in this city is not safe or easy enough, I'm afraid.	11/10/2014 10:35 AM
2355	Yes, I am happy with the east to west connection, however, traveling by bus on the eastside is a nightmare. Transfers make every trip take at least an hour.	11/10/2014 10:35 AM
2356	They are fine, but can be time consuming	11/10/2014 10:35 AM
2357	yes	11/10/2014 10:34 AM
2358	Streetcar - Yes.	11/10/2014 10:34 AM
2359	They get me to work and back just fine	11/10/2014 10:33 AM
2360	Nothing goes very close to where I work - I still have to walk almost a mile. I end up walking from Westlake station to 2501 Elliott Ave	11/10/2014 10:31 AM
2361	Connecting Cap Hill workers to jobs in SLU via transit is the biggest challenge after Link opens. The #8 on Denny is slower than walking -- uphill. Denny needs a transit lane.	11/10/2014 10:31 AM
2362	Most of the time.	11/10/2014 10:30 AM
2363	Due to the county's gutting of funding and pushing costs on riders instead of employers, it has been more inconvenient and more costly using public transportation.	11/10/2014 10:29 AM
2364	Buses are good between Capitol Hill, Downtown, and the U District, and the LINK to SeaTac from Downtown is really handy, but there is just no good way to get to Fremont or Ballard. With a transfer, the bus often takes an hour and a half or more.	11/10/2014 10:27 AM
2365	They are great! The #10 gets off schedule - particularly heading to Cap Hill around 8:00 in the morning. Then two buses come at nearly the same time. The #10 and #11 work best when they stagger. This has been better in the past couple of years. Previously, they would run in parallel from 15th in Cap Hill to downtown. Looking forward to Cap Hill station providing direct access to Airport and stadiums via the light rail.	11/10/2014 10:27 AM
2366	They work reasonably well during normal daytime hours (more bus-only lanes would be good though). I am constantly frustrated by how arduous it is to get anywhere after 8-9 p.m., though. If I have a dinner or concert or theater or sporting event that keeps me out into the evening (> 10 p.m.), I often drive my car to avoid having to spend time waiting 20+ minutes waiting for a connection downtown, which can genuinely feel unsafe after dark.	11/10/2014 10:26 AM
2367	Commuting from home (Madison Valley) to work (downtown) offers several options and is generally quick. Commuting from work to home offers fewer options and takes much longer. We hardly ever consider taking the bus to cultural events downtown, Seattle Center etc. because the infrequency of buses the the late evening makes it too inconvenient.	11/10/2014 10:25 AM
2368	Yes they usually work fine. Sometimes the buses take too long or are late so I have to drive or use a car sharing program.	11/10/2014 10:25 AM
2369	With the exception of cap hill/ballard-fremont connections, nearly everywhere I want to go is served, but with lower frequency than I'd like. Actually, increasing frequency could make the current situation in cap hill -> ballard much more reasonable, since double-bussing is not a problem if you don't have to wait long.	11/10/2014 10:23 AM
2370	The buses are usually late and some don't even show up.	11/10/2014 10:23 AM
2371	Fine Yes	11/10/2014 10:22 AM

2372	With too much difficulty. The train gets me to King Street station, but I work in South Lake Union. I walk, because the bus takes so long, and its dirty. But this means I have to walk past the homeless shelters, and the unsheltered homeless living under Yessler bridge and in front of the courthouse. So, I feel unsafe. I use the tunnel, but if the train comes, I have to get out at Westlake, take another bus one stop, and then continue to walk, so I may as well just walk. Also, when I am with friends (Queen Anne, University, Capitol Hill, Ballard), it is impossible to get to another neighborhood (say Northgate for a movie, or shopping in U Village) without going downtown and having to catch a bus on 3rd Avenue, which is unsafe. I'd rather take a car than transfer at 3rd and Pike. Plus the buses are slow as molasses, and the police don't keep the indigents off them.	11/10/2014 10:20 AM
2373	The 316 is a nice commuter bus that works well for me to get from daycare to work and back.	11/10/2014 10:20 AM
2374	The transit options work well for me. I find that some of the buses are prohibitively crowded at some times.	11/10/2014 10:19 AM
2375	They work fine in the morning, but the afternoon is pretty bad. On average, it takes 45 minutes to take the bus from Pioneer Square to Lower Queen Anne. It takes just as much time to walk. Sometimes I do, but depending on weather and time of year (darker earlier in winter is less safe walking home every day).	11/10/2014 10:18 AM
2376	mostly	11/10/2014 10:18 AM
2377	They do, but I always feel that at peak hours commuting hours there aren't enough busses for specific routes. For instance, going from Issaquah Transit Center to Downtown Seattle consists of a single bus ride, but the bus leaves at 4:30, 5:03, 5:30, and 6:12. This doesn't seem like it should be a convenient spread for commuters. 4:30, 4:45, 5:00, 5:15, 5:30 seems like it would be the most efficient way to get people where they need to go. So during peak hours it would be nice to either not have to rush down to the bus to make it to downtown before 6, or miss that bus by 5 minutes and wait another 20.	11/10/2014 10:17 AM
2378	I have stopped taking public transportation to work since it is so inconvenient. I live in Wallingford and work in the ID. It should take me 3 routes to get to work.	11/10/2014 10:17 AM
2379	yes but standing room only at the end of the day is hard on some people. I know you want to optimize but the optimal should be everyone has a seat, not packed to capacity on a regular basis.	11/10/2014 10:15 AM
2380	Buses are often late, and not necessarily reliable. Light rail seems to work fine.	11/10/2014 10:14 AM
2381	Yes, they work for me. The only thing baffles me when I am waiting in the ID tunnel going to UW, a 71, 72, or 73 bus will be severely late but it's starting from the ID tunnel, so why is it late? Just last week, I waited 20 minutes for a bus but I know others around me had been waiting much longer. Finally three UW-bound buses came out. I don't understand how it can be late when it's starting from that location. I don't think a lot of people understand this.	11/10/2014 10:12 AM
2382	Frequency of full buses and having to wait for the next bus is increasing. This causes variation in which bus I end up taking, but overall I can get to where I need to be.	11/10/2014 10:12 AM
2383	I wish there was a train from Everett to Seattle and Monroe to Seattle.	11/10/2014 10:11 AM
2384	Because of the delay in the first hill streetcar, transportation from south Capitol Hill near Seattle University to north/central Capitol Hill or south to ID/SODO/Rainier Beach is difficult. Difficult to get to grocery stores on weekends/evenings from that area	11/10/2014 10:11 AM
2385	Appreciatively as I have no personal vehicle, they currently do.	11/10/2014 10:09 AM
2386	Sometimes. I am a mile away from any bus hub and bus 30 has been drastically cut. I have to be innovative to get places sometimes.	11/10/2014 10:09 AM
2387	They work for commuting to work but less for recreational transportation.	11/10/2014 10:09 AM
2388	Yes	11/10/2014 10:09 AM
2389	For the most part getting to and from Downtown Seattle works. However, getting from neighborhood to neighborhood outside of downtown is difficult or takes too long. From Fremont I can ride the 43/44 to Capitol Hill, but it takes an hour. When possible I end up driving between Fremont and Capitol Hill because it takes 10-15 minutes by car.	11/10/2014 10:08 AM
2390	I see significant gaps in areas served. For example, I don't see any bus service on NE 75th Street between Sandpoint and 25th Ave NE. My view is that there's an opportunity to enable NE Seattle residents to board an express bus that serves 35th Ave NE area between Lake City Way and NE 75th, getting onto I-5 Express Lanes via Lake City Way. Also, the 76 should add a later trip to downtown (start at 8:34AM?) and add an earlier trip to Wedgwood (start at 3:10PM) as the 71/71x through University District is extremely slow due to downtown due to it's route.	11/10/2014 10:07 AM

2391	Mostly. I primarily bike from home to a Park and Ride and go where I need to get from there. Typically the busses that I take are plentiful, but parking spaces are not. I think that there should be more Park and Rides, but if that is not possible, having more parking available. I know many people that would ride the bus more often if they could easily find parking at a Park and Ride.	11/10/2014 10:07 AM
2392	They work, I primarily use the bus. However, it's frustrating that to get most places you have to stop in downtown and change buses. Please consider creating through routes that allow you to travel from neighborhood to neighborhood without changing buses! Having to switch buses is the biggest deterrent to transit use, especially when it's a) cold/raining out and b) you are a woman alone at night. Also, more benches! So few stops have places to sit.	11/10/2014 10:07 AM
2393	They work quite well, though buses are often backed up in the tunnel in the evening.	11/10/2014 10:07 AM
2394	I would like to use the water taxi but since my office pays for my orca card I don't have an eurse and can't use it. This should be fixed so that more people can use it.	11/10/2014 10:07 AM
2395	I do get where I want to go most of the time. However, I feel that Lower Queen Anne, as close as it is to downtown, still has limited options getting to Capitol Hill, Ballard, and Fremont.	11/10/2014 10:06 AM
2396	The transit options I use mostly work for me.	11/10/2014 10:05 AM
2397	Yes. I currently take bus #41 from Northgate Mall/Transit Center to Downtown Seattle daily to go to work.	11/10/2014 10:05 AM
2398	Currently yes.	11/10/2014 10:05 AM
2399	Generally work well. Once UW Link station is open a route the length of 35th NE would be ideal to get NE commuters to the train to go downtown and the airport.	11/10/2014 10:04 AM
2400	Lightrail or bussing get me near my destination, but involve a 5-20 minute walk	11/10/2014 10:03 AM
2401	They work fine, but a bit crowded between the Eastlake Neighborhood and Downtown Seattle	11/10/2014 10:03 AM
2402	As a rule but since limiting of #10 route I must now take the bus from Capitol Hill to Westlake Center and walk the remainder to 1st/Marion	11/10/2014 10:03 AM
2403	Yes, but they're often full during peak hours and uncomfortable to ride. Also, the buses don't always feel safe, particularly for women at night. I would ride the bus more at night when I go to evening class at UW but I don't feel safe enough, so I drive and pay to park.	11/10/2014 10:02 AM
2404	Currently yes, I am able to take transit from home to work. I also use metro to get to downtown meetings so I don't have to drive work just to be able to go to downtown. If my bus ran less frequent I wouldn't mind, it isn't full most of time time we are 1 to a seat (route 66 between 3:30pm and 4:15pm)	11/10/2014 10:01 AM
2405	very well in peak hours. i have no trouble getting around for most trips. East-west trips are generally difficult throughout the city, however.	11/10/2014 10:01 AM
2406	Yes	11/10/2014 10:01 AM
2407	Yes as long as metro keeps current routes	11/10/2014 10:01 AM
2408	Yes, the bus transit is good but would like there to be a Sound Transit direct stop from Capitol Hill area to Issaquah. Now I either have to walk 20 min to downtown to catch the 554 or ride another bus and transfer. Transfers decrease the likelihood I will ride a bus to/from work.	11/10/2014 10:00 AM
2409	They do I wish there were more bike racks (3 are often full)	11/10/2014 10:00 AM
2410	yes, but they are overcrowded and dangerous (with the overcrowding. too many people standing)	11/10/2014 9:58 AM
2411	They do- but in 45 minutes or more to travel through downtown.	11/10/2014 9:55 AM
2412	No.	11/10/2014 9:55 AM
2413	They get me from point A to B	11/10/2014 9:55 AM
2414	I transfer a lot. Some commutes are very, very long. Trying to leave downtown to go North is very difficult - buses are often overcrowded and don't allow people on.	11/10/2014 9:54 AM

2415	no. Capitol hill buses now just go down Pine and everyone gets off at Pine and 5th or Pine and 3rd and finds another way to get south to their work. It's ludicrous that the 10 and 11 stopped the southbound portions of their route. For the small amount of money it MAY have saved, it lost probably more than 50% of ridership because there's almost no point in riding it the 6 blocks down capitol hill when you still need to go a mile or so south on foot or via another route. I just started biking instead and I know I'm not alone. Even if it's pouring rain, the Pine buses are no longer worth riding. It blows my mind that all Metro wants to do is cut cut cut and has 0 interest in getting MORE people to ride, which would equal more bus fare and a greater demand for funding. Then again, when have they actually cared about customers?	11/10/2014 9:53 AM
2416	Yes however I need to plan my schedule around the transit involved.	11/10/2014 9:53 AM
2417	They mostly get me where I want to go, but the buses are constantly delayed and they don't run late enough.	11/10/2014 9:53 AM
2418	Getting to downtown if fine. Would like one or two more express buses later in the morning. Bus leaving downtown in the evening is often very late (or sometimes never even comes.) Would be nice if there was an east-west bus that went directly between Magnuson Park, Green Lake Park and Woodland Park/Zoo (and maybe even Ballard Pool and Golden Gardens Park.)	11/10/2014 9:50 AM
2419	ok for commuting but routes are slow and limited not frequent enough off peak with limited service between urban villages	11/10/2014 9:43 AM
2420	Yes, however, because I have to drop my kids off near school, I am unable to ride the Water Taxi regularly -- mostly in the summer since we have in home care for our kids then. During the school year, I tend to ride the C Line or 55, 56 buses.	11/10/2014 9:41 AM
2421	Generally yes, sometimes it's a little more time consuming, but overall the amount of money it saves me makes it worth it. The days I do have to drive for various reasons end up being more frustrating than waiting a few extra minutes for a bus.	11/10/2014 9:40 AM
2422	For the most part, yes	11/10/2014 9:40 AM
2423	They get me where I need to go, eventually, sometimes could take the entire day, so I opt for a car. Also, unreliable, so have to add an hour to ensure I arrive timely.	11/10/2014 9:38 AM
2424	okay. yes.	11/10/2014 9:34 AM
2425	Getting to work is very convenient on the 12 route, buses run every 10 minutes and are almost always on-time. Getting home is not quite as reliable, traffic on 1st Ave downtown between Madison and Marion clogs the 12 bus route, and bus timing is quite variable. Often, two to three buses come back-to-back rather than every 10 minutes per the schedule. Unreliable timing on buses, traffic/lights on Madison and the number of stops make the ride home take about 50% more time than the morning bus. No easy route from east Capitol Hill (23rd/24th Ave E and Montlake) to University District Mall, Magnusson Park, etc.	11/10/2014 9:32 AM
2426	The transit options from Laurelhurst do not currently work. Taking the 25 is very slow and does not get me quickly to work. I'm hoping that the 25 will turn into a feeder bus that will take me quickly to the new UW light rail station. Then I can get downtown to work much quicker than the 1 hour it takes me via transit today.	11/10/2014 9:30 AM
2427	No they don't work because the bus adds an hour to my commute at this time if I did this I would have to transfer to the number 4 bus in downtown Seattle.	11/10/2014 9:26 AM
2428	They don't work for me at all. They take far to long to get me to work. I'm hopeful that once light rail comes to NOrthgate that it might be a workable option.	11/10/2014 9:26 AM
2429	Yes! Currently the Metro 64X is PERFECT!	11/10/2014 9:19 AM
2430	Yes they mostly work for me though I like to take the 12 down Madison to get to my transfer spot and it is so so pokey during peak traffic. the right lane snags up real bad at about Boren, and some driver just stay in the right lane	11/10/2014 9:14 AM
2431	Most of the time, but sometimes getting short distances is much harder than it should be. Especially now that the 14/47 has been cut, it takes me 45 minutes to go the two miles from downtown to my house sometimes.	11/10/2014 9:13 AM
2432	The times that I've taken the bus are few and far between because I find that it takes a ridiculous amount of time to get to destination. I am better off driving or biking everywhere.	11/10/2014 9:08 AM
2433	For the most part the network gets me where I need to go, though it is consistently slow and unreliable (timewise) when I use the bus network, especially crossing the Lake Washington floating bridges. I appreciate the time I get back when	11/10/2014 9:04 AM
2434	Yes to benaroya hall. Harder to get to the airport and very difficult to get to Seattle center.	11/10/2014 9:01 AM

2435	They do get me where I need to go, but take a long time. Swedish Cherry Hill is one of the last stops on both 48 and 64X.	11/10/2014 9:01 AM
2436	I can not get to Bonney Lake for Doctors appointments. I spend 2 hours every morning to get from Sumner to UWMC. one train and two buses, two transfers I spend 2 hours every evening to get from UWMC to Sumner. one train and one bus, and one walk, I get where I want but, never quick.	11/10/2014 8:57 AM
2437	Eventually. They add 1.5hrs of commute each direction for work. I live in Ballard and work on Cherry Hill.	11/10/2014 8:56 AM
2438	Since the elimination of the #47, it has been a hardship. Please bring back the #47 route.	11/10/2014 8:55 AM
2439	Yes.	11/10/2014 8:53 AM
2440	Rt 76 and 71 work well for me. Please retain those routes. I need to get around my View Ridge neighborhood to go to the grocery store and library. I am transit dependent.	11/10/2014 8:49 AM
2441	I don't drive due to a disability plus I totally believe in mass transit so want to ride the buses. I would like to have the 27 back completely on weekends and off peak hours. It takes me downtown from Leschi where I live. I would like to the 27 extended to include stopping at the Mt Baker Rowing Club in Mt Baker.	11/10/2014 8:48 AM
2442	work well except with the train and ferry do not connect. Also there is a 5-7 min lag in train connecting with a bus in the morning if it does not come in on time (5:37 AM). I just miss the bus most mornings by 40/60 sec.	11/10/2014 8:43 AM
2443	I find that my transit options get me 'close' to where I want to go. I don't mind walking the rest. But I will say, I wish it was easier to navigate the 'trip planner' on the King County website.	11/10/2014 8:42 AM
2444	Multiple changes required to get from North Admiral area to downtown/First Hill. times don't match up well. Daughter takes bus to school- timing doesn't match very well with school start time. Too early or too late.	11/10/2014 8:40 AM
2445	The bus works, but slowly. The time it takes to commute via bus is just barely worth the price. On the other hand, driving is convenient, but traffic makes it almost impossible.	11/10/2014 8:33 AM
2446	Yes but would like expanded service/wekend schedules to be on par with weekday schedules; Occasional delays in buses (due to maintenance) makes me late for work.	11/10/2014 8:32 AM
2447	My options are great when I work downtown and it's not a holiday.	11/10/2014 8:28 AM
2448	Yes!!!!	11/10/2014 8:28 AM
2449	I commute by bus from P&R in Shoreline to work at Swedish Hospital 4 days per week. I occasionally use other routes sporadically.	11/10/2014 8:26 AM
2450	Express service works well - there is a need to expand bike and auto capacity alike in Downtown Redmond for service serving Seattle and the U-District.	11/10/2014 8:25 AM
2451	No. It is faster to walk than take the bus so I drive.	11/10/2014 8:24 AM
2452	I walk...but for the most part yes. Cuts to one of the busses in the area does limit where I want to go. The 47 no longer runs to the northeast side of capitol hill.	11/10/2014 8:21 AM
2453	To get to UW from my house in Judkins Park neighborhood, I either have to: 1. Walk 15 minutes to Jackson & 23rd to take the 48, to take to UW. This works except it's a long walk in the evening when it's dark or really crappy weather. The connecting 14 bus only runs every 30 minutes, so I usually walk 2. Take the 7 to the International stop in the Bus Tunnel. Wait with 30-70 other UW students who flood whichever 70-series shows up first. This works except for not having internet service in the tunnel -- so many of us could use that time to study/read online. The 70-series that uses I-5 is WAY better than the 70-series that has to go through Eastlake. I never understood why it went through Eastlake even when it's an express. This works except for on the reverse commute, the bus is so packed on 42nd & University Ave that oftentimes it has to drive by people.	11/10/2014 8:18 AM
2454	Ok. A little slower than I'd like. It takes me twice as long via bus vs driving alone.	11/10/2014 8:09 AM
2455	They work OK for now, but would love to see Link light rail expand to Northgate up through Everett. This would allow uninterrupted service as far north from Everett to the airport. Also, the 77 is my preferred route downtown as it's quick. Unfortunately this route is only offered during commuter hours. I'd love to see this expanded to weekends as well or during game days.	11/10/2014 8:04 AM
2456	poor, I have to walk more than a mile every morning and in the afternoon now to get a bus, that usually runs late.	11/10/2014 8:03 AM
2457	I cannot get to Seattle Center in a direct route (used to be able to take the 30, I think it was the 30). This is a major city hub and I find it surprising and disappointing that there is not direct access from NE Seattle - it requires at least 1 transfer.	11/10/2014 7:59 AM

2458	yes	11/10/2014 7:59 AM
2459	Not well. Not enoguh parking at P&R, full by 7am. no direct bus from lynnwood to cap hill, something like the 303 from Northgate.	11/10/2014 7:57 AM
2460	There is usually a way to get where I wasn't too go, but this frequently involves multiple buses and take a long time. Also, the buses often do not run on schedule, so if I need to be on time somewhere, I'll usually drive.	11/10/2014 7:56 AM
2461	I love the 9 bus to get me from home in Columbia City to the 550 @ Rainier and I-90. And also home to Capitol Hill. I'd use the 9 more if it ran later and on weekends. Though I'm looking forward to taking Link to Capitol Hill.	11/10/2014 7:52 AM
2462	Generally yes. I would like to see more frequent service from the Sand Point area to the new U-link.	11/10/2014 7:47 AM
2463	Our current transit options are terrific!	11/10/2014 7:43 AM
2464	Transit options generally work well for me if I want to go downtown, UW, or SeaTac. Otherwise, I need to mostly use my car -- something I'd like to reduce.	11/10/2014 7:38 AM
2465	Mostly. I use my bike and the bus most of the time because busses going east/west suck	11/10/2014 7:24 AM
2466	Generally, but I would never consider taking a bus anywhere further than 10 miles from point to point of we're taking appointments, shopping, etc. There are not enough routes to cover this big city and buses come too infrequently	11/10/2014 6:53 AM
2467	Ok for getting downtown but too hard for other areas	11/10/2014 5:45 AM
2468	Yes	11/10/2014 5:31 AM
2469	Ultimately, yes.	11/10/2014 4:00 AM
2470	Drive.	11/10/2014 3:04 AM
2471	Yes they do. I travel daily between the U District and Seattle Central College. A faster trip such as express version of the 49 would help make my experience better.	11/10/2014 2:29 AM
2472	Slow to seatac airport No rail over 520 to east side!?	11/10/2014 1:23 AM
2473	They work ok. The lack of dedicated transit lanes on highway and infrequent smaller buses firing off peak times means longer travel times often than in a car, however. Travel is efficient for straight north-south and east-west transit, but really sucks for any north-east to south-west or other diagonal travel.	11/10/2014 1:09 AM
2474	They work ok, but bicycle is often faster because of congested traffic. I need to use the 8 a lot but the service is abysmal. The north-south 60 bus would be useful if it ran 4x per hour instead of 1x and if it didn't stop running so darn early, so I could use it to return home. I use 12th by bicycle to get to Seattle Bouldering Project in 15 min (or I don't go if it is rainy and a friend can't drive me, because there are no direct buses from capitol hill or central district down 12th, and a 40+ min ride via downtown stops running early and takes too long.	11/10/2014 1:04 AM
2475	Well, but I don't see why there isn't more emphasis on bus priority lanes thru out the city The ST 59X routes to Tacoma get bogged down in traffic. It's time to make the HOV lanes +3, +4 whatever it takes to keep them free flowing for transit.	11/10/2014 1:03 AM
2476	sometimes	11/10/2014 12:44 AM
2477	If I want to go to the U District or DT proper, they're great. Anything going east-west is totally hopeless. I didn't WANT to replace my car that croaked, but there's no way to get so many places--or it takes 2-8 hours to get there (no exaggeration), with multiple transfers--that I got a car. And BTW, \$5 round-trip is NOT AFFORDABLE on SSDI. When is this (*@# state going to get an income tax? I have looked at lots of jobs that are impossible to get to with transit--e.g., anything heading toward Tacoma, the Nisqually Reserve, again, Puyallup... wish I could remember more. Furthermore, the buses are disgustingly overheated and overcrowded. Trying to get from the Center for Urban Horticulture on Mary Gates Way to Northgate Way and 19th Ave. NE is STANDING ROOM ONLY, which is (a) excruciating, (b) stuffy, and (c) makes me want to barf. In the winter, we're coming in from outside. We're wearing COATS, HATS, GLOVES. I am being completely earnest when I say riding on a crowded and/or overheated bus makes me want to barf. Make the crabby bus driver (and most of them are just mean, although some are great) wear a coat and spare the rest of us. Oh, here's one: I could not get from 15th & 115th to 1442 West Lake Sammamish Parkway SE. Period. Couldn't go.	11/10/2014 12:42 AM

2478	Sometimes they work well, but they are often too slow or involve too many long transfers. There would be more incentive to walk or bike if I had safe sidewalks or bike facilities and safe parking. A safe, dry and comfortable waiting place would be nice with the long wait times in my area. CT needs Sunday and Holiday, later PM service and higher frequencies. There is a total lack of service to employers in the Paine Field area. Everett Transit should merge with CT and Island Transit and stop having so many agencies. There should be better off peak and weekend service between North Seattle, South Snohomish (MLT/Lynnwood) and Eastside places through Bellevue. There should be a Lynnwood to Northgate route, Lynnwood & Bellevue to Boeing routes and SR 9 and 522 to Bothell. Sounder north trains need to go through to the south sound to provide more destinations and draw riders. Sounder should directly serve early Boeing shifts at Everett and Renton before the main commute time for current service. We need a great bicycling network too.	11/10/2014 12:37 AM
2479	yes	11/9/2014 11:47 PM
2480	They currently work well. I get to where I want and need to go.	11/9/2014 11:35 PM
2481	Make the 29 all day, or at least go in both directions during rush hour. My dad works in Ballard and we live in Queen Anne, so he drives alone most of the time when he could take the bus if it was more convenient. Also, maybe extend the trolley wire and make the 13 go to Fremont?	11/9/2014 11:17 PM
2482	They work pretty well now.	11/9/2014 10:38 PM
2483	The transit I rely on for daily commuting between my home in Seattle (Pike/Pine) and my work in downtown Everett. It used to work great, back when it was the 510, but since the change to the 512 it has been MISERABLE. The stop by my work (Wetmore & Wall) is no longer serviced, and the closest stop is now Broadway & 34th, which is located between the county mental health triage center and a sex shop. At that stop, I am regularly harassed and propositioned while I am waiting for the bus, and I DO NOT FEEL SAFE THERE. (This coming from someone who lives in Pike/Pine and prior to that bus commuted in a rough part of Washington, DC.) Since I now have to walk from the farther stop, and with the increased number of off-freeway stops on the 512, my commute is considerably longer. What used to take 45 min in the morning now takes 1:15. I went from spending about 2 hours / day on the bus when it was the 510 route to now spending 3 hours / day on the bus. Service has also been less reliable. Twice last week I waited at Olive & Terry from 7:08am for the 512 that should arrive just after 7:15am; no bus came until after 7:45am and it was so full it was standing-room only for the trip up I-5. When I asked the driver why this happened twice that week, another passenger remarked, "It's like this every day." I was late to work and missed important meetings. The havoc that the change from the 510 to the 512 has caused in my life, and the amount of time I must now spend commuting, just isn't worth it to me. I am committed to a car-free commute, and I can no longer have it in Seattle. When I got a job in Everett, I chose the location of my apartment specifically because of the 510. After many unhappy months trying the 512, I put in for a transfer and will be moving to Portland, Oregon, in December. There used to be about 5-6 of us from my office who regularly commuted from Seattle to Everett on the 510. I am the last holdout. With the change to the 512 and the closure of our stop at Wetmore & Wall, all of the others now commute by car.	11/9/2014 10:30 PM
2484	47 was the bus I rode everyday from home to work, so no, mostly transit options do not currently work for me because the route has been removed from service	11/9/2014 10:18 PM
2485	Current bus service from my neighborhood (Ravenna) forces a long, slow trek through the U-district to get anywhere. For instance, taking the bus downtown can take close to an hour for a trip that would otherwise be a 10-15 minute drive. Overcrowding on the 71/72/73 is also a constant concern. This sometimes drives me to take Car2go, Lyft, or Uber. Link provides a unique opportunity to make transit faster, and we absolutely need a system that funnels people to Link, not away from it to crawl down the Ave. Taking the bus to Redmond works well, but only because I am able to avoid the U-district by jogging down the Burke-Gilman trail to Montlake. For a person in less good physical condition, the trip would take a lot longer.	11/9/2014 9:16 PM
2486	No. all the Capitol Hill routes run in a circle. I can only go to the Macys (3rd and Pine) from Capitol Hill. There I have to change buses to get to the Seattle Art Museum or anywhere between the center of town & Pioneer Square. There is no bus that goes to Town Hall or near Town Hall without having to go downtown first.	11/9/2014 9:13 PM
2487	The 8 is terrible, but I think everyone already knew that. I don't even know if it's something you can fix. Anything that needs to cross Mercer between 3pm and 7pm is basically hopeless. Please try to get some signal priority or exclusive lanes. Why is the 9th and Pine bus stop across the street from the Convention Place station, instead of being on the same side? There are many people who want to get off a 10/11/43/49 and take a tunnel bus, the current arrangement forces them to wait for the bus to get a green light to cross 9th, then cross the street back the way they came (and hopefully the light is still green!) instead of just getting off and going down the escalator. It's very unfortunate that the 2 and 12 operate on different streets. It means that from downtown, I always need to check at both stops to figure out which one will come next, instead of just going and expecting that there will be one soon. These should just operate as frequent service on the same streets from downtown to about 12th. I am very hopeful about the First Hill Streetcar and I can't wait for it to start!	11/9/2014 8:33 PM

2488	Yes	11/9/2014 8:15 PM
2489	Getting to and from downtown--transit works great. Getting between neighborhoods is harder, takes longer, and is more inconvenient. Getting from Fremont/Wallingford/Ballard/North Fremont to Capital Hill is horrible. I am a strong believer in public transit, and I often drive because it's so inconvenient. I'd really love to see reliable and frequent east/west connections from the new UW light rail station!	11/9/2014 7:36 PM
2490	For work, they are okay (not the most reliable). To get into Downtown, the routes are good. To get from Neighborhood to Neighborhood, they suck.	11/9/2014 7:21 PM
2491	I'm mostly satisfied with transit between Capitol Hill and downtown and between Capitol Hill and the UW, though the buses are often standing room only during commute hours. But service between Capitol Hill and Queen Anne and between Capitol Hill and Ballard are infrequent, unreliable and clunky. People from larger cities (like San Francisco) tell me buses there run every 10 minutes, which makes it easy to get around the city. I would love to see that in SEattle.	11/9/2014 7:13 PM
2492	Frequently, yes. However, the 248 does not come frequently, and when it does it is often late enough that I do not get to catch it on my way home. If I took the 248 from Redmond TC, my walk home would take 10 minutes. As it stands, my walk now usually takes 45.	11/9/2014 6:48 PM
2493	When the bus doesn't work well, I can almost always walk/bike. Our City is growing up--it is good to have reliable options!	11/9/2014 6:46 PM
2494	Somewhat. Could use more frequency and more cross town connections	11/9/2014 6:46 PM
2495	They currently do, but my bus is often packed to the gills with standing room only. Plus the timing is really bad. Multiple busses going through the park and ride at the same time to Seattle when staggering the timing would make more sense.	11/9/2014 6:22 PM
2496	Our bus system very unreliable and often does not avoid congestion. I am very disappointed by Metro bus service, and have been using it for years. I am satisfied with the light rail line, I ride it to the airport often. I look forward to light rail serving more communities in Seattle, as well as the surrounding areas.	11/9/2014 5:49 PM
2497	I can get where I want to go, but not necessarily at the times I want. I'm late for work on a regular basis because the route 3 bus (the one scheduled for 6:15 am at 3rd and Pine) is chronically late.	11/9/2014 5:43 PM
2498	Currently it is time consuming to get to work from Ravenna to the VA Medical Center on Beacon Hill. I take a Metro Bus 72 downtown, transfer to Sound Transit Light Rail, then transfer again to Metro Bus 36.	11/9/2014 5:35 PM
2499	In general they work very well.	11/9/2014 5:29 PM
2500	They don't go often enough from the park and ride.	11/9/2014 5:22 PM
2501	Although I generally prefer to use transit, there are many occasions when service isn't frequent enough to make it possible or practical. When transit is a faster and/or cheaper option, I will almost always choose it. During rush hours, this is feasible to a number of in-town locations. However, since service is limited in evenings and early mornings, transit becomes less appealing for many trips to airport and entertainment venues. Although traffic congestion decreases reliability for all modes of transportation, transit may suffer even more -- if single-occupancy cars are moving slowly, buses will typically move even more slowly as they must stop to serve passengers. If we can find ways to provide more dedicated rights-of-way to transit, it will become a *much* more appealing option to many users. As light rail expands, there are many opportunities to make service better/faster/more reliable, and thus more competitive with driving.	11/9/2014 4:28 PM
2502	From Madison Valley to my work downtown I need to take two buses (11 amd 12) and the end of day 5PM service is horrible.	11/9/2014 4:15 PM
2503	Yes, though non-BRT buses are of the past, and light rail is of the present, you know? More light rail is needed in Seattle.	11/9/2014 4:11 PM
2504	Most of the time yes. But lately the 167 bus has been the shorter version, (since about September) and many riders must stand for long periods -- from U-District to Renton Park and Ride.	11/9/2014 3:54 PM
2505	Transit helps me get to congested downtown areas or neighborhoods with high parking fees. Transit helps me travel to the airport.	11/9/2014 3:47 PM
2506	They work well. It would be nice to for transit to get in and out of Downtown from the north more easily during rush hour.	11/9/2014 3:22 PM
2507	It takes me longer to ride transit to work (10 or 12 bus) than to bike; I rarely go to Georgetown because it's too hard to take transit or bike there	11/9/2014 3:07 PM

2508	Right now I am using the sound transit express bus to overtake from Capitol Hill. This is really painful and is no where near as efficient as driving. As much as I would rather ride the bus the overcrowding and missed busses due to capacity are making me switch to driving about 90% of the time compared to my previous commute to Bellevue from Capitol Hill where I bussed 90% of the time.	11/9/2014 2:31 PM
2509	With effort on my part, it is often not easy	11/9/2014 2:10 PM
2510	The 41/16/66 get me to NGTC but would prefer to travel on light rail as far and possible and shuttle /express busto NG until light rail gets there.	11/9/2014 1:51 PM
2511	Mostly. I commute in the mornings on the #12. It's great with service every 10 minutes during the commute. I usually walk home but sometimes take the 10, 11 or 43 depending. Those are pretty good.	11/9/2014 12:58 PM
2512	Yes, it works reasonably well. One very nice thing about Seattle Metro is that it is not all downtown-centric, requiring that one go downtown and back out to get anywhere -- a defect other cities suffer from. In Seattle, currently, one can pretty conveniently go direct from one area to another. Please keep that the case.	11/9/2014 12:00 PM
2513	I'd rather use the bus, and I'd like to use it more. It takes me an hour plus and two buses to get from Sand Point to Capital Hill. It takes me almost an hour and two buses to get from Sand Point to Wallingford for my part-time job.	11/9/2014 11:17 AM
2514	Yes, but slowly. Surface transit in the urban core is very slow. The #2 and the #8 are especially slow and unreliable.	11/9/2014 10:38 AM
2515	The 8, especially after the August 2014 service cuts is very late and always overcrowded during peak hours. It is easily delayed by as much as an hour when traveling from west to east on Denny if there is the slightest backup on I-5. In these cases, it's typically faster to get off the bus and walk from Elliott (work) to the Central District (home).	11/9/2014 10:34 AM
2516	Sometimes. Trips across town (east-west) are difficult, especially along the Denny corridor. Trips from one "corner" to another (crossing over Lake Union - such as from Capitol Hill to Fremont) are often excessively time-consuming.	11/9/2014 10:25 AM
2517	Yes.	11/9/2014 10:10 AM
2518	Connections are okay... A direct route from Capitol Hill to Ballard/Fremont would be extremely helpful. Getting stuck in traffic is a drag and results in bunching of busses and makes riding a bike or even walking faster in many cases during the day. Need more dedicated transit lanes [to go with more protected bike lanes].	11/9/2014 10:09 AM
2519	Most of my transit options work well - but ALL are poor when returning crosstown from evening events that typically end around 9-10 p.m. I am very grateful for Route 31, which is my major east-west link to Seattle's north end. Route 8 is also helpful. However the bus zone needs to be relocated back to First Avenue; the present location, essentially at Third Avenue, makes connections with the D line and many buses to Queen Anne and other northern areas very difficult. The time-update kiosk at 3rd and Pine, and other updating route-due-when signs along the C, D, and other lines are invaluable; thank you.	11/9/2014 10:03 AM
2520	They work horribly. The recent cutbacks have literally hobbled my ability to get anywhere, so severely it has already cost me hundreds of dollars in lost time and wages.	11/9/2014 9:57 AM
2521	Yes, they work pretty well.	11/9/2014 9:37 AM
2522	Any that's a direct bus from home (cherry hill) or downtown is great. Transfers are more iffy. The very core isn't bad, but the ability to navigate even slightly more complicated options is low, due to frequency and connectivity issues. Most of green lake is a pain to visit from cherry hill, and there's no reason that should be so.	11/9/2014 9:32 AM
2523	Poor connections between Sound Transit and Community Transit. No transit lanes on the I-5 lead to long delays on reverse commute, though extremely fast when there is no traffic. Poor transit prioritization in traffic lights and lanes lead to delays vs single occupancy vehicles.	11/9/2014 9:30 AM
2524	The bus gets me where I want to go, but it's kinda slow because the bus stops on every single block.	11/9/2014 9:27 AM
2525	Moderately happy with current services	11/9/2014 8:57 AM
2526	Going to/from Bellevue is well covered by ST and 271. Going to/from Ballard or Wallingford from Capitol Hill is not well-connected. Bus 8 needs a lot of help to stay on time and hopefully run more frequently.	11/9/2014 8:54 AM
2527	Yes, very convenient but are an expensive option. I can generally drive to my destinations for less than it would cost on transit.	11/9/2014 8:40 AM
2528	generally pretty well but I am pretty much on the beaten path. i also walk a lot.	11/9/2014 8:06 AM

2529	No direct service from Madrona/Leschi to the U-District	11/9/2014 6:35 AM
2530	Getting to work at Harborview by 6:00 AM start time from 70th and Sand Point Way NE is difficult when Metro cancels the 5:35 AM (approx time) #3 bus from 3rd and Pike during the Christmas holidays. I must take a cab to work to make it there on time.	11/9/2014 4:12 AM
2531	Yes, but it's slow	11/9/2014 3:08 AM
2532	I take the E-line, which is often slow. There are alot of stops for a "rapid ride". But when I go to Capitol Hill, service is descent and frequent. There are some stops that are too close to each other, making us stop alot.	11/9/2014 1:48 AM
2533	Geography-wise yes, except for U Village access from Capitol Hill. But any bus that does not run on a 10-minute schedule is useless for serious commuting that includes a transfer.	11/9/2014 1:21 AM
2534	Yes, but they are cutting my route on the 8	11/9/2014 12:46 AM
2535	For the most part, though transfers can add significant time to an otherwise short commute.	11/9/2014 12:41 AM
2536	Sometimes, wish there would be longer hours for certain buses like the 550 and 255	11/9/2014 12:08 AM
2537	yup - just add frequency and span	11/8/2014 10:46 PM
2538	Work ok	11/8/2014 10:46 PM
2539	Sometimes. Don't like carrying my bike up stairs at Montlake eastbound from Downtown . Age 73.	11/8/2014 10:45 PM
2540	For me, they work great, but that's because I live in a GREAT spot for public transit. I live on Capitol Hill, and I CANNOT wait for the link to take me from Capitol Hill to the airport! I travel a lot!	11/8/2014 10:33 PM
2541	Mostly	11/8/2014 10:33 PM
2542	Would like direct bus (no-transfer) bus to downtown Seattle from Laurelhurst. The 25 is too infrequent and meanders too much.	11/8/2014 10:27 PM
2543	Bike is most dependable Bus is slow	11/8/2014 10:22 PM
2544	Yes, but slow when they actually show up. The 7X is gone and the 9x is far too limited.	11/8/2014 10:17 PM
2545	No. I would like better east-west service across north Seattle. Maybe a single bus that goes from Loyal Heights/Crown Hill/Greenwood in the west to Wedgwood/Magnuson Park/NOAA in the east.	11/8/2014 10:01 PM
2546	Pretty much.	11/8/2014 9:56 PM
2547	the 77 is great. I do have trouble bussing all the way to work, since the 131 and 132 stop at places downtown that are a little too sketchy to wait for the bus in the dark. so the vanshare works, but it just adds more waiting time to the trip.	11/8/2014 9:34 PM
2548	I have to drive part way to get to the bus	11/8/2014 9:04 PM
2549	Mostly. But it be nice if 70s and 8 were not so crowded, and out of schedule.	11/8/2014 8:56 PM
2550	The simple answer... no. They often only go a few blocks away from where I want to go, and that can often be further than I can walk. They also run at inconvenient times. It seems that if I have to be someplace by a certain time the buses always get me there either 45 min early or 15 min late. I know there isn't really anything you can do about that, but it does make me not want to use the bus.	11/8/2014 8:08 PM
2551	Yes they get me where I need to go. Just takes along time.	11/8/2014 7:47 PM
2552	I try to walk and use buses as often as possible, but sometime it is difficult and timely to get some places (i.e. from Capitol Hill to Ballard) as there's not a direct bus route. In these cases I'd use a more expensive option such as Uber, or just not go. There are some neighborhoods I would like to explore more, but my lack of a car makes it too expensive or too long to get there.	11/8/2014 7:32 PM
2553	Right now, I use my car. I used to use Metro when I lived in E. Magnolia and Ballard, but now I live in NE Burien .	11/8/2014 7:12 PM
2554	Yes, my 64Express is practically door-to-door.	11/8/2014 7:02 PM
2555	They work OK.	11/8/2014 6:58 PM
2556	It is usually possible to get where I want to go, but often I have to transfer downtown or University District which adds considerable time to the trip. It doesn't seem like busses are scheduled for easy transfers, and if the first bus is late, missing the transfer wastes even more time.	11/8/2014 6:45 PM

2557	mostly. not olympia, which is a huge hole in our transit network.	11/8/2014 6:23 PM
2558	Yes, just not quickly or reliably.	11/8/2014 6:11 PM
2559	Poor bus service from upper queen Anne to University of Washington. Poor direct bus service from upper Queen Anne to Fremont	11/8/2014 6:07 PM
2560	They do. The morning bus can be frustrating as I'm the last stop before the freeway. The 76/316 after 8 am are always super crowded and sometimes have to drive by. The evening buses from 5:30 on are often off schedule (late to super late) - but maybe this has been better lately. I know this is often out of their control due to traffic, but perhaps the scheduled time should be changed to something more realistic?	11/8/2014 5:27 PM
2561	Yes.	11/8/2014 5:27 PM
2562	generally work well, except for transit to University Village	11/8/2014 5:25 PM
2563	For the most part I have no issues. Although Metro buses tend to run slow	11/8/2014 4:51 PM
2564	ST Express is, for the most part, quick and efficient from Snohomish County to downtown. Rapid Ride E, however, is slow and has reliability issues at night. There are too many stops closely spaced together in densely populated areas, such as between N 80th and N 125th. I try to use ST over Rapid Ride as much as possible.	11/8/2014 4:38 PM
2565	Yes. my buses are currently lined up with low wait time but that has not always been the case.	11/8/2014 4:36 PM
2566	Yes, currently the transit options get me were I want to go with minimal walking to the precise destination.	11/8/2014 4:32 PM
2567	use it almost every work day to starbucks then work, about 5 blocks total walking	11/8/2014 4:31 PM
2568	Yes, I am satisfied with the service	11/8/2014 3:54 PM
2569	They work ok. I wish there were more 77 buses during the morning and evening commutes. There have been many delays and incredibly crowded buses, as of late. The Light Rail sharing the tunnel with Metro buses causes MANY delays during the evening commutes.	11/8/2014 3:54 PM
2570	The number 2 bus meets most of my needs. Do wish it ran more often in the evening.	11/8/2014 3:36 PM
2571	If it's available for my trip (e.g. going to the airport), I take Link. Otherwise, when I really need to get somewhere quickly/reliably, I take TNCs (Uber/Lyft/Sidecar); if I have time to spare, then I take the bus. Link works really well where it exists. Of course, its current route has a fairly limited reach. Buses often go where I want them to go, but they're largely slow, infrequent, and unreliable. TNCs are fast and reliable, and the waiting time is short, but they're expensive, and that's almost enough to cancel out their other benefits.	11/8/2014 3:34 PM
2572	morning commute is fine evening commute has too few buses after 6:00 pm so I am less likely to take the bus	11/8/2014 3:29 PM
2573	Getting to and from work are great during the rush hour.	11/8/2014 3:25 PM
2574	Transit does not work for me getting from north Seattle to Capitol Hill. Do not wish to transfer downtown.	11/8/2014 3:15 PM
2575	Very well, but outside of peak hours arrival times are inconsistent (either due to being late, or schedule lineup)	11/8/2014 3:06 PM
2576	They work well with limited extra walking	11/8/2014 3:03 PM
2577	The current routes through Capitol Hill and the Central District are seriously lacking in reliable and convenient speed. They lack dedicated bus facilities making them stuck in the regular traffic, even though they are moving dozens more people. Additionally, there is a big lack in access for areas west of 23rd traveling north and south between Judkins and John.	11/8/2014 2:56 PM
2578	Things work for the most part except the Metro buses. They are slow, infrequent, unreliable, overcrowded, don't run late enough, etc etc etc.	11/8/2014 2:50 PM
2579	They work well	11/8/2014 2:19 PM
2580	Yes 8 is rarely on time	11/8/2014 2:18 PM
2581	sometimes I have to use secondary transportation to get to current mass transit options; once I'm at the nearest transit station it works fine! I choose mass transit because of current routes; I would use it more if more routes were available!!	11/8/2014 2:14 PM
2582	Transit works very well for me. W	11/8/2014 2:06 PM
2583	Mostly work, but if I want to do some things in the evening after work without driving my car in, public transit can be a big problem.	11/8/2014 1:51 PM

2584	The ones I currently use, like the 10, 8, 43, 12, all work well for me.	11/8/2014 1:30 PM
2585	They do generally get me where I want to go. Transferring is often painful because buses aren't frequent enough or connections aren't timed or the buses are running late. Frequency at night and on weekends is also pretty bad. Can we have more bus only lanes? Also red paint on pacific right outside the med center.	11/8/2014 1:21 PM
2586	i live 7 miles from work at SLU. It takes 20 minutes to drive, sadly, but >45 min w/bus transfer to ride the bus. Given professional (and family/daycare dropoff) intensity I can't afford 3+ hours extra per week on the bus, and negotiating transfers with my 3 year old.	11/8/2014 1:17 PM
2587	The options for most of the day work well. Decreased service on night and weekends reduces ability to rely on transit, so I use services such as Car2go and Zipcar more frequently.	11/8/2014 1:15 PM
2588	Yes	11/8/2014 1:15 PM
2589	Yes, but the bus comes at unreliable times.	11/8/2014 1:11 PM
2590	Not really.	11/8/2014 12:33 PM
2591	They go where I want to go, but it takes three busses to get there. So there can sometimes be long waits for transfers.	11/8/2014 12:22 PM
2592	Yes	11/8/2014 12:12 PM
2593	Yes, but the 30 stops running too early. Maybe Magnuson park destinations should be added to the 30 route.	11/8/2014 11:58 AM
2594	Fair. Distance between stops is haphazard, times between buses is abysmal, I can get only so far, then have to walk the rest of the way much of the time.	11/8/2014 11:57 AM
2595	Usually and eventually - stops are not coordinated for timely transfers many times the next bus I have to catch just left so I wait around for 30 mins to get the next one. Or I have to walk a couple blocks between line - like catching a bus to Capitol Hill from the tunnel after riding light rail - have to get out at Westlake and walk to 4th/Pike - I'd be really mad if I were confined to a wheelchair or had any mobility limitations. In the winter, people wear coats, so having the heat cranked up is extremely uncomfortable, so for longer rides people have to take off coats in crowded bus knocking into people and taking up extra space; conversely in summer, people don't wear big heavy coats, so having the air conditioning blasting and freezing people out is also a de traction for riding - drivers could dress accordingly and regulate air for the CUSTOMER. Also, someone should find a way to get riders to behave better while on transit.	11/8/2014 11:56 AM
2596	Yes, after a 20 minute walk	11/8/2014 11:50 AM
2597	Currently all the transit works great for me.	11/8/2014 11:48 AM
2598	I can easily get to places I go on a daily or weekly basis, but it can be difficult to get to other parts of the city (e.g. from Capitol Hill to Ballard, Northgate, Georgetown, or Columbia City).	11/8/2014 11:27 AM
2599	Yes - but I'd love more and faster options to get from cap hill to pioneer square/Georgetown so do beacon hill	11/8/2014 11:20 AM
2600	OK except for VA Medical Center (you took away the MT-60)	11/8/2014 10:50 AM
2601	Normally take the 257/252 & sometimes 311. Use 255 on weekends. These work nicely, although the last mile to work has no real transit options. 1st Ave south buses near Safeco should be restored.	11/8/2014 10:46 AM
2602	Mostly OK during the week, but I have to allow at least twice as long on the weekend to get downtown.	11/8/2014 10:42 AM
2603	For the most part they would get me where I want to go but the frequency typically stinks. Every time the bus 8 gets a good driver, some tenure BS comes up and we get some lazy old fart instead. A lot of times I just walk rather than wait for the bus - thanks King County people who do not live in the city! Jerks..I hated losing the bus 47. And the bus 8 doesn't come as frequently now. One more thing - thank goodness for One Bus Away. Since the schedules are so thoroughly unreliable, OBA is huge in knowing when to "actually" be at a bus stop.	11/8/2014 10:23 AM
2604	The 16 is frequently crowded to standing room only in the AM and doesn't run frequently in the evening. The 44 doesnt predictably turn into the 43 to get from wallingford to Capitol hill quickly.	11/8/2014 10:21 AM
2605	ST 542 gets me to work, this is working very well 49 to Capitol Hill takes too long, I hope the train will be faster, but will need a bus connection to get from Husky Stadium up the hill. There is no good connection to go to the airport now. Also hope that there will be a good bus connection from the U-District to Husky Stadium so that the airport can be reached faster.	11/8/2014 10:17 AM
2606	Most of the time, yes.	11/8/2014 10:17 AM

2607	I walk mostly anywhere I go around downtown/Capitol Hill because it's often a bit more reliable than buses, and sometimes it takes less time. I use buses when I need to go to places I can't walk to, i.e. downtown to Ballard. Generally these bus options are great. The 17X and 18X are fantastic, but they don't run that often. The 40 and Rapid Ride also get me to Ballard, but they're significantly slower than the 17X and 18X. When I go to the UW, I use the 71X, 72X, 73X, or 74X. All are awesome and quick routes, but extremely overcrowded and uncomfortable. I use the light rail to go to and from the airport.	11/8/2014 9:58 AM
2608	Yes and quickly.	11/8/2014 9:44 AM
2609	yes but I refuse to count on bus service during the rush hours. I find it more frustrating that the 71, 72, & 73 can't be counted to run on time.	11/8/2014 9:27 AM
2610	No, I only take the #25 bus to support Metro. If I drive to 6th and Seneca I can be there in as little as 25 minutes. If I take the bus it is well over an hour.	11/8/2014 9:08 AM
2611	Getting from the waterfront to SLU and/or Capitol Hill is a pain: steep grades between the ferry and transit stops and infrequent eastbound service without going all the way to Pike.	11/8/2014 8:59 AM
2612	They work well, but there are not enough options to meet demand	11/8/2014 8:50 AM
2613	It is really a pain to get to First Hill, and to Capitol Hill on the weekend coming from Beacon Hill. When will the First Hill Trolley finally be activated? That will solve a myriad of transportation problems for non-driver on the southeast side, like myself.	11/8/2014 8:47 AM
2614	It takes about twice as long as driving to work which isn't a problem. The problem with my trip is that there aren't covered stops where I need to change busses. In addition I had to search out my trip manually. Trip finder didn't figure out the #60 from Cap Hill to transfer in Georgetown to the 124.	11/8/2014 8:41 AM
2615	great service in my neighborhood with rare exception buses run on schedule	11/8/2014 8:40 AM
2616	not having to ask friends for a ride to the airport	11/8/2014 8:33 AM
2617	more or less. In the rainy months, my routes involve more walking than I would like at times.	11/8/2014 8:02 AM
2618	Work okY. Church not able to get to need more Saturday and Sunday service to run errands shop and church. Want direct Sat and sun routes from Lake City to downtown.	11/8/2014 7:53 AM
2619	I wish the 8 was a faster bus. I am excited to use the University link in 2016. Keep the 48 running as fast as possible	11/8/2014 7:51 AM
2620	Surface transit is bogged down by general peak hour traffic, need alternative transit not affected by other traffic.	11/8/2014 7:42 AM
2621	Yes	11/8/2014 7:42 AM
2622	Yes but slowly and not as frequently/reliably as would like	11/8/2014 7:38 AM
2623	My option to get to my job on the UW Campus is OK. Since the 75 route was changed and combined with the 31, the buses have been more frequently off schedule. The evening commute home around the 5 o'clock hour is terrible. Buses are late, and it is very uncomfortable waiting in the cold and darkness for 15 to 20 minutes because the 31 is late getting to the U District where it change to the 75.	11/8/2014 7:04 AM
2624	Yes but slowly.	11/8/2014 7:02 AM
2625	I get where I need to go, but not necessarily on time, and it often takes a long time, since one has to plan to take earlier buses to get places on time, and frequently one has to transfer (which doubles the risk of delays in arrival).	11/8/2014 7:01 AM
2626	Demise of the 47 and the lack of a downtown connection from Capitol hill creates problems -- many trips take me from E. Republican and Bellevue to the Federal Building - no one seat ride so I usually just walk.	11/8/2014 4:17 AM
2627	Generally well, timing can be inconsistent on buses but it works	11/8/2014 3:41 AM
2628	For the most part, Yes.	11/8/2014 1:40 AM
2629	They suck because they're unreliable one way and caught in traffic the other way	11/8/2014 12:23 AM

2630	I don't think I've ever encountered a scenario where I couldn't get where I wanted to go on the bus... but there have certainly been cases where it's not as convenient as driving. Too many transfers, or it simply takes too much long compared to driving. I feel like it's really easy to get from where I live in the Central District to various places downtown. And I LOVE the light rail to the airport. I've used it on many occasions and been so thankful for it. I do wish, sometimes, that the 11 or 12 buses started running a little bit earlier in the morning so I could get down to the light rail / bus tunnel in time for earlier morning flights. In that same vein, I rarely take the bus for nights out in other neighborhoods, because I worry about getting stranded if I'm out too late and the buses are no longer running.	11/8/2014 12:21 AM
2631	OK but could be better. 101 needs to run later and more often - tie into Link at Rainier Beach Station	11/7/2014 11:58 PM
2632	Yes, but the lack of a carpool lane on much of the 520 makes my commute home from work very long.	11/7/2014 11:57 PM
2633	Yes.	11/7/2014 11:56 PM
2634	no, they only seem to go downtown and I don't work or really do anything downtown anymore. It took me 3 hours to get to work from Shoreline to SEATAC on the bus/light rail. I only tried it once and even with the expansion joint pulled up and the traffic mess, it was only 2 hours to work. I just don't have the time to sit on a slow bus/train to get to work or I'd never have time to sleep.	11/7/2014 11:54 PM
2635	I can mostly get to where I want to go, but not often in a very timely fashion and evening transit options are sometimes limited/non-existent.	11/7/2014 11:22 PM
2636	Not bad	11/7/2014 11:13 PM
2637	Fair. They get me close enough to work but cross town trips still take too long and are inconvenient for public transit	11/7/2014 11:13 PM
2638	I bike in the rain. Would rather bus.	11/7/2014 10:42 PM
2639	Yes, but outside of Seattle it gets more difficult to conveniently use transit for my routine trips.	11/7/2014 10:39 PM
2640	I currently take 11 to work, which works ok for me. The bus is frequently overcrowded and in the evening the bus is always late. Going else where in the bus is much harder.	11/7/2014 10:32 PM
2641	Denny congestion must be addressed. buses can't get through at peak PM hours.	11/7/2014 10:03 PM
2642	Yes! Love my transit!	11/7/2014 9:57 PM
2643	Yes	11/7/2014 9:53 PM
2644	I live in the International District and work in Pioneer Square (waterfront), so I usually ride my bike or go one stop in the Tunnel.	11/7/2014 9:52 PM
2645	Yes they get me to work and back!	11/7/2014 9:45 PM
2646	I can get to most places I need to go. The main problem I have with Seattle metro is that the buses are always late and the times on the schedule are not correct.	11/7/2014 9:35 PM
2647	Yes, though I do have to walk a bit farther then I used to due to routing changes. Fewer options and more crowded coaches in the evening now that the 306 is gone.	11/7/2014 9:25 PM
2648	Capital hill to Ballard and south lake Union often slow and unreliable. Uw campus to lower Queen Anne very slow.	11/7/2014 9:10 PM
2649	They work well for commuting to work, except that Metro has reduced the frequency of trips over the years and that some of the buses are reliably LATE (71 leaving 65th and 35th at 9:26 AM has never been on time - always 5-10 minutes late; I stopped trying to take the 76 leaving ID at 5:04 PM because it never showed up before the next scheduled 76 leaving at 5:21; I stopped trying to take the 65 leaving 35th and 65th at around 9:15 AM because it was usually 15 minutes late). Getting across town to the east has never worked very well. And now that the 30 doesn't go to Seattle Center it is even worse. I used to take the 194(?) from the tunnel to SeaTac airport. Now that ST's CLLR has replaced that route it takes longer, costs more, and doesn't run early enough or late enough.	11/7/2014 9:08 PM
2650	To get to green lake, i take the 312 to 20th ave ne and ne lake city way and then walk the rest of the way, because transferring is so inefficient i can walk faster. The express bus to downtown (522) is the most efficient service, but it is hard to connect efficiently from this bus line to get around other parts of north seattle.	11/7/2014 8:51 PM

2651	Buses get me home but not with ease. Option one is to walk about a mile to catch the 14 bus (3rd and pine) but this is area doesn't feel after dark. Other option is to catch the tunnel to intl district, but tunnel buses are always full or delayed.	11/7/2014 8:50 PM
2652	167 is great for me to take from the Renton Highlands area (from either exit 6 or 9 on 405). It is faster than when I drive. It would be very hard (slow commute) if 167 was not running. I have to take at least 2 buses and I often cannot make connections between buses if have to take 271 and 566 to get to Renton. I like taking bus 75 (and 65 or others on Sand Point Way) go to/from children's hospital.	11/7/2014 8:34 PM
2653	For the most part; however I feel that over the past ten years of using Metro to work, I felt that there could be a better transit hub near Pacific Ave and Montlake Blvd. I see a lot of folks walking to and from Pacific Ave. thru U.W. campus to E. Stevens NE to transfer on a bus. It seems a better hub for transportation in this area with light rail should be examined closely.	11/7/2014 8:28 PM
2654	they used to, till the 243 was canceled & the seattle tax isn't bringing it back even though the majority of its riders are in seattle, and it was full from lake city way to btc & reverse.	11/7/2014 8:22 PM
2655	Yes, but traffic is awful in the mornings and the busses are often over capacity. I live in Lake Forest Park and use either the 522 or 312 every day to get to work. Most bus drivers are fantastic. About once a week, we get a driver lacking confidence who do not drive with a purpose. Missing lights due to a lack of purpose adds time to the ride.	11/7/2014 8:07 PM
2656	Yes, if I walk Downtown to catch them (excluding #49, which I can catch on Capitol Hill).	11/7/2014 8:06 PM
2657	I take the 41 from the Northgate park and ride to the Pioneer Square tunnel station 5 days a week. It is extremely reliable, convenient, and fast. The only inconvenience is that I have to drive to the park and ride from my house. I live on 35th ave NE near 92nd st. I used to take the 64X to work daily, but it has become so unreliable in recent months. At least once a week, the bus would not show up for the scheduled time and I had to drive to work to avoid being late.	11/7/2014 8:03 PM
2658	Not all of of the way. I have a reverse commute, because I work in the suburbs (Kenmore). I can get close, but the last couple miles are tough with transit. Frequency is also a problem. Every half hour is not bad, but it can also be a barrier for me taking the bus. If buses ran more frequently to a light rail station, and then I could take very frequent rail the rest of the way, I would be able to use transit more often.	11/7/2014 7:31 PM
2659	Transit works well to get me downtown. I love that a bus ride downtown, then light rail so easily gets me to the airport. I wish I could get to and from work in Bothell.	11/7/2014 7:25 PM
2660	yes	11/7/2014 7:20 PM
2661	Need better connections between Capitol Hill and Ballard/Wallingford/Fremont.	11/7/2014 7:16 PM
2662	I live in the U District. Getting to downtown and Cap Hill is slow and irritating. If I can get to Husky stadium (which is a little ways away) then that will become much more convenient. Also, if buses from the eastside to downtown terminate in the U District instead, I will be able to get to the eastside while passengers on those buses will be able to transfer to light rail.	11/7/2014 7:15 PM
2663	They are adequate, but I wouldn't say they get me to where I want all the time. There needs to be more emphasis on connecting bus routes directly to light rail at the appropriate time.	11/7/2014 7:00 PM
2664	My transit options are poor in Rainier Valley. The options in/to North Seattle are pretty good.	11/7/2014 6:52 PM
2665	Utilizing the park and ride, yes, transit works for me. I would love to be able to take the bus directly from my home, though.	11/7/2014 6:47 PM
2666	Generally, yes.	11/7/2014 6:22 PM
2667	Route 76 works very well in the morning to get from View Ridge to downtown. It is much slower in the evening.	11/7/2014 6:20 PM
2668	Easy to get everywhere except University Village from points south	11/7/2014 6:02 PM
2669	I think I answered this mostly in the previous questions- But I would like to mention long term goals: Expanding Link as quickly as possible at any cost is SO important. If you asked the people to help pay to speed up the process, it would happen in an instant. We're begging for an underground system. In addition to the current expansions, I believe a line from downtown to Fremont/Ballard/Green Lake would be a game changer. Also, a circle line would be incredibly successful- Downtown, Capitol Hill, UW, Wallingford, Ballard, QA, Downtown.	11/7/2014 5:54 PM
2670	More or less. Over crowding and lack of frequency stink.	11/7/2014 5:51 PM
2671	Yes they do, but the commute from SeaTac to UW is way too long.	11/7/2014 5:39 PM

2672	Transit, as it is, works really well for me, but it's mostly a product of where I live and the fact that I am able-bodied as **** (except for not being able to walk down hills).	11/7/2014 5:36 PM
2673	They used to work great. But after service cuts, now on evenings and weekends, I am now a mile from bus service.	11/7/2014 5:22 PM
2674	For the most part yes. Getting from Eastlake to say, Fremont is kind of a pain in the ass at times, but what with a great big lake right in the way I suppose that's to be expected.	11/7/2014 5:19 PM
2675	They do, but very hotly in the winter time. (Dear drivers, we are coming onto the bus with all of our winter gear on and plan to eventually get off the bus into the same cold weather with our winter gear on. It is you who should dress warmer and turn the heat down, not the other way around.)	11/7/2014 5:17 PM
2676	Generally. Existing (traditional) trolley buses are quite awful; lurching combined with bad roads. Often choose to walk rather than take trolley bus. Options more limited when not during commuting periods (e.g., weekends)	11/7/2014 5:13 PM
2677	From View Ridge, I get to Roosevelt and Downtown easily. From Downtown, I get to View Ridge and Northgate. I can't get from Northgate to View Ridge easily.	11/7/2014 5:11 PM
2678	They do NOT work in the morning. I am a barista and cannot get to my work using metro buses currently.	11/7/2014 5:08 PM
2679	Route 41: Great service. Route 5: Takes to long from north of 105th Street.	11/7/2014 5:05 PM
2680	I wish we had better service from capitol hill to Southcenter Mal	11/7/2014 5:04 PM
2681	There is a huge bottle neck getting out of Seattle in the evening. I would gladly take light rail to the street car and then from the end of the street car catch a bus to Eastlake if all the systems were more frequent and reliable. The 70 to Eastlake is duplicative of both the light rail line and the street car. Also ideally there should be a policy during snow days that the street car line be car free. The street car could be moving more people during snow storms if it weren't caught in traffic. When light rail opens, I think the 70 should be redirected to either the Capital Hill or Husky station -- it should not bother going downtown at all. It should connect the street car to light rail stations and that's all.	11/7/2014 5:01 PM
2682	Not frequent enough, too slow and not enough Night Owl service.	11/7/2014 4:54 PM
2683	I can eventually get where I need to go, but there are a number of problems depending on the day of the week and time of day that I attempt to go there.	11/7/2014 4:49 PM
2684	For my commute (2512 E Madison St to 500 4th Ave), taking the bus takes 30 minutes. In contrast, I can walk the route in 33 minutes. So, I rarely take the bus. This is because none of the route near by home (11,8,12,43,48) go to the south portion of downtown. The best current options are either 1) take the 11 to Westlake Center and transfer to another route heading south or 2) walk 5-10 minutes to a stop served by route 12, then walk another 5-10 minutes downtown from Madison St to James St. I'd really like to see a bus that goes from E Madison St & 19th Ave to James St & 3rd Ave.	11/7/2014 4:41 PM
2685	For the most part. It can be difficult to get to certain places just by bus, and it's very time consuming.	11/7/2014 4:34 PM
2686	Depending on my time and destination, I walk, use the bus, or drive. They all get me where I need to go with varying advantages and conveniences.	11/7/2014 4:31 PM
2687	No, since of the recent cutbacks. I live along the lake in Leschi, am 64 and retired. I do audit courses at UW under their ACCESS program for seniors. The get to a bus now any time other than during rush hour on weekdays, I would need to walk up a very steep hill through Frink Park to the #14 or a 20 minute walk to Madrona for the #2. I will not be able to do this in bad weather and am not sure how often I would be able to walk up the hill. What I have been doing is driving to a bus stop, which is insane in this day and age, especially in Seattle. If the #27 at least ran once or twice during non-rush hours, I would be able to adjust my trips accordingly. Alternately, how about running a small shuttle service 2-3 times a day along Lake Washington from Seward Park to the # 2 at Madrona Park ?	11/7/2014 4:28 PM
2688	Yes, but too slow and unreliable.	11/7/2014 4:27 PM
2689	YES!	11/7/2014 4:19 PM
2690	They get me there, but the schedule is horribly unreliable and I'm often late or give up and drive or ask someone to pick me up	11/7/2014 4:18 PM
2691	Cross-town connections (east-west; Ballard to anywhere but Downtown as examples) are slow and unreliable. I think transit last whenever I take a trip that does not include Downtown Seattle as one of the trip ends.	11/7/2014 4:15 PM

2692	Transit options work very well for me in Central and Downtown Seattle, although route # 11 is very unreliable. But getting anywhere on the Eastside is challenging and takes 2-3 buses and a long time, especially on weekends. There are also patches of Seattle that are not sufficiently covered by public transit, such as the waterfront or some parts of SODO.	11/7/2014 4:15 PM
2693	yes	11/7/2014 4:13 PM
2694	For the most part, although they can be very crowded and late.	11/7/2014 4:12 PM
2695	It is very time consuming to go from Fremont to capitol hill by bus, even with a light rail connection the 40 is too slow and infrequent.	11/7/2014 4:11 PM
2696	Downtown is good; but Pioneer Square area takes too long	11/7/2014 4:11 PM
2697	They do, but the speed is less than what I would prefer due to the meandering routing of the 60	11/7/2014 4:11 PM
2698	Kind of. All commuter buses are packed and the train is also packed during peak commuting times. I've been passed by full buses many times. Delays and unreliable/chronically late buses are also an issue.	11/7/2014 4:10 PM
2699	yes, but slowly,with transfers	11/7/2014 4:09 PM
2700	Route 25 does not run nearly often enough and is rarely on time! Route 49 is very slow with all the stops on Capitol Hill and is not always on time!!	11/7/2014 3:59 PM
2701	On the whole they work fairly well. I wish there was an easier way to get from Northgate to Capital Hill. I typically avoid short transfers where I have to wait as long for the bus as it would take to walk the length I need to travel. I end up walking up the very steep hill from some stop in Downtown Seattle rather than wait 15-30 mins for a bus... Walking is healthy, but transfers can be very time consuming for those who may not be physically capable I love catching the 41 downtown. I will do anything to avoid having to drive/park downtown. The 41 is wonderful (even if sometimes quite overcrowded).	11/7/2014 3:56 PM
2702	Yes, though sometimes (depending on time of day) there is standing room only on the 3 or 4. The 25 is very infrequent	11/7/2014 3:55 PM
2703	Pretty much.	11/7/2014 3:53 PM
2704	Yes, except it's not yet practical to get to the airport from my Lake City house	11/7/2014 3:49 PM
2705	They are rare and not frequent enough. There needs to be more metro, or more express buses. They are almost never on time. This is ok if it is a bit late...I DON'T MIND BEING A FEW MINUTES LATE. What is UNACCEPTABLE is when buses leave EARLY!!! Buses leaving early is the reason I got rid of my U-Pass.	11/7/2014 3:46 PM
2706	I find it difficult to get from my home in Maple Leaf, to my work at SLU. I usually take the 77, then walk from Westlake or Convention Place to SLU, but that's a pain in bad weather. The SLU Streetcar service is slow and too unpredictable. Also, after 6:25PM my options for getting home are limited: the 73 runs every 30 minutes (every hour after 8PM) and is slow (45 minutes from SLU to home).	11/7/2014 3:45 PM
2707	Mostly the buses work well. They are too crowded and schedules are unreliable around rush hour so I avoid those times as much as possible but can't always. I wish the water taxi would run during the daytime in winter.	11/7/2014 3:45 PM
2708	Generally, but there are definitely places I avoid because transfers are involved or the walk from a bus stop is far or involves steep climbs. Ideally I wish Seattle had more direct neighborhood-to-neighborhood connections and express routes rather than having to go downtown and make transfers. I wish there was more northwest-to/from-southeast coverage through capitol hill and the central district. I hate having to make a five minute drive and deal with parking just to get from one end of my neighborhood to the other, hills make it challenging to bike the route, but I've found because of transfers and waiting, taking the bus is not necessarily faster than walking - which can take 30 minutes or more.	11/7/2014 3:42 PM
2709	Sometimes the routes on 31,32 are not reliable time wise ST556 is very good	11/7/2014 3:36 PM
2710	Need service in 12th Avenue corridor.	11/7/2014 3:36 PM
2711	Transit works well for some things I do. If I want to go to a library, that is usually pretty easy to do. Also, going toward the university of Washington or to lake city are pretty easy to do. Downtown is easy to accomplish as well, though it takes at least 40 minutes and usually an hour. Most other destinations can be done by bussing, but are not realistic. I'm not going to spend about 1.5 or even 2 hours for one-way travel for most places.	11/7/2014 3:35 PM
2712	No, bus routes are not comprehensive - they miss spots where I'd like to go. Buses come to stations too infrequently. Often if you just miss a bus, you have to wait 20-30 minutes for the next one. It makes buses impossible to rely on, and I end up using Lyft or Car2Go because I need to be able to get places quickly.	11/7/2014 3:33 PM

2713	My transit options work, but service is pretty sparse before 7am. I can get around by bus easily, but of course I'd like better connections to make my trips faster. However, I understand with Seattle traffic, not even the buses can be on time.	11/7/2014 3:33 PM
2714	For the most part, yes. I purposely choose my apartment in the U District to be on fast and reliable transit, and only work at places accessible by bus/train. Best: downtown to/from everywhere, especially Capitol Hill/U-District Fine: Capitol Hill or Greenwood to/from U-District. Harder: Seattle Center/Lower Queen Anne/Ballard/Fremont to/from U-District Not really possible: Magnolia, West Seattle to/from anywhere except downtown I'm always surprised at how hard it is to get to the Seattle Center by bus or bike. The recent work on Mercer seems to have made things worse and not better.	11/7/2014 3:25 PM
2715	My main route to work (3 or 2) doesn't run frequently enough during the day - I have to leave early in order to get to work on time, making walking an option that is often faster than the bus. The route 8 would be great if it ever ran on time - but the jog it makes around yesler/jackson always makes it late. That route should continue straight on MLK Way.	11/7/2014 3:21 PM
2716	Love it, it needs more funding. More frequent rides, more buses with more space. They get me usually pretty close to where I need to be, except in North Seattle-Ballard, Wallingford, Fremont. I have to walk a bit too far there.	11/7/2014 3:20 PM
2717	ST 545	11/7/2014 3:13 PM
2718	During peak hours, no problems, otherwise, it takes twice as long to get downtown. Buses sometimes don't come, which is difficult if you are planning based on when the bus should get you to your destination.	11/7/2014 3:08 PM
2719	Only somewhat - could be much better.	11/7/2014 3:05 PM
2720	Biggest issue is the inability to accurately track and rely on service. This would dramatically increase my use of public transit.	11/7/2014 3:02 PM
2721	I miss the 30 for regular service. Otherwise great	11/7/2014 3:02 PM
2722	I would rate transit options for my usual destinations a B (if I could get to Alaska Junction with greater frequency, it'd be an A). Reliability and frequency seem to be in greatest need for Seattle transit.	11/7/2014 2:55 PM
2723	Not at a speed I find tolerable. Transit tends to be so slow, crowded and uncomfortable that I ride my bicycle whenever I can. I would very much like high quality transit that was not miserable to ride and I keep voting to raise my own taxes to pay for more transit in the hopes that high quality transit will someday be delivered.	11/7/2014 2:54 PM
2724	I chose to live near major bus routes so I could get most places by bus, as I don't drive. There are places I don't go to often because I can't get there easily or quickly by bus, especially at night and on weekends when the frequency drops and when transfers are required. Trips from one neighborhood to another, like Ballard to Capitol Hill, can take an hour or more by bus and require multiple transfers. I love taking light rail but it doesn't go to my neighborhood.	11/7/2014 2:50 PM
2725	They work well for me in general, but getting to Ballard is time consuming and delays are a pain.	11/7/2014 2:39 PM
2726	Mostly.	11/7/2014 2:39 PM
2727	Mostly, I often walk or bike when traffic slows down the system.	11/7/2014 2:35 PM
2728	work well. get where I want/need to be. good alternative if car is not available - can still get there via bus.	11/7/2014 2:35 PM
2729	Mostly, yes.	11/7/2014 2:34 PM
2730	Great	11/7/2014 2:30 PM
2731	bus times are unreliable costs a lot in time to transfer I have to be creative with combining walking, driving and busing to keep my commute to downtown under an hour	11/7/2014 2:23 PM
2732	No, I must drive and park on a residential street about 7 min from my house to be able to connect to a bus to get me to work. Buses are frequently late	11/7/2014 2:19 PM
2733	Yes. I love transit. I wish I could give you more money to build out more transit with 100% right of way. Yay link!	11/7/2014 2:11 PM
2734	They don't work that well. I have to walk long distances to get to a bus or other transit mode. The buses don't come often enough. They don't go many places I would like to go. Rush hour buses are packed and sometimes don't even stop, especially in bad weather. Overall traveling by bus is really inconvenient and unpredictable. It takes too long. Driving a car is faster and more reliable.	11/7/2014 2:11 PM
2735	Pretty much -- they're great... just need to be more frequent.	11/7/2014 2:03 PM

2736	The Tukwila Park and Ride goes to Downtown Seattle through the 150 route however, it takes a long time to commute to work. The Link Light Rail serves those who live closer to the station.	11/7/2014 2:02 PM
2737	They work pretty well, just depends on need or time of day.	11/7/2014 2:00 PM
2738	I find that transit works to get me between major neighborhoods (Ballard, Cap Hill, Downtown, U-district, etc...) however I find that there are not enough express services that bypass the core inner neighborhoods like Eastlake on their way to say South Lake Union. The 71,72,73 express being major and welcome exceptions. An expansion of the 26 express or a 16 express would be quite welcome as well. In the evenings or for trips across major transfer points I find myself using Uber or Lyft to expedite travel or bypass the friction caused by transfers. I try to avoid transfers at all costs in the evening and sundays.	11/7/2014 1:56 PM
2739	Yes	11/7/2014 1:51 PM
2740	Most of the time i avoid them because they are too slow	11/7/2014 1:42 PM
2741	Vanpool is great!!!	11/7/2014 1:35 PM
2742	Yes, the current transit service is good although conections could be better, particularly between the Eastside and non-downtown destinations (e.g. Fremont). Also, frequency needs to be higher, for example, the 271 which is a very important route is hourly way too early, and it ends at like 10 pm on Sundays.	11/7/2014 1:34 PM
2743	I am unwilling to take the bus places where I have to transfer, so I just drive there instead. The only places where I can really go directly are the UW, downtown, and Northgate.	11/7/2014 1:32 PM
2744	Yes. The 316 is a perfect route for me.	11/7/2014 1:31 PM
2745	Yes but sometimes 2 or 3 transfers and up to a mile of walking. The waits between buses can be 40-60 minutes as most of my buses run once every 30-60 minutes.	11/7/2014 1:29 PM
2746	Very good - except U Village	11/7/2014 1:25 PM
2747	Yes, but slowly (Metro) or expensively (rideshare)	11/7/2014 1:25 PM
2748	Most of the time	11/7/2014 1:25 PM
2749	The route 71 is the bus that I take most frequently. It has been hopelessly overcrowded for years. It gets me where I want to go, but I have to be careful not to make the mistake of trying to board an outbound 71 at Westlake tunnel station downtown, because it is often so overcrowded by the time it gets to that stop that the driver can not take on more passengers. Metro has been ignoring this problem for years. Why?	11/7/2014 1:24 PM
2750	Great usually. Very crowded, but the routes run frequently so I'm rarely waiting for too long.	11/7/2014 1:23 PM
2751	I can eventually get where I need to go, but it frequently takes up to an hour and three buses -- and that's just to get a couple of miles. Getting east/west is horrible -- downtown and UW are the only places it's relatively easy to get to without taking a ridiculous amount of time.	11/7/2014 1:22 PM
2752	Difficult connections from Capitol Hill to Ballard/Fremont. Travel time is far higher than via auto. Current downtown to UW travel time is very unreliable during peak, but will be solved with Link. Denny Way important transit corridor, but routinely unreliable from auto congestion	11/7/2014 1:17 PM
2753	They only work because I leave at 6 AM and get home late (8:30 PM). If I were to commute during normal rush hours, I would be on the road forever with bus stuck in traffic. At night I take one bus (48) and then walk a mile home because I don't want to wait at the bus stop because I never know how long I have to wait. Too often I notice buses back to back and then it appears that sometime a bus just simply does not show.	11/7/2014 1:16 PM
2754	I can't get to Kirkland, Issaquah or Lynnwood for Dinner and home and I'd like to be able to do that, If I could get to these location I could get by without owning a car. I'd like to be able to get between Seattle and Bellevue off peak and late night. We need more Late night buses on friday and saturday night so people have options more than risking driving drunk or not get home or pay alot of money to a tow truck operator.	11/7/2014 1:14 PM
2755	Yes but often very slowly.	11/7/2014 1:13 PM
2756	Yes, they work in general. I take the bus to and from work every weekday and take it for many personal trips in the evenings. It is difficult for me to use transit on the weekends since the schedules are so reduced (especially Sunday).	11/7/2014 1:02 PM
2757	Yes, but they're a bit slow. They also don't run regularly enough late night.	11/7/2014 12:58 PM
2758	Since the 47 was eliminated, no. When it ran, yes.	11/7/2014 12:55 PM

2759	They work pretty well, and frequently get me where I'd like to go.	11/7/2014 12:48 PM
2760	I primarily use the bus, supplemented with my car. I infrequently use car2go when I can use the bus in the morning and am uncertain of my time off. The fastest bus routes for me require a 5 - 10 block walk at both ends of the ride. I typically only use the bus to go to work or infrequently downtown. It works well for both.	11/7/2014 12:47 PM
2761	Transit works very well now for express service. Midday buses are no longer available to me. this is very disappointing	11/7/2014 12:47 PM
2762	They do, but they're slow, and multiple connections with long wait for next run makes using transit less reliable	11/7/2014 12:46 PM
2763	NO. Hurry up and finishing building the light rail up to Everett. I have only used the light rail once, to come back from the airport, and it still involved a bus transfer and significant walking. Now that I have children, I would NEVER use it again in its current form.	11/7/2014 12:43 PM
2764	Light Rail is the best. More. More. More. Buses are okay, but often unreliable and infrequent. Streetcars are pretty meh and would work much better with dedicated lanes.	11/7/2014 12:41 PM
2765	I would like better connections from Capital Hill to Benaroya Hall, Seattle Art Museum, Ferry Terminal	11/7/2014 12:40 PM
2766	Most of the time, but often late, especially the 8	11/7/2014 12:36 PM
2767	Yes	11/7/2014 12:34 PM
2768	yes, but there's room for improvement As a European, who spent most of her life taking buses, I'm surprised how slow the buses are here. There are too many stops, sometimes it's just every 2 blocks (e.g. check how many stops are located on 23rd in Montlake). Back in Europe you would not be able to see the next stop. I understand the convenience factor, but if the buses are so slow, who would be motivated to leave their car in the garage and spend 2-3x more time on the bus.	11/7/2014 12:33 PM
2769	Yes, because I plan the route for practical aspects.	11/7/2014 12:33 PM
2770	They get me to where I want to go.	11/7/2014 12:27 PM
2771	Often, but timing is lousy as buses can easily be 15 minutes late (or exactly on time) at my Roosevelt/56th stop, making connections really bad. If my boss wasn't cool with me not getting there on time, I couldn't commute by bus.	11/7/2014 12:26 PM
2772	Not very well. I have to transfer to get anywhere. And the buses are late and I wait forever. I used to have a bus that takes me directly from downtown to home without much walking. It was the 79. It is now long gone. I am afraid the 48 will be taken away when Link light rail comes to Roosevelt. Then I would not be able to get to church.	11/7/2014 12:25 PM
2773	I can't use transit, so my wife and I carpool. No transit does not get me where I want or need to go.	11/7/2014 12:19 PM
2774	They work well, though bus routes are often overcrowded.	11/7/2014 12:18 PM
2775	They get me close enough to where I need to go, and on time.	11/7/2014 12:16 PM
2776	Currently all of the options work well for me however getting out of downtown at rush hour can be slow	11/7/2014 12:14 PM
2777	Pretty well. I'd love a direct route from Northgate to Capitol Hill, 24-hour service to Sea-Tac (maybe extend owl 124 trips to Sea-Tac station?), and would love to see loop routes like the 10, 11, 12 connected to other routes/each other to reduce the hassle of transferring.	11/7/2014 12:11 PM
2778	Generally, they work well, particularly from one hub to another. However, using public transportation to get around on Friday/Saturday/Sunday is difficult and I don't use it if I go out.	11/7/2014 12:10 PM
2779	Taking two buses, I can get almost anywhere I need to go. On one bus, the Fremont/Ballard to Broadway/Capitol Hill trip is difficult since the 43/44 uses 23rd Ave instead.	11/7/2014 12:05 PM
2780	Too slow, inconsistent arrivals.	11/7/2014 12:01 PM
2781	Yes. Routes 74 & 76 are great routes to quickly reaching downtown during peak periods. The biggest delay is caused by slow-downs in the tunnel.	11/7/2014 12:00 PM
2782	I had to discontinue using Metro because of my inability to reach the closest stop which is in the middle of a very steep hill.	11/7/2014 12:00 PM
2783	Very Good, except for evening events.	11/7/2014 11:59 AM
2784	The 74 is very convenient for me - bus stops near my home and delivers me to tunnel near my work.	11/7/2014 11:58 AM

2785	they work pretty well and get me where I want to go.	11/7/2014 11:57 AM
2786	Yes they work good	11/7/2014 11:55 AM
2787	The transit options usually work great for me. All the routes are in place to get me to most places I want to go without a transfer. Sometimes the routes are not reliable though and show up too late.	11/7/2014 11:54 AM
2788	Yes, but it's harder on Sundays	11/7/2014 11:52 AM
2789	They work well	11/7/2014 11:45 AM
2790	yes	11/7/2014 11:43 AM
2791	They get me where I want to go, but with less frequency than I'd like. I am curious about how Wallingford's lines will be reconfigured when Link gets to Husky Stadium.	11/7/2014 11:40 AM
2792	I walk - the most reliable.	11/7/2014 11:40 AM
2793	I end up walking to work because transit options are not effective in my neighborhood.	11/7/2014 11:30 AM
2794	Metro Bus for work. Easy commute now but when looking for a job, the #1 thing is whether there is an easy and short commute.	11/7/2014 11:28 AM
2795	to cut time or too cold to walk or too rainy	11/7/2014 11:26 AM
2796	Slowly	11/7/2014 11:25 AM
2797	I often walk because the buses have to compete with too many single-passenger vehicles clogging up the streets.	11/7/2014 11:21 AM
2798	Barley functional to get to downtown. virtually worthless for off peak rides, given headways and speed. I live in a neighborhood just north of u village. Peak rides are crowded and slow.	11/7/2014 11:20 AM
2799	good	11/7/2014 11:20 AM
2800	Nope. Not during my commute time. Makes it inconvenient.	11/7/2014 11:18 AM
2801	There are lots of places I don't go because it's too time-consuming to go there, or the transit options for the return trip are so paltry in the later hours that I don't want to risk having to stand around outside for 1/2 hour in winter waiting for the next bus.	11/7/2014 11:17 AM
2802	25 is currently a direction shot to downtown.	11/7/2014 11:15 AM
2803	I travel from 25th and John to Montlake for work. The 43 or 48 are my route choices, and they seem to work fine. However, I am frustrated that the headways are not more offset so that instead of the 43 or 48 arriving within a couple of minutes of each other, they are separated to create evenly spaced headways, and potentially less time waiting at the stop.	11/7/2014 11:14 AM
2804	They get me where I want to go for the most part.	11/7/2014 11:14 AM
2805	they work, when there are bike carrier spots open on metro and ST buses.	11/7/2014 11:05 AM
2806	Mostly. The best new connection is Pronto to Dexter/Denny where I can catch the 26/28 to fremont.	11/7/2014 11:03 AM
2807	For the most part, but I need more late night options to get home (northgate) from Columbia City Theater when I work there. I also need transportation to and from Japanese cultural performances. Currently I have to rely on other participants for rides. but my 9-5 job is taken care of. I can easily get a 41 to downtown then the D to ballard for work. BUT the 41 is always SEVERELY crowded. Drivers are constantly turning people away or not stopping at later downtown stops on the way to northgate. I have taken to walking towards the ID to catch the 41 earlier in the route so I know I can get on the next bus coming.	11/7/2014 11:02 AM
2808	Generally works well. Look forward to U-Link because 71/73/74 buses are crowded and not always reliable.	11/7/2014 11:02 AM
2809	For commuting at peak hours (between Pioneer Square and Sandpoint), I have lots of great options - 74 direct, 41 + 75, 71/2/3 + 74/30/75, and 255 + 43/48 + 75. It's usually an hour or a bit more than that each way. Would be great to have those routes go more often in off-peak hours. For weekends the buses are rare enough to be useless. I go to the farmer's market in the U District every saturday morning but never take the bus.	11/7/2014 11:01 AM
2810	Yes, but not reliably, or quickly (for public transit)	11/7/2014 10:57 AM

2811	My transit options work pretty well for my daily commute (Metro bus), but less so for recreational evening/weekend travel between neighborhoods. It is very hard to travel from Capitol Hill to the Central District, especially at night, and that has significantly reduced the amount that I go out and the money I spend on food and entertainment because that money is redirected toward more expensive private transit options (carsharing, taxis) and parking fees for my car.	11/7/2014 10:54 AM
2812	No. I would like to take public transportation to the Sounders games, and do during afternoon games, but night games are too slow. It's faster and easier to drive. And the connection from Westlake Station to busses is abysmal!!!! having to walk two and half blocks to get to a bus going back up the hill is terrible.	11/7/2014 10:54 AM
2813	I am generally able to get where I am going EXCEPT when I want to go to the Seattle Center/Lower Queen Anne area. In that case I often end up walking rather than wait for the exceedingly unreliable 8, OR go downtown from the U-district and come back via 3rd.	11/7/2014 10:49 AM
2814	Yes, but I have guests from out of town that would love a one bus option From Capitol Hill where I live to the Woodland Park Zoo & Ballard/Fremont.	11/7/2014 10:48 AM
2815	They do but they can be slow, infrequent or unreliable. Buses could come more often and stick to schedule. Especially cross town buses like the 8 which if often late. Also more frequent later night routes across town would be great. Getting from Ballard or Columbia City to Capitol Hill late night is tough.	11/7/2014 10:47 AM
2816	They do get me where I want to go, but transfers are cumbersome and buses don't come on time or frequently enough.	11/7/2014 10:46 AM
2817	see previous answer...in a nutshell, I can drive for 10 minutes to get to sodo....or take 2 buses and 45 minutes (with transfers and wait times etc). I prefer to take public transportation, but you can see why I opt for driving occasionally. So technically they work...and I can get from home to work....but really inconvenient as far as time involved	11/7/2014 10:44 AM
2818	Somerimes	11/7/2014 10:44 AM
2819	I can mix and match transit and walking/biking with carsharing and car services. When I had less means and had to rely only on transit and walking/biking, I would avoid certain neighborhoods due to the difficulty or time it took to get there.	11/7/2014 10:41 AM
2820	Both the D Line and the 44 get me to my desired destinations, but they unfortunately are often slow and get stuck in traffic. We should have dedicated full-time, red-paint, transit lanes for both routes. Also, on another note, bus service between Ballard and Capitol Hill is very poor.	11/7/2014 10:39 AM
2821	For the most part, I can get where I need to go, but it takes a long time to get there. I find it difficult to use transit from the Seattle University area to get anywhere other than downtown.	11/7/2014 10:38 AM
2822	Usually, with a higher reliance on driving or uber-type services for neighborhoods other than downtown. Bellevue is still difficult to get to efficiently as well.	11/7/2014 10:38 AM
2823	Yes, but a lot of times buses are crowded, slow, and late which is frustrating	11/7/2014 10:34 AM
2824	Yes. Aside from overcrowding on route 41 at rush hour, works great.	11/7/2014 10:34 AM
2825	They get me where I want to go but rather slowly. It takes me somewhere between 40 mins - sometimes over an hour to get from Othello area to Seattle Central college. It's not that far between the two destinations so it's surprising how slow the commute is.	11/7/2014 10:33 AM
2826	Most of my bus options work well. There are multiple options close by and the busses run frequently. The light rail helps me see my parents in Tukwila, and inversely, it helps them see me downtown and avoid the stress and costs of parking downtown or on First/Capitol Hills. Generally speaking, I live in a transit rich neighborhood, and use multiple modes on a weekly basis. Looking forward to the First Hill line opening so I can have a direct route to Little Saigon, the ID, and Pioneer Square.	11/7/2014 10:30 AM
2827	They don't. So now I bike, or walk 20 extra minutes.	11/7/2014 10:30 AM
2828	Yes on a regular basis. However, my job requires me to be all over the Puget Sound area and the timing precludes use of public transportation.	11/7/2014 10:29 AM
2829	I'm concerned about the lack of transit on the 75th St NE east of 25th ave. I'm also concerned about poorly timed transfer in the university district and the time it takes to go through the U District.	11/7/2014 10:28 AM
2830	Work in Lower Queen Anne. Take the E to downtown, and then have to transfer. Would prefer a nonstop route. Otherwise, I drive by myself and park.	11/7/2014 10:24 AM

2831	generally and eventually.	11/7/2014 10:24 AM
2832	Link is great, although the segment from SODO station to IDS takes an unreasonably long time at crawling speeds.	11/7/2014 10:13 AM
2833	Yes but slow	11/7/2014 10:05 AM
2834	I work at Seattle Children's Hospital and live in Capitol Hill... and I spend about 2 to 2.5 hours a day commuting to work. So yes... I can get where I want to go... but very very slowly.	11/7/2014 10:04 AM
2835	Main problem is that I don't go places at night if I can't get a ride from a friend because there are too many crazy people or scary potential muggers on the bus and at bus stops, such as at Third and Pine, and the waits are too long between busses to feel safe. (The number of crazy people on the bus has dropped noticeably since the Ride Free Area was abolished, but the number of scary robbers is going up.) There are places I like to go in South Seattle, but I won't ride there after dark, which is pretty limiting in the winter.	11/7/2014 10:02 AM
2836	Slower and less dependable than bicycle in the city. Difficult to get to suburbs.	11/7/2014 9:59 AM
2837	They go where I need but are often over crowded causing them to be late and unreliable to get to work on time.	11/7/2014 9:58 AM
2838	Mostly, using a combination of bike and bus. It just takes time. The 8 is the worst route, it is usually slower than using a bike or even walking if you go at the wrong time.	11/7/2014 9:58 AM
2839	44 is slow and unreliable.	11/7/2014 9:57 AM
2840	They work reasonably well. Transit gets me where I want to go, although frequency could be better, as well as reliability.	11/7/2014 9:55 AM
2841	They do except it takes several transfers to get there which can take a long time.	11/7/2014 9:54 AM
2842	For trips to downtown, transit works fairly well. Getting out to Bothell from Wallingford, however, would count as a nightmare for most. The bus ride one way, including transfer, is from 60-90 minutes, and I walk the entire span of Wallingford to get to/from home as it is faster and more productive than waiting for the 44. I am applying for Car2Go just to get across the neighborhood faster. The 512 runs fairly quickly but the 535 does not come frequently. I understand that there's not much buses can do regarding the wasteful use of land out in suburbs such as Bothell. However, there should be at least one transit-only lane cutting east to west somewhere in Wallingford, with signal prioritization.	11/7/2014 9:53 AM
2843	Work pretty well for going to/from the stadiums. There is no bus that I can take to work because there is no CT bus that goes over 228th SE toward WA-9 in Snohomish County.	11/7/2014 9:49 AM
2844	Simple to get from Central District to Downtown (will be better once transit cuts are undone), but there is no direct connection to Capitol Hill, where many local business and community groups meet.	11/7/2014 9:46 AM
2845	I take the bus almost everywhere. It works, but particularly to/from the VA is very slow given the distance. Places we do drive, and wish we could bus in a reasonable time: -- from Capitol Hill to Ravenna/Greenlate (especially the Unitarian Church, but also just the core of the Ravenna neighborhood) -- from Capitol Hill to Georgetown (SANCA - the circus school for kids/adults - has lots of people coming/going every hour and very limited public transit access)	11/7/2014 9:45 AM
2846	Going from E to W in Seattle is time consuming, too many transfers from my home; the 43, 44 is a very crowded and outdated trolley service The 64 runs only in the morning and afternoon, so if I have an app't, it is difficult to either get there or get home When I ride my bike and want to put my bike on the bus, oftentimes there are not enough racks, and the racks are high and difficult to maneuver	11/7/2014 9:44 AM
2847	AM commutes not too bad; PM tend to be long & crowded. Difficult to travel among options. Biking/driving often faster than bus.	11/7/2014 9:42 AM
2848	Yes	11/7/2014 9:42 AM
2849	There are very few seamless connections in Ballard. The most dangerous intersection is at 15th NW and Leary Way where drivers still race through the intersection even when the Pedestrian signal is on WALK.	11/7/2014 9:40 AM
2850	Generally work well. Yes	11/7/2014 9:39 AM
2851	They work well, though more frequent service, esp. outside of rush hour would be helpful. The proposed cuts would have been terrible, though thankfully Seattle voted for transit.	11/7/2014 9:37 AM
2852	Fine for getting from Madison Park to Downtown, would prefer no longer than a 5 minute wait at major transfer points in the CD, CAp Hill and CBD.	11/7/2014 9:37 AM

2853	they don't work very good because the 107 is always running late and I'm always worried about missing the 'Link' lightrail to get to downtown to transfer to get to my destination.	11/7/2014 9:34 AM
2854	Not from my house. I have to drive to a bus stop to get where I want to go. Here are the problems with commuting directly from my home: - too many transfers required - bus service is unreliable - bus service infrequent - bus service isn't offered late - bus between downtown and U-district SO CROWDED	11/7/2014 9:33 AM
2855	They work okay during the weekday/work hours but terrible if I have to shift my hours to half-day starting around noon as I come from Sammamish. If I don't want to drive in the morning, it takes me 80 minutes to get to work (longer commute than by car or by car/bus combination but taking my car off the road and not being irate at drivers offsets the time...but it's getting to be too much time). My transfers are longer now but that is to be expected with the cuts. For the most part, I can find a bus that will get me to where I need, especially on weekdays, in Seattle, and if it is during work hours. Weeknights after dinnertime are more difficult from Downtown though. Weekends are questionable, especially if I do not go to the Downtown Seattle core. I am concerned of my safety and being at a bus stop in Downtown Seattle for an hour is dicey (I instead go to a Starbucks or department store to wait if that happens).	11/7/2014 9:28 AM
2856	I would like to rely on transit, but often the service is inadequate or gets bogged down in the same traffic. Transit options are terrible at connecting the different nodes of our city. It's very hard for me to go from Ballard to Capitol Hill or UW.	11/7/2014 9:27 AM
2857	They do, but they are VERY slow (I rely on the 8)	11/7/2014 9:26 AM
2858	Most of the time, but the buses are always overcrowded and often stuck in traffic.	11/7/2014 9:25 AM
2859	yes	11/7/2014 9:24 AM
2860	Yes	11/7/2014 9:23 AM
2861	Yes -- Route 99 is my first and best option. Please restore year-round all-day service. DSST -- I avoid Westlake because of the open-air drug dealing, menacing men hanging out on Pine Street and at the tunnel entrances, and urination that happens in the tunnel elevators. Please allocate Prop. 1 funding for 24-hr King County Sheriff presence on the surface, and frequent cleaning of elevators throughout the day.	11/7/2014 9:22 AM
2862	Yes, but getting to areas that require me to transfer buses can be time consuming and unpleasant.	11/7/2014 9:22 AM
2863	Yes, would prefer more times or a more accurate estimation of arrivals, though.	11/7/2014 9:22 AM
2864	I don't use transit anymore.	11/7/2014 9:21 AM
2865	They get me where I want to go, but they are slow. Walking is frequently faster.	11/7/2014 9:21 AM
2866	Yes, they usually get me where I need to go.	11/7/2014 9:20 AM
2867	driving 1.5 miles to Northgate Transit Center to commute to Convention Place is SOOO much easier and reliable than walking 5 blocks to stand in the rain at 95th & Aurora to catch the E bus to walk another 5 blocks. But taking the bus is better than driving and then trying to find a parking spot and/or paying big \$\$\$	11/7/2014 9:19 AM
2868	They get me where I need to go, but they are too slow.	11/7/2014 9:18 AM
2869	I get where I need to go, but it is often a frustrating experience. I ride the 44 to/from, from/to Ballard and the UDistrict everyday. The morning commute is OK, because I catch the bus close to the beginning of the route, but the evening commute (between 4:30 p.m. - 5:30 p.m.) is frequently a challenge. The bus often arrives early, so I just miss it. When the bus arrives at my stop (either 45th & Brooklyn, or 15th & 42nd) it is often so full already that I can't get on and have to wait for the next bus. It often takes an hour or more to get home, from the time I leave work until I actually get to my house. I used to use the 48 express, because that was a somewhat faster way to get from the UDistrict to my neighborhood (Sunset Hill in Ballard), but it was cut. This week when I tried to take a regular 48 to get home because I had missed the 44 (it came early again), I couldn't get on the 48 because it was too crowded. Apart from getting to work, I can no longer easily get Downtown from my neighborhood (Sunset Hill) because the 17 service has been cut (only running "peak times" on week days).	11/7/2014 9:16 AM
2870	Yes, but evenings/weekends the half-hour interval b/t buses is often a deal-breaker.	11/7/2014 9:16 AM
2871	I wish that it was easier to get to Ballard and Wallingford.	11/7/2014 9:15 AM
2872	Not really. They get me to work but nowhere else in the city. The D bus is fantastic but it's too far away for 99% of Magnolia to walk to in a timely manner. There needs to be more connections to get there (bikeshare would be perfect).	11/7/2014 9:15 AM
2873	Yes, it's direct, one-bus connection. Frequency and speed is an issue.	11/7/2014 9:12 AM

2874	The timing of transfers are always a problem on bus routes. If a bus is delayed, sometimes significant waits for the connecting bus are extremely long. I tend to use only routes that have 15 minute frequencies or less in making connections. I also use One Bus Away to expedite travel times and connections.	11/7/2014 9:10 AM
2875	The buses are always late and overcrowded, even outside of rush hour.	11/7/2014 9:08 AM
2876	Yes, the routes I use work well for me and get me where I need to go. The primary issue for me is the time it takes to travel across the city via bus. The Frequent stops, slow boarding process, and traffic congestion make bus travel extremely slow.	11/7/2014 9:07 AM
2877	Get me where I need to go, but always on schedule and busses are chronically overcrowded and dirty.	11/7/2014 9:06 AM
2878	Yes but it's a commitment because of tardiness and waits between buses. It generally takes me 45 minutes to get home from downtown to the Madison Valley area. It would be so much easier to drive or take any form of transportation...I've lived in Europe and Seattle is way behind in transportation services.	11/7/2014 9:01 AM
2879	Getting to Captial Hill i(Madison) is very difficult. As is Japanese Garden.	11/7/2014 8:59 AM
2880	The Link to the airport and stadiums is great. It is okay to Columbia City, but still somewhat far from the business district and other places you would want to be. It's rare for public transit to be faster than driving around the city, and only cheaper if I'm trying to park downtown (which I can walk to).	11/7/2014 8:58 AM
2881	They get me there, but too slowly. I use my bike instead most of the time.	11/7/2014 8:55 AM
2882	Yes but not in a timely or efficient fashion	11/7/2014 8:55 AM
2883	Yes, but schedule is not reliable	11/7/2014 8:55 AM
2884	Work great on my commute between Beacon Hill and downtown. Bad for Husky sporting events access.	11/7/2014 8:54 AM
2885	Yes	11/7/2014 8:54 AM
2886	The buses and trains get me where I'm going. It just takes forever and sometimes it's a really uncomfortable or crowded ride. I'm hoping the addition of Link Light Rail will help make getting to work more comfortable.	11/7/2014 8:52 AM
2887	44 is unreliable, slow, and prone to sending a single coach when an articulated coach is needed.	11/7/2014 8:52 AM
2888	Yes.	11/7/2014 8:51 AM
2889	Options generally work, though headways are sometimes long, and buses often get stuck in traffic around rush hour.	11/7/2014 8:49 AM
2890	I prefer to bike because the bus is very slow.	11/7/2014 8:47 AM
2891	The #9 should run on weekends.	11/7/2014 8:46 AM
2892	Generally, yes.	11/7/2014 8:46 AM
2893	Link light rail. It is almost a mile walk to take this option.	11/7/2014 8:45 AM
2894	Busses pass me by WAY TOO OFTEN when they are running "standing room only". Especially when I'm downtown after a sporting event. It's so frustrating to leave the theatre and watch bus after bus pass me by, with an apologizing look on the driver's face. I'm older, alone downtown, not feeling all that safe in the late evening, and busses pass me by. When there are big events downtown, can't you PLEASE run more busses??	11/7/2014 8:44 AM
2895	Yes in the morning and evening but at any other time e.g. non peak hours the number of buses are r few or nonexistent (e.g. 64 & 76)	11/7/2014 8:42 AM
2896	Mostly	11/7/2014 8:40 AM
2897	Yes they do.	11/7/2014 8:39 AM
2898	I use transit options for pretty much everything except commuting to work (for which the trip is dramatically slower and circuitous than the comparable car trip, and requires at least one connection). I'm well-connected to the bus network for all neighborhoods adjacent to mine, and I can get pretty much anywhere else using Uber for point-to-point trips. Link is great, but needs to run more often; I wish I had purpose to use it more, but those days are coming soon.	11/7/2014 8:38 AM
2899	Yes for Microsoft, not for the airport	11/7/2014 8:37 AM

2900	The places I go are often shaped by which busses are easy. Many of the businesses in the prior list are "wish list" and I haven't gotten there in years. When I worked on the East Side, my commute was 1.5 hours each way and that was after turning down jobs the bus just didn't reach. My first housing criteria was available bus lines. With that said, when I shape my life around which bus lines are easy, I do well on a day to day basis. My routine UDistrict and Downtown commute busses work great.	11/7/2014 8:36 AM
2901	yes but it would be nice to have light rail to west seattle--actually not sure why this was not one of the first considerations, considering that so many people use transit in west seattle, and the bridge is so crowded.	11/7/2014 8:36 AM
2902	Yes, but when U link opens, avoid duplicative service(I.E. limit some of the 71,72,73 lines to the U link station) Also, with the Capital Hill station, limit the 43 and the 10 to a new transit center near the link station.	11/7/2014 8:35 AM
2903	Generally, yes. Improved reliability, shorter trips and increased frequency would be nice.	11/7/2014 8:34 AM
2904	car works fine (point to point), but would prefer to make the average 1 hour commute via transit--without changing downtown or in any other often questionable area.	11/7/2014 8:33 AM
2905	To UW yes but buses downtown are a bit out of the way and going to Queen Anne or Ballard is almost impossible with way too many transfers	11/7/2014 8:33 AM
2906	Access to/from West Seattle during rush hour is ok. Alot of folks walk close to a mile to get to the Alaska Junction to catch the 'C' line..More needs to be done to feed the main arterials (small buses that circle the neighborhood ie the #50). Getting morning commuters east of downtown is important.	11/7/2014 8:32 AM
2907	to downtown works	11/7/2014 8:31 AM
2908	for the most part, yes. what i hate is that the schedule is always screwed and buses do NOT arrive on time, 90% of the time. it would be wonderful if buses like the 43 and the 49 traveled down 2nd, 3rd or 4th Ave and south to University or Madison to actually cover where the office buildings are. going into the bus tunnel is not a good use of time so walking (in the rain) is the only option to get those last 3-6 blocks to the office.	11/7/2014 8:30 AM
2909	My transit options work most of the time, except: 1) very long commute, usually an hour or more 2) limited routes when UW classes are not in session (but workers still need to get there!) 3) my route does not exist on weekends or after 6:30 PM weekdays, so can't use it for shopping or other activities 4) lousy coverage during snow days, it may or may not show up, may or may not be alerted to changes 5) other unforeseen schedule/route changes (e.g., traffic problem, blockage, etc.) - may or may not be alerted to it 6) lack of bus shelter	11/7/2014 8:29 AM
2910	Currently, the transit options work well for my needs commuting between Capitol Hill and downtown Seattle. However, our offices are moving to the waterfront in January and the bus service terminates either 1 mile from the waterfront (10, etc.) or .5 mile from the waterfront (#8) but the #8 route is extremely inefficient and slow. It took nearly 1 hour for me to get from Seattle Center to GroupHealth at 15th Ave E and E John St. at rush hour on a Thursday afternoon. It would probably have been almost as fast to walk!	11/7/2014 8:29 AM
2911	Around seattle yes. I commute via car to work since my job is in Bothell and bus options take 2 hours each way while driving is usually 40 minutes at most.	11/7/2014 8:29 AM
2912	There is not a direct link between Seward Park and downtown, reinstating an express, peak-hour route would benefit many and the 34X was always full. Light rail, between Columbia City and downtown, works somewhat well, but there is a need for additional cars as ridership increases.	11/7/2014 8:26 AM
2913	I use the bus but I have at least a 30-45 minute walk from the stop to my job/home. I am over 60 and have a bad knee so I am slower than a young person but it is still quite a hike from 1561 S Alaskan way to the nearest bus stop. I use Light Rail but I have the same input as above.	11/7/2014 8:26 AM
2914	Yes	11/7/2014 8:23 AM
2915	Losing outlying routes makes the system less useful, because I know if I want to I can't get to those places. And my commuting route runs infrequently, so I often find myself using a Lyft or Uber if I'm late in the morning (i.e. my bus has stopped running for the morning). In general I can get where I need to go. Timing is sometimes an issue. As is weather. Or those times I'm injured. And if I carpool with a friend for a few days, it's really easy to get out of the habit of using	11/7/2014 8:22 AM
2916	Commuting to work is pretty good, though the 76 is seriously over-crowded. Using transit outside of the commuting times is not ideal. Bussing home from sporting events is not fun.	11/7/2014 8:22 AM
2917	I use Sound Transit to Redmond every day, and it works just fine. I use 43 and 8 heavily. 8 is usually late, but that's due to heavy traffic on Denny.	11/7/2014 8:21 AM
2918	yes, but not frequently enough and can be too crowded	11/7/2014 8:20 AM

2919	They take significant time to transfer. Over crowded buses mean I cant get on when I need to use the bus. The uncertainty means that I drive most days.	11/7/2014 8:19 AM
2920	Yes!	11/7/2014 8:18 AM
2921	I usually walk when I'm able as I live in Belltown. If I'm going somewhere within the Downtown and it's flat, I'll use Pronto Cycle Share. To get to Capitol Hill or Madison Park, I'll use Metro buses. Points south of Downtown I almost exclusive utilize Link Light Rail.	11/7/2014 8:17 AM
2922	I Metro VanPool to work, which is great. I would like more rail options (ST3?) in the future.	11/7/2014 8:16 AM
2923	Yes	11/7/2014 8:16 AM
2924	I have problems getting to the airport for an early morning flight (anything before 8 a.m.) and end up having to use the Airport Shuttle. Light rail doesn't start early enough in the morning. I have trouble going to and from Madison Park on the #11 and keeping on my schedule for meetings and Dr. appointments. The buses often run every half hour; going east they are simply late; going west the bus too often doesn't show up. If I'm going to the far end of Broadway, it can take up to 45 min. by bus (have to change; this means a wait), whereas I can walk in about 25 minutes--I've simply given up on the bus.	11/7/2014 8:15 AM
2925	As a rule, yes. It is extremely helpful to have Trip Planner and One Bus Away.	11/7/2014 8:15 AM
2926	They work reasonably well.	11/7/2014 8:14 AM
2927	I would so welcome the schedules posted on poles near bus stops be maintained so I can be assured the Metro bus is in fact running and expected at a particular stop.	11/7/2014 8:12 AM
2928	Mostly	11/7/2014 8:09 AM
2929	They work ok. I actually no longer have a bus for the last mile of my commute to work north of UW Bothell So now I ride 3 busses and walk a mile to get to work. It takes about 1.5-2 hours	11/7/2014 8:07 AM
2930	Because of the availability of routes 8/11 and 43/48 with a block of me, I now seldom drive my car. Public transit is easier to take, especially to areas where parking can be a hassle.	11/7/2014 8:07 AM
2931	Yes - mostly they do. BUT, understand that I PICKED WHERE I LIVE to be able to use the systems in place AND avoid as much traffic as possible.	11/7/2014 8:04 AM
2932	Mostly, sometimes transit doesn't go where I need to go (across town, not downtown), but I can get around without owning a car by using other modes (car share, bike share)	11/7/2014 8:03 AM
2933	I don't care for the streaming busses on 3rd & Pike - crowds, homeless, dirty sidewalks, marijuana. I take an express bus to get out of there in the evening. I used to like getting on a bus in my neighborhood that would go all the way to Broadway, then I would walk to work. I would like to bus to a grocery store in my neighborhood and then bus back again.	11/7/2014 8:03 AM
2934	Honestly, buses are often slow, unpleasant, and costly compared to the alternatives. Anything under 2 miles is often faster to walk than wait for and then take a bus. During rush hour when the 10 is full and delayed, anything under 4 miles is often faster to walk (meaning walking all the way to downtown is faster and more pleasant than taking the bus to downtown from Capitol Hill). For anything requiring a transfer (like Capitol Hill to Ballard), biking is far faster than taking the bus. Finally, for a family of four, driving and parking downtown is the same price as round-trip bus tickets and a lot faster and more pleasant. These are hard problems to solve, but one thing I think Metro could consider is surge pricing. If it was free or near free to ride the bus outside of peak times, I'd ride it more and I bet other people with flexible work schedules would shift their work and meeting hours outside of rush hour times. Since Metro's costs almost certainly are entirely driven by trying to provide needed capacity for peak times like rush hour, it might cost very little to shift to a surge pricing model.	11/7/2014 8:02 AM
2935	I have a 15 minute walk on both sides of a 30 minute bus ride. I would really appreciate a way to cut down one or both of the walks.	11/7/2014 7:59 AM
2936	Yes, mostly Some parts of campus remain difficult to access	11/7/2014 7:58 AM
2937	wish they ran more often ON WEEK ENDS	11/7/2014 7:58 AM
2938	Ok but too crowded during rush hours	11/7/2014 7:56 AM
2939	They go where I want them to go, albeit slowly. Boarding at Broadway/John, my frequency is actually cut in half, as the 43 and 49 don't share any stops. I would much rather have an ultra-frequent connection to the new Capitol Hill Station rather than a less frequent but direct one-seat ride. My #49 would probably be better off as a 5-minute headway crosstown corridor combined with Route 60, as mentioned in Seattle Transit Master Plan.	11/7/2014 7:55 AM

2940	Capitol Hill to Downtown and back works well. It was better when the 47 was running. U district from Capitol Hill works well	11/7/2014 7:52 AM
2941	It works, but could be better I can always get where I want to go, it's just a question of how long it will take.	11/7/2014 7:48 AM
2942	OK but the 70's busses are way too crowded	11/7/2014 7:47 AM
2943	I can get most places. Getting from Ballard to Capitol Hill is a pain. I find that I just won't go to places if buses don't go there or if it's difficult (i.e., a long ride or transfer(s)).	11/7/2014 7:45 AM
2944	No. To get to work I gave a 10 minute walk either from where I get off the bus or to get a bus that takes me close. Often the buses leaving downtown in the evening are delayed, the schedule of the 12 means nothing! It's hard to go anywhere other than the central downtown core.	11/7/2014 7:41 AM
2945	yes	11/7/2014 7:41 AM
2946	They work for the most part.	11/7/2014 7:40 AM
2947	Generally use for getting to work downtown, so yes.	11/7/2014 7:39 AM
2948	It's hard to get from Rainier Beach to Capitol/First Hill on evenings and weekends.	11/7/2014 7:39 AM
2949	I wish the light rail went right to the terminal. As one of the many new residents of this city, we think "what was this city thinking" huge transit fail	11/7/2014 7:38 AM
2950	They do. Since we also have a car, I use it when it works better or is competitive with driving. When light rail and the street car come to the Hill I think that will be even more often. Like most cities, driving in Seattle is not terribly compelling or convenient, so I look forward to a fully built out system that can get me easily all over the city. Much prefer a rail option to bus, since the bus makes me car sick, but I do take the bus to/from downtown nearly daily. Capitol Hill to Beacon Hill is a pathway I would look at more. The street car will help some but does not go all the way to Beacon Hill. Same with the protected bikeways. Light rail is not competitive for that route - the trip will take practically as long as walking. A lot of our friends have moved from Capitol Hill to Beacon Hill, so we're back and forth often. It's a short trip, so it always feels silly to me to drive. I expect there wasn't so much back and forth between the neighborhoods in the past.	11/7/2014 7:36 AM
2951	I commute to work, visit friends, and shop locally by bus, I don't drive.	11/7/2014 7:36 AM
2952	Yes. I am very much looking forward to the Light Rail and the Streetcar for more options for transportation that would be faster depending on where I am going.	11/7/2014 7:32 AM
2953	No. There are too many routes being shortened. As I said in my previous comment. I shouldn't have to make a transfer during a simple 2-mile commute.	11/7/2014 7:29 AM
2954	They work ok.	11/7/2014 7:29 AM
2955	yes but you have to walk further to make connections an I am disabled	11/7/2014 7:27 AM
2956	More or less.	11/7/2014 7:27 AM
2957	They usually get me where I want. I would like to take the bus more, but multiple buses and infrequent arrivals make it much less appealing.	11/7/2014 7:24 AM
2958	Most places.	11/7/2014 7:20 AM
2959	Transit options are fairly efficient and useful. Some of the stops and routes are frightening (crime, primarily) and so I tend to change my plans to avoid specific routes or connections.	11/7/2014 7:16 AM
2960	They do, generally. Sometimes a bit of a walk is involved, which I'm fine with.	11/7/2014 7:15 AM
2961	Mostly, but would like the 316 to have better operating hours, and getting from Greenlake to the airport is way too slow via bus.	11/7/2014 7:11 AM
2962	Yes, but access is extremely limited to Wedgwood after 6PM when the 64 no longer runs along 35th. I am forced to take either the 71 or 76 which wind through the View Ridge neighborhood. It seems like it would serve more people if there was still a 64 that ran at night (less regularly of course). It would allow people to work later and still get home in a decent amount of time or take a bus to evening activities instead of having to drive.	11/7/2014 7:07 AM
2963	Eventually. Walking is often quicker than bus transit, quite honestly.	11/7/2014 6:59 AM

2964	Close. My biggest concern is with the Link Light Rail not operating early enough downtown in the morning to get to an early flight (at 6am). Currently the route "begins" somewhere at the stadiums, so I have to take a taxi to get to the Link.	11/7/2014 6:58 AM
2965	I want direct from lower north capitol hill to sodo. It takes me 45 min to your or more each way with bus to llight rail or busway and back. The 21 is too slow when there is stadium traffic.	11/7/2014 6:52 AM
2966	Yes	11/7/2014 6:51 AM
2967	I am lucky to live off of the 8 and 43 busses which take me most places I want to go. If these were not available, however, I would feel at a loss for reliable transportation.	11/7/2014 6:50 AM
2968	I can't use the 197 route currently as there are no seats by the time it gets to my park and ride and at 62 years old it is too hard for me to stand on the bus to and from work.	11/7/2014 6:48 AM
2969	72 doesn't come often enough and is slow. When the Northgate link is open, it would be good to have a quick way to get there from Lake City Way & 115th.	11/7/2014 6:48 AM
2970	Works reasonably well, but very crowded at peak hours and slow through the U District. Somewhat long walk from the Westlake station to my Belltown workplace, but not worth waiting for a transfer.	11/7/2014 6:42 AM
2971	Yes, the buses currently work okay for me however Light Rail comes much for frequently so that is why it makes sense to link the 101 to Light Rail in the south end and the 43 and 8 to Light Rail on Capitol Hill. Metro should pressure the City of Seattle to convert Pike and Pine on Captiol Hill into one-way streets as a continuation of how they are downtown in order to make traffic and especially bus transit more efficient.	11/7/2014 6:36 AM
2972	Yes	11/7/2014 6:33 AM
2973	The #66 Bus stops one block from my home and one block from my work. It is VERY convenient. I commute 5 days a week. Sometimes I take it to the Ferry terminal or to Northgate on weekends. It is VERY convenient for those destinations as well. I hope, when the North Link is completed, the 66 will stop at or near the train station planned for NE 65th and otherwise keep it's current route.	11/7/2014 6:26 AM
2974	They have gotten better since last year, i.e 71x is more reliable.	11/7/2014 6:25 AM
2975	I cannot get to Seattle Childrens Hospital from North East Seattle in an efficient way. Taking the bus is double the drive time.	11/7/2014 6:21 AM
2976	Yes but they take a long time. The rte 3/4 is so slow through First Hill. 27 doesn't run frequently enough.	11/7/2014 6:18 AM
2977	Great to downtown. Not so good for east west. My job is moving locations to MLK and Othello and there are not good buses running from my house to Husky Stadium light rail. Hope when it opens, buses will run on 25th going south to get to light rail	11/7/2014 6:10 AM
2978	Yes but trend to be very crowded during the commute hours.	11/7/2014 6:08 AM
2979	I take just one bus from sand point to university district (75) but 3 buses and up to 3 hrs to get to sammamish / issaquah	11/7/2014 6:06 AM
2980	Overall they work well. I miss the 243.	11/7/2014 5:51 AM
2981	good	11/7/2014 5:51 AM
2982	They get me where I want to go eventually but sometimes very slowly.	11/7/2014 5:20 AM
2983	Most of the time yes. But have problems between the times of 9 pm -7 am travel times.	11/7/2014 1:11 AM
2984	Usually some don't match up well and is sometimes quicker to walk than ride the bus	11/7/2014 12:44 AM
2985	In the summer, okay, because the weather is nice and a 25 minute walk to and from the bus stop isn't bad. In the fall and winter, I tend to drive. I don't like to walk in the rain and the cold for that long. Also, the ST550 "Express" to Bellevue is far from express. Stop too many times in the tunnel and stops to many times in downtown Bellevue. Some of the stops in downtown Bellevue are two blocks away from each other. Driving to work, door-to-door is about 25-30 minutes for me, one way. On the 550, that's more like 45-65 minutes. Add a 25 minute walk to the convention place station, and that's an awful commute.	11/7/2014 12:21 AM
2986	since I live in ID, it is convenient for me	11/7/2014 12:04 AM
2987	All my buses are wonderful! Sometimes bus 49 can be too crowded but it is my favorite bus	11/6/2014 11:57 PM

2988	I head to Queen Anne (where my parents live) and the Central District (where I work) the most often from Capitol Hill (where I live). The connections are there, but they're tenuous.	11/6/2014 11:54 PM
2989	The bus gets me where I want to go, but sometimes I have to allow a lot of time for it to do this, and have to plan on doing a lot of walking at either end of the ride.	11/6/2014 11:53 PM
2990	It is challenging to get to Capitol Hill from my location on weekends. On weekdays I can take the 9x but on weekends, especially Sundays, having to take light rail and transfer to 10,11, or 49 can take over 45 minutes.	11/6/2014 11:44 PM
2991	Metro bus, walking are both sufficient.	11/6/2014 11:38 PM
2992	For the most part. It depends on where I'm going. Some areas are more easy to access than others.	11/6/2014 11:23 PM
2993	Yes, though certain times of day (particularly afternoon rush hour ~4-6pm) it is often slow and crowded on the 44. Getting from Capitol Hill to Wallingford / Ballard (and vice versa) takes longer than I'd like.	11/6/2014 11:22 PM
2994	They are slow, undependable, and very crowded. Often work until after 6:00 pm and options are reduced Need to transfer in u district to fremont and connections are poor. Usually just miss a bus.	11/6/2014 11:15 PM
2995	Yes. Although I am concerned once the light rail comes to Capitol Hill of reduced bus service for those of us that live too far to get to the link station and for whom transferring to the link from a bus probably will not be time efficient.	11/6/2014 11:11 PM
2996	i live on 22nd ave e, near gailer. i ride the 255 from montlake to kirkland (google) weekdays. would also like to ride it to google seattle in fremont, but too many transfers. would love a good option to take it to elliot bay marina	11/6/2014 11:08 PM
2997	Like I said after I switched my schedule to night shift.	11/6/2014 11:07 PM
2998	Within a reasonable walking distance.	11/6/2014 11:01 PM
2999	They work pretty well during the day, but are terribly slow in the late evening.	11/6/2014 10:58 PM
3000	I can't get directly to Carkeek Park by bus as I am in a Wheelchair, so it is inconvenient.	11/6/2014 10:38 PM
3001	yes and no. yes they could get me there, but usually not fast enough. frequency on many routes is too low to make transfers convenient, resulting many trips being done on other modes. E.g. instead of taking the 65 to transfer to the 271, I would ride my bike to the 271, because the 65 is too infrequent unreliable, as early as 6pm.	11/6/2014 10:37 PM
3002	Issaquah to Seattle is very good, however if you want to go from Issaquah to Bothel or north, you have to transfer from Seattle, takes too long time.	11/6/2014 10:37 PM
3003	Not bad. Frequencies could be better on route 68 during peak hours. Buses are crowded between UW and NE blakeley	11/6/2014 10:32 PM
3004	Pretty well in the morning.	11/6/2014 10:27 PM
3005	Usually, but i want to use more often.	11/6/2014 10:24 PM
3006	It is a long walk to the route 40 or route 44. It takes 3 buses to get to the Puget Sound Blood Center or Group Health. The 40 has been undependable due to the constant construction on the Mercer mess, unlikely to get any better in my lifetime. I transfer the the D line for almost all my travel downtown.	11/6/2014 10:21 PM
3007	They get me there, but they're slow, unreliable, and complicated	11/6/2014 10:05 PM
3008	more or less. I sometimes walk up to a mile, but that's on me.	11/6/2014 10:03 PM
3009	Pretty much	11/6/2014 10:01 PM
3010	Yes	11/6/2014 10:00 PM
3011	They work okay, but much slower than driving in to work. Only use it if I don't have other obligations before or after work.	11/6/2014 10:00 PM
3012	Yes	11/6/2014 9:58 PM
3013	It is extremely difficult to get to Harborview MC and First Hill on weekday mornings - I have to make 2 transfers to get to First Hill & overcrowded buses mean I often have to pass up a bus and wait for the next one. Extremely steep hills preclude walking. The street car will not get close enough to First Hill destinations.	11/6/2014 9:55 PM
3014	My only difficulty is transferring from #2 or # 12 to the #28 or #D routes. In central downtown the 28 and the D have different stops until you reach Virginia. It would be nice if both these buses to East Ballard stopped at the same stops.	11/6/2014 9:55 PM

3015	Yes, although there is an unreliable gap between busses - route 8 to 11. Mostly positive.	11/6/2014 9:54 PM
3016	Fairly well, all except for University Village	11/6/2014 9:53 PM
3017	Yes, they get there. They are frequently delayed/late.	11/6/2014 9:53 PM
3018	Metro bus works well for me. Although I live in Seattle exactly 8.0 miles from work, the bus takes me to work the same amount of time as those who live in and commute from Marysville. The King County Metro buses take me to and from work mostly on-time, safely.	11/6/2014 9:49 PM
3019	Metro Bus lines usually get me where I want to go reasonably quickly. Personally, I would also like to see more accessible routes from Lake City to other areas of Downtown, such as South Lake Union or the International District.	11/6/2014 9:35 PM
3020	They work fairly well but buses too often get stuck in traffic.	11/6/2014 9:35 PM
3021	yes, but I also have the backup option of my car.	11/6/2014 9:32 PM
3022	The bus system takes a long time, and usually is behind schedule during peak hours.	11/6/2014 9:30 PM
3023	Yes, but slow -- too many stops, buses stuck in congestion with cars.	11/6/2014 9:30 PM
3024	Yes and overall very well. however I am at loss to see why on the weekends buses like the #43 run almost empty by my apartment on 23rd Avenue and John streets going towards the University district as early as 4:50 am yet those same buses don't run in the direction of downtown until 6:00 am. those first buses of the day heading downtown carry a fair amount of people too. I work weekends in retail early in the morning which is why I am aware of this.	11/6/2014 9:28 PM
3025	Transit works well for trips downtown. Trips not involving downtown don't work as well	11/6/2014 9:28 PM
3026	For the most part, yes, although I definitely feel unsafe waiting at the 3rd and Pike bus stop. I frequently get verbally harassed in this part of town and I would prefer not to transfer here. If there was a way for me to get between Denny Triangle and East Lower Queen Anne without going out of my way to avoid that stop, I would be a lot more comfortable with my commute.	11/6/2014 9:27 PM
3027	Absolutely!!	11/6/2014 9:24 PM
3028	they get me where i want to go but too slowly. buses are frequently late and too full. it takes too long to load and unload.	11/6/2014 9:18 PM
3029	In short, poorly and yes, eventually.	11/6/2014 9:10 PM
3030	Yes	11/6/2014 9:08 PM
3031	Bus and walking for now. Limited times and stops I work at the UW Medical Center varying shifts. Sometimes I am off or start at 11:30 PM and there are limited options to get home/work late at night and weekends. I would expand hours for shift workers at the UWMC who work weekends and late nights/early AM shifts. Here are the shift times for healthcare workers: 0700-1530 1500-2330 2330-0730 Weekends and Holidays too	11/6/2014 9:07 PM
3032	Generally they work.	11/6/2014 9:07 PM
3033	It would definitely be helpful if there was more transit in the Rainier Beach Area at one point there was even a bus that went from southcenter.	11/6/2014 9:02 PM
3034	During limited weekday rush hour times, yes, I get where I need to go. Outside of that time frame, no.	11/6/2014 8:58 PM
3035	Because I generally go to high traffic areas, the buses generally get me where I need to go, but with a significant delay in time. However, in getting to the veteran's affairs hospital, it becomes increasingly difficult to get to work from home in an efficient and quick manner.	11/6/2014 8:57 PM
3036	They do as of now, I don't know if they'll change after July 2015. I often have an issue with the amount of time distance the next bus may come at. It's stressful when I can't take the bus in a fairly timely fashion.	11/6/2014 8:52 PM
3037	On the route 28 there seem to be too many express buses when compared to local buses. MANY of us live in downtown Fremont or on Westlake or on Dexter or need to transfer to a connecting bus on 34th & Fremont.. The express buses COMPLETELY bypass downtown Fremont making the express buses useless to a lot of people. Probably one of the reasons the 28 & 40 local are always so overcrowded or having to pass people at stops completely during peak hours. I am not in a wheelchair but because of medical reasons can not walk very far which is why it is so for me so important that stops are close to my home & destination	11/6/2014 8:50 PM

3038	I travel a lot between Beacon Hill and Northgate. It takes up to 2 hours. I can't wait for the Link to. Go to Northgate!	11/6/2014 8:30 PM
3039	Dispite the fact that transit comes less than one block from my home and one block from my work, it still takes *way too long* to get there using the bus. I use it because parking is expensive, but driving is much faster even during rush hour.	11/6/2014 8:28 PM
3040	They're ok, but if I'm in a hurry I will drive	11/6/2014 8:28 PM
3041	They work fairly well but lack frequency and span of service and slow speed.	11/6/2014 8:24 PM
3042	They get me to work every time i go.	11/6/2014 8:17 PM
3043	Sort of.	11/6/2014 8:16 PM
3044	It is difficult to get to Ballard and Fremont from my home. More non-express buses would help me get to work faster and with fewer transfers.	11/6/2014 8:13 PM
3045	It is almost impossible to get to Ballard, and very difficult to get to Fremont. It is easy enough to get downtown, and to the University District, but not to the University Village.	11/6/2014 8:13 PM
3046	Yes but sometime crowded and bus does not stop	11/6/2014 8:09 PM
3047	Mostly, but transfer connections are often haphazard, with little or no shelter from the weather	11/6/2014 8:08 PM
3048	The Van Pool works well, but I miss having a bus option for flexibility.	11/6/2014 8:06 PM
3049	Yes	11/6/2014 8:03 PM
3050	They work, but the 43 is much less predictable.	11/6/2014 8:02 PM
3051	The 193 express has been a great commute. If the route changes I would consider alternate commuting ideas	11/6/2014 7:53 PM
3052	Good, except lately my ride to work is not good. I walk to Lake City Way to get the bus, but because I'm not one of the early stops, I am most often having to stand in the aisle for the whole ride. It is hard to balance and I'm not as young and lithe as I used to be. If I take another bus closer (#64), the amount of time to get to work is significantly longer. I'm having to do that because of the overloaded bus number 312 and 522. We have some challenges now because of a major road project on 35th Avenue NE (near 110th) which is closed which means routes have had to be re-routed. Hopefully that will improve in the near future.	11/6/2014 7:46 PM
3053	Mostly yes. Queen Anne still feels like an island in terms of reasonable access, but otherwise, yes.	11/6/2014 7:45 PM
3054	Almost impossible to get to Children's Hospital (where I work) without taking 3 buses (~1 1/2 hours, while I can drive there in 15-20 minutes)	11/6/2014 7:41 PM
3055	OK	11/6/2014 7:41 PM
3056	They get me where I need to go, but not always in a timely manner. I take the 71/72/73/74 from the U District to Downtown for work every day. In the morning the bus is almost always on time and not over-crowded. In the evening, the buses are often late, slow and packed.	11/6/2014 7:40 PM
3057	light rail is good mostly for going to the airport at this point. no stations are near enough to my home in Madrona to make it an easy option, so driving to the airport is still the most common method to get there. The number 2 is a great asset. I appreciate that it gets me downtown, which I do only for recreation, not work.	11/6/2014 7:40 PM
3058	They work, but are overcrowded and not always reliable, especially commuter routes like the 77.	11/6/2014 7:38 PM
3059	Ususally use 43/44/49/and 10 the most to get to and from the UW and Group Health on Cap Hill, or downtown	11/6/2014 7:33 PM
3060	Yes	11/6/2014 7:32 PM
3061	three routes to go from home to work with no coordination of schedules. 120 from west seattle to downtown, 73x from downtown to university, 68 or 30 to work.	11/6/2014 7:31 PM
3062	Sometimes.	11/6/2014 7:31 PM
3063	I live in north Belltown so I do well. I generally walk to prevent having to transfer (fuel to lack of timed transfers)	11/6/2014 7:28 PM
3064	Most of the time, although when one's bus just doesn't show up (WHY doesn't Transit have substitute drivers?) it makes getting to work on time an annoying challenge - and getting home an unbelievable hassle. Traffic aside, late busses are a huge annoyance. I take the bus a minimum of six days a week and often seven. I spend a lot of time waiting, so this has significant impact on my travel.	11/6/2014 7:23 PM

3065	East-west connectivity is poor, especially north of the ship canal	11/6/2014 7:21 PM
3066	Take 2/29 from Queen Anne to downtown and back, for work. Reasonably frequent and convenient. Also take public trans to and from seatac. Getting to and from downtown is the hardest part of this trip, unless it's right at peak rush hour times.	11/6/2014 7:19 PM
3067	Yes, they work, but when I-5 is slow, the freeway buses are too slow. Sound Transit is the best for getting directly from point to point.	11/6/2014 7:18 PM
3068	I use a bicycle to supplement my transit commute because it's very inefficient waiting for local buses in Kirkland and Bellevue (e.g. the 249). I also moved to Montlake because it's very time-consuming to get to the Eastside from anywhere else in the city. I-90 is too slow for reverse commuters since the express lanes go in the "wrong" direction. There's enough traffic going to the Eastside now that it would be better if the express lanes were split so they could be bidirectional.	11/6/2014 7:16 PM
3069	Yes, but only if I get a ride for about a mile or 2, or if I'm able bodied enough, since the 15 was discontinued. Right now it usually works, but as I get older, it won't someday, or in the late night it's not good.	11/6/2014 7:08 PM
3070	Yes, for the most part. More frequent off-peak trips would be good on the 75.	11/6/2014 7:06 PM
3071	Not quite. To get to work, I can take one bus to International District Station, but then have to walk the last mile to the growing business district south of the stadiums.	11/6/2014 7:02 PM
3072	having commuted from cap hill to sammamish and also to shoreline i find i can generally get where i need to go -- being able to get there efficiently is another story currently i live and work on cap hill and the 12 is perfect -- as long as the route is not essentially cut as threatened	11/6/2014 7:00 PM
3073	Yes	11/6/2014 7:00 PM
3074	For the most part.	11/6/2014 6:53 PM
3075	Yes, but I feel they could be improved.	11/6/2014 6:52 PM
3076	They work ok.	11/6/2014 6:51 PM
3077	They get me where I want to go, usually. Just not as reliably or quickly or with as much 24x7 coverage as I'd like. I wish there were buses or Link trains departing early enough from downtown to catch the first morning flights out of the airport (between 5 and 6 AM). Maybe that means a first train departing Westlake between 3-4 AM. I also wish Link connections didn't require long walks and grade changes at key transfer points (Sea-Tac Airport, King Street Station). Please invest in making those transfers faster and easier.	11/6/2014 6:50 PM
3078	40 bus works fine for getting to work. After work I find it difficult to get from Ballard to Capitol Hill or Downtown in a reasonable amount of time. I frequently bike to work, but find some destinations too distant to reach safely on a bike, especially in the rainy, dark winter.	11/6/2014 6:46 PM
3079	The transit options I use work well for me. Though when I go to Northgate I wish the 66/67 went beyond Northgate Transit Center. It's a long walk from Northgate Transit Center to the Pacific Fabric & Crafts store. It would be nice if it was more often than every 1/2 hour, but as long as it's at least every 1/2 hour I don't mind. I rarely need it, but I've wished for a way to travel to my parents house in Ballard (@ 7307 20th Ave NW) WITHOUT transferring. I think I would go there on my own sometimes if there were. As it is it's way too annoying to try to go visit my parents house on my own, so I almost never do it.	11/6/2014 6:45 PM
3080	I can get most places where I want to go, but there are places I would go more, like Beacon Hill, Rainier Beach, and Maple Leaf that I would go if it didn't take so long. I avoid lengthy bus travel on Sundays because the bus options are limited and too long.	11/6/2014 6:41 PM
3081	Work fairly well in getting me where I need to go during day time hours, but very few options in the early morning or evening hours	11/6/2014 6:39 PM
3082	Yes, just too many transfers.	11/6/2014 6:37 PM
3083	Slow for getting downtown. Hard to get to Fremont & Ballard. Hard to get to east side Slow to get to airport	11/6/2014 6:36 PM
3084	Yes -- I have bus options between work, home, and downtown that do not require transfers or more than a half a mile of walking.	11/6/2014 6:33 PM
3085	Yes.	11/6/2014 6:31 PM

3086	It takes me 2-3 busses to get to my office on Cherry Hill from my house in Haller Lake. If I work past 6, it takes 90+ minutes to get home because as the frequencies of service taper off (which they do very early), the time I'm waiting for transfers increases. I'm looking forward to the Northgate Station opening, but in the meantime if someone could look at realigning arrival/departure times of connecting routes, or increasing frequency of main routes, and also requiring the neighborhood routes to wait for the arriving main route before departing, those would all be helpful. Also, a fast direct connection from Northgate to Capitol Hill would be helpful.	11/6/2014 6:29 PM
3087	Eventually, but it usually takes too long and the 542 stops running too early in the morning.	11/6/2014 6:24 PM
3088	Yes, however the 44 continues to be unreliable due to traffic on be 45 th and n 45th	11/6/2014 6:22 PM
3089	Awkward. Many of my trips require more than one bus and up to 45 minute wait times for connections	11/6/2014 6:19 PM
3090	fine, but increasingly crowded and less frequent (79, 306, 312)	11/6/2014 6:13 PM
3091	Fine	11/6/2014 6:11 PM
3092	Yes they will work until my bus line is canceled. Light rail Dev northbound needs to be sped up! Traffic is getting worse. Improve one bus away support with realtime GPS.	11/6/2014 6:06 PM
3093	Yes, generally, though because they generally compete with traffic, they are slow.	11/6/2014 6:06 PM
3094	Mostly. It's always a little surprising how few places one can get on a single bus, but there are very few places in my regular rotation that are not convenient to Metro stops.	11/6/2014 6:00 PM
3095	Takes too long Too much walking to get to final destination Too infrequent Need more frequent weekend/late night service	11/6/2014 5:59 PM
3096	Please see my previous answers. Yet another wish would be an easy, direct way to Belltown from NE Seattle.	11/6/2014 5:55 PM
3097	The 8 is better than it was in 2006, but the ridership is huge. Please add more buses.	11/6/2014 5:55 PM
3098	By and large I have learned to use the system. There is not enough cross town traffic, and I-5 acts as a barrier. I need to go east of the freeway to get good north-south busses	11/6/2014 5:54 PM
3099	Usually	11/6/2014 5:53 PM
3100	Mainly go from home (23rd Ave E) to the work (UW). The 48 and 43 work well. I also go from home to Madison Park or Seattle Center and the 11 and 8 work well. The 10, 12 get me within walking distances of many places.	11/6/2014 5:52 PM
3101	They were much better before the metro cuts. The 2, 3, 4, & 12 all serve the South part of the Hill well, but there is no longer an easy way to get from there to Seattle Center. Also, the 8's route is too long and it is the one bus that is never on time. I find its faster to walk up the Hill from Seattle Center than to wait for the 8 that may come 20 minutes late. Also, I have that there's no direct busses to Belltown, Fremont, Wallingford, and Greenlake. I always have to drive myself to these locations as the busses are not convenient. I also really like the 43 as it has a great route that I use often.	11/6/2014 5:50 PM
3102	Metros use of Northbound I5 in the morning gets me from the International Station to UW Tower in under 30 minutes. But the return trip in the evening on East lake has clocked up to an hour some days chasing many rides to miss the 5:42 South Sounder home. I am hoping the University link station will end my us of Metro route 71, 72 and 73 for ever!	11/6/2014 5:50 PM
3103	yes. I would like a longer north-south light rail route to Northgate. I would also love a faster cross-town route. I would like a ballard bike trail from fremont to the locks and golden gardens.	11/6/2014 5:49 PM
3104	I use them, but I would like them to be more frequent and I would like to get from Cap Hill/ Central District to Ballard or Fremont or Beacon Hill without one to two transfers.	11/6/2014 5:48 PM
3105	Mostly get me where I need to go. I avoid I5 south, which makes getting to Capitol Hill from the eastside difficult. The 43 is highly irregular.	11/6/2014 5:48 PM
3106	They do, but they are not entirely convenient. As far as KC Metro and ST appear to be concerned, steady traffic seems to stop in Bellevue. During peek hours there are a good number of busses that come out to Issaquah and beyond. But outside of that they are far and few between. I have just started driving to Bellevue because all day long the 550 runs very frequently. Once in the city, options are pretty good. The SLU Street Car is pretty good. Something does need to be done about giving the street car priority during heavy traffic hours on Mercer way. That whole thing is a mess for sure. I am excited about the new ID to Capitol Hill street car. That will be useful.	11/6/2014 5:47 PM
3107	The options that I have work well, except for the number 8 bus that only shows up occasionally.	11/6/2014 5:46 PM

3108	They work for me to an extent. I can get where I need to go but then again I only take the bus when it can take me somewhere within a reasonable amount of time and within a reasonable amount of distance.	11/6/2014 5:46 PM
3109	for the most part, transit gets me where I want to go - but I don't drive, so I usually just don't go if the bus doesn't go there. I am having to do more and more walking as bus stops are removed (for "efficiency", I'm told), and I am getting older, so that is more and more of a problem.	11/6/2014 5:43 PM
3110	Generally yes. Off peak bus service could be better though (assuming increase in funding will ameliorate that)	11/6/2014 5:43 PM
3111	When you changed route to Seattle Center, you made it much slower. Love the 76. Losing the 71X, 72X and 73X in the evening is a pain. When there is a special event Metro should put on more buses. My most major complaint is buses not stopping for up to an hour because of crowds.	11/6/2014 5:41 PM
3112	Yes, but Slowly, with overly full buses that are hard to get on/off quickly.	11/6/2014 5:40 PM
3113	I am very satisfied with my current transit options.	11/6/2014 5:40 PM
3114	There is no good option to get from Jackson and 17th to Westlake & Mercer anymore. It's sad.	11/6/2014 5:38 PM
3115	Yes. Sometimes.	11/6/2014 5:35 PM
3116	Yes - I am pretty happy with my 77 on weekday mornings and really happy with my 308 at night, even though there are only three trips at night, an hour apart but well scheduled at just after 4PM,5PM & 6PM	11/6/2014 5:34 PM
3117	The link between Harborview area and Broadway is time-consuming, often off-schedule and usually over-crowded.	11/6/2014 5:34 PM
3118	We often take the 71 downtown. We find it works well heading downtown, but are frustrated when we try to come home as it is very often behind schedule. Because of this we do not take it as often as in the past. If it ran every 15 minutes, we would take it a lot more often.	11/6/2014 5:34 PM
3119	They generally work, but I often rephrase Metro's motto as, "We'll get you there... eventually." Trips are slow, and getting to many destinations in other parts of town (e.g Ballard, Phinney Ridge) requires either going out-of-direction for a transfer downtown or transferring between infrequent, unreliable services.	11/6/2014 5:33 PM
3120	Ok/yes	11/6/2014 5:33 PM
3121	Mostly.	11/6/2014 5:32 PM
3122	I work outside of normal commuter hours which can make it difficult for me to take transit as the time between busses becomes greater than 15 minutes.	11/6/2014 5:30 PM
3123	Works pretty well, except on weekends when I need to get to work at UWMC early in the morning.	11/6/2014 5:29 PM
3124	Yes, but many buses are unreliable such as the 67 and 48, which I use most often. There should be faster buses between Fremont, Ballard and Wallingford as those neighborhoods I frequent a lot.	11/6/2014 5:26 PM
3125	I commute to work using the E line, or the 316 - both of these buses work well for me. The delays in downtown Seattle on the evening commute are frustrating though. When commuting to the airport, I would like to always be able to use the light rail - but the current light rail operating schedule doesn't accommodate early (6am) flights.	11/6/2014 5:25 PM
3126	I am able to use transit to get to work, but it is hard to find convenient and good options to get to other areas of the city.	11/6/2014 5:20 PM
3127	yes	11/6/2014 5:19 PM
3128	They get me where I want to go, but not always in a timely fashion. Also, buses are way too crowded. When the aisles are completely packed with standing passengers it's just a tragedy waiting to happen. One accident coupled with the inevitable lawsuit it would bring will change Metro's policies on what a full bus is.	11/6/2014 5:18 PM
3129	Yes	11/6/2014 5:16 PM
3130	More service would be great	11/6/2014 5:15 PM
3131	Yes	11/6/2014 5:14 PM
3132	Yes, but they are fairly infrequent 30 min. between the bus I take 74. Otherwise the location of them is great would be nice to have an option thats only 15 minutes apart. Often when I catch the 71,72,73 I miss the 30 and have to walk 20+ minutes to get home in Ravenna.	11/6/2014 5:12 PM

3133	They work okay. Since I take Link Light Rail to work from Rainier Beach Station, I have to drive to the station, park in a pay lot, and then I take the Light Rail to Pioneer Square Station. I could take the 106 bus from home to the RB Station, but that would make my commute over an hour, not including the wait for the bus and the Light Rail.	11/6/2014 5:11 PM
3134	I can usually get to where I need to go, but it takes me 1 hour to ride from 23rd and Madison on Capital Hill to Meridian Ave and N 105th St. It takes me 30 minutes to bike that same route both ways. Trying to ride a bus from east Capital Hill to Ballard is almost impossible.	11/6/2014 5:11 PM
3135	They have a lot of issues in the U District, extending into Wallingford for the 44. 45th is extremely congested, and the 44 can take up to 20 minutes to make the left turn from 15th on to 45th. That said, the 44 does stop two blocks from my apartment, and less than one block from work.	11/6/2014 5:10 PM
3136	Yes	11/6/2014 5:10 PM
3137	Yes, most of the time	11/6/2014 5:09 PM
3138	Usually the options get me where I want to go. Getting there on time is another matter.	11/6/2014 5:08 PM
3139	Recently some buses have been too delayed/not shown up at all, causing an increase in my usage of a car, but I try to use public transit as my primary source of transportation. Transportation to and from the U-district seems like a major concern, as I feel that most UW students rely heavily on buses for transportation and are a significant source of income for King County Metro as they all pay for ORCA passes.	11/6/2014 5:08 PM
3140	Yes, but prefer mass light rail	11/6/2014 5:08 PM
3141	For my usual trips, transit usually works but I run into unavailability when trying to visit places or people not closer to transit.	11/6/2014 5:05 PM
3142	For the most part. Wish there were more direct routes from Capitol Hill & First Hill to Sodo & Georgetown	11/6/2014 5:04 PM
3143	Mostly. I miss the former 10-12 loop which got us to downtown shopping.	11/6/2014 5:04 PM
3144	They work well enough - acceptably/tolerably to get me where I want to go. When they are not acceptable/tolerable, I don't choose to use transit.	11/6/2014 5:02 PM
3145	Yes, but inefficient getting onto 520 at Montlake and Overlake/Microsoft	11/6/2014 5:02 PM
3146	My daily routes are covered, but going from the Greenwood neighborhood to Capitol Hill is time consuming.	11/6/2014 5:02 PM
3147	I always have to budget 1.5 hours to get anywhere.	11/6/2014 5:02 PM
3148	They don't. Service traveling west from Wedgwood is horrendous, and it was recently made even worse. Back in 2000 up until maybe 2012, I could get to Northgate & North Seattle Community College on a single (albeit extremely indirect) bus. I would catch the 65 going southbound, which then became the 67 going north. Recently, that has changed. The 65 was uncoupled from the 67, and now all trips to Northwest Seattle require transfers, substantial amounts of walking, and a significant increase in commute times.	11/6/2014 5:01 PM
3149	Yes, it works fine.	11/6/2014 5:00 PM
3150	They're ok, but the 75 bus to and from the UW often is overcrowded during peak periods.	11/6/2014 4:59 PM
3151	They worked better before the last round of cuts. I am afraid that the 12 is not going to serve the same route and I won't be able to get to my doctors. There are several Senior low income apartments on 17th Avenue near E. Madison Street. I will be a hardship for many who are unable to walk the significant grade between 15th and 17th.	11/6/2014 4:58 PM
3152	Yes, very well.	11/6/2014 4:58 PM
3153	Most of the time Metro buses work well to and from work. Would like more options to get onto the new light rail system from home in NE Seattle	11/6/2014 4:58 PM
3154	Yes, but now busses are more crowded and don't come as often. Also, there are few options to get to Husky Stadium.	11/6/2014 4:56 PM
3155	I take the 8 a lot to and from work and it is the worst bus I have ever taken in my life. It is always extremely late and extremely crowded. It has a reputation as the "Late eight", and it is well deserved. Otherwise the transit options work well for me, but I mostly use them for short trips between downtown, Capitol Hill and SLU. For going longer distances I generally drive (for example from my apt on Capitol Hill to Greenwood, Fremont, Ballard, Georgetown, Columbia City, etc.	11/6/2014 4:56 PM

3156	The day after I started working in Cottage Lake, the only bus that went there from downtown Seattle was cut. The alternative service to 19510 223rd Ave NE, Woodinville, WA 98077 is SO BAD that I actually rode my bicycle (3 hours each way) until we hired enough Seattle employees for carpools. I almost never take the bus anymore.	11/6/2014 4:55 PM
3157	Buses don't run as frequently as I'd like after commuter hours. It also takes too long to get places when you have transfers.	11/6/2014 4:55 PM
3158	The transit options are very convenient. I formulate a schedule sometimes and I get to where I need to.	11/6/2014 4:55 PM
3159	They work fairly well. I occasionally ride the bus to work from Fremont to Downtown, but usually ride my bike. The buses have been getting more crowded and slower.	11/6/2014 4:55 PM
3160	usually	11/6/2014 4:54 PM
3161	I can usually get where I want to go, but often have more of a problem getting back home. I often end up walking all the way back from downtown because the buses do not run frequently enough in the early evening (like 10 PM). I often take a taxi to the airport because the bus/light rail service around 5 AM not frequent enough--	11/6/2014 4:54 PM
3162	Eventually, I find a way of getting where I need to go; unfortunately, it can take rather long using public transit, so sometimes I have to drive even though I prefer not to. I also have a lot of activities late at night, and it is not possible to get home afterwards unless I drive.	11/6/2014 4:53 PM
3163	I am often left behind with full buses or standing room only buses (I cannot always stand for long periods of time, but am not always given a seat when I ask). Its awkward to do a lot of errands or shopping on the bus - I can't carry everything I need to get and there's not enough room for a cart or extra bags. Many of my routes don't connect well or take too long to get somewhere. Rapid Ride D is a prime example - service is less reliable and seems slower than before that route was a Rapid Ride. Also the new RR buses are extremely uncomfortable. I often chose to take a Car2Go rather than take RR-D, its awful.	11/6/2014 4:52 PM
3164	They do eventually. But they take a very long time.	11/6/2014 4:52 PM
3165	Metro is wonderful for my commuting.	11/6/2014 4:51 PM
3166	For the most part, I won't ride a bus if I have to change more than once. This limits me as I do not own a car, but I sometimes borrow one if I feel that it is faster than taking the bus. My home to work commute is simple and reliable: Capitol Hill to Downtown. I wish it was a bit easier to get to Fremont, Ballard, West Seattle, Georgetown from Capitol Hill. The First Hill Streetcar and the light rail extension will greatly expand my easy of transport.	11/6/2014 4:49 PM
3167	I live on 35th Ave NE & NE 85th and it takes 90+ minutes to get to the airport! I would be more likely to travel to airport by bus train if the commute was <60 minutes.	11/6/2014 4:49 PM
3168	Yes, for the UW or downtown, but there could be more options for going west to east and back. I live on 25th NE, and would like better access to the grocery stores Safeway and QFC, and Rite Aid on 35th Ave NE and NE 85th. There should be a bus that goes from 65th St to 35th Ave NE. I'd like better access to Magnuson Park, Greenlake, and Discovery Park. I wish there was a night bus going to the University stop for the Medical Center from 25th NE.	11/6/2014 4:48 PM
3169	Yes, but not always reliably. Sometimes the buses just don't show up.	11/6/2014 4:48 PM
3170	For the most part, but often it is the getting to the options that prevents me from using them. The less transfers the better as it adds exponential complications.	11/6/2014 4:47 PM
3171	Not well. Need more AM options for the ST 522	11/6/2014 4:46 PM
3172	Barely.	11/6/2014 4:45 PM
3173	It's easy to get from my home in Ravenna to the U District and the UW Hospital. During commuting hours, it's also pretty easy to get downtown, but it's hard to get go West (Fremont/Ballard) or to do something like go to the airport, which requires coordinating a bus with the light rail downtown.	11/6/2014 4:45 PM
3174	Generally they do---unless i miss a connection.	11/6/2014 4:44 PM
3175	Connectivity between Beacon Hill and Capitol Hill could be so much better, especially on the weekends, when the 60 bus doesn't run at night. It's ridiculous that it take over 45 minutes to get from Spokane and Beacon to Pike and Pine. I hope that Link will improve this. I also think that Link service in the south end would be much improved if there was a station between Othello and Columbia City.	11/6/2014 4:42 PM
3176	They go most places but buses are too slow to be competitive with driving for most destinations	11/6/2014 4:42 PM

3177	Transit options are really only the 36 and the 60, which doesn't run as frequently. I often have to transfer to get where I want to go.	11/6/2014 4:41 PM
3178	East-West transit service works fairly well. However I would like more reliable and more frequent service. I often use Metro Route #2 to go downtown. It would be better for me if, west of 12th, route 2 were consolidated with the routes on Madison so there could be more frequent and reliable service.	11/6/2014 4:41 PM
3179	about 80% success. Cross-town transit is still lacking.	11/6/2014 4:40 PM
3180	My commute works well for me (route 312). My other routes are the 72 and 73. When I am not traveling downtown, it begins to take a great deal of time to go anywhere. Usually the difference is on the order of 40-80 minutes by bus, 10-20 minutes by car.	11/6/2014 4:38 PM
3181	Most often, usually, alas, a two bus connection to Capitol Hill.	11/6/2014 4:38 PM
3182	Yes, I walk and bus to work (2 miles)	11/6/2014 4:37 PM
3183	Transit gets me where I need to go, IF I can get a place to park at the transit center. The fastest route from my house to either transit center takes over an hour unless I drive. Driving to the transit center is often pointless because there are no parking spots available.	11/6/2014 4:36 PM
3184	Yes. I especially like the ones that get me to a place within 30-35 minutes.	11/6/2014 4:35 PM
3185	I would give it overall a B-. Traffic is often a problem, most notably on warm sunny days or during heavy rainstorms. I get where I need to go 99% of the time but sometimes it takes too long due to bad traffic or infrequent buses.	11/6/2014 4:34 PM
3186	yes	11/6/2014 4:34 PM
3187	My transit options work fine for me except the split of the old 75 route to Ballard into two routes is not as convenient.	11/6/2014 4:34 PM
3188	For the most part, our transit options are great. Buses are too crowded and there are far too few of them along major routes. What used to take a half-hour now takes closer to an hour (this is my daily commute and has been for more than 10 years).	11/6/2014 4:34 PM
3189	Lots of time gets wasted if you have to transfer. Partularily if you have to walk some distance in-between one and the other. No-cost transfers should be applicable between rail and busses with an ORCA Card.	11/6/2014 4:32 PM
3190	Yes, but it will be greatly improved when the light rail stations are all open.	11/6/2014 4:30 PM
3191	For what little use I make of them, they're satisfactory.	11/6/2014 4:30 PM
3192	Most of the time.	11/6/2014 4:29 PM
3193	I am generally satisfied with the quality and availability of transit options available for the places I need to go.	11/6/2014 4:28 PM
3194	Pretty roundabout to make reasonable time of travel	11/6/2014 4:27 PM
3195	yes	11/6/2014 4:26 PM
3196	They work well	11/6/2014 4:25 PM
3197	Mostly, although the options are quite slow. My commute by car would be 7 miles, yet it typically takes 60 minutes door-to-door. I don't mind walking a ways, so I often take buses that get me relatively close to home, and then walk the last mile or so.	11/6/2014 4:25 PM
3198	Yes, but route 60 is inconvenient due to limited service frequency and does not run at night. It's a hassle having to find a route through downtown to get from N Beacon Hill to Capitol Hill.	11/6/2014 4:23 PM
3199	satisfactory although LINK to Capitol Hill Station will be an improvement	11/6/2014 4:23 PM
3200	Very well for the most part. Yes.	11/6/2014 4:22 PM
3201	Good, other than 31/32 overcrowded. Yes.	11/6/2014 4:22 PM
3202	They work well, please don't stop them. They get me where I need to go	11/6/2014 4:22 PM
3203	They do get me where I need to go. Just takes to long to be realistic.	11/6/2014 4:22 PM

3204	Except for to the University of Washington from Sand Point, everything requires a transfer. Hiking up a steep hill to get to a bus stop for a 71 requires too much physical exertion, especially if one has luggage or carrying other items.	11/6/2014 4:21 PM
3205	The only reasonable bus that gets me from near home to my workplace is the 68. One of the buses that was marked for deletion, although NOW it seems it is considered a high use route. The 75 also gets me there but via a much longer out-of-my-way journey through Lake City , Sandpoint and Laurelhurst. Another bus, like the 68, that is regularly standing room only when it gets to and leaves from the UW. Since I don't leave work until 6pm, and the last 68 leaving the UW is at 6pm, I nearly always have to take the longer journey home.	11/6/2014 4:20 PM
3206	They do, but it used to be much easier to go from the U-District to the Uptown Theatre, as the 30 used to go there from 50th and University Way. Now I either have to walk to one of the stops for the 32, or I have to take the 44 and transfer to the D Line, which could change my arrival time by 30 minutes. Getting back home, it's the same issue, worse if the 44 has broken down or is seriously delayed. Also, it takes me roughly an hour to get to work. The 49 is still convenient on Saturdays to get to Capitol Hill, but it is a little farther to walk to pick it up every other day. Still, not as bad as the transfers I have to make to get to the Uptown.	11/6/2014 4:19 PM
3207	Yes, but i wish there was a bus that went from Ne 65th St/ I-5 to first hill. The 64 snakes downtown which slows it down a lot especially during rush hour.	11/6/2014 4:19 PM
3208	Yes	11/6/2014 4:19 PM
3209	Work great to get downtown. Now that the #30 bus schedule has been curtailed, less service to NOAA, Magnuson and University Way NE from my home in NE Seattle.	11/6/2014 4:18 PM
3210	Transit needs to be more frequent to be most effective. Very crowded, infrequent and very slow now.	11/6/2014 4:18 PM
3211	It works very well for me now for both commuting and meetings downtown.	11/6/2014 4:18 PM
3212	I can get where I want to go, but sometimes it takes a lot longer than I would prefer.	11/6/2014 4:18 PM
3213	They get me where I want to go, but the buses to and from the UW and downtown do not run often enough.	11/6/2014 4:17 PM
3214	Sometimes. Service between Ballard and Capitol Hill and UW is always slow .	11/6/2014 4:16 PM
3215	They work pretty well but wish they could be faster.	11/6/2014 4:16 PM
3216	Yes.	11/6/2014 4:16 PM
3217	Lately I mostly used the 255 from S Kirkland Park & Ride to Westlake Station in the tunnel and then the Monorail to the Seattle Center in order to get to the Seattle Children's Theatre and it works great. I don't take another bus from downtown to get to the theater because it's just not as convenient. I also don't take the 31/32 option because it takes too long	11/6/2014 4:15 PM
3218	Very well. I have a one seat ride from home to work and that is invaluable.	11/6/2014 4:15 PM
3219	Transferring from the # 41 to Link Light Rail at the Westlake Station works well and transferring from Link Light Rail to the # 41 at the International Station also works well but it would be great if there was a bus from NE 92nd and Ravena Avenue to the new station at Husky Stadium when that opens up.	11/6/2014 4:14 PM
3220	My daily commutes have always been pretty easy, however sense we moved to the top of queen anne it has been difficult to use public transit for nightlife.	11/6/2014 4:14 PM
3221	Parking SUCKS. I am commuting from Duvall to Downtown Seattle. I would park at Bear creek park and ride every day if I could but it's full by like 7am. I can't compete with early parking people. I have to drop kids off at school then commute. Bear creek park and ride is dead to me. I have to park at the 'secret' Redmond lot near Bella Botega, or I park on the street in Redmond on 79th St, just outside Redmond s restricted downtown parking area.	11/6/2014 4:13 PM
3222	The VA-to-VA shuttle saves me about 1 hour or more when compared to the 2 buses + Link light rail trip that would get me to roughly the same place. I do like using the Monorail and downtown buses, also I prefer taking a bus to the Seattle stadiums ID/Chinatown or Capitol Hill just because it's oftentimes tough (or very expensive) to park in these areas. The LINK light rail has been great for runs to the airport or into downtown, but I no longer live in an area of Seattle where I can walk over to take the light rail. I would really love to use the Sounder Train, but it doesn't run when I need it to (Seattle to Tacoma in the AM, Tacoma to Seattle in the PM, weekend service).	11/6/2014 4:13 PM
3223	I get there, but slowly. Please don't cancel the 31! Also I would like a direct link to Ballard from Magnolia Village.	11/6/2014 4:13 PM
3224	Yes, though it can take up to 4 times as long as it would to drive	11/6/2014 4:13 PM

3225	They work fine. I wish that there were more busses that ran from 23rd Ave to downtown, and busses that ran up and down 23rd ave.	11/6/2014 4:13 PM
3226	yes	11/6/2014 4:13 PM
3227	Currently with minimal walking between routes and destination. Would like to see a more accurate phone app similar to "one Bus Away" to coordinate next bus arrival and current stops.	11/6/2014 4:11 PM
3228	My current options are quite good but the buses can get very full. If the connections are available, I plan to switch to the train.	11/6/2014 4:11 PM
3229	Yes	11/6/2014 4:11 PM
3230	Most days I drive from Issaquah to Medina and get on the 271 to the UDistrict there. There are too few transit time options to work for my schedule coming from Issaquah and the 271 route from Issaquah or Eastgate P & R is too slow (takes a very roundabout route). From Medina the 271 schedule is very frequent and runs early and late.	11/6/2014 4:11 PM
3231	Yes - except its hard to get to downtown Seattle or SeaTac airport (multiple busses/bus + train)	11/6/2014 4:11 PM
3232	mostly	11/6/2014 4:11 PM
3233	Depends. For work, they function quite well. For other tasks, like grocery shopping, recreation, sightseeing, going out on the town/out to eat, etc, it depends on the destination.	11/6/2014 4:10 PM
3234	I hate riding the bus because of the cognestion inside the bus and the traffic. The bus I take is usually standing room only for the 1.5 hours sometimes to get to the UW from down south. If I were to take the train to the light rail, it would be useful in more times were added to the train to accomodate the transport for those outside of the lightrail area especially since that will add more times and many more people.	11/6/2014 4:09 PM
3235	Generally, transit gets me to where I need to go. However, it almost always takes longer than it should. Two examples: getting from Capitol Hill to Fremont or Ballard takes a really long time, and getting from anywhere to Georgetown takes a really long time.	11/6/2014 4:09 PM
3236	yes when I have enough time. otherwise i drive my own car.	11/6/2014 4:08 PM
3237	Yes	11/6/2014 4:07 PM
3238	More routes to and from NE Seattle would be helpful.	11/6/2014 4:07 PM
3239	Most of the time.	11/6/2014 4:07 PM
3240	Route 41 is great, but chronically late and overfull	11/6/2014 4:07 PM
3241	For the most part, yes. Some nearby destinations require more transfers than I would like. I expect transfers to be necessary for some trips.	11/6/2014 4:06 PM
3242	they get me where I want to go, but 76 bus is often overcrowded as are the 74 and 71 out of the bus tunnel	11/6/2014 4:06 PM
3243	They have worked for me fairly well.	11/6/2014 4:06 PM
3244	they are pretty good. Only one option from capitol hill to get to all of the hospitals	11/6/2014 4:06 PM
3245	Yes, they work relatively well for me currently.	11/6/2014 4:06 PM
3246	Current options work well between International District and Green Lake neighborhood during commute hours. Otherwise it is slow.	11/6/2014 4:05 PM
3247	They work well. However, buses take too long to get to their destination during rush hour.	11/6/2014 4:05 PM
3248	Generally, yes, but they are often late, too infrequent, over-crowded, or take too long.	11/6/2014 4:04 PM
3249	The transit options work exceptionally well for me.	11/6/2014 4:04 PM
3250	Yes, I can get to work, but it takes a while.	11/6/2014 4:04 PM
3251	Yes, though traffic can make the trip slow at times, and wait times are long during non-commute hours.	11/6/2014 4:04 PM
3252	For the most part - it can take a bit longer than I would like to travel east-west across town north of the ship canal, but that's a different issue.	11/6/2014 4:01 PM
3253	The 25 neighborhood bus is extremely slow.	11/6/2014 4:01 PM

3254	Test test	11/6/2014 4:01 PM
3255	Not always. Sometimes the number of transfers or the amount of time waiting and/or the distances to walk are too much for me. Or the route is too slow, often leaving me with 1hr or more travel time. Yet, there are also a lot that do work within no or 2 transfers.	11/6/2014 4:00 PM
3256	Yes, though slowly for crosstown routes	11/6/2014 3:59 PM
3257	by the time I walk half a mile to the beginning of the 71 route, wait for the bus, and sit on the the bus, it takes me about an hour to get to work. And there aren't many buses when I commute (I work 11 - 8). So I drive. Also, now that I'm older, I really don't feel safe standing.	11/6/2014 3:59 PM
3258	Sort of. I walk from Downtown to Seattle University because the bus is so slow going up to capitol hill and almost always running behind. Wish the 214 bus ran more frequently and later into the night.	11/6/2014 3:58 PM
3259	Yes	11/6/2014 3:57 PM
3260	So far so good. I use the #27 all the time and if it had been cut I would have to walk much further to catch a bus. I'm glad it survived!	11/6/2014 3:57 PM
3261	connections in the U District after about 6:30 aren't good. The last #74 leaves downtown by 6:45, the #30 doesn't run after about 6:30 and the #75 service drops back to every 30 minutes so making a connection from another route can mean a lengthy wait on Campus Parkway	11/6/2014 3:56 PM
3262	I mostly go from Northgate to Eastlake and/or Downtown. I would like more direct routes to Capitol Hill and Queen Anne.	11/6/2014 3:55 PM
3263	For the most part, but sometimes schedules are not reliant	11/6/2014 3:55 PM
3264	Bus; Car2Go; Walk	11/6/2014 3:55 PM
3265	Yes.	11/6/2014 3:55 PM
3266	Pretty much	11/6/2014 3:55 PM
3267	The train and light rail works great. The bus sucks. It is only 5 miles from the train station but it always ends up being the longest part of my commute. The buses take forever in the tunnel because they can't load and unload fast enough.	11/6/2014 3:54 PM
3268	I mostly drive alone because it takes too many buses (transfers) to get where I'm going. I used to take the bus a lot more when I worked near more frequent bus lines.	11/6/2014 3:54 PM
3269	No, there's no bus anymore. Used to ride the 47.	11/6/2014 3:54 PM
3270	During commuter hours they are fine. Need more support later at night	11/6/2014 3:54 PM
3271	Timeliness of buses is an issue and with rush hour traffic it is sometimes faster to walk!	11/6/2014 3:54 PM
3272	They work great, but the UW Stadium light rail station will be even better.	11/6/2014 3:54 PM
3273	I used to bus it, but the 555 runs too rarely. 271 is great, but there is no reasonable connection between U-district and Northgate transit center and no parking in the U-district.	11/6/2014 3:53 PM
3274	yes - frequently experience delays, and occasionally can't board a bus during my commute due to overcrowding	11/6/2014 3:52 PM
3275	The ST buses to Redmond are overfull, especially the 545. i have no complaints about the 43 or the 48 which are my other usual buses. They are mostly on time and very convenient.	11/6/2014 3:52 PM
3276	For the most part, buses and light rail can get me where I want to go, but at a far slower pace than driving.	11/6/2014 3:52 PM
3277	Yes, for UW and Univ. District Yes for downtown But have to transfer for Capitol Hill, not always convenient Very hard to get to First Hill by transit from Eastside Seattle Center requires using Monorail, not practical in the evening	11/6/2014 3:51 PM
3278	They work to get me from home to work, and buy basic necessities (food, clothing, etc.). I would rate them as "basic-adequate".	11/6/2014 3:51 PM
3279	Yes.	11/6/2014 3:51 PM
3280	Reduction in the Metro #30 has been very difficult for me, especially the elimination of all weekend service. I understand why people don't want to ride the bus, when they have to wait 30+ minutes for a 75 or 30 (when it runs) and then the buses are packed. Reduction in service has made it even more difficult.	11/6/2014 3:50 PM

3281	Yes. Buses are pretty much on time, some delays, not too significant. Love the light rail to the airport, it is easy to use, available, comfortable and clean. Would love to see the light rail connect to many more locations.	11/6/2014 3:50 PM
3282	They work well enough.	11/6/2014 3:50 PM
3283	Yes, I mostly take Link light rail, and love it. But it is often very competitive to find a spot to put my bike when I take it with me in the morning. I am worried that I won't be able to take my bike once the trains go to the University. When I can't ride light rail, I take the bus or drive if there is more than one bus connection required.	11/6/2014 3:49 PM
3284	Yes but east to west/west to east is very slow and crowded.	11/6/2014 3:49 PM
3285	Yes, I ride it to work.	11/6/2014 3:48 PM
3286	I have to keep in mind when I can use a couple of the buses to NE Seattle because the route changes and I couldn't get home from a concert at the SEattle Center before my section of the bus was eliminated.	11/6/2014 3:48 PM
3287	Mostly. It will be nice when the LINK opens on Capitol Hill to the UW. It is a hassle to get to Capitol Hill having to transfer from the LINK. There is not good bus service from downtown to Capitol Hill.	11/6/2014 3:48 PM
3288	I currently use the bus to go to work. However we are moving our offices to beacon hill from downtown and many of my coworkers they live in green lake and other northern neighborhoods will have a very long commute with a transfer because of the lack of options.	11/6/2014 3:48 PM
3289	The bus works well but is very crowded in the morning. Would love if light rail or trolley like the SLU went from downtown, up Eastlake, and to the University District.	11/6/2014 3:48 PM
3290	Usually I can figure out a good route. But the arrival times are not very accurate.	11/6/2014 3:47 PM
3291	They work well besides overcrowding. The onebusaway app however gives some strange estimations on bus arrivals. I generally find it inaccurate so then I end up waiting at a bus stop for 20 minutes when I thought it would be less than 5. Sometimes buses seemingly disappear from the arrival schedule. Of course, I eventually get to where I want to go. It'll just take more time.	11/6/2014 3:47 PM
3292	They are wonderful, if a bit slow.	11/6/2014 3:47 PM
3293	The 197 works, but I get on at the last stop at Kent-Des Moines PR and its always full.	11/6/2014 3:47 PM
3294	Yes, I am able to get to my destinations with allowing plenty of time.	11/6/2014 3:46 PM
3295	Yes, but routes force transfers and wait times can be long.	11/6/2014 3:45 PM
3296	The 8 needs to run more often. Would be great if there was a dedicated transit lane on Denny Way.	11/6/2014 3:45 PM
3297	Fairly well. I get most places with little inconvenience.	11/6/2014 3:45 PM
3298	The buses are far more crowded since 9/19/14. Standing room only most trips from Seattle to kenmore or Kirkland	11/6/2014 3:45 PM
3299	Transit options for commuting down town work pretty well for me. I wish that options esp. on the commute home were more reliable. Buses can be late which is very challenging when you have a toddler who needs to get home from daycare and get ready for bed.	11/6/2014 3:44 PM
3300	They work ok but many of the buses I take tend to be unreliable and/or crowded.	11/6/2014 3:44 PM
3301	My main destinations are downtown or the U, and the options are fine.	11/6/2014 3:44 PM
3302	Car, Bike, Metro Bus	11/6/2014 3:44 PM
3303	they work pretty well, bus 16 is getting super crowded and often passes me when they are full during the 9 to 5 rush hour.	11/6/2014 3:44 PM
3304	I can get there but not in a very fast or convenient way. Fares go up, service is reduced and buses are standing room only even when it's not rush hour.	11/6/2014 3:43 PM
3305	I love using the light rail to get to the airport and I'm looking forward to its expansion.	11/6/2014 3:43 PM
3306	They're okay. Anything that takes a half hour or less from door-to-door is acceptable. Most trips, as long as they are one bus and do not need a transfer, manage around 30 minutes. Once trips start projecting to take longer than 30 minutes, that's when I either don't go anymore, or plan on driving.	11/6/2014 3:43 PM

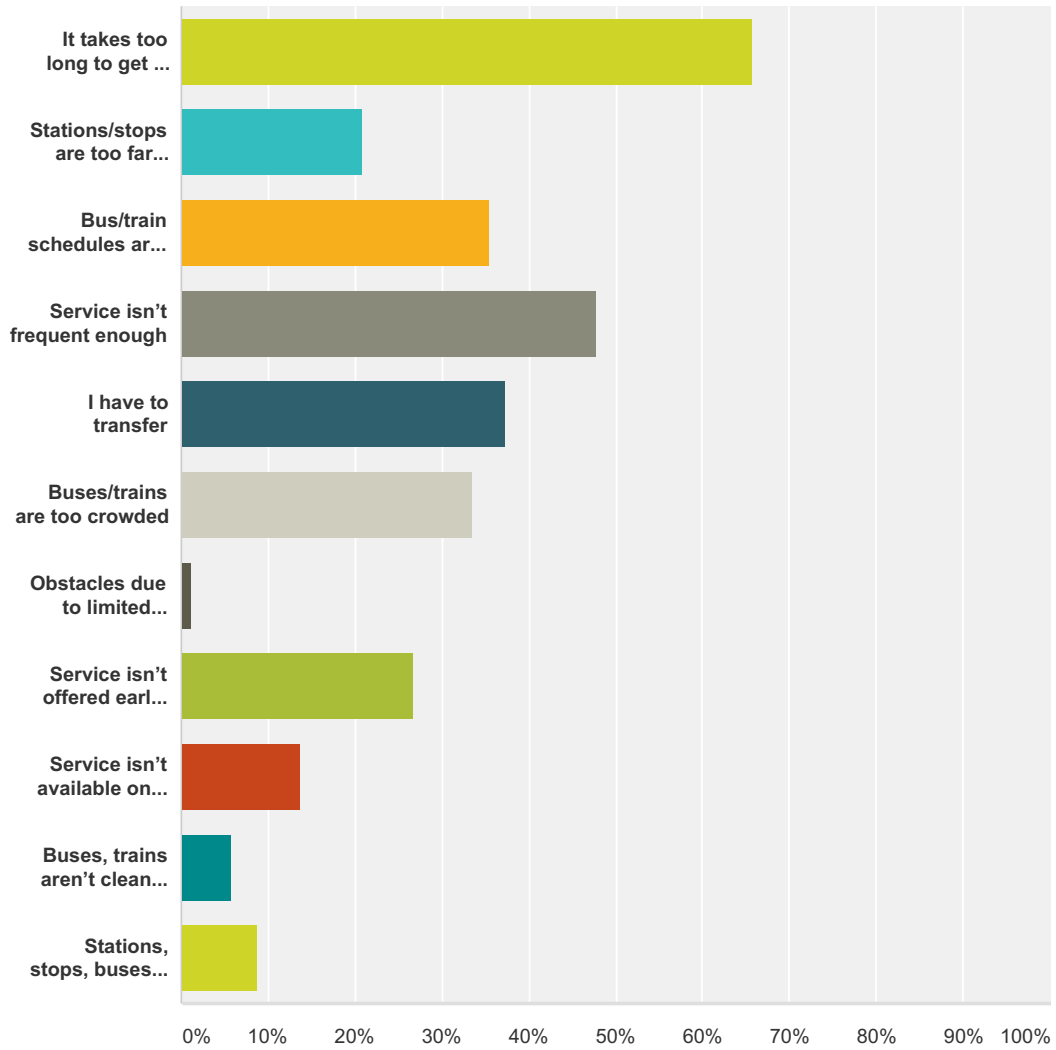
3307	14 TO MT BAKER TRANSIT CENTER IS CHRONICALLY LATE EVERY WEEK DAY, THAT'S A PAIN IN THE ASS WHEN TRYING TO MAKE A CONNECTION. EVENTUALLY YES I GET WHERE I WANT TO GO ALBEIT HAVING TAKEN LONGER THAN IT SHOULD.	11/6/2014 3:43 PM
3308	Often I have to go downtown and then get a bus to go somewhere, which takes a lot of time. I would also like to see the buses be cleaner.	11/6/2014 3:42 PM
3309	I work downtown and I often use Express buses to the University District for Activities at the UW. Good service.	11/6/2014 3:42 PM
3310	Yes, for the most part. Direct buses work the best. Excited for Link to come to Northgate.	11/6/2014 3:42 PM
3311	I can get pretty much everywhere I want to go with transit.	11/6/2014 3:42 PM
3312	Yes every time.	11/6/2014 3:42 PM
3313	Yes although it often takes time.	11/6/2014 3:42 PM
3314	My commute is awkward, I have to walk down the side of Beacon hill from the 60 or over several blocks from the Sodo Busway. Otherwise, yes.	11/6/2014 3:41 PM
3315	yes.... slowly but surely	11/6/2014 3:41 PM
3316	It's really easy to get from my house to downtown and back. It simply takes waaaaay too long to get from here to Capitol Hill or the airport, which forces me to drive (something I'd rather avoid).	11/6/2014 3:41 PM
3317	For the most part, yes. The bus options available in Ravenna / University Village area are pretty poor, especially on the weekends, though.	11/6/2014 3:41 PM
3318	Pretty much, sure. I take the bus a lot less now that I have a car though especially for long trips like to Northgate or the airport. The bus is great for getting to events downtown, because boy do I ever not want to drive to downtown.	11/6/2014 3:40 PM
3319	Since the 30 was restricted to peak hour, I don't do much on the weekends. I take the 74 X to work, which has started taking 20 minutes more since the last service change. Coming home, the 7XX series buses are unreliable and overcrowded, so the time it takes to get home varies greatly.	11/6/2014 3:40 PM
3320	yes but it takes too long. They are inefficient, especially at loading and unloading.	11/6/2014 3:40 PM
3321	Route 3 and 4 are very crowded; the need clearly exists for a better mechanism for patients of Harborview, especially those in wheelchairs Why not contract with Uber to provide service to folks with transportation needs that are disabled?	11/6/2014 3:40 PM
3322	Not easily and not in a timely manner. It takes two buses and over an hour to go ten miles.	11/6/2014 3:40 PM
3323	They do, except for Fremont, which is a much longer trip than necessary from QA and Downtown considering their actual distance away from both QA and Downtown.	11/6/2014 3:40 PM
3324	Great for now.	11/6/2014 3:40 PM
3325	yes	11/6/2014 3:39 PM
3326	Yes, although Lake City to Fremont takes a long time using transit.	11/6/2014 3:39 PM
3327	Yes, for most options. Getting to Seatac airport is not generally practical on transit for the flights we take.	11/6/2014 3:39 PM
3328	Yes, but there is no place to leave my car on Lake City Way if I need to take the bus.	11/6/2014 3:39 PM
3329	I take the #60 from Beacon Hill near Vets Hospital, direct to Broadway on Capitol Hill. Wish it were more frequent.	11/6/2014 3:39 PM
3330	I find my transit options are good; they allow me to avoid owning a car. I would like transit times to improve, though, and hope that increased ridership will reduce traffic while increasing vehicle frequency.	11/6/2014 3:39 PM
3331	They work fine for me on a day to day basis.	11/6/2014 3:39 PM
3332	Mostly well, bus delays (often due to traffic) can cause big problems, especially when one uses walking and busses only to get around (e.g. to appointments that are time sensitive). I can get to most places, but also, with the bus cuts, it takes me longer to get places, because the busses don't run that often so to make the connection you have to start the trip early (for example, it takes me about an hour and 15 minutes to get to mapleleaf on a Saturday....it takes only about 10 minutes to drive.) Mostly, I feel that even the express routes (especially the new rapid transit bus lines) don't seem to be all that much faster than the regular bus. On high volume routes (e.g. the 8 eastbound), traffic causes delays and crowded buses and then even when the bus comes, there is no space on the bus to take passengers.	11/6/2014 3:38 PM

3333	Transit works but is often too slow or I have to wait too long for a connecting bus. Peak commute time buses are too crowded.	11/6/2014 3:38 PM
3334	Yes - 1) I take the #316 from home to downtown then transfer to # 10 or #43 to work on capitol hill. Reverse in the evening to home Or . . .2) drive to the Northgate Park and Ride, take the #41 to the Convention center , then take the #10 or #43 up to work on Capitol Hill. Reverse in the evening to home.	11/6/2014 3:38 PM
3335	No. They don't work at all. Most of the time I end up walking several miles due to over-crowded, inconsistent buses and lack of other options.	11/6/2014 3:38 PM
3336	Very well - essentially door to door within 2 blocks.	11/6/2014 3:38 PM
3337	Transit gets me to some of the places I go that are already on a route of some kind such as the university or downtown on weekends. I don't use it to go to Capitol Hill or Queen Anne or the airport--places that require too many connections. I would be willing to take light rail to the airport from Westlake Center right now except that most of the time I'm flying out on a very early flight and transit doesn't go often or early enough for me to get to the airport in time for a 6 am flight.	11/6/2014 3:37 PM
3338	Sundays are tough because my bus is only once an hour. I manage to get where I want to go but it takes time and sometimes transfers.	11/6/2014 3:37 PM
3339	yes -- but I look forward to when I can take Light Rail from the airport all the way to UW campus area.	11/6/2014 3:37 PM
3340	Ok for me	11/6/2014 3:37 PM
3341	I have lived in Seattle for 45 years and never had a car or other vehicle-- only use transit and it is great	11/6/2014 3:37 PM
3342	My bus route is great. The only problem is the holiday schedule between Christmas and New Years.	11/6/2014 3:37 PM
3343	No, the no. 8 bus doesn't really go to the Pike/Pine corridor	11/6/2014 3:37 PM
3344	Yes	11/6/2014 3:36 PM
3345	I have to walk about a mile to take a direct bus or add about 30 minutes to my commute to take two busses to walk less.	11/6/2014 3:36 PM
3346	Pretty good bus service to the Lake City/Victory Heights neighborhood where I stay.	11/6/2014 3:36 PM
3347	It takes me a lot longer than I would prefer due to service cuts and infrequent/early ending service. I often decide to drive because it is faster and more cost efficient even though I would prefer to take the bus.	11/6/2014 3:36 PM
3348	The bus works ok, but it takes an hour to get to work, whereas taking a motorcycle on the I5 express lanes only takes 20 minutes. Going home, the buses are often so crowded I have to wait for the next bus, and it drops me off more than half a mile away from my final destination so I have to walk in the rain.	11/6/2014 3:36 PM
3349	East-west travel is extremely difficult by bus. Too many routes require several connections to make an east-west trip, or require you to go downtown and then go back north.	11/6/2014 3:36 PM
3350	Need cross town routes more than north-south routes.	11/6/2014 3:36 PM
3351	some times	11/6/2014 3:36 PM
3352	Mostly. But I get stuck in traffic going towards the Montlake bridge a lot on 23rd ave.	11/6/2014 3:35 PM
3353	pretty much but only because I live and work in the center core. I have many clients that live in renton or federal way and travel 2 hours just to get to a dr appt	11/6/2014 3:35 PM
3354	Yes	11/6/2014 3:35 PM
3355	YES	11/6/2014 3:35 PM
3356	Usually. Except for the VA hospital which takes too long.	11/6/2014 3:35 PM
3357	Takes to long to get downtown.	11/6/2014 3:35 PM
3358	I get where I want to go, but the trip out of downtown up to 145th & 15th is very slow, on very crowded buses.	11/6/2014 3:35 PM
3359	They are very good. I miss the #47! Please consider re-instating it. Yes, Capitol Hill is served by 49, 60, 9, and 43. But a lot of seniors and people with disabilities used the 47. Now they need to walk many more blocks to use the bus, because the 47 is gone.	11/6/2014 3:34 PM

3360	They work very well. I take express bus 301 or 303 from Shoreline/Richmond Beach to work every day. If I know I am going to be staying late in the city I park at Northgate instead because its easier to get to past 7:30pm.	11/6/2014 3:34 PM
3361	Yes, I commute most often from West Seattle to Downtown, Downtown to Fremont or UW area. It works fine.	11/6/2014 3:34 PM
3362	Yes, but a couple of wishes: 1. Link direct 2. More frequencies	11/6/2014 3:34 PM
3363	Most, but not all.	11/6/2014 3:34 PM
3364	For the most part yes.	11/6/2014 3:34 PM
3365	No.	11/6/2014 3:33 PM
3366	Yes, but as I use a cane I often cannot find an open seat due to students sitting in the front of the bus.	11/6/2014 3:33 PM
3367	Yes they are perfect how they are right now. Just don't cut the 31 bus because it is my only way home.	11/6/2014 3:32 PM
3368	50/50	11/6/2014 3:32 PM
3369	Only the buses to and from uw	11/6/2014 3:32 PM
3370	In general they currently work, however, better connections to SeaTac and West Seattle would be great. I think also it could be faster to get from Capitol Hill to Fremont/Ballard	11/6/2014 3:26 PM
3371	Transit will get me where I want to go, however I rarely use transit for late night or early morning trips due to a lack of frequency or an excessive number of transfers. It takes too long to travel into/out of the University District. There are not enough crosstown routes; most service is oriented around downtown Seattle.	11/6/2014 3:09 PM
3372	Yes. The changes to the 30 (not serving Seattle Center or Fremont directly) were manageable. The loss of mid day and weekend service has been harmful. However, I can generally get where I want to go on Metro.	11/6/2014 10:49 AM

Q6 What are the top three things that prevent you from using public transportation, or make it difficult for you to use it? (choose up to 3)

Answered: 3,751 Skipped: 336



Answer Choices	Responses
It takes too long to get to my destination	65.82% 2,469
Stations/stops are too far away from my home, work, school, etc.	20.95% 786
Bus/train schedules are not reliable	35.51% 1,332
Service isn't frequent enough	47.75% 1,791
I have to transfer	37.40% 1,403
Buses/trains are too crowded	33.59% 1,260

Obstacles due to limited mobility or disability	1.20%	45
Service isn't offered early enough/late enough	26.77%	1,004
Service isn't available on weekends	13.76%	516
Buses, trains aren't clean or comfortable	5.84%	219
Stations, stops, buses, or trains aren't safe	8.74%	328
Total Respondents: 3,751		

#	Why?	Date
1	On good days, when I was able to walk, I could beat the bus back up the hill from work downtown. The 43 is not reliable. When I need to get to work, and the bus never shows up.	12/4/2014 7:06 PM
2	I am less likely to take a bus if it takes me a while to get there or if I have to get off one bus and get on another just to go a relatively short distance. Also, I have been on buses that are so crowded, they don't even stop because they cannot accomodate any more passengers. This makes it stressful and not comfortable. Uber is my go to service when I need to get somewhere fast.	12/4/2014 3:38 PM
3	the early mornings are a little sparce	12/4/2014 3:25 PM
4	Service is horrible and unavailable. When it is available, it is overcrowded by university students, which could be alleviated with more busses	12/4/2014 2:15 PM
5	I don't know why busses are not on schedule. Other large cities seem to manage transit schedules.	12/4/2014 12:54 PM
6	I am unable to take the bus to work on the weekends due to limited frequency. It would also be nice to have the 31 extended or the 32 run more frequently.	12/4/2014 11:44 AM
7	buses are always late and over crowded	12/4/2014 11:41 AM
8	Not sure what this is asking	12/4/2014 10:51 AM
9	Sometimes I will opt to drive instead if it will take too long to get somewhere or the timing does not work out	12/4/2014 10:44 AM
10	At times, it can take twice as long to take the metro bus as it does to drive alone, especially if a transfer is required.	12/4/2014 9:15 AM
11	i take 3 buses to work the 7 48 75 takes along time some time.	12/4/2014 9:13 AM
12	There is too much time between transfers and sometimes the second bus I have to take does not arrive on time.	12/4/2014 8:25 AM
13	It would be nice if the Sounder Train had a train traveling south that came before 3:12pm. Maybe have a train around 1pm another at around 2pm and then commence with the regular afternoon/evening schedule. Some days I get off work early, but it takes twice as long to get back home using transit since I have to take 3 buses vs just one bus and the train. If I know ahead of time that I am leaving early, I just skip transit and drive my vehicle.	12/4/2014 8:08 AM
14	Too many transfers. For a car ride that would take 15 minutes. Sometimes takes 1hour 30 minutes by bus one-way. Not worth the bus ride my time is more important. Not really accessible with a small child.	12/3/2014 4:57 PM
15	It is hard to choose transit when it takes significantly longer than driving and parking. Also, difficult if service isn't frequent enough that you can just wait for a bit and the bus will show up. Transferring would be okay if service were more reliable, but transferring with infrequent buses and unreliable service can mean delays of an hour or more.	12/3/2014 1:46 PM
16	My bus line is extemely crowded (E Line).	12/3/2014 10:37 AM
17	The Car2Go boundary ends at S. Orcas St. but I'd like to get down to Othello without a car which means taking the light rail. Late at night, I don't feel comfortable taking the light rail to Othello then walking the 1/4 to my nearby destination.	12/3/2014 10:32 AM
18	I am a nurse and if I stay over for an extra 4 hours on top of my 12 hour shift, the last bus at my stop come at 1130 PM . I dont get out to my stop before then agfter giving report.	12/3/2014 9:38 AM

19	Due to budget cuts and service reductions, routes have been reduced or removed, existing service now takes much longer, you cannot count on buses to arrive or depart on time (which affects my decision to take them to meetings or even work) and if you miss a bus or a bus is drastically late, there are less options so you can take another bus to try to make up time.	12/3/2014 9:12 AM
20	For the size of Seattle, and our increasing traffic problems our transit system should be more frequent and reliable, such as it is in San Francisco and Denver for example. When it's unreliable, people stop taking it, less money coming in and less people riding results in routes being cut - it's a vicious cycle. Taking public transit should be promoted as it is a wonderful advantage for those living in a large metropolitan area. Seattle is a big city and it should act like it.	12/3/2014 8:51 AM
21	I tried using light rail to go to work in SeaTac, but for one thing, the light rail route is not direct to the airport, takes a long time, then if you don't get off and take the bus in Tukwila, you have a long walk to the bus stops south of the airport. Not at all well-thought-out in my opinion.	12/3/2014 8:06 AM
22	I try to get to work by 6AM so I can leave early for a class and be home in time to pick up my daughter from school. There is no bus around my house that can accommodate my schedule (see prior page for details.). When I miss a bus, I have to wait for at least 30 minutes for the next one. Door to door, it takes me 15 minutes in a car, compared to 50 minutes by bus.	12/2/2014 8:52 PM
23	Since the bus schedules are dependent on traffic, I am not keen on taking buses that require transfers when I may end up arrive late or missing a transfer that departed early. Infrequent bus stops that require waiting can be inconvenient due to time waiting.	12/2/2014 6:18 PM
24	Busses run infrequently at night. I sometimes have to cut evening meetings short to get to Lake City before 9:30 or 10 pm. I sometimes have to really hustle to catch an evening bus. It's a drag waiting 40 to 60 minutes in the dark wet cold. So I often just don't go to evening events, movies, entertainment, etc.	12/2/2014 5:17 PM
25	I usually use 71, which runs half empty until 65th & 15th, after which it gets very crowded as it continues through the U District. However that bothers me less than the fact it takes forever to get down Eastlake and that cars are allowed to block Howell St preventing the bus from approaching th tunnel.	12/2/2014 4:14 PM
26	Work to home is 2-3 buses (whether 355 is on time or not), a one-hour + trip for 5 miles in the city. Biking is 30 minutes.	12/2/2014 3:37 PM
27	If I'm not going to and from the downtown core or the eastside - I'm considered fractional.	12/2/2014 3:26 PM
28	Also, it's too expensive. For about the same price, I can drive and park my car at work. If it were cheaper to take the bus, I would be more likely to bus to work. Driving is much more convenient and works out to only about a dollar more per day.	12/2/2014 3:01 PM
29	Transfers are ill timed. Some of the time I can beat the bus walking 15 minutes on the second half of my trip. bus times are not accurate - nor are some of the apps that estimate the times.	12/2/2014 2:46 PM
30	The issue is that bus transit get's stuck in traffic mostly. Bicycles tend to be more dependable during peak hours when transit is mixed with on street traffic.	12/2/2014 2:10 PM
31	Lack of parking is the only real reason I don't use busses more frequently.	12/2/2014 12:59 PM
32	Convenience is pretty poor. I'll usually pick up my wife in a car2go in Eastlake on Saturday night because the buses come so infrequent and the time it takes to transfer is pretty inefficient. A transfer from Eastlake to downtown to central district can take an hour, while a car2go can take 10 minutes.	12/2/2014 12:56 PM
33	I have to change which stops I use to avoid problems	12/2/2014 11:39 AM

34	<p>I continue to ride public transportation because I do not have a car - so I have no other option. I am seriously considering purchasing a car due being subjected to all the items I selected above for the last 20 years. I think much can be learned from the transition from route 54/54X to the C line. As a rider, the transition has been brutal - due to the elimination of schedules and stops, and overcrowding. Please take these hard learned lessons into account: Do not eliminate printed schedules unless a particular route has a bus arriving every 5 minutes. Thank you for making a printed C line schedule! Buses are now overcrowded to the point riders are unable to get on buses they have been waiting for. Overcrowding is dangerous. I have a neighbor who was seriously injured when riding an overcrowded bus came to an abrupt stop and another passenger slammed her into a pole. Overcrowded buses are simply not safe! Do not design the new routes/schedules for overcrowded buses! Additionally the transition from route 54/54X to the C line removed many stops - this is not the correct answer - It is better to continue to have Express and Local buses like the 21/21X. It is not fair to elderly and disabled riders to remove the only stops they are able to access. Please do not do this to the North end as well! Many elderly and disabled 54 riders were forced to other transportation options due to removed stops. On a more positive note, I really like the one bus away electronic reader boards that were recently installed downtown. I strongly feel that comprehensive reader boards, like the one at 3rd & Pike, will increase ridership. I was saddened when the TV monitors were removed from the Northgate Transit center. The single line reader boards like on the C line in West Seattle are also helpful and may help to increase ridership. I like having overhead lights at the stops - it makes me feel safer. I also like the flashing light stop button for use in the dark - these really help ensure that a bus will not pass you by. I really dislike that the C line stops only have one seat in under the shelter - this is Seattle it rains 3/4 of the year here - put the seats in the shelter! Thanks for listening and taking this all into consideration!</p>	12/2/2014 11:33 AM
35	<p>I was using the community transit bus 860 from Everett Mariner park and ride into the university district and get of at NE 45th Street and Roosevelt Way, but my start time was changed. The only bus that will get me to work by 6:30 am is the route 66 bus from Northgate to the University district.</p>	12/2/2014 11:11 AM
36	<p>BECAUSE THE SERVICE IT IS TERRIBLE. KING METRO IS ONE OF THE WORST PUBLIC TRANSPORTATION SERVICES I HAVE EXPERIENCED WORLDWIDE. WORST THAN AFRICAN COUNTRIES OR THIRD WORLD. UNSAFE DIRTY DISGUSTING. NEPOTISM IT IS EMINENT IN AN INEFFICIENT INSTITUTION AS KING COUNTY</p>	12/2/2014 11:01 AM
37	<p>Sunday all-around reduced service makes it very difficult to run basic errands, visit people and places across town, and attend church. The 68 is my most convenient bus from and on weekday evenings the last route out of Northgate TC is 6:48pm. Would like to see 68's service hours extended to 10pm evenings and possibly some servie on Sundays.</p>	12/2/2014 11:00 AM
38	<p>The 41 only runs every hour late at night and so I wait at work for a while before catching the 75 to connect with the 41 so I am not waiting outside on Lake City late at night.</p>	12/2/2014 10:46 AM
39	<p>I love using the OneBusAway app, but it isn't always reliable.</p>	12/2/2014 10:40 AM
40	<p>Frequent trips - similar to how the subways run in larger cities. I believe more people would use public transportation if there was not the concern for missing your bus/train and then wasting 30 minutes when you need to get to work.</p>	12/2/2014 10:26 AM
41	<p>It takes me 1 hour and 30 minutes to bus from home to office - I have to walk 10 min to take bus 8, then change to 43/48 on E John and 23rd, then to 75 or 30 at UW. If one is late (and often time it is the case), I miss all following connections, which is at least 15 min of wait time when a missed connection happens. While I understand the problem of why buses are late (some of these buses run through streets that have major congestion which could delay the service), I don't see how things can be improved unless there is dedicated bus lane for rush hours to avoid late buses.</p>	12/2/2014 10:19 AM
42	<p>I have to use a Sound Transit bus to get between 3rd and Pike/Pine to my work on Boren and Olive. I have to transfer to get to work, and to get home.</p>	12/2/2014 10:07 AM
43	<p>Refer to question 5</p>	12/2/2014 9:51 AM
44	<p>Buses are useful for getting downtown or to the UW during the workday. The low frequency of buses during the evenings and weekend make using them impractical. If you want to go somewhere besides downtown or the UW, using a bus is not practical. Also, metro badly needs to increases the number of buses on routes/times where the buses are crowded, sometimes not even having enough room requiring them to leave passengers at the bus stop. Furthermore, when there are games or events downtown, metro needs to increase the number of buses, as the buses are currently at capacity and do not have room for the extra passengers.</p>	12/2/2014 9:50 AM
45	<p>Getting to downtown is difficult because transferring is difficult if we miss a 7.</p>	12/2/2014 9:34 AM

46	I take the 41 to work almost every day. I drive to the Northgate Transit Center and then ride to Convention Place and get off. In the morning I usually get on the first 41 bus that shows up. But leaving from Convention Place I usually wait for the 3rd 41 bus to show up, as the 1st and 2nd buses are packed. I am grateful that the transit supervisor that is stationed there helps pack people on the bus, but it is still a hassle to wait for buses.	12/2/2014 9:17 AM
47	There are many reasons public transportation doesn't work well for me. I usually have to transfer to get anywhere, and that means waiting for the next bus which adds time and makes trips take too long. I don't think the buses ever get cleaned and I always slide around on the vinyl seats every time the driver stops or goes. I have the one bus away app but you still never really know when the bus is actually going to arrive which makes planning transfers a challenge and is also not enjoyable when waiting outside in the cold or rain. Many bus stops, especially downtown, have a considerable amount of homeless and drug users. Their unpredictability makes me want to avoid those areas. For example, 3rd & Pike is just a sketchy area and I would not want to be there late at night or when it is dark out. Also, there is often no room on the bus. I am a person, not a sardine. All in all, I am glad public transportation is an option but it takes too much time, energy, and planning.	12/2/2014 9:10 AM
48	You serve us, not the other way around. I'm not concerned about driver happiness. I would like to see drivers equipped with a numbered badge so when complaints are lodged against specific drivers - they are either disciplined, reeducated, or terminated. Metro's "describe the driver" is an excuse. Issue - 15 minutes late to a destination is unacceptable. Having drivers turn off the bus sign - to terminal - and turning on the sign again is unacceptable. Unless drivers are terminated (I'm referring to the senior drivers) there will be no improvement.	12/2/2014 8:52 AM
49	Morning buses are packed. Also using two different transit systems to go from Eastlake to Seatac is time consuming.	12/2/2014 8:52 AM
50	Generally I don't have much of a problem, but sometime it is inconvenient to have a very crowded bus or people riding the bus that seem unsafe.	12/2/2014 8:18 AM
51	During certain times of the day (non-peak) the 30 does not run and this creates havoc getting to work by Magnuson park.	12/2/2014 8:10 AM
52	Having to transfer and it taking too long are often related. When you have to transfer and then wait for who knows how long for your transfer to come along it makes taking the bus less appealing than taking a car.	12/2/2014 8:02 AM
53	the 75 at 3:10 is crowded i wish they get a bigger bus	12/2/2014 7:43 AM
54	Bus doesn't stop close to Met Park West at 1100 Olive Way,	12/2/2014 7:32 AM
55	The number one frustration I have with Metro at this time is the difference in the way my Orca card functions when riding the bus, as opposed to the light rail... On the bus, I hold my card against the reader upon entering, the reader chimes green, and I get on...the bus does not need to read my card again when I exit... On the light rail, as you well know, I'm sure, it doesn't work this way... Instead, one must touch external readers prior to boarding the train, and touch external readers again upon exit...this requires the system to be able to understand a faulty read, and correct on the fly, as the pairing of 'reads' is critical to the process...each entry must have a corresponding exit... Unfortunately, the system doesn't handle faulty reads well, and there is no person present to assist...I found myself in danger of missing my train simply because my card didn't chime green, EVEN THOUGH THE CARD WAS PAID CURRENT! Without option, I chose to board the train anyway, and was eventually accosted by security guards, who proceeded to photograph my driver's license and ORCA card, accuse me of using the train unlawfully, and implying that if I were caught in such a place again, I would be prosecuted... Please note that both security personnel admitted the card was paid current, and valid for use... I replied I would not use the train again as long as such an idiotic card system was in play, and I haven't...and I won't... Make the card system on the train work just like the bus...on-board readers scanned at entry, with no corresponding exit scan... Above all, NEVER treat a paying customer like a criminal...this is EXTREMELY bad behavior, and publicity, as I have since been very vocal about how I was treated... Given that public transportation is, by definition, largely subsidized, the fare paid by the rider is token, in comparison (pun intended)... One might advise to treat the customer as a welcomed guest, and always be willing to err on the side of the customer being right...the money involved simply isn't worth the conflict...	12/2/2014 7:31 AM
56	If it is the weekend or evening, sometimes it is easier to just drive since I feel safer, stay warmer and generally travel faster. During the week - to and from work - is generally the best for taking the bus for me.	12/2/2014 7:24 AM
57	metro busses are filthy but i make myself ride to save money. riding adds 40 minutes each way to my commute but there are no other routes that don't require me to transfer.	12/2/2014 7:23 AM
58	It takes 30 minutes to drive from my home in Sammamish to work at Seattle Children's if I leave at 5:30 AM. It would take a minimum of 1.25 hours to make that same trip by bus.	12/2/2014 6:59 AM
59	Sometimes a bus won't come at all, or will be so full it won't stop. If the next one doesn't come for another half and hour it can be hard to plan arrival times.	12/2/2014 6:52 AM

60	Budget cuts to transportation have made traveling via Metro Bus very difficult.	12/2/2014 6:07 AM
61	It takes me 1 hour 30 minutes to ride the bus to work because of transfers and schedules. It takes me 15 minutes to drive. I work 12 hour shifts so the time is really a deterrent. If it were only one bus, it would be better and faster.	12/1/2014 10:36 PM
62	I live in Bellevue and work in Seattle,night shift, and on weekends.	12/1/2014 10:11 PM
63	It's not worth spending 300% more of my life sitting on a bus. :(	12/1/2014 10:08 PM
64	The bus works for me chiefly because I live near Lynn St, which has one express bus (66) that also stops here. For most of Eastlake, Metro seems to think we a no-mans land that has no purpose but for express buses to drive through without stopping. A couple of stops by some of the other express buses really wouldn't hurt instead of having only one bus serving most of the area even though multiple buses drive right down Eastlake.	12/1/2014 9:52 PM
65	See answer to number 5. On a good weekend day, it takes 8 minutes to hop on I-5 and get from my apartment to the hospital. Normally... 45 minutes. I get nervous taking the buses because the schedule is unreliable and so is whether or not the bus will show up on time or whether or not the bus will get to the next stop on time. On weekends, a bus that comes every 30 minutes makes taking a bus on the weekends so sketchy. If the bus that I am on takes too long to get to the next stop, then I miss the next bus I'm supposed to be on and then I have to wait 30 minutes. I usually just start walking. Walking seems to be faster and more reliable than anything I've ever dealt with having to do with traffic in this city.	12/1/2014 9:20 PM
66	Orthopedic issues make walking up and down steep hills challenging and standing in the bus in standing room only conditions difficult -- particularly when it is not obvious to others that you have challenges.	12/1/2014 8:19 PM
67	More frequent service would reduce transfer times and decrease my commute time significantly.	12/1/2014 7:58 PM
68	Sometimes the bus I am waiting for is so late that the following bus is right behind it....	12/1/2014 7:56 PM
69	Especially for going to/from Ballard from anywhere but downtown, the bus ride is extremely long and unreliable.	12/1/2014 7:23 PM
70	Transit from Capitol hill to Fremont & Ballard (and back) takes incredibly long and is simply not worth it.	12/1/2014 5:55 PM
71	A lot of buses don't stop on Eastlake Ave. Would make sense for either 72 or 73 to stop at least a couple of stops.	12/1/2014 5:51 PM
72	Having to stand on the bus is a MAJOR problem. Bus is a good option if I can work on it while commuting. If I have to stand, it not only eliminates that possibility, but it's very uncomfortable and quite dangerous (given quick starts and stops). If it doesn't improve, I likely will stop using transit. From Kenmore, service is decent during peak hours, but marginal otherwise, and many transfers are really poor, requiring waits of up to 30 minutes. I don't mind if the transit trip takes 15 minutes longer than driving, but an 30-60 minutes longer because of waiting at transfers, inability to board a full bus, or unreliable service is too long.	12/1/2014 5:34 PM
73	I have to transfer to a shuttle to get to work. The one way route takes too long.	12/1/2014 5:34 PM
74	As I previously stated, it would have taken me three buses and more than five total hours to go 11 miles from Northeast Seattle to Bellevue (I could actually have walked it faster if pedestrian traffic were allowed on the 520 bridge). As a nurse, my workday is not the standard one or most people. I am already working when many people are just waking up for the day, and am sometimes still working after most people have gone to bed.	12/1/2014 5:23 PM
75	If I am going to Roosevelt and 45th, it can take a lot longer on the bus and I have to pick up children.	12/1/2014 5:23 PM
76	When commuting to work in the morning on the 28 (from 8th Ave & NW Market st to 3rd Ave & Pike St), the most convenient stop to get me to work is still 0.5 mile from work.	12/1/2014 4:58 PM
77	I do not feel safe at night in the dark when I am traveling alone. Bus tunnel is an improvement in downtown Seattle	12/1/2014 4:40 PM
78	The schedules are very appropriate, but unfortunately are not reliable often, especially during rush hour. It is often the case that the One Bus Away app will mention delays of 30-45 minutes on an arrival, which leads to a lot of people either taking a taxi or walking. This definitely needs improvement. The overcrowding of some buses is also problematic as often times the buses will stop but can only take less than half the people waiting. I have offered my spot to elderly riders in the past, but I had to miss the bus myself and had to wait for the next bus to arrive.	12/1/2014 4:33 PM
79	The last pick up time at 45th/Roosevelt is 5pm ish. Need later pick up times (atleast until 6pm) for business hours/working people.	12/1/2014 4:32 PM
80	will often drive downtown or to Seattle Center for evening events since schedule is less frequent and takes more time to get home. 75 often late in evening - between 6 & 7 PM. One-Bus-Away helps when leaving work so I don't have to stand at the stop as long.	12/1/2014 4:31 PM

81	Any transfer is usually 20-30 minutes.	12/1/2014 4:20 PM
82	The Montlake Freeway Station is not safe.	12/1/2014 4:19 PM
83	On the bus, it often takes almost an hour to get from Northeast Seattle to downtown, or from Queen Anne to Northeast Seattle, no matter what time of the day it is. Whereas in my car it will only take 20 minutes. If I miss my bus, often I have to wait another half an hour to catch the next one.	12/1/2014 4:04 PM
84	The longer it takes me to get to and from work, the less time I have with my family	12/1/2014 4:04 PM
85	Only at night have I ever had an issue. But if I need to run into work late at night it is sometimes more convenient to drive	12/1/2014 4:01 PM
86	65 and 75 bus routes from children's are rarely on time.	12/1/2014 3:59 PM
87	All three checked boxes relate to the time it takes to get where I'm going. I don't usually mind one transfer per trip, but multiple transfers and long wait times are definitely an obstacle to my using transit for more of my trips.	12/1/2014 3:56 PM
88	Busses are constantly late and overcrowded.	12/1/2014 3:53 PM
89	I feel like the 556 is always crowded during peak commute times, but I am fortunate to get on the route early enough so that I always am able to get a seat. When I get on even a couple stops later, there is often only enough room to stand. I always feel safe on my commute, but there have been a couple times in downtown seattle or the International District when I've wished the stop was better lit.	12/1/2014 3:49 PM
90	It takes so much longer to take a bus anywhere than it does to drive, I end up driving when I would rather not. It takes two buses to get from Capitol Hill to any neighborhood North of the University District, which adds an additional 20 minutes to travel time.	12/1/2014 3:43 PM
91	Most routes to my neighborhood stop running at 12:30am, so I cannot stay out. There are no direct routes from Fremont to capitol hill and so it takes a long time.	12/1/2014 3:42 PM
92	The fact that service is not frequent enough makes our commute more difficult, both because we have to wait, sometimes 30 minutes or more for a bus, and because it causes the buses to be over crowded, sometimes so much that a full bus passes us by and we have to wait for the next bus on our route.	12/1/2014 3:40 PM
93	All buses must go up into the UW instead of in front of the stadium on Montlake Blvd. This adds a lot of commute time with no value for me, since I must commute from Montlake / Cap Hill to Seattle Children's Hospital on Sand Point Way.	12/1/2014 3:40 PM
94	Park and rides are too full to park	12/1/2014 3:39 PM
95	If I have to get from one place to the next and it takes 30 min in a car, it usually takes 1 1/2 hours on a bus and working two jobs I have to get to places on time and quickly.	12/1/2014 3:38 PM
96	Route 183's limitations.	12/1/2014 3:36 PM
97	Difficult to get to Children's Hospital and 70th & Sandpoint Way from Downtown with any frequency	12/1/2014 3:33 PM
98	Routes that go through UW campus can run very slowly in the evening and be really crowded with students. It's a bit discouraging for the commuters who don't need those stops (ie. getting on at Children's Hospital and getting off in Fremont)	12/1/2014 3:30 PM
99	Late night services are too infrequent to some of my destinations.	12/1/2014 3:30 PM
100	Buses need to be reliable and efficient or people will choose to drive since Seattle already has a car-centric infrastructure. It is enraging when buses simply do not show up and there is no information about when the next bus will come or why there is a delay. It makes it very difficult to rely on buses to make it to jobs or school or other important appointments with time dealines. The pros of using bus services must outweigh the cons.	12/1/2014 3:29 PM
101	TRAFFIC. TOUGH TIMES. PEOPLE ARE SWEATY, SMELLY AND HOMELESS, SOMETIMES ALL 3...	12/1/2014 3:29 PM
102	Would be nice to have Commuter Buses that stop at UW, continue on to Seattle Children's Hospital. Having to transfer to another bus or shuttle makes the commute too long	12/1/2014 3:29 PM
103	Park and Ride lots are too full! I can't find a parking spot at the Northgate P & R. About once or twice a week, I can't get on a 522 or 312 because they are too crowded. It's hard to watch 3 packed buses go by when it's raining or cold...but if more people are taking the bus, that's great, but that says we need more buses or more frequent service from downtown to the NE end.	12/1/2014 3:28 PM

104	Express services should extend to 9:30a and to 7pm. 64X, or 76 both cap at 8:15a or so in the morning. As schools start at 9:30a, sometimes dropping kids by 8:15a makes it difficult to get to work as there are no express busses from the NE.	12/1/2014 3:27 PM
105	See my other comments.	12/1/2014 3:27 PM
106	The buses I take most tend to go through very congested parts of town that can be very painfully slow and unreliable at rush hour- the 44 and the 70 express buses going from the U District to downtown in the PM peak. Other routes that I have greatly appreciated such as the 28 express and the 355 only run at peak times.	12/1/2014 3:25 PM
107	The buses I get in the afternoon commute are often very crowded. Sometimes I have to wait for several buses to go by before there is room to get on.	12/1/2014 3:22 PM
108	Spending 3 hours a day getting to and from work due to the current bus routes makes buses the last resort for me.	12/1/2014 3:21 PM
109	Often, if the bus is full the driver won't even stop to say there will be another bus soon. The buses are not reliable probably due to the downtown traffic. The sidewalks are unsafe w/ groups of drunks/addicts wandering around. They often get out of hand screaming and staggering all over. Or there are people asking you for money.	12/1/2014 3:21 PM
110	Bus closures when UW is closed affect my commute to work. The buses come early even though one bus away says that it is running 10 minutes behind. It would be nice if the app was able to update better/more frequently to get an accurate reading.	12/1/2014 3:19 PM
111	specific routes get used more during certain times of day. waiting for your bus then see 3-4 other buses for the same route go pass you with no one on them.	12/1/2014 3:16 PM
112	Don't understand why there isn't an express light rail from downtown to airport. It's too slow on train, stops everywhere, Doesn't go to Greenlake area yet, but eventually will in like 2023, if I'm still alive then, so have to transfer, will likely get more use out of it once it goes all the way to Northgate. Could catch at Roosevelt.	12/1/2014 3:15 PM
113	My two main routes, 64X and 76, are rush hour only.	12/1/2014 3:14 PM
114	It feels more efficient to drive when it takes much quicker then busing	12/1/2014 3:14 PM
115	1) Connections are often not timed well (i.e. waiting 30 minutes between buses) - turing what is a 20 - 30 minute drive (even with traffic, or a 35 minute bike ride into over an hour bus time. 2) The last option from downtown to my home (north Magnolia) leaves downtown around 10:15-ish - with the Ballard Locks closing at 9pm, it prohibits using Metro if there are late night meetings and/or events. Similarly, it is equally challenging getting to work for early morning meetings, etc.	12/1/2014 3:13 PM
116	The amount of time it would take to get to my destination is to unreasonable to justify the trip.	12/1/2014 3:12 PM
117	#75 stops too frequently on Sand Point Way. Takes as long to get from 125th to Seattle Children's as it does for me to get from 125th to my home in Woodinville.	12/1/2014 3:12 PM
118	I know many people who have stopped riding the 197 because it's too crowded.	12/1/2014 3:12 PM
119	1. I use a walker. 2. Transfers are time-consuming and frequently involve waiting in unpleasant (cold, dark, uneven ground, uncovered, wet) surrounding 3. If I cannot get fairly close to my destination (see 1. above), I will not attempt a trip	12/1/2014 3:11 PM
120	At times it is more simple / faster to simply walk to a certain bus stop (or just walk in general).	12/1/2014 3:11 PM
121	i often have to wait 30min or more to get home from work in the evening.	12/1/2014 3:11 PM
122	It takes me 20 minutes to get to work in my car. In comparing that to 1.25 - 2 hours one way by bus. When I get off of work time does not match up with a bus schedule or if it does, the bus does not come when scheduled to so then I think I have missed it. I like the idea that more people are using it but often the bus rules are broken by unruly passengers - playing music too loud, eating raw meat, or threatening the driver. Transfers have a time limit which I thing should be more lenient - like for 6 hours..	12/1/2014 3:10 PM
123	Too many transfers for many destinations	12/1/2014 3:10 PM
124	Minimum of 3 transfres to get form my home in Seatac to Childrens hospital	12/1/2014 3:09 PM
125	usually I have to drive due to family reasons (drop off kids). Otherwise 65 schedule is great - please don't change it!	12/1/2014 3:06 PM
126	They would prevent me from taking the bus.	12/1/2014 3:05 PM

127	I live in Lynnwood, and work in Laurelhurst. If I didn't drive part way, it would typically take me two buses, one of which runs so infrequently that my trip would be nearly 90 minutes each way on a good. Regardless, I typically have evening commitments to get to, so cannot always take bus.	12/1/2014 3:04 PM
128	N/A I only use public transportation.	12/1/2014 3:03 PM
129	When I need a really early morning or late night options (especially from the airport) I end up having to take a cab or Uber.	12/1/2014 3:03 PM
130	I mostly feel safe navigating Seattle but there are times when as a single woman travelling alone I don't feel OK - there are times & neighborhoods where I won't walk alone or take the bus on my own if I can possibly avoid it	12/1/2014 3:03 PM
131	Buses are late, sometimes they don't even show up, and then I miss the too few connections that are available to me.	12/1/2014 3:02 PM
132	Need an earlier Sound Transit train and one later then 6:12	12/1/2014 3:00 PM
133	I have to drive to Northgate transit center. It would be nice if I could just walk from my house.	12/1/2014 2:59 PM
134	At peak times the buses where I often get on are so crowded that it is occasionally not possible to fit anyone else on, and passengers have to wait for another bus. That is a problem when they only come every 20 min or so. Also it would be nice to have reliable timetables that are up to date with buses being late. I have also had times where a bus was 2-3 min early, and left while I was hurrying up to the busstop.	12/1/2014 2:58 PM
135	The bus stop by my house is in a very dark area, with not too much light. The bus driver's tend to forget about my bus stop, or miss me by accident.	12/1/2014 2:58 PM
136	Safety is always number one, and I don't feel that the majority of stops I use are safe - at least I do not consider them safe (downtown, Eastlake, U District). Busses not running on schedule is frustrating.	12/1/2014 2:57 PM
137	I use the bus	12/1/2014 2:56 PM
138	busses come late all the time and are way too crowded	12/1/2014 2:56 PM
139	Commuting isn't that bad, but it can be inefficient at times. Like having two of the same bus back to back to each other.	12/1/2014 2:55 PM
140	If transfers do not connect conveniently (seamlessly) or the wait time for the next bus is too long it is very discouraging, especially in bad weather or later at night. Your questions regarding transfers did not really address one of the main issues that they be seamless. Ensure that the rider exits the bus and can enter the next one at the same spot in most cases so that there is no watching a connecting bus leave without the rider while attempting to cross streets ect to access the connecting route. Also it is not necessarily more efficient to unload an entire bus where most passengers will transfer onto another bus. This makes it so that two buses have to take the time to load and unload all those workers, wheelchairs, slightly disabled, strollers and shoppers, when only once would have saved time to the entire system. Also shorter routes tend to be less productive with a greater share of time used for turning around. Make sure all routes will be productive when planning changes.	12/1/2014 12:28 AM
141	I live way too far from a stop.	11/30/2014 10:23 PM
142	buses are crowded	11/30/2014 2:58 PM
143	We need express buses to malls/Ikea to reduce traffic. More express (no stops except downtown) buses/trains from downtown to major destinations. Bus stops are filthy.	11/30/2014 1:37 PM
144	I do not feel comfortable using the bus at night, i don't feel it is safe at the downtown stations, or even on the buses themselves.	11/30/2014 10:37 AM
145	The bus takes a long time to get places but still convenient since I don't have a car in Seattle	11/30/2014 10:28 AM
146	See above - and thanks for asking!	11/28/2014 12:53 PM
147	Having to take multiple modes of transport or multiple connections to get somewhere discourages use of public transport.	11/28/2014 12:04 PM
148	I'm currently pregnant, and then have to pay someone to watch my kiddos when I am not at home, so I am motivated to get home as soon as possible to see my family and save money as welll.	11/28/2014 10:54 AM
149	Transfer waits are unreliable. No restrooms at transfer stations that I know of...safety is a huge concern. And for where I live, I have to make at least two transfers plus transfer to a shuttle to get to work. That basically takes my "entire" day....	11/28/2014 10:38 AM

150	my transfer takes at least 25 minutes waiting for the next bus which adds a lot of time to my daily commute. Since the schedule is not always reliable, I also need to take an earlier bus as I can not guarantee that mine will get me there on time.	11/28/2014 12:03 AM
151	Buses are can get stuck in traffic, while stopping at many stops. This means when they reach my stop they are full. When I have to transfer, it makes it much less likely that I'll go to a destination, especially bus-to-bus transfers, since the schedules aren't always accurate.	11/27/2014 10:51 AM
152	Currently, it takes about an hour and 10 minutes one way to get from MLK Wy S & S Graham St to the University of Washington via transit, a 7 mile trip. The schedule for the Route 8, albeit not as bad as it used to be, is rather unreliable in terms of schedule and frequency. The Light Rail, although still stuttering a bit when reaching International District/Chinatown Station, runs much better than it used to. The 72X and 73X busses are very crowded in the mornings and afternoon, sometimes in both directions, with standing room only being the norm. Generally the ride itself is reasonably quick, except if it is heading towards Downtown in the afternoon, where the routing through South Lake Union surface streets is an awful hindrance.	11/27/2014 12:15 AM
153	i work until 7:30 in the evening. Bus service drops off precipitously before then.	11/26/2014 11:14 PM
154	getting from capitol hill to u village takes more than one bus	11/26/2014 7:16 PM
155	It would be great for moms if buses got to the park and rides earlier in the afternoon to pick up kids from school. (3pm)	11/26/2014 6:56 PM
156	Automobile congestion delays buses and makes it take too long to travel by either method.	11/26/2014 4:02 PM
157	Options checked above are self-explanatory	11/26/2014 3:37 PM
158	Because it is uncomfortable and stressful to be jammed in a crowded bus first thing in the morning. Cranky people also are slow to move and glare at you when you try to exit.	11/26/2014 3:10 PM
159	Everything goes downtown vs east to west within the city. It doesn't make sense to go downtown to get from Ballard to the UW	11/26/2014 3:03 PM
160	i can guess that busses will be off of their schedule so transferring from one route to another can be difficult if the time between the two is minimal - so i probably won't make the transfer and i have to aim for the next bus which always adds larger chunks of time to my traveling. sometimes it is just worth it to drive and have to worry about parking/paying for parking if i don't have the freedom to spend a majority of the day on the bus.	11/26/2014 2:52 PM
161	1- need to get from north seattle to redmond 7am 2- I've been assaulted on a Metro bus and have seen multiple fights.	11/26/2014 1:27 PM
162	* I can ride my bike faster than the bus. * The bus always requires me to transfer to get somewhere interesting. * Rush hour is a joke.	11/26/2014 1:21 PM
163	Bring back late service	11/26/2014 12:54 PM
164	I do still take the bus but, as stated above, the infrequency service does lead me to drive in some instances. For example, I will often drive if I know I'm going to be out late-ish in neighborhoods that would require multiple transfers (i.e. Ballard and Capitol Hill) since I can't afford the hours it would take me to get home.	11/26/2014 12:53 PM
165	Traffic on I-5 in the morning at 6 AM, or so, used to be fairly good for about 5 years. Since Fall 2014 it has become much more crowded and the 586 bus from Tacoma to UW at 5:44 is often late. The 3:38 or 4:08 PM 586 in the afternoon is almost always late and can be 30 to 60 minutes late routinely. This creates a 12 - 13 hour work day. Using the Sounder train is more reliable, but takes a long time, costs more and requires an additional transfer from train to bus to bus. No carpool goes to my work location. The 75 bus on Sand Point Way is often blocked due to traffic backups on Sand Point Way and Montlake. The 30 bus has a reduced number or runs.	11/26/2014 11:14 AM
166	If I have to take 2 transfers just to get to a work shuttle, I will likely ride my motorcycle to work instead. I like 7 miles from work, but using public transport it takes 45 minutes to get to work. I can drive in 22. When going home from the University District, it is awful. I have to take a shuttle to get near a bus stop and then there is only 1 bus option that doesn't require 1 or more transfers. Bus service is never even close to on time after 4 pm in the University District. It has taken me 2.5 hours to get home before from Seattle Children's Hospital. As for non work outings, if I have to make more than 1 transfer, it's often not worth the time or effort so I end up riding my motorcycle.	11/26/2014 10:37 AM
167	The connections for metro coming to bus tunnel in the morning don't get one there in time to get the first light rail train for catching early flights.	11/26/2014 10:26 AM

168	There are no bus stops that are close to my house that will get me all the way to seattle in a timely manner. The kent sounder doesnt run late enough for my work schedule	11/26/2014 9:30 AM
169	If I miss a bus, I may need to wait 1/2 hour or longer for the next one. Usually, my schedule does not allow for that kind of needed flexibility. I prefer direct access, even if that means driving to get there. That is somewhat transferring, but at least I have control over when that part of the commute would happen.	11/26/2014 8:38 AM
170	9 times out of 10 I can get to where I want to go quicker by walking or cycling than by taking the bus, which as of late is in general infuriatingly late - the schedules seem to mean little these days. IMHO it's way worse to pretend you have enough resources to still cover the routes you have and then not be able to live up to it than to admit it and cut back to a level of service you can actually provide.	11/26/2014 8:27 AM
171	Afternoon travel: buses are frequently not on time. It takes up to 2 hours from when I leave work after an already long day to get home. I can get there in half that time by driving -	11/26/2014 7:54 AM
172	I need to arrive for work on time, and because of the unreliability of the buses, I generally have to plan to arrive for work 10-15 minutes before my shift start time to ensure I'm not late. If there were more routes, or the routes were more reliable (particularly since I have to make a transfer), I would be able to plan my schedule better.	11/26/2014 7:31 AM
173	The stop at Westlake Center and at Rainier Beach in the pre-dawn hours that I ride usually is scary. I am not comfortable as a woman waiting by myself for nearly 20 minutes to catch the transfer from light rail to the bus in the morning.	11/26/2014 7:21 AM
174	I do not like transferring because either the gap in the middle (waiting for the next bus) is quite big, and sometimes there are no nearby places where I can either wait cool in the summer or warm in the winter or dry in the rain, also if it's too short I barely make it or don't make it on time and the next one on average takes 20 minutes getting there. Sometimes the buses are too crowded (Need I say more) I would at times like to leave early or leave late (especially with school or work) and the buses don't run as early or as late. So it limits my time and the work I can get done. And well I would appreciate more lighting or if the stops were put in more populated areas, but a heavy emphasis on the lighting and sitting with a roof. Just so the bus can see us and we can feel more safe when we are out at night.	11/26/2014 6:15 AM
175	I have a sleeping syndrome. So I can take the 6 am bus transfer and take another bus just to show up at 8 or so. That is the case for Everett and Renton Boeing campuses	11/26/2014 12:14 AM
176	During rush hour in particular, my bus that goes through south lake union is packed like sardines. Too many amazon employees getting off work at the same time. More frequent buses through that area at those times would mean I don't have to leave an extra 45 min to get to work.	11/25/2014 10:50 PM
177	It doubles or triples my already-too-long commute.	11/25/2014 6:31 PM
178	Service during evening rush hour from downtown to the U District is way too crowded. Although I work above Westlake station I often walk to University Station to make sure I get a place on the bus, otherwise full buses will pass me by. Most passengers get out on NE Campus Parkway so after that the bus is mostly empty, very inefficient. Service needs to be increased on weekends, I'll typically Uber or Car2Go back later at night (anything past 9) because I don't want to wait a half hour or more for a bus (or I don't feel safe doing so). Express service stops at night so it's worth it to spend more on Uber than have it take twice as long (or more) to get home.	11/25/2014 4:42 PM
179	I don't work a 9-5 job. Buses are cater to those people. Not enough service on the weekends.	11/25/2014 3:53 PM
180	Tried the "express bus" once from Federal way and it was awful and took way too long. I couldn't move as it was so crowded. The smell of alcohol first thing in the morning is not something I enjoy.	11/25/2014 3:07 PM
181	Why what? Buses are often many minutes late; by contrast, I've missed 3 buses recently because they departed BEFORE their scheduled time at a time point. Schedules are not reliable. Buses are very crowded. Rapid Ride E buses routinely bypass stops because they have no more room. Same with 41, 75, 66, 67 and other routes, and even more frequently these buses are packed to the absolute gills. An additional problem is that routes don't connect well to light rail and don't run reliably either early or late enough to make it convenient to use transit to/from the airport for flights.	11/25/2014 3:02 PM
182	From my home to Seattle Children's Hospital it takes two buses to get less than 5 miles.	11/25/2014 2:41 PM
183	Where I live I am 3/4 to a mile from the closest bus stop. I often do not feel safe taking the bus to Seattle destinations at night or alone.	11/25/2014 2:37 PM
184	it is a hassel to have to travel to downtown just to get to Rainier Beach area. A bus should be offered to run down MLK from Skyway to RB. curently we have to take the 101	11/25/2014 2:16 PM
185	Not enough parking at station closest to my home.	11/25/2014 2:07 PM

186	The 47 used to go from my house to downtown and back so I used to take that....I can't get up to Children's hospital without transferring and the handoff both ways never works out. (75/32 to 49 or 71/2/3 or vice versa).	11/25/2014 2:00 PM
187	Route 41 is way too crowded in the evenings. Buses are usually full by the time the hit Westlake Tunnel Station.	11/25/2014 1:14 PM
188	I have repeatedly had to get off a bus or stop waiting for a bus and use a Uber to get to my destination. I no longer trust public transportation to get to SeaTac on time for flights due to so many missing or horribly late buses.	11/25/2014 12:55 PM
189	It just seems for a lot of the places I want to go, the routes don't match up well and I have a lot of waiting time during transfers. If I can, I plan errands in-between, but depending on the location, that's not always possible. Frequency (regular and weekends) is the biggest issue for this problem. If a bus comes only once an hour and your transferring (and the first bus is late, or slow, etc.) then it's a drag.	11/25/2014 12:54 PM
190	Buses leaving Convention Place tunnel stop are often overcrowded by the time they exit the tunnel. Why not "start" a route at Convention place? Particularly for 71, 72, 73, 74 (and express).	11/25/2014 12:52 PM
191	If I take buses which stop near my house (169, 157) the problems I mentioned above arises. For 169, I have to walk one mile to get to the first stop and then I have to transfer and 169 takes too long to get to south Renton P&R (parking is full) and to downtown. For 157 I don't need transfer, but service isn't offered late (especially on the way back from Seattle) and it takes too long due to traffic. As a result, I end up taking the sounder train which I take from Tukwila station due to the fact that there isn't enough car parking at Kent station.	11/25/2014 12:38 PM
192	These things don't stop me from using public transpo, but they do prevent it from being easy and efficient.	11/25/2014 12:32 PM
193	I need to drop off elementary school children on way to work and on way home and could not reach work or childcare in time using public transportation. I live 8 miles from work. I can drive 7 miles along Lake Washington BLVD without before reaching a traffic light for a commute of 15 minutes. It would require be to take 3 buses and a commute of 1 hr and 55 minutes each way.	11/25/2014 12:26 PM
194	Need to add additional cars especially during peak hours	11/25/2014 12:22 PM
195	Having to drive to a transit station, take a train to seattle, hop on a bus to a shuttle stop, then take a shuttle to my work destination is inconvenient and time consumung, but it is better than driving in traffic.	11/25/2014 12:17 PM
196	The commute between West Seattle (Alki) and the U District is long and requires 2-3 buses to get me to my destination. I normally telecommute on Fridays, and for good reason - I had to be on-site on Friday, Nov. 21, and it took me 2.5 hours to get home Friday afternoon.	11/25/2014 11:38 AM
197	It would be nice to see Emergency call boxes, better lighting and current schedules for that stop (not just some other stop)	11/25/2014 11:36 AM
198	Stated above.	11/25/2014 11:36 AM
199	I need to return home from North Seattle College after night class (so around 10 pm), to 25th and 57th NE. Currently, this isn't possible. Transfers are VERY inconvenient if buses aren't on time. With MetroTransit, unfortunately, you have to assume that you will always miss your transfer, because if by some miracle your first bus isn't late, the second one may well leave early.	11/25/2014 11:34 AM
200	The uncertainty of not knowing how long I will wait for a bus or how long my commute will last, makes taking public transportation less appealing.	11/25/2014 11:24 AM
201	getting from work to school at 5pm sometimes requires waiting for several buses (because the 71, 72, 73 buses are full by the time they reach Convention Station) Usually I get a ride home because there are not frequent enough buses going from U-district to West Seattle after class (9:30pm). My daughter drives from West Seattle to U-district to pick me up.	11/25/2014 11:13 AM
202	There are many times where I don't feel comfortable with some of the sketchy people with mental disorders on these buses. There's a specific asian woman on one of the buses (66 I think) who sits there, talks to herself, and then proceeds to smack herself in the head very hard and loud. I'm seriously scared she's going to get all violent with me. If you look at her she starts getting verbal, loud and foul language. It's scary.	11/25/2014 11:08 AM
203	The 44 is so overcrowded that it's sometimes impossible to get on in the U-District headed toward Ballard. And, because it runs on a busy street, it seems like the west bound busses are never on time. Last week I saw that my bus was late, so I started walking from 9th & 45th. The bus I was waiting for didn't catch up to me until I was at Stone Way!	11/25/2014 11:04 AM
204	We need more cross-town transit options. I don't know why it should take over an hour to get to a place I could drive to in 10 minutes.	11/25/2014 10:58 AM

205	The 8 is notoriously over-crowded and massively late in the morning. The unreliability of the 8 ensures I get to work at unpredictable times. Additionally, taking two busses to travel what would take 20 minutes by car is shameful.	11/25/2014 10:43 AM
206	Currently, my bus trip from my house to work is perfect. But if they cut down on the frequency of the buses, or if I had to transfer, or if I couldn't get the bus in time to be at my job by 7am, then I would choose another way to get to work.	11/25/2014 10:40 AM
207	Sometimes traffic from Seattle Childrens HOspital is horrible and it takes nearly an hour to get to King Street Station, missing the train and having to wait for the next train.	11/25/2014 10:38 AM
208	I don't like to transfer busses several times to get somewhere that is a 30 min drive. IE. Home in MLT to work in Seattle.	11/25/2014 10:37 AM
209	I would never transfer buses downtown at night - it doesn't feel safe at all. And sometimes the connections are way too long to make sense, so a cab is a better option.	11/25/2014 10:31 AM
210	The current morning commute is great. I find the stop at 2nd and pike incredibly dangerous and there is lots of drug activity going on and harrassment of people who are just waiting to get home after a long day at work. It also would be nice to have busses more frequently show up and/or on time. It's hard to wait 25 minutes when I can't make my connection.	11/25/2014 10:28 AM
211	I have no choice but to use public transportation, but these things make my commute more aggravating.	11/25/2014 10:27 AM
212	I don't like to transfer because too many times my first bus ran late and I missed my second and then I had to wait a half hour or more for the next.	11/25/2014 10:21 AM
213	I am williing to wait 10-15 mintues, but after that it is time wasted from my life...i can drive to work in less time than waiting for the always late 271 in the AM	11/25/2014 10:21 AM
214	Sometimes I need to get somewhere fast, and depending on my starting point and my destination, public transit just takes much longer than driving or cabbing. I think buses and trains are safe, but depending on the time of day, the walk to/from the stop and/or waiting at the stop is questionable in terms of safety. This isn't necessarily anything that can be addressed, it is just a fact of life. As a woman, I'm not waiting at a bus stop alone at 11 pm in certain parts of this city.	11/25/2014 10:17 AM
215	I primarily use public transportation. If I have to transfer more than once, I will not go to a location. If I have to go north to downtown to go back south, I will not go to a location unless needed. to transfer. I find this annoying and it does limit options on where I travel. Service on some routes isn't available on weekends (Route 9). This limits going to capitol hill because the 8 takes nearly three times as long to get to the same destination. (Broadway and John). It takes too long to get to my destination. Same reason as above.	11/25/2014 10:16 AM
216	I work at odd shift, 9am to 9pm. Getting to work is fine, getting off is the problem. Buses arent frequent enough.	11/25/2014 10:14 AM
217	Primarily bus delays and overcrowding (due to insufficient service or clogged roadways that buses get trapped in, see the 8 route)	11/25/2014 10:12 AM
218	I still take the bus to and from work and when I can but a lot of the time, it takes twice as long to get somewhere (North Seattle to Ballard or Northgate to Downtown) and the buses are usually crowded. I can't tell you how many times I have missed a bus due to it leaving early or standing around waiting for the bus to come because it's late. I understand it being a few minutes late (5 min) but sometimes I'll wait around for 15-30 min for a bus to arrive. I know there's not much that can be done due to traffic but I actually plan when I take the bus.	11/25/2014 10:08 AM
219	I tend to plan ahead so I understand if it may take a bit long to get where I need to go but feel it is worth it by not having to drive - park - get frustrated with traffic!!! Would like it to run earlier if possible/feasable.	11/25/2014 10:08 AM
220	A transfer would not be that big of a deal if the bus schedule was more reliable. My biggest consistent reliable is if I miss the 8:17 am (75) leaving the Transit center, the 8:28 is always 10-15 minutes late and then the bus that should have been a double is now a single and has to pick up two loads worth of people. It's also reliable that the 3:40 (75) leaving SCH will be 10-20 minutes late and again a large group of people have formed and now it's only a single bus and on this route the driver will just stop picking people up. With this kind of unreliability you can't take a route with a transfer unless you want to double or triple your commute time.	11/25/2014 10:06 AM

221	I live south in Renton and if I take the Light Link Rail to Westlake, I then have to come out and wait for a shuttle from Seattle Children's Hospital to pick me up and then drive through morning/afternoon traffic to get me to and from the tunnel. This whole process takes me just about as long to drive on my own to work. I just recently started using the Light Link and the second day I rode the train there was a physical fight between a man and a woman. The train was stopped, but where it stopped there were no security in place, so the man and woman were separated, but allowed to stay on the train. It made me feel very uncomfortable and unsafe. Also, there are MANY riders along the route I take that get on the train reeking of marijuana. I think there needs to be better security and screening of these people that ride this type of transportation.	11/25/2014 10:05 AM
222	A 45 minute drive can take 2 hours by bus when you have to transfer 2-3 times. For one-way trips that might be okay but usually I'm going there and coming back. That means 1.5 hours by car equals up to 4 hours by bus.	11/25/2014 10:03 AM
223	I find it relatively easy to get to work, but getting home is usually a process. The transfers are mismatched and the bus that's the fastest stops running early. It generally takes me 20-25 minutes to get to work on the bus. It would take me 15 minutes to drive from my work to my home, but because of schedules and transfer issues, the same route usually takes 45-60 minutes. There are actually days it would be faster for me to walk home even though its uphill the entire way.	11/25/2014 9:54 AM
224	They make it difficult because I am not guaranteed to get on the bus even if I go to the station and wait for 10 minutes for the next bus (due to it being too crowded). The inconsistency of the schedule of the 271 also makes it difficult to guess when I need to be at my bus stop (which I have to drive to) because its inconvenient to park elsewhere and try to get on a bus.	11/25/2014 9:52 AM
225	Driving takes an hour, but upwards of 2 1/2 hours.	11/25/2014 9:51 AM
226	My main reason for not taking transit would be the times the bus leaves/arrives where I need it, and how many times I need to transfer.	11/25/2014 9:51 AM
227	Have you been on the 5 or 358? No need to answer why those routes and stops along it are unsafe. I have been harrassed both on the bus and in the shelter at the stop and have been afraid each time. See above answer for the length of time and transfer issues.	11/25/2014 9:49 AM
228	I do occasionally worry about location of my stops, especially the one downtown. There isn't cover for the rain and lots of transits are around. Thankfully I ride during business hours so I'm never 'alone'.. but I also never feel safe. You never see safety officers or police patrolling either.	11/25/2014 9:48 AM
229	see above	11/25/2014 9:18 AM
230	There are no buses that go to my work so I have to walk quite a ways so end up driving more often then I'd like.	11/24/2014 11:02 PM
231	I consistently attend events that run late into the night; it's common for transit service to cease circa 12AM, which poses a problem for me. I also have trouble with transit schedules that don't line up with specific times I have to be somewhere.	11/24/2014 10:04 PM
232	The times posted on the bus stop signs are normally 10-20 minutes off during peak time (traffic). Solution: Run some more buses during peak times.	11/24/2014 9:29 PM
233	A transfer is difficult to make on time if buses are running late. Not enough late/early service also makes it more difficult to use transit. Less weekend service is another reason I may choose to drive instead of use transit.	11/24/2014 6:09 PM
234	Traveling West Seattle to Northgate but it is about as fast as it could be.	11/24/2014 3:15 PM
235	Answers speak for themselves	11/24/2014 3:03 PM
236	Oh, crowded busses... The number 41 in the evening going north. I need a Lake City bound bus, not just 125th and 5th unless I want to walk nearly an extra mile, and because neither the drivers or the loaders seem to recognize that for those of us who need the bus headed to Lake City have a much longer wait than those that just need to get to the Northgate Transit Station, I am forever on overcrowded busses. By prioritizing riders and having those who only need to get to Northgate wait the small amount of time between those busses the crowding could be much better controled. My guess is that this is not the only route with these issues, there must be others that you do this type of extended trips for some passengers and shorter trips for those headed only to a major transfer station, but it would be wonderful if you somehow managed to train drivers and loaders in how to manage this issue. However when I mention it to them they look at me as though it has never occurred to them that there might be passengers that are waiting specifically for the longer routed busses. It's very frustrating.	11/24/2014 2:21 PM
237	I have been in other cities and if you miss a bus, there is another one in 6-10 minutes not every half hour like here. Also when the bus is late, this is not reliable and the only way to know is with an app and not everyone has Smart Phones. I think Real Time Tables are at bus stops on Aurora Avenue and it would help to have them at every stop. It is frustrating to not know if the bus is even going to come.	11/24/2014 12:09 PM

238	Restated from question 5: My concerns with service are as follows: 1. overcrowded buses bypassing stops as they are unable to accommodate any more passengers at peak times, especially during events like a baseball game downtown, etc. 2. buses stuck in traffic gridlock; more bus-only lanes or bus-only during rush-hour lanes where possible would certainly help. 3. safety. Many area's of the city are sketchy. I generally take the first bus I can in the 3rd & pine/pike area of downtown. The city does a piss poor job of making people feel safe in the downtown core. They need to get the gang-bangers the hell out of downtown! 4. the light rail is awesome as it moves quickly without being heavily subjected to street traffic.	11/24/2014 10:44 AM
239	Heading home after happy hour or a concert can be tricky, because buses don't always run late enough to transfer to the light rail. Buses heading to and from the UW to downtown are usually crowded (specifically express buses).	11/24/2014 10:38 AM
240	The Sunday service on the route 50 is only every 60 minutes. Consequently I don't use that bus on Sundays and don't go a lot of places because hourly service is too unreliable.	11/24/2014 10:29 AM
241	SERVICES ISN'T FREQUENT ENOUGH, SERVICE ISN'T OFFERED EARLY BEFORE 5AM OR LATE ENOUGH AFTER 6PM, I HAVE TO TRANSFER.	11/24/2014 9:40 AM
242	*Sounder trains and express buses run only during typical "going-to/going-from" work times from Monday through Friday and aren't available past 6-ish PM or during work hours on the weekend. *Local buses tend to have a lot of "party-crasher" riders at night who under-pay or don't pay at all but the drivers have to keep their schedules and protect the safety of the rest of us so they don't do anything. We need more security on the buses AND people in authority who will follow-through with threats to arrest or eject people who disrupt and/or don't pay. * Drivers either need to uphold the "no-food and no-drink" rules. The people who eat on the buses and trains are also the ones most likely to throw their trash (and leaking drinks) on the floors or behind the seats. * Drivers need to refuse to transport people who have offensive body odor. Not only do they prevent the seats near them from being filled but they leave behind their odor when they leave and our clean clothes are contaminated. [The bigger problem here is that a lot of those people would gladly be cleaner but have no shower facilities available to them ... but that is not Metro's responsibility.]	11/24/2014 9:20 AM
243	I can put up with quit a bit, but when it rains and is cold -and I have to transfer buses, it becomes a bigger deal. Also, at night it would be helpful to be able to take a bus that didn't require me to walk or hang out in places I find uncomfortable at night- like University Ave.	11/24/2014 8:34 AM
244	Often times by the time I walk to the bus stop, wait for the bus, and take the bus somewhere, I can bike there just as fast. So a lot of the times I end up just biking.	11/24/2014 8:33 AM
245	Dirtiness/Safety issues aren't really the fault or within the purview of transit to fix. Some transit clients have poor personal hygiene and I feel uncomfortable around some clients due to their actions (yelling, soliciting, fighting) sometimes on the bus and sometimes at stops, particularly Pioneer Square.	11/24/2014 8:31 AM
246	Since buses don't have their own lanes here, they are often just as slow as traffic. I prefer to bike often because it's faster. With trips where I would have to transfer, I'm likely to use a different mode because that's so annoying.	11/24/2014 8:09 AM
247	after 7pm the service levels in kent drop wait times start increasing also service is not frequent enough and end too early in the evening on Sundays	11/23/2014 9:33 PM
248	No weekend service in my neighborhood. During the week, buses are standing room only, and often pass by stops because they are full. They are usually late during the evening rush.	11/23/2014 9:14 PM
249	When I have to transfer buses, it is really important that the buses are on time. If the bus is late by five minutes, that's understandable, but if it's always late by ten or fifteen minutes, something is wrong. In particular, there are some drivers that are consistently late.	11/23/2014 7:34 PM
250	-Funding cuts unfortunately	11/23/2014 3:51 PM
251	I have had situations where the 44 was too crowded during morning peak hours, and new passengers couldn't board, and had to wait for a later bus. This definitely disincentives taking the bus for me.	11/23/2014 2:06 PM
252	Can not rely on Metro at 5AM Monday thru Friday. Took away connections from downtown Seattle into the U District. I would be forced to walk up a big hill to make a connection that leaves 3 minutes after getting off of a Sound Transit bus. I'm disabled and can't walk that fast or that far in 3 minutes. Next bus would make me late by at least 30 minutes if not more. NOT ACCEPTABLE. Not every one works 9-5 jobs. Many people need to get to work long before that. Look at the first ST bus out of Tacoma...it leaves at 4:10AM. Its packed to the gills. Many people on that bus rely on transfers to Metro buses. Many don't make it due to Metro taking away service at 5AM.	11/23/2014 11:22 AM
253	Not enough buses, time and money. People eat on the bus, there is graffiti on the seats	11/22/2014 6:59 PM
254	Buses are slow, late, not frequent enough and then overcrowded. I still ride the bus but it is very disappointing.	11/22/2014 1:21 PM

255	I want to get places in either the same or quicker (relative to other options). Walking to/from stops/stations are a drag in bad weather or carrying heavy items. Transferring with heavy items is difficult.	11/22/2014 12:42 PM
256	We used the bus when we had it.	11/22/2014 8:33 AM
257	I only use the bus device for work transportation. I use car sharing for errands and other activities because it isn't as convenient. As far as work transportation I would also like to see more convenient options. I only had 1 route that I used to use that was a one route option (which increased my walk after getting off the bus) but it was discontinued.	11/22/2014 8:10 AM
258	ST route 510 was discontinued for the Seattle - Everett trips that I used to take. ST 512 has many more stops, so takes much longer, and does not go all the way to my destination. If I ride buses from home to work, it requires 3 transfers and more than 1.5 hours to go 26 miles, primarily on I-5.	11/22/2014 1:41 AM
259	Currently I don't have to transfer. If I had to transfer, it would definitely be a disincentive to ride the bus.	11/21/2014 8:50 PM
260	Most of my routes are every 30 minutes, and several are habitually late (31/32), so transfers get missed. Downtown stops on 3rd avenue don't feel super safe at night.	11/21/2014 8:01 PM
261	Rt. 7 Extremely dirty Rt. 120 very dirty	11/21/2014 7:23 PM
262	Transferring adds time and uncertainty. It is almost always faster to drive except to UW, Harborview, and VA (because parking is so onerous).	11/21/2014 7:09 PM
263	I have no car. I depend on public transit and my two feet to get where I need to.	11/21/2014 3:58 PM
264	Use Metro to get to work and back. Otherwise use car.	11/21/2014 2:41 PM
265	My main complaint is the Lynnwood Transit Park and Ride never seems to have enough parking.	11/21/2014 2:35 PM
266	Really? I suggest you try to rely solely on public transportation and have an active social life.	11/21/2014 1:56 PM
267	I am get out from work about 7:30 pm ,so I have too wait too long to get a bus.	11/21/2014 1:28 PM
268	Transfer in the U-District from ST 586 to Metro 72 or 73 takes a while.	11/21/2014 12:55 PM
269	The buses are often late, sometimes hopelessly so. A 20-minute trip becomes 30 to 40 minutes in the afternoon.	11/21/2014 11:33 AM
270	I am happy that there is public transit to most of the places I need to get to, however, I have to adapt to the bus's schedule, sometimes I miss my next bus right after getting off one, when driver communication and awareness could have aided in smoother transfers; cooperation between county operators could be strengthened; While living in Skagit Valley, If I missed the last bus, a transit officer has on multiple occasions driven me to my destination out of courtesy, I never relied on that regularly, but when I was stranded at a bus station late at night it was nice to have a person there to help me get where I was going on behalf of the transit system. That issue isn't as apparent in the larger cities, but that assistance was well appreciated and made my transit experience better. The cleanliness of buses is equally determinate by the standards and behavior of it's riders, as it is of the transit employees, and I believe that if the Transit systems raised their standards, the riders may act more respectfully, and out of appreciation for the service, rather than acting out of frustration for lack of attention by other riders, or rebellion by those who may not see or appreciate the value in a public transportation system.	11/21/2014 10:13 AM
271	Waiting around too long for transfers is tougher when I have my two little kids with me. One transfer is ok, but more than that is too inconvenient with little kids.	11/21/2014 9:43 AM
272	I obviously can't tell you why service isn't offered late enough or on weekends (after 9, buses in U district die out quick, especially around U ville). But if a route takes me more than 2 buses to get there, I usually reconsider and just don't go..there's a fear factor of messing up and missing a bus, becoming stranded in an unfamiliar location. Or just that most people consider it a hassle.	11/21/2014 9:17 AM
273	Sometimes it is the way it is	11/21/2014 8:50 AM
274	there should be more frequent and late night service on weekends when patrons tend to spend more quality time.	11/21/2014 8:34 AM
275	southbound 124 boarding at 112th is almost always at least 10 minutes late. route 41northbound approx 6:10 pm monday nights (only night i go that direction) gets so overcrowded that there is not even enough standing room! Gets so stuffy with no ventilation that it can get hard to breathe! (stuffiness problem is cured after exiting the tunnel when ventilation is turned on)	11/20/2014 10:10 PM
276	There is poor service on 15th Ave S on Beacon Hill.	11/20/2014 10:08 PM
277	I can't get to work/home on time to meet obligations. My entire family would only take the bus downtown on weekends (rather than driving) if it were available (but weekend service has been eliminated).	11/20/2014 10:05 PM

278	Sometimes when things are too slow or service ends early I have to resort to a taxi or uber.	11/20/2014 9:56 PM
279	I normally work 8-5 but often work until 5:30 or six so have no choice but to take the 586. It would be great if there was another ST train in the evening. The last one now leaves at 6:12 but with the heavy traffic between the U.W and downtown Seattle, one never is sure to make it in time.	11/20/2014 9:54 PM
280	The 48 needs the same type service on Sundays/holidays that it has the rest of the week. It also needs larger buses on summer weekends when folks are coming to Green Lake from all over. Larger buses also needed on UW game days. Weekday mornings whe UW in session are very crowded in spite of extra service added.	11/20/2014 9:52 PM
281	Mid-day options narrow, for instance, the 556 going from Bellevue to Northgate. Sometimes, the bus leaves late, even though it's been sitting for a few minutes at the departure point and past its departure time, the 234 at Bellevue Transit Center in this case. Other times, the connectivity link is missing, e.g. the CT 130 to the ST 535 at Lynnwood Transit Center, or the ST 535 or the Metro 342 with the 235 at Totem Lake. Sometimes, it would seem that interlining would alleviate the concerns of those of us who transfer a fair amount. With Sound Transit, there are cities like Shoreline that have gotten short-changed, only paying sales taxes, but getting nothing but the future of light rail, the 145th station on a dreadful street for traffic (for decades!), but which the city and applicable state officials successfully got their way due to false arguments, e.g. pooh-poohing 175th due to "too much traffic" when 145th has 1/3 more than 175th does, and dissing 155th as a choice for "being a quiet neighborhood street" when 185th, which was selected, is an even-quieter neighborhood street than 155th and with an identical cross-section. As for bus service, the off-peak stops are on the Seattle side of 145th when a ST bus route that actually had a stop within the city limits would have been a smarter investment, perhaps traveling to the south end, such as to Sea-Tac.	11/20/2014 9:29 PM
282	See my answer above in 5.	11/20/2014 7:40 PM
283	I dislike all the ads covering the windows of the Sound Transit busses, and the larger busses have very few window seats and most of them have only partial views outside.	11/20/2014 5:30 PM
284	There is a HOLE in the schedule weekday evenings around 7pm and Saturday around 5:30 pm when Route 70 stops running and before the 71, 72 and 73 begin local service. This has left me looking to transfer in the tunnel at 5:45pm on a Saturday only to see that these buses are still running as Expresses and prompting me to go up to 3rd Ave only to find that the 70 made its final Northbound run before 5:35pm forcing me to then go back down into the tunnel to wait until after 6pm to catch a local. That's a lengthy description of an obvious and easily remedied problem. The 70 should not stop running until the Express buses have switched over to local service. Better yet, allow the 71x,72x and 73x to make limited stops on Eastlake like the 66x.	11/20/2014 5:21 PM
285	When routes are changed, it seems like transfers are not taken into consideration. When a bus regularly misses a useful transfer by just a minute or two, it wouldn't take much to fix it. When a transfer is missed, you often have to wait 20-30 minutes for the next bus. Also, it's more useful to build in redundancy--where there's more than one option--which is less and less the case downtown, where you can catch a bus going north+west, but have to walk 2 blocks to catch one going north+east.	11/20/2014 5:01 PM
286	I don't want to spend hours on different buses. I get anxious about missing a stop or a transfer. I also get upset when buses only come every 20 minutes and one of them never shows up. I often stand around waiting for 25-30 minutes for the next bus.	11/20/2014 4:37 PM
287	there's nothing more frustrating than getting to a transfer point and seeing your second bus take off before you are able to get off the bus you are on...the schedules do not always line up right (buses are often running late and sometimes taking off early). One Bus Away has been great for my commute, however. At least I can somewhat plan ahead for a late or early bus. It seems metro buses do not get as much priority in traffic as they deserve. Northbound on Rainier Ave in the morning (rush hour) is awful, the buses just sit and wait sometimes.	11/20/2014 4:27 PM
288	As stated above, missing a bus often means having to wait another half-hour for the next bus. During weekends and late at night, it may mean waiting an hour.	11/20/2014 3:55 PM
289	The time to go by bus is twice that of going by private car.	11/20/2014 3:37 PM
290	Service is limited mid-day for commuter buses. Park & rides reach parking capacity early in the morning and those that have available capacity do not have mid-day service or frequent enough connecting service. I need to be able to get from downtown Seattle to Everett park & rides mid-day in case I have to come home unexpectedly. Need better connecting service from downtown Seattle to First Hill. Some ST routes like 512 are too crowded. Current Metro routes are overcrowded.	11/20/2014 3:22 PM
291	the route 101 HAS NOT HAD ANY True Service UPGRADES IN 10 Years. And Yet the 150 and 106 have been upgraded	11/20/2014 2:40 PM

292	I am fortunate that transit works well for me, but I am a person with a lot of relative privilege in terms of my residential location, income, and access. I recognize that it is not nearly as easy or accessible for others.	11/20/2014 1:55 PM
293	I could take the train from Auburn, but it isn't always realistic for me to make the last train out of Seattle at 5:40 if I'm working until 5:00.	11/20/2014 12:30 PM
294	Too many stops on the 373 route - especially with duplicate service from other buses. It's a joke to call it 'Express.' We all wish it was a true 'Express.' The 373 & 271 are pretty reliable, other buses, however, have horrible reliability at times during the day... Sometimes 2 or 3 buses showing up back to back when one hasn't been through in 30 minutes. I would love to use the bus more on the weekend, but service can be terrible! Of course, it depends on where you're going. Rapid Ride ruined taking the bus to Magnolia and Ballard - 1. Some of the great routes were canceled 2. Rapid Ride is not rapid 3. Less of the area is served.	11/20/2014 12:19 PM
295	Route 25 slowly weaves through the UW Campus before it slowly weaves its way through Montlake Neighborhoods to arrive at City Center worksites. The 25 route is too inefficient for folks living NE of UW travelling to the city center for work but it is good for Montlake and UWMC folks going downtown. Routes 31,32, 65 and 75 slowly weave their way through UW campus where I have to wait 10 - 15 min on Campus Way for a 71 - 74 to get me to Pioneer Square. 4 -6 pm afternoon travel on the 71 - 74 often feel unsafe due to overcrowding on these routes. They don't come nearly as frequent as the schedule shows. They are often delayed by the light rail trains so large crowds of people gather on the University and Westlake Platforms waiting for a 70s bus. Other routes like the 41, 150 or 105 will pass through multiple times before a 70s route bus arrives. The 41 and other non 70 buses usually have seating or standing space but 70s often pass up stops because they can't take on more passengers in the tunnel. The 75 and 65 routes through UW have been using the small buses rather than the large accordion type during afternoon rush hour. The small buses get overcrowded quickly to unsafe levels - stop using the small buses on this route during afternoon rush hour.	11/20/2014 11:34 AM
296	243 worked. Now my wife if force to transfer in the rain...stand on a crowded bus. For what? Terrible service to Bellevue from Seattle. Awful, awful decision making on Metro's part. Should she drive and clog up your bus routes even more???	11/20/2014 11:18 AM
297	I have seen a lot of buses come too late or not at all. It is really frustrating when I arrange my schedule to catch a bus and it came 10 minutes early or 30 minutes late.	11/20/2014 11:18 AM
298	Most of the time it is great, but sometimes the busses don't run as often, like during UW vacations and weekends.	11/20/2014 11:11 AM
299	N/A	11/20/2014 10:25 AM
300	I live close to work	11/20/2014 10:20 AM
301	If I want to catch an early morning flight from SEATAC. I can't use public transportation. The earliest flight I can probably catch using public transit would be a flight after 8:30 a.m. When you need to take a bus before transferring to light rail There is no way you can make an earlier flight. Furthermore, light rail doesn't start early enough to get passengers to early morning flights. And, when you flight is delayed getting to Seattle, you can be out of luck taking light rail home. Its a total bummer...especially when you've paid for a transit pass.	11/20/2014 10:13 AM
302	At rush hours the 70s are so crowded that I often have to watch several fully loaded buses pass, making me late. Routes like the 1, 7, and 36 are frequently populated with menacing people, many of whom clearly have mental problems and could be violent. Buses like the 36 and 49 are incredibly dirty; I cringe every time I have to ride them.	11/20/2014 9:56 AM
303	Takes a long time due to local buses that make a lot of stops, and are often overcrowded. Eliminating every other stop could help. Crowds increase loading /unloading times, and make it difficult to do anything on the trip - barely enough space of your own to pull out a small book or e-reader, and if you're standing you're constantly moving around to accommodate on/off movements. There are some seriously unbalanced people who board buses or roam downtown Seattle/U-District. I don't have solutions, but I recognize the problem isn't Metro, but having to worry about whether a mentally ill person will create a dangerous situation on a crowded bus raises everyone's stress level.	11/20/2014 9:48 AM
304	SLU needs Link :)	11/20/2014 9:47 AM
305	Bus 25 runs only on weekdays and then only about once every 70 minutes between the hours of 6 am and 6 pm. All other buses to get downtown are not close to many of us living in the Harvard-Belmont-Bellevue area of Capital Hill, and are uphill making it more difficult to get to the stops on Broadway Ave E.	11/20/2014 8:00 AM
306	I am lazy	11/20/2014 2:16 AM
307	Many of the 70, 71X - 73X buses that pass through the University of Washington are overcrowded.	11/20/2014 12:16 AM

308	It seems like every route goes through downtown and involves a transfer. Because it takes too long, and rides aren't frequent, I can't just get on a bus - I have to carefully plan out when I'll leave, and how I'll get there.	11/19/2014 10:38 PM
309	SLU traffic impedes bus and trolley movement. UDistrict buses can be too crowded. Stops downtown or in the Central Area can be rough - although I see good efforts underway. Keep working at it.. waiting for a bus in the dark, alone, can be daunting.	11/19/2014 9:00 PM
310	The first 372 from Bothell to the UW in the morning (I get on in Kenmore) at 5:51am is a small bus. A number of riders are standing early on in the run. Need a larger bus. It's even worse in the afternoon runs. The bus is usually full to capacity with riders standing all the way to the back of the bus. Sometimes full before it gets to the last stop on campus.	11/19/2014 8:53 PM
311	i really can't com[plain because the busses have been very helpful and on target for me.	11/19/2014 7:47 PM
312	The stop isn't safe because it's right where cars turn right and they come around the corner very quick and not very lit when it's dark.	11/19/2014 5:35 PM
313	Sometimes I have to leave earlier because no no bus from Redmond to UW late on.	11/19/2014 5:26 PM
314	I get downtown from my home takes at least an hour, partly due to bus waits. Buses from downtown to campus and vice versa are often over crowded and cant pick up every passenger. Same thing leaving campus to lake city/standpoint direction.	11/19/2014 5:18 PM
315	I usually work at UW until after 6pm, but by then the 68 doesn't run any more. If I work past 7:30, there's only 1 bus per hour up 25th Ave NE.	11/19/2014 5:13 PM
316	The reasons I have selected are self-explanatory.	11/19/2014 4:32 PM
317	if need to transfer to 2 other buses (3 bus schedules need to be coordinated)	11/19/2014 4:26 PM
318	My car is faster even if it is hard to find parking. The onebusaway app is not reliable and buses are never on schedule. I feel like I am going to get sick or something because of how the buses pack people in. The ebola in US makes me not want to be in crowded areas like a bus.	11/19/2014 3:52 PM
319	If it takes too long to get to my destination I might rather take a different form of transportation. Transferring is not preferable because I might miss the transfer and be stuck somewhere for a while. And the crowded buses sometimes don't even open their doors because they can't fit anyone else.	11/19/2014 3:48 PM
320	Express service is not offered late enough in the evening from downtown to the Ravenna neighborhood. Even when it is offered, I sometimes wait for an express bus (76, 77, 306, 312) that never arrives when I should have just taken a slower bus that goes through the University District (71, 72, 73), and then end up taking one of those slower buses in the end anyways, getting home very late. This all just makes me want to take my bicycle instead, but extreme weather sometimes forces me back to the bus.	11/19/2014 3:32 PM
321	The city keeps building giant condos in West Seattle, but the buses have been eliminated and are WAY to CROWDED!!!	11/19/2014 2:36 PM
322	Transfers downtown or that require walking under Aurora in Fremont don't feel safe. Why doesn't metro have more surface bus security downtown?	11/19/2014 2:29 PM
323	Bus is out of way to my workplace, so I have to get another bus to get into my workplace	11/19/2014 1:46 PM
324	The station is about a 20 minute walk from my house, though their are infrequent buses connecting my neighborhood to the station. Once at the station, the buses downtown are already packed by the time I get on - typically standing room only and people left on the platform. The overcrowded buses are too hot, uncomfortable, and sometimes smelly. However, none of these issues stop me from taking the bus.	11/19/2014 1:21 PM
325	NA	11/19/2014 1:13 PM
326	I wish there is a light rail station near UW, since the northbound buses from downtown can be very crowded (especially if you board at Westlake or Convention Place stations).	11/19/2014 12:54 PM
327	If I have to transfer, it adds considerably to the travel time and I'd rather drive. The service east to west or west to east is particularly bad. It would be nice, for example, to get from Ravenna to Ballard via 65th St. without transferring.	11/19/2014 12:52 PM
328	frequency significantly drops off outside of rush hour. reliable, frequent transit will allow me to take it to for dinner in the evening or on weekends. it should just be about commuting to work.	11/19/2014 12:47 PM

329	To get to my church on Sundays, from Kent Station to Overcomer Covenant Church, 33415 Military Rd S, Auburn, WA, I have take the 180 to Auburn Transit Center, transfer to the 181, after waiting 20 plus minutes. Then a 20-25 minute walk from 320th and Military Road to the church.	11/19/2014 12:23 PM
330	I usually take the bus to downtown Seattle, which is usually fine on the weekdays, but if I am running late or need to get to an interview, sometimes I avoid the buses altogether because the bus does not come on time (early or late or not at all) and sometimes it takes far too long to get to my destination. A 10 minute drive takes 30-40 minutes on the bus, and sometimes saving myself the time, especially when my schedule is tight is the reason why I don't use public transportation sometimes.	11/19/2014 11:52 AM
331	the closes bus route is 13 miles away. the train doesn't run late enough.	11/19/2014 11:46 AM
332	Services like One Bus Away are helpful - but for people to count on buses to get places on time they need to be reliable. They need to come on time, nearly all the time. And if they aren't going to be on time, there needs to be a way to communicate that to riders.	11/19/2014 11:37 AM
333	I think one reason it takes so long to go by bus is that there are far too many stops. Particularly on 65th st.	11/19/2014 11:33 AM
334	See notes above. No direct route from where I live (Wedgwood) to places I would like to be able to take the bus - Northgate in particular. Route to downtown is too indirect and slow.	11/19/2014 11:22 AM
335	It gets very cold in the winter waiting for a bus outdoors. I would rather see smaller buses and more frequency.	11/19/2014 11:13 AM
336	If it takes too long to get to my destination, either because the bus makes too many stops or because I have to walk too far, then that makes me not want to use the bus. There are some trips I make using Metro that take the better part of an hour to complete, when driving would take under twenty minutes if I had my own car. Infrequent service is especially a problem when connecting from one bus to another. A 15- or 30-minute wait in the middle of a trip is especially annoying.	11/19/2014 11:03 AM
337	The 510 from Everett to Seattle is ridiculously crowded, and the South Everett Freeway Station park and ride gets filled to capacity very early in the morning. The 513 only comes during the morning and evening during rush hour and I am stuck downtown during the day. I have gone home sick twice and had to walk from one park and ride to another where my car was parked.	11/19/2014 11:01 AM
338	I would like the 542 to be offered later than 6 pm. Also, I would like a direct bus route (without transfers) from the UW to Sammamish because transfers are too cumbersome, especially with the 269 being offered at such limited times.	11/19/2014 11:00 AM
339	The main reason I hesitate to use metro is because most stops have no shelter from the elements and limited seating for standing. But mostly no shelter	11/19/2014 10:59 AM
340	used to be able to walk to the bus but am currently rehabbing my back	11/19/2014 10:48 AM
341	Busses through Kirkland that travel onto I-5 are always late, slow, and unpredictable.	11/19/2014 10:46 AM
342	Light rail and bus service either isn't available early or late enough and/or I would not feel safe using it. Particularly to/from SeaTac.	11/19/2014 10:33 AM
343	A trip to Northgate using a bus requires a transfer downtown, which is out-of-direction travel. Route 41 service frequency degrades significantly during the weekend. like 30 minutes service on Sundays.	11/19/2014 10:25 AM
344	See previous answer	11/19/2014 10:06 AM
345	not good park and ride options	11/19/2014 10:01 AM
346	The bus is usually not on time, so it is difficult to take it to & from work (Fremont - UW). I am usually late to work, and late picking up my child at school on the way back.	11/19/2014 9:45 AM
347	The buses and stations are clean enough and safe enough. The biggest obstacle is if I want to go someplace and the 375 stops running. Then I have to go to a back up plan of connecting to a 522, someplace. I work early, and the train works wonderful to get into seattle.	11/19/2014 9:31 AM
348	Walking a great distance in the dark to catch the bus is not worth it to me. The U-district is not safe. There are certain streets/stops that drug dealers just loiter for hours at the stops. So during the months of more darkness and blistry weather I prefer to drive.	11/19/2014 9:16 AM
349	I used to take the bus from West Seattle to downtown on the weekends (56 or 57). The need to do so from the Alaska junction makes it more timely and convenient to simply drive. Other commentary provided above.	11/19/2014 9:09 AM

350	Route 197 6:45 bus is ALWAYS late and gets me to work late. There should be a bus time in between the earliest and the 6:45 since the 6:45 is closer to the 7 o'clock bus most of the time anyway. By the time the 6:45 bus comes it is too crowded...mostly standing room. Many times in the evenings since I am picked up at the last stop before the freeway (UWMC) there is only standing room. An hour and a half is a long time to stand after a hard day of work.	11/19/2014 8:39 AM
351	The light rail doesn't get to the airport early enough for most of my flights. It's hard to take my daughter to ballet because of too many transfers.	11/19/2014 8:38 AM
352	It only makes sense for people to use public transport if it is more convenient than using their own cars. The lack of East-West routes in particular and long waits for transfers make taking the bus to most places a lengthy ordeal.	11/19/2014 8:24 AM
353	Late night service does not really exist on Friday and Saturday night	11/19/2014 8:10 AM
354	I have a service dog and long, hot, crowded bus rides are really hard on him.	11/19/2014 7:41 AM
355	They generally can get me where I need to go but are often not available when I need to get places in the morning before 7 am or on the weekends after 7 pm. Often I have to take multiple buses or have long wait times (>45 minutes) to get where I'm going in the morning, late evening/night, or weekend.	11/18/2014 11:40 PM
356	Lack of reliability + transfer = nightmare. If you want people to accept transfers as a way of doing business, reliability has to be tightened up. (For instance, stop using 5 minutes late as equaling "on time.") If I'm transferring *to Link*, I can pretty much rest easy because of semi-dedicated right-of-way. If I'm transferring *to Metro*, I'm always going to worry.	11/18/2014 9:11 PM
357	The routes from downtown north or infrequent and too slow	11/18/2014 9:00 PM
358	Long commute not that safe walking to bus stop late at night. Have to walk down to 12th and Jackson from Seattle University to get bus that takes me home when I stay on campus. This is after #9 express stops running.	11/18/2014 8:52 PM
359	Route 44 takes a lot of people to work or school. The buses get overly packed during the start of school and when it's cold out. It bothers me that during the peak times, short buses are on the route. We are packed like sardines, I will sometimes wait for the next bus if bus tracker says its right behind or I'll walk home and drive my car because usually its that way when the buses are late & I find it hard to stand so long with little personal space and I have a shoulder problem.	11/18/2014 8:10 PM
360	My regular express buses during commuter hours are good buses, but are often very crowded. It would be great if there were more frequent trips or if they ran a little later (until 9:00 or 9:30). Catching a bus in the evening downtown after regular commuter hours - if I were to stay downtown to go out to dinner or a show, for example - doesn't feel safe. I wouldn't do it alone if it was dark (in the winter) but I do occasionally do it with friends.	11/18/2014 8:00 PM
361	Weekend water taxi service to Vashon would be great. Faster travel from one side of downtown to the other would help. Bus overcrowding happens too often.	11/18/2014 7:53 PM
362	Because of traffic & metro's poor service & route planning.	11/18/2014 7:49 PM
363	Taking the bus is almost always the slowest option. Buses spend way too much time stuck in traffic, even on the weekends. More transit-only lanes or other improvements to make transit faster are essential!	11/18/2014 7:34 PM
364	Sometimes the bus routes just take a really long time to get where I need to go and they don't stop close enough to my house. Especially now in the winter having to walk a ways from my stop to the bus might make me choose something else.	11/18/2014 6:31 PM
365	Not that it isn't frequent enough, but the northbound 65 schedule is timed so that Jane Addams Middle School students JUST miss a bus as they get out of school (leading to a half-hour wait). Delay this bus by 10 minutes or so!	11/18/2014 6:31 PM
366	Time spent and overall convenience of transit should be competitive with driving plus parking. I find that over medium distances in Seattle (a few miles) that tends to be the case. Over short distances, walking is often faster (not a problem, per se), and over longer distances driving is usually much faster. I think part of it is that buses here make SO many stops. Sometimes every other block! In addition, social problems like homelessness and mental illness spill over onto the buses, which can make things unpleasant. In general the bus drivers are great at de-escalating, but they can't take the place of a comprehensive social services net. This is especially a problem on the 3/4 (of the lines I ride).	11/18/2014 6:24 PM

367	When I was using the bus everyday for work, often a bus route/time would be on the schedule, but no bus would come. When my commute got longer, it was no longer an option to take the bus because there was not a reliable route home late at night. I would also need to allow over an hour to get to/from capitol hill & northgate, whereas it usually takes about 12 minutes by car.	11/18/2014 6:15 PM
368	There is no direct bus that links the University Village area to downtown or to the University District.	11/18/2014 5:51 PM
369	The biggest no-go for me is if I have to transfer. That's a big deterrent.	11/18/2014 5:50 PM
370	I live between Greenlake and Wallingford (Tangletown) so I have to walk 10 minutes. Getting around on the weekends could be helpful just for convenience.	11/18/2014 5:49 PM
371	Service continues to be cut and limits options. Also, service doesn't always connect well between buses or run often enough.	11/18/2014 5:32 PM
372	I worry about some neighborhoods not being safe at night for waiting for buses - not really a bus problem, more a seattle crime problem.	11/18/2014 5:27 PM
373	Getting between Capitol Hill and Ballard or Fremont can be time consuming compared to driving, particularly due to low frequencies (or non-existent) after midnight. The 8 is also not very reliable.	11/18/2014 5:21 PM
374	I have to go downtown first to go about anywhere, which is fine, but again- East to West is a huge issue.	11/18/2014 4:40 PM
375	Crowdedness hasn't been a significant problem for me, but I do avoid after-work times.	11/18/2014 4:38 PM
376	I live on capitol hill and would like to regularly ride metro to child's school, then commute to UWMC, but 49 does not run often enough. There is a 725 bus then not another one til 745 or 750 - the 49 often runs late.	11/18/2014 4:37 PM
377	Not enough busses	11/18/2014 4:20 PM
378	I do have to drive my car to Vashon Highway to catch a bus to the Vashon ferry since the 119 bus doesn't come to Maury Island early enough for me to catch my 5:20 ferry. And the days I take the 6:30 water taxi home, there is no longer a 119 waiting. Given the chance, I would leave my car at home gladly! I already explained about the crowded university express buses (in the evening to downtown). The same goes for the C Line from downtown to West Seattle the times I take it home in the evening due to a water taxi cancellation or other issue.	11/18/2014 4:18 PM
379	Buses are always late and the last train from King St station south leaves at 6:12pm. It makes it difficult to leave work after 4:15pm to make the train.	11/18/2014 3:52 PM
380	Budget cuts are not your fault. I take the bus or train whenever I can but sometimes it just doesn;t work.	11/18/2014 3:33 PM
381	Buses heading north from the U-District in the afternoon are terribly unpredictable and very often come late, or sometimes not at all. Special rush hour routes such as the 309 end too early at both ends of the day for my husband, who is not a morning person and works more like 9:30-6. Getting across town takes forever. I can drive to View Ridge in 12 minutes but have to switch buses 2 or 3 times and/or walk 20 minutes up and down big hills to get there by bus, which takes 60-90 minutes. Although my 2-yr-old loves buses and begs to take the bus, I just don't have time to commute that way to his daycare. Buses like the 65 or 75 do not extend to my neighborhood and only run along the bottom of the "ridge".	11/18/2014 3:30 PM
382	I would not use the link if I had to transfer too many times or it took longer than the ST 586 bus (already can be up to 2 hour commute if traffic is bad).	11/18/2014 3:18 PM
383	i frequently take te commuter route from lakecity to downtown. After the 306 was deleted, the 312 bus got so crowded that sometimes it can't even stop at our stop. I would like to take busses as opposed to taxis on late nights or weekends, but find that thos buses are not very consistent with stayin on schedule and can take too long to get home.	11/18/2014 2:16 PM
384	No direct connections from my neighborhood (South Park) to major hubs, so a slower/infrequent bus is required, or I have to drive to where I can access more direct routes. Once I'm in the car, it's easier to go as far as I can (to be able to find free street parking), park, and either walk or bus the rest of the way.	11/18/2014 2:10 PM
385	Traffic is a major reason The cut in service for the 590 series makes it very difficult to get to Seattle in the middle of the day. Because of the cut in service the buses are intensely crowded at times.	11/18/2014 1:59 PM
386	waiting in 40degree weather for a bus for 30+ minutes is not fun. the transit cuts are not shown on google maps/ one bus away, so i wait for a bus that never comes.	11/18/2014 1:57 PM
387	I use public transit every day, so nothing is preventing me from using it. The late buses (often VERY late) are the hardest part of relying on the bus service. I often wait 15-25 minutes for the #8 bus.	11/18/2014 1:40 PM

388	I am well positioned to travel to many parts of Seattle, but getting south of downtown or to the eastside is cumbersome and time consuming.	11/18/2014 1:35 PM
389	The stop I get on at (36th and Dayton Ave N in Fremont) only has two different bus routes, and when a bus is late, there is a long gap in service. By the time I get on the bus on a weekday morning it is usually full.	11/18/2014 1:21 PM
390	Too many stops along the way, bad/disruptive people at high-traffic stops (from Pike through Belltown).	11/18/2014 12:59 PM
391	Being on the overcrowded bus causes me to have some anxiety. I'm allergic to a lot of fragrances, etc., which is sometimes bad enough to impact my breathing. The smaller seats on the new buses are hard and too small. The Rapid Ride buses just feel like cattle cars. Lots of places to stand, but no places to sit. The population is getting older, not younger.	11/18/2014 12:58 PM
392	Ferrys are dirty and crowded. Buses are unpleasant. Trian is good, but too slow. There is nothing "rapid" about "rapid ride".	11/18/2014 12:41 PM
393	On the weekends it is especially a hassle to get anywhere beyond the main routes. Also certain bus routes just aren't reliable in terms of timing their respective arrivals to various stops.	11/18/2014 12:20 PM
394	Places that take 10 minutes by car can take an hour or more by bus. Especially if there are multiple transfers. Limited run times late at night on the weekends makes getting to certain areas difficult, especially for people who work evening shifts. Heavily used routes are very crowded during rush hour, and the smaller buses are being used for these high traffic areas. Bus management could be improved in this area.	11/18/2014 12:19 PM
395	I use public transportation without a problem.	11/18/2014 12:04 PM
396	These are the top three reasons I decide to drive when I'd rather be busing.	11/18/2014 11:57 AM
397	transferring takes too long and buses are never on time. I also get off work too late on occasion.	11/18/2014 11:57 AM
398	One big issue is that if you aren't standing out by the street and are sitting in the shelter, the bus will go right by without even stopping to see if anyone is in the shelter. I have had the bus miss me several times because I was in the shelter due to rain or while I was looking for my U Pass card. This seems like a civil rights violation to me because what if you are old or disabled and have to sit down? It must be terrible for people who really can't stand out by the street to catch the bus driver's attention.	11/18/2014 11:56 AM
399	Both working at the UW, my wife and I usually park there and then take the bus to get Downtown to go to a show at the 5th Ave Theatre or a game at the stadiums. It is usually standing room only getting Downtown at 5pm for dinner and coming back to the U-District after the show/game can be a bit dicey as there are plenty of unsavory characters on the buses and at the stops at that hour. I'm looking forward to the light rail connection, but I'm not sure it will solve any of these issues. At least it should alleviate some of the stop-and-go traffic the bus gets stuck in getting downtown at 5pm.	11/18/2014 11:55 AM
400	I am very sick and tired of having to stand up on the crowded bus!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! We are usually packed into the aisles of the bus like sardines. I only get to sit down about 50% of the time (both directions - to and from work). THERE NEED TO BE MORE BUSES TO AND FROM MOUNTLAKE TERRACE TRANSIT CENTER during peak commute times!	11/18/2014 11:35 AM
401	The 71/71x, 72,72x, and 73/73x are completely unreliable in terms of schedule. They seem to come whenever they feel like it. when I get to Pioneer Square at 6pm and am ready to go home the bus can arrive any time from 6:00pm to 6:25pm. There seem to be plenty of 150 routes which nobody ever seems to use. The majority of the people use the 41 or the 70's but even the 41 outnumber the 70's by a 2 to 1 ratio. As a result the 70's are always extremely crowded and uncomfortable to ride. The buses are are often dirty and the bus drivers don't do anything about disruptive passengers. I have seen many drivers allow homeless or unstable individuals on the bus without paying the fare either because they feel sorry for them or because they feel intimidated and don't want to deal with them. This makes taking the bus uncomfortable because nobody wants to sit next to a vagrant or unstable person for safety concerns.	11/18/2014 11:33 AM
402	Because there is not a direct route from my house to downtown seattle	11/18/2014 11:29 AM
403	see my previous answer	11/18/2014 11:14 AM
404	Infrequent service during later hours contribute to unsafe feeling at stops.	11/18/2014 11:07 AM
405	I live directly on the route 107. My current work commute on transit would entail taking the 107 to light rail to another bus downtown. That is too many transfers. According to the online trip planner there are three options (none make much sense to me) which range from 93-100 minutes. My car commute is between 50-60 minutes and I can be clean, warm and listen to radio or podcasts, and run errands on the way.	11/18/2014 11:05 AM

406	To get to seattle center by bus is an hour compared to 15-20 by car. The buses don't	11/18/2014 11:03 AM
407	I use the bus everyday to get to and from work. On the weekends I want to go on my schedule so I drive. It is somewhat stressful trying to make the bus every morning.	11/18/2014 11:00 AM
408	Having to transfer typically means it will take longer than me just driving myself and I would rather get to my destination in a timely manner. I feel the timing of buses is not frequent, especially during the morning commute. Bus number 43 consistently on every bus I have take has a strong musty smell- appears to be really old and outdated- really makes it uncomfortable to be on that bus for very long.	11/18/2014 10:58 AM
409	197 Southbound Transit to Federal Way Transit Center doesn't start operation until 12:30pm, then there's a significant gap in service from 1:30-3pm and the last service is 6pm. 197 Northbound Transit from Federal Way to UW Campus Seattle in the mornings are very crowded. By the time the Transit gets to the Kent-Des Stop there are ppl standing already. Same issues traveling Southbound on the evening, ppl are standing by when the bus reaches the last stop at UW Medical Center	11/18/2014 10:42 AM
410	72 is almost ALWAYS late. I try not to take it after 5PM because it's always at least 15 minutes late, and crowded. OneBusAway does not always account for the lateness either, so I end up waiting for a bus that says it's on time, has arrived and left, but actually doesn't show up for another 20 minutes.	11/18/2014 10:32 AM
411	See above.	11/18/2014 10:02 AM
412	This is not an everyday issue (late buses/too crowded)	11/18/2014 9:58 AM
413	See answer to previous question. Cutbacks in service have been annoying, but I have adapted. I generally travel by Metro and just walk a lot more than I used to because the stops are further from my home, and I don't want to lose time transferring.	11/18/2014 9:56 AM
414	Evening (5-7pm) buses are often significant behind schedule (30+ minutes). This makes transferring challenging.	11/18/2014 9:53 AM
415	Again, the buses are too late/infrequent to make it a dependable mode of transportation.	11/18/2014 9:48 AM
416	My daily commute (Eastlake to downtown and the reverse in the afternoon commute) is often bogged down and simply overcrowded with too many people, making each stop an ordeal with people getting on and off, adding extra time to the commute. I think there need to be more buses to mitigate this problem or the bus schedule needs to be better staggered so that not everyone is trying to get on the bus and crowding it.	11/18/2014 9:47 AM
417	See comment #5. For example: I live in Madrona and prefer to take transit to the UW where I work. It is easy for me to take the #8 and transfer to the #43 or #48 because the latter routes are very frequent. However, in the evening when I am going the opposite way, the delays in the #8 coming from downtown are too lengthy and I do not feel safe waiting around at the bus stop. Therefore, I will either get a car2go or have to take the route to a stop where I feel safer waiting.	11/18/2014 9:46 AM
418	Several of the buses I can take to the University District either take to long (44) Or don't come on schedule (31 or 32). Or bunch up. I know how long it takes me to walk, bike, or drive and that is predictable & dependable.	11/18/2014 9:46 AM
419	The 72 bus is the best bus for me to get home. In the evenings it only runs once an hour, so I end up getting on the 71 or 73, and walking 10-20 blocks from the nearest stop. Not so bad in the summer, but this winter has been cold.	11/18/2014 9:45 AM
420	I actually don't like to drive in the city, and would prefer to bus most places rather than try to find parking, etc. But, I also prefer to be on time. When I take the bus, I have to give up control of that entirely. Anything could happen. So I end up taking a bus or two earlier than I would need to most days for the fact that 2-3 times a week, my bus is exceptionally late, and I barely make it 'on-time'. It's also pretty uncomfortable when the bus is always full. Standing-room only. The time I could be using to catch up on books, e-mail, etc is wasted as a sardine.	11/18/2014 9:38 AM
421	Most of the time biking is faster than the bus for the places I'm going. For longer trips, like to work, there are too many transfers and service is too infrequent.	11/18/2014 9:34 AM
422	Also have children so need to drop off and pick up from school/child care	11/18/2014 9:32 AM
423	Sometimes there are places I want to go but because there are so many transfers it takes a long time and is not worth it.	11/18/2014 9:13 AM
424	None of the options apply to my reason for using the car rather than the bus on weekends. I need to have acar to carry all of my groceries, gym bag, yoga mat, etc.	11/18/2014 9:12 AM
425	The time it takes to use transit from home does not make it efficient for me to use. I usually drive to a P&R and catch a bus there.	11/18/2014 9:12 AM

426	Why are stations/stops too far away from my home/work? I'd like to know why, too!	11/18/2014 9:06 AM
427	If I have to get on the freeway, I will probably just continue driving. I have had 2 instances this quarter where my bus was over 1 1/2 hours late on arrival at UW, one instance the bus was 2 hours late to my bus stop. I would be more likely to take the bus if later morning and later evening service was available.	11/18/2014 9:00 AM
428	I ride regardless but these (and all the others) make it a really unpleasant experience quite often.	11/18/2014 8:57 AM
429	for example the 75 cuts down service when UW is on break.	11/18/2014 8:55 AM
430	Class gets out at 9:50 +/- 10 mins, last 271 bus to Issaquah is at 10:20. If an when class runs over, I need to leave early to get home, else I am stranded.	11/18/2014 8:50 AM
431	I do use public transportation.	11/18/2014 8:44 AM
432	It would be easier to take one of the 70's buses to the U District, but I've had 1-3 buses go by because they were full. I end up taking the 43. In the evenings, if I miss the last express, I have to ask for a ride from California junction, or plan on more than 2 hours to get home on the 22. On weekends, bus service is way too infrequent	11/18/2014 8:43 AM
433	Not properly synced with phone application.	11/18/2014 8:43 AM
434	I don't like standing on the bus if I have to go very far (like downtown). Taking a bus from my home on Camano Island isn't possible. If I take the Stanwood bus to downtown, then catch a connection back north to UW, it takes me more than 4 hours per day to commute.	11/18/2014 8:36 AM
435	UNRELIABLE. Can not count on getting somewhere at a specific time.	11/18/2014 8:30 AM
436	Same reason as with the last two questions. To take transit east/west requires a lot of walking and out of the way transfers.	11/18/2014 8:27 AM
437	I allow more than an hour to get from the UW to Colman dock, but frequently end up missing the ferry because the bus gets stuck in traffic. Or the buses fill up and go by without even picking anyone up, because there isn't even room for any more to even stand in the aisle.	11/18/2014 8:21 AM
438	Well I think some of it can be counted on as just everyday bad luck (ie a bus breaks down or there is an accident somewhere) but the D line is always packed so full that the doors can barely close in the morning, Also the 8 and the 9 are almost always running a few minutes behind sometimes up to 15 to 20 minutes, that can be very frustrating	11/18/2014 8:21 AM
439	My commute from UW to Redmond has improved with the addition of the 542 bus. But it only runs in the morning from 6-9 and afternoon from 3-6. It should be available for more of the day. Yesterday my flight landed at Sea-Tac at 10:25. After a 5 hour flight I then spent 2 hours getting from Sea-Tac to my home in Redmond: I took the Light Link rail to Westlake and then the 545 to Redmond and then a car from the Park and Ride. If I had driven to the airport I would have been home by 11:30. This is a significant time difference and why I rarely use public transport to get to the airport.	11/18/2014 7:57 AM
440	The buses/trains are overcrowded, services aren't offered on weekends, and services aren't available due to funding issues	11/18/2014 7:56 AM
441	I live on Alki and the buses (56) that used to go later are no longer running past 7pm. must take 3 busses to get to alki the Rapid C bus line is so crowded, you must stand from downtown to west seattle..very uncomfortable	11/18/2014 7:56 AM
442	Parking fills up early at the Sounder Stations	11/18/2014 7:52 AM
443	There aren't enough buses or whomever makes the schedules has decided upon these times.	11/18/2014 7:51 AM
444	Traffic on I-5.	11/18/2014 7:36 AM
445	They get me where I want to go, but often the buses are packed full and I have to wait for the next bus several times a week. There is no shelter for the bus stop on Rainier Ave S at S Stevens, right outside the Mount Baker Station. The 7 & 9 buses along Rainier Ave S are always dirty and feel unsafe.	11/18/2014 7:32 AM
446	I normally use Metro in one form or another since the 70's. I just know if I really need to be somewhere after work, to drive. The night commute gets too hung up with buses trying to get back to downtown to start the later routes. For example I drove today so I could get to a 4:30 PM event, however, when I do drive I pick up a fellow bus rider and bring her into work. It would be nice not to have to transfer in the morning, but that would not stop me from taking the bus.	11/18/2014 7:21 AM

447	I ride the bus every week day (ST 556) but the complaints I have are 1) the afternoon buses are always too crowded so there are not enough of them, and 2) they don't start early enough in the afternoon. The ST 556 runs every half hour while the 542 seems to run every 15 minutes. I think you could add a couple more 556 buses and still have them full.	11/18/2014 7:07 AM
448	stand around and wait wait wait, then the bus comes it's mobbed, takes forever to get downtown. Stops at every lights, every stop.	11/18/2014 6:24 AM
449	I'm busy! Standing at the bus stop feels unproductive. I always say: "When you're on the bus, Seattle has the greatest bus system! When you're waiting for the bus, the system sucks." (I say this while I'm waiting.)	11/18/2014 5:55 AM
450	If I can walk somewhere in the time that I would be waiting for a bus and get there sooner, it's not worth waiting for the bus. There are times when I've waited and been late for events because of waiting.	11/18/2014 2:48 AM
451	Really hard to pick just 3, pretty much all but the last 2 apply. Over the 25 years I've been in Seattle, Metro seems to have gradually reduced service and reliability. Service frequency has eroded, there's been a campaign to eliminate bus stops that's swept through the city, and the buses to my neighborhood are often standing room only until 10-11 pm, and are sometimes too full to even take any more passengers. Transfers are frequently required, and require inconvenient amounts of walking at some major transfer points (Montlake/UW Hospital) or don't even exist at key points in some major transportation corridors (a lot of travel options and flexibility would be opened up, for example, if there were actual transfer points at the I-5/520 or I-5/I-90 interchanges). Some travel corridors that currently require transfers (Bellevue-Tacoma, Redmond-Tacoma, etc.) would benefit from direct service.	11/18/2014 2:15 AM
452	Safety and cleanliness is fine. It's not reliable in terms of time..sometimes it is, sometimes it isn't. Need more buses and more routes. Maybe clean up some of the complicated routes and make things more streamlined (e.g. transfer buses arrive at the same time). Can reduce the need of funding.	11/17/2014 11:39 PM
453	During rush hours (around 4-ish 5), bus like 372 are always so crowded on University of Washington campus. Sometimes, I've wait 20 min for the bus to come. And, even when the bus has arrived, it is so crowded that the bus can't take any more people. Thus, I have to wait another minutes for another bus to come.	11/17/2014 11:39 PM
454	I don't want to say why. I do want to add that station signs and directions are not clear for non-regular bus riders.	11/17/2014 11:38 PM
455	Seattle traffic and weather can cause a bus to come 30 minutes late. Since they come so rarely I often have to wait up to 30 minutes. It really sucks to not have a 197 at 9:00am for days I start classes at 10:30am and it sucks that the latest it ever comes is at 6:19pm since most events in my department are late at night and because I would much rather finish my homework at school and leave at 8pm or so rather than be forced to leave 6pm.	11/17/2014 11:29 PM
456	Don't like wasting time or feeling unsafe.	11/17/2014 11:23 PM
457	Many bus schedules have been changed in recent years so that they do not accommodate for my work and school schedule. Also there will often be no buses connecting the Eastside to University district after 10:20 which is not late enough for student schedules.	11/17/2014 11:09 PM
458	Transferring busses always seems like a hassle. I'm way more likely to take the bus if I know I can get to my destination with one route. A few times (since the first round of bus cuts) the bus has been too crowded for me to get on so I've had to walk home (or wait for the next one with no guarantee that it won't also be too crowded). Sometimes I just don't want to take the bus when I know I could get a ride from a friend or drive to save time.	11/17/2014 11:05 PM
459	Too frequent stops prolong the trip. A frequency of less than every 20 minutes is inadequate.	11/17/2014 10:54 PM
460	If I ride my bike it takes half the time and is easier. I generally love the bus system here, and I think more people would be willing to take it if stops were more convenient, the BRT was actually fast enough to satisfy need, the regular bus system was quicker, and if there were fewer people on each bus.	11/17/2014 10:53 PM
461	1. Sometimes if I miss a bus the next bus does not come around until an hour later. Waiting isn't too bad until it gets freezing cold. 2. Frequently at certain times, people need to stand or even wait for the next bus because it's too crowded. 3. People have places to go on weekends and not everyone has a car.	11/17/2014 10:49 PM
462	I actually feel like the stops on the 43 line in Capitol Hill are too close together. For example, there are stops at 15th and 16th avenue. I think 1/4 of stops could be removed, and rest adjust, and get a faster route for the 43.	11/17/2014 10:34 PM
463	I am rarely unsettled by people on buses, however, buses that go by hospitals, particularly on Madison, after Broadway and I-5 have some very loud, angry, unsettling people, I don't know what to suggest, other than perhaps an occasional security or police presence.... not regularly, but randomly.	11/17/2014 10:32 PM

464	Although I am glad I have great bus routes available to me I still think there could be some improvements. For instance, I waited at the bus stop one day when it was raining and freezing cold for an hour and a half and in that time two buses should have arrived but did not show up. The service is typically around every 30 minutes which is very infrequent considering the route the buses take. Especially in the mornings when every bus I get on is full of other passengers and is standing room only. More frequent bus times would be great and really needed. It would also be great if there could be more bus shelters and seats in the more local areas for instance on 36th/55th street or on the corner of 39th/55th as there is no bus shelter nearby all of these stops, having more shelters would be awesome particularly with the rain, wind and bitterly cold weather.	11/17/2014 10:24 PM
465	I can get to work but have to change 3 buses in various and sundry directions to get home at night!!	11/17/2014 10:03 PM
466	I use the bus for transportation to locations that don't involve school more than I use the bus for commuting. So, being able to get to these places on the weekend would be helpful.	11/17/2014 10:03 PM
467	With all of the recent route cuts/cut-backs, many buses are either unavailable or overfilled (or "overfilled", where passengers who are standing DON'T MOVE ALL THE WAY BACK, which honestly is infuriating when I'm trying to get to a destination at a reasonable time). Occasionally I have run into issues with bus service not being offered early/late enough of on weekends/holidays.	11/17/2014 10:02 PM
468	In the mornings, the 556 is very crowded even coming every 30 minutes. Also, when i take the 271 home from University of Washington it takes 1.5 hours.	11/17/2014 10:01 PM
469	sometimes i need to go home late.... (route 271)	11/17/2014 9:46 PM
470	Time to destination: East-West transit has been most problematic for me. Eastlake to some Capitol Hill destinations is about 12 mins by car but 45 mins by bus, likewise with Eastlake/Capitol Hill to Madrona/Denny Blaine. Barriers like I-5 and the Arboretum force the routes to be somewhat roundabout. Reliability: I don't have a smartphone so I can't check onebusaway when I am out and about. Rush hour traffic makes schedules irrelevant so if I really need to be somewhere on time, I will leave extra early (thus missing work time) because I know I can't trust the schedule. More transit-only lanes could help with this. I was excited to see the electronic bus schedules downtown and in the u-district but dismayed when I discovered that they don't display real-time data. Frequency: With some routes the frequency is great, but when the bus only comes every half hour it can be risky to make a trip that includes a transfer. If the first bus is running late and you miss the transfer, it could cause you to be at least a half hour later than expected. This is doubly unpleasant in inclement weather.	11/17/2014 9:39 PM
471	Typically I transfer between two routes to get to the UWMC. Usually the two routes I use aren't the most reliable and are often very crowded when I reach my destination (E Line and the 48 mainly, the 5 usually isn't too bad though. The 355 tends to fall extremely late when traveling Northbound, is often very packed when using 40ft buses, and all the seats are usually filled when 60ft buses are used.)	11/17/2014 9:38 PM
472	Most days also have to take my kids to school on the way to work which is not near home so it is a long and round about way. Would like to take bus more often with family on weekends but service not that frequent on weekends	11/17/2014 9:32 PM
473	The major difficulty I face with using public transportation is that it takes too long to get to my destination. Because of the compounding effect of stops and transfers, the farther I need to go by bus, the more the time it takes to get there increases over the time it would take me to drive to my destination. I have often cancelled trips because I can't fit the travel time into my busy schedule. Second, the services don't come frequently enough. On longer trips, I often have to wait for 15-30 minutes between transfers, which really extends my travel time. Third, the buses and trains are too crowded during peak hours, especially in the University District and on the Sounder. This makes it really difficult to get to where I need to go any weekday afternoon.	11/17/2014 9:29 PM
474	Buses (70s) can be very crowded, transferring may lead me to wait for up to half an hour for a bus home.	11/17/2014 9:18 PM
475	Express buses are limited to peak hour, work late or have activity after work commute requires transfers and significant time increase.	11/17/2014 9:14 PM
476	The routes I usually use to get various places aren't the same on weekdays and weekends, so it tends to take a lot longer on weekends to get to my destination.	11/17/2014 9:02 PM
477	Service simply doesn't run early and late enough for my schedule, routes that I used to take have been cut, and now if I did try to bus I would cause me almost two hours to commute one way to get across town -- I simply don't have time for that.	11/17/2014 8:50 PM

478	I frequently use the 48 and 71/72/73, which are certainly among the most crowded routes in Seattle. With the cut of the 48X, the regular 48 became standing room only at my stop, so I rarely take it now and walk to the UW campus/U-District destinations. Running more frequently would alleviate the problem. The 71/72/73 also don't run frequently enough during peak hours, though I appreciate their relative speed in getting to downtown. A few times I've had uncomfortable waits, or decided to walk, during early mornings and late nights. I may resort to rideshare services or not taking the trip at all in these situations.	11/17/2014 8:46 PM
479	I usually ride my bike because I know how long it will take. I definitely avoid the bus if I have to transfer because it takes too long.	11/17/2014 8:42 PM
480	It takes about thirty minutes more to get to the UW or downtown Seattle by bus than by car. If you miss a suburban bus (238, 245) you're almost guaranteed to get to your destination 20 minutes late. In theory, bus schedules align with other schedules, but in practice buses often don't make good connections and it's easy to be stuck waiting for 15+ minutes.	11/17/2014 8:26 PM
481	I can't get to the VA. It's hard/takes too long to get to ballard and fremont from Capitol Hill - no direct way. There is only one bus (12) that gets me sort of close to Harborview. 11 and 60 do not run often enough. Otherwise I take the bus everywhere. Unfortunately, even after the LINK is built I will live too far from the Capitol Hill station to make it worth walking there to then get right to UW. It will still be much faster for me to use the 43, assuming it still runs as frequently.	11/17/2014 8:17 PM
482	When I'm working late, I prefer to take the bus instead of walking home alone, so late buses are important to me. It's also harder to catch a bus on Sundays.	11/17/2014 8:16 PM
483	Usually I do not need to go far, so it takes the same amount of time to wait, then take the bus as it does to just walk there.	11/17/2014 8:14 PM
484	I usually work on weekends, nightshift on the UW hospital. There is long wait in the morning and I have to take two buses.	11/17/2014 8:06 PM
485	It is frustrating to see three or four of the same numbered buses come and go from a stop while waiting for my bus. I understand there are numbers being crunched to find the correct ratios of buses to ridership but when my ride should be quick and easy and it is sometimes faster to walk home it gets frustrating.	11/17/2014 8:00 PM
486	Taking 3 buses to go 9 miles to community college is ridiculous. Additionally, the bus to downtown doesn't run on weekends so I would have to transfer and it takes too long.	11/17/2014 7:59 PM
487	If I drive, it takes 30-40 minutes to get to the University of Washington. If I take the bus it sometimes takes up to two hours. I can't study on the bus so my grades and class performance is affected. My first class starts at 12:30. Classes that I need aren't offered earlier. This restricts me from riding the Sounder Train which would take 20 minutes to get to Seattle. The last train to Seattle is at 8:30.	11/17/2014 7:53 PM
488	After it gets dark or when its really dark in the morning, I don't feel safe in some areas. There needs to be more police presence to keep the riff raff out of the bus stops	11/17/2014 7:40 PM
489	The E line stops sometimes can be a little sketchy.	11/17/2014 7:40 PM
490	I just want more frequent buses.	11/17/2014 7:39 PM
491	The bus has many stops which typically take a lot of time to get to and many times there isn't a late bus to take me near my home on Weekdays. It would be nice to have a light rail connecting between main transit centers to take stress off of the buses and to provide a quicker option for those wanting a direct route.	11/17/2014 7:24 PM
492	To get to far distances (Federal Way) from where I am, there's only one direct bus with limited hours to/from. Otherwise, have to transfer and get to downtown which adds another 30 minutes onto the 45 min-1 hour ride.	11/17/2014 7:19 PM
493	Sometimes it takes more than twice as long to get to my chosen destination if I take the bus as opposed to taking a private car. Sometimes if I have to go really far, I need to transfer, and the transfers only work if the bus schedules are on time. I have wanted to take the water taxi to alki beach on the weekends, but the water taxi does not run on weekends.	11/17/2014 7:17 PM
494	Some of the buses are so crowded that I have to wait for the next one. They also aren't very accurate in the time frame that they say that the buses will be there. I often wait a long time. I wish they would run later and earlier as well, also run more on the weekends.	11/17/2014 7:12 PM
495	Sometimes it is faster if I ride my bike to get around because traffic is so bad. The buses are also very crowded sometimes and I feel unsafe standing or have to wait for multiple buses until one is empty. Some stations are also somewhat secluded or in areas I feel unsafe (I have seen people dealing drugs etc.)	11/17/2014 7:08 PM

496	Sometimes due to a late bus, I miss my transfer bus and have to wait 20 or more minutes in downtown for the next one.	11/17/2014 6:59 PM
497	It would take me an extra hour to get to work if I bussed, it only takes me 10 minutes if I drive. (From View Ridge to South Lake Union). This is due to transfers, bus timing and proximity.	11/17/2014 6:48 PM
498	I tend to move at off periods, very early or very late.	11/17/2014 6:48 PM
499	Because I have cerebral Palsy when I walk to bus stop for 10 minutes from home near Fred Meyer on Lake City Way, And I ride bus for one or two hours to doctor appointment every Mondays, I transfer to #11, #43 or #44 both area, Capiot Hill or University of Washington for appointment.....	11/17/2014 6:38 PM
500	I prefer biking because I don't have to worry about timing (I'm not very good at judging how long the walk to my stop should take) or deal with people.	11/17/2014 6:19 PM
501	my time is valuable to me	11/17/2014 6:10 PM
502	Routes being cut has made certain buses very very crowded, which leads to them often not arriving on time.	11/17/2014 5:59 PM
503	Because buses don't come frequently enough, or they get stacked in each other. Also transferring	11/17/2014 5:57 PM
504	The bus I'm currently taking to get to school at UW is an hour and a half each way without traffic, upwards of 2+ hours each way with traffic. The light rail would be amazing, but there's not nearly enough parking available. I've heard from many people that if they get to the parking lot even a few minutes past 7, they have to drive, which defeats the purpose of public transit a little bit. The sounder has a similar problem, but least for the sounder there's another park and ride nearby. The I-5 stop for the Kent-Des Moines park and ride, particularly southbound, is incredibly dangerous. The area itself is pretty rough, but I'm surprised more people haven't been hit trying to get to the park and ride. You have to cross 3 different on and off ramps to I-5, there's not nearly enough lighting nor walk signals. I will add that some of the buses really aren't clean, this is definitely more on the side of the patrons, but the buses can get pretty disgusting (the 167 I believe, I saw a man in a suit spit phlegm on the floor of the bus, there's been garbage on the 150 that had been there for at least 2 days, pretty strong and foul smells). It's a more stark comparison when I see the sound transit buses go by (expresses that go right past kent or des moines in some cases) that look comfortable and clean and are rarely full, and then I have to keep waiting for my bus which are the exact opposite.	11/17/2014 5:48 PM
505	Buses are too crowded and not very reliable in terms of timing.	11/17/2014 5:46 PM
506	I rarely venture to locations where I have to take 2 buses to get there, it's more stressful to worry about making transfers when some buses only come once every 30 minutes	11/17/2014 5:41 PM
507	I often need to be on campus until 6:30pm or later, and my bus options to get home at that time are non-existent or so infrequent as to be unfeasible (every 60 minutes). In the mornings, it can take more than double the time to get to work on the bus vs. driving alone, forcing me to lose valuable sleep if I want to ride the bus.	11/17/2014 5:27 PM
508	The lack of frequency and need of transfer combine to lengthen my trip, while the need of transfer and crowding combine to make my trip more difficult.	11/17/2014 5:21 PM
509	Currently it takes too long to get from Rainier Ave. S. & S. Othello to the University of Washington at 15th & Pacific. Historically, Metro buses running between Downtown and Rainier Beach often contain rowdy young people and smelly homeless people, making it unsafe, unpleasant, and uncomfortable. Currently the Link Light Rail is quieter and cleaner, but it is not safe to walk in the dark along S. Othello - between Othello Station and Rainier Ave. S. (or Seward Park Ave. S.). It is not safe to wait at Othello station for the # 50 bus which does not run frequently enough. People are targeted getting on and off of the Light Rail at the Othello and Rainier Beach Stations. FYI - I've lived in Southeast Seattle for almost 30 years. It takes 40 minutes to drive to work, park, and walk to my office. It takes an hour and a half to take the bus or light rail, both of which require transfers.	11/17/2014 5:20 PM
510	There are times when I am walking at night from various U District locations back to campus. I would like to use the bus because it is night however there are often homeless people right by the stops. This would not be a problem if they did not try to talk to me, tell me to smile, ask me about myself. It makes me uncomfortable and I would rather just walk all the way back to campus than wait for a bus. I like to go to midnight releases, but since the buses stop running before midnight releases get out I have to take a car to get there so I have it to get home.	11/17/2014 5:12 PM
511	Basically it has to do with time to destination and the more transfer and the more waiting it takes too long.	11/17/2014 5:10 PM
512	One late bus, miss a transfer bus and have to wait 30-45 min for nxt one	11/17/2014 5:07 PM
513	I tend to be out late on weekends and service isn't frequent enough or timely enough at such hours to depend on. In the mornings I often opt out of bussing because the crowds going to UW campus are not worth dealing with.	11/17/2014 5:03 PM

514	The above applies to getting from the Eastside (e.g, Eastgate P-R) to Sea-Tac airport. Buses don't run late or on weekends when families travel and the transfers are not convenient.	11/17/2014 5:01 PM
515	The #74 is always overcrowded because it goes through the Univ. District. It stops so frequently going down University Way that it really does not work efficiently as a commuter express bus.	11/17/2014 4:58 PM
516	Need better evening options on Vashon, even if a smaller bus. Not many riders but for those needing Metro, the service is critical. Buses to/from West Seattle are often very crowded.	11/17/2014 4:58 PM
517	71, 72, 73 express buses are frequently late and very crowded. This makes it hard to connect with the water taxi to Vashon, which only runs every hour so I have a very long wait if I miss it.	11/17/2014 4:54 PM
518	There are moments when I am out late at night and the buses don't run anymore. Also, sometimes I could be in a rush and taking the bus takes too long as a bus is typically slower than a car and also you have to wait for it to arrive. There are also rare moments when some buses are so full that I cannot get on.	11/17/2014 4:50 PM
519	A lot of the express buses from the UW do not run often enough up to northgate after 6:30pm for me to be able to stay late on campus and expect to get home at a reasonable hour. Pretty much once the 373 stops running it sometimes becomes a wait of more than an hour for the 73 to take me home due to traffic or some other scheduling issues.	11/17/2014 4:44 PM
520	Montlake park and ride is full by 0800, so I have to take the 0740 bus to make sure I get a spot to park.	11/17/2014 4:41 PM
521	It should not take 2-3 buses and 40+ minutes to get from the U-District to Ballard.	11/17/2014 4:40 PM
522	Too many stops. Bus 48 always crowded. Bus 70 always empty. Need more buses on 48.	11/17/2014 4:38 PM
523	The frequency of buses and coverage significantly drops as the distance increases from downtown or densely populated areas. Another major problem is safety of transit centers outside of populated areas - ie. Burien TC.	11/17/2014 4:33 PM
524	Top three for each bus. 48: Takes too long, not reliable and buses too crowded. 355: Stops too far from home, service isn't frequent enough and I have to transfer.	11/17/2014 4:24 PM
525	If it takes too long to get somewhere, I get motion sick. Crowdedness also makes me feel sick, and I tend to catch other's illnesses more often when I'm forced into close proximity. Weekends are the best for me to go down to the international district.	11/17/2014 4:24 PM
526	Nothing is going to stop me from taking Metro, but I think Metro can improve. Frequency of buses and reliability are most important to me. I really get anxious if I have an appointment downtown and there is the choice of a bus that arrives 10-15 minutes before the appointment. That is not enough time to build in a cushion so I feel obligated to take the bus that gets there 40-45 minutes before my appointment time. This wastes my time and gives me no place to hang out for the extra time because the time is excessive but I've ridden the bus for 35 years now and I know that I need to plan for a bus not showing up because that is what happens every once in a while.	11/17/2014 4:21 PM
527	Late evenings it is difficult to get back to the Federal Way Transit Center from the University district and it takes too long to transfer between buses to get there, so I usually drive if I know I am staying late. Often my regular bus, 197, is too crowded, both in the mornings and the evenings.	11/17/2014 4:19 PM
528	My bus is often 15 minutes late and occasionally doesn't show up at all. Most of my bus drivers are kind or indifferent but some are quite rude.	11/17/2014 4:18 PM
529	There are not safely signaled crossings for a blind person. This is particularly bad on some of the residential streets that are now effectively arterials such as N 40th. Drivers simply don't pay close attention so crossing streets to get to the return stop (or primary) often requires going out of my way to find a safe crossing.	11/17/2014 4:11 PM
530	I do use it, but I am afraid to use it at night.	11/17/2014 4:11 PM
531	Back when I was commuting from Kent or UW to the Seattle Humane Society in eastgate (Bellevue), the bus options took way too long, and didn't run on the weekends and didn't start running early enough to get me to work on time (6:00am). Getting back from shows or events in Fremont is a struggle late at night because service stops at midnight.	11/17/2014 4:08 PM
532	Bus steps are way too steep. Seattle's hills are terribly steep. Long walk from home to nearest bus stop.	11/17/2014 4:03 PM
533	Some stops are not safe enough to wait for a bus at.	11/17/2014 4:03 PM
534	none of the buses from downtown to and from Burien are express buses meaning they all take at least an hour and fifteen minutes to get to Burien or Downtown depending on the direction I am going.	11/17/2014 4:02 PM

535	Usually faster to ride my bicycle.	11/17/2014 4:01 PM
536	see above	11/17/2014 3:59 PM
537	I take the 48 from Mount Baker Station to the UW and back at least three times a week. The bus ride is ridiculously long as the bus stops to often. Please, please, please add an express bus to this route.	11/17/2014 3:55 PM
538	Late night service is infrequent and can also be sketchy.	11/17/2014 3:54 PM
539	Why was parking at light rail not included on the above question?	11/17/2014 3:53 PM
540	commuter lanes are now used heavily during the commute, Busses sometimes don't even use the commuter lanes, maybe because they are so full. This means busses can't get where they need to on time and makes using the buss no better than driving. Adding a 4 person/ buss lane during the commute as well as a 2 person commute lane (using over head reader boards)... maybe have them pay to use to make everyone happy... would put more people in busses and car pools and speed up the movement of people.	11/17/2014 3:53 PM
541	I do like that you guys offer a route directly from Wallingford to the U-District without transfers, it is great! The thing is the 44 is usually really crowded, especially in the mornings. You really have to leave early if you want to make it to your destination on time, as sometimes you will have to wait for a 2nd 44 bus to get going. The bus is usually very crowded and I've had been stepped on or bumped into many times (on accident, due to the sheer amount of people standing). The schedule is reliable during off-peak times, but can be hit or miss on peak times, it really depends on if the bus has room for you or not.	11/17/2014 3:52 PM
542	At least with the 555/556, the routes only run for certain morning hours and certain evening hours, which can be frustrating when needing to get to my destination around noon (although I usually opt for the 271 instead in that case)	11/17/2014 3:52 PM
543	Tough to pick just 3 as all of the above options are major concerns. Weekend service is a major concern since the 61 was cut in Ballard. With the lack of routes and service not being frequent enough, I have to plan well in advance of taking the bus to ensure I have enough time to get there. Also, schedules for buses are NEVER reliable.	11/17/2014 3:51 PM
544	Again, most of the difficulty encountered is with over crowding (during peak hours) and buses not being reliable (not on time).	11/17/2014 3:49 PM
545	My schedule has become much less flexible since I became a mother last year. When trying to get to daycare before 6PM, when they close, I cannot feasibly leave work and bus home to get my car to pick up my son.	11/17/2014 3:44 PM
546	Also, it's tough with kids. I have a 3-month old and 5-year old, and it's hard dealing with the stroller, especially if the bus is crowded.	11/17/2014 3:43 PM
547	Bus station is close but not covered. Not pleasant to wait for a bus.	11/17/2014 3:41 PM
548	Not sure what "Why?" is aiming for. The top issues I experience are when there are no direct routes (or even reasonable transfer times) to where I want to go (hence, it takes too long to get there) and that infrequent service/overcrowded buses make me miss my time window (or the bus skips my stop entirely), totally throwing off my schedule. When I have to get to a meeting, this is not acceptable, and I must find alternate routes.	11/17/2014 3:39 PM
549	271 is super inefficient.	11/17/2014 3:39 PM
550	When I seldom do not use transit, I do so because I need to go somewhere else later in the day on an unpredictable schedule; it is due to no fault of your own.	11/17/2014 3:36 PM
551	Late night service options are often limited.	11/17/2014 3:31 PM
552	Getting a bus to Westlake Center early in the morning on weekends to get to the airport for an early flight has been a challenge. I've had to take airport shuttles instead which is not ideal for cost reasons.	11/17/2014 3:31 PM
553	I have spent too many days and evenings waiting for a bus that took over 15-20 minutes to arrive (the schedule never seemed accurate). I also travel with my dog - for these reasons I drive alone.	11/17/2014 3:27 PM
554	I need the train to go home on the weekends. Most buses don't run late enough for me.	11/17/2014 3:25 PM
555	Buses to Sammamish are so few and far between and usually I travel either mid day or after 6pm, when there are no buses. I'm not sure if the 927 was cancelled or just runs few times a day.	11/17/2014 3:18 PM
556	For the first answer, the service was cut. Second, it doesn't run during the middle of the day, and only runs every 30 minutes. Third, when I miss my bus I have to take an alternate route that usually means I am outside for a while.	11/17/2014 3:17 PM

557	I do not feel safe when waiting for the bus alone in downtown Seattle after dark; I am concerned about becoming a victim of crime.	11/17/2014 3:14 PM
558	I would opt to use the bus in several settle neighborhoods to attend late night events, however most do not run past bar time	11/17/2014 3:14 PM
559	I have to take a bus through downtown in order to get up north. This, and transferring (usually twice) to get up north adds an extra half hour to my commute.	11/17/2014 3:13 PM
560	We need more buses to Renton from U. District. We have 4 buses in the morning and 5 buses in the evening. But we have more people riding the bus. I see much more buses to Bellevue compared with Renton. We have people standing in the bus almost every day. We would like to have another bus around 6:00 pm. Now the last bus is at 5:06 pm.	11/17/2014 3:11 PM
561	My main issue with the bus system is that the bus schedules are not reliable. Since parking is very expensive in the U-District, I rely almost exclusively on the bus to get to and from work. However, I have to check One Bus Away every evening before I leave work to see if my bus (the 355X) will be on time. It is often 10-20 minutes late, which means that I end up taking a different bus in a different part of the neighborhood that takes much longer and requires me to transfer later on.	11/17/2014 3:11 PM
562	If I'm 15 mins late to work I will be fired. With such infrequent buses if one is late I'm in deep trouble.	11/17/2014 3:11 PM
563	Reliability is key! The OneBusAway app has helped a great deal with this but it would be wonderful if buses were more on schedule.	11/17/2014 3:11 PM
564	This question makes no sense. Why what?	11/17/2014 3:09 PM
565	As stated above, buses East-West are too full or stalled in traffic and don't stay on schedule.	11/17/2014 3:08 PM
566	Not reliable: I often choose to walk rather than take the bus because it's usually faster than waiting for and taking the bus. If I knew certainly when the bus would arrive, I would use it more often, but often waiting has too much variability. Buses that are consistently late make it difficult to be on time for obligations, and I often have to show up 30 minutes early to compensate for this. I have to transfer: Travelling from the Greenwood/Shoreline area to the University of Washington and back again requires a minimum of one transfer. This is my daily commute and leads to a decent amount of anxiety about being on time to make the transfer to the next bus. Too crowded: The single largest detractor from my bus experience. I have a bad back and am often in significant pain when standing on a bus. Almost all of my buses lately have been standing room only, which leads to significant discomfort for the majority of my commute.	11/17/2014 3:07 PM
567	The buses I would take I use for appointments or work, and because I do not find their timing to be accurate I usually walk an extra 20-30 min or bike.	11/17/2014 3:06 PM
568	I'm a smaller female and have been targeted by aggressive males on public transit. Not cool.	11/17/2014 3:04 PM
569	Way too often the Community Transit run #871 in the afternoon to the UW campus just doesn't show up! Then everyone waits for the next bus and we are packed like sardines. The 871 doesn't come to campus early enough the morning when I am staffing events, so I have to drive to work. When I have medical appointments in the U District after work I have to take the 810 and it does not stop at the Edmonds Park & Ride. That means I can't park there in the morning. I've been wanting to park there in the morning so I can at least be sure I have a seat. We have way too many people that have to stand all the way to and from work from MLT to the UW. I want to take the Sounder train from Edmonds to Tacoma and back on some weekdays, but the last train from Tacoma that would connect with the train in Seattle leaves at 4:25. That's too early! There need to be runs leaving Tacoma up to 6:00 p.m. at night on weekdays.	11/17/2014 3:03 PM
570	Travel time increases when transfers are added to what used to be direct routes. Also, the increased walking distance to stops for alternative routes in addition to a transfer. These two just make the time needed too long compared to time by car. Compare 1 hour 15 minutes vs. 20 minutes by car.	11/17/2014 3:02 PM
571	I have no problem with my weekday commutes. Typically I bike or walk, opting for bus transit only when weather is particularly inclement. On weekends, buses don't run as often as I would like, makes transfers more difficult.	11/17/2014 3:01 PM
572	In some cases, there are no buses for more than a 45 minute period going from the university district to Lake City because of the odd 73 schedule where every other bus only goes to 65th St. As a rider, this makes it much harder to plan around.	11/17/2014 2:59 PM
573	Sometimes the transportation is running really late and make everything on my schedule late.	11/17/2014 2:59 PM
574	Difficult to move East-West in the city (i.e. View Ridge/Wedgwood to Ballard/Fremont) because there are few routes that go East-West. Riders are forced to transfer several times and it takes a long time.	11/17/2014 2:59 PM

575	There are not enough buses.	11/17/2014 2:57 PM
576	If I wanted to work late I would have to take the later (of two) 424 buses and get home REALLY late, so I drive on such days. Similarly, if I wanted to leave work early, I would have to take the CT 510 to Everett and then transfer to a Monroe-bound bus -- not a very good connection -- so I drive on such days!	11/17/2014 2:54 PM
577	I used One Bus Away a lot. But the schedule for bus 271 in Bellevue was so unreliable that it showed the bus already departed while it came 10 minutes later that I almost missed it.	11/17/2014 2:53 PM
578	Time is valuable and I can't always spend it waiting for a bus every day. Also it's upsetting when a bus drives right by me because it's already full and there is no more room.	11/17/2014 2:52 PM
579	66 only runs every half hour or so.	11/17/2014 2:51 PM
580	Often I leave class early to catch the 70 @ 7:15 pm going north. Otherwise I have to wait 30 min. Often this bus is so crowded it sometimes has to turn people away. I get on early enough (at the UWMC stop) that I have always made it (so far) but often it is so crowded I sometimes worry I won't make it. Maybe there should be another service that runs at a 7:30 pm pick-up at the UWMC/ Garfield/ Benton Lane	11/17/2014 2:50 PM
581	I'm on a tight schedule with Work and getting my daughter from after school care. The 48 is my major route and it is so unreliable that I've had to take a taxi several times because it just wasn't showing up	11/17/2014 2:49 PM
582	Many of the times I use public transportation, it is for long, but walkable distances. Therefore I find if I'm not sure the bus will be on time because of the Montlake bridge delays or no weekend service, I will walk. For longer distances, I find it better to carpool to avoid long multiple-transfer trips and getting stuck in a place because the bus stops running at night.	11/17/2014 2:45 PM
583	I will do one transfer on a regular basis but not two. Then there are too many variables and I wait too long for transit	11/17/2014 2:42 PM
584	The service from Maple Valley (#143) does not run often enough or late enough, and does not connect timely to #167. Buses sometimes do not show up or are late or are short buses when it should be an articulated one - so people are standing for an hour on the bus. The new buses with the hard blue seats and no head rest are very uncomfortable! They have a metal pole running along the back of the seat that hurts if you fall asleep and hit your head. It also seems dangerous at highway speeds to have a metal pole on the seat in front of you. If the commute is over an hour a hard seat and metal pole means you can not get comfortable at all. It's fine for a short, in-city route where speeds are low and riders are on the bus for a few blocks. But it isn't when the riders are on the bus for 45 minutes to an hour or longer. Why can't you use Sound Transit buses? New Metro buses are punishing to sit in for more than 10 minutes.	11/17/2014 2:41 PM
585	I take metro transit all the time. The only time i don't is that if I have to haul something....or for example trying to get from ballard to south park...that is a tricky thing to do within 2 hours. and night service is even tougher.	11/17/2014 2:40 PM
586	becast it easer to the busnone	11/17/2014 2:37 PM
587	The 31 and 32 buses are almost never on time, sometimes they're early and leave before I get to the bus stop to catch it or they're about 15 minutes late.	11/17/2014 2:33 PM
588	Express service from the University District to Everett became longer when the 510 was largely discontinued. Added time (10-20 minutes each way) adds up & is discouraging.	11/17/2014 2:33 PM
589	I can usually get to where I am going but since routes were cut or reorganized before the most recent cuts, I have to go further to get to a main route, particularly ones to downtown. I live in Queen Anne. I can only imagine how difficult it is for those who live further out from the central neighborhoods.	11/17/2014 2:29 PM
590	On a daily commute, with coffee, a lunch, and change of shoes, etc. it is not appealing to get on a bus and have to stand in a suffocating crowd. The traffic on the routes also makes it nearly impossible to predict transit time, while driving alone yields more consistent numbers.	11/17/2014 2:27 PM
591	There is 1 bus near my home that doesn't start running early enough for me to get to work in the morning so I have to drive to the Transit center.	11/17/2014 2:26 PM
592	I now travel with a 3 year old and 1 year old. It is generally faster (even if more expensive) to drive them around than it is to load them onto a bus with a diaper bag and stroller, taking up space and possibly arriving at our destination late.	11/17/2014 2:24 PM

593	I have to walk half a mile to the nearest metro bus stop to get to seatac light link rail on the Metro 156. The 156 travels from 164th turning right on 34th avenue south, and then left on south 166th. Turns right on 34th Ave South on the corner is the bus stop. It's dark by the time I get off at 140th ave south and south 166th street, and have to walk home. I have to metro it to seatac light link rail, get off at the chinatown/id tunnel stop, get on a 71, 72, or 73 to the U district, then catch a bus that goes through campus taking me close to the Miller Building.	11/17/2014 2:23 PM
594	I would actually choose more of the above.	11/17/2014 2:22 PM
595	In particular, commuting on the 43 or 48 from Capitol Hill to the U-District and back is a very crowded experience. I also refer to the need for (in particular), more frequent service from downtown at night.	11/17/2014 2:20 PM
596	Very concerned about recent armed robberies (muggings) at the Columbia City station and in the U District. The #8 bus is frequently behind schedule. It is difficult to coordinate connections with the #48 at Mount Baker bus bay.	11/17/2014 2:20 PM
597	The crowding problem only applies to mornings, wherein the more frequent busses are very much appreciated, but there still never seems to be enough room.	11/17/2014 2:20 PM
598	During peak hours all the routes past my home turn into Express routes and skip South Lake Union. I would have to transfer in the U-district. When the connections are bad there have been times when I could almost walk it as fast. South Lake Union needs better service DURING THE PEAK times. It has had tremendous growth and not everyone lives in the suburbs. I'd have to go way out of my way to transfer downtown and come back or walk back. The SLU trolley is a joke. I can out walk that thing.	11/17/2014 2:19 PM
599	Universally, there is usually only 1 viable option for a bus in any of the neighborhoods outside of those directly surrounding the Alaska Junction and they are all local routes (taking too much time to reach a destination to make taking the bus realistic). Additionally, the RapidRide bus coverage is meager, and so limited that by the time I got to a stop, I could be on the highway (which is why I don't take it)...and I would STILL have to transfer. West Seattle also has several, large, mixed-use communities (SFR, condos, apt and low-income housing) as well as proliferate condo developments popping up that are severely under-serviced by mass transit. This causes a significant percentage of the population to commute via car to work and amenities. Given the lack of arterial transportation routes in the West Seattle region, this condenses commuter volumes into primary areas slowing down the overall commute and increasing the likelihood of collisions - simply because everyone is driving in the same areas. This, of course, leads to substantial delays if there is a traffic incident in any of these areas or inclement weather (which pretty much strands residents of this area all together). Additionally, even 5 years ago, I felt much more save riding the bus because I could read or work without having to worry about someone boarding the bus with a gun and robbing me (without recourse). Also, many of the stops in West Seattle (and the greener areas of Seattle in general) are REALLY poorly lit and in the fall and winter months or early in the mornings/late in the evenings can be really unsafe for single riders (like me).	11/17/2014 2:18 PM
600	When I try to ride on Metro at the Westlake tunnel station at 5-7 pm, there are many people waiting for buses. The buses (71, 72, 73 etc to the U district) are usually full of passengers, and they do not stop my station. I am claustrophobic and I do not want to wait in the tunnel with the crowd,	11/17/2014 2:17 PM
601	Particularly late night service is not offered late enough and as a woman, I would not feel comfortable with other types of transportation that i can afford (walking alone). Also, there are a number of places I have attempted to go where there is no stop nearby which is frustrating as it limits my mobility in the city.	11/17/2014 2:17 PM
602	I have to schedule so much into my busy days that a trip that takes an hour is not going to be able to replace a quick car ride.	11/17/2014 2:16 PM
603	If I don't get a Metro express, it can take too long to get downtown and may require transfers. When I go to Tacoma or Oly on business, it is cumbersome to get from the UW or my home in Edmonds to the Sounder station downtown.	11/17/2014 2:16 PM
604	If I have to transfer, I'm much more likely to just get in my car as opposed to using public transit.	11/17/2014 2:16 PM
605	Sometimes by a certain stop, the bus is already full. Another issue I face is that a specific bus route (75) doesn't go by as often as others buses go by.	11/17/2014 2:16 PM
606	I work second shift and if I get off a few minutes late there is no bus home for me. I must walk or taxi after 11:33pm. Also occasionally working the weekends means I have to drive, because the service changes so much from the weekdays. The buses frequently get bogged down on the route, especially going in at Roosevelt High School around 2:30pm. There should be a 73 65th street only southbound bus added at this time to help with the congestion and possibly a second 48. I am late to work 4/5 days a week by just a few minutes because of this.	11/17/2014 2:15 PM

607	On routes that don't have frequent service the unpredictable wait times make trips too long, especially if they involve a transfer. I would bus more often to see family in Kirkland if it did not involve a transfer at 520 interchange. I ride the bus very often on routes that have service about every 10 mins or less, particularly if I have more than one bus I can hop on.	11/17/2014 2:14 PM
608	I used to ride Sound Transit commuter train, and the service was always delayed and or cancelled due to mechanical issues, etc. I currently choose to drive because the only bus options from West Seattle from where I live is the 120 or the 21 (which is being reduced in Sept. 2015) to the downtown area. But then I need to transfer to at least 2 or more buses to get my daughter to school (near Sandpoint/Children's hospital), and then I need to get to the UW campus where there is no parking. So I currently drive to my daughter's school area, park my car and take the bus to UW campus. West Seattle area was the only area I could afford to live without moving so far south (where the commute would take just as long).	11/17/2014 2:12 PM
609	I use 31 & 32 every morning and have to stand. Peak times need more buses and mid days need less.	11/17/2014 2:12 PM
610	1) I rather sleep in an extra hour instead of waking up early to catch the bus/light rail to get to work on time. 2) Buses get crowded especially when everyone gets off work and if the weather is rainy or cold. 3) It's an inconvenient to have to make several transfers and have an hour and a half travel time whereas if I drive it'll take me 20 minutes to get to and from work.	11/17/2014 2:12 PM
611	To wait 30 or 40 minutes in the cold, during this time of year, and dark, at the CT 119 stop, does not make me happy.	11/17/2014 2:10 PM
612	The buses being on time is contingent on traffic and the trains stop often and leave at odd intervals instead of on the hour. And then buses from other cities don't go back in the mornings. You have to wait till afternoon to head back home.	11/17/2014 2:09 PM
613	Certain routes are more reliable than others but I have noticed a lot of late buses on routes headed downtown from both Phinney Ridge and Magnolia. I work nights twice a week until 10pm and at that time I have to walk a half mile to reach a bus home. commuting from Phinney Ridge I have to transfer to get to work which adds to the length of time it takes to get to work.	11/17/2014 2:09 PM
614	It takes at least an hour to get anywhere, and if I miss a bus, the next one comes too late for me to make appointments or be on time. If I'm going to or from the airport, the Link system doesn't run early enough to get me there before my flight, and the last trip from the airport at night happens before my flight lands.	11/17/2014 2:08 PM
615	I take the bus about three times a week however, now that gas has gone down I drive a little more often. It just takes so long to go from the UW to Burien, sometimes as much as 1 and 1/2 hours. On off peak hours I can drive it in about 25 minutes, during peak about 40 - 50 minutes.	11/17/2014 2:07 PM
616	I think more frequent, reliable and timely service would make things easier.	11/17/2014 2:07 PM
617	coordinating bus transfers is difficult and usually results in spending a lot of time waiting for the next bus. inevitably it seems like I've just missed the bus I'm trying to catch then have to wait up to 30 minutes for the next one.	11/17/2014 2:07 PM
618	These issues come down to convenience and sometimes riding public transit is much more inconvenient than driving my personal vehicle.	11/17/2014 2:06 PM
619	I'm lazy college student.	11/17/2014 2:06 PM
620	I take a certain amount of pride in having a strong stomach and a generally unflappable disposition. But, I don't judge others for their squeamishness and weakness of will. Some of these buses are quite horrid. The regular riders of these buses are stalwarts and proletarians! We can take it! We pay taxes *and* we pay for transit. We are just that hard. Should we have to take it? Should we have to continue to ride in these turnip trucks with windows and working heaters? Well, we will, I suppose. We will keep riding these broken machines and we will proudly proclaim to the world, to all of the cities on earth who have better, more comprehensive transit systems -- Copenhagen, Seoul, Melbourne, Hong Kong, Berlin, Paris, New York, Taipei (TAIPEI, fergawdsakes!) -- than do we: We can take and we will take it, since Seattle "leadership" cares more about expensive buses for the few that don't ride than the terrible buses for the many who do.	11/17/2014 2:04 PM
621	The routes I take are really popular during commute. So I now walk 90% of the time. I ride only when I have a commitment or have to carry extra items to work.	11/17/2014 2:04 PM
622	See above answers.	11/17/2014 2:04 PM
623	not enough direct routes, takes too long and no options for late nights.	11/17/2014 2:02 PM
624	I have disabilities including fatigue, so taking long rides can leave me without the energy to do what I intended.	11/17/2014 2:01 PM

625	Sometimes the bus doesn't stop where I need to get on because it is already too crowded and then I have to wait for the next one, which makes me late. This happens frequently when I take the bus to UW. Transferring is unreliable because sometimes the first bus is late and that makes me miss the second one. If the trip takes too long, I won't go or I will find a way to take a car to my destination.	11/17/2014 1:59 PM
626	I'm a teenage girl and it's a little sketchy going to the bus stop alone at night.	11/17/2014 1:58 PM
627	Lots of delays for buses, and then when the bus does show up, it is too crowded and I can't get on.	11/17/2014 1:56 PM
628	I live in the Northern U district and its a far walk to UW. So catching a bus to the campus hub is unreliable to make a transfer because none of the buses run frequent enough/aren't reliably on schedule. For example, I caught the 71 to campus to transfer to the 75 and I had to wait 25 mins because the 71 was running late and the 75 only runs every half hour.	11/17/2014 1:56 PM
629	Silly question - you tell me why.	11/17/2014 1:55 PM
630	A lot of times it just doesn't feel worth it to spend 40 minutes on a crowded bus when I could spend ~10 minutes driving to that same destination. Except in special circumstances (e.g. going with friends), transferring feels risky because I fear the first bus will be late, the second bus will show up early, or the second bus will never show up.	11/17/2014 1:54 PM
631	Because there aren't enough service options on/for the Eastside. I do rely on Metro services daily to get to and from Seattle for work, however.	11/17/2014 1:54 PM
632	In all my years of riding metro, I've only ever ridden one bus that was on time. Either retime routes to account for delays, or enforce a stricter policy on timeliness. In Japan, if bullet train or subway conductors/drivers are late by more than one minute more than once in their career, they are fired. The Japanese subway and bullet trains are always on time :)	11/17/2014 1:54 PM
633	parking at the NGate park in ride. No available. need more spaces	11/17/2014 1:54 PM
634	If I'm scheduled late, I'm stuck waiting for upwards of forty minutes. Same on weekends sometimes. It's just uncomfortable in the rain and the winter and things.	11/17/2014 1:54 PM
635	I work at a restaurant that is only open for dinner. I get off late and, on top of that, I don't always know when my shift will end. Sometimes I end up having to wait 30+ minutes for the right bus to pick me up, late at night, often in the cold/rain. Sometimes, even after waiting, the buses don't stop because they are too full (usually after Mariners, Sounders, or Seahawks games). It takes on average about an hour from when I get off work until I get off the bus at home if I take the bus (SLU to Wedgwood). This takes about 15 minutes if I have a car/can get a ride.	11/17/2014 1:53 PM
636	I would honestly choose all of the above if I could. These are all issues that I find myself and everyone who commutes around me complaining about, and they seem to be getting worse and worse with every budget cut.	11/17/2014 1:52 PM
637	I'm not sure what this question is asking. Those check marks are pretty self explanatory I think	11/17/2014 1:52 PM
638	Even though I am glad not to drive, I still feel like it takes a long time in traffic for even the buses to travel and so it really deters me from going downtown when I would otherwise. I don't have a problem with walking, so as long as I can get into the relative area I am fine but I don't feel like I can count on transportation to show up with regularity and travel efficiently, save the light rail which I feel quite positive about.	11/17/2014 1:52 PM
639	At certain times on the 71X/72X/73X, the busses are completely packed.	11/17/2014 1:52 PM
640	I can't stay at work later than 5:15pm because the last bus from MI Park and Ride to my apartment is at 6pm.	11/17/2014 1:52 PM
641	I often need to be on campus on weekends, and it's easier for me to drive than to bus because the bus would take at least an hour, since my commuter bus runs only on weekdays. Also, I would love it if the 373 had a 7.30 pm bus. I am always done by then, but not always by 6.30. It could be a small bus. Finally, I have had multiple instances of buses not showing up, or showing up half an hour late. I complained about it and things seem to have improved somewhat since.	11/17/2014 1:51 PM
642	Transfers increase the overall transit time, thus it's faster to just drive myself. Driving also gives me more flexibility.	11/17/2014 1:49 PM
643	I drive on days when I have to make several multi-stop trips. Service isn't frequent enough to travel all around the city in a short amount of time.	11/17/2014 1:49 PM
644	I am a college student and I work as well so I feel that certain places I would like to go explore, the Hill for instance, I feel it would take far too long to get to by bus and it really wouldn't be all that worth it to spend so much time on the buses I would need to take to get there. I can study on the bus but that isn't comfortable.	11/17/2014 1:47 PM

645	I am very concerned about the UW Express continuing. Even with the Link, this bus is the quickest way for me to get to work.	11/17/2014 1:47 PM
646	I stopped taking the 586 Sound Transit bus because the morning bus was crowded most days and also it started getting me to my destination 15 plus minutes later than usual. I like the train for the most part but the transferring and longer walk are a deterrent	11/17/2014 1:46 PM
647	If it takes over 45 minutes to get somewhere that would normally be a 10-20 minute drive, I don't usually go. I live on Capitol Hill, and I sometimes decline invitations for events in Ballard or the northern part of South Lake Union because of how long it would take to get there. I'm looking forward to the light rail providing easier access to Northgate and Bellevue. It's already a great way to get to and from the airport.	11/17/2014 1:45 PM
648	30 minute frequency on route 32 is far too infrequent.	11/17/2014 1:44 PM
649	The Sounder train runs only infrequently The Sound Transit buses have horribly rude passengers who refuse to follow bus rules (everyone eats on the bus, and I have food allergies) The Sound Transit ST590 does not go to South Lake Union The Sound Transit buses do not feel safe late at night.	11/17/2014 1:44 PM
650	Transfers can make transit use difficult	11/17/2014 1:43 PM
651	Transferring is difficult because of unreliable times; I often find that I need to schedule in up to an extra hour in order to ensure I can make my connection and get to where I need to be on time. Also, if I choose to bus when I have my bike with me (usually because I'm too tired to bike up hills/caught in a bad rain storm with inadequate gear for the day), I will sometimes have to wait for the next bus because the bike rack is full.	11/17/2014 1:43 PM
652	Probably because the state is paying too much for over crowded prisons to fund public transit in a widely dispersed city.	11/17/2014 1:43 PM
653	Because there is always a lot of people getting on the bus at the University District.	11/17/2014 1:43 PM
654	After work buses runs to crowded and ether to late or to early .	11/17/2014 1:40 PM
655	Particularly night time service is so reduced that I either can't use transit when I want to go out or I don't patronize businesses because I don't want to drive.	11/17/2014 1:40 PM
656	Essentially my only complaint is that buses don't run as late as I'd like (specifically the 60, weekdays and especially weekends)	11/17/2014 1:40 PM
657	My biggest problem is how crowded the buses are that I take.	11/17/2014 1:39 PM
658	I usually only drive to work when I want to the UW's IMA at 3924 Montlake Blvd NE and there is NO bus service that doesn't involve 10+ min walk in Seattle's rainy weather.	11/17/2014 1:38 PM
659	Buses runs late sometimes and connection is missed; traffic issues cause delays; safety an issue sometimes.	11/17/2014 1:37 PM
660	Transfers add a lot of time to a bus trip and makes it not worth catching the bus if it will take 3 or more times longer than driving. Also, if a bus only runs once or twice an hour and you need to transfer to it, you can end up waiting a very long time at the intermediate step of the journey.	11/17/2014 1:36 PM
661	The main reason I ride my bike most days is because busses can sometimes be very crowded. Especially on very cold or rainy days.	11/17/2014 1:36 PM
662	Any way we could make the busses all more like the rapid ride where we could enter at any door? I feel like that would make things go a lot faster!	11/17/2014 1:35 PM
663	Transferring is great when timed correctly! But many times it just doesn't work out.	11/17/2014 1:35 PM
664	My current commute is one hour each way. I can bike that in a bit over half an hour (when my bike is working, and if the sun is shining or I feel like getting wet). It's a fifteen minute drive. The 27 used to go straight to Fremont. That was pretty awesome. Except it didn't come around too often, so I'd end up delaying my commute to make it shorter. Now, I have to transfer no matter what, so I'm taking the 3/4 much more often.	11/17/2014 1:35 PM
665	I commute during peek times and the buses don't arrive, are late, and then are overcrowded	11/17/2014 1:35 PM
666	I don't use public transit when I plan to purchase things that may be difficult to carry on board.	11/17/2014 1:35 PM

667	Some of the time, eventually I can usually get where I want to go but definitely not in a timely manner. It takes 1.5-2 hours (one way) to get to work each morning, if I drove this would be a 20 min commute. About 3 weeks ago my bus was late every day from 2 hours to 20 mins each day. This is unacceptable, my only other choice is to drive in or to leave 2.5 hours before I start work and get to work 1 hour early because the transfers are a little better. I am coming from 79th St SE & Evergreen way in Everett, and work for the UW at the Seattle Campus. If the transfers were as good at 6 AM as they are at 5AM my commute would be much better, all I can think of is more frequent service could get us there.	11/17/2014 1:34 PM
668	N/a	11/17/2014 1:34 PM
669	I'm 65.....arthritis is curtailing (somewhat) my mobility, so the distance to get to a bus stop is now a factor in my transportation options	11/17/2014 1:34 PM
670	See above	11/17/2014 1:34 PM
671	After the 205X got canceled. The ST 550/554 and the routes 71-73 is a lot more crowded and some people can't get to school on time because of it	11/17/2014 1:34 PM
672	the 43 articulated coaches are very smelly and dirty. I have frequently seen bird feces on the seats and the general smell of the bus is very bad.	11/17/2014 1:33 PM
673	Busses are crowded during commute times because more people want to ride then space available. 303 is often standing room only both directions when I commute at high peak commuter hours.	11/17/2014 1:33 PM
674	Sometimes, the buses are running late and if I have a schedule planned out according to that bus, I could be late because the bus is late. I have seen buses that are up to 15 minutes late.	11/17/2014 1:32 PM
675	In recent months the buses are more crowded and I have to stand. Standing is not always easy for me with a large bag. When I am downtown the 12 does not come as frequently as the schedule says. Downtown bus stops have moved and I have to walk farther to get to one (after I've figured out which one will be appropriate).	11/17/2014 1:31 PM
676	I can drive myself faster, safer and without standing in the rain. Taking the bus Mon-Fri to get from West Seattle to UW apparently always requires a transfer, downtown, at an uncovered stop.	11/17/2014 1:31 PM
677	In some situations the bus take 3 times longer than driving.	11/17/2014 1:31 PM
678	Transfers, and full busses make getting a wheelchair on the bus annoying. Plus some drivers are less than helpful...	11/17/2014 1:30 PM
679	sometimes the bus leaves early or over-crowded and leaves passengers	11/17/2014 1:29 PM
680	If shopping, carrying stuff -- I generally go shopping on foot or by car.	11/17/2014 1:29 PM
681	Late afternoon/evening 65 bus from UW campus to Wedgwood is always extremely crowded.	11/17/2014 1:28 PM
682	Traffic can cause delays for the bus network and there are time when destinations aren't convenient to stops.	11/17/2014 1:27 PM
683	I feel like that question is self-explanatory	11/17/2014 1:27 PM
684	Link light rail from Downtown to Sea-Tac does not start early enough in the morning or run late enough at night for many early morning/late night flights.	11/17/2014 1:26 PM
685	It takes an hour or more to get to Fremont from my house, which is a 15-minute drive, and usually those buses are all running late.	11/17/2014 1:25 PM
686	The most difficult thing is trying to find the most direct route, having to transfer and line up schedules is difficult.	11/17/2014 1:25 PM
687	I have walked home (about 1 hour, 10 minutes) when I missed the last bus that goes north from campus. I don't use Metro for non-work trips due to length of time it takes to reach my destination and/or number of transfers. It is frustrating to miss a bus by 3 bus lengths when I am running for it as it pulls away, wait for a bus that is quite delayed for unknown reasons (sometimes never comes) when the schedules are far enough apart anyway, or see multiple buses for another route come and go while I'm still waiting for my bus.	11/17/2014 1:23 PM
688	The recent bus cuts have affected me significantly, and I am not as mobile as I used to be because fewer buses go by my house and to my most common destinations.	11/17/2014 1:23 PM
689	It would be nice to have more express routes. One option for me to get home has 100 stops along the way. I never take this route.	11/17/2014 1:23 PM

690	Some stops do not have bus schedules, when they do they are out of date or the bus is not lining up correctly with the times posted, and the app "One Bus Away" can have large variations in approximate wait times and can fluctuate drastically. Overall it is still cheaper to use an ORCA pass than pay for parking, and during the middle of the day the time it takes to get to my destination with public transit is about the same or only just slightly longer than it would take to drive and find parking even with buses not being on great schedule or having multiple buses not line up schedule wise. Public transit passes, such as the the ORCA card are also much more likely to be subsidized by a company or organization, which improves the cost-usefulness ratio.	11/17/2014 1:22 PM
691	See question 5	11/17/2014 1:22 PM
692	During my field season (see above) I worked weekends as well as weekdays. On Sundays I usually had to drive because service in my area (S Kirkland park and ride) began too late. On the weekends, it would be nice to take the bus from Kirkland to downtown Seattle and know we had a safe ride home. However, bus only come every hour after about 8:30 and there are few things are irritating than wanted to go home at midnight and realizing you have to wait another hour for a bus.	11/17/2014 1:20 PM
693	There are thugs at Othello and Mt. Backer stations	11/17/2014 1:19 PM
694	I do not have the same work hours from day to day. Transit service is often too infrequent or too slow (i.e., no express service) outside of rush hours.	11/17/2014 1:19 PM
695	Some routes stops do not run that late for being in a big city. Also, I have had unsafe things happen to be on a bus and at a bus stop before, so it is good to be looking at ways to make those spaces feel safer.	11/17/2014 1:18 PM
696	Yes, why aren't the buses running more frequently? Why do they often stink?	11/17/2014 1:18 PM
697	Due to traffic and poor street conditions. Can be crowded due to frequency. Shifts start/end early/late.	11/17/2014 1:18 PM
698	Sometimes, driving a car is just easier when the stop is too far away (or there are too many transfers).	11/17/2014 1:17 PM
699	too much construction in Allen town (SLU)	11/17/2014 1:16 PM
700	Metro is well used and the equipment is tired looking and never clean enough. Why do drivers let non-paying customers on the bus?	11/17/2014 1:16 PM
701	I also deal with errands that take me all over North Seattle. Driving is more convenient for them.	11/17/2014 1:16 PM
702	Buses are almost always crowded, and there is no train on the weekend so it makes it harder	11/17/2014 1:15 PM
703	The bus service around 5 pm is not reliable. Often, the bus is late and then it becomes even more crowded which is uncomfortable for the passengers and it takes extra time for people to get on and off the bus. I would like to see an extra 372 bus added in from the UW to north Seattle. Also, there have been times I have not been able to ride a bus because they are too full. I do not consider this good customer service.	11/17/2014 1:14 PM
704	Buses that run along Eastlake up by my building stop running frequently after about 5:00 so I usually walk or drive.	11/17/2014 1:14 PM
705	Again, let me say that I love Community Transit for commuting to work. However the bus service within Lynnwood literally sucks. My car broke down three months ago, and was in the garage for over a week. So, not having a vehicle meant that I had to walk from my home off of 180th west of hwy 99 to the transit. That's about 2.2 miles. And, part of that meant I had to cross hwy 99, which was fine in the early morning, but very dangerous in the afternoons. There is no light at 52nd and hwy 99, and if I walked on 188th to hwy 99, I would have to climb a large hill, and it would at at least a half-mile. So, dodging traffic at 99 and 52nd was really the only option. There is a south bound bus stop on the west side, but that just travels south to the King County line. But there's nothing on the east side of 99 near that intersection. I checked the website to see if I could get to the LTC on the bus, but the south bound stop at 180th would mean I'd be walking further than if I crossed 99. There are a lot of apartments on 52nd southbound from hwy 99 at 180th. It just seems like there should be bus service available. Like I said, I would be happy to catch a bus to the transit center if there was one available. Like I said, I would be happy to catch a bus to the transit center if there was one available. I'm not sure whether Community Transit bus service in Lynnwood is funded by the city, or through a broader tax base, but if at all possible I would like to advocate for more frequent and broader area service. Thank you for listening, and know that I very much appreciate Community Transit, and the wonderful drivers that get us to where we need to be. Sharon Hall	11/17/2014 1:12 PM
706	For example, my main weekday bus to Harborview is the 5:50 a.m. 545 from Redmond Park and Ride to 5th and Jefferson. I start work about 6:30 to 6:45. On weekends the first 545 isn't until 6:30 so I have to ride the 522 from Kenmore P&R to 2nd and James and walk up the big hill to 9th and James to get to Harborview.	11/17/2014 1:11 PM

707	Some mornings I choose to walk because crowded buses are delayed and unreliable to get me to work on time. Sometimes I choose a cab over a bus to capitol hill because the buses don't come as frequently as I would like and the stops are too far from my house.	11/17/2014 1:11 PM
708	1. The Mountlake Terrace P&R fills very early now, making it hard to get to transit options at this location. Currently I park 1/4 mile away and walk, but nearby parking places are beginning to fill up too. 2. Very recently bus service has become wildly unpredictable; buses are sometimes 30+ minutes late but are sometimes exactly on time. 3. The most efficient bus routes use the carpool-only exit at 5th at Madison for rapid access to/from downtown. However, only a few morning routes use this option (I catch the route 413 at 9:05am). Combining these three, for my morning commute I have to park 1/4 mile from the P&R and walk to catch a specific bus that may be on time or 30 minutes late; this is not a reliable commute in to work. Conversely, on the way home I can catch either the 413 or 435 routes, which provides 4 different buses between 5:00pm and 5:30pm, and multiple later options. This means I can get a reliable trip home regardless of traffic conditions by catching whatever bus show up next. Suggestions: 1. Buses from the north should alter routes to use the bus/carpool-only exits more. The Stewart Street exit is become a major roadblock delaying transit trips by 10-30 minutes compared with those using the special exits. 2. Reliability (which is extremely important for work commuting) is all about a backup option. Any single bus can be delayed by any amount or never even show up. When there are multiple options at about the same time, then schedules and timeliness become irrelevant because I just catch whichever option comes next. When the 435 began to stop at MTPR, my average evening commute time plummeted because the odds of two different buses being lost or badly off schedule are much lower than one single bus. Similarly, at 5:20pm I know I can catch a bus soon regardless of traffic, because if everything is 20 minutes late I just catch the bus that should have been there 20 minutes ago.	11/17/2014 1:11 PM
709	Time is important and we have already spent 1 hour one way for the waiting time and the time on the bus. Transferring option will add another more time to the commute time. If we pay for bus fares, we all should have a seat on the bus. You know how congested I-405 is currently. If it takes longer for us to work to use transit to work, we might have to drive, which puts more cars on the road.	11/17/2014 1:11 PM
710	542 isn't frequent enough	11/17/2014 1:10 PM
711	Sometimes the bus is 5 or 10 minutes late, making me late to work. If I take an earlier, I get there way too early since the buses are so infrequent.	11/17/2014 1:09 PM
712	over crowded at times for the early morning sometime bus doesn't show no notification when this happens	11/17/2014 1:08 PM
713	I do not like being on overly crowded buses/transit.	11/17/2014 1:08 PM
714	N/A	11/17/2014 1:08 PM
715	Living in West Seattle, I often choose to drive because of the amount of time it takes to take multiple bus routes, especially to places North of the ship canal. I'd really like to see the water taxi have an extra run at 9:15 during the winter.	11/17/2014 1:07 PM
716	The Seattle transit system is built on a misconception which leads to limited ridership. Here is the main problem: You are trying to take the service to everyone's doorstep so they could get to where they want to go without having to make a transfer. This creates enormously long routes which henceforth become unreliable due to nobody's fault but the length of the route. A much better working system is what one sees in most large cities with a working public transit system: there should be fast routes covering long distances and local service that takes people to these fast routes. Then make the fast routes frequent enough that someone taking the connecting service would not have to wait very long for the transfer. The LINK light rail and the RapidRide buses are a good way to go, but not nearly enough. There are still areas where the only option is to take a local bus that takes its time to go around the neighbourhood to pick everyone up and then make its way to (say) downtown. You don't see these buses in Manhattan. ADDED LATER: Seeing your later questions, it seems that you are trying to do exactly this. Good! I totally support that. Please make it happen!	11/17/2014 1:06 PM
717	The bus I use most is the 197 from i-5 freeway and s 272nd st to uw seattle. The route is perfect however the first route from my house to uw isn't until 12:45 so when I am out of class at 9:30 I must wait for 3 hours to get on the bus and go home. Other routes home take almost 2 hours of riding the bus. The last bus to uw in the morning leaves before 8am and some days I do not have class until 11:30 so I am at school 3 hours early. Sometimes in the morning the busses are only 10 minutes apart so everyone cramps onto the earlier one over packing them so I get off and wait for the next on at the next bus stop in those cases. Other routes though have 45 minute to Horgan between others. Having them evenly spread out would make some less full and easier to plan in the morning.	11/17/2014 1:06 PM
718	I have a car - I would like to take transit more often, but I am usually running late & so it is more easy to drive - I usually take the bus when I am not on a schedule; Also, weather can be a factor - if it is raining or cold, I will drive rather than take transit	11/17/2014 1:06 PM

719	I drive when I am in a time crunch; otherwise, take the bus	11/17/2014 1:06 PM
720	Near my home at 145th NE and Lake City Way, we take the 306, 312, 372, and 522 regularly. With the recent cuts to the 306 and 312, morning and afternoon commutes have been extremely difficult, as buses are often full before they even get to 125th St., so many riders are left stranded at stops. Traffic on Lake City Way has been dramatically increased lately also, so the commute takes a lot longer than it used to. The 372 is the only option for getting to and from UW campus, and its last stop from UW HUB is at 9:40, so it prevents me from being able to stay late at the library to study. I wish the 372 came more often, and later into the night, or that there was a more direct route to LCW, like up 15th to LCW.	11/17/2014 1:05 PM
721	limited service to UW from Renton	11/17/2014 1:05 PM
722	See above comment about buses from UW to Capitol Hill and early transit to airport. I can get to the P&R in my area from UW but there is only one possible route from there to my neighborhood and it is infrequent enough that it is VERY difficult to sync my bus from UW to the one up the hill to my neighborhood and my daughter's school to pick her up on time. That route is also notoriously late. Kenmore to Seattle Ctr and Pike Place is a pain (unless things have changed since I last tried).	11/17/2014 1:02 PM
723	The cuts have made the 48 a cattle car, specifically southbound in the morning and northbound in the evening. I wish there were ways to get to bars and nightclubs on Cap Hill more easily from all around the city on weekends.	11/17/2014 1:02 PM
724	Drivers do not even stop because the busses are too full. Since this is a judgement call by the driver, they need more training to help them gauge when a bus is crowded v. when a bus is really full and may become unsafe with so many passengers. I would rather be on a crowded bus, than left in the dark, cold, and wet stop. The next bus is often more than 20 minutes later and it can take me 50 minutes to get to my stop. Also, the service to Magnolia (Rt 31) does not run often enough and does not run throughout Magnolia. I have to transfer, but once again, the frequency of the coordinating bus (Rt 24) is so irregular and infrequent, I can walk it faster than take the bus. The bus stops are getting run down and the garbage is not regularly emptied at stops that do not get high traffic.	11/17/2014 1:01 PM
725	It takes too long to get to my destination because the bus schedule is not reliable, the buses aren't frequent enough, and I have to wait for my infrequent transfer to show up untimely.	11/17/2014 1:01 PM
726	It sometimes takes me an hour to get home when I only spend 20 minutes actually on the bus simply because the buses are late or too crowded for me to enter.	11/17/2014 1:01 PM
727	I use Metro primarily for my daily commute; on-time, reliable and frequent buses is my #1 priority.	11/17/2014 1:00 PM
728	There have been many times when the 44 bus is extremely crowded and I as well as others have been left at my stop. On several occasions, I have walked to my destination ~35-40 minutes away, and arrived faster than the next bus.. which may not have been able to let me board either. I don't know what the solution to this problem is because I don't know the cause (too few buses at peak times? buses with limited capacity sent out instead of buses with regular capacity? car traffic at WA-99 and I-5 affecting bus traffic along the route so all buses are running late?), but it does not make for a pleasant or reliable commute.	11/17/2014 12:59 PM
729	Late nights at work can often make it difficult to use transit. Stops aren't often the safest place to hangout and wait for buses that don't run as often. I need to leave events an hour early sometimes in order to make a bus to get to my destination. I also have to coordinate my schedule with the ferry system--and that can also add more time.	11/17/2014 12:59 PM
730	I take the bus to church on Sundays, and it doesn't run frequently enough or stop close enough to my church to be convenient. I volunteer in White Center on Wednesdays, and using the bus takes twice the time that it would to just drive there.	11/17/2014 12:59 PM
731	I'd like to use the Sounder/Link light rail to get from Tacoma to U District but having to transfer to a bus after getting downtown takes a lot of time	11/17/2014 12:59 PM
732	6 block walk from bus to work isn't a problem when the weather is decent; becomes a problem when weather is both freezing and wet.	11/17/2014 12:59 PM
733	Buses are often delayed. Transferring is normally fine on the weekdays with a 10 minute or so gap but on weekends, the gap in between buses is much longer. Travelling on weekends doubles my commute time because of the waits in between.	11/17/2014 12:58 PM
734	Commuting to the University of Washington - Seattle campus from Burien and back means that it takes me about an hour, usually an hour and a half to get to my house or school, either way. I feel like that is a little too long sometimes, however, I also always have to transfer to different buses or transit options to get home or to school, and that means more of my time is taken up. Also, the 71, 72, and 73 buses are always crowded both in the morning, afternoon and going to the UW as well as going from the UW.	11/17/2014 12:57 PM

735	I commute to Issaquah from the UW campus. My bus comes every half hour, which is pretty good, but still a hassle if I miss it. My commute gets much harder after 6:30pm when the last 556 leaves UW. If I want to stay on campus to work or socialize, I have to take a 271, which is crowded and takes much longer to get to my destination.	11/17/2014 12:57 PM
736	Crowded for bikes... need for more bike capacity.	11/17/2014 12:56 PM
737	Sometimes the buses gets really crowded and they have to turn passengers away which results in an extra 30 minutes or so wait for another bus. There are some buses that aren't available during the weekends so you have to figure out another bus route which sometimes results in 2 or 3 different buses to get to your destination rather than one. There's been numerous times when I've boarded a bus and there's a certain smell or people have left trash all over the bus. I know it's hard to control this but it would be nice to have nice clean buses like the sound transit for Seattle.	11/17/2014 12:56 PM
738	I'm a student, work full-time and have a family. I don't have time to waste. The bus is usually too crowded and noisy to do anything meaningful while riding.	11/17/2014 12:56 PM
739	It is more difficult to get to places up north on public transportation because my house and probably others' is about a mile away from the closest stop. (Lake Forest Park Towne Center)	11/17/2014 12:56 PM
740	I have to arrive by a certain time for classes and/or work which results in over an hour commute to go 10 miles. I am required to leave super early or arrive late due to the infrequent service. Finally, the stops aren't near my work or school and adds an additional 15 minute walk.	11/17/2014 12:56 PM
741	I don't like to transfer buses, as I am always afraid I will miss the transfer. When I take transit, I drive to a park & ride to catch the bus.	11/17/2014 12:56 PM
742	Hard to get from Green Lake to Capitol Hill w/o transfer. Late night options from UDist/Capitol Hill not as robust as needed.	11/17/2014 12:56 PM
743	Why spend 45 minutes to get to work when it only takes 15 to drive?	11/17/2014 12:55 PM
744	I don't know why this occurs.	11/17/2014 12:55 PM
745	Sound transit buses are nice. Metro buses, especially the 43, tend to not be nearly as clean.	11/17/2014 12:55 PM
746	I sometimes want to connect the 5 and 44 routes--but they are not timed to connect at all. By the time the 44 has made a few stops it's often standing room only. The buses themselves on the 44 route are old and smelly.	11/17/2014 12:54 PM
747	More service to UW earlier and later in the day. I use 167 express and getting on 405 with multiple stops is a pain when I live in Renton.	11/17/2014 12:53 PM
748	If service were more frequent, buses wouldn't be as crowded. I don't think there's much that can be done about how long it takes, aside from opening the Light Rail station at UW sooner.	11/17/2014 12:53 PM
749	Especially during the school year, buses between Fremont and Wallingford are often very crowded during rush hour, and buses between Wallingford and downtown are always very crowded - well beyond standing room only - during rush hour. Many buses are also often very late, the 16 notoriously so. Rapid Ride buses are much better, but often don't have stops near me. The buses are also often confusingly numbered for newcomers. Two buses with the same number might have different routes, or two buses with the same route might have different numbers. For example, the 43 sometimes goes to UW, and sometimes becomes a 44 into Ballard. The 44 sometimes stops at UW and sometimes continues on to Capitol Hill. Why not just number them differently: the 42 (or whatever) goes between Ballard and UW, the 43 goes between UW and Capitol Hill, and the 44 goes between Ballard and Capital Hill?	11/17/2014 12:53 PM
750	I live on the bottom of Capitol Hill - of my closest routes, route 47 was discontinued and route 25 runs so infrequently I can't count on it. I have to hike up the hill or just walk.	11/17/2014 12:53 PM
751	Trying to get from Point A to Point B can be a pain when there are delays of upwards of 30-45 minutes (which happens frequently on my routes home). I have also felt unsafe at times with other passengers who violate social norms while riding.	11/17/2014 12:53 PM
752	The bus I ride in the morning and in the afternoon is very limited and only runs in peak hours (143), and it also does not run on weekends. There is another bus in my area but it is far away from where I live and runs only once an hour in the evening (168). In university district, the 71, 72, 73 buses are always very crowded and many times too full even to accept passengers, especially at the campus parkway stop. This then causes a delay in getting to where I need to go because then several buses have to come by before there is one that can actually accept passengers.	11/17/2014 12:52 PM

753	From my home to down town, it takes a more than 1 hour bus ride. I can drive there in 15 minutes. (ie Wedgwood to Seattle Center). There are three buses near my house, but all come at the same exact time, so if I miss one, I have to wait 30 minutes. This doesn't make sense. There should be one of three different buses coming at least every 15 minutes, with the same one coming every 30. If you spaced these out accordingly, you could potentially have a bus arriving every 45 minutes, but stagger with surrounding buses to cut back on service, but keep options open to people.	11/17/2014 12:52 PM
754	The trip to the University of Washington and back home is direct with no transfers. Every other route takes two or more transfers, making the length of the trip uninviting. The bus route I take is at the peak times and the buses are packed full with riders standing in the isles. The Metro buses are very uncomfortable with over-stuffed plastic seats and constant contact with other passengers, especially with over-weight passengers. With every pothole, and there are numerous potholes throughout the routes, the bus pitches and slams and is very loud.	11/17/2014 12:51 PM
755	I mostly use it for locations that I can get to directly without needing to transfer. Traffic can be bad, which slows things down and could make you miss a connection. That's why I don't like to take the bus places where I would need to transfer. Those routes also end up taking much longer than driving.	11/17/2014 12:51 PM
756	When I go to school, I have to be driven to the nearest light rail station, then take that to anywhere downtown and then take 71x,72x, or 73x to u district and then walked to university of washington. It's difficult because I have to transfer and it wastes time and it's a hassle. Also the lightrail is too far away from my house to walk so I have to be driven because waiting for a bus to take me there would take too long and then taking the bus to downtown instead will take too long.	11/17/2014 12:51 PM
757	Community transit seems to do a bad job making even schedules. Ex: see large portion of common routing for 860/880.	11/17/2014 12:51 PM
758	some UW stations (i.e. 11th St and 45th) or on the UW Ave are not perceived as safe (for women or anyone) early or post work hours (in dark); concerning aggressive indigent population, and it is understood that these areas have regularity of crimes committed (thanks to the UW police blotter notifications) involving assault (i.e. some gun/knife crimes), theft, etc. that take place there or near there.	11/17/2014 12:49 PM
759	When I commute to school from Kent to University of Washington Seattle, often times I have evening classes and will have to miss the last scheduled train time and have to take 2 buses to get back to where I live. Taking the train over the bus definitely cuts down the transportation time, which is why i prefer taking the bus. Services not offered on the weekend means I have to drive by myself causing me to pay for gas on my car.	11/17/2014 12:49 PM
760	Since the cut backs getting to work on time is much, much harder. My first bus, the 29 is normally six to twelve minutes late making catching my connection nearly impossible. The 255 also seems to have a hard time leaving Westlake station on time. My fourth concern is that the newer buses are less comfortable and have less seating. I have a bad new and prolonged standing, and especially standing with shopping bags, is painful.	11/17/2014 12:48 PM
761	Connections at transit centers are not timed well.	11/17/2014 12:48 PM
762	Above reasons are pretty self explanatory and also driving would take me less than half the time it does to bus it to work (even when stuck in traffic).	11/17/2014 12:47 PM
763	Later at night or after a certain hour I will not use public transportation to and from some areas or I will avoid transfers in certain locations for some of the reasons listed above.	11/17/2014 12:47 PM
764	Beacon Hill to U District is not currently fast or easy. When Link station in U District opens, that will be more convenient, but take a very long time via downtown and Capitol Hill.	11/17/2014 12:47 PM
765	Buses do not show up when the time table says it will. Also, the one bus away app sometimes lies when the buses will come or say a bus has departed when it hasn't even arrived yet. Also, one time the bus came a minute early and I just missed it because I was a block away.	11/17/2014 12:47 PM
766	Less frequent routes on Sundays provide barriers to traveling via the bus. Transferring is a problem because it adds another 30 minutes to travel time, at least.	11/17/2014 12:46 PM
767	It's the only way i can get to the airport, and the bus takes a long time, then I have to transfer to the Light Rail after riding the bus.	11/17/2014 12:46 PM
768	Park and Rides run out of parking	11/17/2014 12:46 PM
769	Since I own a car sometimes it's faster and more reliable and safer (at night) to drive because it will take me 10 minutes versus 20-30 minutes and then my waiting time for the bus. If routes came frequently enough every 15 mins then I would likely choose to bus over drive.	11/17/2014 12:45 PM
770	Shouldn't that be obvious from the responses?	11/17/2014 12:45 PM

771	It is always a cost-benefit analysis of trying to determine if it is worth the extra time for the bus versus cycling, walking, or car2go.	11/17/2014 12:45 PM
772	I have never had a bus arrive on time. Coming from another state where you could set your watch by the buses, Seattle routes are a complete disappointment.	11/17/2014 12:45 PM
773	I'm a fairly avid transit user, but the three reasons I've selected above are the most frequent hindrances. I find that buses are often late/early and that it can sometimes be luck that leads to catching a bus on time. Because I live far away and the express buses run less frequently than others, I selected that option. And the number one reason I might opt to take my own car or to look for another option is because sometimes the bus is just slower. I find this is actually more true of the local Seattle Metro buses than the commuter express buses.	11/17/2014 12:44 PM
774	If I'm working late, service is too infrequent and then after dark - I often don't want to ride because of safety concerns.	11/17/2014 12:44 PM
775	It is VERY crowded on the metro buses from Downtown to U District, especially during the morning when there are students as well as those that work for the UW and other people. Parking fills up really quickly at Park and Rides.	11/17/2014 12:44 PM
776	It's faster and more convenient to drive or ride my bike, so I do that.	11/17/2014 12:43 PM
777	On weekends, service on most routes near my home either stops completely, or becomes very infrequent.	11/17/2014 12:43 PM
778	Living in Shoreline, the bus options are very limited.	11/17/2014 12:43 PM
779	See above	11/17/2014 12:43 PM
780	The buses near my home don't run late enough (past 8:30pm) or at all on the weekends. The weekday buses are often late, especially in the mornings.	11/17/2014 12:43 PM
781	Light trail line at night needs more security.	11/17/2014 12:43 PM
782	I can always drive much faster from Renton to the U-District than taking transportation, (saving me an hour each day if I drive), and it seems like there is no rhyme or reason to which bus arrives each day on my route. Some days the seating is just right, but many days lately it is standing room only, which is terrible when traffic is bad.	11/17/2014 12:42 PM
783	Buses through the University of Washington (such as the 65 to Wedgewood or the 75 to Northgate) are often completely full by the time they arrive on campus. The bus will be running 10-20 minutes late, and then will be followed a few minutes later by an on time bus that is nearly empty. Of course as a rider you never know which one will be late / on time / full / empty... so it's very inconsistent and frustrating. For example, it seems like the 75 northbound carries about half the passengers to a destination between UW Campus and Magnuson, and the other half between Magnuson and Northgate... so maybe multiple bus numbers or an express could ease the heavy passenger congestion during morning and evening commute hours.	11/17/2014 12:42 PM
784	The E-Line is always packed. No real option to travel from U-District to South Lake Union.	11/17/2014 12:42 PM
785	I would much rather use public transportation in the evenings to go to cultural events and to entertainment like music, theater, movies, restaurants. I could do this easily in Boston and Washington DC. I don't ever do this in Seattle because of limited service and choices.	11/17/2014 12:41 PM
786	if you miss a connection, the time until the next bus is often too long	11/17/2014 12:41 PM
787	I have to transfer. They are ALWAYS full, I almost never get a seat, and sometimes they are so full I cannot get on.	11/17/2014 12:41 PM
788	I will not take a bus if I have to transfer. Especially if I am commuting to work.	11/17/2014 12:40 PM
789	At times some route 586 buses are eliminated and converted to 590 buses causing standing room lines for 586 riders. As nice as the MCI buses are they were configured for long distance carriers. Not short hall trips. The seats are a bit small and the entry and exit step are far too steep for entering or leaving. Many of the drivers struggle with the wheel chair accommodation mechanical s causing delays. Many people (faculty,staff and students need access to the UW Seattle campus on weekends.	11/17/2014 12:40 PM
790	I think that some stops could use some better lighting. Such as the ones in Capital Hill	11/17/2014 12:40 PM
791	I don't take the bus to the gym (24 Hour Fitness at Northgate) because there is no fast/efficient transportation there from my home near 67th and Linden. The E is often very crowded and it's difficult to get on at 65th and Woodlawn. The 44 can also be an issue at 46th.	11/17/2014 12:39 PM
792	It's not convenient.	11/17/2014 12:39 PM

793	Should have dedicated bus lanes on arterial streets (Eastlake Ave., 1 5th ave in U district, some major road in Cap. hill)	11/17/2014 12:39 PM
794	I always find myself waiting for longer than 15 minutes, which is offputting.	11/17/2014 12:39 PM
795	not enough space, lots of traffic, makes me late to school	11/17/2014 12:38 PM
796	When the light rail was proposed, it needed to provide service that is quicker than driving. We are not looking to commute at the same or slower speeds than a car. I offered Japan as an example. Evidently this was not a top priority for building the multi-billion dollar system. I can ride my bike faster than the bus and it is more reliable.	11/17/2014 12:37 PM
797	Buses go past without stopping because they are full. There are no places to sit. Buses take too long to get downtown when they make stops along Eastlake.	11/17/2014 12:37 PM
798	I usually bike in which takes about 20 minutes faster door to door. Recently due to surgery I had to stop biking for 2 months, and it is during this time that most of the my experience with the bus system has occurred.	11/17/2014 12:37 PM
799	It's very hard to get to Greenlake from the View Ridge/Sandpoint area. I have to either bike the entire way, or ride a 71 (2 miles from my house) to Roosevelt and University Way and then bike the rest of the way. This is a very big challenge in my daily life and I'm very seriously considering buying a car even though I prefer to use public transportation.	11/17/2014 12:36 PM
800	see above	11/17/2014 12:35 PM
801	All rides at rush hour are full and standing room only.	11/17/2014 12:35 PM
802	The length of time round trip adds 3 hours to my work day. This is not acceptable.	11/17/2014 12:34 PM
803	BUS 73 SOMETIMES DID NOT COME IN THE MORNINGS. I CATCH IT AT 6:15 AM. THAT MADE ME LATE FOR WORK.	11/17/2014 12:34 PM
804	Can be over an hour between home and UW because of transfers. Bus stops on Rainier Ave can be cold, rainy, dark and not safe.	11/17/2014 12:34 PM
805	Community Transit doesn't run on Sundays.	11/17/2014 12:34 PM
806	How can I choose only 3? All of these are reasons I don't ride the bus.	11/17/2014 12:34 PM
807	-The 3/4 would be a convenient one for me but it is like a jailhouse riot and a barfight on wheels. Feels totally unsafe and often it is. Too stressful! -The 60 is my main bus to/from work and to pick up my daughter on weekends on 14th & Fir, but it is too infrequent on weekends so we end up waiting for 20 mins or more at Broadway & Yesler for our return trip to Broadway & Thomas. Currently the nearest bus stop to 14th & Fir is at Broadway and Yesler and the 27 doesn't seem to run on weekends. The 9 would be a great option but unfortunately does not run on weekends and it looks like the Yesler and Boren stop is closed (no signs anymore) but I can't find any information about it. -When I have to work at 6:45 am, the only bus option is the 60 at 6:05 am, the next one is not until 6:38, which does not get me to work until 6:50 or later. Would be great if the bus started running every 20 mins at 6am. -Some stops tend to become homeless camps or sitting rooms for people who are drunk/on drugs etc. I know Metro is not a police force, but is it unreasonable to expect that riding the bus with your young child will not turn into a dangerous situation?	11/17/2014 12:32 PM
808	I would hate to be a bus driver because they have to put up with a lot of passengers "behaving badly." I know people who refuse to take the bus, take certain routes, or go at certain times of the day because of inappropriate passenger behavior...If parking weren't such a hassle, I'd drive for these reasons, too. I've witnessed several "unpleasant scenes" and once nearly called 911 when I thought a driver might get attacked.	11/17/2014 12:32 PM
809	The 197, the 73/72 x are very crowded. The 197 could have another morning run-by the time it gets to Kent/DM P&R it is completely full, we often have to stand or are crammed into those INCREDIBELY UNCOMFORTABLE sideways seats. You have to lean forward if you're the last to sit down.	11/17/2014 12:32 PM
810	These are "wish list" items that I would appreciate seeing improvement; but not critical.	11/17/2014 12:32 PM
811	Both the 66 and 67 are regularly late, especially in the afternoon headed north bound.	11/17/2014 12:32 PM
812	The buses are so packed when people get off work. Also, I travel through the University District and so the buses fill up with students very quickly. I still use the bus then because its for work, but on the weekends I prefer to drive places due to the frequency.	11/17/2014 12:31 PM
813	You need to differentiate in question 6. METRO BUSSES are extremely unreliable. TRAINS have been reliable in my experience. Also, Sound Transit busses tend to be more reliable than Metro busses.	11/17/2014 12:31 PM

814	Shorter to drive downtown from the north end of Seattle then ride a bus. 30 and 74 stop service at 7pm. Sometimes busses are very late or skipped altogether so the next bus is crowded.	11/17/2014 12:31 PM
815	The bus route I live closest to (#25) does not run on weekends or later in the evening, so it makes it difficult to get to destinations or get home safely. As stated above, there need to be buses that run along Montlake Blvd because it is unsafe to walk in that area when it is dark.	11/17/2014 12:30 PM
816	When leaving work (UW campus) late at night, the buses don't always come frequently enough and I will take a cab. Getting to Ballard or downtown from my home in Capitol Hill takes too long, so I walk downtown and take a cab or drive to Ballard	11/17/2014 12:29 PM
817	Again, my issue with the 48 bus is that it is usually late, then three 48 buses show up at UW at the same time. With child care pick up and a busy job, a timely bus really makes a huge difference!	11/17/2014 12:29 PM
818	I used to park at Northgate Transit Center and take the 67 to and from my job at UW. However, as my daughter's after-school pick-up schedule grew more complex and my work hours became slightly less flexible, this ceased to be a reliable option and I started commuting by car.	11/17/2014 12:28 PM
819	parking at park and ride is ALWAYS full	11/17/2014 12:28 PM
820	Many locations are not served by Metro - for anywhere outside of Seattle, you have access through other transit agencies to park-n-rides but without a car, those destinations are useless. Buses are more crowded than ever and sometimes I get skipped trying to go home because a bus is at capacity. I have to wait for the next one. This is especially true for buses serving the University district during rush hour.	11/17/2014 12:27 PM
821	I do not own a car and so am reliant on public transportation. I have been using Metro for more than 30 years and it generally works well. I also know the economics of public transportation makes it difficult to maintain high service levels. One annoyance that comes repeatedly is the #36 "link" from the Othello Light Rail Station. Passengers debarking from the train will be waiting for the walk light as a 36 goes around the corner from MLK to Othello and pass the stop without waiting for folks to cross the road. There are often half a dozen of us, and we often try to catch the drivers' eye, but the busses don't wait the 30-45 seconds for the light to change. This is very frustrating - especially in inclement weather - and also encourages unsafe jaywalking as younger folks try to dash for the bus (I've seen one boy almost get hit by a car). If the drivers notice that a train is at the station, could they be instructed to wait until passengers can cross the road?	11/17/2014 12:27 PM
822	I currently have 3 legs to my trip: train, express bus and another bus. The time between getting to where one of the legs starts and when the bus or train arrives makes the trip longer. Sometimes I miss a connection which makes the trip even longer. If I miss the first connection it cascades to the other legs to make the trip even longer still. When leaving the UW I used to try to catch the express bus to King Street station at the most obvious stop. After seeing a full bus drive past that stop I now walk further to another stop prior to the obvious stop just to get on the bus. The problem happens less often when the students are on break.	11/17/2014 12:27 PM
823	Seats are too cramped. Worse than an airplane.	11/17/2014 12:27 PM
824	Some routes are notoriously late, especially during peak times - such as the 48 leaving from the Central District and heading north. Other routes I don't choose because they are too infrequent and so I choose a different travel option. For example, I will drive to Northgate Mall partly because it takes at least 30 minutes by bus, but can be there in 10 minutes by car. Weather impacts ridership and so most routes I take are packed when it is raining.	11/17/2014 12:26 PM
825	2 hours to go 23 miles with 2 transfers from home to work. Too long for public transportation from Everett to UW. It's only 30 minutes to drive my own (at the right time). An hour with a Vanpool.	11/17/2014 12:26 PM
826	Bus goes on 15-20 min. break before finishing route. Finish route and then go on break. All bus routes need more frequent service if you really want people to get out of cars. Once every 45 min. to 1 hour service is too long. Then wait 20 minutes for bus to finish route is ridiculous. Then you justify cutting out route because no one will ride bus on your assinine schedule.	11/17/2014 12:26 PM
827	For me, early morning or late evening busses are very infrequent for my use.	11/17/2014 12:26 PM
828	If there was parking at all the light rail stations I would use it much more.	11/17/2014 12:25 PM
829	See previous comment. I've found that, with transferring, getting from my home in N. Ballard to the UW takes an hour and 15 minutes -- to go 4 miles!	11/17/2014 12:25 PM
830	Fremont to Capitol Hill takes an hour via bus due to transfer, and fifteen to twenty minutes via car. Going to Northgate from Fremont can be dodgy on weekends with infrequent service, so I have to wait for a while with my shopping goods/groceries.	11/17/2014 12:24 PM

831	I often make trips where the first leg is reliable and not too crowded but the second leg busses (most frequently over capitol hill and near UWMC) are late/come in quick succession followed by long delays and are extremely overcrowded.	11/17/2014 12:24 PM
832	Why does the 44/43 always smell like musty mildew and homeless people? So stinky.	11/17/2014 12:24 PM
833	Honestly, I could check off two more: service is not frequent enough and transfers. I prefer not to transfer on my daily commute. Already it takes well over an hour for me to get from my home to work and back without having to deal with a layover. Also, there is no parking at the nearest park and ride because it is too small and people from other areas fill it up before residents of the local area can use it.	11/17/2014 12:24 PM
834	I commute from Capitol Hill and U District, and am able to walk the distance. If it's a nice day I'll walk home from work. Sometimes, if I anticipate the bus being crowded I'll walk home, but it is never a case where the bus pulls up, it's too crowded, and I don't get on.	11/17/2014 12:24 PM
835	Busses are often packed; sometimes I have to stand for 45 minutes or more on a ride.	11/17/2014 12:24 PM
836	Route 120 is almost always over-crowded. Route 43 bus is too hot during the summer and often smells bad. Route 50 doesn't run frequently enough - if i miss my 5:30pm bus, i have to wait a half hour. To get from UW Medical Center to Delridge Way SW takes me about an hour and half between transfers, etc. and even longer if i miss one of the buses or don't get on it because it is too overcrowded.	11/17/2014 12:23 PM
837	There are several lines running from downtown to Fremont/Wallingford that I would never consider using because it is too dangerous to ride as a single female. I would never bus from Cap Hill to Ballard because it would take over an hour to get there. It's not practical as an option.	11/17/2014 12:23 PM
838	I often end up driving because I either have to walk a long way to get to a bus stop or transfer - and the bus arrival times are erratic enough that I have to leave much earlier than I otherwise would have because I have to allow time for missing the transfer.	11/17/2014 12:23 PM
839	If I need to work on a weekend, I have to drive in as Community Transit does not do commuter routes on weekends. I have not tried Metro on a weekend - would have to drive further to find a route.	11/17/2014 12:23 PM
840	I get car sick easily- it always seems to happen if I have to stand on a bus that's crowded and has the heat turned up. It's a HORRIBLE feeling when you're stuck in traffic with no stop for another 15-20 minutes. I now will never get on a bus if I can't sit down, which means I often have to wait for one or more buses to go by to get on.	11/17/2014 12:23 PM
841	It's also really difficult to deal with the fact that none of the transit stations have restrooms. I know that the city of Seattle doesn't see this as a problem in terms of fair public services but for many people, this type of travel is difficult if they have children or health problems.	11/17/2014 12:23 PM
842	a short bus is used during prime commuting hours. Such as 5pm-5:20pm Bus drivers are not pro-active about asking riders to move to the back of the bus so service takes a really long time while people scrunch into the front of the bus and stare at those in the middle that are not moving to the back. The UPass is expensive. Why is it so expensive compared to the low, low price that King County employees pay???	11/17/2014 12:22 PM
843	Stop downtown Pine & 3rd feels very unsafe. Sometimes bus smells so bad (#3) I've had to get off the bus (someone defecated on the bus??) The stops at Northgate are too far apart (#41, going North) from the Library all the way to 112th St.--it's very difficult to change buses, and to get to the N. side of Northgate without a very long walk. Also the stop on the #41 on Lake City Way is really too far from the corner to be able to change to #30 very easily. I would put some benches or covered areas there too. I'd put an overpass over Lake City Way--it's so dangerous to try and cross there (127th St.?) or even at 125th St. I hate that the #41 doesn't go all the way to Lake City during Rush Hour, it's very frustrating. Thanks.	11/17/2014 12:22 PM
844	There is really a fourth and that is that service is fairly good if you work a very consistant schedule. I don't and when I've had to rely on the bus after rush hour, I've had to wait up to 20 minutes after I was finally finished working for the day and then I have been dumped out mid-way from my destination, told that the bus was called back to the transit center, having to wait another 15 minutes for another one. If I've work a long day already, I don't want to add this extra time on to my day. Also, the buses on route 48 are filthy, smelly, moldy. I have been late to work too many times to count because the electric buses on route 48 get stuck or broken, sometimes in very inconvenient places, and other electric buses cannot get around them or we have to wait for another one, etc ... The electric buses on route 48 are also miserably jolting and this is especially unpleasant during the afternoon commute, when most of the buses are standing room only. In short, I gave up the bus commute to work. I will try rapid transit when it starts to see if it is any better. I have lived in Washington, DC and Paris, France, and I know what good public transportation is. This ain't it.	11/17/2014 12:22 PM

845	The first 197 to the UDistrict is full by the time it reaches our stop If you would take a look at the number of seats on the bus and the number of people that get on, you can easily tell but no one seems to get it. Also, the bus is always late when we have a specific driver on the route.	11/17/2014 12:22 PM
846	don't know why	11/17/2014 12:22 PM
847	Other: no smoking zones at stops aren't enforced.	11/17/2014 12:21 PM
848	Working in service night life industry it is impossible to get any form of public transportation after 2am. Light rail drops people off on Beacon Hill in the middle of the night.	11/17/2014 12:21 PM
849	Clean: metro very grubby CT is good	11/17/2014 12:21 PM
850	Almost no service in west Ballard (Sunset Hill).	11/17/2014 12:20 PM
851	Transferring adds considerable time to trips, U District evening routes extremely crowded on 31 and 32 between 5 & 6:30. Mornings may be too, but I go to work at 7am.	11/17/2014 12:20 PM
852	because there is nothing close and convenient to home, I must drive to either a light rail station or to the south renton park and ride. Unfortunately parking at these locations fills quickly. S. Renton is generally full by 6:30 am for weekday commutes, and light rail parking is usually not available during any special events (sounders games, etc.)	11/17/2014 12:20 PM
853	If the Sounder is a few minutes late, I miss my first bus and then that makes me miss my second bus.	11/17/2014 12:20 PM
854	The biggest problem is passengers that refuse to share the seat. It's a HUGE problem!	11/17/2014 12:20 PM
855	I think I told you above, but buses should have complete priority over cars. I'm for a "lane of shame" that you have to be in if you're driving alone. It should take two hours to get to the 520 bridge if you're alone in a car, and five minutes if you're not.	11/17/2014 12:19 PM
856	As I mentioned in another comment, it's incredibly frustrating that the same travel route can take 30 minutes...or an hour and a half. Some variability is expected, but that level of variability is too much for casual travel (the example being a trip from Capitol Hill to Phinney Ridge.)	11/17/2014 12:19 PM
857	I currently commute from two different locations during the week: Lake City and the Newcastle area in South Bellevue. I have investigated the resources available, but the current schedules don't work with my work schedule, plus with the scheduled elimination of the one on the eastside, it would require changing buses 2-3 times each way.	11/17/2014 12:19 PM
858	I am now commuting with my infant, which makes commuting by bus less comfortable. It is difficult to walk to/from the distance from the bus stops to my destinations, especially in bad weather. I could travel faster and more comfortably if I take my car.	11/17/2014 12:19 PM
859	Especially once school started, I was no longer guaranteed to get on the first bus that comes to my regular stop.	11/17/2014 12:19 PM
860	Park and rides are often too full, so it's easier to bypass them and drive. If more park and rides were expanded for more parking spaces, I know many people who would be more inclined to use them.	11/17/2014 12:19 PM
861	The 3 most pressing transit issues are: Service frequency needs to be increased. Service frequency needs to be increased. Service frequency needs to be increased. Waiting for 20 minutes in the rain even once can discourage a transit user from ever using it again. This leads to more traffic congestion, more cars on the road, more pollution, more release of carbon into the air. What is the hidden cost of increased automotive use? That cost should be considered when Seattle government makes its decisions where to allocate funding for transit. If that hidden cost were considered, it would likely save Seattle money to run all light rail and bus lines every 10-15 minutes.	11/17/2014 12:18 PM
862	The biggest obstacle is that the Park & Ride is full every morning for most Park & Rides in Bellevue. The second biggest obstacle is that the bus I take leaves every 30-40 minutes. Therefore, the time frame to use the bus to get to work is much more inflexible than using a car.	11/17/2014 12:18 PM
863	I believe more delays are caused not by Seattle's traffic, but by insufficient room on the buses at 5pm rush hour. People have to try to "move back" and "squeeze in" and wait a lot longer at each stop for individuals to clamor over other people to make their way to the door of a very full bus - this causes too much delay overall.	11/17/2014 12:18 PM
864	I still use public transportation (I don't have a car), but the issues above make it less convenient than it could be.	11/17/2014 12:18 PM
865	traveling from the Eastside to Harborview by Metro bus typically takes a minimum of 1.5 hours because of unreliable and infrequent schedules, transferring, and missing routes.	11/17/2014 12:18 PM

866	Additionally, the stops are not close to my home and work, and require quite a bit of walking, on top of needing to transfer to get from Ballard/Fremont to the U-District/University of Washington. The schedules are highly unreliable due to traffic and infrequent service, and the buses being overcrowded. When the buses are too crowded and the driver will not let anyone else on, it does not matter that the schedule is reliable, because it means another missed bus because too many people need a ride without more service.	11/17/2014 12:18 PM
867	I am hoping the 271 and 556 are not canceled when the train comes to UW. The 550 takes a long time to get from downtown Seattle to downtown Bellevue with many stops. Google in Fremont to Downtown Bellevue in the evening is a significant challenge if I just miss the transfer to the 550 bus and have to wait 30 minutes for the next 550. I ride this only a few times a year so I wouldn't make it a priority for improvement. The old 358 bus and it's rapid ride replacement are well known (recently talked to a rider) as a bus I would never ride due to questionable people. I considered moving to Northgate but am concerned about evening safety at the transit center.	11/17/2014 12:18 PM
868	My primary Metro route #39 was discontinued to get to route 48 and now I would have to use route #50 and 7 just to get to route 48. Three buses to go about 10 miles is stupid.	11/17/2014 12:18 PM
869	Busses are quite smelly.	11/17/2014 12:18 PM
870	The bus is always crowded during peak hours. It would be great if you utilize the longer bus so accomodate more passengers during the hours of 7am-9am and 4pm-6pm. I noticed the shorter bus are being utilized around those times and the longer bus in non-peak hours which does not make sense.	11/17/2014 12:17 PM
871	Even with apps like One bus away, service can be erratic. I've had countless times where the app will say a bus has arrived, and it never does. This makes planning extremely difficult. And since I often have to transfer, the buses aren't coordinated well to prevent long delays...the timing is way off. I also think there are too many stops on some routes. There is no reason there should be that many stops on 65th north of the univ district.	11/17/2014 12:17 PM
872	if I leave early around noon-1:30 the timing works for me to meet up at the ST park n ride on the freeway in south Everett anything later takes me 2 hrs to get home	11/17/2014 12:17 PM
873	I do use public transportation; the two checks above are what I deal with.	11/17/2014 12:17 PM
874	I only take the bus to work because it is convenient, but not going for my errands. Wish I could take the train to work but that would be a far drive from where I live.	11/17/2014 12:16 PM
875	Nothing prevents me from using public transportation. My service is excellent.	11/17/2014 12:16 PM
876	I live in Ballard and commute to U District. There used to be a route (#46) that was great, it bypassed 45th street and Wallingford which was quicker than the 44. I wish the 46 or something similar to it would come back. Also, I've noticed the use of shorter buses on the 44 route, especially during peak rush hour times and it would be great to limit or not have those smaller buses on a very crowded route.	11/17/2014 12:16 PM
877	The route for the SoundTransit 556 is not reliable in the evening. I work 7-4-5 days a week. The bus ride in the morning from Issaquah Transit Center is 35 minutes give or take a couple of minutes. The bus ride in the morning from U-District is always 50-55 minutes to the Issaquah Transit Center.	11/17/2014 12:16 PM
878	The 16 southbound is severely crowded in the mornings and evenings. The 44 east and west is irregular- unlike the 16, the 44 can't be easily tracked with 1busaway.	11/17/2014 12:16 PM
879	Light rail parking lots nr Seatac are overcrowded...impossible to find parking spot.	11/17/2014 12:16 PM
880	-I don't know why the schedules aren't reliable but One Bus Away has been a huge help. -Having to transfer is a pain, and I often miss my transfer because the first bus is late. -There are too many people and not enough buses.	11/17/2014 12:15 PM
881	I take a 532 bus from Everett and then transfer in Lynnwood. Last Thursday the 532 broke down. When I made it to Lynnwood, I missed the connection. I was 40 minutes late to work.	11/17/2014 12:15 PM
882	As mentioned earlier, my route doesn't run during the daytime once peak hours are over. It also runs only every 30 minutes while buses such as the 48 and 542 appear to run every 15 minutes or less during peak times. I watch many of the buses go by waiting for my 556 in the afternoon and by the time we reach UW Medical Center, people are standing. I don't understand why there cannot be a few more buses added during the afternoon commute. Also, my bus ride is a long one. My Sound Transit route used to offer wi-fi which I really enjoyed as I could use my Kindle to watch a TV show, read my e-mail, etc. Now the wi-fi is gone for some reason. I thought it was a great incentive to ride. I also find that there are not enough handicapped parking spaces at the transit center. On the first level I believe there are two spots marked handicapped. Many days both of these spots were taken as were all spots close to the exit to the bus even though I arrive at 5 in the morning. Couldn't there be fewer park and wait spots (which are never filled up) and more handicapped parking?	11/17/2014 12:14 PM

883	There is a significant increase in ridership once UW is in session, to the point where I need to take 1 or 2 buses earlier in order to still get to work on time (in the mornings, 7-8am). Beginning of UW quarters usually results in about 10-15 people being left behind at University station, and no passengers let on at Westlake or Convention Place (this is on the 71, 72, 73X).	11/17/2014 12:14 PM
884	The stops seem to be too close together causing the buses to stop too frequently. The buses which come from downtown are often late. Service not offered early enough to make many morning flights out of SeaTAc.	11/17/2014 12:14 PM
885	I start work at 0630 on the Eastside. 520 corridor buses favor the Seattle bound in the morning. All my co-workers drive because of this. They would do the bus if it came earlier	11/17/2014 12:14 PM
886	The traffic police do not monitor traffic lights (particularly around REI) prior to entering the bus tunnel. The bus sometimes needs to wait through 5 or more green lights to move forward.	11/17/2014 12:14 PM
887	Evening and weekend bus service was recently cut near my home (NE 195th St and 35th Ave NE in Lake Forest Park). This makes it very difficult for my au pair to travel around Seattle in the evenings and on weekends.	11/17/2014 12:13 PM
888	I take the bus every week day.	11/17/2014 12:13 PM
889	Mostly I use Metro without incident, but the buses are reliably late, certain locations take forever to get to, and cutting some route times (like with the 60) is inconvenient.	11/17/2014 12:13 PM
890	Park and Ride (at Greenlake) is full even when I arrive by 7:20 or 7:30. 44 and 48 too crowded when departing U District.	11/17/2014 12:13 PM
891	They're too crowded and people are always falling into one another on the 167.....	11/17/2014 12:13 PM
892	And temperature control is poor - I freeze in the colder months	11/17/2014 12:13 PM
893	If the bus is reliable, safe, and gets me to an easy walk of my destination I'm happy to take it. When I drive I have to factor in parking. Depending on where I'm going and what time of day that can make a big difference.	11/17/2014 12:12 PM
894	With busses running only every thirty minutes plus having to transfer, it makes it very difficult to pan to pick up kids at school, etc or go anywhere without using up half the day	11/17/2014 12:12 PM
895	I generally ride during peak times and almost always have to stand on the bus in both directions. It's annoying, crowded and uncomfortable.	11/17/2014 12:12 PM
896	High ridership routes due to density in South Lake Union.	11/17/2014 12:12 PM
897	1. No accessible bus stop East-bound near 202 and 106th Ave NE (no cross walk) 2. Missing pedestrian walk from 109th towards 106th (City of Redmond is aware of this issue)	11/17/2014 12:12 PM
898	The decreased service during holiday or summer time makes ut really hard for me to get to work.	11/17/2014 12:12 PM
899	I can drive across the bridge to work in 15 minutes so the bus's 35 minutes can be a problem at times.	11/17/2014 12:12 PM
900	--	11/17/2014 12:11 PM
901	See #5	11/17/2014 12:10 PM
902	44 is too slow and too crowded rapid ride D is too slow	11/17/2014 12:10 PM
903	n/a. I use it daily.	11/17/2014 12:10 PM
904	I generally have tight time constraints, and meeting them with the public transit options can be tough (based on stop locations, need for transfer or just how long it takes).	11/17/2014 12:09 PM
905	The amount of time it takes for me to get from one place to another (for example, Greenlake to the Eastside) is not worth the effort for me to use public transportation.	11/17/2014 12:09 PM
906	To get to SeaTac, have to take 71 downtown, then transfer to light rail. This will change in 2016 with the new station at UW	11/17/2014 12:09 PM
907	It works quite well!	11/17/2014 12:08 PM
908	Transfers are a headache because the buses do not always run on time and as a result I have missed multiple buses.	11/17/2014 12:08 PM
909	Rush hour. Also Park & Rides fill up quickly - note not all users are Metro riders (Construction workers use lots)	11/17/2014 12:07 PM

910	It would be nice if I had an express bus I could take from the king st station to SLU or if the link went that far maybe. My biggest issue is that I have to leave work early to make it to king st in time for the sounder train	11/17/2014 12:07 PM
911	closest stop from home to work was moved to a corner on Sandpoint that is busy	11/17/2014 12:05 PM
912	If I miss a bus due to it coming every 30 min.; I'm not going to wait 30 min. in the cold when I can easily take my car.	11/17/2014 12:02 PM
913	Express service on my north Seattle route ends too early in the morning and too early in the evening	11/17/2014 11:34 AM
914	I can get to and from work fine enough but doing anything in the evenings is extremely difficult-to-impossible thanks to no or infrequent evening hours or extensive transfers.	11/17/2014 11:32 AM
915	The afternoon buses, I take the 556 at 4PM from 15th and Pacific, has been increasingly erratic, and late by as much as half an hour.	11/17/2014 11:26 AM
916	I most often take 77, 312, or 41, which are great in terms of frequency & efficiency, but are still all quite crowded during regular commuting hours. Having an additional late run for the 77 in the morning and the evening would allow me to take the 77 more often vs. having to take similarly crowded "express" through the U District during these times to get downtown & return to 80th and 15th Ave. NE.	11/17/2014 11:22 AM
917	The busses are packed on my commute and its not rare that I have to watch the bus just roll by because there is no room. Its not reliable for me as I can't wait to grab the next one or sit around for the bus to get through traffic.	11/17/2014 11:03 AM
918	I need to arrive to work on time and though the 44 bus usually leaves Ballard on time, it can get stuck in traffic in Wallingford and end up late arriving in the U District. The bus is usually crowded and in the summer has no a/c so I avoided taking it during the warmer months. In the time it takes me to walk to the bus stop in Ballard and ride the bus to UW, I can drive my car and park it in Wallingford and walk to work without worrying about being late/stuck on the bus in traffic.	11/17/2014 9:01 AM
919	I would LOVE to ride the train to work but I start at 7AM and the first train going south arrives at King Street Station at 6:45 and there simply is no way to get to Swedish First Hill in 15 minutes. I've asked Sound Transit to move their train up by 5 minutes to remedy this and they will not consider it. If you're going north there are multiple options that would allow you to arrive by 7AM at First Hill. When the trolley finally starts up it would be wonderful if it were timed so the 7AM people coming from the north and arriving at King Street Station at 6:45 could make it to work in time to First Hill. Also when they leave First Hill at 3:30 it would be great to get to the first train going north at 4:05PM from King Street Station	11/17/2014 8:33 AM
920	Why what? You need to clarify this question. Buses take too long because stops are too frequent and they lack busways and traffic light pre-emption. Need to add a bus to Rt. 43 at around 6:20 am at Summit and Olive Way.	11/16/2014 9:16 PM
921	weekend explained above.	11/16/2014 8:59 PM
922	There is a transit option for my daily commute, but it is very long and doesn't run often enough for my schedule, so I opt to drive alone to and from my work/school day. I save time and money that way. Though I'd rather bus/train there, if the option were more feasible for my situation.	11/16/2014 7:08 PM
923	i live on roosevelt way- i would love to be able to take a bus from my street (n.e 88th) to downtown seattle. THE BUSES that go downtown (66,73,and the commuter bus #77 does not run during the day/ evening or weekends. WITH budget cuts inthe past years, the bus stops are further apart, and the routes are more infrequent. especially on weekends. I use my car exclusively on weekends because the bus service is not convenient	11/16/2014 7:06 PM
924	I carpool and it only takes 20 minutes	11/16/2014 4:13 PM
925	The lack of bus service between midnight and 6 am forces my co-workers and I to either live within walking distance of work, or to drive. The system caters to 9-5 latte shift workers.	11/16/2014 2:52 PM
926	Why what? Why does it take too long? Because I have to transfer multiple times. Why do I have to transfer? Because there aren't enough routes and connections don't match up. Ans why isn't service frequent enough? Hmm, might that be because of route reducing and cancelling? Its not rocket science here people.	11/16/2014 11:12 AM
927	The Link light rail needs to run until at least 2:30 or 3 am on Friday & Saturday nights.	11/16/2014 10:34 AM
928	I used to be able to take 1 bus from my house to Seattle Rep Theater and McCaw Hall and back but now I can't	11/15/2014 11:02 PM
929	buses don't run late, and when they do, it's infrequent. i like to go out at night.	11/15/2014 5:37 PM
930	I use public transit whenever possible, but late a night (after midnight) it is difficult to find direct access from Belltown or Downtown to Capital Hill.	11/15/2014 11:46 AM

931	Not knowing when a bus is actually coming is very frustrating -- this is particularly true of the tunnel buses because 2) there is no cell service to see onebusaway 2) the buses can't properly transmit their locations while they are in the tunnel.	11/15/2014 11:08 AM
932	Buses are cut in half in summer.	11/15/2014 10:24 AM
933	Commuting home from downtown I regularly see huge delays in the bus tunnel for the 76 and the 316; they are simply not reliable. Every week I seem to have a frustrating episode. Commuting south to downtown in the morning, the 76 is usually at standing capacity and pretty often ends up skipping the last stop due to overcrowding. When my work days are longer, outside of normal peak times, it is easy to take the 71/72/73 home but they are way over capacity. Also taking those buses after 7pm means roughly a 50 minute trip which is ridiculous for the 6 mile distance.	11/15/2014 8:48 AM
934	Sometimes I don't have the time to go from work and get the bus so I'll drive.	11/15/2014 8:33 AM
935	Some locations are impossible to bus to (example U-Village)	11/14/2014 11:46 PM
936	It can be hard to access the bus in the morning if the park and ride is full. There definitely aren't enough parking spots.	11/14/2014 11:08 PM
937	I use the bus for my commute but not for errands on the weekend or errands after I get home from work.	11/14/2014 8:49 PM
938	Most significant is that it takes too long to get to destination. Often, if you combine walking time plus travel time on a bus (particularly if there's a transfer involved), a trip that might take 15 min by car is often an hour travel time. It's not doable on many days.	11/14/2014 5:11 PM
939	over crowding frequently make my bus late and evening downtown traffic makes bus service unreliable	11/14/2014 5:04 PM
940	71/76 lines can get unreasonably crowded in mornings, to the point that passengers may be left behind or safety within bus becomes an issue. Having some people stand is understandable, but these lines can go a bit overboard.	11/14/2014 11:25 AM
941	I could easily check all of those, not just the 3 I selected. Schedules are unreliable enough that I have to add generous buffer time to my travel, to allow for things like buses that just never show up or are so late they pull up along with the next scheduled bus - not such a bad thing on an every-10-minutes route, but on a 30-minute frequency or longer route, it's pretty awful. Even trying to use the trip planner is a pain, if I select "least walking" as an option from my home address, it directs me to a bus stop that's closer - except for being up flights of street stairs.	11/14/2014 11:15 AM
942	Route 47 was cut and there are no park and rides close to my home	11/14/2014 11:02 AM
943	The "two-seat ride" model is catastrophic, especially combined with poor reliability and low frequency. It makes it extremely difficult to arrive anywhere *on time* without building in significant buffer times to make up for Metro's shortcomings.	11/14/2014 10:57 AM
944	Returning home late from the U District or Capitol Hill is inconvenient and, at times, unsafe. I have to re-plan my entire evening around catching both busses home, and often resort to either walking home from the U District (also not always safe) or simply driving to Capitol Hill to give more flexibility on when we can return home.	11/14/2014 10:55 AM
945	If I have to pickup my daughter at daycare, I can't rely on the bus to be ontime, or once I'm on it get me home within a minimum period of time. Commuter bus options end after 8:30am, and frequently don't show up.	11/14/2014 10:49 AM
946	During peak hours the buses serving Pike/Pine are overfull, often skipping stops due to overcrowding. This is terribly annoying and turns people off of using the Metro services. On weekends, this corridor is also underserved, but less so. This is such a heavy urban concentration... why is Pike/Pine neglected this way?	11/14/2014 10:44 AM
947	Weekend service was eliminated on the 27 and is scheduled to be eliminated on 14 (near 30th Ave.S.) Schedules were changed so that bus I take for work does not always arrive before bus I transfer to.	11/14/2014 9:43 AM
948	With so many people headed to the U-District the 70's busses are crowded. I can only take the 72 to get home, so I either need to aggressively get on the 72 or take another 70's bus and transfer to the 72 down the line.	11/14/2014 9:29 AM
949	Montlake is a nightmare for pedestrians hoping to transfer. It's the busiest transfer point outside downtown yet there is no way to get anywhere on foot without crossing 4-8 lanes of traffic.	11/14/2014 9:10 AM
950	I can sometimes drive to work twice as fast as the bus takes because I can take back routes and the bus gets stuck in traffic. We need more dedicated lanes.	11/14/2014 7:50 AM
951	Trip planner algorithms are shirt and nor at all helpful in finding smart routes for places I've never been before. It used to be better	11/14/2014 7:36 AM

952	As I said above - Time is the limiting factor with all of my transit trips - If I travel at off peak times, it is more timely and convenient for me to drive my personal vehicle as opposed to wait for an infrequent bus. The fact that it would take me 3 hours to bus from my parents' in Kent to the U-District on a Sunday is absurd. I am lucky that I have a car and have that option - but taking public transportation with off peak frequency is not worth my time.	11/14/2014 12:32 AM
953	One of my jobs is in White Center and I work in Ballard. The bus would take an hour and a half. There are numerous places in the city I just can't reliably take the bus to. Transfers are unreliable because one or the other bus is often late, and the system is set up with infrequent buses. Transferring isn't a big deal in a transit system where headways are, say, five minutes, but in Seattle transferring is a source of stress because it may lead to a 20-30 minute wait in the middle of a trip. If I picked a fourth thing, it would be crowding. It's uncomfortable and unsafe.	11/13/2014 11:50 PM
954	To get to places I usually go, I would have to transfer.	11/13/2014 11:03 PM
955	Transfers often incur a delay of >30 minutes to the journey. bus service has often stopped by the time I need to catch it to get home if I am going away for a while I have to drive and use commercial parking.	11/13/2014 10:57 PM
956	it's also difficult to figure out a route.	11/13/2014 7:28 PM
957	It's hard to get from neighborhood to neighborhood unless you're coming from downtown or a transportation hub like the u-district.	11/13/2014 5:58 PM
958	- There is nothing worse than showing up for your bus and realizing it is late by 5, 10, 15 even 20 minutes. Especially in the winter/when it is dark. - This is also why I try to avoid transfers as much as possible. Sometimes you don't know if you're going to catch the next bus, especially if it runs infrequently. - Crowded buses are the worst. It's just a fact.	11/13/2014 4:23 PM
959	Return trip is the worst mainly because of UW students who disembark on the first or second stop at U-district coming from Downtown, then the buses are less busy. The link light rail will most likely fix this issue of having too many rider on my routes and not enough buses going to U-District which I have to pass on the way home.	11/13/2014 3:36 PM
960	Link station is too far away for my parents as they have difficulty walking with luggage	11/13/2014 3:24 PM
961	There's limited service on Sundays, so when I go to church, I arrive 1 hour before it starts. When I go from Lynnwood to Bellevue, the bus stops before 6pm (too early).	11/13/2014 3:07 PM
962	I find that I have to have lots of time to get to and from my destination if I want to use the bus, because the bus is invariably late, and occasionally doesn't show up at all, so I have to be willing to not be on time to get to my destination, or plan to take a lot longer to get there than if I took my car. Generally taking the car can be much simpler and easier than taking the bus, provided you have parking wherever you are going. That is the one hangup I have about taking a car; parking can be impossible to find and/or expensive.	11/13/2014 2:39 PM
963	I get out of work in the evenings. The express routes out of Seattle are not available late evening. Some bus options require I transfer, which I understand the logic for why, but the transfer can add a half hour to hour to my commute motivating me to drive.	11/13/2014 2:29 PM
964	Thirty minute headway sometimes is too long. Buses to and from downtown are often overcrowded.	11/13/2014 2:24 PM
965	I currently commute to Olympia from Seattle which is a 2.5 hour bus ride.	11/13/2014 2:09 PM
966	I sometimes work in the evenings, not getting off work until 9:30 or 10pm, and as much as I would love to use transit I end up driving my car because I don't feel safe waiting at the bus stop at that hour (buses for the routes I use only run every 30 minutes that late in the evening).	11/13/2014 1:52 PM
967	The buses I can take near my home run on half hour schedules and during commute Times are often standing room only.	11/13/2014 1:41 PM
968	Instead of schedules, all busses should run on frequencies. Especially busses in a 15min or less. Watching 3-4 43s or 8s all clumped together because they are always trying to adhere to an impossible schedule is annoying. Also, delays b/c of cash payments and too frequent stops increase transit time unnecessarily.	11/13/2014 1:18 PM
969	sometimes it's quicker to walk than ride the 8	11/13/2014 1:16 PM
970	Most buses from my neighborhood require transfers in the U district near 45th and the Ave. I don't feel safe hanging around there for 15 or 20 minutes in the middle of the day, and won't even consider it after dark.	11/13/2014 1:13 PM

971	I find, for example, that I can easily walk from my workplace on First Hill to SLU in about 30 minutes. I can make it to FHCRC in 45 minutes on foot. If I can walk someplace faster on foot, why should I take a bus? OK, when it is raining, I do tend to take the bus regardless) For some routes, service is not frequent enough, but the routes I use most currently are pretty good. Metro is pretty good about running longer buses if one complains, but in particular, evening rush hour will have buses crowded with people and their shopping. Mornings and it is people and their backpacks. At times it seems like most people require the space of two when the bags and backpacks are taken into consideration.	11/13/2014 1:08 PM
972	If I have to wait 30 minutes for a bus to leave, and risk that the 49 will be delayed by 10 minutes, I might as well just get an Uber.	11/13/2014 12:56 PM
973	I still bus commute despite these obstacles because the 520 toll is too expensive to pay twice every day.	11/13/2014 12:39 PM
974	from Swedish to Eastside after work hours like 7:35 to 7:45 pm when all the nurses get off work.	11/13/2014 12:33 PM
975	I work weekends at Swedish, I would like to see more frequency on weekends.	11/13/2014 12:29 PM
976	I live in Lake City. This means most of my trips, except those directly to the District, involve a transfer and two buses or light rail and a bus. I would like to see more regular evening and Sunday service. It is easy to get to events Downtown or on Capitol Hill but much more difficult to get home because service frequency drops to every half hour after 8 o'clock. I can't really attend a late movie on Capitol Hill during the annual film festival because when I get out it can take me up to 2 hours to get home. If we go to the Mariners game we have to leave by 10PM to insure we can get a bus home at a reasonable time. We can't really take the bus to church, because the 65 runs only every half hour on Sunday and it is the only bus that runs north and south on 35th Ave NE.	11/13/2014 11:16 AM
977	Why? Because you are inept and have mismanaged Metro for years. You lie and deceive telling voters a few years back that if we voted for a tax increase it would save our service. The tax passed and you still eliminated my express route. I live in the Northend and service is terrible -- and you're going to eliminate the 72. Meanwhile the communities west of I-5 get the newer buses and service. You have NO credibility --	11/13/2014 11:08 AM
978	I use alternate transportation during week days - and ok in the morning, but it is a LONG trip home at night - bad traffic is the worst. On weekends I will use transit most of the time - but it takes twice as long to go some places.	11/13/2014 10:42 AM
979	I'm very busy, and often can't get everything done if I were to only use buses.	11/13/2014 10:24 AM
980	Buses to the U District from Downtown give me panic attacks they are so crowded. We need more service.	11/13/2014 10:12 AM
981	I am a regular bus commuter - I don't own a vehicle - but have had to revise my routes because weekend service has been suspended. It now takes a lot longer to get out and home during weekends or non-peak times.	11/13/2014 9:46 AM
982	Primarily, the express bus routes don't run early / late / frequently enough.	11/13/2014 9:35 AM
983	The combination of a transfer and an unreliable route (*cough* the 8 *cough*) is so frustrating.	11/13/2014 9:02 AM
984	I'm feeling the strain of recent bus cuts - it takes longer, requires more transfers between routes and is generally more frustratingly crowded than it used to be.	11/13/2014 8:34 AM
985	sometimes it takes an hour to go 4 miles, when I am on my motorcycle I can do the same trip in 10 minutes.	11/13/2014 8:34 AM
986	The 316 has needed more buses in rotation for years. Always packed.	11/13/2014 8:33 AM
987	I work nights.	11/13/2014 8:25 AM
988	Buses are too crowded and infrequent during rush hour, need more of them Buses should be available at night after the bars close to prevent drunk driving	11/13/2014 8:21 AM
989	Why? Because Metro has too many routes and not enough service on any of them. Because buses sharing a tunnel with trains is a terrible idea. I want to also select overcrowding as a major problem but that exceeds my limit of three responses. Overcrowding IS an obstacle to those with mobility and disability concerns.	11/13/2014 7:41 AM
990	Sometimes I'll see three buses coming the other direction that I'm headed in; then I know I'll be waiting a long time for the 49, 70, etc.	11/13/2014 5:51 AM
991	Frequency, extended hours, convenient routes that minimize transit times	11/13/2014 2:07 AM
992	The westbound 545 is frequently overcrowded during rush hour, especially so when there's a bit of rain and the buses are frequently delayed.	11/12/2014 10:17 PM
993	I don't have any difficulties. Service is great where I live (on 15th near Ravenna park): it's frequent and there are lots of buses to choose from with the 48 on 15th and the 70s on University Way. However, when I've taken the 70s downtown during rush hour they were crowded.	11/12/2014 10:11 PM

994	My rush hour commute Ballard (15th&Market) and Downtown (3rd & Seneca) via D-line or 15x seems to work fine but much of the time the bus is slowed by traffic and my driver occasionally turns passengers away because there is no room left on the bus.	11/12/2014 10:05 PM
995	The 71 goes past both Roosevelt High School and the University District, which means that it fills to the brim with students every day. I have seen buses so full that there was literally no place to stand, let alone sit.	11/12/2014 10:02 PM
996	Limited drivers, limited/changed routes and times due to voters resulting in changes both for Metro as well as riders. (Transfers, due to other traffic though) OVERpopulation OVERcrowds EVERYTHING, limits money due to too many necessities needed to supply the OVERpopulation, its circular, everything comes round.	11/12/2014 9:35 PM
997	I love the concept of riding public transit, but sometimes, particularly on the weekends, the frequency of bus is such that it makes it really not convenient to do something at a particular time. I tend to schedule my life around transit.	11/12/2014 9:18 PM
998	Infrequent, unreliable service makes it hard to trust metro to get me to work on time or get me home. I took 2 young children to a beach in Madison park on the #11 bus several times this summer, only to find we couldn't get back for 30 min to an hour because of infrequent service or because onebusaway app mistakenly said a bus would arrive that never did.	11/12/2014 9:15 PM
999	Having to wait 20-30 minutes for a bus, especially in inclement weather or at night is not acceptable. Plus there are not enough connecting buses to make going to yoga in the morning in Fremont, then to work downtown, and then back home to Ravenna Spring AFTER rush hour convenient. I would love to have public transport from the stadium district or Seattle Center or Benaroya to where I live late at night so I could CONVENIENTLY take it to and from athletic events and concerts, but that's not available now.	11/12/2014 8:52 PM
1000	Peak hour trains always crowded Bus stop on Pike and 3rd feel unsafe, lots of homeless and sketchy people around the area	11/12/2014 7:55 PM
1001	The buses are often caught in traffic, making them slow and unreliable. Additionally, >10 minute walks to a bus is too far.	11/12/2014 5:58 PM
1002	I work a swing shift and only a car ferry ride from Southworth or driving through Tacoma is feasible for returning home after midnight.	11/12/2014 5:29 PM
1003	The buses are never on time, and the posted bus schedules at stops do not match the schedules online. The end result is showing confusion and frustration about when the bus will get to its stop.	11/12/2014 5:16 PM
1004	why aren't they safe? BECAUSE THE SPD isn't patrolling? people are desperate? Ridiculous question.	11/12/2014 4:38 PM
1005	My biggest reason for not taking transit to Airport is service not early enough in the morning for a flight before 7 am. For a tall guy (6'1") like myself, leg room on Link Light Rail is tight and unforgiving. With the downtown transfer, in-transit time can be long, especially during non-peak hours.	11/12/2014 4:35 PM
1006	Too much of our public transportation relies on existing road infrastructure and is therefore dependent on existing road conditions, which with higher a population in the city is getting worse. We need more public transportation with its own right-of-way, like the light rail. The existing system on our roadways will only take longer to get to destinations in the future and become more unreliable as our population grows, there seems to be no alternative to mass transit with its own right-of-way.	11/12/2014 4:35 PM
1007	The 41 Metro bus is subjected to many delays when I-5 is backed up. When working in Northgate I've waited upwards of 30-50mins for a southbound bus after multiple northbound 41s pass the opposite side of the street. I wish some of the northbound buses would be redirected to go southbound and get back on schedule at times like that.	11/12/2014 4:33 PM
1008	Tendency for late buses	11/12/2014 4:25 PM
1009	It takes a very long time to walk to the bus stop, wait for the bus, ride the bus, walk to my destination sometimes. if there's a transfer involved, it can take even longer, especially when there's traffic (more often than not), so I miss my transfer. There aren't enough buses on the road which makes every bus more crowded - it's standing room only and we're packed in like sardines every day on my bus home from work (the 44, at 5pm).	11/12/2014 4:23 PM
1010	I would use public transportation more if, like the NY subway, I could go to a station/stop and know that a train/bus would be there in 5-10 minutes, and if I had to transfer it was only once, and that train/bus would also be there in 5-10 minutes -- and if I could get around town fairly quickly.	11/12/2014 4:09 PM
1011	The light rail is very clean and fast. Buses are crowded, slower and some people who cause some anxieties sometimes.	11/12/2014 4:08 PM

1012	There is no direct route from Capitol Hill to the International District	11/12/2014 3:27 PM
1013	When I look at the ratio of time on the bus versus time in a care, and it takes 6x longer to ride the bus, I get frustrated. I certainly expect to spend longer on the bus (and walking to/from it as well), but at times it seems like the routes stop much too frequently. Examples would be most of the routes up/down Madison such as the 10. Additionally, going from Capitol Hill or the CD to the Eastside is a very short drive, but unless the 545 works for you, transit options are not attractive.	11/12/2014 3:23 PM
1014	These things are self-explanatory. Public transit should be convenient and reliable. This is rarely true on the routes I take.	11/12/2014 3:18 PM
1015	My time is scarce. I need to be able to get where I'm going within 30 minutes. I also need to know that if I take transit somewhere for an appointment, I don't have to figure in an extra half hour to an hour of travel time because the bus is so far behind schedule. That said, I'll note that I recently moved back to Seattle after moving away in 1999. It's *much* easier to travel within the city now because so many more bus routes are running every 10-15 min. as opposed to every 30 min. Waiting 10-15 min. to catch a bus is acceptable; waiting 30 min. for a bus isn't.	11/12/2014 3:12 PM
1016	As mentioned above, buses are consistently late, a few minutes is fine but over 5 and beyond 10 is incredibly frustrating. Because of this I am often late to my destination, but catching the earlier bus would make me arrive way too early, leaving me with wasted time. It's either 20-30 minutes early or 5-10 minutes late, would be great if schedules were adjusted for the constant lateness so I'm just 5-10 minutes early.	11/12/2014 3:10 PM
1017	Just what I said -- takes too long, buses aren't frequent enough, I have to transfer and wait for another bus.	11/12/2014 2:56 PM
1018	Reliability of Route 12 can be tough due to automobile traffic. In particular, Marion St. eastbound to First Hill in the afternoon would be a great candidate for bus priority and/or removing parking between 2nd and 6th avenue. And autos trying to get to I-5.	11/12/2014 2:55 PM
1019	The routes I take the most (Downtown/Capitol Hill) are swift and efficient. Getting to Ballard/Fremont/U-district takes much longer than I'd like. I notice the OneBusAway app is frequently incorrect and difficult to understand. It also doesn't show me which bus to take to get to my destination; only (routinely inaccurate) arrival times. I have no idea how people from out of town or without smart phones get anywhere using public transportation.	11/12/2014 2:54 PM
1020	N/A	11/12/2014 2:48 PM
1021	Too many people are on the bus because they run late or early, there would be another bus running after that one but buses take too long to get to the destination.	11/12/2014 2:34 PM
1022	While it is true that I am able to get anywhere I want to go, there are times when I really don't want to have to wait for a bus or train, especially in the cold or rain.	11/12/2014 2:09 PM
1023	Can't stay late at restaurants, bars late events past 11:00pm or so.	11/12/2014 1:26 PM
1024	I can drive myself in half the time it takes to use a bus. Buses are subject to traffic, then add the time for additional stops. Light Rail in the 522 corridor would be ideal (and also to Fremont/Ballard/Queen Anne), preferably below grade. This way it would not be subject to street traffic and could run on a reliable schedule.	11/12/2014 1:19 PM
1025	No direct routes between my main destinations. Buses are delayed by traffic.	11/12/2014 1:17 PM
1026	As I said, bus service to and from capitol hill is very unreliable, particularly in the evening. Would love to see that improved. Also, I live on northeast Cap Hill. No good bus service (absent a transfer) from P square/ID to that area.	11/12/2014 1:12 PM
1027	See answer to question #5.	11/12/2014 1:07 PM
1028	Also, lack of bus stop shelters. They just removed the new one at Broadway and John. Bizarre.	11/12/2014 12:36 PM
1029	Because Buses are slow, often not on time, and if the first bus is late, there is a strong chance I will miss the bus I am trying to transfer to.	11/12/2014 12:24 PM
1030	Buses never come on schedule. I'll see two 14 buses come back to back, after waiting for 20 minutes.	11/12/2014 12:11 PM
1031	I don't know	11/12/2014 12:05 PM
1032	Safety at night is always the top consideration for women. Transferring at night in dicey locations presents further obstacles. An hour-and-a-half or more by bus to a location accessible in a halfhour by car simply doesn't make sense.	11/12/2014 11:57 AM
1033	too many hills in this city	11/12/2014 11:49 AM

1034	Stories of gangs and violence on buses and on the link between downtown and seatac	11/12/2014 11:45 AM
1035	(What does why mean? I assume "why do the above-named things prevent you?") Bus routes are inefficient and not well designed to get people from point A to point B. Often they are stuck in traffic for long periods of time and/or stop every 2 blocks. This is not helpful. Buses are never on time. *The assumption of all riders is that the schedule is invalid.* This is not a way to run a bus service. We need more support to our drivers so that they can handle bus routes and delays effectively. Speaking of which... If drivers are spending 1/2 their time trying to get people to move back to let more people on, they will never be on time. We need more buses, more frequency. The conditions riding most buses at rush hour are inexcusable.	11/12/2014 11:38 AM
1036	There are no busses in my neighborhood (well, the 25, but it takes an hour+ to get downtown and runs extremely infrequently)	11/12/2014 11:35 AM
1037	Parking, multiple transfers, and length of trip are huge obstacles for traveling between Kent and Seattle.	11/12/2014 11:32 AM
1038	few direct options from where I live to where I work; transfer points are small and disconnected from one another	11/12/2014 11:22 AM
1039	I've been skipped over by buses that were too crowded to let me on. It is often quicker to just drive. Also it can take up to an hour to wait for a bus, ride it to the closest stop, then get off while just walking there takes 30 min.	11/12/2014 11:18 AM
1040	I don't think the buses going up to Capital Hill are clean or safe. Sometimes they are smelly. Taking the bus takes longer than carpooling. Taking the bus requires transferring and waiting out in the cold and rain. A link light rail connecting Federal Way to existing locations would be great!	11/12/2014 11:16 AM
1041	Besides the busses being uncomfortable and the route too long for a 4 mile destination, the drivers are not safe. I see numerous busses run red lights every single day and greatly exceed the speed limit frequently.	11/12/2014 11:01 AM
1042	I work an unusual schedule at UW and Harborview. My commute time isn't until 9AM and the commuter buses straight to UW no longer run or run infrequently.	11/12/2014 10:46 AM
1043	Transfers often fail when one bus is late. Too many smokers in bus shelters & bus stops.	11/12/2014 10:24 AM
1044	Its always hassle to find the right time to take the first bus in order to transition and transfer to another bus smoothly. The buses dont necessarily go hand in hand and one bus arrives earlier than the other.	11/12/2014 10:16 AM
1045	I live approximately 10.5 miles from my work location. I can take the bus, but it takes an hour to get to work (best case). In order to take the train to work (which I would love to do), I have to bus/drive south 1.5 miles to take the train north to Seattle. By the time the train passes my house, I could have been at work if I drove. Then, when I arrive at the station in Seattle, I have to take a bus. If there was another stop around Boeing Access Rd, I would take the train.	11/12/2014 10:13 AM
1046	Poor Service	11/12/2014 9:46 AM
1047	I don't know, ask your drivers.	11/12/2014 8:41 AM
1048	If I miss the 2 the 12, 11, and 10 all seem to depart at the same time so I cannot walk to catch one of them.	11/12/2014 8:32 AM
1049	I am not comfortable riding the bus late at night and I do not allow my teenage daughter alone. There are too many drunk men, panhandlers and older teens around bus stops and I never see Metro Security monitoring them. Examples: The #10 stop toward Capitol Hill at the Convention Center. This stop is dirty, dark and almost always have a large number of men harassing people. The #25 stops in front of TOPS but there are panhandles with open containers at the corner. I have called the police before when they begin hassling kids but I would never let my daughter catch the bus to downtown at that stop.	11/12/2014 8:17 AM
1050	The Rapid Ride C line is always standing room only from before the last stop in West Seattle on it's way to down town Seattle.	11/12/2014 7:55 AM
1051	As stated above, bus #50 is not timed well to connect with bus #9 at Rainier Ave S and Genesee in the early morning hours. Bus #7/#9 shelter on east side of Rainier Ave S/Genesee is not lit nor is the adjacent parking lot. Lots of loitering in the parking area/bus stop. NEEDS to have appropriate lighting in the dark mornings/shorter days during fall and winter especially. It is a heavily used route and bus stop.	11/12/2014 7:46 AM
1052	Something has to be done about the #8 bus and/or the traffic problems on Denny. Why did the city approve all of this new construction in the South Lake Union area but not do anything about the increased traffic flows. The route for #8 is well travelled and much needed in this area. I know it might not be possible, but a dedicated bus lane along Denny would be great.	11/12/2014 7:31 AM
1053	I chose many because they are true	11/12/2014 7:01 AM

1054	I find that late at night when I am at a bar with friends we have to walk home. It would be safer if we had a bus to use so people would not drive under the influence even if they are within legal limit. Sometimes I have a tight window in order to make it to an event and with the unreliability of bus schedules I have to go half and hour or more in advance to ensure i make it on time.	11/12/2014 1:11 AM
1055	Sometimes to I take the 8 home from capitol hill and then catch the E or 5 to Fremont after evening classes at Seattle central. The eight is very infrequent at night and often behind schedule, it can make getting home a bit of an ordeal, so often I end up driving.	11/12/2014 12:13 AM
1056	see answers to #5. Also, there have been so many times when a bus came EARLY and so I missed it, and then the next bus came late. So the time between buses is sometimes very long.	11/12/2014 12:12 AM
1057	I use public transport in the Redmond/Seattle area because its easily accessible. Anything beyond that is a nightmare to transport to.	11/12/2014 12:09 AM
1058	I love taking buses eastbound but the bus routes seem geared toward getting downtown only. Which is fine when i need to go downtown! Also- the time to load handicapped folks seems to drastically slow down bus times. There should be an easier way to do this. Having the driver do load/unload seems weird - and takes forever. Maybe make a better loading option, or allow other riders to be certified to load so it is faster? Or offer handicapped-only rides?	11/12/2014 12:02 AM
1059	I take buses to go to schools and I have been late for an exam because the bus never showed up or late. It also takes twice or 3 times as much time to get somewhere compared to driving. And I ALWAYS have to transfer; you can end up waiting for the transfer bus half an hour in the rain...	11/11/2014 11:59 PM
1060	Other side of Roosevelt not adequately covered.	11/11/2014 11:25 PM
1061	The #8 suffers from serious overcapacity, which exacerbates its schedule issues.	11/11/2014 10:18 PM
1062	Transfer to 41 from 347/348 is uneven with delay or missed transfers.	11/11/2014 9:38 PM
1063	No longer a bus (75/330)from magnuson Park area to Shoreline Community College or near Shoreline City Hall.	11/11/2014 9:08 PM
1064	Car traffic gets in the way. Keep up the process of transit-priority lanes. Get the freeway traffic off Denny so the 8 can get through. Re-connect the street grid north of Denny (underway, yeah!) so freeway traffic jams do not get in the way of people just trying to get around their city. Add a ped/bike connection across I-5 between Denny and Lakeview.	11/11/2014 8:03 PM
1065	I think one of the most important things is that the bus stops are safe. Ive been at bus stops late at times sometimes because I have a couple evening classes and I've been approached many times by people who have tried to sexually harass me or harass me in other ways and that's the biggest reason why I hate taking busses at night, especially in the winter when it gets dark really early. I feel that if there were lamp posts at the bus stop (some bus stops are completely in the dark with no covered area) I would feel much safer but still I feel more could be done to improve safety.	11/11/2014 7:23 PM
1066	I don't know.	11/11/2014 7:03 PM
1067	Most bus lines are based on going through downtown. My life moves between Georgetown, Capitol Hill and Ballard, so transfers and multiple waiting time sfor hte multiple trips always adds up. I	11/11/2014 6:45 PM
1068	I would prefer to not have to transfer from where I live - I have to take the bus to the light rail station. this is in part why it takes too long to get to my destinations. the other reason my destinations take so long is because the buses are slow because of traffic congestion, etc	11/11/2014 6:45 PM
1069	Buses frequently take indirect, meandering routes which tack on time. They are also unpredictable, and highly variable on commute times. Some days my commute (which should be about 30 minutes) can be 30 minutes long, and some days it takes an hour and a half. I have also noticed a recent increase in bus breakdowns on metro. This is Very unsafe - I have had to walk on the freeway during rush hour to switch buses twice in the last few months.	11/11/2014 5:24 PM
1070	The train ride is one hour long from Everett to Seattle. So, door to door, with walking or driving to the parking and ride, it takes me two hours. Driving door to door is 45 minutes. The Sounder Train is not reliable once the winter storms come and service is shut down due to landslides. There are only two buses out of Snohomish to Seattle in the morning: 5:15 am (get to work too early) or 6:30 am (arrive at work late due to traffic). When I take the train, I go down to the bus tunnel and catch a bus or light rail to Pioneer Square station, then, need to walk or wait for the trolley to go up First Hill (adding 1/2 hour time).	11/11/2014 4:24 PM
1071	Buses sit in the same traffic as my car, but then make a ton of stops.	11/11/2014 4:09 PM

1072	Not everyone has a 9-5 life. We should have a bus system that follows the patterns of life in our city.	11/11/2014 3:55 PM
1073	545 is chronically overcrowded	11/11/2014 3:41 PM
1074	The 211 was cut and there is no easy and quick transit option from the King Street Station to Swedish Cherry Hill	11/11/2014 3:27 PM
1075	Used to take the bus but did not like the full buses, transfer and waiting times. A distance of 5 miles easily took 40 minutes. That was okay if I had a seat and could work but not if the bus is full. Until the Northgate Expansion is completed it would be great if there was a bus from intersection NE65th St to the UW light rail station.	11/11/2014 3:23 PM
1076	Bus service is either too infrequent or unreliable for transfers, and there aren't enough bus lanes. Buses are just so slow.	11/11/2014 2:36 PM
1077	Usually I only drive if I know that I won't get somewhere on time using the bus. There are some parts of the system where stops are way too CLOSE together, which really slows down a trip. I take the 12 a lot, and there are way too many stops along 19th Ave. On the 8, there just aren't enough buses during peak hours. So many people stack up at the stops that it takes an eternity for people to get off and on at some stops. Also, the traffic on Denny is so bad that this bus is just painfully slow.	11/11/2014 2:01 PM
1078	I have had several incidents where I have felt very unsafe from male passengers on the bus. I understand this is not something that can really be policed. I would appreciate more bus stops that have lights and covered areas.	11/11/2014 2:00 PM
1079	Connection wait times are too long when transferring bus routes. Train/light rail stations do not have parking lots.	11/11/2014 1:37 PM
1080	I DO USE PUBLIC TRANSPORTATION TO WORK 99% OF THE TIME. COMMUNITY TRANSIT TO DOWN TOWN, THEN UP THE HILL WITH METRO.	11/11/2014 1:32 PM
1081	The 64 seems to be canceled a lot.	11/11/2014 1:28 PM
1082	Also I'll often just walk rather than pay the \$2.25 or \$2.50 for a short trip.	11/11/2014 1:24 PM
1083	Nothing prevents me from using public transportation - it's basically my only option.	11/11/2014 1:10 PM
1084	Not enough parking to take a later commute. Too crowded coming home.	11/11/2014 12:40 PM
1085	Travelling on routes 71/71X, 72/72X, 73/73X from downtown to the u-district (at nearly any time of day) is very uncomfortable. The buses are extremely overcrowded, passengers and operators are often angry/irritable as a result. These are high traffic routes, especially during peak hours. I board the bus at University Station downtown (weekdays, usually around 5:30-6:00 PM) and these routes are always standing room only, and most times passengers are instructed to "face forward" to pack as many people as possible onto the bus. It is absurd to pay \$2.50 in bus fare to have such an uncomfortable commute. To make matters worse, the buses on these high volume routes are often dirty, with trash and spills. It is deplorable.	11/11/2014 12:33 PM
1086	I mostly want to use transit later at night - or on weekends. I walk to my office Monday through Friday.	11/11/2014 12:33 PM
1087	The evening schedule is never reliable, sometimes I wonder if I'll even get home if I miss the early evening bus. I've had to take uber home a couple of times because my regular bus never came (after the first evening bus, it just doesn't show up). Or sometimes they are too crowded in the evening and the bus driver won't let you on, which makes me late getting home. Also, people should not be allowed on the bus with garbage. I ride bus 1,14, 7 and I've seen people with bags of empty cans get on frequently, spilling nasty liquid all over the bus and taking up space. It's gross.	11/11/2014 12:30 PM
1088	For the 5 bus I very frequently have to wait through multiple buses to be able to catch one that will let me on	11/11/2014 12:29 PM
1089	We live in Magnolia and bus service for the 33 is soon to be changed. We currently have a 0.3 mile walk to the bus stop. When the route change it will be closer to 0.5 - 0.6 miles away. We used to have friends that would take the 33 to Discovery Park. When this service is changed, there will no longer be access to the north end of the park. we also used to take the 24 downtown, which was fine in the morning, but horrible in the afternoons if you are commuting after 5;30 p.m. There would often be a 45 minute wait for the bus, and then three buses come at the same time. We no longer take the bus downtown for work due to this inconvenience.	11/11/2014 12:15 PM
1090	I almost never travel within the Eastside by bus because frequency is not good nights or weekends. I sometimes avoid travel to Capitol Hill/First Hill or Ballard by bus because of extremely long travel times.	11/11/2014 12:01 PM
1091	The 10 has too many stops in one area. There are nearly 5 or 6 blocks of one stop per block along 15th where there should be 3 stops. I wouldn't mind walking a bit farther if the bus were more frequent or faster to my destination.	11/11/2014 11:58 AM
1092	I am 83 and retired. Have access to a car.	11/11/2014 11:53 AM

1093	Heavy student ridership around Seattle Central college	11/11/2014 11:50 AM
1094	The service times are not reliable. I have to transfer to get to another bus...and often, I am either late, just missed it and have to wait for the next one. Or the bus arrives but it is too full for me to get on making me wait for the next one.	11/11/2014 11:45 AM
1095	Service does not start early enough in the morning, and is spaced out too much (frequency). Transportation across the city can take a long time. If we are more than one person, a car is much easier.	11/11/2014 11:39 AM
1096	Transferring, except in ideal cases, can add anywhere from 15-30 minutes to a trip	11/11/2014 11:32 AM
1097	I wish the schedule was more reliable.	11/11/2014 11:30 AM
1098	WHY are they not clean and comfortable? WHY are buses too crowded? WHY does it take too long to get to my destination? transfers and frequency of service.	11/11/2014 11:26 AM
1099	The availability and sometimes it takes too long. I can walk there faster.	11/11/2014 11:22 AM
1100	Holidays like Veteran's Day - early bus was not running	11/11/2014 11:21 AM
1101	-	11/11/2014 11:21 AM
1102	If I am going downtown to work and am working late into the night, knowing when I do go home I'm going to have to wait an hour to catch what would be the last bus to where my car is parked. I'm gonna consider other options besides the bus which include driving alone.	11/11/2014 11:17 AM
1103	Unreliable connections make me feel really stupid when a trip doesn't connect and takes an extra half hour. I have a car, so the time and money calculus is almost always in favor of driving; I just don't want to add to city traffic and don't mind reading on the bus.	11/11/2014 10:55 AM
1104	To many people who don't have fare.	11/11/2014 10:55 AM
1105	The bus is often over crowded due to lack of service available.	11/11/2014 10:29 AM
1106	More often then not, busses will not show up or do not run past a certain time. I have been stranded on occasion because busses have stopped running.	11/11/2014 10:21 AM
1107	See question 5	11/11/2014 10:16 AM
1108	NA	11/11/2014 10:11 AM
1109	I am in grad school at Seattle U and take night classes that get out at 8:40pm. To get home, I usually walk to the convention center station or the University station and take the 255 bus to Kirkland, but I still have to wait at least 15 minutes for the next scheduled bus. It doesn't seem like there are very many options for students in night school.	11/11/2014 10:00 AM
1110	None of the Above. I do commute daily	11/11/2014 9:57 AM
1111	Particularly for service into and out of Ravenna, transfers are the order of the day. I have previously had terrible luck with transfers taking far too long, so I now avoid them. I suspect Ravenna has a much smaller per capita bus ridership, which explains the comparative dearth of service, but one of the chicken-egg problems is that people won't ride a bus if there's no bus to ride. Commute hours on any of the faster buses are usually crowded to the point that the bus has to skip past stops where people are waiting to board, which is completely unacceptable. I've been on E buses where I had to stand the whole time, and we spent half an hour transiting from 3rd to Aurora going north -- traffic isn't Metro's problem to solve, but packed standing-room-only bus service makes that pretty uncomfortable.	11/11/2014 9:49 AM
1112	Particularly during peak hours, buses can be overcrowded and people can't even get on the buses or long load times result in bunching--can we experiment with different seat/door configurations on our new buses more similar to ones I've seen in Vancouver BC or San Francisco with more room for standing vs. two seats on each side. I will more likely use an expensive taxi or other service to get to and from various destinations on the weekend.	11/11/2014 9:29 AM
1113	The wrap-around adds on buses that cover-up passenger windows really discourage me from riding, since I don't want to look at the world as if I had cataracts. I'm not against ads, just against ads hat block the windows through hard-to-see-through plastic. Also, many drivers turn off the lights in the entire front half of the bus, making the buses feel dangerous.	11/11/2014 9:15 AM
1114	I think the answers speak for themselves. We need better service on the whole and we need to stop bending to rich people who don't want buses in their area.	11/11/2014 9:06 AM

1115	The 25, which is the most convenient geographically for me, is usually 20+ minutes behind schedule in the evenings. Which sometimes helps since the last bus in the evening leaves downtown at 6PM. It also just runs once an hour, though it is usually standing room only in the mornings.	11/11/2014 8:48 AM
1116	Transfers are fine, but only if timed well. E-W connections are terrible. And infrequent routes with a need to transfer makes a trip take too long.	11/11/2014 8:43 AM
1117	or i'm dragging a bunch of stuff so have to drive.	11/11/2014 8:29 AM
1118	- Outbound buses that use Pike/Pine from Downtown to Capitol Hill often get stuck in congestion caused by Boren/Pike intersection. The worse WB Boren is the worse buses get backed up. - The 255 is very unreliable. This makes it hard to use the service. - Inbound PM buses that use the I-5 SB off-ramp can take over 10 minutes to get to the DSTT from the I-5 SB offramp at Stewart. - I'd like to see better bus connections with Link even if this means less service downtown. Better connections between Westlake Station/Capitol Hill station and the First Hill and SLU neighborhoods are needed. These are dense neighborhoods and fast/frequent/reliable connections to Link are necessary.	11/11/2014 8:24 AM
1119	When I am leaving work, I am lucky that I take the bus at the University Street station heading North. Depending on the time of day and the route, we often pass up Convention Place because we are too full. I feel bad for those commuters. Meanwhile, like four different 255s have passed them.	11/11/2014 8:10 AM
1120	During the week, the crowding makes the bus very difficult to use. On weekends, I think of using the bus to go downtown or to Seattle Center but then reject it because it takes so much longer to get there. And now, there is no weekend service from near my house.	11/11/2014 7:58 AM
1121	See comments above	11/11/2014 7:58 AM
1122	Seems that the 43 from UW Med Center to Capitol Hill is hung up in Montlake traffic and late. Peak traffic at 5:00 PM buses are stuffed full of people, many standing until we reach 19th and Thomas or 15th and Thomas.	11/11/2014 7:13 AM
1123	The bus tunnel is absurd in the evening. I can stand there and watch 41 after 41 go streaming by, but my 71/76 is rarely on time, and often, 10-20 minutes late. Then by the time it gets to the convention center it's so full that they can maybe fit a couple people on. A ride downtown in the morning on the 76 is about 20 minutes. In the evening the reverse commute is usually an hour. That's ridiculous.	11/10/2014 11:25 PM
1124	if it takes longer to get there by bus, I may opt to take a car2go or uber. if I have to transfer, it adds to travel time - especially if there is more than a 5 minute wait between buses.	11/10/2014 10:30 PM
1125	There is no direct bus between Capitol Hill and the VA. When the light rail in Capitol Hill is running, Will there be frequent direct buses between the Beacon Hill light rail station and the VA?	11/10/2014 9:10 PM
1126	The area around 3rd/4th and Pike/Pine is extremely unnerving, and I am a large, young male who can take care of himself. I wish Seattle PD would patrol the area more often, if not constantly.	11/10/2014 8:24 PM
1127	I prefer to only take one bus to my destination. On occasion I will take a route where I have to transfer, but more than likely I will drive my car instead of having to transfer	11/10/2014 8:18 PM
1128	Traffic is awful in South Lake Union	11/10/2014 8:17 PM
1129	I mostly use a commuter bus, and then surface buses around the U District and Greenwood. The 48 takes an exceptionally long time because it stops too frequently in some neighborhoods. The Ghost bus situation incredibly frustrating - when Onebusaway indicates a bus just passed your stop and it never actually came is one of the worst things to experience.	11/10/2014 8:14 PM
1130	Mt Baker Light Rail Station is scary at night. Hard to get to NE Seattle/Magnuson area from Capitol Hill area.	11/10/2014 7:30 PM
1131	Currently take the 312, which was cut due to Metro cuts. Stops at 95th and 85th on Lake City Way often now get passed by because buses are too full, plus number of times bus comes has decreased so longer waits when a bus goes by full. So my current option is not so great. I do eventually get into downtown, however my trip takes longer.	11/10/2014 7:20 PM
1132	Since buses are rarely on time, knowing that a transfer involved can really be the deciding factor for whether or not it seems worth it to me to make the trip to whatever the destination is, since I know that my already lengthy two-bus ride will be even longer due to delays with both of the buses involved.	11/10/2014 7:03 PM
1133	I have an invisible disability, but look like a healthy 20-something so it's hard to stand on a crowded bus. And super awkward to ask for a seat.	11/10/2014 6:55 PM
1134	The 2 takes almost as long as walking during rush hour	11/10/2014 6:15 PM

1135	Reliability is a huge concern for me. I bike often, because I know it will take me a certain amount of time (no worries about traffic). On the other hand, I never know how long a bus will take. Dedicated bus lanes with no chokepoints would be a huge improvement. Roosevelt Way NE needs a road diet for safety reasons. That's one place where a dedicated bus lane can go (it's also on Seattle's Transit Master Plan) in the near future. That could speed up service and improve reliability quite a bit, as an alternative to going through congested parts of The Ave or 15th Ave NE.	11/10/2014 6:08 PM
1136	Some stops like 3rd & Pike/Pine are really nasty after dark. Lots of drug deals and panhandlers make waiting there unpleasant and sometimes frightening.	11/10/2014 5:44 PM
1137	Sometimes at night if we go to a play or other event downtown we drive just because it's a little creepy to take transit at night and the times between buses is longer.	11/10/2014 5:33 PM
1138	Recently the biggest issue has been buses stuck in traffic. From talking with coworkers they figure that if they're going to get stuck in traffic anyway, they may as well just do so in their own cars instead of with a bunch of other people on the bus. We really need to get the buses out of traffic with a lot more 24/7 bus-only corridors throughout the city.	11/10/2014 5:29 PM
1139	Train departs too early for medical staff that work 12 hour shifts,	11/10/2014 5:11 PM
1140	laziness	11/10/2014 5:11 PM
1141	Some routes run infrequently or are limited to rush hour times	11/10/2014 5:05 PM
1142	Traffic messes everything up. Adds to time and unreliability. Transferring also does not seem good as the schedules may not be reliable or frequent enough.	11/10/2014 4:55 PM
1143	i often use busses to get home, and it is still an issue for seemingly low-income riders who can be unruly. I've seen this on the light rail as well. there is a definite drug problem in seattle's less fortunate.	11/10/2014 4:50 PM
1144	#2 bus is not frequent enough, especially on weekends. Link Light rail needs to run to and from the airport earlier and later. It is hard to catch the 6 am - 7 am flights with Link Light rail.	11/10/2014 4:31 PM
1145	If I worked downtown it would be easier and faster to get to work. Overcrowding is an issue, regularly, on routes 71x, 72x, 73x	11/10/2014 4:30 PM
1146	For example, I live in Cap Hill and work on Northlake Way. It takes me 45 minutes to get door to door. My bicycle takes 15 minutes.	11/10/2014 4:12 PM
1147	Buses don't run early enough to catch early flights at SEA-TAC airport and enough of them don't run late enough (or consistently enough) to take after midnight.	11/10/2014 4:06 PM
1148	My commute from NE Seattle to downtown Bellevue is only 20-25 minutes by car. My preference has always been to take the bus to decrease the number of vehicles on the road, but I have my limits. I used to be able to take one bus Metro 243 from NE Seattle to downtown Bellevue, and although it took longer than driving I was okay with it. The 243 bus was eliminated in the Metro service cuts in September, and I draw the line at having to take 2 separate buses for my short commute.	11/10/2014 4:05 PM
1149	I can't risk being late to work, and sometimes, especially if I have a transfer, I'd have to leave very early to make sure I get there on time, considering buses are often either early or late.	11/10/2014 4:05 PM
1150	I take the 41 and even though I get on at the University Street Station when trying to get to Northgate, at time the bus is so crowded that I cannot get on.	11/10/2014 4:04 PM
1151	I use the bus daily but some stops are pretty sketchy... 125th & Lake City Way is really bad all times of day.	11/10/2014 3:55 PM
1152	Most frustrating aspect of transit is the added time transferring takes.	11/10/2014 3:53 PM
1153	It seems that buses and ESPECIALLY light rail has too many stops, from international station out to the airport it takes 40mins on a good day or late at night. There should be more express trains to that area. Adding the UW/CH area is just going to add more time and not fix the issues.	11/10/2014 3:47 PM
1154	Buses are often late, and then frequently get stuck in traffic with single-occupant vehicles.	11/10/2014 3:27 PM
1155	Taking the bus can take four or more times longer than driving or getting an Uber. And that's IF it shows up. Many lines are reliable. The 8 is NOT reliable.	11/10/2014 3:21 PM
1156	Using a taxi or carpooling when needing to be transported at a late hour or when visiting a neighborhood or regional city that is not easily accessible from my home via bus.	11/10/2014 3:00 PM
1157	See prior comment	11/10/2014 2:59 PM

1158	Sometimes I like to come to work before first 41 leaves Northgate P&R and other routes don't come frequently enough.	11/10/2014 2:57 PM
1159	The only time I don't take the bus/train is when it is too late at night and doesn't feel safe to anymore. Then I turn to Lyft.	11/10/2014 2:55 PM
1160	Many people use bus to shelter and are mentally unstable	11/10/2014 2:54 PM
1161	I generally dislike riding the bus because it's difficult to predict when I will get to a destination, and it generally takes about 1/2 hour longer than it could if I had only taken my bike.	11/10/2014 2:49 PM
1162	Some buses do not go directly to my destination and transferring can take more time to travel. There are no services available on weekends.	11/10/2014 2:47 PM
1163	I an nervous to take public transit after 9 pm. I have safety concerns particularly on the E line.	11/10/2014 2:40 PM
1164	The 8 bus is reliably late, enough so that a group of people at my bus stop have started carpooling in Uber down the same road as the 8 bus route. Because it is consistently late, more people end up trying to squeeze on the buses. I have occasionally been denied service or asked to get off the bus because of overcrowding.	11/10/2014 2:40 PM
1165	76 route in the evening to Wedgewood is often late	11/10/2014 2:29 PM
1166	I am from a city where there was only public transportation. buses and trains came frequently and often. In order to count Seattle a big city, public transportation needs to be improved a great deal. Frequency and at all hours.	11/10/2014 2:21 PM
1167	The drivers drive safely, but I sometimes feel unsafe due to other riders on board. And the last bus I rode smelled strongly of marijuana (I'm pretty sure someone was toking up in the way back). It's bad enough having to smell drunks and folks who haven't bathed in a long time on board, or having to inhale smoke at bus stops, but I draw the line at having to inhale someone else's secondhand smoke on board. I got off, and haven't been on a bus since. I'd rather deal with the expense of driving and parking than have to face that.	11/10/2014 2:18 PM
1168	I'm NOT happy when us regular riders get bumped off by sports fans!	11/10/2014 2:07 PM
1169	Now that the rain has started, I can count on the buses to be anywhere from 5-20 minutes late. Haven't ever had a bus on time on a rainy day. Buses are usually overcrowded and the heating is turned on uncomfortably high.	11/10/2014 2:07 PM
1170	The first train from Westlake to SeaTac departs after 5 am. This is not convenient for early morning (6:00 - 6:30 am) flights.	11/10/2014 2:06 PM
1171	See above	11/10/2014 2:05 PM
1172	some parts of the city are devoid of bus service either on weekends or late at night (especially on Sundays)	11/10/2014 2:04 PM
1173	Sometimes I get off work in Downtown Seattle so late in the evening/night that the buses are on a one per hour basis. I do not feel safe being in the tunnel or on the streets at a bus stop that late, alone and waiting for that length of time to get safely on a bus.	11/10/2014 2:03 PM
1174	Obvious	11/10/2014 2:02 PM
1175	More frequent service would solve many of the other problems. It doesn't matter so much if you have to transfer or if you don't know when the next bus is supposed to come IF the buses come every 5-10 minutes anyway.	11/10/2014 2:01 PM
1176	Well I want to go places on weekends but there's no uh bus from Redmond to Seattle really on weekends.	11/10/2014 1:55 PM
1177	Also the cost is high	11/10/2014 1:54 PM
1178	Services generally work well but it has seemed in the past couple of years the 49 has become less frequent and less reliable. Also, as the number of cars in South Lake Union and Denny make these roads into parking lots, it becomes less helpful to get on a bus that is also stuck in traffic! Looking forward to more light rail options and a street car with its own lane and traffic lights so I have a reason not to be sitting in my own car	11/10/2014 1:42 PM
1179	The 545 frequently has damaged seats (near the front of the bus) which hurts when the length of the journey is 35-40 minutes or more. The stations near Pioneer Square do not feel safe at night (after dark). If buses could be made more frequent during rush hours and reduced during non-peak hours, that would help a lot!	11/10/2014 1:41 PM
1180	I generally spend 2-3 times as much time taking transit as I would if I drove.	11/10/2014 1:40 PM
1181	The 590 makes only 1 stop until it arrives at 2nd and Seneca. Other busses make stops all along 2nd - the 590 should too to make it more accessible. Some of the bus stops are not safe for a single woman at night.	11/10/2014 1:39 PM

1182	Often times the bus takes way too long. Especially if it's late and then I miss a transfer. I do ride the bus almost everyday, but sometimes I choose to drive because I know the bus will take too long.	11/10/2014 1:31 PM
1183	Certain routes just don't run as often as I would need them to be an efficient method of transportation to-and-from my destinations.	11/10/2014 1:26 PM
1184	Not enough direct/express buses	11/10/2014 1:24 PM
1185	It takes me just as long to bike home from work than to take the bus. This is mostly due to transfer times and infrequent service. Also, the bus riding experience can be unpleasant because buses make jerking motions when going uphill or stopping that induces nausea.	11/10/2014 1:21 PM
1186	A combination of infrequent buses and unreliable time schedules, make it very difficult to plan trips for high priority events (work, church) using transit. Except for the light rail, which is always timely.	11/10/2014 1:19 PM
1187	It just takes a long time. Transit should ease traffic problems, but the bus can only do so much.	11/10/2014 1:18 PM
1188	If I know I'm working late I have to drive. Otherwise it can take a very long time to get home.	11/10/2014 1:15 PM
1189	Unless there is a bus available right away, it is often faster to bike between the U district and downtown than to take a bus (not usually true at peak times).	11/10/2014 1:13 PM
1190	I can't think of any bus I take regularly that has lower than 15-minute headways. That's simply not frequent service. The bare minimum for frequent service is 10-minute headways, and 5 minutes is better. The difference between riding a frequent-service bus and an infrequent bus isn't quantitative; it's qualitative. Riders think about the two service levels differently: one is a pain to ride, the other is literally a no-brainer.	11/10/2014 1:10 PM
1191	Better frequency for buses would be great. Finish the First Hill Streetcar already! Build more light rail; we should be ashamed how far behind we are from where we ought to be. One annoying this is, for example at Pike & 4th, the buses seem to depart at the same time. So a 43 and 49 will depart a minute or so apart. I can take both, so spacing out the departures would seem to be a no-brainer to increase frequency for many riders.	11/10/2014 1:07 PM
1192	To get from Capitol Hill to Ballard, for example, is a heroic journey by bus. It requires at least one transfer; the buses are slow and get stuck in traffic. As the crow flies it's not far, but to actually get there is an ordeal. Driving is a little better but the traffic is still very bad. If I had a dinner date in Ballard I would have to allow at least two hours to get there by bus - that's ridiculous. By car it would be 30-45 minutes depending on traffic.	11/10/2014 1:06 PM
1193	It's a long haul from Capitol Hill to GRCC in Auburn. If I have evening/night classes then my margin of error for missing a connection home is VERY tight.	11/10/2014 1:06 PM
1194	Having a Sunday schedule is a joke. I feel like a second class citizen when I have things to do on Sunday and realize "oh, it's Sunday, I can't do anything because the bus stops too early and doesn't run often enough."	11/10/2014 1:02 PM
1195	I wish I could take the Link lightrail to my early A.M. flights- the train does not run early enough. Would also be nice if it ran late on weekends for bar patrons and employees	11/10/2014 12:59 PM
1196	If I have to transfer and the bus/train schedule isn't reliable, then it takes too long to get to my destination. Also, there are a lot of great north-south routes, but the east-west routes (Capitol Hill to Queen Anne, Ballard, Fremont, West Seattle, etc.) are lacking.	11/10/2014 12:55 PM
1197	Sometimes busses get caught in traffic. Light rail will eliminate this problem.	11/10/2014 12:55 PM
1198	Not enough busses heading to Northgate on any given night between 6 and 7, or more accurately, their too crowded to allow additional people by the time they get to Convention Place Station. I would be happy to take the 49 to the U District and transfer to the 73 if I thought I wouldn't have to wait on the Ave for up to 45 minutes or more for the next 73 to roll around. Usually it is a long time between buses.	11/10/2014 12:55 PM
1199	Routes 72 and 73 go through the U-District, and that takes very long. Busses tend to run late in the morning and after 5:00 pm.	11/10/2014 12:52 PM
1200	Sometimes it does take a bit longer to get to my destination over driving but really my primary reason for skipping public transportation is that my personal schedule is too random. I use my car because it offers me the best scheduling flexibility. I also load a lot of boxes.	11/10/2014 12:49 PM
1201	I do use transit during the week, but usually not on weekends. Even when I do use transit to get into town on the weekend, I still have to drive part of the way because it's too complicated and expensive to go the whole distance via transit.	11/10/2014 12:48 PM
1202	If my bus commute is over an hour (including transfer time) then I'll 90% of the time just take a taxi instead. I don't feel safe at the stops along Third Avenue downtown. There needs to be extra security at those stops downtown.	11/10/2014 12:46 PM

1203	Unsavory people and bad behavior on buses are a deterrent to riders.	11/10/2014 12:43 PM
1204	Because you guys don't have enough funding.	11/10/2014 12:37 PM
1205	I work odd hours, and it is not unusual for me to have to wait over an hour for the bus. Safety is a concern when it is very late/early and dark, and I'm generally alone.	11/10/2014 12:29 PM
1206	I often have to wait and let 2-3 buses pass before I can actually get on an Everett bus to get to downtown Seattle due to overcrowding. Parking at the South Everett Freeway station needs to be improved to allow more commuters to leave their vehicle. I often have to be dropped off as parking lot is full by 6:15 am.	11/10/2014 12:29 PM
1207	I absolutely refuse to ride the #3 and #4 buses anymore. I lived on 17th and Jefferson for a year. Riding that bus was enough for a lifetime. I was called "faggot" more times than I can remember, was threatened, etc and no one ever did anything. So not safe feeling. Otherwise, buses have been good for me, though I have witnessed people passing 5ths around he bus, masturbating, flossing and nail trimming, it hasn't been that bad.	11/10/2014 12:27 PM
1208	Route 7/49 is too slow for me to ride it regularly. Route 9 is not available on weekends. Express buses from the Eastside can get really crowded by the time they get to my stop at Rainier Avenue Freeway Station.	11/10/2014 12:19 PM
1209	I live in Renton Highlands, so there's only one bus (the 105) that can get me anywhere (i.e. to Renton Transit Center), but it's a long walk to the nearest bus stop from my house. Most of the time I drive to a park-and-ride and catch a bus there.	11/10/2014 12:19 PM
1210	I am a resident at UWMC and HMC and often times have to be at work by 6 am and leave after 7 pm. At these times, there is no direct service from my house (the first 373 gets to 15th/125th at 6:27 AM and the last 373 from UWMC leaves at 6:30 pm). The 373 is a 25 minute trip. If I'm working early morning or late night, I have to make a connection downtown or at northgate, making it a 50-60 minute trip. Before 6 am or after 7 pm, it is a 12-15 minute trip by car.	11/10/2014 12:17 PM
1211	Route 2 works fine for me.	11/10/2014 12:16 PM
1212	Some buses are very crowded during peak hours. It is uncomfortable to wait for buses at some of the downtown bus stops (particularly those on 3rd Avenue between Pike and Pine). For routes serving Capitol Hill from Downtown Seattle. There should be an additional bus stop between 4th and Pike and the Convention Center.	11/10/2014 12:14 PM
1213	I absolutely do NOT mind transfers. I would love it if there was a connector bus that just made laps around my neighborhood, getting people to and from the light rail.	11/10/2014 12:14 PM
1214	See comments regarding #30 above. Also, a little effort on some of the stations could go a long way. At Westlake Center you can pretty much be assured that at least one escalator or elevator will always be broken. This situation hit its high (or low) point recently when both elevators at the 3rd Avenue end of Westlake Station were out of service, and each had a sign telling people to use the other one. Also, more security is needed at the entrance of the Westlake Station. There are security personnel down in the tunnel itself, but more is needed at the entrance to deal with people sleeping in the entrances or panhandling. This is probably the top reason that will cause me to find different routes or discontinue using Metro.	11/10/2014 12:12 PM
1215	When on Public transportation I have encountered people who appear/act mentally ill or who are intimidating.	11/10/2014 12:12 PM
1216	There are no direct routes from Capitol Hill to anywhere but downtown.	11/10/2014 12:00 PM
1217	Frequent delays, even when using One Bus Away to gauge bus time. Early bus arrivals leave early so hard to follow any schedule.	11/10/2014 12:00 PM
1218	The 71-74 busses are always packed.	11/10/2014 12:00 PM
1219	Occasionally, I like to come into work very early in the morning to catch up on some things before the rest of the office gets in. The routes I have historically taken don't run early enough. Living in Beacon Hill, I don't take transit anywhere north of Downtown. I drive to those destinations because the trip takes too long. I also typically drive to Capitol Hill because the 60 doesn't get me far enough east. Luckily, these destinations are really only for leisure, shopping, etc., so I can go on nights and weekends. I also wish the shorter headways on the 50 continued up until 10AM.	11/10/2014 11:55 AM
1220	It's just quicker to go by car, meaning I don't have to get up as early.	11/10/2014 11:55 AM
1221	In addition to the above checked items, the service isn't frequent enough, I have to transfer, service isn't offered early enough or late enough, and the buses have historically been too crowded (back in 1987, I had to travel up from Auburn to Seattle to work. I was pregnant at the time, and there was not only not enough seats, but there was hardly any standing room.) These conditions have not improved since that time.	11/10/2014 11:53 AM

1222	Insufficient parking at link stations means a one-mile walk each way from my house to the station. Train is frequently standing-room only, makes exiting / boarding train difficult. TOO MANY PEOPLE WITH LUGGAGE on the light rail - need to provide storage places so they don't block the aisles. Do like the sound transit buses, put luggage racks over seats. Door-to-door trip on public transit takes me one full hour; driving takes me 30 minutes; not much incentive to take the train. Light rail is extremely slow through the bus tunnel, as the train has to wait for buses. Wheelchair ramps on buses cause much delays, as does confusion from tourists / infrequent travelers who can't figure out why both buses and trains run in the tunnel. Ditch cash, go to ticket / card only boarding, with turnstiles in tunnel stations, like all other major cities with good public transit. Hugely insufficient number of trains during football and baseball games.	11/10/2014 11:53 AM
1223	I live in the city specifically because I don't want to spend an hour each day commuting. It takes an hour total (thirty minutes each way) for me to take the bus to work from home and back again in the evening.	11/10/2014 11:53 AM
1224	park & ride is full 30 minutes before I need to park to catch my bus - too cold to arrive early and sit in the car	11/10/2014 11:51 AM
1225	I have been unable to use bus/lightrail for the airport when the flight is too early. If I had limited mobility, the light rail would not be possible to use, as it lets you off so much farther away from the terminal than the express buses used to. East/West connections are inefficient (see earlier comments above). Connections to Ballard or Crown Hill from Pinehurst/Lake City involve multiple transfers or going miles out of the way When I worked in White Center, the schedule made taking the bus impractical (a 6 hour a day commute when considered round trip)	11/10/2014 11:48 AM
1226	The 15X is packed on the 7:15 AM run. Transferring may be hit or miss with the 3 or 4 depending on traffic.	11/10/2014 11:48 AM
1227	My transfers are long and I have to wait for upwards of half an hour to get to and from where I'm going, depending on the bus schedule, whether they're late, on time or even early. It's fairly unreliable.	11/10/2014 11:47 AM
1228	One big problem is the lack of crosswalks along Greenwood between 130th and 137th. I have to get off a stop early unless I want to walk across 4 lanes of fast traffic. Transferring downtown takes a lot of extra time. The #5 "express" bus doesn't go far enough north. Why not have the express serve the points further north and the non-express serve closer in????	11/10/2014 11:47 AM
1229	transportation during rush hour is usually very reliable, but terribly crowded. the last few weeks, we've been yelled at to stuff everyone in. While that's laudable, its difficult for many passengers, e=specially older ones, who have difficulty standing facing forward because there's not enough to brace themselves. transportaiton on weekends or at other times is just not available for some busses and for others its too unreliable.	11/10/2014 11:38 AM
1230	the bus stop @ pike & boren is a major drug stop	11/10/2014 11:38 AM
1231	Too slow!	11/10/2014 11:38 AM
1232	Going out at night can be difficult on the bus. Later running busses to/from areas with bars/nightlife would be great.	11/10/2014 11:36 AM
1233	There are just too many people trying to get around. This is especially true for routes serving downtown. And people are just generally messy.	11/10/2014 11:31 AM
1234	It would take me 1.5 hours to get from Issaquah to South Lake Union (I live in North Bend). I want a direct route from Issaquah.	11/10/2014 11:28 AM
1235	I have a lot of family obligations, so if I have to walk farther, or alter my work schedule because buses don't run early enough in the morning, then I'm going to drive so that I don't run the risk of being late for an appointment. Inevitably, whenever I try to use the bus to string together work and other obligations, the bus is late or never shows up (I make a point of arriving at the stop early). It is difficult to respond to family emergencies by bus.	11/10/2014 11:26 AM
1236	The fast buses to Roosevelt (316/76) run on very limited hours. The other buses to the Roosevelt neighborhood take too long going through the U district	11/10/2014 11:25 AM
1237	I picked the 3 above by default. All my stops are very close to/from my destinations, and i don't use it on weekends so those difficulties are not prevalent in my own schedule.	11/10/2014 11:24 AM
1238	On my primary route (the 77), service is very unreliable mornings and evening, with frequent late or missed service, and when that happens, full buses, often leading to more missed service.	11/10/2014 11:23 AM
1239	One major problem is crossing over Mercer street on the #3 & 4 buses. The traffic blocks the lanes and the bus can't get to the bus stop or it takes a lot of time to get over Mercer street.	11/10/2014 11:21 AM
1240	Particularly in the evening, as everyone leaves the downtown core, sometimes a single bus isn't enough for everyone waiting. Often times, the traffic is so bad that several buses of the same number bunch up. The 12 is notoriously bad in this regard, making bus travel not a better alternative to driving.	11/10/2014 11:19 AM

1241	<p>Bus Schedules Not Reliable: The 8 bus from my house into work never comes when it says it's going to come. If it's going to be 15 minutes late every time then the schedule should just be updated to reflect the accurate times. Also, on a side note...somebody should tell the 8 bus drivers that they drive like bats out of hell and its the only bus where I feel like I consistently need to hang on to the hand rails while it's moving. Maybe it's because they are always behind schedule so they drive 10 miles over the speed limit constantly trying to catch up. Unsafe: There are always homeless, sketchy guys both on my bus and at the stops on either end of my commute. Don't even get me started on the stops on 3rd avenue or in the tunnel. Takes too long: From Madison Valley/Central District the routes are limited and its nearly impossible to take a bus to Fremont/Ballard/Greenlake area conveniently.</p>	11/10/2014 11:17 AM
1242	<p>The statements I checked are true, but do not prevent me from using Metro.</p>	11/10/2014 11:12 AM
1243	<p>Sometimes I hear rude comments or vulgar language directed toward me. I have also seen other bus riders using drugs/alcohol on the bus and it made me uncomfortable.</p>	11/10/2014 11:10 AM
1244	<p>Frequency, frequency, frequency. People hate transfers only because frequency sucks. Nobody hates transferring to the Link, for instance.</p>	11/10/2014 11:09 AM
1245	<p>The 8 is the worst. Always gets stuck in traffic at Denny and makes a totally stupid detour on Yesler/Jackson. I would take the 8 way more if not for that dumb 2-block detour.</p>	11/10/2014 11:08 AM
1246	<p>Quite often, the buses are running late or early and it is hard to tell when it will actually show up. Of course I understand this, but sometimes if I'm running late I stress about missing my bus. Taking the bus downtown can be uncomfortable with so many people riding on it, angry bus drivers and drunk homeless people. I ride the bus every day to and from work and sometimes it is hard to even find a spot to stand. I know it is hard to do much about the homeless population, however there have been times when I've seen a drunk man pee his pants on the bus or a woman vomit on the bus. Very uncomfortable in such a tight space. I don't particularly run into the "service isn't offered early enough/late enough" option, but my friend does. She works at Nordstrom downtown and has to bus in at 4am at least once a week, but the option is not available for her.</p>	11/10/2014 11:07 AM
1247	<p>The downtown bus stop by my home has very limited hours so I drive to the Northgate P&R. I can only park in the lot on Fridays, it is too full M-TH. I usually end up parking somewhat illegally on the 3rd floor of the parking ramp past the "no commuter parking beyond here" sign because the ramp is full, the parking lot is full, the overflow lot is full...you get the picture. Then I walk east out of the parking garage to a bus stop before the transit center so that I can almost guarantee I'll be able to squeeze on to the next 41.</p>	11/10/2014 11:06 AM
1248	<p>BECAUSE YOU CANCELED ROUTE 47. 800 people used that daily. It only did a circuit from Bellevue Avenue to downtown. That is a lot of people in a few blocks. It was used to get downtown and back during primary commuter hours. METRO could have saved it as a COMMUTER ROUTE 5 am to 10 am and then 3 pm to 10 pm but NO, had to cancel it. YOU WILL ALL BE VOTED AGAINST NEXT ELECTION.</p>	11/10/2014 11:05 AM
1249	<p>I have had to turn down plans to places that take too long to get to from my home (Fremont, Georgetown). Sometimes if I am out at night I find that the bus home has stopped running, which is really frustrating! It also worries me that other people might get stranded if they can't afford a cab/Uber or even worse drive drunk after a night out b/c there aren't bus options for them after a certain hour. Even if late night buses have low ridership, they should still be available as a safety measure! I've also had to take expensive shuttles to the airport before because I had to leave before the buses began running.</p>	11/10/2014 11:04 AM
1250	<p>Scheduling is very inconsistent, often because of street traffic</p>	11/10/2014 11:04 AM
1251	<p>First, while some schedules are incredible reliable, others, like the 255 are often late for no discernible reason. I use the bus to commute and for a person living near the beginning of the route (in Totem Lake), it's mind boggling that the bus can be 15 or 20 minutes late at least once a week. The bus is frequently (three times a week) ten minutes late. Also, for some reason there have been a number of drivers who have difficulty merging with traffic, and take an inordinate amount of time doing so. I recognize that driving an articulating bus is not easy, but I expect my driver to know how to do it. Second, for a city that has a clear demand for night life on Capitol Hill and in downtown Seattle, it's strange that bus service on many routes shuts down at midnight/11:30PM. You would expect there would at least be a skeleton route that left when the bars closed at 2 AM. It prevents me from staying out later than I would like to. Finally, it takes a long time to get where you need to go. This is partly because of natural features like our lakes that make traversing them difficult, but there are several things that can be done in the mean time. In suburban areas, stops are well spread out, but in densely populated areas, there are places where stops are two or three blocks from one another and are redundant. It slows the route down when stops are so close together that the vast majority of people can walk the distance to the next several stops. Redundant stops should be eliminated. Next, there are a number of regions that are either indirectly connected by bus, or not connected at all. Capitol Hill and the East Side are, at best, connected by two or more buses, and it is not convenient to go there by transit. This is strange, especially because Capitol Hill is bounded in the north by the 520 bridge and decently close to I-90 in the south (by way of First Hill).</p>	11/10/2014 11:03 AM

1252	Primary issue for me is transfers. Even a single transfer is enough to make me drive if the distance is too far to conveniently walk (<2 miles). In general, I've found it to be faster to bus+walk or just drive than to attempt a transfer,	11/10/2014 11:02 AM
1253	The 11 runs about half as often as the 8. If I miss my bus, I have to wait longer for the next one and miss my transfer downtown. Also, if I want to go into Capitol Hill proper, I can't stay out very late or I'll end up having to walk home.	11/10/2014 11:01 AM
1254	There are simply too many stops. There is no need for a stop every 2 blocks.	11/10/2014 11:01 AM
1255	Frequently the bus is too crowded and we reject people at the upcoming stops. Sometimes it takes up to an hour just to get from my stop on 3rd and bell to the Pink Elephant (Denny), which is only a few blocks. Some riders just go farther north to get on so they're not waiting on the bus all that time, but by the time we get there the bus is full and they have to wait for the next one anyway. I have also been harassed on the bus repeatedly by the same person (and seen other women deal with this also) and no one does anything, and the bus driver does not ask them to leave. Then you have to get off before your stop just to avoid it, adding even more time to your trip. I think there should be a clear phone number on every bus on the bulletin boards for who to call if you're being harassed. Or a place where you can text a picture of that person? In case they get off to avoid talking to anyone	11/10/2014 10:57 AM
1256	I get anxious when the bus is too crowded or when it takes too long.	11/10/2014 10:56 AM
1257	Roughly 1.5 hrs for a trip that takes 18 minutes in a car.	11/10/2014 10:55 AM
1258	It's all about convenience. I travel to multiple destinations in a day, so with a car I know I can get where I need to go. I'd love to have more efficient and convenient mass transit, I would happily use it.	11/10/2014 10:54 AM
1259	Traveling between 28th & Madison and Pioneer Square, a transfer is required downtown, adding significantly to the trip time.	11/10/2014 10:50 AM
1260	Self employed, need to quickly move from one neighborhood to the next one.	11/10/2014 10:49 AM
1261	I'm primarily concerned with the fact that many of my routes have been way too busy and increasingly uncomfortable as of late. I wouldn't mind that it takes so long to get where I need to go if I knew I could catch the first bus I wait for while commuting in the mornings.	11/10/2014 10:47 AM
1262	I moved near Mt. Baker Link Station because of it could take me to the airport easily. But since there were several robbery (with and without gun) incidents, now I don't feel safe walking home from the Link station anymore.	11/10/2014 10:46 AM
1263	See comments above.	11/10/2014 10:44 AM
1264	See above. More Sunday services are needed. Also direct routes between Northgate and Eastside.	11/10/2014 10:43 AM
1265	My primary routes are the 16 and the 26, which are notorious for overcrowding and delays.	11/10/2014 10:42 AM
1266	If I take the bus to or from work, I generally take the 8. However, it is extremely crowded, the schedule is not even close to being accurate, and I can walk up Denny faster than the bus during rush hour. I'm usually lucky enough to getting a spot standing, but the majority of the time, the bus has to skip stops after mine because there is no room to pick anyone else up.	11/10/2014 10:42 AM
1267	With the reduction in the number of buses that are on my route (312), I have to drive to a location further up the route so that I don't have to stand.	11/10/2014 10:39 AM
1268	I have to transfer 1-2 times which adds a lot of travel time - plus a 10-15 minute walk just to get to a bus stop.	11/10/2014 10:37 AM
1269	I hate transferring because the schedules NEVER line up the way they should. The schedules are pretty unreliable; I use the OneBusAway app, and it often is just dead wrong. Transferring feels mentally like it extends the journey by a lot, even if the schedules worked perfectly, because you can just never rely on making the transfer easily. The end result is that it often takes too long.	11/10/2014 10:35 AM
1270	I have found myself waiting for buses for over an hour, and with transfer times, It has taken up to four hours to get from Capitol Hill to residence in Bellevue (just off of 8th street which is a main vein).	11/10/2014 10:35 AM
1271	Park and Rides fill up quickly. If I can't find a spot I can't take the bus. Traffic is consistently delaying buses and making it take much longer to get to work.	11/10/2014 10:35 AM
1272	It would be nice if the transfer ticket lasted longer.	11/10/2014 10:33 AM

1273	1) The quickest bus route still leaves me with a mile to walk to work. 2) Buses are often late - especially when coming home. Of course, you can't count on it, because sometimes they're early and then you're SOL. 3) I had to change my work schedule because I couldn't get on the buses leaving around 5:20pm. It would take me about 2 hours just to get home.	11/10/2014 10:31 AM
1274	Evening service is so infrequent.	11/10/2014 10:31 AM
1275	Because the county is ripping a basic social service out of the public's hands instead of imposing an income tax on wealthy companies and wealthy individuals.	11/10/2014 10:29 AM
1276	While bus travel times are often not too much slower than driving (I guess that depends on the bus), waiting for the bus adds unavoidable time to a trip. When you throw in a transfer, the total trip takes too long to be practical. If there were buses running every 5 min or so, this would be less of a concern, but as that's not the case, I'm pretty much limited to routes with direct connections.	11/10/2014 10:27 AM
1277	I will not recommend light rail to the airport to certain people at certain times due to past covered-by-media incidents. The Westlake bus tunnel seems to be without security, and the entrances are a convenient place for loitering. Stops without benches or cover/shade can be a bummer - particularly at Broadway and Pike heading south. When traveling with kids or pregnant wife, standing in heat or rain for 12 minutes is rough.	11/10/2014 10:27 AM
1278	If buses had priority lanes that allowed them to pass through stalled traffic in areas like Mercer St/South Lake Union, they would be a more favored option.	11/10/2014 10:25 AM
1279	getting out of seattle after work (around 5 pm) the buses are consistently late. Sometimes 20 plus minutes.	11/10/2014 10:21 AM
1280	Collecting fares on the bus takes needless time. Do Orca only, but tap outside the bus. If someone doesn't pay their fare, who cares? I would rather get home 20 minutes earlier and pay \$8 more a year in taxes, than wait for the crazy lady to fumble with her coin purse to get the 20 cents. At every stop.	11/10/2014 10:20 AM
1281	Buses have become increasingly crowded and less reliable. I suppose it has to do with recent Metro service cuts.	11/10/2014 10:18 AM
1282	Intimidation. The more people packed into the bus the more I feel like I had better know what I'm doing or else I'm disrupting a very delicate machine.	11/10/2014 10:17 AM
1283	The buses aren't frequent enough and the schedules aren't reliable therefore making the number of people waiting for the bus increases thus creating a very packed bus that can get very hot and uncomfortable. Depending on where you get on, there may not even be enough room for you so you'll have to wait for the next bus. Or the next, next bus. On a few occasions, it has been faster to walk to the destination than wait for a bus.	11/10/2014 10:12 AM
1284	Canceled route (47) was the closest route to home from Downtown . Now taking 43/49 from Downtown to Capitol Hill. Sometimes skip taking the (8) from Queen Ann to Capitol Hill due to overcrowding.	11/10/2014 10:12 AM
1285	When it takes 45 minutes to get 5 miles I could go in 12 minutes via car and 20 minutes via bike, why would I bus?	11/10/2014 10:11 AM
1286	None of the above. I currently use Public transportation as it is my only transportation option other than walking.	11/10/2014 10:09 AM
1287	Again, 30's schedule has been severely cut. 74 is an express and only runs limited hours. So I can't stay for a movie because I won't walk at night in the U-district, it is much too sketchy.	11/10/2014 10:09 AM
1288	In order checked above: Getting from neighborhood to neighborhood outside of downtown, when the areas don't border one another, takes way too long. Getting from Fremont to Capitol Hill or First Hill is too inconvenient. I would use the new Link stops in U-District and Capitol Hill more frequently if they were closer to my home or a direct line from my home neighborhood to the nearest Link stop. Buses during commuting times are often packed tight. The 5, 16 and 26 in the mornings often have to skip stops because they can't fit any more people.	11/10/2014 10:08 AM
1289	I live in Wedgwood and getting downtown is challenging since the 76 has limited hours and the 71 takes too long since it goes through the University District.	11/10/2014 10:07 AM
1290	Especially with the recent cuts, bus schedules seem to be becoming more erratic. This causes busses to become more crowded when the bus does get to my stop. More frequent busses would be helpful, but I think that the real issue is timing. I recognize that this is a difficult problem to solve, but I think that if busses could be on time (+- 2 minutes), I think that would solve several other issues. (crowding, frequency issues, etc.)	11/10/2014 10:07 AM
1291	Sunday service can be too difficult to use for routes that are only running every 30 minutes. I choose not to use transit many Sundays for activities outside of my neighborhood. Buses to the University District and beyond from Lower Queen Anne take so long, I tend to never go up there. Traffic on Denny Way from Lower Queen Anne to the Denny triangle area is terrible, and make the 8 route to Capitol Hill extremely slow and sometimes unreliable.	11/10/2014 10:06 AM

1292	Buses get way too full now. It's incredibly uncomfortable and can feel unsafe for women in crowded areas. Stations don't feel safe - when it's dark, not well lit, and in an unsafe area, particularly for youth or women. I've been in a bus that got stuck in traffic, came late, and I arrived at my destination 30 minutes late. That is just unacceptable.	11/10/2014 10:02 AM
1293	with traffic as bad as it is i fear transfers, the second bus is always on time. This is a bigger deal for me if I want to go to the east side, I really with Metro would not jsut use Seattle as teh core, but also look at making Bellevue, Renton, Redmond (Have lived in all of them). Just as much of a core as seattle when it comes to busses. If I stay in Renton with my partner, I would have to drive to Kennydale, park in the neighborhood and catch a bus on the side of the freeway to get to the UW. If there was a fast (other than 240 which goes forever) bus that went Renton - Bellevue, then I could transfer to a bus going to the U-District. Seattle has major bus routes .5 miles apart from each other running north to south. The eastside doesn't. I realize the lay out is different but the traffic cannot be ignored.	11/10/2014 10:01 AM
1294	i'll walk/bike/drive myself if it's a weekend trip or a quick trip	11/10/2014 10:01 AM
1295	I would love to be able to bus to/from Capitol Hill easily but I don't always feel safe standing at a bus stop alone and taking multiple transfers just to get to another Seattle Neighborhood decreases the likelihood I will use public transportation. More likely to use direct service like Uber than bus from Captiol Hill to Ballard.	11/10/2014 10:00 AM
1296	I can ride my bike from Ravenna to downtown faster than the bus... I ride the same route as the 66 and pass it.	11/10/2014 9:59 AM
1297	Service unreliable/infrequent at night.	11/10/2014 9:55 AM
1298	Routes were cut so half the buses are so crowded I can't get on to go home.	11/10/2014 9:55 AM
1299	I have to park near the Alaska Junction to take the bus. Due to construction projects in the neighborhood there is limited parking.	11/10/2014 9:41 AM
1300	Generally these things are not a big issue, but on occasion buses don't run, or don't run late enough on weekends to make taking them an option. Also some stations/stops simply aren't safe.	11/10/2014 9:40 AM
1301	Metro buses are dated, can get easily crowded, and generally uncomfortable compared to ST buses and Link light rail.	11/10/2014 9:32 AM
1302	The 25 takes longer from Laurelhurst to UW than it takes the 71, 72, 73 to get from UW to downtown. Not very efficient or convenient. Also, the 25 is not very frequent.	11/10/2014 9:30 AM
1303	also the number 4 or 3 bus is scary with many homeless people on it.	11/10/2014 9:26 AM
1304	I can drive to work in 20 minutes but riding the bus would take nearly 50 minutes.	11/10/2014 9:26 AM
1305	if i have to transfer i usually just wont go....since i travel to these farther destinations in the evening or on the weekend (when i have time) the buses are not running enough...therefore i have to wait 30 minutes for a transfer...transfers on the weekend and evenings just take too long.	11/10/2014 9:24 AM
1306	There are not any obstacles! I use public transportation over driving my vehicle.	11/10/2014 9:19 AM
1307	Routes are bogged down by traffic. Consider transit only corridors such as no cars on Pine from 3 -6.	11/10/2014 9:14 AM
1308	The times that I've taken the bus are few and far between because I find that it takes a ridiculous amount of time to get to destination. I am better off driving or biking everywhere.	11/10/2014 9:08 AM
1309	Lack of dedicated transit lanes, and reliance on buses, means that transit is stuck in the same mess as general traffic. This means, in the peak hours, service is unreliable and frequently delayed by a significant percentage of the overal trip time. For example, it can often take nearly an hour to travel from 5th and jackson, to my residence in Fremont/Wallingford. This is so close to the time it takes me to walk the equivalent difference as to be laughable. Additionally, limited service outside of peak hours means transit's utility is vastly decreased for trips that begin earlier in the day, but end after frequent serves winds down. When the buses are running, they're stuck in traffic, and when there's no traffic, the buses aren't running. U-Link opening in 2016 will provide a fantastic alternative (and hopefully run late enough on the weekends [3am!]) to the bus when traveling from downtown to points north of the ship canal, where South Lake Union traffic on Mercer and Denny, and the associated I-5 feeder mess, grinds the grid to a near-standstill during peak hours. I hope that the City can work with Metro and Sound Transit to coordinate good cross-town transit along the 35th-ish corridor to leverage this utility with service that is above the atrocious level provided currently on Metro Route 44 (which is often walking speed).	11/10/2014 9:04 AM
1310	I spend 2 hours every morning to get from Sumner to UWMC. one train and two buses, two transfers I spend 2 hours every evening to get from UWMC to Sumner. one train and one bus, and one walk, I get where I want but, never quick	11/10/2014 8:57 AM

1311	The service in and out of ballard is not adequate. Too many commuters too few buses. The transfer up to cherry hill is also crowded, and adds 30 minutes to an already long commute. It takes me 20 minutes to drive and 1.5 hrs to commute by metro bus. I just cant justify taking that time away from my family.	11/10/2014 8:56 AM
1312	If I could choose another it would be that buses are not clean.	11/10/2014 8:55 AM
1313	I do take the buses all the time and they are great. I think there should be more buses on the weekend since that is when people have the time to shop, etc. if people knew they could take the bus and frequently, more people would use them because parking is horrendous.	11/10/2014 8:48 AM
1314	Earliest train leaving Seattle in the afternoon is 4:05 which sometimes changes my commute to taking the Bainbridge/Seattle ferry to get home to Kingston, WA. Also, I wish there was at least 1 train option to Seattle (and back) on the weekends from Edmonds outside of game days.	11/10/2014 8:43 AM
1315	As I mentioned, I've lived in two urban areas (Capitol Hill, and now Columbia City), and I've found that I've had to walk a fair amount to stops, which I don't mind. We don't need to bus stopping every quarter mile... Understanding better how to PLAN my trips, via the website would be more of a priority to me. I take the most direct route, as I'd think most would. In fact, if a tranfer is involved, I likely wouldn't take the bus. Time is money. On occasion the bus can be a bit 'grungy'. People should show more respect for the space.	11/10/2014 8:42 AM
1316	Bus times too close or too far from ferry/water taxi/connecting bus arrival to get to work on time, and 1-2 transfers just take too long	11/10/2014 8:40 AM
1317	The combination of all these things results in some awful commutes. Having a bus arrive late, to then subsequently make me late for the transfer, then sometimes not being able to board a bus due to rush hour commuters, makes things very difficult.	11/10/2014 8:33 AM
1318	Work schedules in healthcare typically start at 0700; not enough options on weekends to get to work on time (via route 49); need good lighting at bus stops especially where stops have been eliminated Safety with passengers picked up from shelters	11/10/2014 8:32 AM
1319	When I have to work in Renton I drive because the bus takes far too long.	11/10/2014 8:28 AM
1320	I would love it if the Sounder train had earlier/later times and operated on the weekends.	11/10/2014 8:28 AM
1321	Mid day service frequency is an issue (especially to Redmond TC) as well as lack of amenities at key transfer stations	11/10/2014 8:25 AM
1322	The geniuses that designed light rail didn't provide a Park-n-Ride. Consequently, I had to park several blocks away on a dangerous street. My vehical got broke into costing me hundreds of dollars. I will never do that again (ride light rail). The 106 now takes a scenic route through Georgetown? Why? The 211 is canceled? It takes 25 minutes to go from 3rd and James to 15th and Jefferson. The wait at 3rd and James is scarry to say the least.	11/10/2014 8:24 AM
1323	I would take the bus to Capitol Hill a lot more, and thus visit Capitol Hill a lot more, except for the 9 doesn't run on weekends or in the evenings. When planning to go from Rainier Valley to north Seattle where many of my family and friends live, I'd rather take one bus than transfer because so often the buses are late and then I have to wait 15-30 minutes at an outdoors bus stop in downtown when it's potentially inclement weather. I'd rather drive the 15 minutes than have an hour+ commute to travel 7 miles through the city. Metro used to have so many more bus routes that would continue north-south which were great, but they've cut so many (i.e. the 16 turning into the 42.)	11/10/2014 8:18 AM
1324	There is NO visable attempt to get bus schdugles coordinated. Examply the 3/4 has lots of riders that transfer at the jail to the commuter busses MOST of the time the 3/4 just misses the 413 at that stop causing a 20 minute delay for the next buss. If Metro and community transit could get the 413 and the 3/4 to arrive at the same time it would save me 15 to 20 minutes. Almost every morning I see the 3/4 cross in front of the 413 while the 413 is stoped at red light on jefferson. If the 3/4 was 5 minutes latter or the 413 was 5 minutes earlier the transfer could be made.	11/10/2014 8:09 AM
1325	Buses are VERY packed during commute times...	11/10/2014 8:09 AM
1326	I think we need to expand service (more trips more often) and that could solve a lot of problems.	11/10/2014 8:04 AM
1327	my commute takes much longer after the 265 was cut plus I have to walk and it's really pleasent in the rain.	11/10/2014 8:03 AM
1328	NA	11/10/2014 7:43 AM

1329	My top three are out of my control. Surveys like this make me feel like you are listening but services always decrease. They keep building these crazy huge apartment buildings without parking and expect people to pay for and ride those bikes planted in very specific locations or take public transit but then the transit services always decrease. That would be ok in a smaller city but.....	11/10/2014 6:53 AM
1330	Not convenient enough for some travel needs.	11/10/2014 1:09 AM
1331	At some bus stops I have to wait alone for a 1x per hour bus and am frightened that I will get mugged or be harassed because I am a female. This can be anywhere in the city. At the major surface stops near 3rd & Pike / Pine I am uncomfortable with loitering transients and intoxicated people and am sometimes harassed, sometimes because I am female.	11/10/2014 1:04 AM
1332	citizens lacking moral fiber	11/10/2014 12:44 AM
1333	1. As noted, many routes to jobs in my field would take multiple hours and transfers and are simply unreasonable. 2. If I have to walk a distance and I am not well enough, I have to DRIVE to the Park and Ride a mile away. Northgate Transit Center doesn't have enough parking, especially in lighted areas, and there is no security. If I'm already in my car and driving 2 miles, it's just easier to drive the 6 miles instead. 3. Reliability: Not only don't they run on time, but buses--even those with plenty of room--have actually gone zooming right past a bus stop full of people. I now stand out near the road and flag them down at risk to my person. Also, sometimes one bus is so late that the next bus on that route comes at the same time. Moronic. 4. Frequency: If it's going to be an hour to the next bus or even half an hour in the bitter cold, WHY WOULDN'T I DRIVE? 5. Transferring in the winter means putting your hat, coat, gloves BACK on, walking outside, waiting AGAIN for a bus that might or might not show up in a bus station that might or might not have ANY PLACE TO SIT. I drive, I win, the environment loses, we all die. 6. Obstacles: Because I don't LOOK like I have a disability most of the time (right know I have a major surgical brace, but it's not that obvious), the driver doesn't lower the bus for me to get in. Eve if I'm using a rolling grocery cart, which I then have to lift. Shredded knees, damaged spine: my favorites. 7. Timing: I am often out too late to get home by bus--or at least to get home QUICKLY without waiting at a bus stop with a bunch of thugs (a couple of weeks ago at Lake City Library ~27th). It has been awhile, but people have gotten mugged at NE 115th and 15th Ave. NE. I don't want to stand there for an hour at 11 p.m. after the opera or book group and look like a target. 8. Clean/comfortable: Try coming back from SeaTac with your luggage. There's no place to put it. Again, the buses are overcrowded, overheated, humid, muggy, stuffy, and gross. And if I don't wash my hands with antiseptic, I'm guaranteed to catch an upper respiratory infection. You can place money on it. 9. Stations: As mentioned--there were gang-type guys showing off the stuff they stole and bragging about their crimes at the Lake City Library pickup. Muggings at 15th and 115th. Scary people getting off the bus at 19th Ave. NE and Northgate Way behind me. No security, insufficient parking and lighting at Northgate Transit. Do you REALLY THINK I'm going to go to a parking garage at the closed mall late at night? I don't. ALSO, as I mentioned, many bus stops are uncomfortable. No seating, or people are smoking inside.	11/10/2014 12:42 AM
1334	Access to transit is not safe without sidewalks and bicycle facilities protected from cars. I frequently travel with children and the roads are not safe to walk on or near. Excessive speed, sight distance issues and unimproved muddy shoulders concern me enough to warrant driving on many days. My experience trying to see and navigate around cyclists in dark wet conditions makes me not want to do that, and more aware of the value of protected facilities. Shelters need to be more functional and more artistic too. They are the place where transit really exists in a community. Should be inviting.	11/10/2014 12:37 AM
1335	First, it shouldn't take me 60 minutes to go from Greenlake to Queen Anne without having to jog up 150 steps and a steep block with a backpack on when I could do it in a car in 10 minutes. And even if I did, the schedules aren't usually there at some stops on Taylor. Since I don't have a smartphone, I can't check one bus away. But even that is messy, using a patchwork of transponders instead of actual gps, so I never know when my bus is going to come. Lastly, the only good transfer points make me have to backtrack through Belltown. And since they rerouted the 16 to take E Line routing into Belltown (why did they do that when the tunnel digging doesn't affect the 3/4?), making my transfers much more difficult.	11/9/2014 11:17 PM
1336	Most of these complaints involve Bellevue-Seatac Airport. It seems as Bellevue grows and has more downtown business/residents/travelers, it should be able to support good bus service to Seatac airport. I'm surprised how many local people in Bellevue don't even KNOW there's a bus to the airport now. The biggest problems are the timing doesn't match flight schedules (need earlier AM service to catch early flights and schedules should be coordinated with peak flying times better) and that the bus makes too many stops that don't seem to be very busy. I wonder if an Express Bus (even one that only ran hourly, given the right hours), would be able to build enough ridership. Or, perhaps, it's worth it for Bellevue Govt. to subsidize to help support business/travel/residents.	11/9/2014 10:38 PM

1337	- Change from the 510 to the 512 added an hour to my daily commute - Closure of the stop at Wetmore & Wall means I now have to use a stop (Broadway & 34th) that is a considerable distance from my work and does not feel safe. That stop is located between a county mental health triage center and a sex shop; loiterers and other bus patrons at that stop have propositioned me, harassed me with questions about whether I patronized the sex shop, and in the middle of the afternoon on a Saturday a young man chased me down the block asking me if he could f*\$! me and wouldn't stop asking me UNTIL I OUTFRAN HIM A FULL BLOCK FROM THE STOP. I have been a bus commuter in every city I've ever lived in and have never experienced anything as scary and disturbing as this stop. I have tried making the connection from Everett Station to the Wetmore & Wall stop via Everett Transit, but it is 5-10 min slower than walking. - Schedule says a 512 bus will arrive at Olive & Terry just after 7:15am. Twice last week I arrived at the stop at 7:08am and no bus arrived until after 7:45am. I was late for work and missed important meetings. When the bus did arrive, both times it was standing room only. For a city bus, that's fine, but not for a long trip up I-5 at 60mph. (It was tremendously frustrating each of those mornings to stand at the stop and see FOUR 545s go in the span of 40 min and ZERO 512s. It really feels like the poorer communities of Lynnwood/Everett are getting the short end of the stick while Microsoft commuters get frequent and reliable service.)	11/9/2014 10:30 PM
1338	Buses should stop every two blocks (every three blocks at the most). If you want people to take the bus, you need to make it convenient. Plus, many people who take the bus are elderly or handicapped. You have eliminated the stop at 6th & Pike which goes up to Capitol Hill and potential riders must walk from 4th Avenue to 9th Avenue (5 long blocks UPHILL). The buses that stop currently at 6th & Pike only run during a couple peak hours in the afternoon--not enough to warrant eliminating that stop, especially since there are five long blocks between the current stops in the heart of downtown.	11/9/2014 9:13 PM
1339	Light Rail is unreliable in the tunnel (and too infrequent) due to congestion from the buses. There should be fewer buses in the tunnel so that we can get the most bang for our Light Rail buck.	11/9/2014 8:33 PM
1340	The combination of needing to transfer with service not running frequently enough results in it taking too long to get to my destination--i.e. I end up driving.	11/9/2014 7:36 PM
1341	Why? You tell us...	11/9/2014 7:21 PM
1342	It can take a long time to take a bus from Capitol Hill to Queen Anne, Fremont or Ballard, involving waits and transfers.	11/9/2014 7:13 PM
1343	It needs to arrive when we expect it to or we'll find a more reliable way...	11/9/2014 6:46 PM
1344	Over the Summer, my bus didn't come multiple times, and so I waited at my bus stop for another half hour waiting for the next bus - hoping it would come. Also, my stop is dark, unlit, and sometimes the bus just sails right passed, even though I flash my little flashlight.	11/9/2014 6:22 PM
1345	If I drive to work, it takes 20 minutes. When I take an express bus, then transfer to a local to get to work, it takes an hour to an hour and 15 minutes, travel and wait time. I take the bus, even though I waste over 2 hours of my day commuting IN CITY(Crown Hill - Cherry Hill) because parking is expensive and extremely limited. Route 28X isn't very frequent, and the scheduling is bizarre. Routes 3, 4 and 48 are completely unreliable at best.	11/9/2014 5:43 PM
1346	Certain lines I use, the 8 and the 48 and 49 come to mind, can be off their schedule by 10 or even 15 minutes	11/9/2014 5:29 PM
1347	I believe urban neighborhoods can support a higher level of ridership early morning/late evening and weekends, particularly Sundays. Many residents are ready to use transit for more than just commuting, but this will require higher levels of service outside of traditional periods. Rapidly growing south Lake Union neighborhood clearly needs large increases in transit service, and not just via downtown.	11/9/2014 4:28 PM
1348	I must allow 93 minutes door-to-door to get to work on time from home. That's nuts. Carpooling with my husband more than halves that transit time.	11/9/2014 4:11 PM
1349	When planning a trip there is usually a limited time frame to schedule my travel; if there are transfers, no nearby stop, or other difficulties I will choose driving. Doing a major shopping trip means I will take the car. In traveling to the suburbs my choice would almost always be by car. In my neighborhood I often walk to nearby shopping areas. Transport is not necessary.	11/9/2014 3:47 PM
1350	From Kenmore (Lake City area), it is too difficult to get anywhere west of I-5 and it would take far too long. Sound Transit needs to study a Bothell-to-Ballard underground light rail (subway) line. The bus services are never reliable because they share the roads with other single-occupancy vehicles - trains do not. A Ballard-Bothell rail line would bypass all traffic congestion (3rd worst in country?) and would be reliable, clean and four-times faster than taking the bus to the DSTT to transfer for NW Seattle. Until then, the least Sound Transit can do is start a Bothell-Ballard bus line.	11/9/2014 3:36 PM

1351	Metro buses and Transit meet my current needs fairly well. It is cheaper than driving myself even if it does take longer at times. The 70 series buses between downtown and the University are very crowded during rush hour. They often run into long delays getting into downtown and into the tunnel.	11/9/2014 3:22 PM
1352	I got used to very frequent bus and train service in Chicago; when you know you can just show up and not worry about schedules, it is MUCH easier to use transit. Here, I have to plan my trips ahead of time and often it's not as fast as biking.	11/9/2014 3:07 PM
1353	We need double to amount of at express busses.	11/9/2014 2:31 PM
1354	I walk from 16th Ave E and E. Highland to 1100 Eastlake Ave E because it would take longer to take the bus (2 or 3 transfers depending on how direct the route is). I wish the Link Light rail would run later at night -especially on Sundays. When I fly into Seatac it is frequently at about 11 pm. Like Light Rail has shut down and I need to take a cab.	11/9/2014 1:20 PM
1355	The combo of the two is a deal breaker on weekends. If I want to go to Ballard or Northgate from my home on Captol Hill, I have to go downtown to transfer. I can drive it in a fraction of the time. Time is really important for me.	11/9/2014 12:58 PM
1356	Regarding crowding and infrequent service, see question 5. Regarding safety, it's very common for riders to be harassed or threatened on stops, or on buses that run through 4th and pike/pine. On several occasions I've seen people threaten bus drivers when asked for a transfer or fare, and even seen one individual throw fireworks at cars and buses. There were police stationed nearby inside the bars at GameWorks and the CheeseCake Factory, who clearly saw this, and didn't care at all. Generally speaking, it seems like if it's after ~5PM when most businesses are closed downtown, the police don't care and just act as private security for the few businesses still open.	11/9/2014 10:34 AM
1357	If I have to transfer and my bus is delayed (say I'm taking the 48 to the 44 to get to Ballard), but the 44's are bunched up in the U-District I can end up waiting 20 minutes for a transfer. If I'm going to Pioneer Square, I usually get off the 10 around 5th and walk the rest of the way because going from 3rd to 1st, and then along 1st takes forever.	11/9/2014 10:09 AM
1358	Despite the above three occasional difficulties, I could absolutely not get along without Metro. Even with its difficulties it is irreplaceable. Sure wish there were a faster way of boarding people in wheelchairs; this is in my experience the one main thing (aside from serious congestion or specific events) that makes on-time service difficult for drivers to provide.	11/9/2014 10:03 AM
1359	Metro administrative overhead is eating the hard earned tax money being given to it, causing a reduction in service hours. This has been the case for over a decade now, and I-695 was used as the convenient dodge to start this destruction of our transit system. With the removal of the regional equity system, Metro funds are being centralized into the urban core, where they are least needed since those individuals have the most transportation options. The urban core needs less busses, and the suburban/rural regions much more. This is what one calls "increasing the transportation footprint", something Metro was given money to do by the taxpayers but neglected to actually do (instead deciding to add runs to existing parts of the transportation footprint). Every route coordinator should be fired for incompetence. It is their job to have reroute possibilities for busses to ensure they are not late. Every time a Metro route is 10+ minutes late, either the driver or route coordinator should be immediately fired without severance. The tardiness of our busses is uncalled for, unprofessional, and downright rude.	11/9/2014 9:57 AM
1360	Hard to stay out late in a lot of Seattle that shouldn't be. Hard to rely on for regular trips, especially w transfers, because schedules aren't kept reliably/frequently. I love the routes that work for me, but except a small area it isn't reliable enough.	11/9/2014 9:32 AM
1361	The transfers often lead to missed connections. The missed connections are due to traffic delays or sometimes lackadaisical drivers. This can make me seriously late and make transit use miserable. The traffic delays are due to poor transit prioritization when the bus is trapped behind single occupancy vehicles when the HOV lane ends.	11/9/2014 9:30 AM
1362	If the transit option is too time consuming, it's just easier to hire an Uber or drive my own car.	11/9/2014 8:54 AM
1363	None of the above. The cost is what prevents me from taking it. I can generally get to my destination less expensively by car.	11/9/2014 8:40 AM
1364	Getting to work in the morning by 6:00 AM is the problem. I take the first #71 bus in the morning at 4:55 AM after climbing up a steep hill to the bus stop 3 blocks away. If that #71 is late I miss my transfer to #3 downtown which makes me late to work.	11/9/2014 4:12 AM
1365	Slow buses are frustrating and take up alot of time out of my day.	11/9/2014 1:48 AM

1366	Transferring between buses that run on a half-hour schedule is a hoax. This is particularly true on the weekend. Given the latest feeling of being unsafe on Capitol Hill, I would like to take the bus home rather than walking, but I can't because the buses don't run that late. On a rainy day, when having the option between a crowded bus and walking in the rain, I prefer the latter.	11/9/2014 1:21 AM
1367	When a bus comes every 20 minutes and its 15 minutes late I consider that unreliable. This is what wastes 30-45 min of my commute.	11/9/2014 12:46 AM
1368	The three reasons are all linked. Because service is fairly infrequent, each transfer can add an extra 15-20 minutes, thus making what should be a relatively short ride a rather long one, e.g. from Ravenna to South Lake Union (where you have to take a 71 or 68/372 and then transfer to 70) or to Bellevue TC (transferring to 271).	11/9/2014 12:41 AM
1369	The only time I choose to drive over public transportation is when I know I'm going to coming home late and I refuse to be downtown at the 4th and Pike stop anytime past 10pm.	11/8/2014 10:33 PM
1370	Slow, never on time and far too unsafe.	11/8/2014 10:17 PM
1371	Current transit service focuses too much on 9 to 5 weekday commuters. This service is valuable, but in order for Seattle to become a city where people do not have to own cars, off-hours transit service needs to be expanded, as well as night-owl service.	11/8/2014 10:01 PM
1372	None of the above. I use transit out of choice and necessity.	11/8/2014 9:56 PM
1373	buses are stuck in same traffic as cars	11/8/2014 9:45 PM
1374	When the 77 doesn't run, I take the 41, though it isn't nearly as convenient. But there are times that the 41 doesn't run often enough, which makes alternate travel options better. For example, we used a car2go to get to the Seahawks game last week, since we had a 30 minute wait for the next bus. The buses are really crowded. Luckily I get on the 77 or 41 headed north after work, at the Int'l District station, so I can get on. But by the time the bus gets to the Convention Place stop, there's not enough room for people. And I don't get why there aren't tons more buses at the Int'l Dist station after Seahawks and Mariners games. There are always huge waits there, and it seems like KC Metro could run more buses from there, to other main stations (like Northgate), just to get people away from the stadiums.	11/8/2014 9:34 PM
1375	SAFETY at light rail stations	11/8/2014 9:04 PM
1376	I live in NE Burien and work a late swing shift. Also, I worry about safety a lot on the LLR.	11/8/2014 7:12 PM
1377	I have a very limited amount of free time, so if a bus ride will take longer than 45 minutes or if there is a transfer that may not happen smoothly, I will often just not take the trip. I have the luxury of living on Capitol Hill which means I can walk to basic amenities like shopping, restaurants and the library. I will often just walk downtown instead of taking the bus since the schedules can be unreliable and I can save the \$2.50.	11/8/2014 6:45 PM
1378	Arriving at seatac late the light rail doesn't get all the way to city. Everybody gets kicked off and transfers to the bus ! Unsafe.	11/8/2014 6:18 PM
1379	See above answers to #5. Also, weekend buses, as they aren't often express buses, tend to take too long to get to my destination. For the airport directly from my home in Roosevelt, it often takes far too long between the bus, transfer, train - as the express buses often aren't running when my flights are there. But I don't fly very often. My husband travels for business and usually takes a cab or drives.	11/8/2014 5:27 PM
1380	Too expensive.	11/8/2014 5:27 PM
1381	I typically leave Capitol Hill for Redmond at 5:30am	11/8/2014 5:18 PM
1382	Bused are normally late and not reliable enough yo get to wotk	11/8/2014 4:51 PM
1383	The top concern is that some service takes too much time. I have found that it's a combination of closely spaced stops in dense areas. For instance, the E-line makes stops every two blocks between Pine St & Bell St, and every five blocks or less between N 76th and N 115th. There's even a stop with 3 blocks of spacing (at 155th and 152nd) Also, there are riders who are still using cash. Metro should begin to think for progressively in fare structure and policies and accesibility that encourages riders to use ORCA. People fumbling for change slows the bus down.	11/8/2014 4:38 PM
1384	Often when there are schedule or stop changes the signs telling you are not put up in a timely manner and I don't find out about them until the day it happens. This isvery frustrating.	11/8/2014 4:36 PM

1385	Getting from my home to Capitol Hill takes about 15-20 minutes by Uber, and about 60-80 minutes by bus. That's a huge time differential, and it's magnified by the fact that I need to get home from wherever I'm going. It's similarly bad for virtually every trip pair I can think of. Please note that I have absolutely no objection to transfers. I understand very well that well-chosen connection points can create a bus network that is far faster and more frequent than a spaghetti mess of one-seat rides. I think a lot of the objection to transfers in today's network comes from two things. First, most buses come very infrequently. Waiting an average of 7.5 minutes for a 15-minute bus is bad enough if it's your first bus (though it's mitigated by the fact that you don't have to go to the bus stop until the bus is 2-3 minutes away.) But waiting an extra 7.5 minutes for a second 15-minute bus is a lot worse, and it's compounded by the fact that you have nothing to do but wait. For a round-trip involving two 15-minute routes, that's a total of 30 minutes of *expected* waiting time. Unreliability could make it a lot worse. It's also worse if any of the buses only come every 20 minutes or every 30 minutes. But note that even 15-minute frequency means a whole lot of waiting! By comparison, imagine that both buses came every 5 minutes. Then your expected wait time for the whole round-trip would be 10 minutes, which really isn't any worse than a taxi, or the time to find a parking space. Second, the "connection experience" leaves much to be desired. Connection points are often in unsafe or poorly-lit areas, and fully exposed to the elements. The height of buses (even low-floor ones), and the tight aisles, can make it difficult to board or exit, especially if you have mobility impairments, or children, or lots of luggage. Compare this to the experience of connecting between two different subway lines. There's a level walkway all the way from the station entrance to the subway train itself. You'll wait in a well-lit and warm area. There are enough other passengers to make the area feel safe. Connecting between two buses (or between a bus and a train) won't ever be as good as connecting between two trains. But it can be a heck of a lot better than it is now -- and if it was, I think we'd see far fewer people objecting to transfers.	11/8/2014 3:34 PM
1386	I don't like waiting in the dark for bus in evening when they run infrequently	11/8/2014 3:29 PM
1387	Primarily because weekend service is limited compared to weekday service	11/8/2014 3:06 PM
1388	Buses are overcrowded, infrequent, and extremely unreliable. Sometimes walking is faster. Sometimes I walk uphill up Denny and not only beat the 8 but TWO 8 buses!! Buses are a complete and total mess in this city.	11/8/2014 2:50 PM
1389	We need better and more accurate GPS coverage for the one-bus-away application.	11/8/2014 2:06 PM
1390	Straight to or from Downtown from home and work home are usually not a problem, but trying to stay car free for anything else is problematic due to infrequency, too many transfers, or just not feeling safe.	11/8/2014 1:51 PM
1391	I live deep in suburbia for age reasons.	11/8/2014 1:21 PM
1392	UW and downtown are hubs. South Lake Union isn't, which given Amazon/Fred Hutch/SCCA existence, is just odd. I bought a house happy that 71 passes nearby, but THEN it's only 71x which goes to Downtown during peak hours...bypassing south lake union! this was very sad to learn.	11/8/2014 1:17 PM
1393	Many buses have poor transfer connections with the link. The link needs more early morning trips heading northbound to downtown Seattle, the 255 needs better routing through totem lake and more early morning trips.	11/8/2014 1:11 PM
1394	Bus schedule along 1st Ave. South to and from downtown Seattle is unreliable. Link light rail from downtown Seattle to airport does not begin early enough to allow catching a flight before 7:00 a.m.	11/8/2014 12:29 PM
1395	I have to transfer and it seems like the routes are not set up to allow for this because I usually just miss the connecting route and I'm forced to wait 20-25 minutes rain or shine.	11/8/2014 12:12 PM
1396	Would like something more direct from First Hill to Fremont, Capitol Hill, etc. While it's not a long walk from 7th down to 3rd Ave, the stops on 3rd Ave are a little sketchy on weekends and off-hours during the day. While I've never seen anything bad happen, and they may not actually BE unsafe, sometimes they just have that FEEL of unsafe. Lots of vagrants/beggars around that area (transit riders are a captive audience, after all).	11/8/2014 12:01 PM
1397	More trains, or smaller vehicles that run only up main thoroughfares would be nice. Also, after I work at NOAA, I go to the gym at Magnuson, but the 30 stops running by the time I'm done exercising, so I have to get a ride.	11/8/2014 11:58 AM
1398	I live on Bellevue Avenue East. The 47 bus used to be my best way to at least begin to get somewhere.	11/8/2014 11:57 AM
1399	I have no idea why the organization decided to implement unreliable and infrequent service or limit service to narrow windows if time.	11/8/2014 11:56 AM
1400	Fare system: pay to the driver should be discontinued or charged more to encourage use of Orca cards.	11/8/2014 11:50 AM
1401	Usually in the morning the E Rapid Ride is crowded. Generally at night there are locations that I do not feel safe due to poor lighting or location.	11/8/2014 11:48 AM
1402	Transferring between buses is always very risky--one bus running late, or missing a connection, can completely wreck travel plans.	11/8/2014 11:27 AM

1403	Stairs too high on some buses. People don't move from longitudinal (front) seats to accomodate my mobility impairment. Both buses that "serve" VA stop far from entrances. Luggage from airport rail riders blocks seats. Rail cars designed with too much seating space lost to doors. Only standing space on rail is near doors blocking entrance/egress. RapidRide stops too far apart: you have gained speed at expense of custome convenience.	11/8/2014 10:50 AM
1404	No bus stops near work, although there used to be. I have to walk about a mile to get from 5th & Jackson to Pier 36 (near Safeco)	11/8/2014 10:46 AM
1405	Sometimes I need to transport more things than is feasible to carry on a bus.	11/8/2014 10:42 AM
1406	Because it sucks to stand in the rain for 15-20 fucking minutes when the bus was supposed to be there but is no longer on time due to picking up 15 cripples along the way, getting later and later all day long until they get to rush hour and can't get within an hour of the posted schedule. Then 3 buses in a row come along because they were all backed up taking their breaks at the same time. Fuck you people make it hard to ride the damn bus.	11/8/2014 10:23 AM
1407	I take the bus daily to commute to my workplace in Redmond. This works well. What doesn't work, and should in my opinion: evening visits to Capitol Hill - the bus takes too long. Trips to the airport: it takes way too long! Plus the 1/3 mile walk at the airport is a deal breaker when you have luggage. I still hope it will be possible to take the train back from the airport, get off at Husky stadium and get a quick connection to a bus to get to the U-District.	11/8/2014 10:17 AM
1408	Often it takes too long to get to my destination because buses make several stops along the way. I know these are definitely necessary, but it still takes more time to get to where I'm going. Often service isn't frequent enough when I'm trying to travel at night from unsafe areas. Buses are always overcrowded at rush hour on weeknights, and many times I've seen people be denied entry onto the buses because there simply isn't enough room. I find that I have to be strategic about where I get on the bus, because if I get on a bus one stop too late, there may not be enough room to get on. This has happened to me many times, and it's pretty frustrating.	11/8/2014 9:58 AM
1409	I would like earlier service to downtown in the morning on weekends. busses don't have enough time at the end of the line so they leave late far too often.	11/8/2014 9:27 AM
1410	Too many routes have big gaps between buses so connections are either "just missed" or "wait 45 minutes".	11/8/2014 8:59 AM
1411	We take public transportation, so none of the above stops us for using it. More frequent weekend service would be welcome.	11/8/2014 8:47 AM
1412	The stop nearest my work is up a steep hill on a poorly lit street with no sidewalks. #124 @ 130th and International Blvd.	11/8/2014 8:41 AM
1413	See above	11/8/2014 7:53 AM
1414	If I have to get somewhere on time, I have to weigh the risk of buses being late against the time it takes to leave early enough to mitigate the risk of bus delays; on weekends and evenings, this generally means I drive. Since service isn't increased for sports events and festivals, it becomes unsafe to ride due to over-crowding and poor behavior of fellow riders (generally the result of intoxication). There is generally bird poop on the seat backs, and I have seen dried saliva on Windows and plastic partitions. Sorry, I can't pick just three.	11/8/2014 7:01 AM
1415	For me it is most important to have frequent, reliable service in key places so that I can use transit as a way to get around generally without a schedule. The key metric is travel time (including waiting). I would gladly transfer between buses or bus/train, as long as I can get places quickly. I live south of seattle and commute regularly, but also use transit within the city for various trips. I have to drive to a park-and-ride as the nearest bus stop to my house is over a mile away and uphill. The biggest penalty for this is the time of the walk. I like using Link light rail because it is doesn't require knowing a schedule with frequent service, and is generally clean. I wish the tracks were smoother towards the south end. It shakes a lot and is hard to use a laptop at times. I need the transit system to work as a whole so I can easily get to/from various places to a main line quickly. I encourage buses to require orca to speed boarding.	11/8/2014 4:53 AM
1416	No good service to Coast Guard Base @ Pier 36 Need to walk 4/5 blocks from home to catch bus that doesn't travel through downtown. Often I have multiple stops which can be difficult by bus/light rail Late evening service is unreliable.	11/8/2014 4:17 AM
1417	Sometimes it's faster and more convenient to drive than to take public transportation to go where I was to go, more so if I have to carry many items that are not light, like books and equipment.	11/8/2014 1:40 AM
1418	It takes so long to get anywhere. I can take 45 minutes of buses to get somewhere or drive in 12 minutes.	11/8/2014 12:23 AM

1419	If my daily commute takes a long time, that's a huge deterrent to riding the bus, because it doesn't take long for that to really wear you down. Once a commute starts to creep over an hour (one way), that's when I seriously start to consider whether it's worth it. I hate transfers, because even if they don't actually add much more time to the ride, they do tend to make it FEEL longer and more difficult. Transferring is a big deterrent for me in the winter and fall, since it's dark, cold, and raining so much of the time. For my old commute between the Central District and Pioneer Square, I would endure any sort of weather, because it was just one bus. Make it two buses though, and those nasty, rainy mornings start to feel like much more of a hurdle. Having to stand on a crowded bus all the way to Bellevue—getting all hot and sweaty in the summers or in your winter coat—is never a fun way to start your day. I've actually gotten in the habit of waking up and getting to work earlier, and riding my first bus a couple stops further along so I can catch my connecting bus earlier in its route before the seats fill up. The 271 runs pretty frequently and generally isn't a problem, but only with the aforementioned habits have I eliminated instances of not getting a seat. If I had to push those habits even further I'd start to take the bus far less.	11/8/2014 12:21 AM
1420	101 is crowded and often runs late due to I5 conjection	11/7/2014 11:58 PM
1421	Service is generally great in the central area. If we have to travel outside the central area, we will drive as the bus connections are ghastly.	11/7/2014 11:56 PM
1422	TAKES TOO LONG - costs too much - I'd have to transfer 3 times just to go to work, bus schedule isn't reliable too, that light rail mess is too slow from the airport to Downtown, it shouldn't take over 40 mins and that Rainier Valley area is super ghetto and not a safe place to even go through.	11/7/2014 11:54 PM
1423	Trips to areas across town take too long or are inconvenient.	11/7/2014 11:13 PM
1424	Poor planning for the West Seattle Junction area. The buses are too crowded and get stuck in traffic on SR 99.	11/7/2014 10:56 PM
1425	I take the bus to work but let us say I need to go grocery shopping (unplanned). Even though the grocery store is only a couple miles away it would take too long because the service is not frequent enough. Going to other destinations takes too long and requires transfers, which are hard to coordinate. Much easier to driver. Taking a bus later in the evening, especially if you are a woman, can be uncomfortable.	11/7/2014 10:32 PM
1426	In many cases service frequency drops dramatically at night, and also traffic is a big problem causing delays. Especially on routes through downtown that do not use the tunnel, or go on freeways where there is no HOV lane available, or the express lanes are in the opposite direction.	11/7/2014 9:52 PM
1427	On numerous occasions I and others I know have been harassed at bus stops around the city and on the buses. There have been many times that loud abusive drunk people have been allowed on the bus even though they go on to create problems. In these situations the drivers will not ask these people to get off.	11/7/2014 9:35 PM
1428	The biggest nuisances I have found are a lack of integrating the bus/light rail connections at Mt Baker, and the light rail not running late enough from the airport	11/7/2014 9:15 PM
1429	Speed and ease of timing departures prime reasons for choosing bike, car2go, or uber over transit.	11/7/2014 9:10 PM
1430	Downtown tunnel Westlake and Pioneer Square stations are poorly lit (University Street station is well lit), ID station southbound is also poorly lit and partially exposed to rain. 71 buses are frequently dirty and interior lights are out.	11/7/2014 9:08 PM
1431	Buses are crowded due to infrequency of routes and scheduling cuts. Downtown is already unsafe along 3rd Ave. Sometimes I'd rather pay Uber to drive me home than wait another half hour for a bus on 3rd & Pine.	11/7/2014 8:50 PM
1432	My commuter bus does not run on the weekends or in the evening (after 5:30). Sometimes I need to stay after 5 pm for work, so I have to make alternate plans to get home. This can mean that I have to make connections in the evening and often wait longer for the buses. Sometimes I arrange for a ride or to drive if I have to stay late for meetings on UW campus.	11/7/2014 8:34 PM
1433	The 23rd Ave corridor is greatly underserved with ththe volume of riders on this line to rush hour. I often watch 3-4 #43 buses pass buy in front of the U.W. Hospital bus stop on Pacific before my evening southbound #48 arrives. When it does is very crowded.	11/7/2014 8:28 PM
1434	you dont offer service any more that doesn't go through dt seattle	11/7/2014 8:22 PM
1435	We need bus priority lanes on major arterials.	11/7/2014 8:07 PM
1436	There are three busses that run from near my house into downtown. The fastest option (64X) is completely unreliable. The other two options (71 and 76) take over an hour during peak travel times.	11/7/2014 8:03 PM

1437	Too long: Transit (+ car!) commute: I walk, bus or pronto downtown to catch the 522. Get off at the Kenmore P&R and drive my car the last couple of miles = 1 hour +. Car: 22 minutes. This comparison is even worse in the evenings, even though my car also gets stuck in traffic. It is insane that the buses have no dedicated lanes on major routes. Frequency: Missing a bus is a big deal if the bus comes every half hour. It makes it so that I can never just leave work when I am done. . . I need to strategize about getting home. This is draining and distracting from my work and all adds to deterring me from taking transit. Reliability: Traffic should not stop buses on major routs. There should be dedicated lanes the whole way, including on the interstate. As it is, if there is anywhere I need to be in any kind of normal time range, I can't count on bus transit.	11/7/2014 7:31 PM
1438	I can't take transit to work for the above 3 reasons. If I could easily bus to Bothell, I'd try to find a way to leave my car there during the week to take from the bus stop the few miles to and from work. Currently, it just won't work.	11/7/2014 7:25 PM
1439	I think being able to jump on a bus every 10-20 minutes is reasonable vs. alternatives. However, if your goal is providing cheap access to an alternative, you've already succeeded, and you've already maxed out the part of the population that can't afford alternatives. If your goal is to show the larger part of the population that typically doesn't use bus service that this is an equal alternative to using Car2Go, or your personal vehicle, then you've got to find a way to demonstrate some level of operational efficiency from point A to point B. Not all routes, but more routes need priority so it is on time and/or faster from destination to destination.	11/7/2014 7:00 PM
1440	The 76 takes so long in the evening, and the schedule isn't that reliable so I often spend even more time waiting in the bus tunnel for a late bus. It is also very crowded, but because I have a very early stop that is not as much of an issue for me.	11/7/2014 6:20 PM
1441	The downtown stops are terrifying and dangerous. Something has to change. On my commute daily, I'm asked to buy drugs, to become a prostitute, and see people shooting up and smoking crack. DAILY. 4th and Pike and 3rd and Pine are the worst. Busses are in desperate need of updating. They smell so bad (even when vagrants are not on them), that they have occasionally made me dry heave. New busses, please!	11/7/2014 5:54 PM
1442	Transferring is never a problem for me if both legs are frequent! Once I didn't go to a thing on Mercer Island because I knew I'd have to wait 29 rainy minutes if I missed a 550.	11/7/2014 5:36 PM
1443	Local bus lines take too long for cross-town trips.	11/7/2014 5:22 PM
1444	None of these really apply to me. My only real complaint is Community Transit's continued inability to provide info to OneBusAway. I mean for the love of christ, how hard is it to get that together?	11/7/2014 5:19 PM
1445	It takes too long - this isn't a huge deal. I expect it, but it does make me hesitate once in a while. Service isn't frequent enough - this is about the Sounder train going south in the morning from Seattle or North in the evening to Seattle. This is basically non existent. I have to transfer - I hate that and almost never take a route when I have to.	11/7/2014 5:17 PM
1446	Service should be frequent to at least 10 p.m. Service needs to start earlier in the day so that the first trips into Seattle arrive between 5:00 and 5:15 a.m.	11/7/2014 5:05 PM
1447	Working retail the hours don't run early/late enough during the holiday season when the malls are open late	11/7/2014 5:04 PM
1448	Please empower drivers to not tolerate loud or obnoxious passengers. Obviously drunk or disorderly passengers should be kicked off the bus as soon as possible -- nobody would mind. People would be very relieved.	11/7/2014 5:01 PM
1449	There is only bus service from the Admiral district of West Seattle to downtown during rush hour. It's already a 2-bus commute to get to work at the University of Washington during rush hour, but at any other time - i.e., if I have to work late, or go into work on the weekends, or go home in the middle of the day, it takes three buses for me to get to work. It takes up a lot of my time, and makes me think about driving more - which I'd rather not do, if there were better transit options.	11/7/2014 4:49 PM
1450	See my answer for #5	11/7/2014 4:41 PM
1451	Many of the bus stops are not well lit, making it very unsafe, especially when it gets dark outside. Some of the routes I take get very crowded (I'm looking at you #8!) and the bus is so full it won't even stop. Transferring can cause long waits, especially if the bus is late, and it takes a really long time to get to certain destinations.	11/7/2014 4:34 PM
1452	I work evenings, so I'm often have to wait half an hour to an hour for a bus. I often feel uncomfortable waiting at dark bus-stops for that long.	11/7/2014 4:31 PM
1453	See above explanation. Only rush hour service and steep climb up from Lake WA Blvd to # 14 or long walk to #2 in Madrona Park.	11/7/2014 4:28 PM
1454	I love being able to take transit to the airport, but getting from 85th/Greenwood to Seatac can take up to 2 hours including the transfer downtown.	11/7/2014 4:27 PM

1455	Broken sidewalks, drug dealing on First Hill/Madison stops, aggressive and uncivil street behaviors on downtown Seattle streets as I wait for transfers, increased loitering and uncivil behavior in Freeway Park, poor bus stop lighting, lack of "one bus away" signals in bus tunnel. That is a huge irritation - If you could fix one thing, get internet connectivity in the tunnels, so we can tell when our buses are going to arrive!	11/7/2014 4:19 PM
1456	The three reasons I mention above are the top three reasons for not taking public transportation on a trip that does not include Downtown as one end point. As clarification, if the service is frequent enough, there are factors that seem to make the service unreliable and make it take too long to arrive. If the service is fast - it seems like its never frequent enough. But - the most frequent reason is lack of reliability and the effect it has on taking too long to get to the destination. Adding routes that are 10-minute frequency into the evenings and mid-days would be good too.	11/7/2014 4:15 PM
1457	It takes a long time to get to the Eastside from Seattle, and some express buses do not operate on weekends.	11/7/2014 4:15 PM
1458	In the later hours of the day, I dislike riding the bus because of certain people that make me uncomfortable ride the bus later in the day. Also it is often more efficient to drive than take the bus because it takes less time, while part of that is waiting for the next bus to get which are close to a half hour apart during non peak hours.	11/7/2014 4:12 PM
1459	Light Rail stations and downtown bus stops are full of open crime. The back of the #7 is basically a drug market. I often don't feel safe waiting for the bus at more remote stops. Rush hour buses are packed with no place to sit or sometimes even no place to stand. Buses are consistently late and trips take a lot longer than estimated on maps. Weekend bus schedules are especially erratic. Scheduled buses sometimes "disappear," especially on weekends. I've waited an hour for the 99 before.	11/7/2014 4:10 PM
1460	Capitol Hill and downtown bus riding are not very safe at night.	11/7/2014 3:59 PM
1461	I try to take routes that are somewhat on time. Who has time to wait an extra 15-20 mins when a bus is late? Driving is an option for me, so if a bus is regularly more than 5-10 mins late I will just drive instead. As I mentioned before, I avoid short transfers. It's a waste of time. Buses not being frequent enough is more of a concern if I have to transfer. If the first bus is late and just misses a connection and I have to wait 30 mins for the next bus, I will just drive instead. I don't have time for that... Who does?	11/7/2014 3:56 PM
1462	It is faster to go by car	11/7/2014 3:55 PM
1463	See previous comment.	11/7/2014 3:45 PM
1464	1. No early/late service to the airport from light rail. 2. No reasonable way to get to Alki Beach area during the day from North Seattle 3. Late Afternoon bus schedules from downtown are unreliable	11/7/2014 3:45 PM
1465	72. Route 72 is almost always late (more than 7 minutes). And, on Sunday, it is really hard to catch one (only runs once per hour and is very, very late).	11/7/2014 3:35 PM
1466	I can handle one transfer, but two or more is too inconvenient because all timing has to work right. Sometimes, I don't take the bus because I know I'm going to be out late and don't really like waiting for a transfer in an area that isn't well populated and lit up.	11/7/2014 3:33 PM
1467	I don't mind transferring when each of the buses/trains come frequently, but I hate having to transfer when 1) the transfer location is unsafe/unpleasant (like any freeway station or the stops near I5) or 2) the bus I'm transferring to comes less than half-hourly. I would like more dedicated bus lanes in places where traffic is horrible, like the Denny/Mercer area.	11/7/2014 3:25 PM
1468	Sometimes I have concerns on the cleanliness and rudeness of passengers, or even safety concerns which aren't addressed even when submitting complaints to metro.	11/7/2014 3:20 PM
1469	Why? Seems like budget cuts. Metro bus service to my NE Seattle neighborhood has been cut quite a bit in recent years. Routes cut (#79, #306), number of trips reduced (#77). Infrequent, unreliable trips means leaving super early for work, or risking being late. Infrequent, unreliable trips after 6 pm when I need to get home after working the night shift make me feel unsafe, and I need to get home to bed so I can get up for day shift the next morning.	11/7/2014 3:05 PM
1470	Frequency and reliability of existing service prevent me from using transit to entertainment options later in the evening. Additionally, when traveling on buses, there are often delays related to buses not being able to quickly navigate streets due to congestion (e.g., The number 8 bus between Queen Anne Ave and Capitol Hill along DENNY WAY.) Managing traffic corridors to ensure buses have clear access is imperative to removing the frustrations with trying to reach destinations and being delayed. Also, based on the current ridership on Sound Transit's Link Light Rail EXCEEDING projections, it is increasingly uncomfortable and frustrating how crowded the trains get during peak commuting hours; evenings and mornings. Additional Link trains should be added to improve capacity or peak communte times need to be extended to manage the increase ridership.	11/7/2014 2:55 PM

1471	One of my primary complaints is that stops are spaced too closely together, which dramatically increases travel times. This has an indirect effect of increasing the number of service hours necessary to maintain a given level of frequency on a route, and thus reduces the frequency achievable for a given level of public expenditure. This in turn results in increased crowding as the same number of people are forced onto a smaller number of vehicles per hour. Wider stop spacing also makes it more economical to implement off-vehicle fare payment (pay stations) and all-door boarding at every stop, further reducing dwell times and increasing speed (and thus frequency and reduced crowding). I did not check "schedules are not reliable" because if you are running buses anywhere near the frequency that an urban transit system demands, then schedules should be irrelevant. Obviously, Metro isn't there yet. I would also appreciate more comfortable seating similar to those found on Sound Transit buses.	11/7/2014 2:54 PM
1472	There should be more frequency around the clock for major N/S and E/W routes like the 44, 5, D, E, etc.	11/7/2014 2:50 PM
1473	Direct routes work well, but transferring to another bus takes too much time. Taking a bus to light rail works great.	11/7/2014 2:39 PM
1474	Some of the Capitol hill routes have really old buses that don't seem to ever get a deep cleaning.	11/7/2014 2:35 PM
1475	nothing prevents me really. Sometimes destination and timing and amount of luggage make car more convenient.	11/7/2014 2:35 PM
1476	no direct route from capitol hill to pioneer square	11/7/2014 2:34 PM
1477	Transfers are unreliable b/c of bus delays. Buses are late and take too long.	11/7/2014 2:19 PM
1478	They buses don't come often enough and are often overcrowded. They are not easy walking distance from my home. They are often smelly or too hot or too cold. Sometimes there are creepy people on the buses who cause disturbances or are noisy or sometimes too dirty or smelly to sit next to. I hate standing in the rain waiting for a transfer or waiting for late buses. The buses are seldom on time. The buses get stuck in traffic - if I'm stuck in traffic, why not be stuck in my own car which is more predictable and which does not smell bad, and which actually takes me to the places I need to go without having to stand in the rain and wait?	11/7/2014 2:11 PM
1479	would love sounder weekend service to get home to see family on weekends.	11/7/2014 2:00 PM
1480	Infrequent service means that many errands like going to stores can be a problem if I have to wait in the rain for 15 minutes on one end.	11/7/2014 1:56 PM
1481	The 8 is always stuck on eastbound Denny behind all the SOV trying to get on 1-5 south	11/7/2014 1:48 PM
1482	If I'm often travelling after 10pm, service, especially to/from the eastside is extremely infrequent.	11/7/2014 1:34 PM
1483	If it is going to take me over an hour to get to the place that it would take 15 or 20 minutes to drive to, I just don't have that kind of time to waste.	11/7/2014 1:32 PM
1484	I live 12.6 miles from my job. I finish at 7pm. The 101 arrives at 6:58 pm and the next one is at 7:28 pm. I either wait for the 7:28 and get home at 8:05 pm or take the 106 at 7:06 pm and get home at 8:00 pm. (international station to Renton TC). Once the peak rush hour is over the options are far between and limited.	11/7/2014 1:29 PM
1485	Living on Cap Hill, I can get many places very easily and quickly. What's difficult is north of canal, since I almost always have to transfer. Because of the "interesting" people on the Cap Hill buses in the evening, I don't ride a bus after 7 pm.	11/7/2014 1:25 PM
1486	If I need to be at an appointment in U-District from Capitol Hill, it should not take me an 1+ hours to get to a destination that takes 15 minutes by car.	11/7/2014 1:25 PM
1487	What do you mean, why? The above reasons speak for themselves.	11/7/2014 1:24 PM
1488	I still use it, because I have to, but: I have to assume the bus that OUGHT to get me there on time will be late and take the earlier one instead -- which leaves me standing in the rain and/or cold for 15-20 minutes waiting for my transfer. I have to be resigned to it taking me an hour and a half or more to get home from work (less than 10 miles) because my first bus runs chronically late so I miss my transfer more often than not. I have to plan where I make my transfer based not on convenience or time, but on the fact that the bus will eventually be SRO so I have to get on it at a point BEFORE that happens because if I stand on a moving bus for an hour and a half I won't be able to walk when I get off.	11/7/2014 1:22 PM
1489	Frequency and speed of service. Frequency can overcome unreliability, and dedicated paths can improve both speed and reliability without needing additional frequency.	11/7/2014 1:17 PM
1490	Getting to places other than downtown off peak is very difficult unless during a commute period especially outside of the inner neighborhoods.	11/7/2014 1:14 PM
1491	My local stop was reduced - Route 30 - so I can't take it to the U-district farmer's market anymore.	11/7/2014 1:02 PM

1492	Sometimes the bus just doesn't come for some unknown reason.	11/7/2014 12:55 PM
1493	It should not take me longer to get to work on public transit than in my vehicle. Otherwise, what is the point? Also, if you do not pay have to pay to park your car, transit is actually more expensive.	11/7/2014 12:43 PM
1494	the 2 bus takes me 25-30 minutes to get from 27th and union to 7th and Stewart. I have walked it in 30-35 minutes before. Not nearly quick enough	11/7/2014 12:42 PM
1495	Because Metro is poorly managed	11/7/2014 12:36 PM
1496	Reason one. It is often impractical to carry much on bus or train, not only for room, but because it can be too hard to carry stuff from or to stops. There isn't a solution to this, but it is the many reason I don't use public transportation.	11/7/2014 12:33 PM
1497	Many of the buses I ride take too long to reach my destination. They are often stuck in traffic or don't have their own transit lanes. Also, some routes - such as freeway buses - get stuck in traffic, but don't take the side streets to reach downtown.	11/7/2014 12:27 PM
1498	I am disabled and can only walk two blocks. I must sit when waiting for a transfer. They don't want me to use a wheelchair because and I will get weaker. So if the transfer doesn't have a place to sit I can't go to my destination. I also hate waiting for buses for half an hour. It's ridiculous.	11/7/2014 12:25 PM
1499	The only route that serves my home neighborhood is a peak-only shuttle route. That route, specifically, is relatively reliable, but only comes once every 30 minutes to an hour, and is not timed well with any connecting bus routes, only the Sounder train, and only in the direction commuting to Seattle in the morning and back in the afternoon. I work in Tacoma, not Seattle. Moreover, if I were to wait for the Sounder to Tacoma, which does not align with my work schedule, the buses from Tacoma Sounder Station to Old Town are not aligned with the Sounder Train arrival and are also very infrequently, only coming every 60 to 90 minutes. I can drive this entire route in under 30 minutes, making bus completely illogical.	11/7/2014 12:19 PM
1500	The route I take most often is the 74 and it only runs in the morning and afternoon on weekdays. It also takes 40 minutes as opposed to 20 minutes driving.	11/7/2014 12:16 PM
1501	This is the biggest impediment. I'll ride a single bus even if it takes a long time, rather than transferring, which is unpredictable in the real world. Through-routes and longer routes are great for this. If you're transferring between two "every 15-minute" routes, which sounds fine on paper, you still have to add in 15 minutes to your commute time in case you miss the second bus. If you're travelling a short distance (Harborview to 23rd/Jackson, for example), this is unacceptable. (This is why the 4 is so great!)	11/7/2014 12:11 PM
1502	Having to switch buses, usually in the University District or Downtown can be very time-consuming. The more direct a bus line is, the more likely I am to use it.	11/7/2014 12:05 PM
1503	One noticeably difficult spot: The buses going from 3rd Avenue downtown to Harborview Medical Center (up James St. to 9th Ave) are mostly crammed/packed until those getting off at Harborview get off. Rush hour particularly, it's usually standing room only if you get on at 3rd & James, up to Harborview. In my dreams a shuttle bus would do that "downtown to Harborview" route & take care of those Harborview attendees, leaving the regular buses to get to their routes on time & without being packed in like sardines. That uphill on James St. to 9th is where buses have most often broken down on the 3/4 routes I normally ride. Also, after the Seattle Center stops, the 3/4 buses heading to downtown change into either the 2/3/4 (the 3 become as 4 and the 4 becomes a 3 - why???) and you suddenly find yourself on a route you didn't want - drivers announcing they changing to a different number would help.	11/7/2014 12:02 PM
1504	I would use public transportation more often if service was more frequent. I understand that sometime buses are delayed, or trips cancelled suddenly, but since trips are so infrequent, it can make turn short trips into long delays.	11/7/2014 12:00 PM
1505	My answer is self-evident. If the stops were on 1st Avenue where I live I would be a daily user, as I was before the service on 1st Avenue was completely eliminated. I now use my car twice as often as I did before the changes.	11/7/2014 12:00 PM
1506	Crowding on the 70-series busses is a huge problem, particularly in the evening. I prefer the 74, but will take 71, 72, 73 or 76 if any of them come first. I frequently get left on the platform at Westlake due to overcrowding.	11/7/2014 11:58 AM
1507	Because people leave trash on the buses. Is there a trash can on the bus that refuse could be disposed of?	11/7/2014 11:57 AM
1508	bus service in the downtown tunnel is slow at rush hour due to too many buses and delays loading buses	11/7/2014 11:55 AM

1509	Not enough late night service for entertainment trips. There are certain parts of the city I would like to reach from Capitol Hill or University District for a night out but refrain from doing so because the transit service does not run late enough for the return trip home. For commuting, I think transit service is great but it can be frustrating when stuck in traffic with other cars. I wish there was some way to reward transit riders with exclusive travel lanes because bus riders are more efficiently using roads than single-occupancy commuters.	11/7/2014 11:54 AM
1510	Uncovered bus stops are really unpleasant when it's raining	11/7/2014 11:52 AM
1511	why what? I use public transportation all the time, but when I DON'T is for those reasons that I checked	11/7/2014 11:44 AM
1512	Lack of frequency on my home line is a big factor for me wanting to pursue other modes.	11/7/2014 11:40 AM
1513	As a pedestrian I witness Metro drivers going through red lights, speeding through yellow lights, blocking crosswalks due to not being able to clear the intersection (in addition to blocking the intersection for other vehicles), speeding down avenues and streets going 40-50 mph; in general most drivers I witness are not very good at driving!	11/7/2014 11:40 AM
1514	Work to home is just over a mile, but its usually faster to walk than take a bus.	11/7/2014 11:39 AM
1515	Seattle's transit system is in the process of being built out so it is not comprehensive and doesn't work as a transit SYSTEM yet. Hopefully there is the political will to accelerate towards that goal. Why do we not have this yet in the year 2014? http://www.seattlesubway.org/ We have two sports stadiums—one of which was built against the public's will.	11/7/2014 11:30 AM
1516	Crowded long bus rides are the top reason. For instance, the commute from Northgate Transit to Downtownon the 41 takes a long time for it being only 7 miles and no stops between.	11/7/2014 11:28 AM
1517	It's often just as fast to walk (and walking is free).	11/7/2014 11:21 AM
1518	cost	11/7/2014 11:20 AM
1519	In order to connect to Link light rail @ Othello Station, I'd need to take the route 50. The first time available in my area is a little past 6:30 a.m. and I need to be at work at 6:30. For the evening commute it is fine if there isn't a broken bus in the tunnel. That's the variable that makes me nervous because I have to pick up kids after work and I'm charged \$1/minute that I'm late. Tunnel isn't reliable for train timing when buses are in there breaking down and holding up time waiting for people to board.	11/7/2014 11:18 AM
1520	If you have to transfer, pfff forget it. That means waiting around outside for 15 minutes minimum, usually. And if it's a Sunday? Or after 7? Then you might be stuck waiting 1/2 hour in the dark and cold somewhere, just a sitting duck for any rando who passes by.	11/7/2014 11:17 AM
1521	The last 25 is at 630 leaving downtown	11/7/2014 11:15 AM
1522	Going to the airport for very early flights on the weekend can be very cumbersome. I have walked from my residence at 25th and John to Westlake for Link service, since the 11 or 43 start their services later than Central Link. There's that strange night bus, but the schedule/routing is crazy weird to figure out. SLUT service is horribly restrictive. It's service day is awfully short compared to other rail systems, and the headways are really, really long...more often than not, it's just faster to walk than wait for a tram. The quality of the service (cleanliness, comfort) is very good, though.	11/7/2014 11:14 AM
1523	I5 congestion. SR520 congestion. Idiotic HOV lanes on SR520.	11/7/2014 11:05 AM
1524	The peak (and thus more frequent buses) should extend from 9am to 10am and 6pm to 7pm to better reflect current work hours. Also, if you could speed up the buses by adding priority lanes and signals, removing stops that are frequently congested by cars (see route 8 east along Denny Way), etc, it'd shave off minutes of each trip, and thus compete better with biking/walking/driving.	11/7/2014 11:03 AM
1525	I dont mind the long trip, but I do mind the over crowding and having to wait for hours to even get on a bus.	11/7/2014 11:02 AM
1526	The areas I go between have a lot of bus routes - but the bus only comes often enough on weekdays at peak hours. Otherwise, not enough service to be worth it.	11/7/2014 11:01 AM
1527	what do you mean why? who wrote this survey? you just asked me the top three things that prevent me from using pub transit, now you are asking why those things prevent me?	11/7/2014 10:57 AM

1528	Destinations in different neighborhoods, even if they are not geographically that far, can be extremely difficult to plan trips to. Service between Capitol Hill and downtown is good, and service between Central District and downtown, but not between Capitol Hill and Central District, so I end up having to double back through downtown twice or experience long waits between infrequent buses and/or long walks at night in neighborhoods and streets that aren't well lit or safe-feeling. This discourages traveling on nights and weekends when I would otherwise use Metro services.	11/7/2014 10:54 AM
1529	Mu husband texted me on his way home that "a rider is peeing into a beer bottle on the bus" last week, and another was swearing at every other rider. I can handle all that, but not so comfortable telling my guests to take the 10 or 43.	11/7/2014 10:48 AM
1530	It is easier and quicker to just ask for a ride from a friend, especially late at night.	11/7/2014 10:47 AM
1531	Bus service in the later hours of the evening is extremely unreliable, and I am much less likely to use it during that time.	11/7/2014 10:38 AM
1532	Because it takes too long to get to my destination, service isn't frequent enough, and buses are too crowded. this is self explanatory.	11/7/2014 10:34 AM
1533	I'd like to see the SLU Street Car run more frequently, or even consistently. I get out of work sometimes around 9:30PM and I don't see the times displayed on the digital message board quite frequently, and if I do, a 20 minute wait seems not worth waiting for (I'll use my legs) or Pronto. It seems much of the street car should have it's own dedicated lane to increase productivity and reliability.	11/7/2014 10:30 AM
1534	B/C Metro took away our 17 local and replaced with a useless 61 which was doomed to fail from the beginning.	11/7/2014 10:30 AM
1535	Buses getting stuck in traffic means that it is hard to time how long a trip takes. Also, makes the arrival of buses hard to predict. This dissuades me from going somewhere if I have to transfer as I am taking two buses that could be late and extend the entire travel time	11/7/2014 10:24 AM
1536	Between Cap Hill and Downtown, I can walk faster than the bus goes during the morning rush hour. If I miss one bus, I often can't wait for the next one - plus, not enough frequency means all the buses are overcrowded and unpleasant (not my top 3 reasons, but still a consideration). The 9X is not available on weekends and the 7X was cancelled - getting to and from the south end on transit on the weekends is a joke. I would much rather ride the bus but these days we don't even bother trying on weekends.	11/7/2014 10:24 AM
1537	Used to take the 555 from downtown/Pioneer Square to Issaquah for social events after work. But the return leg at 8-9pm had such low frequency that it made the trip a real pain - being tied to an alert where I had to drop everything and leave if I didn't want to wait another half hour.	11/7/2014 10:13 AM
1538	Do you guys ride the bus? I shouldn't have to explain this to you if you do, and if you don't, I don't see why you are working on this.	11/7/2014 10:02 AM
1539	Bus service is usually good but transfers take up a lot of time. All of the busses seem to come in/out around Steward street in Seattle, but Seattle is growing North (SLU) and South (SODO) so transfers are necessary.	11/7/2014 9:59 AM
1540	The 12 and the 2, in particular, are often stuck in traffic. BRT treatments on Madison, with exclusive bus lanes and signal priority, would make a huge difference. Also, moving the 2 from Spring/Seneca onto Madison would be fantastic -- it would be much more reliable (waiting at the library and watching the 2 sit through multiple cycles at 4th is so painful) and would provide great frequency along Madison.	11/7/2014 9:55 AM
1541	With the recent Metro cuts, the closet bus stop is a ways away from my house especially when its really rainy and windy out.	11/7/2014 9:54 AM
1542	Worst issue: Service isn't frequent enough. 15-minute service should be standard at least for peak hours. Second worst: Buses are not reliable. Buses should have grade-separated lanes wherever possible. Third worst (much lower): Have to walk a long way in an unsafe environment to reach buses in Canyon Park. Not sure what can be done about that realistically, though.	11/7/2014 9:53 AM
1543	Buses are too slow because they're stuck in the same traffic as the cars. No bus stop near my home. No N/S bus service on 202 between Woodinville and Redmond.	11/7/2014 9:49 AM
1544	Overwhelmingly it's a time issue. Sometimes what should be a 15 or 20min drive will take over an hour on the bus - especially with kids that can be very hard. It's also hard if I'm leaving work at 5pm and need to make it to pick my kids up before childcare closes. If I am trying to make it to my daughter's busstop, I can't have a 10% chance of being 20min late!	11/7/2014 9:45 AM

1545	Quirks in scheduling, esp in PM, make riding the bus inconvenient--often notice that there are no buses to the U District/NE Seattle for 15-20min, then several in a row; similar pattern in the U District, so that even though my house is served by several bus lines within 0.5mi, I often have longish waits between transfers.	11/7/2014 9:42 AM
1546	Too many routes are legacies from Seattle Transit days and don't reflect service needs (demand and requery) of the 21st Century. World War 2 ended 70 years ago! Update the routes and scheduling now!	11/7/2014 9:37 AM
1547	because you took away bus # 42	11/7/2014 9:34 AM
1548	1. There are no convenient bus routes near my house. 2. Bus service near my house is not frequent enough to be useful. 3. I have to transfer twice (bus, train, bus, and then walk) to get to work.	11/7/2014 9:33 AM
1549	See my written comments above. I believe I have addressed these three things. I try to make a go with public transportation but lately, the issues are getting more pronounced. My husband does not understand why take buses that eat up too much time (90 minutes on a weekend to get from Issaquah to UW is 60 minutes more than it would by car, on weekends = 2 hrs of wasted time roundtrip and that's just the travel time--wait time isn't included).	11/7/2014 9:28 AM
1550	More demand than service, would by my uneducated guess	11/7/2014 9:26 AM
1551	Overcrowding, unreliability, and infrequent service all discourages people from using transit for anything other than commuting downtown.	11/7/2014 9:25 AM
1552	I ride my bike everywhere! I can leave when I want and don't have to wait more if I'm already a few minutes late. Buses seem so stuffy and inflexible by comparison. BUT! once there's light rail within decentish walking distance to my house (assuming I can continue to afford living on capitol hill which seems...maybe not possible) I'll totally use that to get to the airport mostly. Or maybe Columbia City.	11/7/2014 9:24 AM
1553	I'm a native Seattleite and can't emphasize enough that the crime and vagrancy around the Westlake tunnel station and park are MAJOR deterrents to me using transit services in the area (not to mention the bus stop at Third Avenue & Main). I know Mayor Murray is putting more SPD officers on the street, but this will take a while to realize and in the meantime more immediate resources are needed to get illicit activity off the streets. People who live, work and visit downtown don't feel safe using the services we are all paying a lot for. In the last 4 years or so, Downtown Seattle has gone downhill in a marked and alarming way. It's become an embarrassment, cesspool, and eyesore. I appreciate the partnership between the King County Metro Sheriff's office and the SPD to address the issue -- Operation Happy Holidays last year was an outstanding program that needs to be instituted YEAR-ROUND. We are all smart people. Seattle boasts one of the savviest technology centers in the world, with top talent brimming everywhere. Surely we can get fix this.	11/7/2014 9:22 AM
1554	My buses are hosed on home Seahawks or early Mariner's games, so I usually drive those days.	11/7/2014 9:19 AM
1555	See #5 above.	11/7/2014 9:16 AM
1556	For most destinations it isn't worth it to wait more than 10-15 min just to get on the bus; transfers compound that problem. Particularly a problem when going out in the evening.	11/7/2014 9:16 AM
1557	I do not own a smart phone, and each time I need to transfer, I feel like I am increasing my chances for getting lost. Transferring and waiting for buses for longer periods of time than is necessary is also difficult b/c it makes planning my day more challenging and requires more time than I have.	11/7/2014 9:15 AM
1558	See #5.	11/7/2014 9:10 AM
1559	I know that the electric trolleys are being replaced, but I can't touch anything on the 43 without feeling like I'll get a communicable disease.	11/7/2014 9:08 AM
1560	For me, the frequency and bus stop locations are very adequate. I have a few options that I can use in my daily commute, and one of the lines is always coming within 15 minutes or so. But the issue is just the time it takes to get across town. The U Link will be a great relief in that it will offer a speedy way to get downtown. I currently don't live near the U District, I think it would be important to prioritize service enhancements on lines that will deliver passengers to the new Link stations.	11/7/2014 9:07 AM
1561	Faster for me to drive (or even walk sometimes) than the current bus schedule.	11/7/2014 9:06 AM
1562	Bus routes/transfers are inconvenient (vry) enuf to make almost impossible for rme.	11/7/2014 8:59 AM
1563	Link takes too long to get to the airport, as convenient as it is. Twice as long as driving, unfortunately.	11/7/2014 8:58 AM

1564	We need a backbone of frequent corridors that are NOT BOGGED DOWN BY TRAFFIC. Right now, there are only two reliable ways to get around town- biking and walking (and Link is probably fairly reliable, but I don't live in the right part of town for it). We need to make transit way more reliable. Why are 20 people in a private car more important than the 60 people packed on the bus? We need more dedicated lanes, queue jumps, and signal priority. The recent improvements made to the 44 line helped a lot, similar efforts should be made on all lines. And we should have off-board payment and all-door boarding everywhere. While I'm dreaming, we should also have buses with fewer seats or fold-up seats that run the shorter, crowded routes to fit more people on. (Like to Capital Hill or Fremont).	11/7/2014 8:55 AM
1565	The 71, 72, 73 buses that I take to the U District are packed pretty much every trip, and I catch mine at the Int'l District station. Once the Link Light Rail is up and running to the 43rd and 12th St station, it will take a lot of pressure off the 70x buses. Fingers crossed.	11/7/2014 8:52 AM
1566	Being able to get home in a timely fashion is just as important to me as getting to work on time.	11/7/2014 8:52 AM
1567	If I have an early morning or laate night flight, transit isn't always my best bet. I'm airline crew, and if there is a 6 AM flight, the crew should be at the airport around 1 hr. 30 minutes before the flight departs, and that isn't always possible using transit.	11/7/2014 8:46 AM
1568	Overcrowded hot stuffy buses are the worst. It makes walking preferable or taking the light rail.	11/7/2014 8:45 AM
1569	You need to offer MORE busses during Convention Place Events, sporting events, big concerts, etc. Us "every day users" get bumped off by the "occasional user" and that becomes so frustrating!!	11/7/2014 8:44 AM
1570	light rail did a good job of enforcing metro bus regs, but the buses are a dirty, frequently with out of control people. The bus drivers can't enforce the rules; nor should they have to. An effort, with more transit police is needed. I've taken the buses for years, but most of my friends and family members wouldn't even consider it after giving it a try. To dress to go to work and sit on a filthy bus, with random menacing behavior, not the way to start a day of work in the city.	11/7/2014 8:40 AM
1571	Buses get stuck in traffic just the same as cars. They bunch up -- three buses of a single route in a minute or two, then none for 45 minutes. Bus lanes -- one more time, everyone all together now -- BUS. LANES. Having to detour into Downtown to get to further afield destinations is a bit annoying. It would be nice if Renton and Southcenter could be connected to Seattle in ways other than through downtown. Not having a good connection between Renton and Rainier Valley is a problem -- the 106 isn't good enough.	11/7/2014 8:38 AM
1572	These are the problems left after I shape my life around transit options.	11/7/2014 8:36 AM
1573	explained in previous question.	11/7/2014 8:33 AM
1574	The 'C' line is always mobbed. The Water Taxi is consistently on time and reliable.	11/7/2014 8:32 AM
1575	I would like to connect to the train station from my home but getting back home on Sunday keeps me from taking the bus to the train	11/7/2014 8:31 AM
1576	i prefer to walk when i can because the buses on the 43 and 49 are dirty, never on time and take as long as walking to/from work because they stop SO frequently. it's unnecessary.	11/7/2014 8:30 AM
1577	I use Metro every weekday, but it does take at least an hour to get to work and another hour to get home. I would use Metro more, such as on the weekends for shopping, etc., but my route does not operate on weekends.	11/7/2014 8:29 AM
1578	Transferring can easily add 30 minutes to a route and make taking public transit unfeasible. It is difficult to swallow spending 1 hour on the bus when driving can get you there in 15-20 minutes. This wasn't a provided option, but the pricing structure also works poorly - if I didn't have a bus pass, it would cost me the same amount of money to go 2 blocks from my house, as it costs to go 15 miles to Bellevue.	11/7/2014 8:29 AM
1579	I use public transportation but I have the above notations just as anyone else might have.	11/7/2014 8:26 AM
1580	Though it's not Metro or STs fault, chronic traffic that clogs bus routes is a problem. As someone that relies on transit to do the lion's share of travel (especially in the winter when it's cold and rainy), I have to accept that my bus will be late and take a long time to get to my destination. For those riders that THINK transit may be a suitable option for them, congestion and the issues it causes on buses, especially during rush hour, is a huge deterrent and likely curbs ridership. Focused energy and policy should be placed on creating and enforcing bus-only lanes, creating street design that prioritizes buses, and make it easier, predictable, and reliable for riders (especially new or timid rider) to access transit.	11/7/2014 8:23 AM

1581	My commuter route is notorious for being unreliable. There's no reason for me to use the more reliable routes to get to downtown if it's not running anymore, or I wonder about whether it will show up. Drivers are often rotated on and off of it. Transferring isn't so bad, particularly if it's between frequently-running buses. That's why it takes me an hour to get to work, in less traffic, and only 30-45 minutes to get home: the buses home run much more frequently so I don't have to try to hit a mark with my transfer. My last commuter route (the only one that goes within a mile of my office) leaves downtown Seattle at 8:40 AMish. If I go in later to work for any reason (i.e. doctor's appointment, late meetings, etc.), there is no practical bus to take, particularly because nothing goes down 1st anymore...they've all moved further away to 4th Ave S.	11/7/2014 8:22 AM
1582	Getting to Capitol hill from NE Seattle is surprisingly difficult. Actually getting to anywhere except downtown from NE Seattle is difficult.	11/7/2014 8:22 AM
1583	Transfers often tack on extra 1/2 or even a full hour on my commute for the "layover" at the connecting bus stop. (Especially trying to get to Shoreline and Greenwood from Capitol Hill). There needs to be closer coordination with transfers, or the creation of more direct routes.	11/7/2014 8:21 AM
1584	I use it, but these are the 3 top drawbacks.	11/7/2014 8:18 AM
1585	Service is not run late enough on the weekend. Metro and Sound Transit and the City of Seattle need to begin offering late night service on Friday and Saturday night at a minimum--until after bar close--as most big cities do. Runs up until 2:30 a.m. would be sufficient and very helpful. When travelling within the city, I exclusively utilize my feet, a Pronto bike or bus--I refuse to drive my car as traffic is too much without adding myself to the equation. However, infrequent service to many neat areas such as getting to many of our great, large parks means I avoid neighborhoods such as Magnolia completely and have yet to make it to Discovery Park, Carkeek Park, Seward Park and many others--this also includes the fact that getting to these locations takes too long on transit.	11/7/2014 8:17 AM
1586	Travelling with my toddler daughter can be difficult on the bus. Transferring is not a problem if frequency is high.	11/7/2014 8:16 AM
1587	I choose only direct routes, and will not usually embark on a trip requiring more than one ride; otherwise I drive.	11/7/2014 8:16 AM
1588	Why does it take too long? Buses run late; sometimes they don't show up; when you miss a connection because of a late bus there is likely to be a long wait for the next bus; trips involving 2 transfers or more can take much longer than trip planner indicates. Why are bus/train schedules not reliable? I don't know about trains, but buses commonly run behind schedule and sometimes don't show up. (Most of the time they do show up EVENTUALLY, but you really remember the times that they don't!) Why is service not frequent enough? If the interval between buses is 15 min. or less, the problem that late buses and missed buses creates when trying to connect a connection is greatly diminished.	11/7/2014 8:15 AM
1589	The buses I use to commute to work are 10, 11 and 49. I occasionally ride the 43 to go home. From work in Belltown, I ride any bus on 3rd Ave that will take me from Virginia to Pike. The issues: I am on one of the last stops before downtown so buses are usually crowded. I usually wait for the next one if that's an option. The big issue is access. I look for a bus has a flat entrance (no steps) as I don't want to ask for the lift (I use a cane). I avoid the 10 and most 11's. The 43 and 49 are somewhat more usable. I don't see ANY reason to use buses with steps: many, many riders have mobility issues. Needing to deploy the lift a lot really slows things down. The Rapid Ride buses are the way to go	11/7/2014 8:15 AM
1590	In the city busses are unreliable. Frequently late or slightly early no matter what time of day it is so a lot of time is wasted waiting. I also find that local busses are not synced up well with commuter busses. For example if I wanted to catch the 49 from Broadway to UW to transfer to the 372 northbound, I will typically arrive and either see the 372 pulling away or miss it by 5 minutes causing a 25-30 minute wait for my next bus. This seems to happen at both ends. Coming and going I typically wait close to 25 minutes for my "commuter busses"	11/7/2014 8:07 AM
1591	Unclear what you're asking. "Service not available on weekends" is under Metro control ... you don't offer it possibly because of cost and lower ridership than during the week. "Takes too long" - Metro spoke-and-wheel model makes it VERY DIFFICULT to get cross town - requires transfers AND a lot of time. By-the-way, those newer busses are FREEZING in the back half of the bus (yes, both articulated and standard). Temperature control is WAY WORSE than in the older buses which I like.	11/7/2014 8:04 AM
1592	I don't usually travel distances that are very far apart, and sometimes transit is twice as slow as driving would be. Those are the times that I ride my scooter or car2go. Also, waiting for a bus that is ten minutes late is a big frustration that puts me in a bad mood.	11/7/2014 8:03 AM

1593	Buses are often slow, unpleasant, dirty, and costly compared to the alternatives. Anything under 2 miles is often faster to walk than wait for and then take a bus. During rush hour when the 10 is full and delayed, anything under 4 miles is often faster to walk (meaning walking all the way to downtown is faster and more pleasant than taking the bus to downtown from Capitol Hill). For anything requiring a transfer (like Capitol Hill to Ballard), biking is far faster than taking the bus. Finally, for a family of four, driving and parking downtown is the same price as round-trip bus tickets and a lot faster and more pleasant. These are hard problems to solve, but one thing I think Metro could consider is surge pricing. If it was free or near free to ride the bus outside of peak times, I'd ride it more and I bet other people with flexible work schedules would shift their work and meeting hours outside of rush hour times. Since Metro's costs almost certainly are entirely driven by trying to provide needed capacity for peak times like rush hour, it might cost very little to shift to a surge pricing model.	11/7/2014 8:02 AM
1594	I have to transport things that are too large or inconvenient for the bus	11/7/2014 7:59 AM
1595	Reliability is a problem only because of bus frequency If a bus is late or full I am at the stop 20-30 min	11/7/2014 7:58 AM
1596	The 49 can take up to 20 minutes to get from 4th/Pike to upper Broadway, which is literally walking speed. Since Ulink will only take 2 minutes to make the same trip, optimizing the bus network for connections to Link makes great sense. Local service on Broadway probably doesn't need to go all the way Downtown, and ultra-frequent service on Pine St should continue for local trips to Downtown (boost frequency on Routes 10 or 11?)	11/7/2014 7:55 AM
1597	I would probably use transit to get to other parts of town, like ballard for example, but it takes 40+ minutes or requires transfers. When you introduce a transfer--coupled with buses not always adhering to their schedule--you can have long wait times between connections	11/7/2014 7:39 AM
1598	I hate transferring downtown via light rail to bus, but with the new cap hill station that will be fixed. The 12 is not frequent enough.	11/7/2014 7:38 AM
1599	It's amazing to me how long some of the bus routes take! There are SO many stops - every other block, often. There are times when I can walk faster than bussing. Transfers make the problem worse, of course. The lack of progress on mental health and homelessness issues also greatly impacts the experience of taking public transit, especially in downtown Seattle, through 3rd ave and on the 3/4. I don't think there's much public transit authorities can do on this, but it's worth remembering how these issues connect for the average rider experience.	11/7/2014 7:36 AM
1600	Stations, stops, buses, or trains aren't safe: 3rd/Pike mostly	11/7/2014 7:27 AM
1601	Not knowing if busses are delayed is a significant problem. I used to use the dated "one bus away" app, but since I pick up the bus daily from the Pioneer Square tunnel, the app doesn't work because there is no service in the tunnel. A secure Wi-Fi or digital information boards offering real-time bus information would be immensely helpful.	11/7/2014 7:16 AM
1602	The best example I can think of right now is that I have friends in South Park who I never go visit because the best route there doesn't run on weekends, which is the only time I that I am able.	11/7/2014 7:15 AM
1603	In Wedgwood, you are pretty much stuck outside of normal commute hours unless you want to transfer. I would like to take transit with my kids, but it is difficult without transferring to get where we need to go.	11/7/2014 7:07 AM
1604	Sodo light rail and busway are poorly lit.	11/7/2014 6:52 AM
1605	I have to stand or sit on side facing seats. Arthritis makes this impossible	11/7/2014 6:48 AM
1606	72 is the best bus for me, but it is slow, doesn't come often enough and in the late afternoon is often 20-30 minutes late. It is freezing cold waiting for it in the winter.	11/7/2014 6:48 AM
1607	I live within walking distance to the Light Rail station on Capitol Hill so if the Route 101 was made a feeder Route between Rainier Beach and Renton riders would have much more frequent service between Seattle and Renton.	11/7/2014 6:36 AM
1608	I am only familiar with one route (Metro #66) so when I want to go somewhere else, it's easier just to drive rather than figure out how to get there on public transportation.	11/7/2014 6:26 AM
1609	I have a toddler and I'm a working mom. I want to spend as much time with him as possible. Taking the bus doubles my commute time.	11/7/2014 6:21 AM
1610	Can you also please do better at communicating that people should not smoke in or 25 feet around bus shelters and stops? Plaster those things with signs and enforce it. Also, the stop at Pine and 3rd is absolutely disgusting and I feel unsafe there. Can you please work with the city to clean it up and all the scary people who congregate there?	11/7/2014 6:18 AM
1611	Nothing prevents me from using public transportation. I haven't owned a car for over 10 years.	11/7/2014 5:51 AM

1612	These things don't make me stop using them but they make me unhappy. I use the bus because it is the right thing to do financially and environmentally; when I can get a seat it allows me to read and relax on my commute. But I hate waiting for late buses. I hate being smashed like a sardine in a can and standing in the aisle all the way downtown. And I hate the way there is no really accurate way to know when your bus is coming. I use one bus away but it has it's limitations. I especially hate waiting for a bus going northbound in the transit tunnel. Why is there no display showing which buses are en-route and when they will arrive? Seems like a simple thing to track and you do it for the rapid rides.	11/7/2014 5:20 AM
1613	Reliability ... Times that buses don't stop at a bus stop ... for instance lately it's been raining but if you use the covered area for the bus stop they are not near the where the bus driver thinks you should be to stop "standing close enough to the pole ... or waiting for the bus but not seeing them in time to wave them down like a taxi etc	11/7/2014 12:44 AM
1614	To get to work (Bellevue transit center) from North Capitol Hill (Broadway & E. Roy), I have to take awkward routes to Montlake freeway station and transfer (e.g, 49 to 271 or 43 to 271), hoping the 520 is flowing clearly. Another option is to walk or bus to the Convention Place station and take the 550. Busing to Convention Place or walking takes about 20 to 25 minutes, on top of the really slow 550 "Express"	11/7/2014 12:21 AM
1615	particularly, it is hard to wait for the bus to U-district during the rush hour hour around 4:30p.m Also, sometimes the smell is not good in the bus, especially during the raining time	11/7/2014 12:04 AM
1616	The frequency and the lack of late night options are really limiting.	11/6/2014 11:54 PM
1617	As I mentioned above, for some trips I need to allow a lot of time. This can be taken up not just by the riding, but also by waiting, transferring, and walking to and from stops.	11/6/2014 11:53 PM
1618	For all of them? When it takes too long to get to my destination, I'm late. Stops can be convenient but they also can be fairly far away from where I need to be. After concerts, there are rarely any buses running after midnight so I have to walk long distances home in the dark. It's not very safe that way.	11/6/2014 11:23 PM
1619	Cap Hill <-> Wallingford / Ballard / Fremont takes time and (depending on time of day) transfers that can involve long waits.	11/6/2014 11:22 PM
1620	If I arrive at Seatac around 5:00 PM, it takes less than an hour to get home by light rail and bus. If I arrive at 11:00 PM, it takes about 2.5 hrs, which is too long.	11/6/2014 10:58 PM
1621	There are often two wheelchairs already on the bus and so I am forced to wait.	11/6/2014 10:38 PM
1622	Most destinations require a transfer, with daytime frequencies as low as 30 minutes, the wait and transfer points becomes an undue burden. Other modes of transportation are just more convenient then. Don't interpret this as "People don't like to transfer, lets build more 1 seat routes". I am saying the exact opposite, I'd rather have a network of 20 routes running every 10 minutes than one with 60 routes running every 30. And not just be a bit. A sparse high frequency network that makes transfers easy is orders of magnitude more useful.	11/6/2014 10:37 PM
1623	For example: It's very difficult from Issaquah to Bothell or Kirkland.	11/6/2014 10:37 PM
1624	routes 68 and 372 dont worrk on sunday. So i have to walk to catch route 30 or route 31 32 75 or 65	11/6/2014 10:32 PM
1625	It's very difficult to get from Redmond to Fremont.	11/6/2014 10:28 PM
1626	The 545 from Redmond doesn't stop on First Hill in the evening.	11/6/2014 10:27 PM
1627	Metro deleted the 17 local which provided one seat, although slow, travel from Ballard to downtown Seattle. Route 61 which replaced it was eliminated because of lack of patronage, no surprise since it went nowhere useful. Many riders simply walked to 24th Ave NW, particularly if they lived east of 32nd Ave NW. It didn't help that it ran bumper to bumper with the 17X in the morning, and frequently ran just ahead of the 40 towards Ballard, making a 1/2 hour wait for the next 61 to 32nd Ave NW. In many instances, it requires walking across multiple lanes of traffic to change buses, e.g. Market & 15th ave NW, and Leary and 15th Ave NW. I have frequently missed the D line because of the problem of crossing too many lanes. Metro staff should be required to ride the bus, no parking provided at the work place.	11/6/2014 10:21 PM
1628	Multiple routes to the same key destinations increases frequency but often means headways are inconsistent. Traffic during peak times means schedules are unreliable. Add in crowded buses and service that drops off after 7pm and it takes too long to get anywhere by bus.	11/6/2014 10:05 PM
1629	I work downtown, but live in Lake Forest Park. As a result, there is only one late night option for me that comes within reasonable distance of my house (the 347), meaning that after a certain time of night I more or less must hire a cab.	11/6/2014 10:03 PM

1630	After performances in Town Hall, ACT, Benaroya, sometimes it is an hour between buses...and it is scary waiting downtown alone or in the company of sketchy people.	11/6/2014 10:01 PM
1631	It takes me 15 minutes to drive or 60 minutes to take the bus each way. I have better things to do with 90 minutes of my day than wait for or stand on an overcrowded bus.	11/6/2014 10:00 PM
1632	1. I cannot stand on an overcrowded bus for long trips and have to sit down, so I often have to travel across town and pass up buses to get a seat 2. Buses don't run early enough in mornings and /or weekends since I have to transfer	11/6/2014 9:55 PM
1633	Too long/Transfer: the two are really one for me. The need to transfer is what makes the trip longer than I'd like. Early enough: I really prefer more frequent service between 5:30 and 6:30as getting to the University early is important to me.	11/6/2014 9:55 PM
1634	Bus stops should be better lit at night. Lengthy waits at transfers are hard during winter when it's cold and dark.	11/6/2014 9:54 PM
1635	There are too many bus stops making an 8 mile trip into downtown Seattle a one-hour commute. I believe people can walk a block and half extra. There is not need to have a bus stop every other block, as long as there are safe sidewalks for people to walk on.	11/6/2014 9:49 PM
1636	The 545 is always packed and the 930 doesn't run enough throughout the day.	11/6/2014 9:47 PM
1637	Buses getting stuck in traffic	11/6/2014 9:35 PM
1638	It takes a long time already to get from A to B, but often I have to wait half an hour for a bus to come, increasing transit time.	11/6/2014 9:30 PM
1639	Stations/stops are too close together, buses are stuck in traffic, xfer at UW takes too long (often a 20 minute wait)	11/6/2014 9:30 PM
1640	limited service on weekend mornings to downtown. Disabled riders sometimes making a bus late by 5:00 to 10 minutes due to unforeseen issues.	11/6/2014 9:28 PM
1641	See above about 3rd and Pike safety issue. I have been verbally harassed on buses as well (mostly on the way to or from the U District), but most rides are uneventful if not pleasant. The time cost of using public transportation is one of only two reasons I haven't sold my car. Getting to the opposite side of Lake Union from a given point is never a good experience and is even worse on public transportation. Also I can't get to 3rd & Virginia for a 6 am class.	11/6/2014 9:27 PM
1642	I really think the LINK should run later on weekends nights. It would be much better if the last train left around two am as I'm sure many people would want to take a train as opposed to a taxi/uber/Lyft. Also the first train to downtown restricts my work schedule. If it could get to downtown by 4:45 it would work much better for me.	11/6/2014 9:24 PM
1643	(In regards to the final choice:) Getting to and from bus stops, and especially during transfers, is extraordinarily onerous and often unsafe because of the often poor placement of those stops. Bus stops should be placed nearer to obvious destinations and safe street crossings; stops at transfer points should neither be more than a block away from each other nor require the crossing of more than one major arterial.	11/6/2014 9:10 PM
1644	Shift work, late nights, weekends and holiday service makes it difficult to get the University of Washington Medical Center	11/6/2014 9:07 PM
1645	Service to west ballard 17 has been cut.	11/6/2014 8:58 PM
1646	All 3 issues generally interconnected.	11/6/2014 8:57 PM
1647	There are multiple times when the bus schedule is not reliable. The rapid rides are additional pain that didn't need to be created. Since the Rapid Rides came about, metro can't seem to budget well enough and it's reached the public due to their advertised cuts. It's highly upsetting to the county as a whole knowin that jobs, and sufficient bussing was compromised. Unacceptable.	11/6/2014 8:52 PM
1648	it's really disappointing when nice stops / shelters are installed for Metro patrons only to be taken over by people just "hanging out" in & around the shelter making the stop less than desireable. One big example of this is what happened to the rapid ride shelter on 3rd & Virginia in Seattle. I often don't feel comfortable at that stop which only gets worse come winter dark & rain. Also why does Metro spend so much on things like wi-fi, etc in these times of economic crises for public transportation ?? GREAT idea in good financial times but right now all people really want is to be able to get to & from work reliably , safely & maybe even having a seat to sit in on the way !! Right now the discomfort of overcrowding etc outweighs & cancels out the hope of making the bus more attractive by offering wifi and such.	11/6/2014 8:50 PM
1649	It takes two transfers to go from Beacon Hill to Northgate. (Bus 60 to Link to Bus 41) b	11/6/2014 8:30 PM

1650	It's all about the commute time, for me. The 48 could come every 5 minutes and still get crowded in the morning and after work. The whole U-district could use a separate system just for local commuters. Why do UW students need to use a bus from Loyal Heights to get 10 blocks very day? The 48 is over committed. It takes people North-South *and* East-West, *and* across the freeway, *and* to Greenlake, *and* to/from the U-District, *and* within the U-District. The 48X was hard to use because it was so infrequent, but it was the perfect route for me and served a real need. If it wasn't effective, fine, but there just aren't enough 48 busses to do the job, now.	11/6/2014 8:28 PM
1651	None	11/6/2014 8:17 PM
1652	Only two buses make stops within walking distance of my house. One only runs during peak hours, and both only come every half an hour and are consistently 15 minutes late. These routes only travel north-south, so it is very hard to go east-west without transferring to multiple buses. Places that would take 15 minutes to drive to require an hour and many transfers to reach by bus.	11/6/2014 8:13 PM
1653	There is only one bus line near by that goes near my house, and it only leaves every half hour, which is actually not so bad, but can be annoying if you need to transfer to another bus that only goes every half hour.	11/6/2014 8:13 PM
1654	Recent cuts eliminated direct services	11/6/2014 8:08 PM
1655	Re: Heading South to Town with Morning Commute: Not enough buses that stop around 120th , 110th and Lake City Way. The buses that stop there, are already full from earlier stops. Would like to see some routes start from there, not from Bothell so that we are not considered the near to last stop.	11/6/2014 7:46 PM
1656	I also find it difficult with a baby.	11/6/2014 7:45 PM
1657	I find the buses from the U District to Downtown to be frequent enough, but getting from any non-downtown neighborhood to any other non-downtown neighborhood is an ordeal because there generally aren't as many routes to choose from and they tend not to run frequently enough to really be useful.	11/6/2014 7:40 PM
1658	Still use it daily but on special trips I have to really plan ahead but Google maps and Metro tip planned are great helps....love trip planner...	11/6/2014 7:33 PM
1659	everything depends on the individual style of the driver that day. some are really fast and you have to run to catch the bus and some are super slow and always late. I ride the 30 to the U-District where I need to catch an express to downtown but your stupid schedule makes it virtually impossible to catch one of the 73x's that run down the Ave. They are running only a couple of minutes apart and the second bus is almost empty but instead of waiting for my bus to catch up he pulls away from each stop just as we pull up behind him. The next bus will be overcrowded and late and it too will be followed by a mostly empty bus a few minutes later. I call this phenomenon the "Metro Shuffle".	11/6/2014 7:31 PM
1660	The people who use public transport aren't always clean.	11/6/2014 7:31 PM
1661	I don't mind transferring if it is reliable and shortens overall travel time!	11/6/2014 7:28 PM
1662	What do you mean, why? Who wrote this survey? The answers are self evident. How do I know why Metro decided to eviscerate the schedules or made routes so infrequent that if you miss a bus you have to wait too long for the next one? Why is the eastbound 3/4 route invariably ridiculously late right after 5 when people just want to get home?	11/6/2014 7:19 PM
1663	Drivers pass up stops for various reasons. Buses are late due to (presumably) traffic. Freeway buses are no faster than driving; freeway buses need to use alternate routing when I-5 is too slow. Trains do not run late or early enough to/from the airport. Service frequency drops off too abruptly too early after rush-hour. Service is not early enough for early work shifts.	11/6/2014 7:18 PM
1664	It is impossible to try take a bus and get to work before 6 am which is very frustrating. My job has stayed in the same spot for the last nine years while I have changed neighborhoods and I wish there would be a few early busses. Currently I mostly use the 44 and am losing my mind with how crowded it gets, especially when like this morning the bus was a small one.	11/6/2014 7:08 PM
1665	To get to work, I can take one bus to International District Station, but then have to walk the last mile to the growing business district south of the stadiums.	11/6/2014 7:02 PM
1666	I wish there were buses or Link trains departing early enough from downtown to catch the first morning flights out of the airport (between 5 and 6 AM). Maybe that means a first train departing Westlake between 3-4 AM. I also wish Link connections didn't require long walks and grade changes at key transfer points (Sea-Tac Airport, King Street Station). Please invest in making those transfers faster and easier.	11/6/2014 6:50 PM
1667	Most important are reliability, frequency and time to destination. I can walk if a station or stop is a little further away.	11/6/2014 6:46 PM

1668	Being a young adult and a car free person, I want to be able to visit places in the city when I am not at work, and this can be difficult to do relying on the bus. More frequency & service is very important to be to be able to continue to rely on public transit I without a car.	11/6/2014 6:41 PM
1669	My daily commute is a fairly straight shot 4 - 5 miles from home to work. Public transportation options require that I either walk half a mile to get to bus that makes trip direct (shorter) vs. shorter walk to a bus that takes much longer. Also, what about pro-rating bus fares for length of ride: short ride = smaller fee?	11/6/2014 6:39 PM
1670	If its too slow I have better uses of my time. If its unreliable it makes transferring unreliable and makes the trip longer. If its not frequent enough it effectively makes the trip longer since I arrive early and have to waste time.	11/6/2014 6:36 PM
1671	I almost always avoid the 8 from 3:30p to 7pm M-F. You can walk faster up the hill. Aurora Exit/On ramp and Denny I-5 on ramp congest traffic. Not enough bus service to handle Cornish, Amazon and Seattle Central students.	11/6/2014 6:31 PM
1672	I have to transfer twice to get to/from work, and the transfer waits are terrible after 6. Inside of commute hours, I frequently have to wait a long time because the bus is too crowded to board. Also, it's impossible to get to SeaTac for the earliest flights of the day.	11/6/2014 6:29 PM
1673	What? One of my trips twice a week involves getting from my office at 3rd & Madison to Boylston and Olive and then from there to Queen Anne Ave N and Lee Street is 3 or 4 buses. I usually end up walking the 2 miles from my office to Boylston/Olive and then either walking from there to 1st and Mercer to catch a bus to the top of Queen Anne OR waiting a long time for a No. 8 that will let me off at the bottom of Queen Anne where I can transfer to a 2 or 13 going up the hill. Depending on the lateness of the hour, weather conditions and the like, I either catch a bus on 1st and Mercer to get to Lee St or walk. That's just one why. When you have no transportation other than your feet or a bus, it gets complicated in Seattle. I moved here from Portland, Oregon. Way different there.	11/6/2014 6:19 PM
1674	Starting a commute of say the 304 at 3:30 and stopping at 5:30 is rather silly. Most Americans need to work until 6pm so its rather silly to see empty busses at 3:30 and people needing to transfer just to get home during rush hour because a bus line stops it's commute before rush hour is over.	11/6/2014 6:06 PM
1675	Many of these may apply, but I use public transportation regardless. I'm a public transport enthusiast.	11/6/2014 6:06 PM
1676	I live 2.3 miles away from work. The bus route to get there (the 8) is a straight shot, almost entirely on one street. It takes nearly an hour to get home at night because traffic on Denny is such a nightmare. Nothing Metro can solve alone, but it does mean I'd rather ride my scooter in the rain than triple the length of my commute to take the bus.	11/6/2014 6:00 PM
1677	Nothing is ever on time! It's ridiculous that the 277 sometimes runs 30 minutes late.	11/6/2014 5:59 PM
1678	Why can I only pick three? All of these items apply. I use transit because I live in an area that does not have ample parking and I don't own a car. I rely on the bus 90% of the time and I spend about two hours everyday commuting because the bus is late or slow.	11/6/2014 5:55 PM
1679	Getting to an evening meeting is easy, getting home is a very different matter. Long waits later at night make me uneasy as I am now a senior. Try being an only woman at 3rd and Pine at 10:30 at night with an ever changing group of young males for 40 minutes.	11/6/2014 5:54 PM
1680	It can often take one hour to get from work to the Seattle Center. If I drive, I cut the time in half.	11/6/2014 5:52 PM
1681	I cannot take the bus to work as the service doesn't start early enough and the stops are not near enough to home & work (Boeing Everett). It also prevents me from taking the bus around the Hill and to the Fremont/Greenlake area as there are no direct routes and the schedule is infrequent (especially on weekends) so its just easier to walk or drive given the time and amount of travel that's out of my way required if I take the bus. Also, given how early bus service stops, the bus is unreliable transit because though I live centrally, I can easily get stranded somewhere overnight.	11/6/2014 5:50 PM
1682	I love transit but I need it to work for my schedule. It's often not a reasonable option for a trip to another neighborhood.	11/6/2014 5:48 PM
1683	542 should have weekend routes; need later services in general.	11/6/2014 5:48 PM
1684	I have many of these issues, but I wouldn't say that they prevent me from using transit. It's the nature of the beast. But in Seattle, it's a hell of a lot better for commuting then driving on I-90 during peak times of the day. Yes, it will be a dream when I can easily get to a train from the east side and take that all the way to a Husky game. That will be amazing.	11/6/2014 5:47 PM
1685	Buses at night are crowded and people are unruly and misbehaved.	11/6/2014 5:46 PM

1686	I used to take the bus to work because it takes 5 minutes, but the buses are so crowded during rush hour so I walk instead. I would rather walk in the pouring rain than take a crowded bus for 5 minutes. Especially since the crowds also mean longer delays, which tend to be between 5 and 20 minutes.	11/6/2014 5:46 PM
1687	Busses don't arrive as scheduled even on simple routes like #30. And wait times for any of 71/72/73 to Downtown can sometimes be puzzling considering frequency of trips.	11/6/2014 5:43 PM
1688	first item is for Seattle Center. second item marked is special events at Seattle Center and buses that drive right through in the tunnel after games.	11/6/2014 5:41 PM
1689	On the weekends I might opt to take the bus if they were running on the weekends (some don't) and running more frequently on the weekend than they do now. On my weekday commute, I get on the bus in the morning fairly early along the route so I always have a seat, but by the time we get to the freeway (this is the 77 in the AM) the busses are packed with people standing. If I had to stand all the time like that I might not take the bus as frequently as I do.	11/6/2014 5:34 PM
1690	The stations were obviously designed by people who never intend to ride the bus. In fact, the design often causes passengers to walk out of their way, even circle around their intended crosswalk.	11/6/2014 5:34 PM
1691	I am much more likely to take public transportation if I don't have to transfer or can transfer to the light rail. I really dislike transferring between buses. I like taking the 75/32 to the Seattle Center, but we don't do so for events like the Opera because 1. the opera gets out around the time of the last 32 bus and we don't want to get stranded. Because everyone gets out at the same time, there is a real danger of not being about to get on the bus or having to stand for an hour.	11/6/2014 5:34 PM
1692	For cross town trips it usually takes far too long to get from neighborhood to neighborhood. For me, the worst trip is between E John St & 24th Ave E on Capitol Hill and NW Market St & 22nd Ave NW in Ballard. In theory, a transfer from the 43 to the 44 should be relatively direct. In my experience, however, the 43 is usually unreliable, running late, and just misses the 44 in the U District (usually follows about 1-2 blocks behind). This means at least a 15 minute wait for the next one. The 44 then gets stuck in traffic or makes frequent stops for riders. This is a 20 minute drive but it takes over an hour via transit. I'm a fan of designing a network based on transfers instead of myriad point-to-point routes, but the connections must be between services that are frequent, reliable, and fast. Currently that is not the case for a large number of my trips.	11/6/2014 5:33 PM
1693	Any transfer automatically adds 20 minutes to travel time. I do a lot more moving around on the weekends when I am not at work and need more of the buses at convenient times/frequency.	11/6/2014 5:32 PM
1694	Working outside of normal commuting hours and sometimes in locations far from transit, such as the San Michelle Winery, make it difficult to use transit.	11/6/2014 5:30 PM
1695	Transit delays in downtown Seattle during the evening commute can make for a long and crowded bus trip. Service not beginning early enough makes it difficult to catch early airport flights. Traffic delays impact reliability of bus schedule.	11/6/2014 5:25 PM
1696	I don't take the bus if I have to transfer since I usually don't have the option of being late and I cannot rely on the buses to stay on schedule to make the transfer.	11/6/2014 5:20 PM
1697	Drug and Drunk people on THIRD AVENUE (Pike & Pine) always we can't walk and is not safe	11/6/2014 5:19 PM
1698	Buses are mostly reliable, but there are times when they are late or don't show up. When I have to transfer, the bus I'm on often gets to Northgate just as the one I want is leaving, so I have to wait another 30 minutes.	11/6/2014 5:16 PM
1699	Running the 312 and the 306 all the time would be great for downtown access - it's very slow now outside of commuter hours.	11/6/2014 5:15 PM
1700	In the weather we have here in Seattle, eight months out of the year, I cannot dress professionally as my job requires, and wait at bus stops, slog from the bus stop to the Light Rail, etc. Because many times the 106 will come while the Light Rail users are waiting to cross MLK Jr Way to catch the bus, the driver sees them, but doesn't wait. During our dark months-between November and March-it can be a bit sketchy waiting at the 106 bus stop at MLK and Henderson.	11/6/2014 5:11 PM
1701	The reliability of the 44 has improved, but it is still bad during peak times. It often is crowded, which isn't helped by occasionally running 40 foot coaches instead of articulated ones.	11/6/2014 5:10 PM
1702	There are no convenient train times to go to Tacoma	11/6/2014 5:10 PM
1703	Some buses are very crowded at times (71, 72, 73) Some stops/waiting areas not particularly safe at times	11/6/2014 5:09 PM

1704	I always allow some cushion in case a bus is late, but when it's 30 minutes late that is a serious problem. Metro drivers are generally excellent drivers with great people skills! But sometimes one doesn't show up for work, or a bus breaks down leaving commuters in the lurch. Being late for work on some days just isn't acceptable, and once I came within a whisker of missing the once-daily Amtrak train for a trip out of state because there was a trainee driving the Route 5 bus that day. For several months the regular Route 5 driver was from 20 to 30 minutes late on the morning commute route, and when I asked why, she said she always had to stop at Shoreline Community College to use the bathroom, and some days the bathroom was closed for cleaning and she had to wait for the janitor to finish. I understand about human biological needs, but that explanation for making 30 or more people late to work every day absolutely took the cake. Transfers double the opportunity for lost time due to unpredictability of traffic, drivers & equipment, and in addition one finds oneself out in the weather on in the dark on an unfamiliar and sometimes sketchy street corner.	11/6/2014 5:08 PM
1705	Some buses (recently the 512 on one occasion) do not show up as scheduled, and I've had to drive to make it to work on time. Reliability is extremely important when commuting. Some routes (66x) operate on what I believe to be the perfect frequency, while others seem to be too infrequent. Personally, the 26 is a very convenient and useful bus, but I often have to use a different, less convenient route because it is so infrequent.	11/6/2014 5:08 PM
1706	Add: In some cases, service isn't direct enough, even with transfers. All answers above apply to when I choose not to use transit for certain trips.	11/6/2014 5:02 PM
1707	Intervals between buses of 15 minutes or less are acceptable. Intervals of 30 minutes or more are not. Lately, buses are more crowded than they used to be, especially at rush hours.	11/6/2014 5:02 PM
1708	Not sure why you're asking why... so I'll use this as a free form comment box. Paper transfers need to be interchangeable between agencies. My ORCA card doesn't last long enough to get me on my second bus most of the time. Any time I catch a bus in Lakewood, I basically have to run to the International District and hope the 71 is sitting there ready to depart. Any delays force me to pay extra. Also, when my transfers do expire, it's usually only 30 seconds expired, or something really stupid like that. I get REALLY MAD because if I had a paper transfer, the bus driver would just accept it. I estimate King County Metro has stolen at least \$20 from me due to ORCA transfers not working.	11/6/2014 5:01 PM
1709	75 bus is overcrowded	11/6/2014 4:59 PM
1710	I have mobility issues. I have been going through treatment for multiple foot issues and it is painful to walk more than a block.	11/6/2014 4:58 PM
1711	I still take the buses because I have to.	11/6/2014 4:58 PM
1712	Takes too long due to transfers Reduced or no service on weekends for some routes	11/6/2014 4:58 PM
1713	Mostly I am very pleased with the busses. Problems do present when going to farther places or working late.	11/6/2014 4:56 PM
1714	I don't even take the bus when I'm in Seattle much anymore because they're always completely packed, and as a petite woman, I hate putting up with inappropriate behavior from male passengers. I'd rather ride my bicycle for free on my own schedule, and have a much less stressful experience.	11/6/2014 4:55 PM
1715	I sometimes worry that the frequency can be too much of a wait depending on traffic on the roads as well as the capacity and handicapped people on buses/trains. I sometimes worry I may miss my connection.	11/6/2014 4:55 PM
1716	Too many mentally unstable, drunk, smelly, and aggressive passengers on busses and vagrants at bus stops. We call the bus stops at 3rd and Pike and 3rd and Virginia the "Bus Stops from Hell". We need more presence from Transit Police.	11/6/2014 4:54 PM
1717	Another thing--I don't like to stand in the rain at 5 AM with my suitcase! (Not much you can do about that one)	11/6/2014 4:54 PM
1718	One of my biggest challenges is that my current buses are overcrowded (it only got worse with Metro's service cuts), stops are being removed (so one has to walk longer distances to get to transit). Since the service cuts went into effect, most buses on the routes I travel have been running late, they are not reliable, they are way over crowded (ie leaving 20+ people behind at a stop and having to skip additional stops). Having to transfer more than once is also too difficult to navigate. Buses don't connect well, so each transfer can add at least 15 minutes of wait time to a trip - sometimes longer if its not a peak travel time.	11/6/2014 4:52 PM
1719	The routes and schedules all contribute to the 3 factors I chose above.	11/6/2014 4:52 PM
1720	add routes for 167 outside of rush hour	11/6/2014 4:51 PM

1721	The weekend bus schedules, even on Capitol Hill, are too few and far between. As said, if I have to transfer more than once, or sometimes even once, I usually won't ride the bus. Even without transfers, sometimes it is simply faster to take a different method than the bus. Light rail will be a huge improvement, but we need more DEDICATED BUS LANES.	11/6/2014 4:49 PM
1722	TOO MANY BUS STOPS DO NOT PROTECT PEOPLE FROM THE WEATHER OR BUSY TRAFFIC ON ARTERIALS WITH SPEEDS OF 35MPH IT RAINS HERE SIX MONTHS IN A ROW, AND SOMETIMES STANDING IN THE WIND, RAIN, AND COLD ON CONCRETE ISN'T HEALTHY!	11/6/2014 4:48 PM
1723	You also took away the 47 route making me walk 20 minutes longer to get to a bus to downtown.	11/6/2014 4:48 PM
1724	Have you ever taken the late night busses into the city on a weekday? It's not a safe feeling environment (despite statistically not being worse than any other place I suspect). The routes are often sparse and filled with the types that don't make people feel safe, which discourages their use even more. Outside that, the distance to get on the stop is often prohibitive. I could transfer from a closer one to a main line, but that just adds more work.	11/6/2014 4:47 PM
1725	Even the Metro tracker does not reliably predict arrivals and departures in the bus tunnel. The Express buses to the U District do not run after 6:45 PM, and I frequently leave work after that time. All the buses are too crowded; unless they arrive--some late, some early--all at once.	11/6/2014 4:45 PM
1726	I live under 15 minutes away by car from Columbia City, Georgetown, Capitol Hill, downtown, Mount Baker, Seward Park, and Hillman City. That said, there are many times when I'd rather take transit. But when it the travel time starts edging past twice as long to get there (and in many cases three or four times as long as driving), I end up in the car instead, even though I'd rather not be driving and looking for parking. This is particularly true on the weekends.	11/6/2014 4:42 PM
1727	Buses aren't frequent enough, travel too slowly, and don't run late enough to be useful for many trips.	11/6/2014 4:42 PM
1728	I would be willing to transfer if it means that Metro could provide a more reliable, frequent schedule. Route 2, the bus that I often use, is very often behind schedule because it gets tied up in traffic in Belltown and downtown with several turns and with competing with traffic trying to access the freeway.	11/6/2014 4:41 PM
1729	Re: transfer: To get to one of my main destinations I can drive for 10 minutes or take two buses and take over 45 minutes. Cross-town transit is not sufficient.	11/6/2014 4:40 PM
1730	- Travelling from 85th and 20th to anywhere that isn't downtown is very difficult to do in a timely fashion using the bus.	11/6/2014 4:38 PM
1731	i am also handicapped, use a stick.	11/6/2014 4:38 PM
1732	I wish there was some security patrolling the bus stations in the U District.	11/6/2014 4:37 PM
1733	Takes over an hour for bus by my house to get me to a transit center. No parking at transit centers by 645-7am No sounder service by 8 am	11/6/2014 4:36 PM
1734	I can workaroud many of the others - length I can bring work or reading. I like to walk so what I consider walking distance is quite long. I find that I have to cut a social event short if I'm taking transit back.	11/6/2014 4:35 PM
1735	My biggest complaint is that going from East Green Lake to Capitol Hill takes entirely too long. 40 minutes bare minimum if there's zero traffic and you make the connecting bus on time. This will no doubt improve when U-Link is open, but the infrequency of the 48 past 10 pm or on Sundays (30 minute headways) are a major barrier. A similar complaint is that East Green Lake to central Ballard takes WAY too long. 30-40 minutes compared to a 10-15 minute car trip. Better connectivity between neighborhoods (vs. neighborhood to downtown and vice versa) is a problem. Required transfers are unreliable due to traffic and infrequent buses. I wouldn't mind transferring nearly as much if there were timed transfers and/or very frequent headways. Otherwise, you get stuck waiting 28 minutes for an every-30-minute bus because you just missed the last one. I have had issues with overcrowding on the 76 and 316 in the mornings at the final stop before I-5 on Ravenna Blvd. These days, the last 76 of the morning is almost always crush-loaded. During the summer, I experienced several passups of the final 76 of the morning, resulting in my being 30-40 minutes late to work downtown because I needed to walk to the nearest 66 stop and wait 10+ minutes. A few of these passups happened because the driver mistakenly believed the bus to be full when in fact people were just excessively bunched up at the front of the bus. I called Metro to complain whenever that happened, about three or four times. That hasn't occurred in several months, thankfully.	11/6/2014 4:34 PM
1736	I would never transfer unless its a frequent connection such as 23rd to the Eastside at Montlake Freeway station or hoping into the transit tunnel or with SoundTransit. Any trip more than 40 mins is too long. walking to 23rd or John street is only relevant for longer trips (to and from the east side or Seatac) or very complicated transportation challenges (i.e., taking the 8 to Seattle Center for a concert)	11/6/2014 4:34 PM

1737	Like I said, with budget cuts and a lack of interest by most people, transit has really reduced its services. Taking a bus from downtown to my home in Ravenna at night takes an hour or more (it used to take a half-hour). The system downtown of paying before you enter causes serious delays. The buses are already late and then, they just get later and later as people board.	11/6/2014 4:34 PM
1738	It is more difficult if the travel is to be in the evenings and on the weekends.	11/6/2014 4:32 PM
1739	I use pt to get to work but rarely anything else. That will change somewhat when the light rail is expanded.	11/6/2014 4:30 PM
1740	I would use public transportation more if it didn't take so long and the need to transfer.	11/6/2014 4:29 PM
1741	It is often faster for me to walk where I am going (between South Lake Union and downtown or Capitol Hill, most frequently) than to take a bus and/or streetcar. The transit options between these neighborhoods often get delayed in traffic during the times of day when I am commuting.	11/6/2014 4:28 PM
1742	To get to downtown, for instance, from east of UW, a rider needs at least one transfer and lots of time to reach destination. To get to the airport takes at least three.	11/6/2014 4:27 PM
1743	The 60 is a good connection to Capitol Hill, but its service falls off early in the evening making it impractical. During peak times service frequency is 30min and that's limiting. The clientele on the bus going to and leaving Harbourview can be questionable as well.	11/6/2014 4:23 PM
1744	As long as there is space on the buses, it works for me. When there is not, that is a problem.	11/6/2014 4:22 PM
1745	Traffic	11/6/2014 4:22 PM
1746	Transfers are a problem because of the length of time one has to wait, especially from downtown to campus Park Way for a 75 or 30. Because of the traffic light at Brooklyn, the desired bus pulls away from the campus stop while the bus from town is waiting for the light to change. Often one has to physically run from one bus to the other. There is often a long wait between local and buses going downtown on a weekend at campus park way from 75 Often drive to UW as buses don't seem to coordinate to end of class time in the evening.	11/6/2014 4:21 PM
1747	It shouldn't take an hour to get to the Uptown Theatre by bus, when it only takes 15-20 minutes by car (excepting time spent trying to park). The transfer and frequency issue go together, as I have to make sure that the bus I'm riding in arrives early enough at the transfer stop so that, if it's delayed, I can still make my connection -- something that would either be remedied by more-frequent service, or by more direct routes. On the other hand, if everything is running on-time, there's also the possibility that I will arrive 30 minutes early.	11/6/2014 4:19 PM
1748	I ride the bus everyday so this question isn't pertinent to me. But those times that I choose not to take it, the reason is generally because routes aren't convenient. And my overall top complaint about riding the bus is that it is just packed to and from downtown every single day.	11/6/2014 4:18 PM
1749	If we had more tax money, with tax equity - taxing the rich more through state income tax and tighter corporate taxes, we could better fund transportation. We need more density. We need trains!	11/6/2014 4:18 PM
1750	This is just for the buses, as I don't have this issue with the light rail. But again, the buses are sometimes just way too crowded that I can't get a seat, which--for a ride that sometimes lasts 45 minutes in traffic--is a long time to stand.	11/6/2014 4:17 PM
1751	I would prefer to take the bus more often, but when I know I am going to work late, I do not feel safe waiting for my bus at the 3rd and Pike bus stop (I generally take the 2, 13 or 29). This is particularly a problem in the winter months, when any evening commute generally happens in the dark. I suspect improved lighting would help, as with other stops through Belltown, but it has resulted in me driving more than I would like.	11/6/2014 4:16 PM
1752	If I have to walk far, depend on unreliable schedules or transfer from one unreliable schedule to another driving becomes more attractive.	11/6/2014 4:15 PM
1753	I live in Duvall and work in downtown Seattle. The last bust home to Duvall leaves Redmond at like 7PM. If I take the bus all the way from home I cannot work late at all. The 545 bus is slow. The super awesome new bus ramps at Evergreen Point and Yarrow point are completely pointless. These awesome stops should have been installed at 50th and 40th on 520. Dozens and dozens of people are trying to get on the bus at 50th/40th. Usually less than 3 people use the Evergreen point / Yarrow point stops. The 545 wastes a ton of time on the 40th/50th on/off ramps in the morning. We have to creep along with traffic.	11/6/2014 4:13 PM
1754	I work over 50 miles from where I live, and across a county line. There isn't anything direct. Transfers eat up a lot of time. The Sounder Train doesn't run late enough or early enough for either direction of my daily commute. I can't use Sounder Train on weekends to visit friends/family living in other cities/counties.	11/6/2014 4:13 PM
1755	They keep cutting service to Magnolia. And we pay A LOT of property taxes!	11/6/2014 4:13 PM

1756	During rush hour, things work well, but later in the evening waits are much longer (which is uncomfortable in parts of downtown - 3rd and James). UW to downtown is tough - really crowded and few direct routes - have to hike far to get to a bus	11/6/2014 4:13 PM
1757	Outlying stops (outside of downtown core) are located in dark, unlit, exposed or KNOWN DANGEROUS areas! Drivers frequently cannot see riders waiting at stops and either don't stop or stop too quickly for safe boarding. The main reason I don't ride more frequently is the continuing issue of a rather large percentage of riders who DONT PAY UPON BOARDING!! I can't blame the drivers from avoiding potential violent confrontations but there has to be a better way of insuring ALL passengers pay their fare.	11/6/2014 4:11 PM
1758	If a bus only comes only every 20-30 min, that is too long of a wait if you happen to miss one because it came a few minutes early. Some schedules seem off - the bus comes way too late when I need to be on time to something. If I have an event that is extra early or late, then bus service is often not useful.	11/6/2014 4:10 PM
1759	Takes too long - traffic. It's great as it's an "express" bus but nothing express about Seattle traffic. There are NO stops near my house to get to my destination and the federal way stop for 197 is 20 minutes from my house then you add 1+ hr commute... By the time the bus picks up at my stop, it's standing room only. We do need an earlier 197 to alleviate that but I know not all buses are like that.	11/6/2014 4:09 PM
1760	It should not take a bus 1 hr to travel the same distance a car can travel in 15 minutes.	11/6/2014 4:09 PM
1761	what do you mean "why"? if something is 10 miles away and I have to take three buses and wait 30 minutes between transfers, then that "takes too long". You're asking me why the busses are too crowded? I think it's because there are more people that there are seats. But I might be wrong; I'm not a transportation analyst.	11/6/2014 4:08 PM
1762	late evenings to/from Ballard are not frequent enough	11/6/2014 4:07 PM
1763	We're not a first-class transit region without 24-hour service options. The more convenient service is the more likely I am to use it, referring specifically to frequency. Some of my preferred destinations require more than one transfer, which, combined with infrequent service, makes for less attractive transit.	11/6/2014 4:06 PM
1764	I need to pick my daughter up from school at a particular time, and with infrequent and slow buses, I can't make that trip reliably by bus.	11/6/2014 4:05 PM
1765	I don't like having to travel downtown in order to get anywhere.	11/6/2014 4:04 PM
1766	It's starting to get dangerous to walk home from public transit. People are targeting public transit riders in crimes	11/6/2014 4:04 PM
1767	Test test	11/6/2014 4:01 PM
1768	There are still buses that do not have lifts. Many trips I take either require too many transfers or the route takes over 1hr to get where it is going; both issues can be difficult for me (I have brain fatigue issues).	11/6/2014 4:00 PM
1769	Burien to UWMC buses crowded since service cuts. Link Light rail very crowded at evening rush hour. Have to transfer Downtown Seattle to get to UWMC when travelling from home in Burien.	11/6/2014 3:57 PM
1770	connections in the U District after about 6:30 aren't good. The last #74 leaves downtown by 6:45, the #30 doesn't run after about 6:30 and the #75 service drops back to every 30 minutes so making a connection from another route can mean a lengthy wait on Campus Parkway	11/6/2014 3:56 PM
1771	It is difficult to plan and arrive on time when bus schedules are unreliable.	11/6/2014 3:55 PM
1772	Increase frequency from every 30 minutes to 15 minutes would be more suitable. On weekends I end up driving my own car rather than try to use the bus for convenience. I like having a bus stop within 5 minutes walk from house.	11/6/2014 3:55 PM
1773	49 is totally jammed in the a.m. with students from U District to Seattle Central and does not come frequently enough THROUGH THE NEIGHBORHOOD in a.m. to accommodate workers to downtown. Coming home, everyone jumps on to get to CAPITAL HILL, then it's empty THROUGH the neighborhoods to home. So when the tunnel/shuttle comes in... Please still continue to think about bus service THROUGH THE NEIGHBORHOODS, because the 49 is the only one picking us up.	11/6/2014 3:55 PM
1774	Too many cuts to service to and around the eastside and Renton.	11/6/2014 3:55 PM
1775	The bus never comes on time and most of the time two come at once rather than one every ten minutes. The ride from the u district takes between 30 and 60 minutes. And I'm lucky to get a seat they are so crowded. Often the bus can't hold everyone. Also there isn't any good direct route from upper Kent/covington to the u district.	11/6/2014 3:54 PM
1776	The way the schedules line up, I often have to wait 20-25 minutes to transfer buses. That makes a long ride even longer. If I can drive in 20 minutes, but it takes 1.5 hours to go by bus... driving is going to win every time.	11/6/2014 3:54 PM

1777	There are no reliable bathroom facilities along the route.	11/6/2014 3:53 PM
1778	545 is always crammed to the point where I've had them stop at Montlake where I get on and then actually not let anyone else on because they are so full, at which point I have to wait for the next one, putting me very far behind schedule in my travels. It takes an hour and 2-3 buses to get from Ed Hill in Redmond to Cap Hill in Seattle which is just a generally giant investment of time. Ed Hill has only 1 route, the 221, and it runs only every 30-40 mins which makes it inconvenient.	11/6/2014 3:52 PM
1779	There are frequent issues with buses being late and unreliable, or sometimes if they are late they are overcrowded. There are not enough dedicated bus lanes around the city (especially in the U-District), which means buses get stuck in traffic and become slower and more unpredictable. Additionally, when I have to transfer, that means dealing with 2 or more bus lines that are running on unpredictable schedules and could mean 10-20+ minutes of wasted time waiting for another bus to come.	11/6/2014 3:52 PM
1780	Reduced service on weekends can be very inconvenient	11/6/2014 3:51 PM
1781	With a great amount of effort on my part, transit does get me "near" to any other places (other than work) I wish to go. If it were easier to reach other places using transit, I would take transit much more, and travel much more. As well, because of the restrictions on public transit access, it limits places that I can work, live, and recreate in.	11/6/2014 3:51 PM
1782	Also scary, mentally ill passengers. But also definitely, dirty buses. Once I saw an old chicken leg bone on the steps of the back door of #49. That's very unsanitary.	11/6/2014 3:51 PM
1783	I use Metro because I believe it is the responsible thing to do, but as service deteriorates, it has become a very unpleasant experience.	11/6/2014 3:50 PM
1784	Bus stop is located near my home which is wonderful. Easy to get downtown and to connect to light rail.	11/6/2014 3:50 PM
1785	I will drive part way to work when I have obligations after work that require long bus rides home or long bus ride and connection to the light rail.	11/6/2014 3:49 PM
1786	Ballard/Fremont to the UW is a overcrowded route (standing room only most days).	11/6/2014 3:49 PM
1787	Why? I can get on my bus and handle the transfers but sometimes my bus is late and I miss the transfer and end up waiting in bad weather for the next bus and the neighborhood is unfamiliar and slightly unsavory.	11/6/2014 3:48 PM
1788	I use it a lot. However, it is frustrating that the LINK does not run all night or at least until 3am. I end up spending a lot on a taxi any time I want to go out on a Friday or Saturday night.	11/6/2014 3:48 PM
1789	Third Avenue and Pine/Pike stop is terrible.	11/6/2014 3:48 PM
1790	The current driver is constantly late because he leaves the 1st stop late.	11/6/2014 3:47 PM
1791	My main issue is using public transport at night. It is a bit scary in downtown and even in the U.Dist.	11/6/2014 3:46 PM
1792	It would be nice to have more direct service without transfer. (Shoreline to UW and UW back to Shoreline).	11/6/2014 3:45 PM
1793	Time to drive is much less than taking the bus. I would rather take the bus and not worry about parking etc. But getting east - west in north seattle is really slow on the bus. The only option is the 48 or the 44. Very limited. Nothing on 65th.	11/6/2014 3:44 PM
1794	Express buses only run until around 8:30 AM	11/6/2014 3:44 PM
1795	See above	11/6/2014 3:43 PM
1796	Usually when it takes me too long to get somewhere it's because I have one or more transfers. I would love it if there were a bus that looped through capitol hill to SLU, Queen Anne, Ballard, Wallingford, The U district, back to capitol hill. I think a lot of people would love this and it would get a lot of use.	11/6/2014 3:43 PM
1797	Time is important. It's silly when a car can get somewhere in 20 minutes and the bus takes two transfers and an hour due to delays and unreliable/infrequent service. If traffic is so bad that driving is also exceedingly slow, then ideally public transit provides a more viable and efficient option. As it stands now, it is rare that transit is a better option -- at best it is an equal option in terms of cost and time.	11/6/2014 3:43 PM
1798	AT PEAK HOURS IN MORNING 9 EXPRESS GOING TO CAPITOL HILL IS PACKED AND IT IS ALWAYS THE SHORT BUS. THIS IS A VERY BUSY ROUTE WITH MEDICAL WORKERS GOING TO FIRST HILL AND STUDENTS GOING TO SEATTLE CENTRAL. FROM 7:45 TO 9AM THE BUSES ARE LIKE SARDINE CANS.	11/6/2014 3:43 PM
1799	The homeless problem is something beyond the control of Metro, but they mar an otherwise pleasant transit experience.	11/6/2014 3:42 PM

1800	It's impractical for me to take the bus downtown from the Children's Hospital area because it takes so long.	11/6/2014 3:42 PM
1801	Everything in Seattle takes either 30 or 60 minutes to get to by transit. It's just absurd, this doesn't make sense.	11/6/2014 3:41 PM
1802	Sometimes the issue is getting back from my destination, like I would be willing to bus there but I'll probably be tired at the end of the night and prefer to drive back. For drinking on cap hill I solve this problem with cabs. The only reason I dislike transfers is the possibility of missing the connection and having to wait a long time for the transfer. That's a bummer because it makes it a lot harder to estimate how long the trip will take, and because it's frustrating to have to suspend a trip in the middle of getting to where I'm going in order to have to wait at another bus stop.	11/6/2014 3:40 PM
1803	All of the above comments are about the King County Metro buses. Sound transit is great.	11/6/2014 3:40 PM
1804	??? I just said why in #6	11/6/2014 3:40 PM
1805	I am recovering from a hip injury, and I am too intimidated by the prospect of a crowded bus to ride to work on them right now. I normally don't have a problem with it, but I'm afraid of not getting a seat right now while i am healing, and going up and down the steep hills of Seattle from the bus stop to my office doesn't work for me now either. Once I heal, I will go back to driving to the park and ride at Northgate or walking the couple of blocks from my house to the closest bus stop. Also, I don't like going in the tunnel, so that is why I drive to the park and ride so I can take the #303 and avoid the tunnel. I happened to be at the bus stop at Westlake in the tunnel the night the girl got beat up by a couple of other girls while the "security officer" looked on. I haven't felt safe in the tunnel since that happened.	11/6/2014 3:39 PM
1806	Route 40, 26, and 28 are always very crowded often skipping my stop when going from South Lake Union to Fremont.	11/6/2014 3:39 PM
1807	Bus transit generally works for my daily commute. When I have to work late I often drive, because I don't feel safe waiting at bus stops in the University District in the evening. Bus service doesn't work well for getting to the airport because of having to transfer and because the times often don't work well with our flights.	11/6/2014 3:39 PM
1808	Proposed changes to #60 had it originating in Renton!!!! Goodness, what an opportunity for delays. This really is a poor idea, and with the new Seattle METRO funding passing in the election, how the heck will that work for a route that starts in the county and finishes in Seattle?	11/6/2014 3:39 PM
1809	I suspect all of my issues are due lower ridership from to others opting to drive themselves rather than take public transit.	11/6/2014 3:39 PM
1810	We put public transportation where the money is, not where the people need it. The street car? Along a line that nobody uses, meanwhile buses are over-crowded and running WAY over capacity.	11/6/2014 3:38 PM
1811	I live on Beacon Hill so I have to take the 36 route or walk down hill to get a bus on MLK. Either way is a half mile.	11/6/2014 3:38 PM
1812	Because some of my destinations require transferring two or more times, it takes too long to get to my destination. If buses ran more frequently, making transfers wouldn't be so harrowing or time-consuming (if you miss a connection and have to wait another 20 minutes, it's not worth it). Going to the airport, as I mentioned above, requires frequent, reliable bus service to the train and train service to the airport that starts before 5 am in order to make it viable for people trying to catch early flights.	11/6/2014 3:37 PM
1813	I use transit a lot and don't usually have problems. But the times I use my car is when the service isn't frequent enough -- usually after the afternoon peak times.	11/6/2014 3:37 PM
1814	rush hour crowding esp from Ballard to UW and from U District to downtown	11/6/2014 3:37 PM
1815	I wish the real-time reporting was more reliable. Too many ghost buses in certain locations makes it hard to rely upon the real-time arrival tools.	11/6/2014 3:36 PM
1816	I often travel with my small son and he can't sit on transit as long as I can.	11/6/2014 3:35 PM
1817	aside from the light rail getting to outlying king county areas can take hours	11/6/2014 3:35 PM
1818	48 is consistently delayed in the evenings after 5pm. There is a lot of crowding on the busses. I would like transit to run 24hr/day. I would ride the busses more than I do now.	11/6/2014 3:35 PM
1819	It is much easier and much faster to drive to the VA hospital.	11/6/2014 3:35 PM
1820	Some buses are so crowded that I'd rather walk, which is a pain in the winter, in the dark, in heavy rain or snow. Takes so much longer. Would love to use the bus to get to the light rail at Westlake and go to or from the airport, but the buses don't run early or late enough to do that all the time.	11/6/2014 3:34 PM

1821	Mostly, the commute from West Seattle to UW is atrocious. Getting out of West Seattle is a pain but particularly when I need to transfer downtown or ride all the way to Ballard and then transfer again to go across. I wish there were more express buses you could take to go from long distances to other longer distances.	11/6/2014 3:34 PM
1822	It is extremely easy for me to use the transit system.	11/6/2014 3:32 PM
1823	Going to West Seattle is difficult because service tends to end early and I wouldn't be able to return home or it may take a long time with a long walk	11/6/2014 3:26 PM
1824	Low frequency creates larger transfer penalties and makes it so transit doesn't fit my schedule as well. Service drops off considerably after 7pm, making trips take longer or require more transfers. Reliability of transit is a serious problem at all hours, but most notably around commute times.	11/6/2014 3:09 PM
1825	#1 issue for me: crowding on the 71 through 74 in the peaks. Dwell times are getting really bad in the morning en route to downtown. #2 issue: weekend service when 30, 68 (Sundays), and 372 aren't running.	11/6/2014 10:49 AM

Q7 Are there particular corridors or places that need service in the evenings, on weekends, very early in the morning, or late at night?

Answered: 1,801 Skipped: 2,286

#	Responses	Date
1	Early and late to/from airport to downtown, as well as frequent routes to general neighborhoods from downtown (so able to connect after coming from airport or going to downtown early to get to airport).	12/4/2014 10:00 PM
2	Broadway to downtown. Downtown to Broadway. Downtown to the airport. Earliest flights are at 6 am but the earliest light rail will not get you there until 6:30.	12/4/2014 7:06 PM
3	Evening service between downtown and northern ends of Seattle is very challenging - they can be full or slow	12/4/2014 3:38 PM
4	light rail to the airport could start at 4 instead of 5 for the early, early flights	12/4/2014 3:25 PM
5	Northgate to U District.	12/4/2014 12:54 PM
6	Any buses that go around the UW should run at the higher frequency (rush hour) rate until later than they do now.	12/4/2014 12:47 PM
7	32, 31, 75	12/4/2014 11:44 AM
8	Not that I use frequently	12/4/2014 10:51 AM
9	from places with bars, theaters, dinner, etc venue to neighborhoods especially northeast and north seattle; a faster way to go east-west route	12/4/2014 10:44 AM
10	yes on rainier ave.	12/4/2014 9:13 AM
11	Downtown to Seattle Childrens Hospital	12/3/2014 9:21 PM
12	Not sure. I drive when it's night most days unless I am coming from work in the dark.	12/3/2014 4:57 PM
13	It would be great if the King County Water Taxi could offer service on a weekend, even if only once per month.	12/3/2014 2:52 PM
14	Don't know	12/3/2014 2:05 PM
15	n/a	12/3/2014 1:46 PM
16	522	12/3/2014 1:45 PM
17	East/West connections between neighborhoods north of Seattle (e.g., Fremont, Green Lake, Ballard, Maple Leaf, Greenwood, Northgate)	12/3/2014 11:44 AM
18	Aurora Ave N	12/3/2014 10:37 AM
19	More frequent service through Mt. Baker (the 14 bus) would be nice.	12/3/2014 10:32 AM
20	To the airport	12/3/2014 10:24 AM
21	Please return the free downtown corridor - it's great for tourists, commuters, and less fortunate.	12/3/2014 9:12 AM
22	Northgate transit center directly to the U district as there are many students, workers, shoppers and theater goers who would benefit. From both of those transit hubs, there are other options branching out so connecting them a little better would be beneficial to other routes.	12/3/2014 8:51 AM
23	not sure	12/3/2014 8:31 AM
24	Eastlake!	12/3/2014 3:55 AM
25	a direct route to u village from downtown would be nice and I would walk the rest of the way	12/2/2014 7:27 PM
26	Early morning from Snoqualmie Ridge (to Issauah P&R, Issquah Highlands or Eastgate P&R)	12/2/2014 6:50 PM
27	Getting from Downtown to Lake City or from University District to Lake City after 9 pm can be a very long trip.	12/2/2014 5:17 PM

28	I'd like more frequent evening service to and from Wedgwood in the evening.	12/2/2014 4:14 PM
29	If I rode the train to UW, then UW to Green Lake and Northgate would be nice, at least at rush hours.	12/2/2014 3:37 PM
30	holiday service from Seattle Childrens to pinehurst difficult	12/2/2014 2:46 PM
31	a lot of staff gets off work at children's hospital on sand point way at 1130pm, it would be great to have more bus options/more frequent times	12/2/2014 2:12 PM
32	Ballard to Fremont to University District population centers.	12/2/2014 2:10 PM
33	Madison Street!!!!	12/2/2014 1:19 PM
34	unknown	12/2/2014 12:59 PM
35	Not for me	12/2/2014 11:39 AM
36	To/From Children's Hospital and 60th St NE & Sandpoint way to the following locations: -Downtown -Wallingford -Fremont -Greenwood -Swedish Hospital -15th & Broadway -Northgate -U district -Meadowbrook -Victory Heights -Queen Anne -Pinehurst -Mapleleaf -Phinney Ridge -Crown Hill	12/2/2014 11:33 AM
37	I'm sure there are. I need more choices for how to get to work on time.	12/2/2014 11:11 AM
38	Roosevelt Way NE from Northgate Way to 45th, all evenings and Sundays. Would also like to see East-Westbound busses (on 45th, on Ravenna to 12th) from University Village to I-5 more frequently during UW football games.	12/2/2014 11:00 AM
39	More 41s late at night. And on the weekend. I end up driving to the transit center at northgate on the weekends. Which is ok.	12/2/2014 10:46 AM
40	Madison (east and west)	12/2/2014 10:40 AM
41	Seattle to Edmonds (Sound Transit train) - Evening later run back to Edmonds (or if the new light rail will service the Mt Lake Terrace or Northgate Park and Rides).	12/2/2014 10:26 AM
42	Madison Valley and Madison Park - there are definitely a lot of car traffic early morning, so why not enough buses?	12/2/2014 10:19 AM
43	21st and E James should have service earlier in the mornings, then I could bus to work instead of drive.	12/2/2014 10:07 AM
44	I5 and NE 45 St. would become a much more functional stop if it had more frequent northbound transit earlier during business hours. It would be nice to know why the 512 only starts service north at 1921 there	12/2/2014 9:51 AM
45	All of the corridors need evening/weekend service. In addition, for holidays such as Veteran's day or MLK day, a higher level of buses are needed as many of us still have to work, as can be seen by a very crowded I-5.	12/2/2014 9:50 AM
46	No aware.	12/2/2014 9:34 AM
47	Capitol Hill to North Seattle. East/west cross town.	12/2/2014 9:25 AM
48	YES	12/2/2014 8:56 AM
49	Bellevue to Seattle - earlier morning.	12/2/2014 8:52 AM
50	Eastlake!	12/2/2014 8:52 AM
51	40th Street North Downtown to Fremont, Green Lake, Wallingford U-district to the airport	12/2/2014 8:45 AM
52	Commuter service to Norther Snohomish County	12/2/2014 8:12 AM
53	North of NE 145th between 15th and Bothell Way. Shorecrest Highschool and Kellogg Middle School area	12/2/2014 7:56 AM
54	none	12/2/2014 7:43 AM
55	I-5 northbound and southbound.	12/2/2014 7:32 AM
56	What about better access to regular shopping, like a stop either right outside the doors of, or within the shopping complexes of, Fred Meyer, Safeway, Walmart or Lowe's, for example? Again, I specify 16th between 99 and Kent-Des Moines Rd...	12/2/2014 7:31 AM

57	I am sort of surprised that later in the night, there are less buses that head out of downtown and go up Lake City Way. I believe that the 522 is the only bus and this happens only every 30 minutes. All the good transit buses that head up Lake City Way go away. This is a bit of a safety concern for me if I am downtown and heading home after a dinner out.	12/2/2014 7:24 AM
58	Theaters on Capital Hill, downtown, Queen Ann, Greenwood, etc...Egyptian, Harvard, ACT, Paramount, Beneroya, Taproot, On the Boards, Uptown, Meany Hall--UW,	12/2/2014 7:16 AM
59	Metro route 268 needs more runs. Bus 268 is much quicker than ST 545, which takes 20 minutes to get onto the freeway from Bear Creek P&R. In November 2014, I took Metro 268 to downtown Seattle at 7 AM; the 268 was standing room only beginning at Bear Creek P&R. Ironically, a ST 545 bus going downtown came a few minutes before the 268 and only one person got on it; everyone else waited for the much quicker 268.	12/2/2014 6:59 AM
60	Queen Anne evenings	12/2/2014 6:52 AM
61	N/A	12/2/2014 6:07 AM
62	UW, Capitol Hill, Downtown need extended late night services on weekends	12/2/2014 12:12 AM
63	School very early in the morning work at night mall on the weekend and stores sometime.	12/1/2014 10:41 PM
64	hospitals!	12/1/2014 10:36 PM
65	Yes	12/1/2014 10:11 PM
66	Overall, need more runs between 2-3am so we can get home as quickly as possible after a night out. Otherwise, cabs are more reliable and faster. Direct bus service from the upcoming Husky Stadium light rail station to 70th and Sand Point Way (the Admin building for Seattle Children's Hospital) would go a long way to persuading me to take public transit again, assuming I can get on the light rail towards Husky Stadium somewhere near my house. I have no idea how the light rail system connects up since it currently doesn't go anywhere I want to go except the airport.	12/1/2014 10:08 PM
67	NO!!!!!! not after midnight in my neighbourhood!!!!!!	12/1/2014 9:57 PM
68	Lots of buses driving along Eastlake, but most of them don't stop.	12/1/2014 9:52 PM
69	To and from the airport for the light rail would be AWESOME earlier in the morning. When I fly, I usually have to be on a plane by 5am and I've called a taxi. I'd rather use Uber because a regular taxi is twice as much. But Uber does not pick up from the airport. The light rail does not run late enough at night, so I also have to take a cab from the airport. I do really like the light rail option for the airport though. It's smooth and convenient. The schedules are very reliable. Weekends... come on... everyone works weekends now. Keep the buses on a 15 minute schedule. The hospital NEVER SHUTS DOWN. People forget that.	12/1/2014 9:20 PM
70	Bus #49 - keep it going.	12/1/2014 8:20 PM
71	Eastlake Rainier	12/1/2014 8:19 PM
72	10th and Miller needs more night time.	12/1/2014 7:56 PM
73	I don't feel that many of the surface stops downtown are safe and security in the tunnels is a joke. Also when the weather is bad the smokers often light up in the covered area chasing the non smokers out into the rain or forcing us to to put up with their second had smoke.	12/1/2014 7:53 PM
74	Getting to parks (like Golden Gardens!) on evenings and weekends!	12/1/2014 7:23 PM
75	more lines from the tunnel to northgate transit center would be a HUGE help	12/1/2014 6:28 PM
76	I work as early as 0500 and stay as late as midnight. It would be helpful to have buses that would get me to work (on-time) this early in the morning and frequent enough that I don't have to wait 30 minutes in the pitch dark for the bus. It would be safer if more bus stops were in well-lit areas and covered from the rain.	12/1/2014 6:07 PM
77	does not apply	12/1/2014 5:41 PM
78	Capital Hill, Downtown	12/1/2014 5:34 PM
79	Anywhere around hospitals needs additional service during off hours since they run 24 hours a day and parking around them is usually hard to come by and expensive. Big restaurant areas really need additional evening and weekend service.	12/1/2014 5:23 PM
80	Sand Point and NE 55th (former 30 route)	12/1/2014 5:09 PM

81	Yeah, please go from Greenwood Ave to the U District and from the U District to Laurelhurst (Seattle Children's Hospital)	12/1/2014 4:58 PM
82	Make sure to have late and early running busses through downtown, u district, capitol hill and ballard. Any major, highly populated areas, esp. ones with young people who typically stay up late or get up early.	12/1/2014 4:52 PM
83	I think the main corridors (all starting from Downtown) are to Capitol Hill and the University District. There currently is service, but there is also a lot of traffic in those roads at late hours especially on the weekend. With the amount of drivers under the influence and the large number of pedestrians, this becomes a recipe for disaster.	12/1/2014 4:33 PM
84	To Seattle children's - 75 is pretty good.	12/1/2014 4:31 PM
85	Convention center to Eastlake Ave on week nights	12/1/2014 4:24 PM
86	From the UW to South King County needs later evening service.	12/1/2014 4:22 PM
87	Fremont	12/1/2014 4:13 PM
88	It's difficult to get from downtown to northeast Seattle late at night. Busses only come once an hour after 11pm. Not to mention I have to transfer in the U district, where I don't feel safe waiting for the bus at night.	12/1/2014 4:04 PM
89	It would be helpful to have increased service for the 75 and 65 around the time shifts change at SCH (7 pm, for example)	12/1/2014 4:04 PM
90	SeaTac airport. UW and NE Seattle to downtown.	12/1/2014 4:02 PM
91	No	12/1/2014 4:00 PM
92	Not sure	12/1/2014 3:56 PM
93	We need more busses in the evenings heading out of Downtown Seattle.	12/1/2014 3:53 PM
94	Direct from Seattle to South Bellevue other than during the 9-5 hours	12/1/2014 3:49 PM
95	Children's Hospital	12/1/2014 3:44 PM
96	Around downtown and Capitol Hill, mostly East/West. From Capitol Hill to Fremont/Ballard.	12/1/2014 3:43 PM
97	downtown to and from U District downtown to and from Capitol Hill ... and more	12/1/2014 3:40 PM
98	going from south lake union to the northeast part of seattle	12/1/2014 3:40 PM
99	Seattle Children's Hospital	12/1/2014 3:38 PM
100	Route 183	12/1/2014 3:36 PM
101	Seattle Children's hospital needs more routes. The 31 and 32 are unreliable and to infrequent.	12/1/2014 3:35 PM
102	Yes - weekend evening public transit to and from locations that have active nightlife (Capitol Hill, Ballard, Fremont) could definitely be improved.	12/1/2014 3:33 PM
103	Airport to West Seattle	12/1/2014 3:33 PM
104	Kenmore - around 61st. The service is very limited late at night and on the weekend, and this can be problematic	12/1/2014 3:33 PM
105	n/a	12/1/2014 3:33 PM
106	I would like to see bus service to the year-round farmers markets on the weekend. Also, providing late-night bus service from downtown Seattle to Northern neighborhoods to encourage people to use transit when going to dinner, events, or shows downtown.	12/1/2014 3:29 PM
107	WOULD LIKE THE WATER TAXI ON WEEKENDS	12/1/2014 3:29 PM
108	The Montlake/Pacific St Corridor is frequently too full for passengers, let alone bike commuters (especially the 48 and 43 southbound). More buses during the evening or more reliable schedules during this time would be helpful.	12/1/2014 3:28 PM
109	Seattle Children's hospital: early in the morning and late at night (express preferably).	12/1/2014 3:27 PM
110	Yes, it's called SEATTLE. The city needs to provide reliable transportation across the metro area.	12/1/2014 3:27 PM
111	Not that I can think of	12/1/2014 3:27 PM

112	The 65 route frequency decreases too early in the evening.	12/1/2014 3:27 PM
113	Light rail and connecting service to light rail would be great.	12/1/2014 3:25 PM
114	Direct service between Northeast Seattle via Sand Point Way NE to downtown Seattle.	12/1/2014 3:23 PM
115	no	12/1/2014 3:22 PM
116	Lake City Way mostly in the evening	12/1/2014 3:21 PM
117	Belltown and Capitol Hill	12/1/2014 3:19 PM
118	Connecting service to the new light rail stations should provide options for all nearby neighborhoods at all hours light rail is in service--though the schedule should be reflect use and need.	12/1/2014 3:14 PM
119	U district	12/1/2014 3:14 PM
120	Service from the University of Washington could be better. Especially from the University of Washington to the north connections in NE Seattle	12/1/2014 3:12 PM
121	No	12/1/2014 3:12 PM
122	No opinion.	12/1/2014 3:11 PM
123	I would love to see the 542 run on the weekends to Green Lake area from Redmond. I wish the 221 going up Education Hill in Redmond, could run earlier and later each day.	12/1/2014 3:10 PM
124	Keep the 41 and 70's going at a higher frequency later into the night, this would help people going downtown for the evening.	12/1/2014 3:10 PM
125	Seattle Children's Hospital University of Washington Medical Center	12/1/2014 3:10 PM
126	tacoma to u district more times during the day	12/1/2014 3:09 PM
127	seattle center and mercer Island	12/1/2014 3:09 PM
128	NE 75th Street from Sand Point Way to Roosevelt Way NE	12/1/2014 3:08 PM
129	62nd and 12th in the Roosevelt neighborhood (on the 67/68 line)	12/1/2014 3:05 PM
130	#12 mornings, evenings	12/1/2014 3:03 PM
131	Service between North Beach and downtown is very needed -- we can't all limit our work hours to weekdays so we need ways to get to work on the weekends or during the weekday.	12/1/2014 3:03 PM
132	More Seattle to Airport and return buses or trains at earlier or later hours.	12/1/2014 3:03 PM
133	NOt that I am aware of	12/1/2014 3:01 PM
134	seattle children's hospital to magnolia and vice versa late at night/early morning	12/1/2014 3:00 PM
135	stated above	12/1/2014 3:00 PM
136	na	12/1/2014 2:57 PM
137	South of Pine on Broadway needs more service on weekends. I think the 2 could use more late night and weekend service. Your questions regarding transfers did not really address one of the main issues that they be seamless. Ensure that the rider exits the bus and can enter the next one at the same spot in most cases so that there is no watching a connecting bus leave without the rider while attempting to cross streets ect to access the connecting route. Also it is not necessarily more efficient to unload an entire bus where most passengers will transfer onto another bus. This makes it so that two buses have to take the time to load and unload all those workers, wheelchairs, slightly disabled, strollers and shoppers, when only once would have saved time to the entire system. Also shorter routes tend to be less productive with a greater share of time used for turning around. Make sure all routes will be productive when planning changes.	12/1/2014 12:28 AM
138	Nope. I don't ride the buses that late	11/30/2014 10:23 PM
139	You are cutting service to Capitol Hill at Madison east of 16th. That is not the safest area to stroll around in the dark heading to a bus stop.	11/30/2014 1:37 PM
140	If the bus was available and safe, i would take the bus from first hill where I work to northeast seattle where i live.	11/30/2014 10:37 AM
141	no	11/30/2014 10:28 AM

142	service to hospitals, seattle childrens hospital	11/29/2014 5:31 PM
143	Sand point Way to UW campus early/late & weekends	11/29/2014 2:59 AM
144	NE Campus Pkwy at UW Seattle to Ravenna/Sand Point neighborhoods	11/28/2014 6:48 PM
145	I'm lucky to live near the Rapid D, which was a factor in where I decided to live.	11/28/2014 12:53 PM
146	Lake City Way NE	11/28/2014 11:48 AM
147	Sand Point Way/Lake City Way to Seattle Children's!	11/28/2014 10:38 AM
148	The bus route (65 and 64) along 30th ave in Lake City is very dangerous. The street could really use sidewalks and better lighting. The bus drivers have almost driven past me multiple times when it is dark out.	11/28/2014 6:07 AM
149	In the U district, especially on weekends.	11/28/2014 12:03 AM
150	University district/wallingford to the airport.	11/27/2014 10:51 AM
151	Montlake Blvd and Montlake freeway stops	11/27/2014 9:43 AM
152	24 hour routes servicing the University District area with Downtown, and continuing all-night service on Routes 7 and 36. Also, if possible, 24 hour service for the light rail...	11/27/2014 12:15 AM
153	UW to Belltown	11/26/2014 11:14 PM
154	Nightlife spots to residential neighborhoods	11/26/2014 9:20 PM
155	The 520 corridor before 5am.(Redmond arrival at 5:30)	11/26/2014 6:56 PM
156	In the U district to North Seattle	11/26/2014 5:15 PM
157	UW and the suburbs. Buses for bar areas and nightlife also	11/26/2014 4:26 PM
158	125th & Lake city way to 105th & Aurora. 105th & Aurora to 45th & university way	11/26/2014 3:37 PM
159	It is hard to get from downtown to Capitol Hill very late at night, but there probably should be a route that is late at least on the weekends.	11/26/2014 3:10 PM
160	Capitol Hill to University District early in the morning (before 6:00am).	11/26/2014 2:22 PM
161	Wedgwood	11/26/2014 2:06 PM
162	No clue.	11/26/2014 1:21 PM
163	UW, downtown, Belltown, Queen Anne	11/26/2014 12:54 PM
164	I do think that the Northgate Transfer Center and the Lake City neighborhood see enough traffic to merit increased service in the evening.	11/26/2014 12:53 PM
165	Pretty much everywhere...	11/26/2014 12:47 PM
166	There could be an earlier 586 bus such as at 5:15 or 5:20 AM weekdays.	11/26/2014 11:14 AM
167	The 355 route is often crowded and could stand to have a few more busses added! If the 355 route is changed to Aurora, that will mean 3 buses using Aurora and no university District service without several transfers for anyone who lives north of 85th and Greenwood. If the 5 ran later, I would be more likely to use transit late at night (after 10pm). Currently the E line is not a very safe option as far as walking to a destination after getting off anywhere along Aurora.	11/26/2014 10:37 AM
168	The 70-buses coming south through U district could start earlier in am	11/26/2014 10:26 AM
169	I think that the kent suonder needs to run later then 6pm. I get off at 6 and there for I can't take it home.	11/26/2014 9:30 AM
170	Although I don't use the bus really late or very early, access out of downtown is important so that someone would not be stuck there. Evening access for cultural and sporting events is important.	11/26/2014 8:38 AM
171	The only trouble I've had with service not being early or late enough has been to the airport. I can recall a few mornings when I've had to be dropped off because it's been too early to get a bus or the light rail there, which is most certainly my preferred way.	11/26/2014 8:27 AM
172	There should be service between the University District (including the Ave) and Capitol Hill in the evenings and late at night.	11/26/2014 8:09 AM

173	Earlier 550 transit on weekends.	11/26/2014 7:44 AM
174	Cap Hill to Seattle Children's could use some additional routes early in the am (0530-0630 timeframe). Would like to see Link stop at Husky stadium have a bus route out to Seattle Children's.	11/26/2014 7:31 AM
175	Ranier Valley, Downtown and U District could all use service earlier in the morning. I used to catch the 72X at Westlake Center at 6AM and it was the first one of the day and had standing room only.	11/26/2014 7:21 AM
176	Routes to the Transit Center and more frequent buses in the evening going from UW Seattle campus	11/26/2014 6:15 AM
177	31 bus to magnolia	11/26/2014 3:17 AM
178	Yes hwy 509 to downtown needs longer express routes. OR, needs a better connection to the light rail station	11/26/2014 1:54 AM
179	CORRIDORS: Either : from the university way (the ave) to 40th in Fremont _ access to he park and the troll Another one may be from 45 th or 50th street to 40h in Fremont. Pedestrian bridge on 47th !!! the 70s get packed whenever there is any games! Add more buses.	11/26/2014 12:14 AM
180	No, at least for me	11/25/2014 11:35 PM
181	Ballard to Cap Hill, or at least downtown. It is a huuuuuge pain to get to, especially on weekends. It takes me less time to get to Shoreline, and that's with three buses/two transfers!	11/25/2014 10:50 PM
182	I hope there is a bus goes from NE 41 st to Roosevelt	11/25/2014 6:35 PM
183	Service to the airport is needed early in the morning and late at night. It would be great if the central link light rail would run earlier and later.	11/25/2014 6:06 PM
184	Extended light rail service early morning from Westlake and later rides on Sundays from airport back downtown	11/25/2014 5:21 PM
185	Anything going to or from the U District needs frequent bus service at all of these times.	11/25/2014 4:42 PM
186	University District to Capitol Hill Ballard to Capitol Hill Downtown to Capitol Hill University District to Central District Central District to Downtown	11/25/2014 4:25 PM
187	Lynnwood to Bellevue doesn't have enough service at night.	11/25/2014 3:53 PM
188	Service to Queen Anne on the weekends is very limited.	11/25/2014 3:53 PM
189	Don't know	11/25/2014 3:07 PM
190	sea cntr late night	11/25/2014 2:51 PM
191	Seattle to Kirkland needs to have later routes.	11/25/2014 2:37 PM
192	MLK fromm skyway to rainier beach	11/25/2014 2:16 PM
193	Capitol Hill to downtown and SODO and up to Magnuson.	11/25/2014 2:00 PM
194	The Northgate to Downtown corridor is very busy and needs more service.	11/25/2014 1:14 PM
195	I think the city needs way more service from Capital Hill and Ballard late at night on the weekends espicially.	11/25/2014 12:55 PM
196	I don't go often to Eastlake Ave E & Thomas St (REI) because the service ends/lessens abruptly in evenings/weekends and I don't always feel secure that I'll get a bus home... and it's a long walk up Eastlake for more regular bus service.	11/25/2014 12:54 PM
197	UW/Laurelhurst/Seattle Children's might benefit from additional weekend and evening service.	11/25/2014 12:32 PM
198	From Shoreline to downtown, there is only the 522, which is usually late. If the 308, 312, etc. still ran, there would be more options.	11/25/2014 12:26 PM
199	Hospitals	11/25/2014 12:17 PM
200	I wish the 56 ran later in the evening.	11/25/2014 11:38 AM
201	North Seattle College, late at night.	11/25/2014 11:34 AM
202	Hospitals - University of Washington, Seattle Children's, First Hill, etc. These are 24/7 workplaces and businesses.	11/25/2014 11:24 AM
203	West Seattle to/from downtown (route 125) more frequent route times in evening	11/25/2014 11:13 AM

204	I've noticed the above issues in the early evening on the 66, 49 and 43	11/25/2014 11:08 AM
205	We need West to East transit, from Ballard/Phinney Ridge to Seattle Children's!	11/25/2014 11:00 AM
206	As a woman typically on my own, late at night is when I'm more likely to take a taxi instead of wait at the bus stop. I have been harrassed on multiple occasions (multiple locations), so that's when I tend to shy away from it if possible. However, the I-5 corridor and network of Park & Rides are always a good thing to have service full time.	11/25/2014 10:49 AM
207	Seattle Children's Hospital	11/25/2014 10:38 AM
208	No	11/25/2014 10:34 AM
209	49 route to downtown on weekends is very unreliable, bus away app tends to be wrong the majority of the time. Getting to Ballard from Capitol Hill is a very long commute on the bus, I would rather do a Car2go	11/25/2014 10:34 AM
210	The Ballard area.	11/25/2014 10:32 AM
211	Ballard, downtown, UW, capitol hill, greenwood	11/25/2014 10:31 AM
212	Kent/Des Moines Park & Ride	11/25/2014 10:28 AM
213	I see light rail to the airport as an opportunity for more people to have a good experience with mass transit. But from the north end, we still need feeders for the new stations coming on line. That might take the form of a different local neighborhood service than metro--go to cars, uber, etc.	11/25/2014 10:26 AM
214	More weekend service from North Seattle to downtown Seattle. Also from Edmonds to downtown Seattle on the weekend.	11/25/2014 10:25 AM
215	Seattle Children's Hospital	11/25/2014 10:21 AM
216	Medina! But it is too small, I understand that the ROI is negative.	11/25/2014 10:21 AM
217	Sports stadiums need adequate weekend and evening service.	11/25/2014 10:17 AM
218	Service on some routes isn't available on weekends (Route 9). This limits going to capitol hill because the 8 takes nearly three times as long to get to the same destination. (Broadway and John).	11/25/2014 10:16 AM
219	I get off at 9pm, the shuttles here at Seattle Childrens stop running a 8pm. So it takes longer to get downtown to get a light rail or the bus to go home. There is also no bus to connect the hospital(Seattle Childrens) to the university station	11/25/2014 10:14 AM
220	Children's hospital (sandpoint way) I think more people would take the bus if the bus went later on sandpoint Ballard/Fremont on the weekends	11/25/2014 10:08 AM
221	I think they should start @ 4:30 am downtown per trying to get to airport & such.	11/25/2014 10:08 AM
222	West Seattle, Alki Beach	11/25/2014 10:08 AM
223	Routes between SCH and Norhgate Transit Center, I typically drive if I am working late or on weekends.	11/25/2014 10:06 AM
224	All of the train stops along Rainier Beach area.	11/25/2014 10:05 AM
225	North of Seattle to Seattle Children's Hospital	11/25/2014 10:04 AM
226	Greenlake to wedgewood	11/25/2014 9:59 AM
227	15th/Roosevelt Way. Lake City Way.	11/25/2014 9:58 AM
228	Route 68 should run later in the evening, especially during work days. the last bus through uvillage runs around 6. That's not nearly late enough for commuters and there's a lot of commuters on that bus that aren't students, but that need to use that route.	11/25/2014 9:54 AM
229	Need to have places in downtown seattle that offer inexpensive parking so that folks can use light rail to UW. Taking bus to downtown and walking to stations, becomes a bit frightening in the dark early morning or late evening hours. If there was a big park and ride in downtown, I think folks would use it and then take public transportation to other destinations Or develop a more effective, faster moving and safer location for folks to come into downtown and then get on light rail.	11/25/2014 9:51 AM
230	Getting from Ballard and Fremont to I5 needs help! It takes ages to get through there.	11/25/2014 9:51 AM
231	Express service between Issaquah/Bellevue and UW/Downtown. Busses are always standing room only in the mornings.	11/25/2014 9:50 AM

232	East/west route from the U District.	11/25/2014 9:49 AM
233	n/a.	11/25/2014 9:48 AM
234	44 has day, evenings, and holiday service. Awesome.	11/25/2014 9:47 AM
235	???	11/25/2014 9:18 AM
236	N/A	11/24/2014 10:04 PM
237	Yes - Beacon Hill, the Central District, Columbia City, Georgetown	11/24/2014 6:47 PM
238	no	11/24/2014 3:15 PM
239	North Seattle Center to central Capitol Hill, up Mercer St	11/24/2014 3:03 PM
240	I don't usually take the bus late at night, in large part because bus service doesn't come often enough to make it worth using over driving or a taxi for a night out. So, I don't really know the corridors or areas that need service during these hours.	11/24/2014 2:31 PM
241	540 bus runs only every half hour, not much after 6 pm and the 255 from downtown is to crowded.	11/24/2014 2:27 PM
242	I don't generally ride at these times.	11/24/2014 2:21 PM
243	See other responses.	11/24/2014 2:18 PM
244	Would like to see more service in the evenings and weekends between popular destinations for entertainment. UW to/from Fremont, UW to/from Ballard, Ballard to/from Fremont, etc.	11/24/2014 10:44 AM
245	The route 50 needs to run more frequently on Sundays. Late night service needs to be restored to the admiral district.	11/24/2014 10:29 AM
246	FROM TACOMA TO THE UW MEDICAL CENTER, NEED SERVICE BEFORE 5AM. LOT OF WORKERS HAVE TO START WORK BEFORE 6AM. FROM UW MEDICAL CENTER TO TACOMA SHOULD BE MORE THAN 2 SERVICES AFTER 5PM.	11/24/2014 9:40 AM
247	Sounder trains from Tacoma to Seattle and back (plus transit buses on 3rd and 4th Avenue or in the bus tunnel to connect them to and from downtown). If the trains ran longer and on weekends, we could eliminate a lot more sports-related traffic around the Intl District and we could increase the number of people shopping in downtown Seattle	11/24/2014 9:20 AM
248	25th avenue NE. In particular the 68 route.	11/24/2014 8:34 AM
249	Yes - capitol hill, university district, Seattle Children's hospital (and all other hospital locations) Metro should prioritize historically underserved communities who rely on public transit to get around.	11/24/2014 8:09 AM
250	183 evenings monday through saturday an sunday service, 166 Later saturday service and more frequent and later service on sundays, 182 later service on 7 days a weeking and 903 needs later weekday service	11/23/2014 9:33 PM
251	I'm sure there are but cannot think of any at this moment	11/23/2014 3:51 PM
252	Keep running the 44 regularly on Saturday nights.	11/23/2014 2:06 PM
253	Downtown Seattle to U District early in the morning. 4th ave especially. Better yet....earlier more direct bus service from Tacoma to the U District.	11/23/2014 11:22 AM
254	#74 Sandpoint Way- Downtown need to be extended day and night all week. Recommend a route to bypass U. District. Bring back the #30	11/22/2014 6:59 PM
255	I'm sure there are but at the moment I can't think of a specific location	11/22/2014 1:01 PM
256	Leschi	11/22/2014 8:33 AM
257	More service to University village from campus parkway on weekend mornings	11/22/2014 8:10 AM
258	Would have loved to be able to take the Sounder outside of rush hour when I was commuting up north. Would still use more often if available other times of day. It does not need to be often but maybe at least hourly	11/22/2014 2:20 AM
259	The route 74/30 needs direct service to downtown Seattle at all hours of the day/week. Currently only standard commuting hours offer direct service via route 74.	11/22/2014 1:41 AM
260	Don't know. I drive my car when it's dark.	11/21/2014 8:50 PM

261	Early mornings from Wallingford to downtown. Express buses do not stop at 45th Street before 9h30am.	11/21/2014 6:45 PM
262	yes! SR900 Issaquah/Renton	11/21/2014 5:10 PM
263	U district after work	11/21/2014 2:41 PM
264	West Seattle, Sand Point, across the bridges.	11/21/2014 1:56 PM
265	yes, renton or kent area ,we need to get more services frequently, especially on weekends.	11/21/2014 1:28 PM
266	No	11/21/2014 11:55 AM
267	I wouldn't know.	11/21/2014 11:33 AM
268	It would be nice to have the 592 Olympia - Seattle running more often in general throughout the day and later into the night.	11/21/2014 10:13 AM
269	No	11/21/2014 9:47 AM
270	more routes to cap hill from u district but obviously that'll be fixed.. u district neighborhoods could use a little boost, like people who hang out downtown/cap hill/ the ave generally, in my opinion, have the option to walk the rest of the way (as most buses stop near campus on Broadway), or they can take an uber, which is not an option for me.	11/21/2014 9:17 AM
271	#12 more late night service between 12AM-2AM.	11/21/2014 8:34 AM
272	Yes, North Bend. See question #5.	11/21/2014 3:19 AM
273	From Shoreline to downtown more frequently or to the u-dist. More 73 on the weekends. Run the 77 later on the weekdays.	11/21/2014 12:02 AM
274	Sunday service from Community Transit to and from Lynnwood to Seattle Later night service on the 10 & 43	11/20/2014 10:11 PM
275	No, more weekday daytime service is needed.	11/20/2014 10:08 PM
276	#25 is critical during all of these times. I am a healthcare worker with 24 hour obligations. Not having bus service when I work nights/weekends is very problematic. This is also true for the students living in our neighborhood.	11/20/2014 10:05 PM
277	All areas of night life need improved service at night -- Capitol Hill, Ballard, U-District, etc.	11/20/2014 9:56 PM
278	Not for my schedule.	11/20/2014 9:54 PM
279	Buses that serve popular recreation areas such as Seattle Center on special holidays should use the largest buses available. They should run late at night. Metro staff should be on top of where there is such need.	11/20/2014 9:52 PM
280	I've always asked Metro about extending their routes down to the stadiums and via 5th Avenue North so that folks attending events at the Seattle Center could partake in public transit, but they've refused to move their routes off of SR-99 on weekends, which was my suggestion to them. If Metro can have the 234 and 235 on the same schedule, which involves variations that are difficult for the educated to follow, then they - or any other transit provider for that matter - should be comfortable with making adjustments on weekends, when different clientele are riding the buses.	11/20/2014 9:29 PM
281	no for me	11/20/2014 7:40 PM
282	Buses (66, 70) are often too crowded to board. The 71x,72x and 73x do not make even limited stops in Eastlake where I reside. Right now they make use of the neighborhood without serving it! The 66x at least makes a few stops thereby connecting the neighborhood to the rest of the city. See above regarding holes in the service timetables between Express and Local buses on these routes. The 49 should run more frequently and later at night -- for instance between midnight and 3am when bars and clubs on Capitol Hill empty out and people are in need of sober transit. The greatest improvement to the end of connecting bus and rail service for me would be to extend the South Lake Union Street Car to the U-District where it could tie in with the future Light Rail station near 45th. This would make a direct connection by trolley from Downtown to the U-District eliminating the need for many present buses and creating efficient synergies amongst the 3 transit systems for many riders.	11/20/2014 5:21 PM
283	For sure, but I don't live/work on one.	11/20/2014 5:01 PM
284	Always popular commuting routes.	11/20/2014 4:37 PM
285	Probably, but none of the buses I use regularly.	11/20/2014 4:27 PM
286	All of them. I have stopped taking buses later in the evening because of the infrequency and unreliability.	11/20/2014 3:55 PM

287	Not that I can think of.	11/20/2014 3:37 PM
288	Light rail should be available 24 hrs at least after 2:00AM to cut down on drunk driving/taxi expense	11/20/2014 3:30 PM
289	Need more mid-day service to Everett.	11/20/2014 3:22 PM
290	Route 101 to Renton until 1 am 7 days a week Route 101 to Seattle until 11 pm 7days a week. Route 101 on Sundays to Seattle Starting at 7am like the 106	11/20/2014 2:40 PM
291	Route 73 would be nice to have at least a couple of runs between 1am and 5am.	11/20/2014 2:18 PM
292	Rainier Valley-UW.	11/20/2014 1:55 PM
293	It would be great if there was a later Sounders train leaving Seattle that goes south.	11/20/2014 12:30 PM
294	Direct route to the city center via Sandpoint Way, Montlake Blvd. NE , 520 or 23rd Ave E. Rerouting the 43 up the east side of UW campus via Montlake and Sandpoint could be an option. Rapid ride along Sandpoint Way from Lake City to Downtown Seattle.	11/20/2014 11:34 AM
295	NE Seattle to Bellevue...two major service areas woefully under funded and under serviced by Metro.	11/20/2014 11:18 AM
296	Weekends - U-District to downtown in the early mornings	11/20/2014 11:18 AM
297	not for me	11/20/2014 11:11 AM
298	It would be nice if there was 1 additional train that came from Seattle to Tacoma later in the evening. I think the last one leaves at 6:15. And maybe 1 that leaves earlier than the first one at 3:15.	11/20/2014 10:35 AM
299	more night owl routes for shift workers downtown, hospitals, etc.	11/20/2014 10:25 AM
300	Light Rail: early morning & night	11/20/2014 10:13 AM
301	I would really appreciate one very early morning trip for the light rail from downtown to Seatac because, if I have an early flight, I have to spend a lot of money on a cab. In exchange for saving that \$40, I would gladly get to the airport a little early.	11/20/2014 9:56 AM
302	None that I'm currently thinking of, other than a direct express U-District to Downtown route that probably will be moot in a year - 18 months after Link reaches Husky Stadium, provided adequate connector bus service is available as well.	11/20/2014 9:48 AM
303	More service to Issaquah on the weekends.	11/20/2014 9:18 AM
304	East West corridors	11/20/2014 8:40 AM
305	Yes. The Bellevue-Summit-Belmont area of Capital Hill is totally without service on the weekends and evenings and late at night.	11/20/2014 8:00 AM
306	more public options to get commuters from 405 to I-5 now that the toll bridge has reduced options to get from Kirkland/ Bellevue across Lake Washington. Obviously, people are going around rather than paying the ridiculous toll.	11/20/2014 6:35 AM
307	None that I can think of.	11/20/2014 12:16 AM
308	The whole system needs to run much later at night. At the very least, the last run that could get someone home from a bar to their house should not leave before the bar closes. That's inviting DUI-caused carnage.	11/19/2014 11:42 PM
309	No.	11/19/2014 11:21 PM
310	From South King County to the airport and Seattle. I work with many people in Kent that can't get to their jobs early in the morning or late at night (I am a social worker).	11/19/2014 10:22 PM
311	Please don't reduce service on 23rd Ave.	11/19/2014 9:00 PM
312	Keep 372 service on weekends.	11/19/2014 8:53 PM
313	at this moment i cant really think of any.	11/19/2014 7:47 PM
314	All over the city of Seatac	11/19/2014 5:35 PM
315	I think if you improved the frequency and the time it takes and then publicized it there would be more usage. Improve safety concerns by having police frequent transit centers regularly.	11/19/2014 5:31 PM
316	No	11/19/2014 5:26 PM

317	25th Ave NE more frequent service weekday evenings, and more service on Sundays. Maybe have the 372 run local when the 68 isn't running on evenings.	11/19/2014 5:13 PM
318	All of the malls and college campuses and the night life areas so people don't have to drive drunk.	11/19/2014 4:32 PM
319	swedish hospitals ballard, first hill and cherry hill; seatac airport, train station	11/19/2014 4:26 PM
320	To the airport. And to and from North Seattle to Downtown.	11/19/2014 3:58 PM
321	30 lines stop way too early	11/19/2014 3:52 PM
322	Routes that go to bus tunnel and link to light rail/train. North/south routes to UW Seattle- students, staff and faculty use campus on weekends, not just for football/basketball games, LOL	11/19/2014 3:50 PM
323	Northgate to Capitol Hill on weekend nights.	11/19/2014 3:48 PM
324	Crossing 520, early morning and late night.	11/19/2014 3:43 PM
325	Entertainment districts (Downtown, U District, Capitol Hill, Fremont, Ballard). I try really hard to keep my friends from driving drunk or wasting money on cabs on evenings and weekends, but a 20 minute wait for a bus is usually a deal-breaker for them.	11/19/2014 3:34 PM
326	The 70s are ALWAYS crowded, I had hoped ORCA would provide data to prove this, but service hasn't expanded	11/19/2014 3:31 PM
327	Major nightlife areas. Capitol Hill, Pioneer Square, Belltown. Would be great if the new Capitol Hill Streetcar ran until late on Fridays and Saturdays.	11/19/2014 2:52 PM
328	Sumner or south locations to Seattle, to run late Friday's, several runs on Saturday's & Sundays.	11/19/2014 2:47 PM
329	The C Line in West Seattle needs more runs...it can be a miserable sardine can of a ride. And, could the driver at least blow fresh air in the bus cos it is so stuffy. You would think that the cloudy windows would be the first clue.	11/19/2014 2:36 PM
330	The 48 needs to run until 2 am ON WEEKDAYS. Seriously cuts out a lot of possible destinations for people in Greenwood/Greenlake area. Friday night service should be the same as Saturday night, because those are both nights people stay out late.	11/19/2014 2:29 PM
331	NA	11/19/2014 1:13 PM
332	On the days when a new quarter starts/ends at the UW, extra transit service is needed between UW and SeaTac Airport/King St. Amtrak station, because there would be a huge number of students arriving/leaving campus.	11/19/2014 12:54 PM
333	None that would be cost effective.	11/19/2014 12:53 PM
334	More u-district express busses (evening non-express service along eastlake takes so long)	11/19/2014 12:52 PM
335	I need earlier schedules for 107	11/19/2014 12:50 PM
336	there should be frequent all day service (including nights and weekends) between Capitol Hill, Ballard, Belltown, and UW. we should have to go downtown and transfer.	11/19/2014 12:47 PM
337	Routes traversing Capitol Hill, Fremont, Ballard	11/19/2014 12:44 PM
338	Would like to see the 181 to start 30 minutes earlier heading westbound to Twin Lakes on the weekends.	11/19/2014 12:23 PM
339	Not that I can think of. I usually don't go out late in the evenings, because it does not feel safe.	11/19/2014 11:52 AM
340	I think one seven or six o'clock sounder run during the week days would help me out. Also maybe one or two on saturday like 10am and 4pm.	11/19/2014 11:46 AM
341	23RD AVE S AND S JACKSON ST UWMC UW U DISTRICT DOWNTOWN SEATTLE	11/19/2014 11:19 AM
342	It is very difficult to get back from late night events in the city to Snohomish County/Eastside	11/19/2014 11:13 AM
343	The westbound 44 remains very crowded on weeknights even after the supposed end of the "peak" period. Even at 7 or 8 p.m., this route is often standing room only. Sometimes the bus is so full that there's not even any standing room for additional passengers. Ballard could really use a subway or grade-separated light rail route to connect to the University District. The 71, 72, and 73 Local going northbound to the University District tend to be very full and very slow, even late at night (around 10 p.m.) on weeknights. I tend to avoid these routes because they just feel interminable.	11/19/2014 11:03 AM
344	The bus routes on UW campus need to run later than 6pm to the Redmond Library/Districts Court (161st Ave)	11/19/2014 11:00 AM

345	Nothing at this time	11/19/2014 10:59 AM
346	Increased evening service after sporting events would be very nice.	11/19/2014 10:46 AM
347	See above.	11/19/2014 10:33 AM
348	no	11/19/2014 10:28 AM
349	need more frequent service (15 minutes or better) throughout the entire service day including weekends and late nights, on route 8	11/19/2014 10:25 AM
350	Woodenville to UW, early Tacoma to UW, more frequent, earlier start and on the weekend also.	11/19/2014 9:31 AM
351	Better service into and out of West Seattle (other than Rapid Ride) would increase the frequency with which I commute by bus both for work and non-work related occasions.	11/19/2014 9:09 AM
352	Sounder train service on weekends	11/19/2014 8:59 AM
353	see my previous notes	11/19/2014 8:39 AM
354	Some earlier light rail to the airport would be great.	11/19/2014 8:38 AM
355	Why do all the buses that pass through the Eastlake area from North Seattle sail through on "express" routes at exactly the times that people who work in that area (SCCA, FHCRC, etc) need to be getting to work????	11/19/2014 8:24 AM
356	Capitol Hill needs late night transit on Friday and Saturday night. Roads are clogged with cars from 10pm til 2am, this time period may even be the weekly peak in vehicles per hour.	11/19/2014 8:10 AM
357	Sandpoint to University of Washington area and Sandpoint to Downtown lack adequate bus service in the late evenings, weekends, and early in the morning.	11/18/2014 11:40 PM
358	Please keep the Montlake Flyer freeway stations. Lifeline for off-hour service. Link light rail needs to run earlier and later than presently	11/18/2014 9:57 PM
359	The east side of University District near University Village with service from the Ave or Capital Hill.	11/18/2014 9:23 PM
360	Either the Ave or 15th Ave NE. NE 45th St or 50th (put in a dedicated bus lane on 50th!) all the way to Ballard. U District to Cap Hill and Downtown.	11/18/2014 9:11 PM
361	not for my trips	11/18/2014 9:00 PM
362	Would suggest looking at adding services to 12th ave (from jackson ave up to madison ave.)	11/18/2014 8:52 PM
363	First Hill hospital area	11/18/2014 8:23 PM
364	Route 44 & 16	11/18/2014 8:10 PM
365	I have relied on the 72 to get home to Lake City in the evenings sometimes when I am out late and especially when traffic is bad and catching a bus in the tunnel means the bus will actually be able to move. The 72 takes me closer to home than the 522 or 41, which are also options to my neighborhood. I'm concerned about the 72 going away when light rail opens to the U-District. What will the options be beyond the U-District? If I will need to transfer from light rail, will it be safe?	11/18/2014 8:00 PM
366	Water Taxi to Vashon	11/18/2014 7:53 PM
367	The rainier ave & MLK corridors. The totem lake to Kirkland to Bellevue to downtown Seattle corridors.	11/18/2014 7:49 PM
368	YES - almost all of North Seattle outside the U District. Going to Green Lake, Greenwood or Ballard in the evenings and late at night can be quite frustrating with 30-60 minute headways.	11/18/2014 7:34 PM
369	I wish the 48 ran later/more frequently!	11/18/2014 6:46 PM
370	All of Wedgwood could certainly use more service to Downtown, at all times but on weekdays in peak direction. The current route 71 is very slow even when it is express (and unbearably slow when it isn't) because of a long winding detour into east View Ridge. All week we could use more direct Downtown service.	11/18/2014 6:31 PM
371	Don't know. In general, I think service gaps of more than 10-15 minutes are a big negative.	11/18/2014 6:24 PM
372	Service works well for me at the moment.	11/18/2014 6:17 PM
373	Service to and from the university district late at night and on the weekends is useful, as well as service along the I-5 corridor and to/from downtown to the neighborhoods.	11/18/2014 6:15 PM

374	I think the Pioneer Square area needs more security in dark hours so those waiting at stops feel safe.	11/18/2014 5:50 PM
375	Not to my recollection	11/18/2014 5:49 PM
376	East side! Epress buses from kingsgate would be great.	11/18/2014 5:32 PM
377	The transfer from SR-520 WB at Montlake to SB Montlake is amazingly awful. If that stop is going to continue to be used for any more time that should be addressed.	11/18/2014 5:21 PM
378	n/a	11/18/2014 4:40 PM
379	I ride early in the morning, not late at night due to safety.	11/18/2014 4:37 PM
380	See above.	11/18/2014 4:18 PM
381	Bellevue Avenue but you took that route out.	11/18/2014 4:14 PM
382	UW to Issaquah	11/18/2014 4:12 PM
383	East-west corridor of Seattle (travelled by the 8) is DRAMATICALLY underserved. There needs to be dedicated bus lanes for all of the tech workers who live in the hill but work in the SLU area, and fixing that will free up traffic in the Denny/Mercer area. Also, east-west corridor of south Seattle drops off after 10 PM (the 50) which has hurt my commute plans.	11/18/2014 4:09 PM
384	372 a bit later. Till midnight. 522 till midnight.	11/18/2014 3:33 PM
385	We sometimes go to Green Lake by bus on weekends using the 347/348 and 16 bus, which works ok but would be better with more frequent service on weekends. I love those little circulator routes like the 347/348 that run frequently. Connecting people to Green Lake and the bike trails (Burke Gilman) on weekends would be a great service, especially in summer. I look forward to the LINK extension northward, and I just hope that there will be an easy way to get to it early in the morning and late at night for airport runs.	11/18/2014 3:30 PM
386	Tacoma to Seattle	11/18/2014 3:18 PM
387	universities, community colleges, community centers, grocery stores. Entertainment hubs (cap. hill, u district)	11/18/2014 2:20 PM
388	near the university village. I work there until ~11, it changes.	11/18/2014 1:57 PM
389	It would be nice to have 24 hours service on the link light rail to/from Seatac. I find with early departing flights (5-6am) the Link service isn't yet operating for the day. Airlines want us there 2 hours before flight time, so often times that means being at the airport 3-4am when Link service isn't available.	11/18/2014 1:40 PM
390	None that affect me	11/18/2014 1:35 PM
391	I would take the bus to see an opera or ballet, but service stops before the events end. When I visit a city like Berlin or Paris, I can rely on public transportation to get me there and back.	11/18/2014 1:07 PM
392	Not sure. Probably the airport, First hill/hospitals	11/18/2014 12:58 PM
393	Seattle to south (Kent, SeaTac). Train service should be 24/7	11/18/2014 12:41 PM
394	The Northgate area (75, 16) late at night (11pm-12:00am) on the weekends is very infrequent. Getting stranded is very possible for people who work in this area.	11/18/2014 12:19 PM
395	Not aware of any.	11/18/2014 12:04 PM
396	Buses from Capitol Hill to Beacon Hill!	11/18/2014 11:57 AM
397	Downtown to Mountlake Terrace.	11/18/2014 11:57 AM
398	It's important to keep buses running down 15th Avenue NE weekends and evenings. Buses to Northgate are another option but they seem less reliable and less frequent.	11/18/2014 11:56 AM
399	N/A	11/18/2014 11:33 AM
400	Queen Anne	11/18/2014 11:14 AM
401	Columbia City, Rainier Valley, Central District to/from Downtown.	11/18/2014 11:07 AM
402	route 68 and 372 often dont stop at 25th and u village because they are full in the mornings around 8:10.	11/18/2014 11:03 AM
403	Bus ride to Broadway from South Seattle on the weekends. #9 bus only operates on weekdays but sometimes I need to get there on the weekends but its not available currently.	11/18/2014 10:59 AM

404	Not at this time.	11/18/2014 10:58 AM
405	Hospitals/medical centers are busy at all hours of the day and night. There should be more frequent service to various hospitals and medical centers at early and late hours.	11/18/2014 10:44 AM
406	North Seattle and Lake City	11/18/2014 10:25 AM
407	Capitol Hill to downtown, Capitol Hill to University District	11/18/2014 9:58 AM
408	Ballard/Fremont/Wallingford to Capitol Hill	11/18/2014 9:57 AM
409	No comment.	11/18/2014 9:56 AM
410	West Seattle!	11/18/2014 9:53 AM
411	n/a	11/18/2014 9:48 AM
412	Corridors serving Madrona (around MLK and Union).	11/18/2014 9:46 AM
413	I think there should at least be 1 or 2 busses that travel around 1-2am between the north end and downtown/seattle center to help with the number of drunk drivers that try and risk it because they feel like they don't have another option. Most responsible people will take a cab or a ride-share like Lyft or Uber, but not all. And that endangers EVERYONE.	11/18/2014 9:38 AM
414	McCullum Park & Ride OR Mariner P & R to the University District (TO UW-Seattle campus would be awesome! but at least the 45th Street Freeway Station. I need availability M-Th evenings for classes that run until 9:20. The Community Transit Route 860 is good, but doesn't run that late.	11/18/2014 9:34 AM
415	Not sure	11/18/2014 9:32 AM
416	Weekends/evenings - Belltown/Queen Anne/Ballard/Fremont to Eastlake/Capitol Hill	11/18/2014 9:14 AM
417	Route 167 to/from Renton and U-District needs to run LONGER and on WEEKENDS for those students commuting.	11/18/2014 9:13 AM
418	Sea-Tac Airport	11/18/2014 9:13 AM
419	I can't use transit to get to work at my current job in northern Belltown without it taking ~80 minutes each way for what is only a ~5 mile trip. It takes multiple transfers and two 20-minute walks, which isn't practical for a commuter. Transit works well for anyone who lives and works in a strict north-south area from downtown to the university or from Ballard to downtown or West Seattle to downtown, but for anyone needing to make an east-west trip followed by a north-south trip, the links between transit lines are uncoordinated and really impractical. Seattle residents don't all live in the same two north-south east-west corridors, yet transit lines act as if they do. Transit options also don't work for me if a bus is so full that I can't ride it. Transit options also serve people who work a perfect 9-5 schedule, but for anyone who works the longer hours typical of many companies in Seattle, it can be difficult to get to work and home on a 7-7 schedule (for example), as many routes already taper off or end service by those times.	11/18/2014 9:02 AM
420	unsure	11/18/2014 8:55 AM
421	UW Campus -> Eastside	11/18/2014 8:50 AM
422	Bring back the 30. We lost great weekend workers because of this change. The ripple effect was bigger than people think.	11/18/2014 8:46 AM
423	Arbor Heights!	11/18/2014 8:43 AM
424	evenings from UW district to ballard and greenwood neighborhoods	11/18/2014 8:30 AM
425	NA	11/18/2014 8:27 AM
426	My use is all during morning and evening commute hours.	11/18/2014 8:21 AM
427	for the most part i dont really travel late at night or super early in the morning	11/18/2014 8:21 AM
428	Yes.	11/18/2014 7:56 AM
429	alki beach	11/18/2014 7:56 AM
430	Auburn-Black Diamond Road	11/18/2014 7:52 AM
431	Rainier Ave S from Beacon Hill down to Rainier Beach	11/18/2014 7:32 AM

432	ferry terminal to UWMC	11/18/2014 7:15 AM
433	When I take the Sound Transit 586, it would be nice to have an earlier bus at 5:30 or 5:15. Many people complain that they are consistently late for work when they take the earliest bus, the 5:44.	11/18/2014 7:15 AM
434	Hospitals Connections to the airport (so many 6 am flights, have to get to the airport at 5:00)	11/18/2014 6:24 AM
435	#27 also needs a schedule posted at the eastbound stop at 23rd and Yesler #8 would rather not take an expensive cab to the airport or Mt. Baker station! BTW - thank you for asking all of this! 70 people row at Mt. Baker Rowing at 5:30 each morning. Each of them (except me) is driving a car. I'm hitchhiking.	11/18/2014 5:55 AM
436	EARLY MORN & LATE NIGHT: From the airport to downtown and vice/versa!!! Getting off at Rainier Beach or Mt Baker at that sketchy transfer station is about the least safe experience I've seen with Seattle Metro &/or Sound Transit. I can understand limiting service at these times, but WHY wouldn't limited service include Downtown?? EVENINGS & WEEKENDS: U-district to downtown	11/18/2014 2:48 AM
437	Capitol Hill needs better weekend/late-night service, as a popular nightlife destination. Service in Eastlake needs to be maintained and improved, and not eliminated or reduced just because of the opening of light rail between Downtown Seattle in the U-District. Eastlake often does not get the advertised amount of service because U-District/Downtown buses are too full to stop. Service between all the major downtown areas in the Seattle area (Seattle, Bellevue, Redmond, Kirkland, Tacoma) needs to operate until at least midnight-1:00 am. It's almost impossible to go to any evening event in cities other than Seattle and be able to get back to Seattle afterwards. Light rail needs to operate later, preferably 24 hrs/day given the airport connections, but at least until 2 am every night.	11/18/2014 2:15 AM
438	IMA. Basically where students go. Also up and down 45th past greek row too.	11/17/2014 11:39 PM
439	no.	11/17/2014 11:38 PM
440	Not corridors, just the route 197	11/17/2014 11:29 PM
441	hospitals	11/17/2014 11:18 PM
442	More frequent morning schedules on weekends for the 271. Many Eastsiders use this bus to get to University district during the week but will drive on the weekend because there isn't as frequent service. Also another bus coming later than 10:20pm (all the week) to accommodate for busy student schedules and people coming off a night shift at work.	11/17/2014 11:09 PM
443	I used to have to be at work downtown at 5am most days and there weren't any buses that could get me there so I'd have to drive or ride my bike. It's hard though because I don't think the demand for buses that early would be too high so it wouldn't warrant the additional cost. Some of the express times could definitely start earlier or go later. Especially for the commuter buses and 71, 72, 73 express buses.	11/17/2014 11:05 PM
444	Capitol hill to U District	11/17/2014 10:53 PM
445	Late night Weekend Afternoons and night.	11/17/2014 10:40 PM
446	route 372 to Woodinville with stops in downtown Bothell	11/17/2014 10:37 PM
447	I am often in downtown/Belltown on weekend nights, but the 8 bus back to Capitol Hill seems to stop fairly early. Keeping the bus running until 2AM would be nice.	11/17/2014 10:34 PM
448	downtown to Ravenna on the weekends	11/17/2014 10:04 PM
449	Yes, # 277 needs to become a full time 7days a week, 0500hrs--2200hrs (I work in the hospital and illness and patients don't stop because it is weekend!!)	11/17/2014 10:03 PM
450	Ballard - up 32nd Ave NW. Also, public transportation has no kept up with population growth in Ballard. You may, at some point, need a park and ride garage in the area.	11/17/2014 10:03 PM
451	Late at night is usually a good time for all buses to run, since I'd prefer to be safely on a bus than walking around alone at night.	11/17/2014 10:03 PM
452	Going to UW, especially from Cap Hill or Downtown.	11/17/2014 10:02 PM
453	372 route from Kenmore area to UW should be offered on weekends.	11/17/2014 10:01 PM
454	nah	11/17/2014 9:46 PM
455	University of Washington	11/17/2014 9:45 PM

456	Not any areas I use regularly at the moment.	11/17/2014 9:38 PM
457	connections between the UW and downtown	11/17/2014 9:33 PM
458	The Renton transit station could use more frequent late night/early morning trips, as could the Capitol Hill area.	11/17/2014 9:29 PM
459	No	11/17/2014 9:23 PM
460	25th Ave NE/ 35th Ave NE/ Sand Point Way connecting to Link Light Rail Station	11/17/2014 9:14 PM
461	No	11/17/2014 9:13 PM
462	From downtown- I use buses to 520/ montlake station or buses to and from the u-district. I have to drive on the weekends when the bridge is closed or on sundays cuz I can't get to work on time or I can't catch my ferry.	11/17/2014 9:12 PM
463	Yes, expand the hours and days of the 18.	11/17/2014 8:50 PM
464	Capitol Hill to U-District (49) needs greater service frequency and longer service at night, especially Friday and Saturday. For U-District to downtown, there is a gap between the 83 and 71/72/73 that is sometimes inconvenient, such as for catching early flights at the airport.	11/17/2014 8:46 PM
465	Evening services in the Udistrict need to be improved to account for capacity.	11/17/2014 8:46 PM
466	The 44 is always crowded no matter what time of day. And slow. I can get a similar distance on teh 66/67 much faster.	11/17/2014 8:42 PM
467	Late night service (1am-4am) from downtown Seattle/UW/Capitol Hill to the Eastside would be fantastic. It would allow people to work and unwind in Seattle and go home without worrying how they're going to get home.	11/17/2014 8:26 PM
468	yes, to and from the Pioneer Square area and out of Queen Anne	11/17/2014 8:21 PM
469	UW campus.	11/17/2014 8:16 PM
470	It would be nice to have 542 on the weekends.	11/17/2014 8:06 PM
471	University District	11/17/2014 7:55 PM
472	No.	11/17/2014 7:53 PM
473	N/a - daytime rider	11/17/2014 7:51 PM
474	Not that I can think of	11/17/2014 7:44 PM
475	between hospitals and major commute centers	11/17/2014 7:43 PM
476	If UW could have service at very late hours that would be great.	11/17/2014 7:40 PM
477	It would be nice to have service from Redmond transit center to Woodinville from 7pm to 9pm on Weekdays, but that probably isn't realistic since not many other people would use that service.	11/17/2014 7:24 PM
478	Federal Way Sandpoint Way	11/17/2014 7:19 PM
479	the buses that go from the u-district to downtown seattle or the lightrail that goes to the airport.	11/17/2014 7:17 PM
480	University District	11/17/2014 7:12 PM
481	Anywhere in the University District has had bus cuts of reduced hours. This is inconvenient for students who don't have cars and are too poor for taxis to get out and do anything on weekends or at night.	11/17/2014 7:10 PM
482	Near the university the #44 around rush hour is extremely packed so extra buses may be helpful, or at least having the longer buses available.	11/17/2014 7:08 PM
483	Late at night on Capitol Hill/U district and early morning in both spots as well.	11/17/2014 6:48 PM
484	Around the University area would be quite convenient, as many students, myself included, move around late at night, especially on the weekends.	11/17/2014 6:48 PM
485	Pretty much anywhere around the University District and Capitol Hill	11/17/2014 6:41 PM
486	No.	11/17/2014 6:38 PM
487	The 48. If it ran later (after midnight) I would ride the bus every day.	11/17/2014 6:34 PM
488	Work	11/17/2014 6:24 PM

489	More of the U District to everywhere. Capitol Hill, Fremont, and Wallingford to Northgate.	11/17/2014 6:19 PM
490	There should be more 48 buses at peak times.	11/17/2014 6:07 PM
491	To west broadview, all times	11/17/2014 5:57 PM
492	From UW to the ferry terminal is important in the evenings for after concerts at UW.	11/17/2014 5:53 PM
493	Being able to get from UW to Des Moines on the weekends. I tried it once, it took 2 transfers and those were so infrequent I ended up having to find a ride (my next bus pulled away as the one I was on was arriving, there was an hour gap between routes).	11/17/2014 5:48 PM
494	Getting to UW.	11/17/2014 5:46 PM
495	between the U District and Capitol Hill could use more service later into the night the 10 towards downtown could start earlier in the morning, for people trying to get to the light rail to get to the airport for an early morning flight	11/17/2014 5:41 PM
496	The Central District could use later service for the 48.	11/17/2014 5:29 PM
497	Busses that service the UW Seattle campus need to operate later in the evening, as MANY classes don't end until 7pm, 9:20pm, or even 10pm, and current service makes it next to impossible for students and teachers in these classes to take the bus home.	11/17/2014 5:27 PM
498	Yes, the 197.	11/17/2014 5:26 PM
499	I am sometimes frustrated at the lack of buses going from the UW to the Eastside late at night.	11/17/2014 5:21 PM
500	Well, the corridors that need service in the evenings, nights, weekends, very early in the morning, and late at night, are the same ones that need service during the day in Southeast Seattle. Many people have work and school schedules that require them to commute outside of peak hours, and they deserve to have safe transportation options.	11/17/2014 5:20 PM
501	15th Ave NE	11/17/2014 5:16 PM
502	The idea of "Metro Peak Service" should be revised for UW campus. As UW campus needs more evening service. Checking the statics the buses are more crowed in afternoon and evening than in morning peak. IN fact late morning is also full. The buses are not packed in the morning because students aren't up yet at 7am.	11/17/2014 5:10 PM
503	Capitol hill can always use more late night busses. I often worry for my friends who take other bus routes that don't run as late or won't take them directly to their neighborhood (for example from capitol hill to shoreline).	11/17/2014 5:03 PM
504	downtown to Sunset Hill late at night.	11/17/2014 5:02 PM
505	Eastgate P-R to Sea-Tac Airport	11/17/2014 5:01 PM
506	I do not use the bus late at night because there are none from downtown.	11/17/2014 4:58 PM
507	118 on Saturday morning on Vashon Island would be helpful. There used to be a bus leaving Burton at 9 a.m. and now the earliest is 10 a.m. or later, if I recall correctly. Buses to meet more of the evening ferries would be nice. Wait times at ferry terminal can be as long as 55 minutes.	11/17/2014 4:58 PM
508	N/A	11/17/2014 4:50 PM
509	the 25 bus route	11/17/2014 4:45 PM
510	The fact that there is no bus directly from capitol hill to northgate makes dancing there in the late evening difficult if I am unable to find a ride there since the buses do not make it to that area often enough.	11/17/2014 4:44 PM
511	I am lucky to have late night and early morning bus service where I live.	11/17/2014 4:40 PM
512	The UW campus IMA center would be extremely nice to have transportation to and from on the weekends and any day actually late at night. I want to go to the gym on campus, but I have to ride 20 mins to campus and then walk 10 mins down to the gym and then walk all the way back up and wait for the bus again. If there was a shuttle or general bus you could catch to the IMA to and from campus that would be really nice.	11/17/2014 4:39 PM
513	Better service on the 40 on Sundays.	11/17/2014 4:36 PM
514	Yes extend evening service!	11/17/2014 4:35 PM
515	not sure	11/17/2014 4:24 PM

516	Late at night in the U-District, Capitol Hill. Even on weekends-- just because it's the U-District, doesn't mean that the area should be neglected on weekend mornings.	11/17/2014 4:24 PM
517	I am not looking forward to having to walk longer distances at night when the light rail opens at Roosevelt. I will be in my 70s when that happens and attending plays downtown will be more difficult at night if the cross town service - route 71 in particular runs only every 30-60 minutes. This stop will be about a mile from my home. Rather than wait, I will walk - especially if I've just missed a connection. I can't image that even Roosevelt will be that pleasant a place to wait in the dark -" keep moving" is my motto and walk with purpose so no one will bother me. So hopefully I will have an active old age.	11/17/2014 4:21 PM
518	The 68 and 372 routes are rather infrequent the later it gets in the evening. This is very inconvenient for me. I often have to walk home from the library at night to my apartment near U Village, which is a bit of a walk (especially in the dark).	11/17/2014 4:15 PM
519	Capitol Hill to Ballard through Wallingford	11/17/2014 4:11 PM
520	don't know	11/17/2014 4:11 PM
521	Any route to/from the University of Washington Seattle campus.	11/17/2014 4:11 PM
522	Downtown tunnel to U district should run throughout the night. Bellevue should run very early morning. Routes to seatac should run at all times (redeye flights).	11/17/2014 4:08 PM
523	More of the University express buses from Westlake, those are always packed.	11/17/2014 4:03 PM
524	Not to my knowledge	11/17/2014 4:02 PM
525	I know that my son wasted MANY many hours waiting for buses, trying to use them to commute home in the evenings after his high-school sports team practices ended. So more service around 6-7pm	11/17/2014 3:59 PM
526	Capital Hill, Downtown, Ballard	11/17/2014 3:54 PM
527	Parking at light rail stations.	11/17/2014 3:53 PM
528	All areas need service - the whole point of a public transit system is it is there when you need it - you can stay downtown for an event and not worry about not being able to get home because you missed the 10 pm bus. Also - many people work non-traditional shifts and need to get around at odd times even if the bus isn't full at those times.	11/17/2014 3:53 PM
529	Northwest Ballard needs a weekend service and a route that services all day, and not just during commuting hours.	11/17/2014 3:51 PM
530	Alki beach, Admiral district	11/17/2014 3:50 PM
531	Bring 47 back into service, please	11/17/2014 3:50 PM
532	I don't take the bus if I have to get from UW to my home after 6PM. It doesn't run often enough.	11/17/2014 3:39 PM
533	556! Issaquah! Not via the dusty, unfun 271!	11/17/2014 3:36 PM
534	n/a	11/17/2014 3:35 PM
535	When I lived in Wedgewood, I always wanted there to be more late-night routes from Capital Hill on the weekends.	11/17/2014 3:33 PM
536	I would like to see more travel to Bellevue as well as more travel to neighborhoods late at night, including Wedgwood, Maple Leaf, Pinehurst, Queen Anne, etc	11/17/2014 3:32 PM
537	Route 32 late night.	11/17/2014 3:31 PM
538	From the U-District to Westlake Center, and on the Link Light Rail to the airport.	11/17/2014 3:31 PM
539	MLK	11/17/2014 3:27 PM
540	no	11/17/2014 3:24 PM
541	n/a	11/17/2014 3:23 PM
542	Sammaish City Center - later at night than currently provided	11/17/2014 3:18 PM
543	Not that I can think of.	11/17/2014 3:17 PM

544	University of Washington to Tacoma, need a direct route that is available until 9 pm to capture students that get out of classes later.	11/17/2014 3:14 PM
545	West Seattle (south of the junction, between 35th and California)	11/17/2014 3:13 PM
546	I-405 Exit-7 : It is so essential to have a bus service to this area. Many people live in that area, but there is no bus service at all. They really in need of public transportation.	11/17/2014 3:11 PM
547	University District to Northgate, late night.	11/17/2014 3:11 PM
548	I'm sure there are plenty of routes that need to happen at irregular times for folks who don't work a 9-5 M-F. I can't think of any right now though.	11/17/2014 3:11 PM
549	Safeco	11/17/2014 3:11 PM
550	The 372 departing from the Lake Forest Park area does not have a very early morning route to UWMC.	11/17/2014 3:09 PM
551	U District to Bellevue late in the evenings.	11/17/2014 3:09 PM
552	East-West service between University District that travels to 65th NW Street would help immensely. The only alternates right now are 46th NW or 85th NW from the University District causing me to walk a mile in either direction if no North-South bus is available.	11/17/2014 3:08 PM
553	I wish the 48 ran later at night: if I stay in the U-district after midnight I have no way to get home.	11/17/2014 3:07 PM
554	I personally use the 43/44 after work ends at 9pm, and because service is so infrequent I often walk 20-30 extra minutes rather than wait.	11/17/2014 3:06 PM
555	There should be an additional Sounder train that leaves King Street station after 6:30PM or 7:00PM to accommodate late working employees.	11/17/2014 3:04 PM
556	NA	11/17/2014 3:02 PM
557	Unsure.	11/17/2014 3:02 PM
558	More train hours	11/17/2014 2:59 PM
559	I would not need these services.	11/17/2014 2:54 PM
560	Yes - From the Garfield /Benton/ UWMC stops going north on campus - the 70 at 7:15 pm is always at max capacity, maybe another service is needed this time of evening, perhaps another service at 7:30 pm?	11/17/2014 2:50 PM
561	Not sure, but please add bus speed improvements and more frequent connections from UDistrict to husky stadium station.	11/17/2014 2:48 PM
562	Yes. The 30 and the 68 were very useful weekend buses that no longer run as often. Also I would love it if there was a bus from U-district to Redmond late at night.	11/17/2014 2:45 PM
563	early morning trips to connect up to light rail so you can get to the airport would be nice.	11/17/2014 2:42 PM
564	From UW to the north of the city	11/17/2014 2:42 PM
565	Maple Valley is underserved and people would ride the bus if there were more options. Also the drivers need to do the speed limit on Hwy 169. They often go 40 mph in a 50 mph zone (even on dry clear days) and so can't make their stops on time, and impede traffic behind them!	11/17/2014 2:41 PM
566	west seattle/delridge/southpark	11/17/2014 2:40 PM
567	running the E line later on weekend nights would be nice	11/17/2014 2:40 PM
568	25th Ave NE & 47th St NE	11/17/2014 2:39 PM
569	I would love increased service between 15th Ave NE north of 80th and the U District, especially late at night.	11/17/2014 2:39 PM
570	From U-Districts to Downtown, Sea-Tac Airport	11/17/2014 2:38 PM
571	none	11/17/2014 2:37 PM
572	The trip from downtown to the U District is extremely busy and well traveled. Most of the buses are overcrowded. This corridor needs additional buses and more frequent service. Given that there are so many people commuting to the UW from the islands, perhaps some sort of shuttle from the waterfront to UW might be helpful.	11/17/2014 2:35 PM

573	South Lake Union needs a lot more service, especially since there are a lot more people traveling to that area now.	11/17/2014 2:31 PM
574	The U district needs more evening buses going to Capitol hill, Ballard and sand point.	11/17/2014 2:30 PM
575	Need more and faster service to Sea-Tac from park-and-rides around the region.	11/17/2014 2:28 PM
576	No	11/17/2014 2:24 PM
577	Yes, more bus stops in the SeaTac neighborhood.	11/17/2014 2:23 PM
578	YES--northeast Seattle (as noted earlier), from the downtown and U District at night, and also a bit earlier on weekday mornings.	11/17/2014 2:22 PM
579	45th Street (route 44)	11/17/2014 2:21 PM
580	Yes--Between Capitol Hill and the U-District during rush hour, and between Capitol Hill and downtown later at night.	11/17/2014 2:20 PM
581	No, that's when I can actually get to work	11/17/2014 2:19 PM
582	1st hill for people who work 12 hour shifts and all of the hospitals	11/17/2014 2:19 PM
583	Any and all of the outlying areas (Ballard, U. District, West Seattle, Magnolia). The East-West transit is really abysmal.	11/17/2014 2:18 PM
584	43 and 48 that are routes used by a great number of people can run later than their current running hour at night.	11/17/2014 2:18 PM
585	UW always needs service	11/17/2014 2:18 PM
586	University of Washington area needs more/better/late night bus options.	11/17/2014 2:17 PM
587	The 11 Eastbound doesn't come frequently enough in the evening. There have been many occasions on which I have walked the entire way from Capitol Hill to Madison Park because the bus hasn't been scheduled to arrive for another 45+ minutes.	11/17/2014 2:16 PM
588	Early morning between the downtown sounder station and the UW Campus by light rail. This would open up Sounder travel to Tacoma and Olympia.	11/17/2014 2:16 PM
589	More buses late at night from downtown to people's neighborhoods would be nice. Sunday service could generally be improved.	11/17/2014 2:16 PM
590	UW	11/17/2014 2:16 PM
591	The hospitals - Harborview, Swedish, UWMC, Childrens	11/17/2014 2:15 PM
592	I sometimes have late meetings and would love a safe transit alternative that would accommodate later evenings and the weekends.	11/17/2014 2:12 PM
593	East- West corridors need bus service don't cut.	11/17/2014 2:12 PM
594	n/a	11/17/2014 2:12 PM
595	Buses or light rail to and from sporting events in the evening. There are one or two buses that leave in the morning and return in the evening from Mercer Island. They are for very narrow business hours and the afternoon buses rarely match my irregular workday, with the last being around 4:30.	11/17/2014 2:10 PM
596	CT 119	11/17/2014 2:10 PM
597	It would be cool if the train had an extra run or two. It could add more time and enable longer days or schedules in seattle	11/17/2014 2:09 PM
598	I would love to see more late night and early morning transit on UW campus.	11/17/2014 2:09 PM
599	N 130th between Aurora Ave N and 5th Ave NE has no service. This is a major thorough fare that could connect riders to other major bus routes heading north and south.	11/17/2014 2:08 PM
600	To and from the airport, and areas of downtown and Capitol Hill where there are lots of bars and nightclubs.	11/17/2014 2:08 PM
601	It would be a good idea to have extra service when there are sporting events at the Stadiums - extra 41, 71, 72, 73 buses would be extremely helpful to ease crowding and reduce vehicle use.	11/17/2014 2:07 PM
602	I'm not usually riding the bus at times other than standard commute/work hours	11/17/2014 2:07 PM

603	Connecting to the Link Light Rail in order to get to SeaTac airport for very early morning flights. It is very difficult to get to downtown Seattle and on the Light Rail in time for a 5-6 A.M. flight.	11/17/2014 2:06 PM
604	Yes - more frequent evening service between North Ravenna and University District	11/17/2014 2:06 PM
605	It's great that Seattle cares to service so comprehensively those neighborhoods with, shall we say, higher economic brackets. They ride less and drive more, but never mind that small detail for the time being. What kind of city dumps so much money into providing expensive bus service for areas having people who simply do not want to ride the bus? Me neither. Yes, there are "particular corridors...that need service..." Those corridors are those with the old and broken buses; those corridors are those with the lonely posts on muddy grass that pass for legitimate stops. Those corridors are those where a lone woman dare not stand and wait at any time of the day. Focus on those and Seattle may one day have a transit service that isn't a massive joke.	11/17/2014 2:04 PM
606	My area has comprehensive local/focal point bus coverage. I don't use the buses late at night so I can't speak to it. If/when I use it on the weekends to get around I do use the bus timetable and for the most part the buses are not crowded unless it is early evening. Then the people fleeing downtown before it gets really dark crowd the buses.	11/17/2014 2:04 PM
607	I do not require these services specifically.	11/17/2014 2:04 PM
608	Capitol Hill, University District	11/17/2014 2:04 PM
609	capitol hill, ballard and queen anne need late night service/early morning,	11/17/2014 2:02 PM
610	Mostly just out of downtown, my late night option in just 1 bus that runs every hour.	11/17/2014 2:02 PM
611	There need to be buses that run from Capitol Hill very late at night. Lots of people go drinking there late at night, and they need a safe way to get home!	11/17/2014 1:59 PM
612	Beacon Hill, Capital Hill, Downtown, University District, Belltown,	11/17/2014 1:57 PM
613	UW campus needs more weekend service. I needed to get to campus on a Sunday but the 67 wasn't running, for example. Also, the 49 should run more frequently late since the only options late at night are 12:15, 1:15, and 2:15 to get back to the U district	11/17/2014 1:56 PM
614	Very few busses leave the UW after 10:00 pm. That curtails my visits to Meany Hall for music and dance programs. I also have a late meeting on Wednesdays once a month. I always have to leave the meeting early to catch the last bus.	11/17/2014 1:56 PM
615	Belltown needs multiple buses after 2 am!!! Get those drunks out of there, please!	11/17/2014 1:55 PM
616	These routes serving UW (the ones I'm familiar with are 373, 372, 73, 72), they pack up. It would also be helpful to keep some of the ones going through campus running more often/late (373 and 372) for the people who have classes that end at 10. I think I barely miss both of those routes when I get out of class at 10, then I forget if they don't show up or if they run on the hour or so after that.	11/17/2014 1:54 PM
617	The Eastside-- Kirkland, Bothell, Redmond, Bellevue-- including formerly "unincorporated King County" areas.	11/17/2014 1:54 PM
618	Yes, all of the on-campus stops at UW need to have more frequent service at night!	11/17/2014 1:54 PM
619	U- district (From Pend Oreille to NE Campus Parkway) - needed more frequency close to late evening / night	11/17/2014 1:54 PM
620	Hard to get to Northeast Seattle late at night.	11/17/2014 1:53 PM
621	I would like it if the 72 ran more often than every hour on weekends, because there is nothing else I can use to get where I need to be downtown or in the greater U District due to the lack of a 372 on weekends and a rather inefficient and untimely schedule of 65 buses at those times.	11/17/2014 1:52 PM
622	Stops at and near the university	11/17/2014 1:52 PM
623	The places that I can think of already have such service.	11/17/2014 1:52 PM
624	Mercer Island from the Park and Ride to Island Crest Way & NE 40th and also closer to Shorewood Heights Apartment complex.	11/17/2014 1:52 PM
625	373, a 7.30 or 7.45 pm departure from UW. Better transfer times between the 73 and the 347/8.	11/17/2014 1:51 PM
626	It would be nice if the tunnel and the link light rail stayed open all night.	11/17/2014 1:49 PM
627	None that I can think of.	11/17/2014 1:47 PM
628	Yes, see answer to the first question... Also, better safety monitoring at the Northgate transit center.	11/17/2014 1:47 PM

629	I don't know.	11/17/2014 1:47 PM
630	Not Sure	11/17/2014 1:46 PM
631	I've had mixed experiences with the 8. Sometimes it does not arrive or it is very late. This has been frustrating on weekends when it only runs every half hour.	11/17/2014 1:45 PM
632	Hospitals need more service from 2300-0000 for people who are leaving evening shift jobs. I work at UW Medical Center and buses after my shift ends at 11:30 are often significantly delayed, which leaves me out in the cold!	11/17/2014 1:45 PM
633	When I have to travel between Campus Parkway and Seattle-Tacoma International Airport in the late night and early morning periods, the light rail system is often not running. The alternative busses are basically infeasible. The King County Metro trip planner recommends an itinerary that is almost four hours long and requires four transfers. For those trips, I have been forced to use taxi services. Any relatively direct service between the airport and the Downtown Transit Tunnel would make this feasible. I would rather transfer between busses in the middle of the night in the Downtown Transit Tunnel than on the surface.	11/17/2014 1:44 PM
634	Yes- South Lake Union.	11/17/2014 1:44 PM
635	I think keeping buses running until 2:30am in areas with popular night time spots is a good idea to keep drunk drivers off the road. Also, making sure stops in these areas are safe and well-lit is important.	11/17/2014 1:43 PM
636	Lake City and 125th to/from Capitol Hill (23rd and Aloha)	11/17/2014 1:43 PM
637	None	11/17/2014 1:43 PM
638	15th Abe, and north gate!!!	11/17/2014 1:43 PM
639	Airport needs service 24/7 25th Ave NE near U. Village needs service on weekends and later at night	11/17/2014 1:42 PM
640	Most parts of Seattle outside of downtown are under serviced. In order to take advantage of transit, I am forced to live downtown, in spite of the fact that I am rapidly being priced out of this housing market.	11/17/2014 1:41 PM
641	yes	11/17/2014 1:40 PM
642	McCaw hall (Seattle Center) to the Central District on weekend evenings	11/17/2014 1:40 PM
643	Leaving SeaTac airport after late flights	11/17/2014 1:40 PM
644	Capitol Hill late at night! leaving that area and going to Beacon Hill.	11/17/2014 1:40 PM
645	I usually only drive to work when I want to the UW's IMA at 3924 Montlake Blvd NE and there is NO bus service that doesn't involve 10+ min walk in Seattle's rainy weather.	11/17/2014 1:38 PM
646	25th ave NE could use more evening weekend bus service.	11/17/2014 1:36 PM
647	To west campus of UW To the Coleman ferry terminal	11/17/2014 1:36 PM
648	n/a	11/17/2014 1:35 PM
649	I live in Everett, on Evergreen way & 79th St SE, and work for the UW at the Seattle Campus. I need a bus from Everett Station Directly to the UW (Seattle) there are no direct routes only buses that will go downtown first and U-District buses currently leave McCullum Park and Ride South Everett & Mariner Park & Ride in South Everett, but nothing at all in Central down town Everett.	11/17/2014 1:34 PM
650	N/a	11/17/2014 1:34 PM
651	Downtown to U District (especially when movies are over)	11/17/2014 1:33 PM
652	I don't know.	11/17/2014 1:33 PM
653	south lake union	11/17/2014 1:32 PM
654	My husband and I rode the 12 from downtown (2nd and Marion) at about 10 pm. Some crazy guy seemed to be stalking us so we got off a bit early and went into a public place. As I pointed out in the answer to question 6, the 12 downtown does not come as frequently as the schedule indicates so we had to spend quite a bit of time waiting with the crazy man to begin with.	11/17/2014 1:31 PM
655	West Seattle to anywhere else without having to hang around downtown in the dark to transfer.	11/17/2014 1:31 PM
656	Downtown Seattle To Magnuson Community	11/17/2014 1:31 PM
657	the Aurora/99 corridor needs more service and more frequent service.	11/17/2014 1:29 PM

658	Newport Hills park and ride	11/17/2014 1:29 PM
659	None that I know of.	11/17/2014 1:29 PM
660	It can be hard to get to the airport early in the morning, but I do this very seldom.	11/17/2014 1:29 PM
661	I believe the 65 only runs until around midnight, then stops for a few hours. It would be convenient for me to have it run from midnight until it normally begins in the morning. I'm always worried about getting stuck on campus.	11/17/2014 1:28 PM
662	weekends- through U district	11/17/2014 1:27 PM
663	Down-town to Sea-tac, University of Washington.	11/17/2014 1:26 PM
664	The UW corridor becomes incredibly slow during rush hour on weekdays. It's faster to walk to the hospital than wait for a bus.	11/17/2014 1:25 PM
665	Connecting Ballard and Capitol Hill. There are generally good East-West routes and good North-South routes. But it would be nice to have a couple of "diagonal" routes to supplement. The time it takes to transfer, especially late at night prevents be from using transit at those times.	11/17/2014 1:25 PM
666	Very late at night	11/17/2014 1:25 PM
667	If the bus system ran later that would be a great help. I often can't go places at night because I know I won't get a bus back	11/17/2014 1:25 PM
668	The 48 to Loyal Heights should run later, like the 44.	11/17/2014 1:24 PM
669	Bothell Way	11/17/2014 1:24 PM
670	None that I use that I haven't already mentioned.	11/17/2014 1:23 PM
671	Magnolia could use service to and from the U district later at night and on Sundays (route 31).	11/17/2014 1:23 PM
672	A 6pm or 7pm UW Campus to Renton Transit Center please	11/17/2014 1:23 PM
673	Anything going to and from West Seattle	11/17/2014 1:23 PM
674	I would like to see a direct route connection between Tacoma and Bellevue, even if only during the morning commute and evening commute hours. Additionally, I would like to see the 586 express route from the U-District to Tacoma, WA extended to run later than the 6:30 pm departure. This would facilitate greater time available to be on campus to utilize the resources available that I am otherwise not able to use during the morning/day due to working while going to school and not available at home. If the last bus was to leave the U-District as late as 8 pm would be great.	11/17/2014 1:22 PM
675	Mercer Island currently has no bus service on weekends, and that's a big need.	11/17/2014 1:22 PM
676	More frequent late night buses through capitol hill and downtown Seattle on Fridays and Saturdays.	11/17/2014 1:20 PM
677	The 25th ave and 15th ave corridors heading in to UW in the mornings, and away in late afternoon are exceptionally crowded, and often leave would-be commuters standing on the curb because their is no room for them on the bus. Extending service during evenings/weekends would be nice, but works as it is, provided it isn't cut/reduced.	11/17/2014 1:20 PM
678	n/a	11/17/2014 1:19 PM
679	Seattle Center	11/17/2014 1:19 PM
680	Capitol Hill - Central District and vice versa.	11/17/2014 1:19 PM
681	Once, I was doing late night grocery shopping before a vacation and I had just missed a bus in the lower queen anne area heading downtown. I would have had to wait another 40 something minutes for a bus so I just ended up walking 15 blocks or so downtown with heavy groceries, but I would have preferred to catch another bus 15 min later. This example sums up the lack of late night bus transportation. Or coming home from a show on Capitol Hill or Ballard and having the same sort of wait time in between routes. It is just a long time to stand outside waiting for a bus, especially if you have experienced sexual harassment/assault at bus stops before. Thanks for looking into all these things.	11/17/2014 1:18 PM
682	YES! Service between UW Seattle and UW Bothell evenings and weekends!!!	11/17/2014 1:18 PM
683	Hospitals	11/17/2014 1:18 PM

684	Issaquah highlands park and ride to university on weekends and late night through express buses that take only an hour	11/17/2014 1:18 PM
685	It would be great to have the 77 run on weekends and evenings. Would love take the bus downtown at those times and not have to take the extra time to ride through the U-District.	11/17/2014 1:17 PM
686	n	11/17/2014 1:16 PM
687	Say least one train on the weekend would be nice, in case someone had to get to there destination	11/17/2014 1:15 PM
688	Eastlake needs more service (aside from the 66 and 70 - the 66 should come more frequently).	11/17/2014 1:14 PM
689	University Village should connect to Downtown	11/17/2014 1:14 PM
690	Late at night: U-district and surrounding area, Capitol Hill, Downtown.	11/17/2014 1:13 PM
691	I rarely use the bus evenings or weekends, but probably would for some things if available. On weekdays, I usually take the 855 at 5:50 am to the UW. I would LOVE to see an earlier one. The 855 can be VERY crowded on the 5:50 am bus, especially when school is in session. Frequently, people are standing in the aisles for lack of seats, so I would imagine another bus not too long after that one would be very welcome. Also, I understand that the P&R parking lots fill up very early and people have to find streets to park in. I haven't encountered that, but I do hope that is being looked at. The Mountlake Terrace P&R with it's multiple floors and the walkway across the freeway makes a lot of sense. I understand that at some point in the future, there will be light rail southbound and to the UW. That will, I'm sure, solve a lot of current issues.	11/17/2014 1:12 PM
692	It would be nice to have more Univ of WA to MLT park-n-ride or Edmonds park-n-ride trips (like we had prior to 2009?) in the evening so late work schedules could be accommodated.	11/17/2014 1:12 PM
693	Redmond to downtown.	11/17/2014 1:11 PM
694	I used to use the 68 to Northgate very frequently and it was annoying that it didn't run in the evening. Other than that, I haven't had a problem with the times of service, only the frequency.	11/17/2014 1:11 PM
695	park and rides need more service late at night. for instance, from eastgate park and ride in belleuve, that last 271 that leaves to the university district leaves at 10 PM. this limits the amount of time i get to spend with my family.	11/17/2014 1:11 PM
696	Sr 520 & 51st	11/17/2014 1:10 PM
697	Northgate Mall - it gets very crowded on the weekends and is open until 10. Late at night, it can be hard to catch a bus from the UWMC at Pacific St. to neighborhoods like Maple Leaf (and impossible on the weekends to do so). This requires me to use my personal vehicle, limiting where my fiance then can go because we share the car.	11/17/2014 1:09 PM
698	Transit associated with sporting events.	11/17/2014 1:09 PM
699	McCullum P&R to U district/downtown Seattle and back again at off hours-for leisure activities not just work	11/17/2014 1:08 PM
700	I tend not to use transit before 8am, after 7pm or on the weekends.	11/17/2014 1:08 PM
701	N/A	11/17/2014 1:08 PM
702	It can take awhile to get C/D line buses downtown at night.	11/17/2014 1:07 PM
703	Aurora. U district. Downtown.	11/17/2014 1:07 PM
704	Weekend service to Wallingford is ridiculous.	11/17/2014 1:06 PM
705	Having a bus route late at night from uw to federal way would be nice as the last one leaves around 4pm and there are classes that let out at 4:30 and 5:30.	11/17/2014 1:06 PM
706	Getting to the ferry on time or in a way that makes me feel safe and comfortable late at night or on the weekends means I am unlikely to take the bus. I don't feel like they are reliable and that the bus drivers have a hard time managing a lot of the people in the downtown areas.	11/17/2014 1:06 PM
707	Capital Hill late night on weekends and expand routes to and from U Village on Sundays (That is my only free day to go grocery shopping and routes cut off in the early afternoon.	11/17/2014 1:06 PM
708	more buses to West Seattle at night via SR-99	11/17/2014 1:06 PM
709	Unknown	11/17/2014 1:06 PM
710	A stop right in front of the IMA would be great on evenings.	11/17/2014 1:06 PM

711	NE Seattle, at Lake City Way and 145th, does not get any southbound Metro service on the weekends. The only option is the 522. My husband regularly travels to Capitol Hill early on Saturday and Sunday mornings for work, and in order to get to Pike and 10th by 8 a.m., he must catch the 522 to downtown just after 7 a.m., and then either walk up the hill or pay another fare to get up the hill. The ideal solution would be a Metro bus that runs on Saturdays, and early enough for him to take it to work.	11/17/2014 1:05 PM
712	68/372 on weekends would be amazing. Also this route is crowded in mornings	11/17/2014 1:05 PM
713	no	11/17/2014 1:05 PM
714	u district, late at night and on weekends!	11/17/2014 1:04 PM
715	Not that I can think of.	11/17/2014 1:03 PM
716	Downtown is easy when 522 is running, unfortunately not early enough to get me to airport early enough most times. I can get to the Edmonds ferry on Friday or Saturday but I can't get back on Sunday.	11/17/2014 1:02 PM
717	Yes, Central district, late at night.	11/17/2014 1:02 PM
718	Nightclub districts, like Capitol Hill. I wish we had a system that made it easier to be car free without costing \$40 round trip in a cab/uber/Lyft	11/17/2014 1:02 PM
719	66/67 is infrequent in the evenings, sometimes can be problematic. The 48 is not very reliable anymore, not sure if it's the lack of 48E's but they've been overcrowded everytime I've ridden lately	11/17/2014 1:02 PM
720	The 31 needs more routes. There also needs to be better coordinating routes from Magnolia to First Hill to Swedish Hospital (Boren and Madison). The only bus that runs up Madison that connects to Downtown is the 12.	11/17/2014 1:01 PM
721	Getting from DT to Northgate at nights and weekends (or too early in the weekend morning) is close to impossible	11/17/2014 1:01 PM
722	Routes going to and from the University of Washington need more service in the evenings -- it would be very helpful if the 373 continued running until 8pm on weeknights.	11/17/2014 1:01 PM
723	Ballard-Capitol Hill	11/17/2014 1:01 PM
724	Routes from downtown to other neighborhoods could run later. It can be difficult to get home from downtown by bus at the end of the night.	11/17/2014 1:00 PM
725	More frequent service between Northgate and UW.	11/17/2014 1:00 PM
726	There should be all-night service between the neighborhoods which have business which are open late - Capitol Hill, U-District, Fremont, Belltown. Extended hours between those neighborhoods and the hospitals would also be helpful (hospital employees need to get around at all hours).	11/17/2014 12:59 PM
727	More frequent service to and from the U-district late at night would be good.	11/17/2014 12:59 PM
728	It would be great if the U District to Green Lake area had more frequent buses on weekends.	11/17/2014 12:59 PM
729	No.	11/17/2014 12:58 PM
730	Greenlake to U district late night and early morning	11/17/2014 12:58 PM
731	It's very hard to get to and from the U District on the weekends. The 271 comes only every hour.	11/17/2014 12:57 PM
732	U District to Tacoma or Federal way without having to do downtown on the weekends	11/17/2014 12:56 PM
733	There should be more frequent 70 buses from downtown going Northbound toward UW late at night. I waited after a Mariners game last summer for almost an hour (between 930 and 11 some time)	11/17/2014 12:56 PM
734	N/a	11/17/2014 12:56 PM
735	not sure.	11/17/2014 12:56 PM
736	Capitol Hill -> Green Lake	11/17/2014 12:56 PM
737	Late late buses to the U District	11/17/2014 12:56 PM
738	I don't know.	11/17/2014 12:55 PM
739	downtown, u district	11/17/2014 12:55 PM
740	Capitol Hill to downtown	11/17/2014 12:55 PM

741	The 542 needs to run later in the evening and throughout the day.	11/17/2014 12:55 PM
742	The #8 could use later and earlier hours.	11/17/2014 12:54 PM
743	Undoubtedly there are, but I do not do much traveling at those times so don't feel qualified to respond.	11/17/2014 12:54 PM
744	Between Monroe and Seattle, but not on weekends or late at night. Just need more runs for the CT 424 added back in.	11/17/2014 12:54 PM
745	Express transit from Renton to UW that does not use 167	11/17/2014 12:53 PM
746	I generally avoid taking the bus at those times.	11/17/2014 12:53 PM
747	If the Light Rail ran earlier/later, it would be helpful. Sometimes flights are early or late, but the LR doesn't run at the right time for those flights.	11/17/2014 12:53 PM
748	Route 25	11/17/2014 12:53 PM
749	Make the 74 run north to Sand Point, not just south. Many more federal employees at NOAA/PMEL would use bus to commute if they didn't have to make a transfer at the UW. The 68 and 372 need more buses to campus during peak hours in the morning. The 44, 48, and 70 need more buses away from campus in the afternoon peak hours.	11/17/2014 12:52 PM
750	Renton to Maple Valley on SR 169 (route 143)	11/17/2014 12:52 PM
751	I usually do not count on late night buses or weekend buses because they are unreliable and rare. I would say focus on Capitol Hill, Green Lake, and Queen Anne in the north. Please do not cut back service so much in the summer to UW. Lots of people still work.	11/17/2014 12:52 PM
752	It would be great if the E Line would run 1 more time after 1:56am as I work events and sometimes they don't get over until 2a or 3a and buses aren't available then. Same goes for restaurant and night club workers. There are no options (or limited options) for after they close to take the bus.	11/17/2014 12:52 PM
753	It would be great to have link light rail service that ran all day to accommodate people who have flights that leave or arrive in the early hours of the morning.	11/17/2014 12:51 PM
754	nope	11/17/2014 12:51 PM
755	(see above). need more buses/additional pick up times on usual routes, before 6am and after 5pm (i.e. between 5-8pm)	11/17/2014 12:49 PM
756	The sounder train could have 1 or 2 more scheduled times past 6pm.	11/17/2014 12:49 PM
757	Queen Anne to Downtown, Downtown to University District and Downtown to Redmond/Bellevue (especially 148th St).	11/17/2014 12:48 PM
758	I5	11/17/2014 12:48 PM
759	Near the University Village	11/17/2014 12:48 PM
760	Downtown Seattle	11/17/2014 12:48 PM
761	Not on routes 7 & 48.	11/17/2014 12:47 PM
762	Service to and from downtown and capitol hill and central district to University of Washington area is needed in the early morning for University and Hospital and construction employees.	11/17/2014 12:47 PM
763	It would be nice to have an express bus (540) to Kirkland once or twice on the weekends.	11/17/2014 12:47 PM
764	The 67 does not run on weekends.	11/17/2014 12:47 PM
765	University District	11/17/2014 12:47 PM
766	University district and downtown.	11/17/2014 12:46 PM
767	More buses on Sunday would be nice. It's one of my only days off and I like to explore. 24 hour bus services would provide more comfort flying to/from home and going to the airport.	11/17/2014 12:46 PM
768	I need to go up I5 from UW Seattle, but my (Community Transit) bus doesn't always go there as often as I'd like	11/17/2014 12:46 PM

769	frequency on weekends would be my only concern. As a female I choose not to ride public transit late night or very early due to own personal safety unless I'm with at least another person. By increasing route frequencies or extending hours it likely won't change my habits to choose public transit during those times. Light rail stations with a large amount of people could change my opinion during late nights.	11/17/2014 12:45 PM
770	NA	11/17/2014 12:45 PM
771	In the early mornings, and late at nights.	11/17/2014 12:45 PM
772	I'd love to see one more express bus 586 running later in the evening. I'd also love it if the Link were extending down to Tacoma. I love the Central Link (I used to use it almost exclusively to get to the airport from Seattle) and would love to use it more regularly, but now that I'm located in Tacoma it's much less convenient for me.	11/17/2014 12:44 PM
773	68 and 30 on weekends	11/17/2014 12:44 PM
774	Bell town, cap hill, green lake, fremont - basically the places where there is "night life"	11/17/2014 12:43 PM
775	The route between northgate and downtown is often underserved on weekends and holidays early. That is the link to SEA, and many very early flights originate there. If you can get to the rail, you can't use it, and SEA parking is expensive.	11/17/2014 12:43 PM
776	Shoreline needs more connections to the UW. Shoreline needs more bus service on the weekends to many destinations.	11/17/2014 12:43 PM
777	Why do the buses that go to UW barely run on the weekend, if they run at all?? Students have to be able to get in every day!	11/17/2014 12:43 PM
778	see above	11/17/2014 12:43 PM
779	None that I am aware of.	11/17/2014 12:42 PM
780	To and from University District	11/17/2014 12:42 PM
781	On weekends, More options from kent to downtown seattle/or airport would be good.	11/17/2014 12:42 PM
782	More E-Lines! Some additional 48's in the mornings and evenings would be beneficial as well.	11/17/2014 12:42 PM
783	For me personally living in NE Seattle, there needs to be more direct and more frequent service to Seattle Center, Capital Hill, Downtown and Ballard.	11/17/2014 12:41 PM
784	Yes	11/17/2014 12:41 PM
785	Friday and Saturday nights would be nice from downtown. We never go because we don't want to drive but the busses stop too early.	11/17/2014 12:41 PM
786	25 Ave NE	11/17/2014 12:41 PM
787	security seems to be non existent. If we do see anyone they are usually too busy shooting the breeze with Tacoma Police officers on unofficial business. The lights are out on the platform on the 585 /574 waiting areas.	11/17/2014 12:40 PM
788	Not that I know of	11/17/2014 12:40 PM
789	Not for my needs.	11/17/2014 12:39 PM
790	372 and 68 need service on the weekend. There is little to no way for me to take the bus on weekends/evenings (I live on 65th and 25th) from Capitol Hill, the U district, or Fremont because it is too dangerous for me as a female to walk 20 minutes by myself late at night.	11/17/2014 12:39 PM
791	Downtown, West Seattle.	11/17/2014 12:39 PM
792	I think the 8 needs expanded service in the afternoon and more frequently on weekends.	11/17/2014 12:38 PM
793	I think the 306/312 service on Lake City Way to downtown needs to be extended later into the morning. Many of us need to commute to SLU but are forced to take routes that are twice as long beyond 8:44a.	11/17/2014 12:37 PM
794	Express buses need to run all the time between University District and downtown.	11/17/2014 12:37 PM
795	No	11/17/2014 12:37 PM
796	University District to Sandpoint/View Ridge lines stop too early and are unreliable.	11/17/2014 12:36 PM
797	The U District, The International District, *DOWNTOWN*	11/17/2014 12:35 PM

798	Lakecity way	11/17/2014 12:35 PM
799	West Seattle bus service to the Admiral District is not frequent enough and requires a transfer downtown to catch a bus to the University District. The added time to change buses down town is not acceptable.	11/17/2014 12:34 PM
800	Sure, everywhere Community Transit runs during the week should also be serviced on Sundays. I have a new car, but I prefer to ride the bus, and would do so if I could get around on the weekends better.	11/17/2014 12:34 PM
801	Bothell Way/Lake City Way	11/17/2014 12:34 PM
802	UW to Wedgewood/Lake City	11/17/2014 12:33 PM
803	I-90 corridor	11/17/2014 12:33 PM
804	Upper Rainier Beach - and faster/express connections to Northern Seattle/UW.	11/17/2014 12:32 PM
805	South Lake Union needs more since the neighborhood has radically changed.	11/17/2014 12:32 PM
806	SeaTac Airport - Downtown and connecting buses along major corridors	11/17/2014 12:32 PM
807	no	11/17/2014 12:32 PM
808	No	11/17/2014 12:32 PM
809	The University District needs buses later, there are a lot of students who study late in the evenings and it gets dangerous at night waiting for buses that come maybe once every hour.	11/17/2014 12:31 PM
810	The current service during these hours accommodates my needs.	11/17/2014 12:31 PM
811	UW to downtown (and vice versa).	11/17/2014 12:31 PM
812	SLU to NE Seattle at least to 7PM	11/17/2014 12:31 PM
813	The bus route I live closest to (#25) does not run on weekends or later in the evening, so it makes it difficult to get to destinations or get home safely. As stated above, there need to be buses that run along Montlake Blvd because it is unsafe to walk in that area when it is dark.	11/17/2014 12:30 PM
814	I405 from Kirkland to Downtown Seattle or University of Washington	11/17/2014 12:30 PM
815	UW to Issaquah, Issaquah to SeaTac Airport	11/17/2014 12:30 PM
816	It is difficult to get to West Seattle from anywhere in the city other than downtown.	11/17/2014 12:29 PM
817	Yes! Specially route #s 71,72,73. These buses pass by Roosevelt Way N.E. all the time but they don't make any stop. I have to stop at University Way and walk back to Roosevelt which is really inconvenient. Hopefully you will have those buses stop at roosevelt also.	11/17/2014 12:28 PM
818	From hospitals to the outlying community at 11:30 PM or to be at the hospital by 3PM	11/17/2014 12:28 PM
819	Between places of late night entertainment - Capitol Hill, Downtown, Belltown, Seattle Center (Opera, Laser Dome, Theatre, etc) and home (neighborhoods in North Seattle (Ravenna, Green Lake, Ballard, Greenwood, and north)	11/17/2014 12:27 PM
820	Light Rail does not run late enough for safe transportation home from late evenings out, nor does it run early enough to get to the airport for many morning flights (6:00 departures, etc.).	11/17/2014 12:27 PM
821	No.	11/17/2014 12:27 PM
822	Would be nice if the sounder train would run on the weekends and past 0800 during the week.	11/17/2014 12:27 PM
823	My work sometimes requires me to come in before 6:00am or leave after midnight, so having service from Harborview Medical Center, University of Washington Medical Center, and Northwest Hospital would be great.	11/17/2014 12:26 PM
824	I don't; know	11/17/2014 12:26 PM
825	Not for me.	11/17/2014 12:25 PM
826	Maybe just running commuting buses past 6pm until maybe 7pm would be helpful.	11/17/2014 12:24 PM
827	None that I can think.	11/17/2014 12:24 PM
828	yes, the University of Washington	11/17/2014 12:24 PM

829	I think it would be helpful to have late night buses available in places with busy nightlife scenes (i.e. cap hill, u-district) - this would help prevent drunk driving.	11/17/2014 12:23 PM
830	Snohomish county needs all of this	11/17/2014 12:23 PM
831	I wish the area around GreenLake to the University - primarily served by the 48, ran earlier in the morning - RELIABLY - so that I could utilize early mornings for classes before work.	11/17/2014 12:22 PM
832	Now that the road is fixed, I really would LOVE if your put that #16 back on 5th & Mercer (near the #3/4 route) at Seattle Center, so I can go to Northgate without going downtown. It is so isolated (and too far to walk) where it is now. Also the reroute of the #32--from the U.Dist to Seattle Center winds around and around---it's too long to get there. Thanks	11/17/2014 12:22 PM
833	Des Moines Kent Park n' Ride to the U District could use one more bus around 6:20 am would help.	11/17/2014 12:22 PM
834	my partner, who is a chef, often needs to be at work in Bellevue early and the bus does not run that early and therefore he is forced to find alternate forms of transportation. something that runs all night or earlier in the morning would be more helpful.	11/17/2014 12:22 PM
835	don't know	11/17/2014 12:22 PM
836	Safeco Century link SAM	11/17/2014 12:21 PM
837	Husky Stadium-Wallingford-Fremont-downtown	11/17/2014 12:21 PM
838	Ballard, Sunset Hill. NW 65thSt. Any other major East-West corridor: As has always been the case, virtually no east-west service that doesn't require going out of the way or transfers.	11/17/2014 12:20 PM
839	U District out to almost locations in the evenings. Lots of events at the UW. Same goes for Seattle Center and downtown venues.	11/17/2014 12:20 PM
840	More morning and afternoon routes from Tacoma Dome bus station to/from UW	11/17/2014 12:20 PM
841	No	11/17/2014 12:20 PM
842	Snohomish County to UW could use more commute options. Direct community transit buses from the 112th Street Park and Ride to UW as well as more parking and early/late options that don't take FOREVER to get home from campus.	11/17/2014 12:19 PM
843	UW, SEA airport, downtown, and Sand Point Way (hwy 513).	11/17/2014 12:18 PM
844	None	11/17/2014 12:18 PM
845	Service between Northgate and the U district is infrequent in the evenings and on weekends. The 67 that runs on weekdays is great, but for shopping needs on the weekend or later in the evening it is much less convenient to get to Northgate from campus.	11/17/2014 12:18 PM
846	Yes, service in the evening and mornings along the 31/32 route, more service for the 28/40 on weekends and late at night.	11/17/2014 12:18 PM
847	It would be nice to have buses to green lake for the early morning because a lot of runners meet around 5:30 AM to run and there are not buses that get to green lake until 6 AM	11/17/2014 12:18 PM
848	I'd like more late night weekend service from downtown Seattle to Northgate transit center. I'd often like to have the option of taking the bus home after an evening out. Taxi costs are too high so I usually drive, and often spend 20 minutes looking for parking on capitol hill.	11/17/2014 12:18 PM
849	none	11/17/2014 12:18 PM
850	None.	11/17/2014 12:18 PM
851	Heading to the UWMC and leaving UWMC	11/17/2014 12:17 PM
852	With many sporting and cultural events that take place downtown, it would be nice to see more service on the weekends to encourage people to use the bus/link services instead of crowding downtown with cars.	11/17/2014 12:17 PM
853	Lake Forest Park	11/17/2014 12:17 PM
854	I'm not sure. But I wish bus 167 can take us to work by the UW Campus at 8:30 rather than 8:45.. There are a lot of people that start @ 8:30. Rather than leaving at 7:53AM at Renton Transit Center, It should leave at 7:30AM so we have the time to arrive @ 8:30 AM to work.	11/17/2014 12:16 PM

855	No	11/17/2014 12:16 PM
856	All of them.	11/17/2014 12:16 PM
857	The lightrail could run overnight! That would be great.	11/17/2014 12:16 PM
858	Kenmore Park and Ride on weekends to UW	11/17/2014 12:15 PM
859	More express buses between the U district and downtown and between Lake City Way/NE 85th area and downtown in the evenings and on weekends.	11/17/2014 12:15 PM
860	I'm sure there are, but none that I can think of.	11/17/2014 12:14 PM
861	Lake City to downtown and the light rail to the airport need earlier hours.	11/17/2014 12:14 PM
862	South Kirkland park and ride from Seattle -- the 540. UW Medicine is a short walk away. We start early there and we are growing!	11/17/2014 12:14 PM
863	The # 8 needs more buses and reliable service during the commute.	11/17/2014 12:14 PM
864	YES!!! NE 195th St and 35th Ave NE in Lake Forest Park needs to re-establish the evening service.	11/17/2014 12:13 PM
865	Anywhere dense to another dense location. Capitol Hill, downtown, First Hill, Belltown, Pioneer Square...these all need reliable transit throughout the day, including early and late hours.	11/17/2014 12:13 PM
866	Ballard to U District via 65th to 50th.	11/17/2014 12:13 PM
867	no	11/17/2014 12:13 PM
868	UW <--> Everett	11/17/2014 12:13 PM
869	Rainier Avenue, and anywhere the 7 route services now.	11/17/2014 12:13 PM
870	route 65 in late afternoon going north and east	11/17/2014 12:13 PM
871	I went to a concert at The Key Arena and it ended at 10:30 p.m. There was no #24 bus to get me home. Very, very frustrating that buses don't run WHERE and WHEN I need them. Yet, I'm paying for everyone else to use them.	11/17/2014 12:12 PM
872	I'm really only familiar with my neighborhood (U District, Wedgwood, Sand Point) and it's fairly well served.	11/17/2014 12:12 PM
873	UW, downtown	11/17/2014 12:12 PM
874	I don't know.	11/17/2014 12:12 PM
875	More buses during peak commuting hours - Udist to/from downtown.	11/17/2014 12:12 PM
876	--	11/17/2014 12:11 PM
877	the train could run on weekends	11/17/2014 12:11 PM
878	unknown	11/17/2014 12:10 PM
879	better service between Burien to UW appreciated ,that doesn't go through downtown	11/17/2014 12:10 PM
880	I need early morning services, start my job at 5:45 am.	11/17/2014 12:09 PM
881	weekend service to and from capitol hill should go later, at least until the bars close	11/17/2014 12:08 PM
882	E-W is limited, can't be cut or reduced	11/17/2014 12:08 PM
883	Downtown	11/17/2014 12:02 PM
884	Pioneer Square to Capitol Hill, Admiral district, Alki	11/17/2014 11:32 AM
885	Service between Issaquah and the campus is very limited during the evenings and weekends, and even between downtown Seattle after 8 (which is not very late).	11/17/2014 11:26 AM
886	45th-Market East/West route is atrocious...the 44 and the 16. I ride it all the time and its brutal....needs more!	11/17/2014 11:03 AM
887	The airport! Transit to and from should be 24-7.	11/17/2014 10:19 AM
888	I don't have this issue	11/17/2014 8:33 AM

889	Yes, Summit and Olive Way to downtown from 5:30 am on.	11/16/2014 9:16 PM
890	U VILLAGE, ROOSEVELT, DOWNTOWN TO MAPLELEAF , NORTHGATE AREA	11/16/2014 7:06 PM
891	YES!!! But start by making the RapidRide lines and other core routes decently frequent overnight using the hours wasted on the 80-series meandering homeless shelters.	11/16/2014 2:52 PM
892	I don't know about these but I do know that there needs to be more service during rush hours and that the RapidRide D is a joke. There is nothing express about it. All it is is the 15 local. You took away bus routes that skipped going up over Queen Anne and made limited stops all the way to Ballard. And the elimination of the 18 shows how out of touch you are with your ridership. You should go take a look at all the new construction in the heart of Ballard, which when its dark and raining, its quite a ways from 15th NW.	11/16/2014 11:12 AM
893	The link needs extended hours.	11/16/2014 10:34 AM
894	Yes, Seattle Center for cultural events	11/15/2014 11:02 PM
895	east/west Seattle center to 23rd	11/15/2014 5:37 PM
896	More frequent evening service would be nice from downtown to Capital Hill (i.e. Route 12). Late night service (after midnight) would be nice from downtown/belltown to Capital Hill. Or when Link Light rail is up a running, late night feeder buses from Belltown/downtown to Tunnel stations would be nice, since Link Light Rail will go to Capital Hill and University Stadium Station. Late night service (after midnight) from Fremont/Ballard to Capital Hill would be nice too.	11/15/2014 11:46 AM
897	Later and more frequent service on the 77 (at least until 7 pm). For example, I think the D and E lines work really well. I'd love to have an option like that along the NE side of the city ... I suppose the LightRail will offer that, but it will still stop far south enough from my house that I'd need to transfer to another bus.	11/15/2014 11:08 AM
898	65 and 71	11/15/2014 10:24 AM
899	U District needs more, and faster, service evenings and weekends. The slow Eastlake route is horrible. Early evenings as well as weekends the buses seem to be at-capacity and even just loading all the riders takes forever. Ballard needs much better cross-town access - for me on evenings/weekends - the 44 is slow and not desirable to ride.	11/15/2014 8:48 AM
900	.	11/15/2014 8:33 AM
901	U-Village	11/14/2014 11:46 PM
902	A bus up and down Roosevelt and twelfth in the evenings from 45th to whole foods 65th would be excellent. And extended service to Tacoma evenings and weekends would be great	11/14/2014 6:39 PM
903	Capitol Hill -> Ballard/Fremont	11/14/2014 3:50 PM
904	Eastgate to UW	11/14/2014 2:24 PM
905	Direct route to Capitol Hill from the south end on weekends/evenings	11/14/2014 11:46 AM
906	My husband can't commute by bus because the bus to downtown from here and then to Totem Lake don't start early enough for him to reach work on schedule. I can't visit my family on Vashon Island on Sundays (the only day they're all free) because there's no service any more.	11/14/2014 11:15 AM
907	I need transportation mainly for work- so none that I know of.	11/14/2014 11:02 AM
908	UW to Ravenna and Sand Point. Often, I am caught between either the 75 or the 71, either of which would make me walk at least 10 blocks.	11/14/2014 10:55 AM
909	Better commuter service in mid-morning.	11/14/2014 10:49 AM
910	Ballard	11/14/2014 10:49 AM
911	Would like more frequent late night service from stadium area/Pioneer Square and in Ballard	11/14/2014 10:48 AM
912	Pike/Pine-downtown corridor is underserved.	11/14/2014 10:44 AM
913	Near Lake Washington (27 and 14)	11/14/2014 9:43 AM
914	The Broadview neighborhood--late night, evening and weekends.	11/14/2014 9:37 AM
915	I need to be able to get to Lake City Way, near 105/Northgate	11/14/2014 9:29 AM

916	Bellevue	11/14/2014 9:10 AM
917	Getting from Northeast Seattle to the airport	11/14/2014 9:08 AM
918	60 should run later on weekends	11/14/2014 7:36 AM
919	Summit Ave E	11/14/2014 2:36 AM
920	The 48 would help if it ran later.	11/14/2014 12:32 AM
921	I'm sure many do, but I don't tend to take the bus at those times.	11/13/2014 11:50 PM
922	Anywhere with low-income housing	11/13/2014 11:03 PM
923	need to have one last bus that runs from LINK stations after the latest scheduled plane lands at the airport so people can arrive by plane, collect luggage, take a train from the airport to a good transfer point, transfer to a bus and then complete their journey.	11/13/2014 10:57 PM
924	Late morning service is spaced far apart to those who wish to travel and do errands right after rush hour.	11/13/2014 7:28 PM
925	It's not metro, but community transit should run buses to the edmonds park and ride later than 5:45pm!	11/13/2014 5:58 PM
926	Shuttles to/from the new UW light rail station and the future Roosevelt and Northgate light rail stations.	11/13/2014 5:58 PM
927	The link needs to have increased frequency earlier in the morning and later into the evening.	11/13/2014 5:54 PM
928	connections between downtown core, UW campus, and Capitol Hill.	11/13/2014 5:41 PM
929	People who fly to and from the east coast - and I do so frequently - would LOVE better late night frequency re: busses connecting. I often land around at SeaTac around 9 pm or later	11/13/2014 3:58 PM
930	Not aware of, but would definitely use a shuttle bus from U-village to UW Light Rail station once its finished in order to get to downtown and /or airport on weekends and or early in the morning or late at night.	11/13/2014 3:36 PM
931	Downtown corridors and tunnel	11/13/2014 3:25 PM
932	Link will be great, but how do I get to UW station from Children's Hospital?	11/13/2014 3:24 PM
933	North end to East side needs more services on evenings. More services on weekends from Seattle to east side. More services from north (Lynnwood) to Northgate Mall.	11/13/2014 3:07 PM
934	Downtown to SEATAC Downtown to Fremont / Wallingford Downtown to Capitol Hill	11/13/2014 2:55 PM
935	Seattle to Laurelhurst, UW to Laurelhurst. UW runs buses in the evening but they get sparse late and then eventually just stop. Our college student struggles to get home when at the library studying at night or when working an evening job.	11/13/2014 2:29 PM
936	How are we going to get from the Husky Stadium Link Light Rail Station to the U District and points north, east and west?	11/13/2014 2:24 PM
937	Ask night shift workers.	11/13/2014 2:13 PM
938	Nope	11/13/2014 2:09 PM
939	Route 8 between Capitol Hill and the Seattle Center would GREATLY benefit from expanded service at all hours! The bus is incredibly crowded during the day with all the people who work in South Lake Union (it's nearly impossible to get a seat on many trips during the standard rush hour commute), and anyone wanting to attend Seattle Center weekend or evening events would be really grateful to have more bus options available (especially late at night to return home--more frequent service from 9pm-midnight would be amazing!).	11/13/2014 1:52 PM
940	No opinion	11/13/2014 1:41 PM
941	Airport (link light rail) needs to run continuously. Cap hill light rail to get to/from bars late at night would be awesome (from pike/pine corridor to the north end of Broadway around Mercer)	11/13/2014 1:26 PM
942	Seatac!!!! The fact that many flights get in at 11:30pm-12:30am and the light rail stops running before that is very annoying. The central link should run till 1am at least.	11/13/2014 1:18 PM
943	I have often found the airport difficult. Need to leave early? Coming in on a late flight? Better get a shuttle. I tend to arrange my schedule around the bus schedule. If I need to do anything outside of normal bus operating hours, I find alternate transport I have missed out on events because I couldn't get transportation.	11/13/2014 1:08 PM

944	The 25 needs to run a lot more frequently than it does. Just because I don't go to work at 8am doesn't mean I have any less need to get to work.	11/13/2014 12:56 PM
945	Yes, but this is not as big of a concern for me.	11/13/2014 12:39 PM
946	From Swedish hospital to eastside park and ridwe east gate or issaquah highlands after 7:30 pm when all the nurses get off work	11/13/2014 12:33 PM
947	More frequency on the 16, 49, 65, 71, 72, 75 and 372 in the evning between 8 and 11PM	11/13/2014 11:16 AM
948	James street from 3 rd to 18th could use more service in the early morning.	11/13/2014 10:55 AM
949	Maple Valley to Seattle - could be a little earlier and a little later - depending on traffic it can really delay connecting to my Ballard bus #40 - which is my only option now that the #62 has quit.	11/13/2014 10:42 AM
950	Ballard	11/13/2014 10:24 AM
951	Late at night: express buses between downtown, capitol hil, and the outlying neighborhoods like ravenna / greenlake don't exist which means we choose other forms of transportation.	11/13/2014 9:35 AM
952	Roosevelt north of 75th really needs more than just the 68.	11/13/2014 9:18 AM
953	Yes! Please continue providing late night service to the University District, connecting it to downtown and the I.D.	11/13/2014 9:02 AM
954	Madison Park.	11/13/2014 8:34 AM
955	Now that the route is being built out, Link should be 24 hours.	11/13/2014 8:31 AM
956	no	11/13/2014 8:25 AM
957	Yes. Downtown to U District. Queen Anne/Seattle Center to U District.	11/13/2014 7:41 AM
958	Yes. Why aren't there frequent services connecting Lake City to U-Village to the Rainier Valley -- at all hours?	11/13/2014 2:07 AM
959	Yes. There needs to be more service late nights from downtown Seattle to Lynnwood.	11/13/2014 12:23 AM
960	Neighborhoods that need night transit in evenings: Capitol Hill, U Dist, Ballard (!!!)	11/12/2014 10:28 PM
961	The last train from SeaTac Airport to the downtown transit tunnel on Sunday evenings is inconvenient for late flight arrivals. If I miss the last train to the tunnel, it can take upwards of 2 1/2 hours to get to northeast Seattle.	11/12/2014 10:17 PM
962	Capitol Hill -> University District. It's popular for University students to stay in Capitol Hill late at night (good nightlife), but can be hard to find a safe ride home. Best to minimize drunk driving by providing safe + reliable transit!	11/12/2014 10:11 PM
963	Having extra trips through the U district would be helpful.	11/12/2014 9:47 PM
964	The 71/72/74/76 are way too crowded heading north out of the tunnel in the evenings and reduce in frequency too early(6PM)	11/12/2014 9:33 PM
965	This is a big city, there should be service well past 2am and before 6am. People who work during those times are also likely to ride the bus.	11/12/2014 9:15 PM
966	Service from Mariners games at Safeco Field; service from Benaroya or Seattle Center for concerts;	11/12/2014 8:52 PM
967	No	11/12/2014 8:43 PM
968	later express service from downtown to north seattle	11/12/2014 5:53 PM
969	Light Rail transport to/from airport should be available early morning and late at night.	11/12/2014 5:46 PM
970	Well, I was just saying. There used to be a passenger ferry that left Bremerton for Seattle at 1:40 am. I combined that with a bicycle ride home.	11/12/2014 5:29 PM
971	The 7, 8, 9, and 49 should be 24/7 routes.	11/12/2014 5:16 PM
972	Better access to northern neighborhoods through the U-District. When everything goes up/down University Ave, the people who live in Northern neighborhoods and aren't students pay for it by not having enough seats, sharing with noisy, sometimes scary people who use the u-district as a destination.	11/12/2014 4:38 PM
973	None more than any other.	11/12/2014 4:35 PM
974	Not sure.	11/12/2014 4:35 PM

975	Capitol Hill pike/pine area, and downtown Ballard.	11/12/2014 4:23 PM
976	UW Seattle campus/ U District (50th to 41st) to Sand Point/Lake City needs more frequent and reliable transportation on weekends and at night.	11/12/2014 4:09 PM
977	no	11/12/2014 3:46 PM
978	improve Route 48 Sunday frequency	11/12/2014 3:37 PM
979	I wish the Metro ran about 1-2 hours later into the evening in general. Ideally many neighborhoods would be covered just past 2AM, which would probably eliminate a good amount of the city's drunk driving.	11/12/2014 3:18 PM
980	Just continue late night service from downtown up through the hill and Eastlake into UW	11/12/2014 3:10 PM
981	No	11/12/2014 3:07 PM
982	Northeast Seattle could use better bus service at all times -- Sand Point Way NE.	11/12/2014 2:56 PM
983	15th Avenue East/Pine St. and Madison St. would be welcome places for early morning and late night services.	11/12/2014 2:55 PM
984	East leg of the number 28!	11/12/2014 2:52 PM
985	I use the bus during the week	11/12/2014 2:48 PM
986	First Hill/Broadway/Rainier Valley--currently served by Route #9, which has no evening or weekend service. Although the First Hill streetcar will be starting service early in 2015, it may not be good enough, since it will require a transfer to and from service serving the Rainier Valley, similar to what is already required. This corridor has a very large passenger base (healthcare workers, students at Seattle Univ. and Seattle Central College) and shoppers (going to the Broadway Business District from the Rainier Valley--and those people have been requesting good evening and weekend service for several years. it is time they get that service--and the #9 route is the best way to provide it--as a supplement to the Streetcar.	11/12/2014 2:09 PM
987	522 (Lake City Way & 125th), Fremont Ave N & NE 34th St	11/12/2014 1:19 PM
988	The Kenmore neighborhood loop - you've stranded many low-income (i.e., no cars), physically impaired and elderly riders in an area with no other transit options and mostly with no possibility of walking to a bus due to lack of sidewalks and extremely dangerous conditions for pedestrians.	11/12/2014 1:07 PM
989	Yes, particularly from the airport and down town	11/12/2014 12:40 PM
990	The airport!	11/12/2014 12:39 PM
991	N/A	11/12/2014 12:39 PM
992	not that I can think of	11/12/2014 12:28 PM
993	Crown Hill	11/12/2014 12:26 PM
994	East to West transit in Seattle is terrible. At all times.	11/12/2014 12:24 PM
995	The areas I've mentioned.	11/12/2014 11:57 AM
996	Weekend service between Capitol Hill and West Seattle.	11/12/2014 11:53 AM
997	none	11/12/2014 11:49 AM
998	Nurses often have 6am shifts and get off late shifts at 11pm.	11/12/2014 11:45 AM
999	likely, but none specific to my transit behavior	11/12/2014 11:22 AM
1000	the 3 and 4 need more buses later in the evening.	11/12/2014 11:17 AM
1001	As I said above, having a very early morning bus from the north end to Sea Tac Airport would be extremely helpful.	11/12/2014 11:13 AM
1002	Route 301	11/12/2014 11:13 AM
1003	Not sure.	11/12/2014 10:52 AM
1004	15th Ave W & W Garfield has a community center that is open late, but one stop is 2 blocks away to the north, the other to the south. The lights at Armoury and Garfield are both very long cycle for pedestrians. The stop at Galer is around a blind corner which has had multiple incidents.	11/12/2014 10:24 AM

1005	No	11/12/2014 10:16 AM
1006	A late-night service on weekends around the Capitol Hill area would be wonderful in terms of safety - those who can't afford Ubers in peak hours often have to walk home.	11/12/2014 9:47 AM
1007	Yes	11/12/2014 9:46 AM
1008	71x to the light rail stop at Westlake or future locations would be good very early in the AM or late at night for airport travel.	11/12/2014 9:27 AM
1009	All areas with nightlife needs to be safely accessible via metro at night and on weekends. Alki Beach and Discovery Park both need access. Beacon Hill is virtually inaccessible at night and this has left me in danger several times.	11/12/2014 8:51 AM
1010	west seattle, beacon hill	11/12/2014 8:48 AM
1011	76 needs more busses during peak, they are always packed	11/12/2014 8:47 AM
1012	Probably should ask the folks that work late or early in the day.	11/12/2014 8:41 AM
1013	None that I use	11/12/2014 8:32 AM
1014	n/a	11/12/2014 7:55 AM
1015	Maybe increased frequency of light rail trains on weekends or late evenings.	11/12/2014 7:31 AM
1016	I-90 needs light rail	11/12/2014 7:01 AM
1017	I have been stranded at the airport at least twice because my flight arrived after the last link.	11/12/2014 2:08 AM
1018	Capitol Hill to Ballard should be available using one bus.	11/12/2014 2:01 AM
1019	not	11/12/2014 1:18 AM
1020	bars, such as those on Broadway. But also queen Ann.	11/12/2014 1:11 AM
1021	From ferry terminal to Seattle Central, UW, and Seattle Center	11/12/2014 12:12 AM
1022	Weekend service for the southcenter/kent sound transit bus please!	11/12/2014 12:09 AM
1023	route 24 to Magnolia should run until 11 PM or midnight. And buses stop going Downtown from 12th and Jackson (but rather to the station) after 8 PM. It should always go straight to Downtown	11/11/2014 11:59 PM
1024	Yes	11/11/2014 11:54 PM
1025	Beacon hill	11/11/2014 11:44 PM
1026	Closer to 43rd	11/11/2014 11:25 PM
1027	South Lake Union during rush hour.	11/11/2014 10:18 PM
1028	North City 15th Ave NE, Link light rail later and earlier	11/11/2014 9:38 PM
1029	everywhere in central seattle	11/11/2014 9:30 PM
1030	Evenings: Sand Point Way from Downtown or Meany Hall/University Ave. Anytime: access to Seatac	11/11/2014 9:08 PM
1031	35th Ave NE to downtown, more directly like on the 64. Not enough frequency during peak. Also will need direct service to Husky Stadium Link.	11/11/2014 8:45 PM
1032	Earlier 48 and Link to get to those early-morning flights at SeaTac.	11/11/2014 8:03 PM
1033	Bryant neighborhood	11/11/2014 7:51 PM
1034	Not that I need or can think of.	11/11/2014 7:23 PM
1035	Capitol Hill and Georgetown, late at night and on weekends	11/11/2014 6:45 PM
1036	Seattle needs more east-west service on buses, and light rail. downtown to West Seattle; u-district to Fremont and Ballard; downtown to Rainier Beach and Renton	11/11/2014 6:45 PM
1037	I am a senior citizen and not usually out at those times	11/11/2014 5:35 PM

1038	From downtown to the outer areas of Seattle - and from the outer areas of Seattle into downtown. Outer areas being north Seattle, south Seattle, west Seattle, etc. And between these outer areas and the U-district.	11/11/2014 5:24 PM
1039	Capitol Hill	11/11/2014 4:35 PM
1040	Connections from Campus to NE area are very poor - particularly to Bryant and Laurelhurst - once past about 6:45 PM.	11/11/2014 4:00 PM
1041	Capitol Hill to downtown. Downtown to Northgate.	11/11/2014 3:55 PM
1042	Swedish Cherry Hill	11/11/2014 3:27 PM
1043	Up/down 35th	11/11/2014 3:24 PM
1044	It would be nice if the number 9 would run later, so I could get from work at Seattle Central to home in the Rainier Valley. I drive because I don't want to take the 7 downtown at night.	11/11/2014 3:22 PM
1045	Getting to airport early morning or late night via light rail currently not feasible	11/11/2014 3:15 PM
1046	Express buses from downtown Seattle to I405 transit stations north of SR520 after 8PM.	11/11/2014 3:14 PM
1047	North Rainier Ave	11/11/2014 3:09 PM
1048	The 40, and also cross-town routes such as the 8 and 44. The 8 might not be necessary if we can go to Capitol Hill via the UW light rail station.	11/11/2014 2:36 PM
1049	n/a	11/11/2014 2:00 PM
1050	More evening service out of downtown, on buses and trains. Not everyone finishes work by 6pm. People have to drive to work because they may end up working late that day, or they may want to go do something after work.	11/11/2014 1:37 PM
1051	Issaquah-Pine Lake, please.	11/11/2014 1:34 PM
1052	NE Seattle East of Lake City and N of 85th has inadequate bus service in the evening after 6 p.m. unless connecting in the U District.	11/11/2014 1:28 PM
1053	more buses to issaquah!	11/11/2014 1:05 PM
1054	Increased service during peak hours between downtown and the u-district.	11/11/2014 12:33 PM
1055	Downtown, University District, Queen Anne, Lower Queen Anne	11/11/2014 12:33 PM
1056	Just the evening service needs to be more frequent and more reliable especially downtown and the surrounding areas.	11/11/2014 12:30 PM
1057	Discovery Park, east gate by Government Way.	11/11/2014 12:15 PM
1058	There should be earlier service on Link or a one-seat bus between downtown Seattle and Sea-Tac Airport.	11/11/2014 12:01 PM
1059	15th, Broadway, University Way, Ballard to Downtown to Capitol Hill.	11/11/2014 11:58 AM
1060	More express buses that go from neighborhood to neighborhood	11/11/2014 11:55 AM
1061	No	11/11/2014 11:53 AM
1062	I live in Central District / Madrona, served by 2 and 8. Earliest 8 bus is at 5:39, then after 6. 2 is similar. Would like something earlier in the morning and/or more frequent.	11/11/2014 11:39 AM
1063	Yes. From beneroya to neighborhoods like mardrona	11/11/2014 11:30 AM
1064	Community needs more night and weekend service.	11/11/2014 11:22 AM
1065	?	11/11/2014 11:21 AM
1066	The 522 needs to run until at least 2am. Also the 234 needs to run more frequent service in general.	11/11/2014 11:17 AM
1067	NO	11/11/2014 11:13 AM
1068	No comment.	11/11/2014 10:55 AM
1069	East west along the 44 route, 30 route midday, late night and weekend.	11/11/2014 10:38 AM
1070	Not necessarily on my route.	11/11/2014 10:29 AM

1071	Green lake capital hill (late at night)	11/11/2014 10:21 AM
1072	No	11/11/2014 10:21 AM
1073	Not for me	11/11/2014 10:11 AM
1074	From Broadway to Central District/Beacon Hill in the evenings	11/11/2014 10:08 AM
1075	All.	11/11/2014 10:07 AM
1076	no	11/11/2014 9:57 AM
1077	Compared to North Seattle/Greenwood, Ravenna receives very scanty service outside commuting hours. Late at night, I can catch a bus to near where I want to go (D, E, 5, 40, 28 are all choices) within about 10 minutes of arriving at an appropriate stop. I can catch a bus to Ravenna once every 30-45 minutes. The 71, 74 and 76 are my choices for Ravenna, and they run very infrequently late at night (I'm usually riding between 10 pm and midnight).	11/11/2014 9:49 AM
1078	I think you have them covered.	11/11/2014 9:15 AM
1079	I would love to be able to get around the city at night or on weekends but the bus service just isn't there. I love going downtown and/or to the waterfront. It's unfortunate because Capitol Hill has a lot of bus service, but that still doesn't help.	11/11/2014 9:06 AM
1080	In general, having more buses after 6PM would be helpful. It would then allow me to go out with friends after work and still have a way to get home.	11/11/2014 8:48 AM
1081	late at night on weekends: the places that need service are the places with bars: capitol hill, ballard, fremont, u-district	11/11/2014 8:43 AM
1082	would be nice of the train ran all day and on weekends.	11/11/2014 8:29 AM
1083	Denny Way (route 8) on the weekend.	11/11/2014 8:24 AM
1084	n/a	11/11/2014 8:22 AM
1085	More service to SLU, and from one hill to the other (ie Queen Anne to Capitol Hill). Hello to whoever is tasked with coding all of these long form responses. I feel your pain. You can do it!	11/11/2014 8:10 AM
1086	Yes, more buses to Sand Point, more frequent and uncrowded service to the U District, and more connections between both Sand Point and U District to the Montlake area.	11/11/2014 7:28 AM
1087	denny from capitol hill to south lake union - especially morning. many full buses pass bus stops with lots of waiting people. I think Amazon should be paying into mitigation fund for more metro bus services since the bus riders and those getting passed up are their employees. Microsoft has done their part to have a shuttle for their commuters - I recognize that some still use ST/Metro buses, but the Connectors are dramatically reducing the impact. Amazon should also be paying their fare share to reduce the impact their employees are having to the traffic and transit ridership.	11/10/2014 10:30 PM
1088	Not in my life at this time.	11/10/2014 9:16 PM
1089	Capitol Hill to and from VA Hospital	11/10/2014 9:10 PM
1090	A direct connection between Ballard and Capitol Hill - the two big nightlife spots in Seattle - would be nice, especially in evenings and on weekends.	11/10/2014 8:24 PM
1091	Not that I can think of within my regular routes	11/10/2014 8:18 PM
1092	To/from Lynnwood Transit Center	11/10/2014 8:17 PM
1093	85th and 95th on Lake City Way. Later service from Downtown on the 64 to 35th NE.	11/10/2014 7:20 PM
1094	no	11/10/2014 7:17 PM
1095	The 16's rush hour service ends too soon. The frequency stops too early when buses are still packed.	11/10/2014 6:55 PM
1096	There are so many places lacking right now that I don't even know where to begin..	11/10/2014 6:08 PM
1097	Need something on Boren! Need a way to Central Capitol Hill (Broadway/Pine) in evening and on weekends!	11/10/2014 6:01 PM
1098	Heart of Ballard to downtown. Ballard/Interbay to Capitol Hill.	11/10/2014 5:46 PM
1099	Market Street in Ballard.	11/10/2014 5:44 PM

1100	everywhere needs more night service. all routes should have at least one run around 2am	11/10/2014 5:24 PM
1101	Rainier Ave and Andover early am, later evenings. Cleaning, disinfecting, lighting	11/10/2014 5:11 PM
1102	Link light rail should run after midnight	11/10/2014 5:05 PM
1103	Seattle to Ballard. Something ideally more direct.	11/10/2014 4:55 PM
1104	NA	11/10/2014 4:53 PM
1105	Denny, Madison	11/10/2014 4:46 PM
1106	It would be great to be able to get to he airport at any time from our neighborhood (maple leaf) but it's not possible if you have an early flight, and not reliable if you have to commute during rush hour.	11/10/2014 4:38 PM
1107	Service from Capitol Hill down 3rd Avenue would be FANTASTIC. Seems odd to me that I had door-to-door bus rides on Route 7 from Columbia City, but from Capitol Hill to my workplace on 3rd I spend more time than I'd think on my commute.	11/10/2014 4:36 PM
1108	To and from the airport. Also there are many times that two #2 or #43 buses will be one right on the tail of another - both going to the same place (not going to base). Why does that happen?	11/10/2014 4:31 PM
1109	I ride during commuter hours.	11/10/2014 4:30 PM
1110	Weekends should go to Green Lake, Alki, and other city parks.	11/10/2014 4:12 PM
1111	Late at night service is important going into and out of Ballard and Capitol Hill	11/10/2014 4:06 PM
1112	I know that a lot of young people who are carless live in the Capitol Hill area. Reliable evening service connecting that neighborhood would ease traffic congestion and frankly ensure the safety of the residents if reliable and easily accessible public transportation is available.	11/10/2014 4:04 PM
1113	None that I take	11/10/2014 3:55 PM
1114	It'd be nice to have earlier light rail options.	11/10/2014 3:53 PM
1115	East West Service to Seattle Center and beyond from Capitol Hill.	11/10/2014 3:50 PM
1116	Every place. I work in sodo and I have to live in CH because if I lived anywhere else in the city I would not be able to get to work on time at 6am on sat&sun, I would be late two days a week and employers don't care they need you there.	11/10/2014 3:47 PM
1117	Capitol Hill and Downtown/Lower Queen Anne buses should run until bars/clubs close or an hour afterwards.	11/10/2014 3:25 PM
1118	Route 68 needs service extended in the evening, late at night, and on weekends.	11/10/2014 3:18 PM
1119	Cross-neighborhood routes to ease ability to get from neighborhood to neighborhood while on transit.	11/10/2014 3:00 PM
1120	My family members need transportation early in the morning and sometimes late at night to the VA Hospital and to Harborviw.	11/10/2014 2:57 PM
1121	No	11/10/2014 2:57 PM
1122	Alki beach to downtown Seattle and back!	11/10/2014 2:54 PM
1123	it's hard to get from downtown to anywhere after 7pm because buses run so infrequently.	11/10/2014 2:49 PM
1124	There should be a week-end bus service from Renton Highlands to Seattle.	11/10/2014 2:47 PM
1125	Swedish Hospital Issaquah	11/10/2014 2:47 PM
1126	I wish the 60 ran later so I could stay out on Capitol Hill and take the bus home.	11/10/2014 2:21 PM
1127	All the buses from downtown go hourly after 7PM. This is unacceptable. Who wants to stand on a deserted street corner for an hour	11/10/2014 2:21 PM
1128	When people work on the weekends they should get the same route options as people who work M-F	11/10/2014 2:14 PM
1129	The convention center is one of the most crowded bus stops between 5-6:30 pm. The 10 comes all the time, but as for the other buses, if you miss it you basically spend your evening waiting on the next on to come or have to use a different bus that is a longer route.	11/10/2014 2:13 PM

1130	I've had a difficult time getting to Capitol Hill from downtown on SATURDAY evening after I get out of the theater! I've had to wait for over 30 minutes for a bus to get me to CAP HILL from DOWNTOWN on a SATURDAY night!!!	11/10/2014 2:07 PM
1131	Downtown at 4th and Pike is always overcrowded at the end of the work day, between 5-6 pm.	11/10/2014 2:07 PM
1132	Link light rail	11/10/2014 2:05 PM
1133	the 60 needs to run later on Sundays ... same for First Hill Streetcar. Cannot understand why Metro doesn't think First Hill residents might want to eat/shop on Sunday nights on Capitol Hill	11/10/2014 2:04 PM
1134	I wish that the #41 from the Downtown Tunnel to Northgate transit center were more frequent (more than one per hour) after 11pm.	11/10/2014 2:03 PM
1135	It would be great if there was a train from Tacoma to Seattle on the weekends.	11/10/2014 2:03 PM
1136	Don't know haven't really thought about it.	11/10/2014 2:02 PM
1137	Route 49 to Downtown for transfer to Light Rail to reach SeaTac for early morning flights	11/10/2014 2:02 PM
1138	It is difficult to get to Ballard and certain parts of Capitol Hill on the weekends (Sunday especially).	11/10/2014 2:01 PM
1139	Lake City way to downtown always needs service	11/10/2014 2:00 PM
1140	ALL bus stops should have shelter/shades and should be well lighted	11/10/2014 2:00 PM
1141	Yeah Redmond.	11/10/2014 1:55 PM
1142	Stone Way into Greenlake Dr.	11/10/2014 1:51 PM
1143	Route 9 with more service would be helpful. Extending Route 4 to Mt. Baker Transit Center.	11/10/2014 1:46 PM
1144	Pike/Pine weekend evenings High schools early mornings (especially in the dark months, when you don't want kids having to wait around or make transfers downtown)	11/10/2014 1:42 PM
1145	545 does a really good job of covering most of the Redmond metro area and the connection to the B Line is good	11/10/2014 1:41 PM
1146	To/from SoDo	11/10/2014 1:40 PM
1147	More stops on 2nd Avenue for 590.	11/10/2014 1:39 PM
1148	Service to UW, UWMC, and Children's can be difficult at these times, although many people are working in those areas that could use them.	11/10/2014 1:39 PM
1149	Pike/Pine corridor!	11/10/2014 1:31 PM
1150	Anything that goes directly to/from the light link needs early and late night service because that's when the most inexpensive flights are! I often choose flights based on affordability but usually the early/late times are not compatible with the light link and bus lines.	11/10/2014 1:31 PM
1151	I heard South Korea used cell phone (data) to determine where the public transportation is much needed.	11/10/2014 1:27 PM
1152	No	11/10/2014 1:24 PM
1153	Yes, Magnuson Park has minimal service on off hours.	11/10/2014 1:21 PM
1154	Northeast Seattle from Wedgwood.	11/10/2014 1:19 PM
1155	Colleges.	11/10/2014 1:15 PM
1156	I often take Link Light Rail to the airport since I fly a lot for work. However, the early morning buses from Capitol Hill to Downtown are infrequent or nonexistent. They should run on the same schedule as the light rail, but they don't. Ditto with the evening buses - after 7 or so there is a long wait in a sketchy part of downtown (4th/Pike) to get a bus to take me back to Capitol Hill. South Lake Union is another issue. There are nice restaurants there but it is impractical to take the streetcar there for dinner, because it stops running in the early evening, so then I would have to find another way to get back. The South Lake Union Streetcar needs to have its hours extended. It is not just for 8 AM - 5 PM commuters, there are other destinations there.	11/10/2014 1:06 PM
1157	Yes. Insure there is service 20 AFTER the last night/evening classes get out at GRCC in Auburn.	11/10/2014 1:06 PM
1158	Pike & Pine need 24 hour service. I feel like a hostage on weekends because my streets fill with drunk drivers who refuse to yield to pedestrians and I don't feel safe leaving the house. Perhaps charge the bars a damage mitigation transit tax.	11/10/2014 1:02 PM

1159	Early a.m. service to airport Late night transit connections to neighborhood corridors with weekend nightlife destinations- for patrons AND especially employees of these establishments (connect all neighborhoods to Capitol Hill & U District)	11/10/2014 12:59 PM
1160	Capitol Hill to Pioneer Square more frequently between 5am - 6am would be amazing.	11/10/2014 12:55 PM
1161	Not for me, no.	11/10/2014 12:52 PM
1162	Belltown, Cap Hill, Pioneer Square - basically wherever there's a nightlife/club scene	11/10/2014 12:49 PM
1163	See answer to 5.	11/10/2014 12:38 PM
1164	Seattle Streetcar	11/10/2014 12:37 PM
1165	More routes to other transit centers. A few times after work, I have been "stranded" in Downtown Seattle early in the morning, waiting for the buses to start running to Burien. Later Link service would be nice as well.	11/10/2014 12:29 PM
1166	The #12 could use greater frequency in the evenings. Same with stops coming up on pike and 4th.	11/10/2014 12:27 PM
1167	Aurora, (now served by Rapid E Line) Maple Leaf to Greenwood, Maple Leaf to Northgate, Maple Leaf to University District, University District to Wallingford	11/10/2014 12:26 PM
1168	Getting from Lake City to the U District on weekends (or back) is too difficult.	11/10/2014 12:24 PM
1169	Light rail will be needed late at night for sure after the bars close. If service doesn't operate past 2am on weekends, the bus network will be highly strained.	11/10/2014 12:19 PM
1170	None that I can think of at the moment.	11/10/2014 12:19 PM
1171	Obviously more frequent service throughout the day and evening.	11/10/2014 12:16 PM
1172	Not applicable to my situation. I typically do not use transit early in the morning or late at night.	11/10/2014 12:14 PM
1173	n/a	11/10/2014 12:12 PM
1174	There seems to be a service gap in Belltown since buses no longer run on 1st avenue and route 99 (if it still runs) is very limited. Living on Western Avenue, for the most part the nearest stops are up on 3rd.	11/10/2014 12:07 PM
1175	Pike/Pine and anywhere that has a lot of bars needs good, reliable bus service until at least an hour after the bars close. (The employees need to get home too!) The train station needs service whenever trains are due to leave or arrive - currently the First Hill streetcar is scheduled to stop running long before the 10:00 train gets in on Sunday nights.	11/10/2014 12:03 PM
1176	To/from U District service needs to be more frequent later in the evenings.	11/10/2014 12:00 PM
1177	Yes.	11/10/2014 12:00 PM
1178	It might be nice to have more frequent service after events/shows at the Seattle Center (between 10pm - 1am).	11/10/2014 11:56 AM
1179	Yes. See above. We cannot get to entertainment/shopping/work on the evenings, weekends, very early in the morning, or late at night. We have a number of warehouses in Auburn along Auburn Way and West Valley Highway that lack workers because those who can do the work (the poor) cannot get to the night shifts because of lack of transportation. In addition, I have known low-income students who have had to drop out of school because they had to work day shifts, because they didn't have transportation to swing and evening shifts. Connect the Federal Way and Auburn areas via fast transit, and this will increase income opportunities for this area, and over time, increase revenue for the county.	11/10/2014 11:53 AM
1180	Swamp Creek Park and Ride needs later evening buses	11/10/2014 11:51 AM
1181	I would like to see more frequent late night buses from entertainment hubs - downtown, Seattle Center (a once an hour bus or possibility of missing the last bus means people deciding to drive if they can afford downtown parking, or deciding not to go to an event if they can't) I also know that, although I have not had to work swing shift, the bus service is spotty for that shift of people working downtown, especially commuters to Tacoma and Federal Way.	11/10/2014 11:48 AM
1182	? I get around fine.	11/10/2014 11:48 AM
1183	I think there needs to be more bus options to/from Capitol Hill and downtown Seattle, as there are always crowds and that would discourage drunk driving and fighting over cabs.	11/10/2014 11:47 AM
1184	downtown to neighborhoods need more frequency at night - PM peak and a bit further. if you have to work late (say until 6:30 or 7 PM), you have to wait so long for a bus to take you home.	11/10/2014 11:44 AM

1185	As long as the announced bus cuts for 2015 do not happen, service is acceptable in the areas I travel.	11/10/2014 11:38 AM
1186	41 to northgate has been stuffed to the gills in the evenings. I've taken to getting a ride down to work to avoid the crowds in the mornings.	11/10/2014 11:38 AM
1187	Later running busses to parts of Capitol Hill, Georgetown, Ballard, U District, Belltown, etc.	11/10/2014 11:36 AM
1188	capitol hill and downtown	11/10/2014 11:35 AM
1189	Capitol Hill needs late night service for the bars and clubs.	11/10/2014 11:31 AM
1190	N/A.	11/10/2014 11:28 AM
1191	although the 65 runs earlier than the 30/74 between NE seattle and the UW campus, I would never ride the 65 in the dark because of safety issues. So earlier options going down University Way or 15th ave NE (well-lighted streets and sidewalks) would be a plus.	11/10/2014 11:26 AM
1192	Harborview Medical Center for those whose shifts start / end late at night or on weekends	11/10/2014 11:25 AM
1193	No comment	11/10/2014 11:24 AM
1194	not by me.	11/10/2014 11:23 AM
1195	Pike/Pine, Broadway, Bellevue/Summit	11/10/2014 11:22 AM
1196	None that I use.	11/10/2014 11:12 AM
1197	yes! Capitol Hill and Ballard need later busses	11/10/2014 11:11 AM
1198	South Seattle to Capitol Hill on the weekend and much later into the night. Both for the people who work on First Hill and the people that want to go out on Capitol Hill at night.	11/10/2014 11:08 AM
1199	The Northgate/downtown route.	11/10/2014 11:06 AM
1200	YES, ROUTE 47 along Bellevue Avenue north of Denny. It needs 7 days am and pm routes. There are many elderly along there as well as the low income Denny Terrace that has handicapped people too.	11/10/2014 11:05 AM
1201	Late night buses should at the least run wherever there's a concentration of bars or show venues. Early morning options to the airport would be helpful.	11/10/2014 11:04 AM
1202	Capitol Hill/Belltown need service late at night (midnight to 2AM)	11/10/2014 11:03 AM
1203	I think most bus lines need to run later at night. Some people work nights and it is difficult to use public transportation when there are no options near you.	11/10/2014 11:03 AM
1204	Madison corridor used to have a bus (84, I think?) that featured night owl service. I know it probably went under because of the cuts, but we could use an extra bus or two late at night down there.	11/10/2014 11:01 AM
1205	I noticed that the 70 gets overcrowded during the evening rush hour. So do the other 70s (71,72,73).	11/10/2014 10:56 AM
1206	Sandpoint Way should have more frequent service. Hoping when the Husky stadium light rail station is in place there will be more direct and frequent routes down Sandpoint Way and Husky Stadium.	11/10/2014 10:55 AM
1207	downtown	11/10/2014 10:54 AM
1208	From Chateau Ste. Michelle to downtown.	11/10/2014 10:52 AM
1209	Seattle - Eastside No 2am buses for nightlife	11/10/2014 10:48 AM
1210	Eastlake to Belltown/downtown from about 8am-10am needs to be increased. It's way too crowded on that route in the mornings.	11/10/2014 10:47 AM
1211	No	11/10/2014 10:44 AM
1212	I do wish buses ran later on weekends. Particularly from Queen Anne and Downtown to Capitol Hill. I also find the Light Rail doesn't run late enough. Many times my flight arrives home just after the Light Rail has stopped running.	11/10/2014 10:42 AM
1213	Possibly better service to and from events such as football and/or baseball.	11/10/2014 10:39 AM
1214	Bellevue Court in capital Hill, Greenlake lower woodland park, UWs IMA building, more frequent 66	11/10/2014 10:37 AM

1215	I don't tend to go out much in evenings, on weekends, or at odd times of day. However, more routes to more grocery stores would be helpful for weekend shopping trips. That is often the only time of week I use my car.	11/10/2014 10:35 AM
1216	The lake connection, Convention Center to Bellevue/Redmond, should never have an hour wait in-between buses. On weekends and evenings, half an hour should be the max wait (although I don't have access to your data, this is only as observed). I don't cross the bridge on weekends because of the combination of long wait times and unreliable scheduling. I have (several times, almost regularly) had to wait 1.5-2 hours for a bus on weekends.	11/10/2014 10:35 AM
1217	University of Washington to Snohomish County (Lynnwood) at night. I have classes until after 9pm at UW and cannot find a reliable bus route without transfers back home at that time of night.	11/10/2014 10:35 AM
1218	15th Ave NE early in the morning	11/10/2014 10:33 AM
1219	I've tried to get to a friend's house in the Magnolia area (from the UW area) and I've usually had difficulties in the evenings or weekends.	11/10/2014 10:31 AM
1220	#8 all along Denny.	11/10/2014 10:31 AM
1221	The #60 from Captiol Hill to Beacon Hill ends too early in the night. It means I need to go downtown to take the longer-running #36 to get to my destination. It's often more convenient to walk.	11/10/2014 10:29 AM
1222	I frequently use the 11 and 43, but find that they are scarce and unreliable late at night. If I get off the LINK train coming back from the airport or want to do something late at night downtown, it's rare that I can actually get a bus in a reasonable time frame.	11/10/2014 10:27 AM
1223	I feel fortunate that I work a typical schedule and live by multiple bus routes, so this is not an issue for me.	11/10/2014 10:27 AM
1224	All of them, in an ideal world. The 5 is my lifeline, so that.	11/10/2014 10:26 AM
1225	Seattle Center to Capitol Hill/Madison Valley from 9 to midnight U District to Capitol Hill/Madison Valley from 9 to midnight	11/10/2014 10:25 AM
1226	U-district University of Washington (further down 45th) First Hill hospital district	11/10/2014 10:25 AM
1227	Busses from Edmonds on the weekends would be nice. Busses in Kitsap County after 8pm would be nice. Schedules coordinated or beyone the 7/8am to 4/5pm commute would be nice. You know, especially to the other side of the sound.	11/10/2014 10:20 AM
1228	I feel that transit between the Eastside and Seattle is stressful. Additional busses in the 545, 550 and 554 routes at commute hours would help increase riders and decrease congestion on the two main routes back and forth. Just be sure to advertise it.	11/10/2014 10:17 AM
1229	Not UW/Cap. Hill related but Beacon Ave & S. Lander St where the Beacon Hill Light Rail Station is.	11/10/2014 10:12 AM
1230	Ravenna to Downtown and Airport	11/10/2014 10:11 AM
1231	I can't speak to these as are not times when I need transportation.	11/10/2014 10:09 AM
1232	I would love to see the 30 reinstated and later runs for the buses that go to Northgate (68)	11/10/2014 10:09 AM
1233	The NE 75th St corridor is neglected and under utilized. It's a East-West route with easy access to/from I-5 via Lake City Way. To alleviate crowding on the slow 71x and shorten the trip to downtown, I wonder if an express route through Wedgwood/NE 75th St is viable.	11/10/2014 10:07 AM
1234	Not that I frequent.	11/10/2014 10:07 AM
1235	I would say that Capitol Hill to Ballard and back on weekend evenings is important, there's a cultural link between these two neighborhoods and lots of younger people trying to get back and forth.	11/10/2014 10:07 AM
1236	Not to my knowledge	11/10/2014 10:06 AM
1237	Near clubs or bars -- places that are known to have activity into the evening.	11/10/2014 10:03 AM
1238	I catch whichever is the first bus, if you made a bus earlier I would catch it, but I don't think that should be the focus.	11/10/2014 10:01 AM
1239	It seems like service nose dives after 6pm on busy routes like the 12/10. It adds insult to injury if i need to work late.	11/10/2014 10:01 AM
1240	On 15th Ave NE - there are quite number of people who works at UWMC and has late/early shifts	11/10/2014 10:01 AM

1241	Lower Queen Anne, 12th Ave Corridor in First Hill	11/10/2014 9:55 AM
1242	I can't think of any reason why the light rail stops going south of mount baker after midnight. Why not just decrease the frequency? Guess WHY Halloween is the biggest night for taxi and uber drivers. It's because there's no way to get anywhere in the city after midnight unless you fork over an entire paycheck for an uber or wait for 2 hours for a taxi. What a missed opportunity for revenue. Just think of how much private transportation providers make on that night! It's like their black Friday. I bet metro and the link would have done very nicely to service the city an extra hour or two later. But then again, customers' needs have never "driven" metro's service goals.	11/10/2014 9:53 AM
1243	In general it'd be much nicer if more buses were scheduled around the 9am - 5pm worker commute as the buses are jam packed on a daily basis at those times and there doesn't seem to be an frequency increase of buses running during those times when the ridership is maxed out.	11/10/2014 9:53 AM
1244	Montlake/25th Ave NE - Need way of getting buses through/around the constant southbound back-ups on Montlake so can get to/from University Village, UW hospital, Husky Stadium and buses at 520 freeway stop. Why not send them through the UW parking lots and around the stadium? No traffic there.	11/10/2014 9:50 AM
1245	Peak hour service to green lake to down should be longer in the morning till about 9:30 and extend of 7 pm.	11/10/2014 9:43 AM
1246	?	11/10/2014 9:41 AM
1247	I think that while buses downtown do run late at night, their infrequency at times makes for long waits and interesting stops. It would be nice to see maybe a bulk up on trips from 11:00pm-1:00am and maybe a few less trips between the 9:00pm-11:00pm hours.	11/10/2014 9:40 AM
1248	airport	11/10/2014 9:34 AM
1249	Weekend route from east Capitol Hill (23rd/24th Ave E/Montlake) to U-District and Magnusson.	11/10/2014 9:32 AM
1250	rainier beach to 700 cherry everynight....it takes an hour to get home after midnight....and thats if im lucky with the transfer.	11/10/2014 9:24 AM
1251	Not that I am aware of.	11/10/2014 9:19 AM
1252	I am sure there are many but not for me.	11/10/2014 9:14 AM
1253	I will only take transit on the weekends when I am not trying to be someplace in a specific amount of time because FAST public transit options from East to West in this city are deplorable.	11/10/2014 9:08 AM
1254	Central city routes serving popular night-life destinations, such as capitol hill, lower queen anne, ballard, and fremont, could do with increased (read: peak-level) frequency on busy weeknights and weekend nights, with hours that facility moving around the city, neighborhood-to-neighborhood, without forced late-night transfers in the dead-zone that is the central business district.	11/10/2014 9:04 AM
1255	Routes from Sumner to Tacoma need to be earlier. Example I need to take the 586. There is nothing leaving Sumner early enough for me to get to Tacoma to take the 586 to get to UWMC early. The 578 needs to run all day, northbound and southbound. When the train is delayed or cancelled there is no alternate route for commuters to get out of Sumner.	11/10/2014 8:57 AM
1256	Leschi to downtown and back more in the evenings and weekends.	11/10/2014 8:48 AM
1257	N/A	11/10/2014 8:42 AM
1258	Routes that service hospitals, ferry docks, UW, community colleges, Sports stadia, manufacturing sites	11/10/2014 8:40 AM
1259	Greenlake / U-District / Wallingford / to First Hill, especially on weekends for 0700 shift start.	11/10/2014 8:32 AM
1260	The 4:50AM Route 106 to Seattle from Renton is too early and the 5:20AM is too late.	11/10/2014 8:24 AM
1261	More bus service around the hospitals would be nice. Currently there is only the 9 that runs past that campus and doesnt run late at night, not on the weekends. Crappy situation if you work those time shifts.	11/10/2014 8:21 AM
1262	From McClellan to Jackson on Rainier Ave S to that people can connect to the First Hill Street Car that will open soon up on Jackson. But, like I said, transfers suck. This street car route was so poorly designed.	11/10/2014 8:18 AM
1263	Later service would be helpful so people could flex their schedule getting back to the eastside. when I take the bus I have to go early and leave early and am in the busy commute times. I'd like the flexibility to come in later and stay later but service back to Sammamish doesn't go very late.	11/10/2014 8:09 AM
1264	the eastside need the 265 back as a direct connection to the hospitals!	11/10/2014 8:03 AM

1265	NE Seattle to Seattle Center - direct route w/o transfers.	11/10/2014 7:59 AM
1266	Lots of buses out of capitol hill and bell town later at night would be great.	11/10/2014 7:56 AM
1267	NA	11/10/2014 7:43 AM
1268	Um, yeah. Heading north after 9 pm on the weekend offers you one bus an hour. Inadequate at best.	11/10/2014 7:24 AM
1269	Anywhere that is not downtown Seattle. Specially hospitals or other 24 hour emergency locations that need to be staffed.	11/10/2014 6:53 AM
1270	15th AVE NE and 65th ST NE	11/10/2014 5:31 AM
1271	Between U District and Downtown. Also between Ballard the U District.	11/10/2014 2:29 AM
1272	Weekends staying out late. Buses stop running or run too infrequently for a really late night out with friends.	11/10/2014 1:09 AM
1273	60, 8	11/10/2014 1:04 AM
1274	71x/72x/73x should be offered later in the day and on Sundays	11/10/2014 1:03 AM
1275	replace the 9 with a streetcar	11/10/2014 12:44 AM
1276	Center for Urban Horticulture/south end of University Village to Children's to Northgate. Not only is the route crazy-circuitous, but it's standing room only for quite awhile and then after everyone gets off, it goes all the way up in Lake City before coming back to Northgate Way. Stupid route, crowded, stuffy, and full of disease vectors. The route from lower Queen Anne in front of Ten Mercer (restaurant) to Northgate after the opera runs only once an hour. I'm freezing. I'm tired. I'm getting rained on. It's late. Fortunately for me, I'm too smart to wear heels, or my feet would be killing me from standing at the bus stop. As for where on evenings, weekends, early/late, you can't get to Capitol Hill from Northgate Way without going downtown first. Lots of routes are like that--you have to go all the way downtown from the north end and THEN take an east-west route to get there. I went from 15th and 115th to Group Health Capitol Hill for a 20-minute appointment. The bus took 2 hours.	11/10/2014 12:42 AM
1277	Network. Network. Network. All work or none work. Schedule variation should be minimal to maintain simplicity. Like a clock, many gears but only 3 hands to tell time.	11/10/2014 12:37 AM
1278	Again, reverse routing in the 29.	11/9/2014 11:17 PM
1279	See previous question	11/9/2014 10:38 PM
1280	- Saturday and Sunday service to make connections at King Street Station (Amtrak), 5th & Jackson (BOLT bus), and SeaTac Airport - Weekend service to parks, trailheads, and natural areas would be so transformative in helping people have healthier lives and enjoy their city and surrounding landscapes.	11/9/2014 10:30 PM
1281	25th Ave. near the U-village has no service evenings and Sundays. 71/72/73 switch from express to local to early in the evening, often leading to severe overcrowding on the local route.	11/9/2014 9:16 PM
1282	Streetcar service later at night would be appreciated. I don't understand why the First Hill Streetcar will supposedly end at 7pm on Sundays.	11/9/2014 8:33 PM
1283	North Seattle (Wallingford, Fremont, Ballard) to Capital Hill without transfers!	11/9/2014 7:36 PM
1284	520 - bellevue to seattle/U district. Other than the 271, there aren't any options	11/9/2014 7:21 PM
1285	You guys are largely doing a great job. Thanks!	11/9/2014 6:46 PM
1286	SeaTac airport-Earlier morning service on Link to get to earlier flights from SeaTac Seattle Center- post performance	11/9/2014 6:46 PM
1287	I'd love to have better service in Southeast King County, but I figure that's too much to ask. Another couple of commute runs would be nice. Obviously based on current traffic, it would get some cars of the road, huh?	11/9/2014 6:22 PM
1288	Airport	11/9/2014 5:49 PM
1289	don't know	11/9/2014 5:43 PM
1290	Not that I use	11/9/2014 5:22 PM

1291	I'm sure there are some destinations such as airport, hospitals, major employment centers, entertainment districts that generate more ridership at these hours. However, I think that too much focus on particular "corridors" may exclude many or most riders. Transit is an attractive option only if riders can complete an entire trip. For example, unless I live downtown, early-morning service between downtown and the airport is not too compelling. Unless I can also get service from my neighborhood (north Capitol Hill) to downtown, I'm not able to take advantage of the "corridor" service.	11/9/2014 4:28 PM
1292	More late night service in Capitol Hill and Downtown.	11/9/2014 4:11 PM
1293	I am sure this is true but not for my purposes.	11/9/2014 3:47 PM
1294	Bus service needs to continue until 1-2 am on most corridors.	11/9/2014 3:36 PM
1295	Evenings/weekends: Seattle Center, Georgetown, Pike/Pine	11/9/2014 3:07 PM
1296	West Seattle	11/9/2014 1:51 PM
1297	Please run the 74X route throughout the day -- not just during rush hour	11/9/2014 11:17 AM
1298	Improved frequency on Saturdays and Sundays, everywhere.	11/9/2014 10:34 AM
1299	Capitol Hill, Downtown, University District	11/9/2014 10:25 AM
1300	N/A	11/9/2014 10:10 AM
1301	Routes 10, 11, 43, 49, and all buses to and from the University need optimal service, especially to about 11 p.m. Otherwise there's no way to get home from crosstown cultural events that isn't very costly in either time or money. Expanding Route 31 service to midevening would also be a major benefit because of its connections to the University and Route 40 in Ballard.	11/9/2014 10:03 AM
1302	The 209. It no longer exists, being replaced by the sub par 208. It used to have Sunday service. The 208 doesn't even have that. The 208 runs every 120-150 minutes. That's simply ludicrous. Routes like the 209 should be Metro's bread and butter, standard route. Routes like the 3 and 4 shouldn't even exist until routes like the 209 have Sunday service. It feels like Metro literally has their priorities backwards.	11/9/2014 9:57 AM
1303	Everywhere in evening-active commercial areas in the core of Seattle. Why would it be otherwise in a modern city?	11/9/2014 9:32 AM
1304	pike/pine 24 hours	11/9/2014 8:06 AM
1305	Sand Point Way NE up to 35th Ave.	11/9/2014 4:12 AM
1306	Route 41 could use 15 minute service later, and on Sundays instead of 30 - 60 minutes. The 70 series buses should run express all the time, every day.	11/9/2014 1:48 AM
1307	43 should run more frequently on weekends.	11/9/2014 1:21 AM
1308	Madison past 23rd (23rd to Madison beach) stops very early at night. Out would be nice to have more frequent buses from downtown at 7-9pm	11/9/2014 12:46 AM
1309	The 255 should run later at night.	11/9/2014 12:08 AM
1310	Downtown Bellevue to Downtown Seattle, Downtown Bellevue to UW, Northgate to UW, Lake City to Aurora,	11/8/2014 10:46 PM
1311	Night owl after bars close. 24 hour Link service.	11/8/2014 10:46 PM
1312	Not sure	11/8/2014 10:45 PM
1313	The 9x should be expanded	11/8/2014 10:17 PM
1314	Seatac Airport needs to have 24/7 access from downtown Seattle. People work there 24/7 and flights are scheduled nearly 24/7. Travelers and locals should be able to make any flight using public transit and take public transit home from any arriving flight. People work at the NOAA campus 24/7, so there should be transit service along Sand Point way at the very least from 4:30 am to 11:30 pm, 7 days a week. 24/7 would be even better. People also work at Children's hospital 24/7. Redmond Ridge, Duvall, and the Snoqualmie Valley should have weekend service.	11/8/2014 10:01 PM
1315	More service at the Int'l Dist before and after events at the stadiums.	11/8/2014 9:34 PM
1316	Earlier light rail	11/8/2014 9:04 PM
1317	I'm not sure.	11/8/2014 8:08 PM

1318	No	11/8/2014 7:47 PM
1319	Denny Way, Broadway from Capitol Hill up to UDistrict, Madison St from Captiol Hill to Downtown	11/8/2014 7:32 PM
1320	It would be nice if the LLRail went an hour or two later at night.	11/8/2014 7:12 PM
1321	There really should be a way to get to the airport for early flights. Light rail starts at 5:00 am, but hardly any bus routes are running that early so it's almost impossible to get to a light rail station.	11/8/2014 6:45 PM
1322	3rd Ave DT. The 3rd/Union Intersection on the East side, needs work. There aren't enough bus shelters for everyone to stand at. When it's raining or very hot, a lot of people are forced to stand in the open, either getting wet or working on their sunburns.	11/8/2014 6:12 PM
1323	North of Canal - service options are poor on weekends	11/8/2014 6:07 PM
1324	I'm actually pretty lucky - I have so many options so I don't really know.	11/8/2014 5:27 PM
1325	Capitol Hill to Redmond	11/8/2014 5:18 PM
1326	Out to Sand Point and through Ravenna	11/8/2014 4:51 PM
1327	Northgate to downtown on the 41 after 7p. Service should be 15 minutes until 9, every 20 minutes to 11, then every 30 afterwards. Likewise, service should be every 20 minutes on Sunday.	11/8/2014 4:38 PM
1328	Fremont's bus service ends too early. I am sometimes asked to work late but there is no bus service.	11/8/2014 4:36 PM
1329	Belltown, Capitol Hill, Fremont, and Ballard are vital late-night destinations. There should be buses in all of these neighborhoods at least an hour after the bars close. Otherwise, we're practically asking people to drive drunk.	11/8/2014 3:34 PM
1330	North Seattle to Capitol Hill	11/8/2014 3:15 PM
1331	Downtown and Capitol Hill need more frequent service at rush hour-evening-late night	11/8/2014 3:01 PM
1332	The entire city should be within a reasonable walk of a 24 hour transit line, this is a city, it should act like one!!	11/8/2014 2:50 PM
1333	SeaTac !!	11/8/2014 2:14 PM
1334	Capitol Hill Downtown University District Wallingford Fremont	11/8/2014 2:06 PM
1335	Night--better service to events in UW stadium area.	11/8/2014 1:51 PM
1336	I would like to be able to get downtown on the bus earlier on weekends in order to catch the light rail to a morning flight out of SeaTac. I sometimes have had to take a cab because the buses didn't run early enough on weekends.	11/8/2014 1:30 PM
1337	I'd selfishly say the 271 but I doubt the ridership would justify it.	11/8/2014 1:21 PM
1338	not the major issue in seattle, peak travel improvements needed most	11/8/2014 1:17 PM
1339	Maintain frequency on trunk routes on nights and weekends such as the 40 and rapid ride lines. Get rid of the existing night owl routes and replace them with late night service on routes that run during the day like the rapid ride lines, 40, 49, 70's, 16 etc.	11/8/2014 1:15 PM
1340	Ballard to Downtown very early to connect with first Link to Airport	11/8/2014 1:15 PM
1341	The rainier ave corridor needs more evening service and more frequent weekend service , the link needs more early morning & late at night trips(going to downtown Seattle), and the 255 needs more early morning, late at night , and weekend trips(at totem lake and downtown Kirkland).	11/8/2014 1:11 PM
1342	10th Ave North, north of Aloha towards Boston.	11/8/2014 12:33 PM
1343	To and from airport.	11/8/2014 12:29 PM
1344	All of them. It's not really an option if it's not available when people need it.	11/8/2014 12:22 PM
1345	Capitol Hill to downtown is very limited in early morning. Last time I checked, Alki had only 2 times available on weekends so you had to cab (too expensive) or drive, I end up driving to Colman Pool all summer because it takes too long to get back to Capitol Hill in the evenings	11/8/2014 11:56 AM
1346	Lake City Way/I5 corridor along Meadowbrook/Wedgwood/Maple Leaf to downtown	11/8/2014 10:42 AM
1347	Um...how about the most ignored and yet highly growing area in Seattle aka 12th Avenue?	11/8/2014 10:23 AM

1348	43 should run until 3am heading to UW / Ballard	11/8/2014 10:21 AM
1349	U-District - Capitol Hill needs a service at night	11/8/2014 10:17 AM
1350	The UW to Capitol Hill corridor could use more nightly service. I often find I have to be very strategic about when I catch a bus from the UW, as the buses I need come about every 20-30 minutes.	11/8/2014 9:58 AM
1351	71, 72, 73 to downtown 48 from 65th to Mt Baker station	11/8/2014 9:27 AM
1352	Along Broadway, Along John / Olive. Along Denny Way between Capitol Hill and Queen Anne.	11/8/2014 9:11 AM
1353	6th & Seneca to the University District	11/8/2014 9:08 AM
1354	Eastbound Denny way gets so backed up after 5pm. I don't get with the eastbound 8 now stops after fairview instead of before it. I bet that this single change adds 3-10 minutes per trip during busiest times, because the driver has to wait to get across fairview and to the stop before they can enter the left lane to get to the next stop.	11/8/2014 9:02 AM
1355	There should be a bus that is timed to meet most ferries to get the thousands of foot passengers a day up the hills and out of the weather without having to walk on the rather isolated overpass.	11/8/2014 8:59 AM
1356	From Central District to Capitol Hill	11/8/2014 8:50 AM
1357	Everything could use more reliable and frequent weekend service for my needs.	11/8/2014 8:47 AM
1358	Airport runs by train early in the morning and late at night - even every half hour. There's no way to take the train to a 6:30-7:00 am flight. Workers at the airport could use the train too if service ran early and late!	11/8/2014 8:41 AM
1359	See above	11/8/2014 7:53 AM
1360	na	11/8/2014 7:51 AM
1361	More service early weekdays and weekends to SeaTac airport. Match some schedules to peak flight times at Seatac on weekends.	11/8/2014 7:42 AM
1362	Seattle Center to Cap Hill	11/8/2014 7:38 AM
1363	Again long walk home at night from stops on the 43 or 49 can be problematic.	11/8/2014 4:17 AM
1364	South Seattle	11/8/2014 1:40 AM
1365	#8 needs more frequent evening and sunsay service	11/8/2014 12:23 AM
1366	From my personal perspective, none on such a frequent basis as to actually warrant such service increase. Only here and there have I wanted buses to start running earlier in the morning (as I mentioned already, to catch a bus down to the light rail to get to the airport). Syncing buses with closing time at bars might do well for neighborhoods with active night life, if that's not already being done.	11/8/2014 12:21 AM
1367	MLKing Way S to Renton needs service that matches Link Light Rail service hours and that transfers at Rainier Beach Station.	11/7/2014 11:58 PM
1368	not sure, just don't take the bus often anymore	11/7/2014 11:54 PM
1369	I would like to be able to bus to Ravenna from Downtown Seattle, Fremont, Ballard, and SODO as late as 2am. I'd like it if the 68 would run later and on the weekends from Northgate to Ravenna - or something closer than on Roosevelt.	11/7/2014 11:22 PM
1370	Routes 512, 532, 545, 550, 554, 560, 574 and 594 should be operated 24 hours a day.	11/7/2014 11:13 PM
1371	Souder train should run limited service on the weekends.	11/7/2014 11:13 PM
1372	Roosevelt Ave. University Ave.	11/7/2014 9:57 PM
1373	South Lake Union	11/7/2014 9:53 PM
1374	Service between Seattle and Redmond ends very early on the weekends (especially towards Seattle), and could also use more frequent service.	11/7/2014 9:52 PM
1375	Airport later at night to allow catching it when flights are late.	11/7/2014 9:15 PM
1376	Residential and entertainment / neighborhood shopping areas (capital hill, Ballard, U district)	11/7/2014 9:10 PM
1377	SeaTac airport - restore bus service.	11/7/2014 9:08 PM

1378	Not sure, probably areas with hospitals	11/7/2014 8:51 PM
1379	Service from UW after 6 pm that heads efficiently to Renton.	11/7/2014 8:34 PM
1380	I would love to seen Montlake Blvd. served thru 25th Ave NE, instead of E. Stevens NE transfer point.	11/7/2014 8:28 PM
1381	More service on Lake City to SR 522.	11/7/2014 8:07 PM
1382	I would really appreciate earlier morning and more frequent service from the Kenmore/Bothell area to the UW light rail station when it opens (and to the Northgate station in the future). Right now the 372 starts late in the day compared to other commuter buses and slowly winds through the UW campus.	11/7/2014 7:31 PM
1383	RAINIER VALLEY.	11/7/2014 6:52 PM
1384	North-South Mercer Island 204. M-F 6-6 is ridiculous for a town of 25,000!	11/7/2014 6:02 PM
1385	The now defunct 47 route in North Capitol Hill. (Streets: Summit and Bellevue) More routes on 1st Ave downtown south of Pike/Pine.	11/7/2014 5:54 PM
1386	Capitol Hill to pioneer square later in the evening.	11/7/2014 5:51 PM
1387	The 156 NEEDS to come more often and LATER at night. The route comes every 30 min (which is just ridiculous to begin with), and then every HOUR after 8 and then completely stops running at 10 PM! And during the weekdays when I need to stay on campus late for help with classes at UW I often am stranded at the SeaTac Light Rail Station after 10 because there is no bus to take me home. I have to beg people to pick me up or else walk 45 min - 1 hour at night to get home. And then on the weekends it only comes every hour throughout the day!	11/7/2014 5:39 PM
1388	Yes, Belltown -> Cap Hill (i.e. the 8) should run frequently into the night.	11/7/2014 5:36 PM
1389	Please bring back the 30, or add evening and weekend service on the 68.	11/7/2014 5:22 PM
1390	Probably, but not that I'm personally aware of	11/7/2014 5:19 PM
1391	How about at normal times of the day? I'd like to leave Seattle around 7am on the Sounder to get to Tacoma, and then leave Tacoma around 5pm.	11/7/2014 5:17 PM
1392	As soon as service frequency is 30 min or longer, I use some other form of transportation.	11/7/2014 5:13 PM
1393	Route 47	11/7/2014 5:08 PM
1394	Service on major corridors should run every 15 minutes or more frequently long all day long. These would include the Rapid Ride lines (which should run every 10 minutes during from 6:00 a.m. to 10:00 p.m. on weekdays), Rainier Avenue, Greenwood Ave, 15th Ave NE and between the urban centers such as between Bellevue and Seattle. Route 7 should connect with Link at Rainier Beach.	11/7/2014 5:05 PM
1395	Retail centers so employees (mostly low income) can get to and from work for their scheduled shifts	11/7/2014 5:04 PM
1396	Everywhere.	11/7/2014 4:54 PM
1397	Major bar areas should have late night bus options between them (i.e. between Capitol Hill, Fremont, Ballard, Belltown on the main bar strips)	11/7/2014 4:51 PM
1398	From the Admiral District in West Seattle to Downtown.	11/7/2014 4:49 PM
1399	See my answer for #5 Unrelated to Capitol Hill or the U-District, there should be service to Shilshole Marina and Golden Gardens, especially on summer evenings and weekends.	11/7/2014 4:41 PM
1400	Not on my route.	11/7/2014 4:34 PM
1401	First Hill is 24/7/365 because of the hospitals. The hospitals end up having almost exclusively single occupancy vehicle drivers for their evening and night shifts, and for weekends because of the lack of commuter options at those times. Please reach out to them to see where their staff want to get to, to see if you can offer some First Hill after-hours express services from the regional park and rides. Many of our off-shift workers live elsewhere in King County. Having options that get them from Park & Ride to First Hill might make a BIG difference!	11/7/2014 4:19 PM
1402	Yes, Madison Park needs more service in the evening and on the weekend.	11/7/2014 4:18 PM
1403	Capitol Hill need more extensive evening and weekend service frequency improvements.	11/7/2014 4:15 PM
1404	Renton Highlands to and from Seattle, Bel-Red Road, Seattle waterfront	11/7/2014 4:15 PM

1405	Not that i know of.	11/7/2014 4:12 PM
1406	40 needs more service at all times.	11/7/2014 4:11 PM
1407	Early services and better coordination with the Sounder Train is definitely needed. Sounder riders pack buses and leave no room for those who must ride that specific bus to a destination and most only need to ride to downtown. Infrequent/every half hour service on weekends is a hindrance for using the service and as mentioned above some scheduled buses never come. I've had this experience enough times to only take the bus when I have no time constraints around getting to my destination.	11/7/2014 4:10 PM
1408	Capital hill, Ballard, downtown, U district, SoDo for concerts and games late.	11/7/2014 3:56 PM
1409	Route 8 much improved, but seems not certain of continuation.	11/7/2014 3:53 PM
1410	NE 55th St. 40th Ave	11/7/2014 3:46 PM
1411	NE Seattle to downtown is pretty sparse, with the 73 and 72 the only real options for Maple Leaf and Lake City. It would be nice to have something like a rapid-ride on Lake City Way, maybe with some feeder routes going east-west.	11/7/2014 3:45 PM
1412	The Airport via light rail More weekend service to popular destinations such as Seattle Center and Alki Beach	11/7/2014 3:45 PM
1413	Ballard needs more evening and weekend service.	11/7/2014 3:42 PM
1414	Not well served: Vashon Island	11/7/2014 3:38 PM
1415	ST556 on weekends would be awesome	11/7/2014 3:36 PM
1416	Pike/Pine & 12th Avenue should have late-night/weekend service that allows for transit use after being in bars/clubs/restaurants.	11/7/2014 3:36 PM
1417	Route 72, on weekends (Sunday) I do not know of other problems.	11/7/2014 3:35 PM
1418	More regular service after 6pm from downtown to Capitol Hill. More routes up the hill than just on Denny and Pike.	11/7/2014 3:33 PM
1419	Service on the north end of capitol hill could be increased in the early morning.	11/7/2014 3:33 PM
1420	I would like the light rail to run until after the bars close. This will become especially important when University Link/North Link opens, and people will be wanting to get home from the bars in Capitol Hill and the U-District. I also know a lot of people who are prevented from taking light rail to the airport due to early/late flights.	11/7/2014 3:25 PM
1421	From Broadway/Pike/Pine to surrounding neighborhoods (Central, North Capitol Hill, Madrona, Leschi, Madison Valley, First Hill) on evenings and weekends until 3am. Also, SoDo and South Lake Union have growing night spot options if it were easier to get home (Capitol Hill, Central) afterward.	11/7/2014 3:21 PM
1422	I work evenings and weekends downtown. With more frequent reliable service at those times, I would take the bus. Currently I drive.	11/7/2014 3:05 PM
1423	To the airport very early to be able to catch a 6am flight.	11/7/2014 3:02 PM
1424	To/from Capitol Hill. East/West between Rainier Valley and West Seattle. Link Light Rail already needs increased capacity or frequency to manage the current ridership, which is exceeding Sound Transit's own projections, even before the opening of the U-Link extension.	11/7/2014 2:55 PM
1425	All center city neighborhoods as well as Ballard, Fremont, and UW require service in the evenings and on weekends. People living in these neighborhoods are much less likely to own cars than in the rest of the county and thus the bus becomes their primary means of transportation for ALL trips, including retail and recreation, not just their commute trip. Making living car-free a viable lifestyle choice requires transit to be available at all hours. I would also like to put in a plug for late-night service connecting center city neighborhoods to various nightlife (bars/clubs) hubs as having transit available at bar-time would provide an alternative to driving while intoxicated. Of course cabs are an option, but these can get expensive and are often hard to flag down, so some people may be tempted to talk themselves into believing they are not as intoxicated as they really are in order to avoid the expense. This is obviously quite dangerous. In Vancouver, BC, buses run until well after the bars close, and they are always full. Pike-Pine, Fremont, Belltown and UW seem obviously targets for late-night bar service.	11/7/2014 2:54 PM
1426	The airport. I often arrive late on Sunday and cannot take light rail because it stops service at 10pm.	11/7/2014 2:39 PM
1427	Pill hill	11/7/2014 2:35 PM

1428	23rd Ave/Central District late night/early morning. There is no service after 1:45pm or before 5:30 am. When I teach a 6am class, I have to walk almost a mile to a bus stop, which is very difficult as I am partially disabled. When I live in the U District, on 15th Ave, I have close to 24 hour bus service.	11/7/2014 2:34 PM
1429	no	11/7/2014 2:30 PM
1430	I think buses run to the right places, we just need more frequency. Magnuson Park to Capitol Hill is an example. When you add a 30min wait to a transfer, travelling by bus on the weekends is hard.	11/7/2014 2:11 PM
1431	I would go out on evenings and weekends on transit if only there was reliable transit home, but many routes run less frequently or stop altogether in the evenings.	11/7/2014 2:11 PM
1432	At night I use transit a lot to connect to DT Seattle and Seattle Center for theater, movies, etc. The number 8 should run at least twice as frequently including more often until at least 11 pm.	11/7/2014 2:03 PM
1433	I think the commuter peak express services need to be extended to later in the morning. Many tech workers and others with flexible schedules often work 9:30 - 6pm or thereabouts.	11/7/2014 1:56 PM
1434	Downtown, stadiums	11/7/2014 1:35 PM
1435	Bellevue. The 271 specifically needs later service. However, the 550 also stops too early, as the last trip is at midnight. On the westside busses tend to run until 2 am, I would expect the 550 (as it is one of the most-ridden routes in the system) to also run that late.	11/7/2014 1:34 PM
1436	Late at night on a Friday and Saturday night from Capitol Hill or DT Seattle to Renton TC would be nice so that I can get home safely w/out a cab fare.	11/7/2014 1:29 PM
1437	I'll use my car these times.	11/7/2014 1:25 PM
1438	E. Madison/Downtown (#2, 12, 3, and 4)! Overcrowded during peak transit times (5pm).	11/7/2014 1:25 PM
1439	The corridor between downtown Seattle and the University District needs much better service at all hours on all days.	11/7/2014 1:24 PM
1440	The ones I'm aware of are covered -- more or less. E.g. the E line on Aurora has later and MUCH more frequent service for my purposes than the 5, which stops closer to my home -- but I can't walk uphill from Aurora, so I have to transfer to a 48, and the trip ends up taking WAY too long.	11/7/2014 1:22 PM
1441	I-5 southbound after noon. Too risky to take bus downtown to switch over to light rail to go to airport. My neighbor missed his flight because the bus was stuck on I-5 in traffic. There need to be bus only lanes on all freeways.	11/7/2014 1:16 PM
1442	Belltown, Capital Hill, Downtown Seattle, Downtown Bellevue, Kirkland (not Totemlake which is worthless),	11/7/2014 1:14 PM
1443	Magnolia doesn't have enough service at night.	11/7/2014 1:08 PM
1444	Capitol Hill to U-District	11/7/2014 12:58 PM
1445	The bus doesn't always feel safe coming up to Capitol Hill.	11/7/2014 12:55 PM
1446	Getting to/from dinner and clubs is helpful late when clubs close	11/7/2014 12:46 PM
1447	downtown Seattle to just about anywhere after 7pm	11/7/2014 12:43 PM
1448	Denny Way, the old 47 route	11/7/2014 12:40 PM
1449	Route 8 and buses to West Seattle	11/7/2014 12:36 PM
1450	Northgate - Downtown: often runs only 30 min after 7 or 8, then 60 after 10 or 11. It should run every 15 min until 10 and gradually decrease afterwards, U-District - Downtown: Service should be maintained at 15 min until 11, then 30 afterwards. There are some late night trips that run SOUTH around 1 or 2am. These trips should be cut and moved elsewhere to improve efficiency. There is already late night service, but it is 1.) infrequent and 2.) operates on nights that are not necessary, like Sunday night or Wednesday night. Such late night trips could be cancelled and used more effectively elsewhere like on Fri/Sat nights or used to improve earlier frequency.	11/7/2014 12:27 PM
1451	No, my problem is peak afternoons. Transfer to the 76 and it never comes when it is supposed to. Other buses from the tunnel, but not the 76. There need to be more 76 buses.	11/7/2014 12:25 PM
1452	Pretty much all of suburban South King County and all of Pierce County.	11/7/2014 12:19 PM
1453	Capitol Hill - late night and very early morning	11/7/2014 12:14 PM

1454	More early morning options from Redmond to Issaquah; the 221 to the 554 would be nice, but there's not enough time to walk up the bridge to the 554 stop. Restore more Prentice service during peak hour on the 7- there are hour and 90-minute long gaps during rush hour. Inbound 2's and 12's from First Hill don't align with outbound 41s. More night service on the 41, including a 2:15 trip. Outbound 41's on sundays no longer line up with the 522 to Bothell. Add night service on the 60 til midnight every night. The 7/49 service is great, but this shakeup the schedules became weird and all the trips are late.	11/7/2014 12:11 PM
1455	More areas around nightlife destinations near capitol hill, ballard, etc.	11/7/2014 12:10 PM
1456	A corridor similar to the 43/44 except using Broadway instead of 23rd Ave would be a top priority for me. An east-west route across north Seattle using N 40th St, through Fremont, and then out Leary Way to Ballard (like connecting the 31/32 and the 40 north of the Fremont Bridge) would also be useful.	11/7/2014 12:05 PM
1457	We need fast and frequent service to a light rail station until the Roosevelt station opens. We also need better service along NE 65th Street, preferably with connections at Greenlake and Magnuson park and the many shops and services in between.	11/7/2014 12:00 PM
1458	South West King County U-District	11/7/2014 11:59 AM
1459	Earlier morning service on the 74 would be nice. Also, they currently run every 30 minutes - more departures also would be helpful.	11/7/2014 11:58 AM
1460	none come to mind	11/7/2014 11:57 AM
1461	Georgetown could use a little more late night service with a connecting bus in the transit tunnel to the University District. In the summer months, when I'm actively bike riding, I find bike racks on the bus fill up quickly and leave me and others stranded.	11/7/2014 11:54 AM
1462	Heading to the airport	11/7/2014 11:54 AM
1463	All night trains to and from Seatac.	11/7/2014 11:45 AM
1464	who can say	11/7/2014 11:44 AM
1465	Additional late night service: >Wallingford to Capitol Hill >Wallingford to Downtown	11/7/2014 11:40 AM
1466	http://www.seattlesubway.org/	11/7/2014 11:30 AM
1467	Pike/Pine, The Ave	11/7/2014 11:25 AM
1468	cap hill Lower Queen anne/Downtown	11/7/2014 11:20 AM
1469	Yes, Seward Park Ave S., Wilson Ave. S heading towards Link light rail's Othello Station need to be earlier to connect to the first train or earlier than 6:30 being the first available connection.	11/7/2014 11:18 AM
1470	The main thing is that buses need to run more than twice an hour when you get into the evenings, weekends and early AM/late night situations. Have you ever had to stand around for a half an hour in a strange neighborhood after 10 at night, waiting (hoping) your bus shows up? It's a horrible feeling.	11/7/2014 11:17 AM
1471	To connect to Husky Link in the later evening, we will need local bus service as well.	11/7/2014 11:15 AM
1472	to Westlake, for Link service...as I stated above, because Link service starts earlier than regular metro routes, it can be hard to get to very early weekend flights at Sea-Tac using public transit.	11/7/2014 11:14 AM
1473	no.	11/7/2014 11:05 AM
1474	Eastside to Downtown and vice versa	11/7/2014 11:03 AM
1475	Capitol Hill, Georgetown, Columbia City, northgate.	11/7/2014 11:02 AM
1476	I would use a route like the 30 running _very often_ on weekends	11/7/2014 11:01 AM
1477	Denny corridor. buses are late, bunched, overcrowded, unreliable. It would be great if there was an olive way bus from downtown to capitol hill in the evenings.	11/7/2014 10:57 AM
1478	Better nighttime service on the 2 - even fairly early in the evening, there can be 45 minutes or more between buses, and/or "ghost" buses that are scheduled but don't arrive, leaving travelers stranded at the bus stop waiting for the next bus	11/7/2014 10:54 AM
1479	How about the #12 from the ferry dock, would be nice if that, and the #8 from Seattle Center and #43 from downtown had later and more frequent services, especially after big concerts and whatnot.	11/7/2014 10:48 AM

1480	Routes to and from Capitol Hill: the 8, 49, 43-44, 60 and the rapid rides could be more frequent	11/7/2014 10:47 AM
1481	Lake city way in evening and late night..	11/7/2014 10:44 AM
1482	Downtown to Capitol Hill and the Central District	11/7/2014 10:38 AM
1483	n/a	11/7/2014 10:34 AM
1484	32nd ave. Sunset Hill	11/7/2014 10:30 AM
1485	Light Rail from Downtown to Ballard, Fremont, West Seattle.	11/7/2014 10:24 AM
1486	Columbia City/Hillman City/Rainier Beach need transit love! desperately! Light rail is great, but if you don't live close to a station it's not always realistic (or safe) to walk to the station. Increased express route transit on Rainier is a must.	11/7/2014 10:24 AM
1487	Ballard	11/7/2014 9:59 AM
1488	Not on weekend. Evening, early morning and late at night transit is not safe so I will not use.	11/7/2014 9:54 AM
1489	Everywhere in the downtown core and in the populated neighborhoods (Capitol Hill, UW) should have 24/7 service. Any expansion of service to job centers throughout the metropolitan area would also be of help.	11/7/2014 9:53 AM
1490	Bring back Night Owl Routes	11/7/2014 9:46 AM
1491	41 and the 8	11/7/2014 9:42 AM
1492	More bus service at the train station at all times. There is no convenient bus stop anywhere near the King Street Station.	11/7/2014 9:40 AM
1493	My needs are generally met	11/7/2014 9:39 AM
1494	more frequent service generally. for buses from downtown to east Capitol Hill, they seem to all leave downtown around the same time, so that if I miss one, I miss them all. A staggered schedule, with one of the buses (10, 11, 12, 43, etc.) leaving every 5 mins would be more helpful	11/7/2014 9:37 AM
1495	All major north south require this and most major east west corridors do too.	11/7/2014 9:37 AM
1496	BEACON HILL needs more service!! Especially at later at night.	11/7/2014 9:33 AM
1497	I cannot say as there are transits that travels along the corridor, but specific to a location, yes. Having more than just one bus to South Kirkland P&R from Downtown after dinnertime or having more times added as this bus is full everytime I've taken it (to the point of standing). Having options from the UW to the Eastside (not just 271 since it doesn't travel to Kirkland or Redmond). More options from Sammamish on the weekends (I live 8 minutes from a bus stop).	11/7/2014 9:28 AM
1498	Late night buses for Pike/Pine nightlife would be good	11/7/2014 9:26 AM
1499	The late night service needs to be revised. Metro's night owl service is out of date, it doesn't reach enough of the city which limits its usefulness for people needing to travel late at night.	11/7/2014 9:25 AM
1500	PIKE PINE! Nightlife! Drunk people! Traffic congestion! Need more ways to get there and get home.	11/7/2014 9:24 AM
1501	Please see previous comments re: route 99	11/7/2014 9:22 AM
1502	Not at this time.	11/7/2014 9:20 AM
1503	Having transit police/security available evenings at the Transit Centers is really helpful.	11/7/2014 9:19 AM
1504	Nightlife destinations such as Wallingford, Fremont, U District, and Capitol Hill should have abundant evening and weekend service. I would love to be able to use public transit for an evening out.	11/7/2014 9:18 AM
1505	Sunset Hill, in Ballard. There are still many people there who need bus service - without walking a long way - during "off-peak" times and on weekends. I am still relatively young and able-bodied, but many people in my neighborhood are elderly and used to rely on the availability of the #17.	11/7/2014 9:16 AM
1506	Madison St.	11/7/2014 9:16 AM
1507	The interbay/eastern side of Magnolia is not supremely rich like the rest of Magnolia and needs better service. I end up biking for 90% of my trips because the bus is too unreliable, slow and has limited options. Unfortunately, these factors have given Magnolia a low transit usage but it's not because people don't want to use it--it is just not useful at the moment. There needs to be a way to get to the D line that doesn't involve walking 1-3 miles.	11/7/2014 9:15 AM

1508	It's difficult/long to go to other parts of the City on weekends/evening. This usually involves having to go downtown and transfer, which can take awhile because the frequency on weekends/evenings is less. Frequent connections at the UDistrict link stations would be a good alternative when it's up and running.	11/7/2014 9:12 AM
1509	The one major flaw in Seattle's bus routes is that it is focused on Downtown. This is great for commuting but I would use the system more if there were better connections crosstown to circumvent the back and forth routing. For example, why does the D stop in N Seattle and not continue to Northgate as another important transfer point? Why not have a better connection between Ballard and the U District or U Village? One route could better connect Wallingford and the other thru Fremont. These connections should be more like the Rapid Ride than a local route like the 43.	11/7/2014 9:10 AM
1510	Downtown Retail through Madison park SLU through Madison Park The bars close between 2-3 and the buses do not run. I respect that the drivers need to be safe, but cities like Boston have extended train hours past bar hours and I believe that the drunk driving rates have decreased.	11/7/2014 9:08 AM
1511	I think any of the bus lines that will deliver passengers to the U Link station. I think that the light rail will be in very high demand, and it will be helpful to get people to the station easily.	11/7/2014 9:07 AM
1512	Madison Valley area.	11/7/2014 9:01 AM
1513	Run buses more often along 25th and then on to 23rd, Madison and beyond without a transfer....stop at new Huskie light rail station for downtown trips.	11/7/2014 8:59 AM
1514	Every mode of transit is overcrowded during rush hour, right? At least the ones I use. Metro and Link	11/7/2014 8:54 AM
1515	First Hill to Rainier Valley	11/7/2014 8:46 AM
1516	More 65's from Campus Parkway in the late evenings would be great. I think they only run one time per hour after 9pm.	11/7/2014 8:44 AM
1517	I don't travel anymore late at night, so I can't respond.	11/7/2014 8:40 AM
1518	The 77 is always packed in the morning going downtown. Also away from downtown in the evenings is always hectic. There's just not enough buses for the amount of people. Buses are consistently turning away people	11/7/2014 8:39 AM
1519	East Madison Street needs more rush hour (particularly evenings) and weekend service east of 15th avenue.	11/7/2014 8:38 AM
1520	later sounder trains! I want to visit my Olympia/Lacey friends at times other than rush hour.	11/7/2014 8:36 AM
1521	Univerisity district could have very early/late service in addition to increased owl service.	11/7/2014 8:35 AM
1522	N/A	11/7/2014 8:34 AM
1523	West Seattle-admiral end. Even the park and ride under lower Spokane Street. There are approximately 2000 UW employees commuting from WS. Not all are day workers (e.g. 6-9a and 1530-1800, but I am sure a significant percentage. Even if there was a morning and evening service that was direct (no transfers) would be a great help. It is incredibly aggravating that co-workers have direct transportaion from Pierce, Skagit, and Snohomish counties and WS doesn't.	11/7/2014 8:33 AM
1524	extending into the eveing a little more would be helpful	11/7/2014 8:32 AM
1525	downtown to Ravenna	11/7/2014 8:31 AM
1526	n/a dont use the bus at night. not safe.	11/7/2014 8:30 AM
1527	I think it would be great to have good connections from Shoreline to the UW in evenings, weekends, and early morning. On weekdays I take the very first bus offered in my route, but it would be nice to have a choice of an earlier bus as well.	11/7/2014 8:29 AM
1528	Pike/Pine on Capitol Hill	11/7/2014 8:29 AM
1529	An express bus from downtown to canyon park p and r would be ideal for me but I don't know if there's enough demand.	11/7/2014 8:29 AM
1530	There should be more options for getting between SE Seattle (Columbia City) and places like First Hill, Capitol Hill, North Seattle.	11/7/2014 8:26 AM
1531	Not that I use	11/7/2014 8:22 AM

1532	West Seattle could use more late night buses on the weekend. And the train needs to run past midnight for flights coming in after midnight. I've been stuck having to get a taxi into town from the airport because my flight arrived after 11pm. Not cheap!	11/7/2014 8:21 AM
1533	UW to all places east and west and to downtown	11/7/2014 8:20 AM
1534	Don't know.	11/7/2014 8:18 AM
1535	Capitol Hill, Belltown and Pioneer Square should all have late night service (until 2:30 a.m.) Friday and Saturday night. Service to the Airport on Link Light Rail should leave downtown every morning for an Airport arrival by 5:00 a.m. I've had several visitors coming to see me and I have to drive them to their 6 a.m. Sunday flight because Link Light Rail is not yet operating on a Sunday.	11/7/2014 8:17 AM
1536	Seatac International Airport	11/7/2014 8:16 AM
1537	The airport especially needs earlier service. Parallel to that is the need for later service in the evening returning from the airport.	11/7/2014 8:15 AM
1538	The "Night Owl" service represents a very old philosophy and needs to be re-imagined. Please see this: http://seattletransitblog.com/2014/07/08/metros-night-owl-alignments-are-insane/	11/7/2014 8:14 AM
1539	Areas with bars should have transit running until 2 30am. Keeps people from drunk driving.	11/7/2014 8:09 AM
1540	Just main roads. I feel a lot of the night service meets my needs	11/7/2014 8:07 AM
1541	Service down Madison	11/7/2014 8:07 AM
1542	Yes - Airport to downtown could use improvement. Link Light Rail basically ends at 11:30 or so during the week and doesn't start till 5:30 or so. Weekends are worse. That schedule should absolutely start at 4AM (to catch those 5:30 and 6am flights) AND definitely run until 01:00AM since there are quite a few midnight flights that arrive. You ignored asking about 522 service in the check-box section earlier. That is the ONLY WAY around the North end. Service there should be MINIMALLY every 20 minutes and better every 15 minutes. I believe it is a DEFINITE candidate for 'Rapid Ride' type of service.	11/7/2014 8:04 AM
1543	If I work overtime, I am concerned what buses are running in evening to my home.	11/7/2014 8:03 AM
1544	No, and I don't think this is one of the major issues Metro should try to address either. I'd focus on how to get more people to take the bus during the day at non-peak times.	11/7/2014 8:02 AM
1545	to/from downtown to/from UW	11/7/2014 7:58 AM
1546	Frequency is actually pretty good now, it's just reliability and travel time that are terrible. ULink will provide service until 1am, so I'm not too worried about late night travel either.	11/7/2014 7:55 AM
1547	3rd & Pine downtown is a nightmare. People are afraid to wait for buses there.	11/7/2014 7:45 AM
1548	Pike/ Pine should operate much later on the weekends to discourage driving under the influence.	11/7/2014 7:40 AM
1549	Places like Ballard, SLU, Fremont, Capitol Hill, etc. need to be better connected if you want people to use transit to get around better in the evening. As for particular corridors, i can only really speak to my own neighborhood. 23rd needs that sort of service, as does Madison.	11/7/2014 7:39 AM
1550	Rainier Ave at night and weekends	11/7/2014 7:39 AM
1551	When I lived in south seattle, the light rail was not opened early enough.	11/7/2014 7:38 AM
1552	Yes. Capitol Hill through Downtown.	11/7/2014 7:29 AM
1553	earlier 586 bus from tacoma to U of W but you woul need earlier Bus in Tacoma too that get to the Tacoma Dome to catch a bus. 586 bus is too crowded now thats why I take the train. But that is getting crowded too. need more trains leaving Seattle to Tacoma. Why do you have empty trains leaving to Seattle in the evening?? We just need more Bus and Train services/ Tacoma has terrible bus service. The connections are not there for a person to get to work when you have to be there at 6:30am. and there is only one bus The #1 that leaves from TCC early enough to get downtown and the dome but I have to walk 20 blocks to get to it. and I am disabled.	11/7/2014 7:27 AM
1554	Capitol Hill <-> Seattle Center	11/7/2014 7:27 AM
1555	Having expanded hours to the 64 would be great. We need easy access to downtown outside of commute hours.	11/7/2014 7:07 AM
1556	Fortunately, light rail to airport runs early. Buses to get to light rail do not. In my experience, buses that do have early morning routes have not been reliable.	11/7/2014 6:59 AM

1557	Yes - Link to the airport FROM DOWNTOWN not stadium area early in the morning and late at night.	11/7/2014 6:58 AM
1558	Not sure.	11/7/2014 6:52 AM
1559	Factoria	11/7/2014 6:51 AM
1560	Yes, Broadway, Pike, and Pine corridors on Captiol Hill and the University Village in the U-District.	11/7/2014 6:36 AM
1561	I assume there are. However, the bus I use most (Metro #66) meets my needs for commuting and I use my car for other travel, so I don't know what other areas are lacking -	11/7/2014 6:26 AM
1562	Northeast Seattle- no bus service on weekends-68 or 372	11/7/2014 6:25 AM
1563	Buses from downtown to Capitol Hill need to be staggered at night. Right now the 10, 11, and 49 all arrive around the same time, then it's another half hour before they all pickup again.	11/7/2014 6:23 AM
1564	The rte 27!	11/7/2014 6:18 AM
1565	Bigger / more buses for uw commuters seasonally	11/7/2014 6:06 AM
1566	The main north-south and east-west routes	11/7/2014 5:51 AM
1567	Bothell, Bellevue.	11/7/2014 1:11 AM
1568	None that matter to me at the moment.	11/7/2014 12:21 AM
1569	no	11/7/2014 12:04 AM
1570	CD to/from Capitol Hill.	11/6/2014 11:54 PM
1571	The Snoqualmie Valley. As I mentioned earlier, it's becoming more of a destination lately. However, bus service only happens about once an hour, lasts only until early evening, and doesn't run at all on Sundays. I'd suggest rectifying all this with a daily, direct route to and from Snoquamie that runs frequently.	11/6/2014 11:53 PM
1572	Between 5 pm and 7 pm going north on Fairview from Fred Hutchinson. Buses are incredibly late, potentially not stopping at all, and very crowded.	11/6/2014 11:38 PM
1573	Late night: downtown to Capitol Hill!	11/6/2014 11:26 PM
1574	SoDo near concert venues and over by Aurora for the same reasons. It's much cheaper to take a bus than to get a cab.	11/6/2014 11:23 PM
1575	Cap Hill <-> Wallingford / Ballard / Fremont late night would be great.	11/6/2014 11:22 PM
1576	in and out of u district	11/6/2014 11:15 PM
1577	Cherry hill and First hill. The 3 and 4 run so ridiculously off schedule that I had to stop taking them if I wanted to keep my job. Now I take the 48 to 23rd and Jefferson and walk to Swedish Cherry Hill.	11/6/2014 11:07 PM
1578	Night owl service should instead be the actual routes to neighborhoods that need service at 2:15am...Routes A, C, D, E, 5, 7, 11, 13, 16, 41, 43/44, 73, 106, 150, 180, 550, 554.	11/6/2014 11:01 PM
1579	The cuts in the 30 make it hard to get a bus in our neighborhood on weekends or late in the evening. I also really have to be careful to make sure to leave work by about 6:30 PM to make sure that I can get a bus home.	11/6/2014 10:58 PM
1580	To and from nightlife / entertainment centers. Capitol Hill/ U-district/ Fremont/ Ballard.	11/6/2014 10:37 PM
1581	Also need a bus directly from Issaquah or far eastside to SeaTac airport.	11/6/2014 10:37 PM
1582	25 av NE	11/6/2014 10:32 PM
1583	i ride mostly in daylight, usually no later than 10 PM	11/6/2014 10:21 PM
1584	Fremont, Queen Anne, Ballard and Downtown	11/6/2014 10:05 PM
1585	See above.	11/6/2014 10:01 PM
1586	First Hill Earlier morning buses from Bellevue to Seattle (550 and 545) in order to transfer within Seattle in a timely manner	11/6/2014 9:55 PM
1587	See #6. The Rapid Ride on 15th NW is frequent enough, but there could be more options on the 28, and the #12 too could be more frequent.	11/6/2014 9:55 PM

1588	South Lake Union needs more service during rush hour	11/6/2014 9:53 PM
1589	Yes, NE Seattle (Magnuson Park area). There's currently no direct bus service from downtown Seattle on the weekends and late evenings. Transferring to a bus which service the area is very limited or nonexistent if the UW is not in session.	11/6/2014 9:49 PM
1590	When classes are in session at the University of Washington, or any university, service should be given to those areas on weekends.	11/6/2014 9:35 PM
1591	no	11/6/2014 9:30 PM
1592	yes have the #43, 10, 11 bus or similar head towards downtown at least a half hour earlier than it currently does say 5:00 to 5:30 am	11/6/2014 9:28 PM
1593	East Lower Queen Anne	11/6/2014 9:27 PM
1594	Just from downtown to the airport late nights. It would even be better if there was a last call train. It would be unnecessary to run it as consistently as normal day schedule but if I'm out after a sporting event it is a pain that I have to leave early to get home and can't go out with friends for drinks as the cost of taxis/uber is prohibitive.	11/6/2014 9:24 PM
1595	Of course, but the focus should be on frequent, on-time service during those times when most people have to get somewhere regularly at a particular time. More like the Rapid Ride format, a few expresses should run in the "reverse commute" direction on the routes that include worksites such as supermarkets, retirement centers, and schools.	11/6/2014 9:10 PM
1596	Better access for shift work for healthcare workers: 0700-1530 1500-2330 2330-0730 Weekends and Holidays too	11/6/2014 9:07 PM
1597	The Rainier Beach Area Needs More Service To The Rainier Valley And Rainier Beach Area	11/6/2014 9:02 PM
1598	32nd ave nw. Leary ave nw	11/6/2014 8:58 PM
1599	probably	11/6/2014 8:57 PM
1600	Weekends, from lower king county, to downtown.	11/6/2014 8:52 PM
1601	has Metro ever considered minivans or shuttles like many companies use on the low ridership routes? It seems such a waste of resources to see near empty full or even double buses on some routes then get passed by your bus because they couldn't cram any more bodies on !	11/6/2014 8:50 PM
1602	Bus 60 stops running after 7 pm on Weekends.	11/6/2014 8:30 PM
1603	Eastside -- nothing to get over at night. Frequent downtown/ballard or uw/ballard service that is fast is needed too (not slogging on the 44 or the D)	11/6/2014 8:24 PM
1604	None	11/6/2014 8:17 PM
1605	I don't know	11/6/2014 8:13 PM
1606	Probably, but I'm not sure.	11/6/2014 8:13 PM
1607	North from UW campus	11/6/2014 8:09 PM
1608	Houghton Park & Ride to South Lake Union in the morning South Lake Union to Houghton Park & Ride in the evening	11/6/2014 8:06 PM
1609	Lake City Way and 110th - 125th need more early morning buses please.	11/6/2014 7:46 PM
1610	Personally, service to and from Ballard from the U District in the evenings and on weekends would be nice (the 44 is glacial). More frequent service to downtown on Sundays and evenings would also be good.	11/6/2014 7:40 PM
1611	# 27 # 25	11/6/2014 7:31 PM
1612	More direct/express buses to downtown Ballard from Downtown Seattle at all times. (Express buses during peak are not enough!)	11/6/2014 7:28 PM
1613	I would like more express choices from the northeast neighborhood in the early morning - and would give a lot to NOT be relegated to the Fairview route in the evening. Express busses after 7:00 pm would be appreciated.	11/6/2014 7:23 PM
1614	Luckily, I have a car and don't have to rely on the bus during these times.	11/6/2014 7:19 PM
1615	The airport; Northgate to/from the CBD.	11/6/2014 7:18 PM

1616	I think the 44 needs to start earlier in the morning, even just once an hour. Also maybe a short trip 44 from the UW to Wallingford would be fantastic as that is where the bus is most crowded.	11/6/2014 7:08 PM
1617	busses and more police presence along 3rd downtown when it's dark, in front of library, Benaroya; and also at the University on 15th near Meany Hall when dark	11/6/2014 7:08 PM
1618	Northeast to Queen Anne or Capitol Hill for nightlife.	11/6/2014 7:02 PM
1619	more frequent night service between capitol hill and downtown	11/6/2014 7:00 PM
1620	*Really happy with the D Line.	11/6/2014 6:53 PM
1621	I wish there were buses or Link trains departing early enough from downtown to catch the first morning flights out of the airport (between 5 and 6 AM). Maybe that means a first train departing Westlake between 3-4 AM.	11/6/2014 6:50 PM
1622	Core of the city North/South. Also, the airport after light rail shuts down. The 41 dropping in frequency on weekends and evenings is particularly problematic for getting home quickly.	11/6/2014 6:46 PM
1623	My needs are met. I was VERY happy when the 255 route began 1/2 hour service early enough for my transit to church. Nothing can really be done about this, but it is a GREAT inconvenience to me every time the 520 closes for the weekend, as I have to go all the way downtown to catch the 255, and the 71/72/73 schedules do NOT coordinate very well with that transfer.	11/6/2014 6:45 PM
1624	Probably, but I can't think of any now	11/6/2014 6:41 PM
1625	U District, including UWMC, to Northeast Seattle	11/6/2014 6:39 PM
1626	I miss the 27!	11/6/2014 6:37 PM
1627	Denny UW-520-capitol hill 520	11/6/2014 6:36 PM
1628	Airport before 5am and after 2am.	11/6/2014 6:31 PM
1629	SeaTac. Northgate. The colleges.	11/6/2014 6:29 PM
1630	I'm urban, so I don't need to travel too many corridors.	11/6/2014 6:19 PM
1631	No	11/6/2014 6:11 PM
1632	See above	11/6/2014 6:06 PM
1633	Airport service early in the morning is very difficult. To catch an early morning flight, I have to either go to SEATAC the night before and try to sleep at the airport, or take the 80-something bus, which winds around all over, and is difficult to transfer from in downtown Seattle.	11/6/2014 6:06 PM
1634	Our major nightlife corridors - Capitol Hill, downtown/Belltown, Fremont, downtown Ballard - should keep or start running late-night routes.	11/6/2014 6:00 PM
1635	Shilshole Bay Marina	11/6/2014 5:59 PM
1636	The 255 through Kirkland is very slow, especially at rush hour. I wish there was express service to Juanita.	11/6/2014 5:59 PM
1637	Badly needed is service east-west on NE 95th St, from Sand Point Way to Lake City Way. There's a very long, steep hill there. Tough esp. at night.	11/6/2014 5:55 PM
1638	Why do the 43 and the 49 get to Broadway and John within minutes of each other, even when the buses are running on holiday or Sunday schedule? Please take a look at spacing them differently.	11/6/2014 5:55 PM
1639	To make the 7:30 a.m. Amtrak train the best bus is the #41, a 15-20 min walk from my house west of I-5	11/6/2014 5:54 PM
1640	None that I use.	11/6/2014 5:52 PM
1641	Service from SE Capitol Hill to Seattle Center as well as Cap Hill to Belltown, Fremont, Wallingford, and Greenlake. Also, better srvice from SE Cap Hill to NW Cap Hill would be nice.	11/6/2014 5:50 PM
1642	not that i know of.	11/6/2014 5:49 PM
1643	Late night from Downtown to Redmond. Weekend 542	11/6/2014 5:48 PM
1644	Issaquah late at night. One 554 every hour isn't all that awesome. And it fills up.	11/6/2014 5:47 PM

1645	I have noticed that by the time the 32 (Northbound) gets to Wallingford Avenue and 40th street in the mornings it is pretty packed, and usually late. This is around 8:00am, and I cannot speak to other times. The 31 and 32 Southbound are very crowded in the University District around campus and parkway at around 4:30pm. The 71 Southbound in the mornings is also very crowded, though the 76X helps. This is from about 8-10am. Both the 71 and 76 are also packed Northbound between 3 and 8pm.	11/6/2014 5:46 PM
1646	no	11/6/2014 5:41 PM
1647	some AM reverse peak service needs added for workers going out of/through downtown to local neighborhood business districts. Its hard or impossible to make some early shifts, or some store closing late shifts ending after 8pm.	11/6/2014 5:40 PM
1648	Broadway needs continual service, as does downtown late into the night for people going to and from clubs, bars, restaurants, etc.	11/6/2014 5:40 PM
1649	I already mentioned that from North Seattle to the Eastside could use some service on weekends. I'm not as apt to use transit very early in the morning or late in the evening	11/6/2014 5:34 PM
1650	There is no current way that people with walking disabilities will be able to take the trolley from the busiest part of First Hill. 3 to 4 block walk (often in the dark and bad weather) up or down hill from 9th ave to b'way. No safe or dry way to get to Seattle U on Madison, the center part of SCC (the bus stops were eliminated) no way to go shopping because the trolley will stop 3 blocks from the major stores on Broadway. Same problem at the ID end of the run....not even close the the businesses or other facilities I think it was designed by California Yuppies who cannot find Seattle in the Atlas!	11/6/2014 5:34 PM
1651	There need so to be extra transit when events at Seattle Center get out in the evening. I really hope that when the Husky station opens, there will be a lot of feeder buses from NE to the light rail stop. Capitol Hill is the place I go by car most often because I have to transfer buses.	11/6/2014 5:34 PM
1652	On the 48: I'd like to see service more frequent weekend service, and also more service late at night. Mornings headed north into the U District and evenings headed south toward Mt. Baker also get overcrowded when UW is in session. On the 11: Span of service is good, but more frequent service is needed in the evenings and on weekends. Reliability on the weekends can also be a problem; it's not uncommon to see both of the buses running the route bunched up together. On the 545: Buses are sometimes packed before they get to my stop at Montlake EB in the mornings. More trips are needed during the peak. Weekend service could use improvement too.	11/6/2014 5:33 PM
1653	Getting downtown on the weekends.	11/6/2014 5:32 PM
1654	Madison valley, Downtown Bellevue, Kirkland	11/6/2014 5:30 PM
1655	Day shift at UWMC starts at 7:00 am. On Sundays, there is no 48 that will get me there before 7:10 am. Some of my co-workers on evening shift get off at 11:30 pm and cannot get a bus home at that hour (or have to wait 30 minutes or more).	11/6/2014 5:29 PM
1656	Yes, there should be more buses running late at night to and from capitol hill and Fremont/wallingford/u district/Ballard since nightlife is very prominent on capitol hill and will reduce drunk driving and car traffic in the area	11/6/2014 5:26 PM
1657	The airport needs service at all hours.	11/6/2014 5:25 PM
1658	More stops at 92nd and 95th along Lake City Way A better connection from Northgate Transit Center to 92nd off Lake City Way More service on 72 Better connection from Seattle Center to University District	11/6/2014 5:15 PM
1659	No	11/6/2014 5:14 PM
1660	NE Seattle to downtown early in morning.	11/6/2014 5:10 PM
1661	I don't know of any. The only places I bus at night are directly on the Route 5 route, and most of the time it is the perfect bus for timing and locations, lucky me!! I must comment on the question on the next page, about "How far would you walk." This question ignores people who are in wheelchairs and need to take the bus.	11/6/2014 5:08 PM
1662	Capitol Hill station should run late at night as well as main U-district station. Early and on weekends would make sense for U-district to Cap Hill as well.	11/6/2014 5:04 PM
1663	Seattle Center, weekends and late nights, post-performances, both for event-attendees and event workers. Husky Stadium will need weekend and late connections once Link starts there. Montlake Blvd NE/25th Av NE needs its own transit lane for more direct service from Husky Stadium Link to NE Seattle and south to Montlake/Portage Bay (for those not needing Link all the way to the top of Cap Hill).	11/6/2014 5:02 PM

1664	Later night airport service. Earlier morning airport service. Flights leave starting at 6am and come in till midnight.	11/6/2014 5:02 PM
1665	Please consider having the 30 run at a time when the 74 isn't.	11/6/2014 5:02 PM
1666	UW	11/6/2014 4:59 PM
1667	3rd and Pike.	11/6/2014 4:58 PM
1668	Weekend service on Lake City Way and Ravenna	11/6/2014 4:58 PM
1669	Regular runs from downtown to Lake city way would be helpful. The ST 522 doesn't stop from downtown to passed 125th St. If it stopped at say 95th St, it would solve this problem.	11/6/2014 4:56 PM
1670	Capitol Hill, SLU, Queen Anne, West Seattle, Georgetown	11/6/2014 4:55 PM
1671	More frequent service later at night. Capitol hill late at night.	11/6/2014 4:55 PM
1672	I visit with friends on some weekends in Bellevue. I create a schedule and I try to go with it while I can.	11/6/2014 4:55 PM
1673	We try to avoid using busses at night for the reasons stated above.	11/6/2014 4:54 PM
1674	Pike Pine from downtown to Capitol Hill	11/6/2014 4:54 PM
1675	Capitol Hill, U-District. No matter where I come from, I need to get home late at night too, and currently I live in Lake City.	11/6/2014 4:53 PM
1676	Lake City Way - all the time, including weekends. The ST 522 doesn't make the same stops as the 312 and people are left behind. Maple Leaf is not well served or connected to Lake City/Downtown.	11/6/2014 4:52 PM
1677	Current schedules seem to be sufficient.	11/6/2014 4:52 PM
1678	167	11/6/2014 4:51 PM
1679	The 8 is a disaster. Denny is a parking lot and needs to be addressed. Not sure if more frequent service would assist, but it might. As said above, even Capitol Hill has fairly limited service on weekends with busses spaced at 30+ minutes. Once the light rail opens, the HOURS NEED TO BE EXTENDED so that people can still go out in the evenings in Capitol Hill and the U-District and plan on riding the light rail home AFTER CLOSING TIME. It would be great if the light rail ran on a very limited schedule throughout the night to assist with airport runs early in the morning. If you have a 6am flight, you can't take Link to the airport.	11/6/2014 4:49 PM
1680	UW Medical Center from the north from the university or 25th Ave NE From 65th to PCC on 40th, to banks and Rite Aid on 35th, to QFC and SAFEWAY along 35th. I'd like better access to the Wedgwood businesses, maybe the U Village too. I don't have stores close by. Right now there is only service via bus #65 which does not have a stop near my house.	11/6/2014 4:48 PM
1681	Express from downtown to U District should run to 8 p.m.	11/6/2014 4:45 PM
1682	Sand Point Way NE	11/6/2014 4:44 PM
1683	Need better weekend evening service between Beacon Hill and Capitol Hill. It's so hard to park in Capitol Hill now. I'd love to be able to take transit up there if I want to go out on the weekend nights. But there's no way to easily get home from Capitol Hill without going downtown first. Even a Pronto bike station on top of Beacon Hill would improve things. Then, one could bike back to Beacon in a pinch, leave the bike at the station and walk the rest of the way, rather than paying \$20 for a cab.	11/6/2014 4:42 PM
1684	All urban villages should have service until at least 2 am, preferably all night on weekends. Capitol Hill, Ballard, and the light rail route especially needs better late night service.	11/6/2014 4:42 PM
1685	12th Avenue needs service at all times of the day.	11/6/2014 4:41 PM
1686	cross-town, e.g. Wedgwood to Greenlake, etc.	11/6/2014 4:40 PM
1687	23rd ave need a crosstown trolley bus	11/6/2014 4:39 PM
1688	I would like to see the 85th and 20th bus stop have the 522 stop later in the evening and weekend.	11/6/2014 4:38 PM
1689	Connections to nearby grocery stores often half an hour apart in early evening again due to budget cutbacks.	11/6/2014 4:38 PM
1690	Parking available at transit center outside of 5-6 am.	11/6/2014 4:36 PM
1691	Lake City Way really needs a full set of stops throughout its length throughout the day, not just during the commute.	11/6/2014 4:35 PM

1692	The 48 needs to be much more frequent after 9-10 p.m. and on Sundays. I think Metro is aware of this already but it's worth repeating. Better frequency on the 16 would be nice. I would probably ride it more often if it came every 15 minutes during daytime, including Saturdays and Sundays. I would like wider stop spacing and more frequency on the 26, but I recognize that the bus is a low-enough performer that it's not a high priority. The proposed all-day 26X that would've happened if the cuts had been implemented would've been somewhat of an improvement except for the lack of service after 7 PM or on weekends. it would be great if the 26X were beefed up and 26 local service maintained as-is.	11/6/2014 4:34 PM
1693	need a family deal for weekends. \$8.25 each way for the family is ridiculous.	11/6/2014 4:34 PM
1694	Certainly major north/south and east/west connections	11/6/2014 4:34 PM
1695	For my travel , it is evenings and weekends that are the problems. I also know that is very hard to cover. So I drive ... but not very much.	11/6/2014 4:32 PM
1696	None for my needs.	11/6/2014 4:29 PM
1697	I don't know	11/6/2014 4:27 PM
1698	University hospital needs more night and weekend service	11/6/2014 4:25 PM
1699	Sand Point Way to the Montlake Bridge.	11/6/2014 4:25 PM
1700	There is still a lot of night life on Capitol Hill that would be great to have some late night service via light rail once that's opened. For now, we need to drive and spend time finding parking on neighborhood streets and walk 10 blocks or more.	11/6/2014 4:23 PM
1701	More late night service between 12AM and 2AM on both #12 and #43	11/6/2014 4:23 PM
1702	I commute during the day and don't have needs for bus service otherwise except sometimes on weekends to get from Bryant area to the Seattle Center. I take the bus there because the traffic is bad near Seattle Center and parking is scarce and expensive.	11/6/2014 4:22 PM
1703	Not a priority, but I prefer taking public transit to the airport, but cannot do so for a 7 am flight. I do not take the train from the airport the evening as I do not feel that is safe. Round Trip on Shuttle Express is \$70 with tip; on the bus/train \$10.50 or \$3.00 with senior reduced fare. I miss the old direct bus to SeaTac from downtown. I do feel comfortable transferring buses at Campus Park Way late at night when school is in session.	11/6/2014 4:21 PM
1704	The 68 NEEDS to run for at least an hour later in the evenings, especially during term time with so many students crowding on the buses to go home. 6pm is way too early to stop service, especially considering the number of medical personnel who use it every day to get home. Not everyone on the UW campus work a traditional 9-5.	11/6/2014 4:20 PM
1705	Mercer Street could use more (and later) service in the evenings. I usually get a ride back home from events at the ballet, opera, or theatre, but otherwise, I might have to wait for 20 minutes for a bus, and if I'm at something that ends particularly late, I may have to do something counter-intuitive, like take a bus downtown in order to grab a bus back to my house.	11/6/2014 4:19 PM
1706	Lynnwood to UW. Shoreline to UW	11/6/2014 4:19 PM
1707	The reduction of the No. 30 bus has left my neighborhood with less than adequate service to Seattle Center, University District and NOAA (Magnuson Park area) during the week at non-rush hour times and on weekends.	11/6/2014 4:18 PM
1708	Buses every ten minutes during rush hours; every fifteen in nonrush hours	11/6/2014 4:18 PM
1709	It would be great to get routes from downtown to SeaTac airport early in the morning.	11/6/2014 4:18 PM
1710	Everywhere the light rail goes. It should run more often in the early mornings, and begin earlier--same for running later in the evenings and more often.	11/6/2014 4:17 PM
1711	University District to Loyal height late at night	11/6/2014 4:15 PM
1712	From NE 92nd and Ravenna Avenue or NE 95th and Lake City Way to the new Link Light Rail station at Husky Stadium.	11/6/2014 4:14 PM
1713	Capitol Hill	11/6/2014 4:14 PM
1714	Just ONE more bus that goes to Duvall a little later would be super.	11/6/2014 4:13 PM
1715	VA Tacoma to VA Seattle would help me. Mall to mall, college to college might also be good.	11/6/2014 4:13 PM

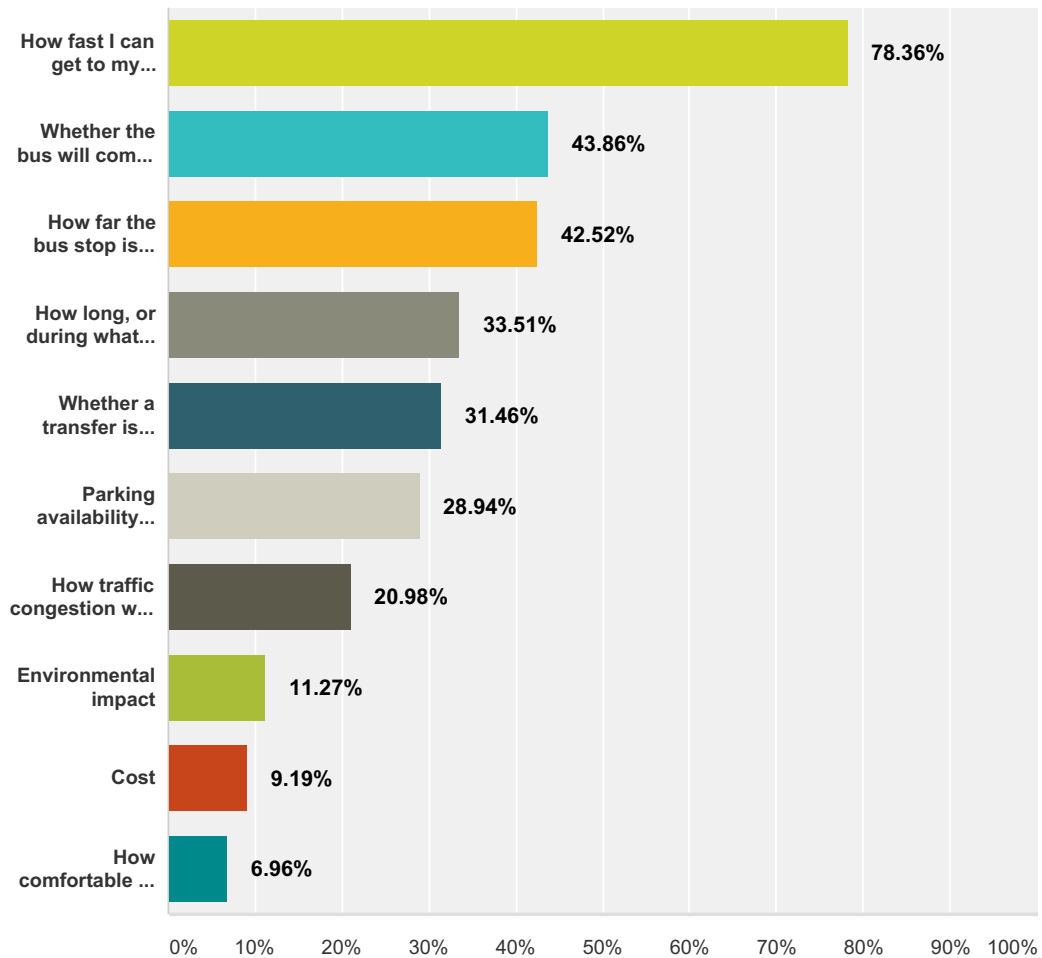
1716	Please bring back night service to Magnolia	11/6/2014 4:13 PM
1717	more buses after sporting events. Love taking transit there but coming home is such a drag. I know that alone keeps people from taking transit to games.	11/6/2014 4:13 PM
1718	MUCH MUCH improved service from popular nightspots (Capitol Hill, Belltown,etc) with enhance security both ON the busses and at the stops! Additional busses after sporting events -SEAHAWK homes games are NOTORIOUS for multiple busses (personally observed 7!!) Sound Transit 512 busses at capacity bypassing ALL stops after inital stadium stop. EITHER start a special route at Westlake north to Everett or limit boarding at Stadium stops to allow a few riders to board at later stops. park and Ride lots are at capacity by 6 am (s.Everett Freeway Park and Ride in particular) on weekdays. There are no options other than driving 6+ miles in either direction to another P&R to park which defeats the whole purpose of taking public transit.	11/6/2014 4:11 PM
1719	From the north to University Village would be nice. I can't really get there via the bus now	11/6/2014 4:11 PM
1720	All of the restaurant and bar districts to prevent drunk driving. Eg Cap Hill, Wallingford, Fremont, Ballard.	11/6/2014 4:11 PM
1721	Few options available to the U District from the eastside.	11/6/2014 4:11 PM
1722	Harborview Medical Center SeaTac Airport - not early enough to make early morning flights Downtown - not frequent enough/early enough	11/6/2014 4:10 PM
1723	Not sure	11/6/2014 4:09 PM
1724	Sure - to the airport for one.	11/6/2014 4:08 PM
1725	Express bus services to NE Seattle from Seattle should run much later into the evening or at least until 7:30 pm.	11/6/2014 4:07 PM
1726	Ballard evenings; Northgate evenings	11/6/2014 4:07 PM
1727	All major corridors (Aurora, Greenwood, Northgate, Lake City, Bothell, to name a few) need service north of 85th St at all hours. The same can be said of areas in the south and southwest areas of the city and county, although some service has begun to address that issue in the last five years or so.	11/6/2014 4:06 PM
1728	I don't travel as much at those times.	11/6/2014 4:05 PM
1729	Weekends and late night: Capitol Hill, Fremont, U-District.	11/6/2014 4:04 PM
1730	I would focus on areas where safety can be improved by offering later/earlier service. For ex. places where people might be intoxicated and shouldn't be driving. But more importantly, places where people wouldn't feel safe walking or waiting long for a bus.	11/6/2014 4:04 PM
1731	Lower Queen Anne to Capitol Hill is poorly served late on weekends.	11/6/2014 4:01 PM
1732	I don't know.	11/6/2014 4:00 PM
1733	Even though I don't use them, I would like Night Owl service to be useful should I happen to need it.	11/6/2014 3:59 PM
1734	Issaquah to and from Downtown Seattle on the 214 express route	11/6/2014 3:58 PM
1735	Would love better/more direct transportation from Burien to University of Washington.	11/6/2014 3:57 PM
1736	The #27 seems to be the only route that services the Leschi neighborhood and since it only runs during prime commuting hours now it makes it difficult to go downtown, etc. on a weekend or outside of normal commuting hours.	11/6/2014 3:57 PM
1737	The Eastlake corridor needs more service during rush hour, especially in the evening.	11/6/2014 3:55 PM
1738	49	11/6/2014 3:55 PM
1739	I405 Renton through Bellevue	11/6/2014 3:55 PM
1740	UDistrict - Chinatown	11/6/2014 3:55 PM
1741	Covington or upper Kent to the u district. Mostly though once the light rail to the u district is complete that will cut my commute in half.	11/6/2014 3:54 PM
1742	Train should run from the airport later - super stressful to not know if you will catch the last train with flights coming in so late. More buses to far-flung regions of the Eastside.	11/6/2014 3:54 PM
1743	Bellevue Ave/Summit Ave	11/6/2014 3:54 PM
1744	South Capitol Hill to Northgate	11/6/2014 3:54 PM

1745	Northgate transit center to Metro bus 271 with a good transfer location would be excellent.	11/6/2014 3:53 PM
1746	need a connection from North Seattle to the airport that runs all hours	11/6/2014 3:52 PM
1747	Seattle to Redmond! The routes end around 11 which is not at all late enough, especially on the weekends when people might like to go out bar hopping or clubbing in Seattle.	11/6/2014 3:52 PM
1748	For the routes I use, there is service but it is very reduced on weekends	11/6/2014 3:51 PM
1749	Wedgewood; Eastlake; Northgate-especially going through Maple Leaf.	11/6/2014 3:51 PM
1750	I don't know as am lucky enough to live in Capitol Hill.	11/6/2014 3:51 PM
1751	1. Better weekend service is needed along Sand Point Way NE 2. There should be a new line running east/west along NE 65th St all the way to Sand Point Way. I've seen many, many empty buses driving that route in "Terminal" status. Why can't they be turned into passenger-service providing buses?	11/6/2014 3:50 PM
1752	More frequent buses on the weekends to and from downtown.	11/6/2014 3:50 PM
1753	There is lousy direct service to south seattle from anywhere north of downtown, anytime of day.	11/6/2014 3:49 PM
1754	none	11/6/2014 3:48 PM
1755	Yes! How can we all get to Magnuson Park on the weekends!!!!	11/6/2014 3:48 PM
1756	LINK should run until 3am on Friday and Saturday nights. Dexter Ave - more/reliable service	11/6/2014 3:48 PM
1757	Everywhere especially popular neighborhoods like south lake union, Fremont, ballard, and Capitol Hill.	11/6/2014 3:48 PM
1758	Queen Anne to UW	11/6/2014 3:45 PM
1759	Denny Way - the 8	11/6/2014 3:45 PM
1760	not sure	11/6/2014 3:45 PM
1761	Airort to DT tunnel late at night	11/6/2014 3:45 PM
1762	Yes. Need more east - west service on the weekends in north seattle. A bus from magnuson park to greenlake and then on to ballard. Would be great!	11/6/2014 3:44 PM
1763	I think the NE 45th/N 45th/Market Corridor in North Seattle should have 24 hour service, as should the 49 and the 71/72/73 between the U District and Capitol Hill and Downtown.	11/6/2014 3:44 PM
1764	bus 16 needs more service and to use double long buses.	11/6/2014 3:44 PM
1765	One of the main reasons I avoid evening and nighttime activities is because I have to rely on the bus service and it's not convenient and makes me feel unsafe. Standing on a dark street corner, often in the rain, waiting for a bus that may or may not come can be nerve wracking. This seems to be true for all routes and corridors.	11/6/2014 3:43 PM
1766	It is difficult to get to the east side from Seattle on the weekends	11/6/2014 3:43 PM
1767	RAINIER VALLEY TO CAPITOL HILL	11/6/2014 3:43 PM
1768	As long as buses don't get cut so far I think the timing is good.	11/6/2014 3:42 PM
1769	Return commuter hour service to the former #47 service to Capitol Hill.	11/6/2014 3:42 PM
1770	Anything going Southbound into Seattle needs better public transit options. I-5 is a disaster on weekends and during commute times as the express lanes do not go that way. Link would change that drastically.	11/6/2014 3:42 PM
1771	Not for my needs.	11/6/2014 3:42 PM
1772	The near total lack of service after 10pm is unacceptable for a city that has businesses open after 8pm.	11/6/2014 3:41 PM
1773	FIRST HILL IS A GHOST TOWN FOR BUSES AFTER 8 AND ON WEEKENDS!! HEALTHCARE WORKERS AND PATIENTS NEED SAFE, RELIABLE, PLENTIFUL TRANSIT OPTIONS!!	11/6/2014 3:41 PM
1774	The airport. If I have a 6am flight, I have absolutely no choice but to take an Uber.	11/6/2014 3:41 PM
1775	Connections out of UW/Campus Parkway--mostly to the north.	11/6/2014 3:40 PM
1776	no, the schedule is fine. It just takes too long to get anywhere.	11/6/2014 3:40 PM

1777	More and better service cross town in Capital hill and First hill.	11/6/2014 3:40 PM
1778	Downtown	11/6/2014 3:40 PM
1779	Capitol Hill needs the 8 to continue to run past 12:30AM, as there is a lot of nighlife and many of the people that are participating in the night life live in Queen Anne.	11/6/2014 3:40 PM
1780	Not that would affect me.	11/6/2014 3:39 PM
1781	Farmers markets and parks need service on the weekends. It is hard to get from NE to West Seattle.	11/6/2014 3:39 PM
1782	Don't know	11/6/2014 3:39 PM
1783	I would like late-at-night options for busses to/from Redmond and Bellevue on Friday/Saturday nights to allow me to get home from parties.	11/6/2014 3:39 PM
1784	Route 36	11/6/2014 3:38 PM
1785	Probably all of them.	11/6/2014 3:37 PM
1786	Add an additional 72 and 73 on Sundays so they are not once an hour.	11/6/2014 3:37 PM
1787	Again, Seattle Center to UW/NE Seattle was great before the cut-backs.	11/6/2014 3:37 PM
1788	route 44 rush hours routes 71 72 73 rush hours (though will be interested to see how light rail changes that)	11/6/2014 3:37 PM
1789	First Hill/Capitol Hill to Columbia City/Rainier Beach	11/6/2014 3:36 PM
1790	It would be fantastic if there was a late service in the Belltown area - trips at say 1, 2, 3 AM - to let people take the bus instead of driving drunk or paying \$50 for a taxi ride.	11/6/2014 3:36 PM
1791	Look at where local WIC offices are Don't mess up the discounted pass for disabled and low income by letting some rich ass say it costs too much.	11/6/2014 3:35 PM
1792	From down town to outlying neighborhoods after 12am.	11/6/2014 3:35 PM
1793	Northgate could use a route past 8pm on a weekday that gets users to the Aurora Transit Center. Past about 7:45pm the routes drop to once an hour and may not always take you the entire distance.	11/6/2014 3:34 PM
1794	?	11/6/2014 3:34 PM
1795	Seattle Pacific University area	11/6/2014 3:34 PM
1796	I wish there was a bus that went from Ballard to Capital Hill via Fremont.	11/6/2014 3:34 PM
1797	University of washington	11/6/2014 3:32 PM
1798	From north Capitol hill to Harborview medical center	11/6/2014 3:32 PM
1799	West Seattle needs better service late night. I would also like to see late night service between Downtown and Ballard/Fremont Frequently and capitol hill/U-District.	11/6/2014 3:26 PM
1800	Between U-District and downtown. Between Capitol Hill and downtown. Connecting the Central District, First Hill, and Capitol Hill with cross-lake transit without having to go downtown. Connecting from anywhere to Link early in the morning and late at night; Link is running but nothing else really is.	11/6/2014 3:09 PM
1801	Yes. Along 25th NE and NE 55th. Service on 35th NE is good but not easy to get to. I realize Metro has to make tradeoffs. maybe this is an opportunity to address a lot of deficiencies and not just what I see.	11/6/2014 10:49 AM

Q8 What is most important to you when deciding whether to take the bus? (choose up to 3)

Answered: 3,808 Skipped: 279

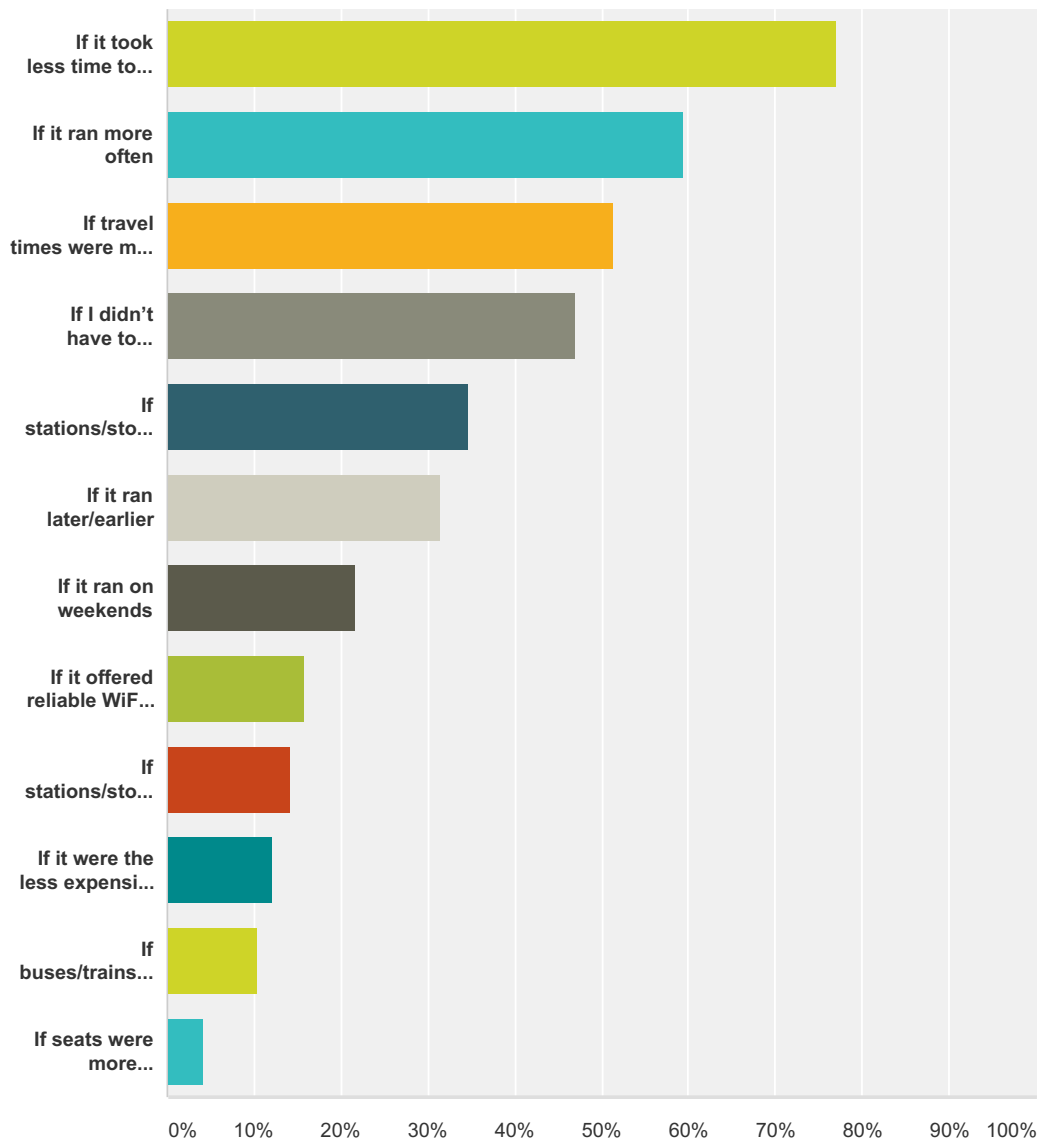


Answer Choices	Responses	Count
How fast I can get to my destination	78.36%	2,984
Whether the bus will come on time	43.86%	1,670
How far the bus stop is from my home/destination	42.52%	1,619
How long, or during what parts of the day, service is offered	33.51%	1,276
Whether a transfer is required	31.46%	1,198
Parking availability/cost if I drive	28.94%	1,102
How traffic congestion will affect travel time	20.98%	799
Environmental impact	11.27%	429
Cost	9.19%	350

How comfortable the trip is	6.96%	265
Total Respondents: 3,808		

Q9 What would cause you to ride transit more? (choose your top 5)

Answered: 3,739 Skipped: 348

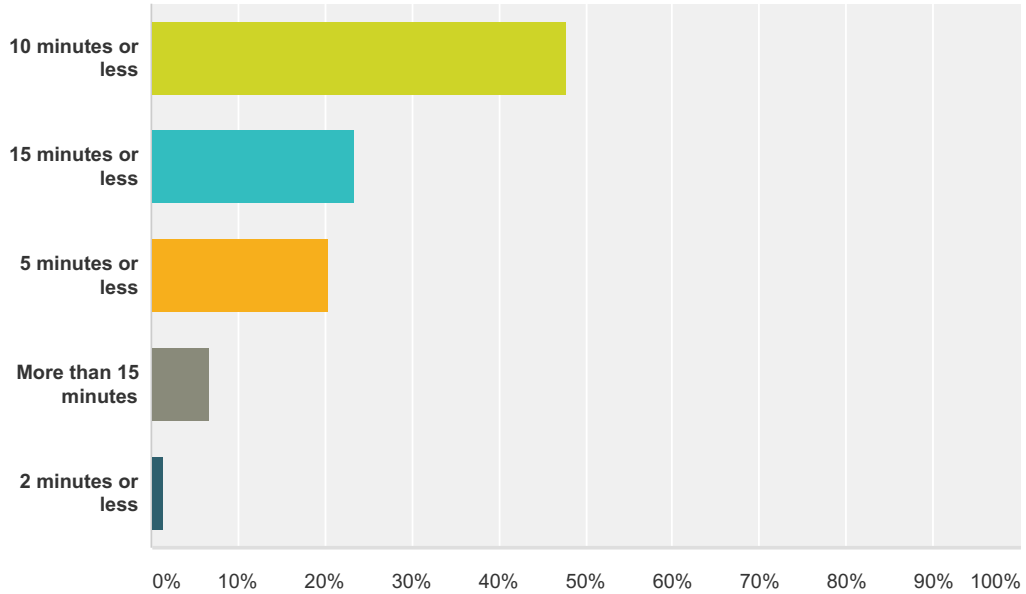


Answer Choices	Responses
If it took less time to get to my destination	77.05% 2,881
If it ran more often	59.43% 2,222
If travel times were more reliable	51.46% 1,924
If I didn't have to transfer	47.02% 1,758
If stations/stops were closer to my home/work/school	34.66% 1,296
If it ran later/earlier	31.59% 1,181

If it ran on weekends	21.66%	810
If it offered reliable WiFi access	15.78%	590
If stations/stops were safer	14.23%	532
If it were the less expensive transportation option	12.01%	449
If buses/trains were cleaner/nicer	10.38%	388
If seats were more comfortable	4.17%	156
Total Respondents: 3,739		

Q10 How many minutes would you be willing to spend getting to transit (walking, biking, or some other mode) that offered very frequent transit service (i.e., service that comes every 10 minutes or less)?

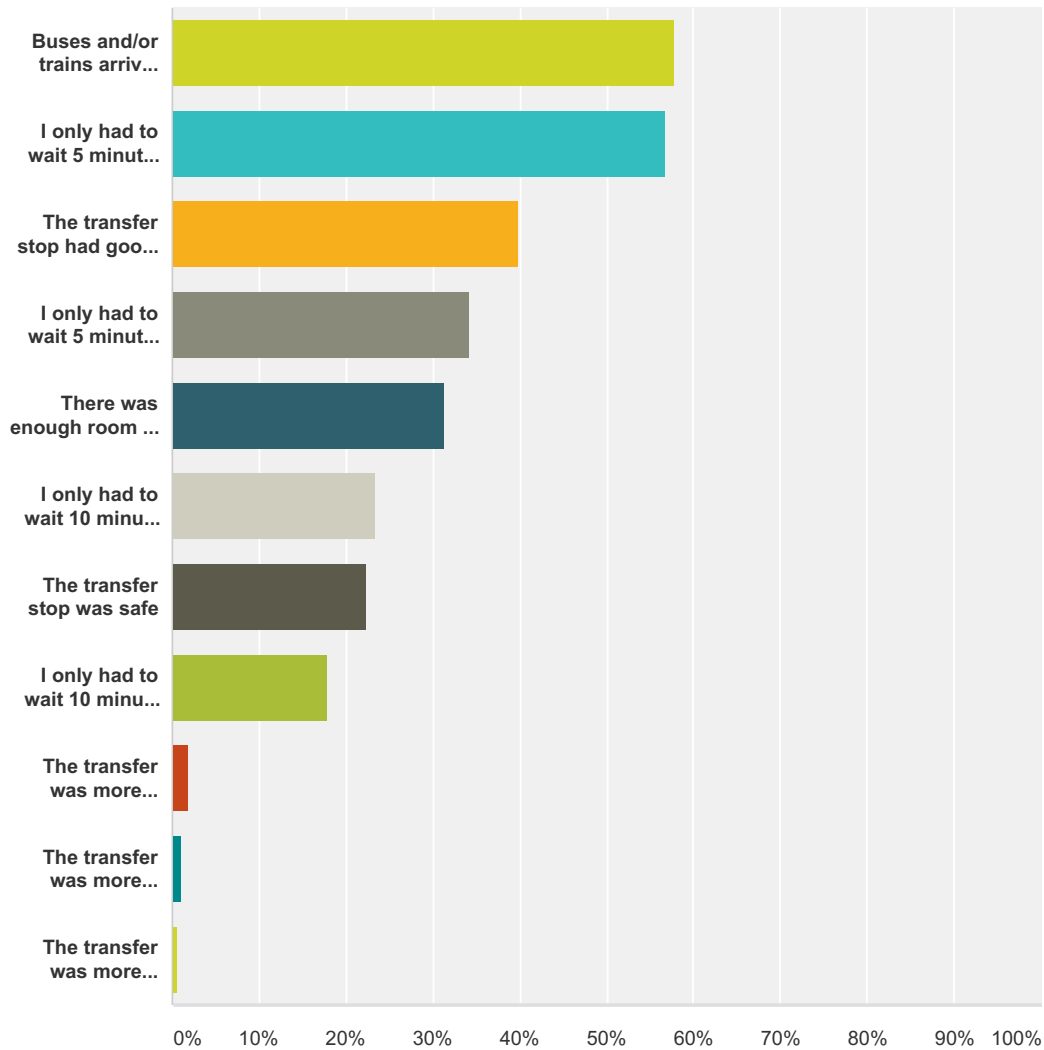
Answered: 3,783 Skipped: 304



Answer Choices	Responses	Count
10 minutes or less	47.90%	1,812
15 minutes or less	23.37%	884
5 minutes or less	20.46%	774
More than 15 minutes	6.77%	256
2 minutes or less	1.51%	57
Total		3,783

Q11 A more-efficient network of service that connects more people to more places may require more transfers. What would make transfers more acceptable to you? I would be willing to transfer if (choose up to 3):

Answered: 3,736 Skipped: 351

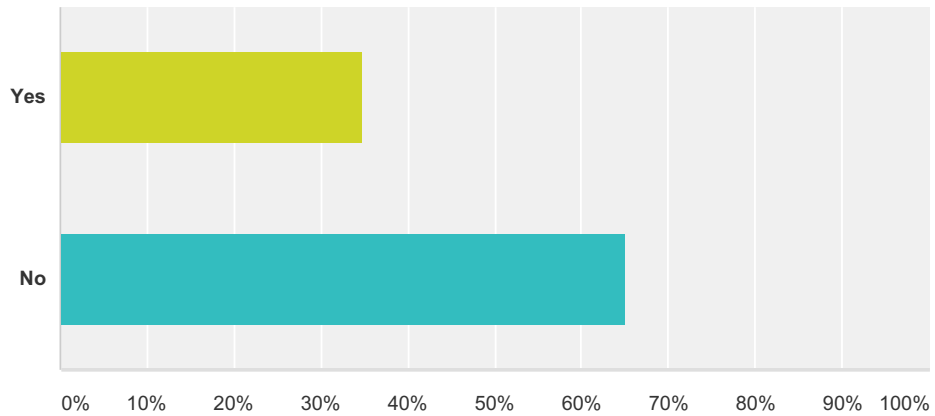


Answer Choices	Responses	
Buses and/or trains arrived on time	57.90%	2,163
I only had to wait 5 minutes or less for my next bus or train	56.72%	2,119
The transfer stop had good shelter from the weather	39.78%	1,486
I only had to wait 5 minutes or less for my first bus or train	34.34%	1,283
There was enough room on buses/trains	31.32%	1,170
I only had to wait 10 minutes or less for my next bus or train	23.42%	875

The transfer stop was safe	22.38%	836
I only had to wait 10 minutes or less for my first bus or train	17.91%	669
The transfer was more accessible for people with limited mobility	1.87%	70
The transfer was more accessible for people who are visually or hearing impaired	1.02%	38
The transfer was more accessible for wheelchair users	0.72%	27
Total Respondents: 3,736		

Q12 I would like to receive updates by email.

Answered: 3,639 Skipped: 448



Answer Choices	Responses	
Yes	34.90%	1,270
No	65.10%	2,369
Total		3,639

#	Enter email address	Date
1	ericamolavarria	12/5/2014 4:10 PM
2	jessica.boore@gmail.com	12/4/2014 3:40 PM
3	moosman26@gmail.com	12/4/2014 2:26 PM
4	reus958+Seattle_Metro@gmail.com	12/4/2014 2:17 PM
5	kari_goebel@hotmail.com	12/4/2014 9:18 AM
6	francine.won@seattlechildrens.org	12/4/2014 7:21 AM
7	shakema.magee@seattlechildrens.org	12/3/2014 5:00 PM
8	roxwa@yahoo.com	12/3/2014 2:10 PM
9	joelmatsuo@hotmail.com	12/3/2014 1:49 PM
10	lhn@gourd.org	12/3/2014 9:55 AM
11	mknezevich@yahoo.com	12/3/2014 8:51 AM
12	jodiverberne@gmail.com	12/3/2014 8:48 AM
13	lk222_3@hotmail.com	12/2/2014 8:38 PM
14	MDM7290@gmail.com	12/2/2014 6:21 PM
15	MasonTlr25@gmail.com	12/2/2014 5:25 PM
16	mahsong@comcast.net	12/2/2014 4:17 PM
17	nessetmaria@gmail.com	12/2/2014 2:16 PM
18	dave_rodgers@hotmail.com	12/2/2014 2:12 PM

19	marcellamail63@yahoo.com	12/2/2014 1:03 PM
20	christopher.fitzpatrick@seattlechildrens.org	12/2/2014 11:42 AM
21	kschickler@gmail.com	12/2/2014 11:37 AM
22	catherine.eytcheson@seattlechildrens.org	12/2/2014 11:23 AM
23	loribethsilver@yahoo.com	12/2/2014 11:15 AM
24	kmspangler@gmail.com	12/2/2014 10:49 AM
25	stephanie.baker@seattlechildrens.org	12/2/2014 10:16 AM
26	s_sherid1013@msn.com	12/2/2014 9:59 AM
27	ne.gove@att.net	12/2/2014 9:53 AM
28	alexis.moore@seattlechildrens.org	12/2/2014 9:20 AM
29	concurtimm@gmail.com	12/2/2014 8:56 AM
30	jrussellgeyer@gmail.com	12/2/2014 8:17 AM
31	dave.boles@seattlechildrens.org	12/2/2014 7:31 AM
32	jtomit@chmc.org	12/2/2014 7:20 AM
33	ryanmarkert@gmail.com	12/2/2014 6:09 AM
34	aph@u.washington.edu	12/1/2014 10:10 PM
35	bobbierslone@gmail.com	12/1/2014 9:24 PM
36	maryalidabrisk@yahoo.com	12/1/2014 8:24 PM
37	buying_mike@hotmail.com	12/1/2014 8:03 PM
38	normala1@msn.com	12/1/2014 6:58 PM
39	jjajanfu@gmail.com	12/1/2014 6:11 PM
40	allgau@uw.edu	12/1/2014 5:46 PM
41	michalisa@outlook.com	12/1/2014 4:35 PM
42	kadugaw@gmail.com	12/1/2014 4:34 PM
43	PNachbor@msn.com	12/1/2014 4:27 PM
44	LJN414@YAHOO.COM	12/1/2014 4:22 PM
45	ejn4@uw.edu	12/1/2014 4:13 PM
46	rappocean@gmail.com	12/1/2014 3:44 PM
47	guga.maximo@gmail.com	12/1/2014 3:35 PM
48	ccvia55@gmail.com	12/1/2014 3:31 PM
49	arun.bhat@seattlechildrens.org	12/1/2014 3:31 PM
50	drew.dresman@seattlechildrens.org	12/1/2014 3:30 PM
51	jennifer.davidson@seattlechildrens.org	12/1/2014 3:30 PM
52	claire.wharton@seattlechildrens.org	12/1/2014 3:30 PM
53	curiousgeorgiarose@Hotmail.com	12/1/2014 3:29 PM
54	jo.ristow@gmail.com	12/1/2014 3:29 PM
55	kelryan3@gmail.com	12/1/2014 3:28 PM
56	keith.mutch@seattlechildrens.org	12/1/2014 3:28 PM

57	monicatastic@gmail.com	12/1/2014 3:28 PM
58	damonjacobson@hotmail.com	12/1/2014 3:26 PM
59	carolyncopstead@gmail.com	12/1/2014 3:25 PM
60	stroudster@gmail.com	12/1/2014 3:20 PM
61	melinda.roll@seattlechildrens.org	12/1/2014 3:20 PM
62	vvbompadre@gmail.com	12/1/2014 3:16 PM
63	carly.walsh@seattlechildrens.org	12/1/2014 3:16 PM
64	smcdonald28@gmail.com	12/1/2014 3:15 PM
65	rocycle@gmail.com	12/1/2014 3:14 PM
66	I already do	12/1/2014 3:14 PM
67	pwilmo@chmc.org	12/1/2014 3:14 PM
68	assaf.oron@seattlechildrens.org	12/1/2014 3:13 PM
69	jencfordham@gmail.com	12/1/2014 3:13 PM
70	mknezevich@gmail.com	12/1/2014 3:10 PM
71	megan.mccaffrey2@gmail.com	12/1/2014 3:09 PM
72	emilo95@hotmail.com	12/1/2014 3:08 PM
73	kathy.brewer@seattlechildrens.org	12/1/2014 3:08 PM
74	sclroddgers@gmail.com	12/1/2014 3:04 PM
75	raengray@gmail.com	12/1/2014 3:00 PM
76	maggie.bowen@seattlechildrens.org	12/1/2014 2:59 PM
77	aspi5@mac.com	12/1/2014 2:58 PM
78	breanne.eberli@seattlechildrens.org	12/1/2014 2:57 PM
79	ckalepo@gmail.com	12/1/2014 2:57 PM
80	jfoxcullen@gmail.com	12/1/2014 12:28 AM
81	Cvbull@gmail.com	11/30/2014 10:57 PM
82	mmterhar1219@yahoo.com	11/30/2014 3:01 PM
83	xinez@yahoo.com	11/30/2014 1:39 PM
84	jlgahan@msn.com	11/30/2014 10:39 AM
85	gaming@spu.edu	11/29/2014 5:32 PM
86	yoseattle@yahoo.com	11/29/2014 1:10 PM
87	jennifer.culbert@gmail.com	11/28/2014 2:47 PM
88	clej56@gmail.com	11/28/2014 12:21 PM
89	lauralee.zapata@gmail.com	11/28/2014 10:56 AM
90	jamie.tameno80@gmail.com	11/28/2014 6:09 AM
91	dcnguyen713@gmail.com	11/27/2014 12:15 AM
92	pmbrounagh@msn.com	11/26/2014 11:17 PM
93	mysticalsister@gmail.com	11/26/2014 3:39 PM
94	bcmeoz@gmail.com	11/26/2014 12:57 PM

95	kennethjhouse@gmail.com	11/26/2014 11:16 AM
96	jerrydmclaughlin@gmail.com	11/26/2014 10:37 AM
97	wybright@cnw.com	11/26/2014 10:27 AM
98	mdiaz1880@gmail.com	11/26/2014 6:18 AM
99	aununez@gmail.com	11/26/2014 12:20 AM
100	maureen.hendrix@gmail.com	11/25/2014 10:52 PM
101	baltatescu.mihai@gmail.com	11/25/2014 7:13 PM
102	czchang@uw.edu	11/25/2014 6:41 PM
103	anjalienglund@gmail.com	11/25/2014 6:08 PM
104	stax.morris@gmail.com	11/25/2014 5:24 PM
105	kethorma@syr.edu	11/25/2014 4:45 PM
106	mcerch@gmail.com	11/25/2014 4:25 PM
107	apollack@uw.edu	11/25/2014 2:57 PM
108	ajehle@msn.com	11/25/2014 2:57 PM
109	Dove.ronai@comcast.net	11/25/2014 2:41 PM
110	brandi.glaub@seattlechildrens.org	11/25/2014 1:44 PM
111	linnea.brody@seattlechildrens.org	11/25/2014 1:02 PM
112	leifdwhitman@gmail.com	11/25/2014 12:57 PM
113	julicomstock@gmail.com	11/25/2014 12:35 PM
114	alvinongoco@gmail.com	11/25/2014 12:19 PM
115	lf23@uw.edu	11/25/2014 11:41 AM
116	wallwallabingbang@comcast.net	11/25/2014 11:16 AM
117	meg_meredith@hotmail.com	11/25/2014 11:05 AM
118	quirkymama23@gmail.com	11/25/2014 10:39 AM
119	maria.leal@seattlechildrens.org	11/25/2014 10:38 AM
120	lgreto@gmail.com	11/25/2014 10:37 AM
121	trantandat@juno.com	11/25/2014 10:36 AM
122	rogers.wendy.e@gmail.com	11/25/2014 10:35 AM
123	djdanirose@gmail.com	11/25/2014 10:32 AM
124	ksdaniels@yahoo.com	11/25/2014 10:31 AM
125	karmannvalentine@gmail.com	11/25/2014 10:17 AM
126	Arthur.Baines@gmail.com	11/25/2014 10:15 AM
127	karsten_hoffmann@hotmail.com	11/25/2014 10:13 AM
128	macnealy.koch@gmail.com	11/25/2014 9:57 AM
129	b.matsumiya@gmail.com	11/25/2014 9:55 AM
130	tiffanybmccullough@gmail.com	11/25/2014 9:54 AM
131	daniellegiles@me.com	11/25/2014 9:52 AM
132	Celina.doncov@gmail.com	11/24/2014 11:04 PM

133	Dalems4@gmail.com	11/24/2014 9:33 PM
134	kathleen.bogue@gmail.com	11/24/2014 8:35 PM
135	carmen.kwan.k@gmail.com	11/24/2014 6:15 PM
136	jksears7@gmail.com	11/24/2014 3:06 PM
137	kjhomewood@yahoo.com	11/24/2014 2:59 PM
138	Eyspahn@gmail.com	11/24/2014 2:34 PM
139	slburke@u.washington.edu	11/24/2014 2:30 PM
140	shannonlp@girlscoutswv.org	11/24/2014 2:24 PM
141	cpsclayton@msn.com	11/24/2014 12:13 PM
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143	evatorok62@yahoo.com	11/24/2014 9:45 AM
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521	sridhar+metro@komandur.com	11/17/2014 12:15 PM
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571	hunter6838@gmail.com	11/13/2014 1:46 PM
572	Hugo@hugojr.com	11/13/2014 1:30 PM
573	krisjfshaw@hotmail.com	11/13/2014 1:21 PM
574	jgordner@gmail.com	11/13/2014 12:59 PM
575	dinoangel82@Hotmail.com	11/13/2014 12:42 PM
576	tomnoir@seanet.com	11/13/2014 11:23 AM
577	kmwoley@gmail.com	11/13/2014 9:38 AM
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581	leela23@gmail.com	11/13/2014 8:23 AM
582	Elainealbertson@gmail.com	11/13/2014 7:43 AM
583	codygagnon@gmail.com	11/13/2014 5:55 AM
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586	kennedy@synapse.com	11/12/2014 9:36 PM
587	pokano@rmlaw.com	11/12/2014 8:56 PM
588	kittykat54@live.com	11/12/2014 8:47 PM

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591	russell.juliee@gmail.com	11/12/2014 4:27 PM
592	sue.callahan@seattlearch.org	11/12/2014 4:26 PM
593	linda@danceeclectic.com	11/12/2014 4:15 PM
594	smcurtis2@comcast.net	11/12/2014 4:12 PM
595	yu_nurse@yahoo.com	11/12/2014 3:49 PM
596	celyn@drizzle.com	11/12/2014 3:17 PM
597	drogers@rainierscholars.org	11/12/2014 3:08 PM
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609	sharnos@gmail.com	11/12/2014 11:56 AM
610	missmeagan@gmail.com	11/12/2014 11:54 AM
611	hsib72@yahoo.com	11/12/2014 11:25 AM
612	michele.delarosa@seattlecolleges.edu	11/12/2014 11:18 AM
613	markbonnema@comcast.net	11/12/2014 11:17 AM
614	samanthadndr@hotmail.com	11/12/2014 10:48 AM
615	erisb@outlook.com	11/12/2014 10:26 AM
616	blockerc@uw.edu	11/12/2014 9:40 AM
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618	eric_1972sea@msn.com	11/12/2014 8:35 AM
619	Matthewperry@hotmail.com	11/12/2014 8:35 AM
620	deanruffner@hotmail.com	11/12/2014 7:43 AM
621	hank98112@hotmail.com	11/12/2014 7:34 AM
622	Lebeiko.lara@gmail.com	11/12/2014 12:04 AM
623	kwan.alaina@gmail.com	11/11/2014 11:59 PM
624	tracy.tardiff@swedish.org	11/11/2014 11:05 PM
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626	va.swayne@comcast.net	11/11/2014 9:17 PM

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628	a.steve.jones@gmail.com	11/11/2014 8:04 PM
629	eg4723@hotmail.com	11/11/2014 7:50 PM
630	dotcastro@ymail.com	11/11/2014 7:27 PM
631	jr.weissman@gmail.com	11/11/2014 7:06 PM
632	scottzec@gmail.com	11/11/2014 6:47 PM
633	aosdana@hotmail.com	11/11/2014 6:47 PM
634	DesireePurchase@gmail.com	11/11/2014 5:38 PM
635	jjclancy@gmail.com	11/11/2014 3:42 PM
636	peter.ford@swedish.org	11/11/2014 3:29 PM
637	David.brezynski@gmail.com	11/11/2014 3:27 PM
638	matt@penguinus.com	11/11/2014 2:40 PM
639	mark.stoner@gmail.com	11/11/2014 2:04 PM
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641	crgreen_9@hotmail.com	11/11/2014 12:57 PM
642	amyworm010567@gmail.com	11/11/2014 12:52 PM
643	cddrebert@msn.com	11/11/2014 12:44 PM
644	princessnoel.3@gmail.com	11/11/2014 12:35 PM
645	deniserenemontgomery@gmail.com	11/11/2014 12:35 PM
646	vgunby@aol.com	11/11/2014 11:57 AM
647	gary.mcneil@seattlecolleges.edu	11/11/2014 11:53 AM
648	whitepony53@hotmail.com	11/11/2014 11:47 AM
649	christina.ramos@swedish.org	11/11/2014 11:46 AM
650	smveltfort@comcast.net	11/11/2014 11:32 AM
651	mswhopler64@yahoo.com	11/11/2014 11:24 AM
652	timothydhaworth@gmail.com	11/11/2014 11:21 AM
653	vgunby@aol.com	11/11/2014 11:18 AM
654	clank@tenhand.com	11/11/2014 10:56 AM
655	reb.reilly@gmail.com	11/11/2014 10:40 AM
656	katleigh@hotmail.com	11/11/2014 10:04 AM
657	jeppesenalice@gmail.com	11/11/2014 9:25 AM
658	don6glickstein@gmail.com	11/11/2014 9:17 AM
659	stydie@gmail.com	11/11/2014 9:07 AM
660	nik.ivancevich@gmail.com	11/11/2014 8:46 AM
661	youaresuchaquibbly@yahoo.com	11/11/2014 8:31 AM
662	heidi.tenbroek@gmail.com	11/11/2014 8:01 AM
663	bdarrah1@comcast.net	11/11/2014 7:59 AM
664	rebpauly@gmail.com	11/11/2014 7:59 AM

665	cerohrer@hotmail.com	11/11/2014 7:17 AM
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667	tobinw@hotmail.com	11/10/2014 8:27 PM
668	pauldf@gmail.com	11/10/2014 7:27 PM
669	chellis.tracy@epa.gov	11/10/2014 7:24 PM
670	tabrizis1@gmail.com	11/10/2014 7:07 PM
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673	kreingold@sasquatchbooks.com	11/10/2014 6:17 PM
674	dilinger@queued.net	11/10/2014 6:08 PM
675	you already have it	11/10/2014 5:37 PM
676	purplepumpkins@hotmail.com	11/10/2014 5:31 PM
677	puzzlegut@gmail.com	11/10/2014 5:26 PM
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684	Kristen206@gmail.com	11/10/2014 4:30 PM
685	joshuachall78@gmail.com	11/10/2014 4:21 PM
686	tristan.cook@kingcounty.org	11/10/2014 4:10 PM
687	abraun3@gmail.com	11/10/2014 4:09 PM
688	kschneier@seattlemca.org	11/10/2014 4:09 PM
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696	gmcknig@yahoo.com	11/10/2014 3:03 PM
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698	mwerake@hope-link.org	11/10/2014 2:52 PM
699	joriwynnelove@gmail.com	11/10/2014 2:42 PM
700	malexander99@gmail.com	11/10/2014 2:31 PM
701	Irishdegas@yahoo.com	11/10/2014 2:24 PM
702	annecolpitts@gmail.com	11/10/2014 2:23 PM

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706	devon001@hotmail.com	11/10/2014 2:06 PM
707	philbrazil@comcast.net	11/10/2014 2:05 PM
708	hannah.markwardt@seattlecolleges.edu	11/10/2014 2:04 PM
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711	joy.nandi@hotmail.com	11/10/2014 1:44 PM
712	drewporter@gmail.com	11/10/2014 1:43 PM
713	corey.holder@seattlechildrens.org	11/10/2014 1:42 PM
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745	flb@stat.washington.edu	11/10/2014 11:13 AM
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776	swartz@jacobssf.com	11/10/2014 9:35 AM
777	therese.casper@seattle.gov	11/10/2014 9:32 AM
778	lee@destinationtiki.com	11/10/2014 9:28 AM

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781	misterwhite@gmail.com	11/10/2014 9:07 AM
782	campbdnw@u.washington.edu	11/10/2014 9:00 AM
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784	sot_aft@msn.com	11/10/2014 8:51 AM
785	deb98103@yahoo.com	11/10/2014 8:33 AM
786	christine.lufkin@providence.org	11/10/2014 8:31 AM
787	bikeref58@gmail.com	11/10/2014 8:27 AM
788	alexandra.wakeman@gmail.com	11/10/2014 8:21 AM
789	dante.x.martinez@gmail.com	11/10/2014 8:08 AM
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791	revmikel@silcom.com	11/10/2014 7:47 AM
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795	cody@truscott.me	11/10/2014 1:06 AM
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808	scatcats@care2.com	11/9/2014 3:07 PM
809	Matt.s.burdick@gmail.com	11/9/2014 2:33 PM
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811	mgb54@comcast.net	11/9/2014 1:00 PM
812	worc2@verizon.net	11/9/2014 12:03 PM
813	goodreau@gmail.com	11/9/2014 10:40 AM
814	kingcounty.gov@mrow.net	11/9/2014 10:27 AM
815	seniorcush@mac.com	11/9/2014 10:12 AM
816	essay@nwlink.com	11/9/2014 10:10 AM

817	fugu13@gmail.com	11/9/2014 9:36 AM
818	Chiyen@uw.edu	11/9/2014 8:23 AM
819	regbow@gmail.com	11/9/2014 4:15 AM
820	jdannenbring@hotmail.com	11/9/2014 12:49 AM
821	loganjames275@live.com	11/8/2014 10:56 PM
822	Jeanseattle@comcast.net	11/8/2014 10:48 PM
823	n_ford@msn.com	11/8/2014 10:01 PM
824	kltrask@mac.com	11/8/2014 9:48 PM
825	jacquiecchee@hotmail.com	11/8/2014 9:43 PM
826	mattn@mckinstry.com	11/8/2014 9:39 PM
827	seattlekell@mindspring.com	11/8/2014 7:16 PM
828	arnash@yahoo.com	11/8/2014 7:05 PM
829	chefneilr@gmail.com	11/8/2014 6:49 PM
830	(I already get updates)	11/8/2014 5:59 PM
831	sabeadel@hotmail.com	11/8/2014 5:31 PM
832	jmazner@hotmail.com	11/8/2014 5:26 PM
833	guyhay@wanderingkiwi.com	11/8/2014 5:19 PM
834	ed.rides.bicycles@gmail.com	11/8/2014 4:37 PM
835	richard.eacker@gmail.com	11/8/2014 3:57 PM
836	schala09@gmail.com	11/8/2014 3:36 PM
837	df910556@opayq.com	11/8/2014 3:30 PM
838	andrew@andrewsorensen.net	11/8/2014 3:08 PM
839	truegerma@gmail.com	11/8/2014 3:04 PM
840	mail@kham.is	11/8/2014 3:03 PM
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842	ssaveson@yahoo.com	11/8/2014 1:32 PM
843	rohana@uw.edu	11/8/2014 1:24 PM
844	stevsmif2@me.com	11/8/2014 1:19 PM
845	christopher.tezak@gmail.com	11/8/2014 1:17 PM
846	maritoni_buch@yahoo.com	11/8/2014 12:02 PM
847	apdmc6008@aol.com	11/8/2014 12:02 PM
848	jmcciverlogan@me.com	11/8/2014 12:01 PM
849	chewma@comcast.net	11/8/2014 12:00 PM
850	EdSchramko@yahoo.com	11/8/2014 10:50 AM
851	Steveabass@gmail.com	11/8/2014 10:23 AM
852	alicekupcik@hotmail.com	11/8/2014 10:20 AM
853	kristin_eade@hotmail.com	11/8/2014 10:03 AM
854	verbophage@gmail.com (this is probably already on Metro's mailing lists)	11/8/2014 10:00 AM

855	didge@comcast.net	11/8/2014 9:30 AM
856	Lisavollmeryost@gmail.com	11/8/2014 9:13 AM
857	aalva@uw.edu	11/8/2014 8:54 AM
858	adoyel@gmail.com	11/8/2014 8:51 AM
859	philcash@me.com	11/8/2014 8:43 AM
860	Ljlukens@hotmail.com	11/8/2014 7:57 AM
861	cathy.tuttle@gmail.com	11/8/2014 7:06 AM
862	sharonmc@uw.edu	11/8/2014 7:06 AM
863	Lis.Lutz@seattle.gov	11/8/2014 7:04 AM
864	adamkrantz@hotmail.com	11/8/2014 4:57 AM
865	gbromwell@clearwire.net	11/8/2014 4:19 AM
866	RAN_SEA@YAHOO.COM	11/8/2014 1:45 AM
867	gabej@hotmail.com	11/8/2014 12:26 AM
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1219	abramv@gmail.com	11/6/2014 3:37 PM
1220	rsbettinger@gmail.com	11/6/2014 3:36 PM
1221	lance_mccune@yahoo.com	11/6/2014 3:35 PM
1222	smittajules1@yahoo.com	11/6/2014 3:35 PM
1223	tamd123@gmail.com	11/6/2014 3:35 PM
1224	jennifernb@gmail.com	11/6/2014 3:34 PM
1225	robert.getch@gmail.com	11/6/2014 3:27 PM
1226	jasonmr@earthlink.net	11/6/2014 3:11 PM

Q13 I would like my community organization to receive updates by email. The organization's name and email address are:

Answered: 95 Skipped: 3,992

Answer Choices	Responses
Name:	0.00% 0
Organization:	93.68% 89
Address:	0.00% 0
Address 2:	0.00% 0
City/Town:	0.00% 0
State:	0.00% 0
ZIP:	0.00% 0
Country:	0.00% 0
Email Address:	49.47% 47
Phone Number:	0.00% 0

#	Name:	Date
	There are no responses.	
#	Organization:	Date
1	Seattle Children's Hospital	12/4/2014 1:14 PM
2	Seattle Children's Hospital	12/4/2014 12:49 PM
3	Seattle Children's Hospital	12/4/2014 7:21 AM
4	Rainier Valley Greenways	12/3/2014 10:35 AM
5	n/a	12/2/2014 11:15 AM
6	Seattle Childrens Hospital	12/2/2014 11:02 AM
7	Seattle Childrens Hospital	12/2/2014 9:20 AM
8	Seattle Childrens Hospital	12/2/2014 9:00 AM
9	Seattle Childrens Hospital	12/1/2014 10:14 PM
10	Seattle Children's	12/1/2014 8:24 PM
11	Mr.	12/1/2014 6:58 PM
12	Seattle Childrens Hospital	12/1/2014 5:37 PM
13	Eastlake Community Council	12/1/2014 4:44 PM
14	Wedgwood community	12/1/2014 4:23 PM
15	Seattle Children's Hospital	12/1/2014 3:26 PM
16	seattle children's hospital	12/1/2014 3:14 PM

17	Seattle Children's Hospital	12/1/2014 3:14 PM
18	Nextdoor	12/1/2014 3:11 PM
19	seattle childrens hospital	12/1/2014 3:10 PM
20	Seattle Children's	12/1/2014 3:05 PM
21	Teen Feed	11/25/2014 4:28 PM
22	Seattle Children's Hospital	11/25/2014 1:02 PM
23	Seattle Childrens Hospital	11/25/2014 10:39 AM
24	Leschi Community Council	11/22/2014 8:36 AM
25	Laurelhurst Community	11/20/2014 10:09 PM
26	swedish medical center	11/19/2014 4:20 PM
27	Madronaridge Residential LLC	11/19/2014 1:15 PM
28	University of Washington Robinson Center	11/19/2014 9:30 AM
29	Teen Feed	11/18/2014 11:59 PM
30	Swedish Medical Center	11/18/2014 8:36 PM
31	Greenlake Community Council	11/18/2014 5:30 PM
32	uwmc	11/18/2014 10:38 AM
33	University of Washington	11/18/2014 8:38 AM
34	University of Washington	11/17/2014 9:18 PM
35	University of Washington	11/17/2014 5:56 PM
36	1952	11/17/2014 4:06 PM
37	Bailey-Boushay House	11/17/2014 4:05 PM
38	Seattle Subway	11/17/2014 2:52 PM
39	Northwest Home Buyers	11/17/2014 2:48 PM
40	University of Washington	11/17/2014 2:10 PM
41	KodleeShare | Fru1tMe	11/17/2014 2:08 PM
42	NO	11/17/2014 1:55 PM
43	University of Washington	11/17/2014 1:52 PM
44	NO	11/17/2014 1:30 PM
45	University of Washington	11/17/2014 1:30 PM
46	N/A	11/17/2014 1:03 PM
47	UW	11/17/2014 12:56 PM
48	University of Washington Medical Center	11/17/2014 12:37 PM
49	UW	11/17/2014 12:24 PM
50	University of Washington	11/17/2014 12:21 PM
51	University of Washington	11/17/2014 12:16 PM
52	University of Washington	11/17/2014 12:15 PM
53	UW	11/17/2014 12:11 PM
54	Bank Card Services(I believe)	11/17/2014 11:44 AM

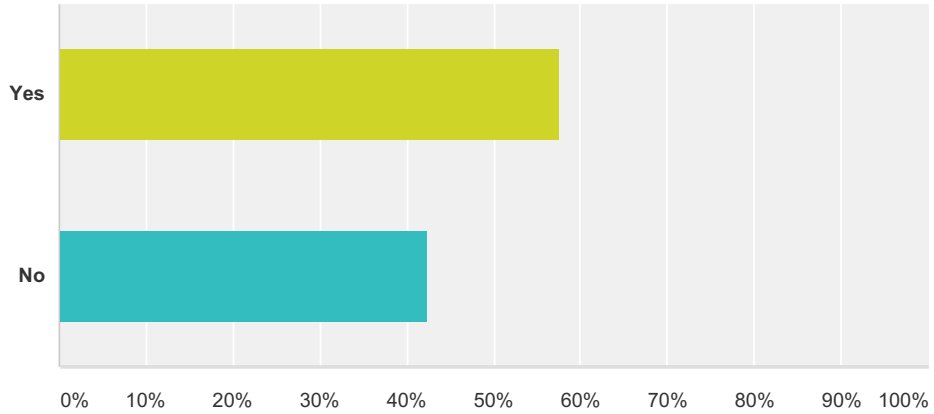
55	Progressive Majority Washington	11/17/2014 11:06 AM
56	swedish medical center	11/13/2014 12:42 PM
57	Swedish Medical Center	11/12/2014 3:49 PM
58	nextdoor -- matthews beach	11/12/2014 2:58 PM
59	Trident Seafoods Corporation	11/12/2014 2:53 PM
60	WA DSHS DDD	11/12/2014 8:35 AM
61	seattle central college	11/12/2014 1:20 AM
62	Wedwood CC/Ravenna Bryant Community Assoc RBCA.org	11/11/2014 11:57 AM
63	Ravenna Bryant Comm. Assoc.	11/11/2014 11:18 AM
64	Madrona Community Council	11/11/2014 7:59 AM
65	Building Changes	11/10/2014 6:04 PM
66	South Lake Union Community Council	11/10/2014 3:56 PM
67	Genelex Corporation	11/10/2014 3:33 PM
68	First hill neighborhood association	11/10/2014 2:58 PM
69	Hopelink	11/10/2014 2:52 PM
70	Seattle Central College	11/10/2014 2:03 PM
71	Seattle Central College	11/10/2014 1:22 PM
72	Capitol Hill Champion	11/10/2014 1:02 PM
73	Jewish Family Service	11/10/2014 9:16 AM
74	Swedish Medicial Center	11/10/2014 8:12 AM
75	North Seattle College	11/9/2014 6:55 PM
76	My Grant Manager	11/9/2014 11:20 AM
77	University of washington	11/9/2014 8:23 AM
78	Seattle Pride	11/8/2014 3:04 PM
79	Cap Hill blog	11/7/2014 1:28 PM
80	Dreampop Studio Airbnb	11/7/2014 10:54 AM
81	University of Washington Medical Center	11/7/2014 10:01 AM
82	Leschi Community Council	11/7/2014 8:18 AM
83	Seattle Transit Blog	11/7/2014 7:56 AM
84	University of Washington	11/6/2014 9:13 PM
85	Nancy.	11/6/2014 4:48 PM
86	Fenwick and West LLP	11/6/2014 3:50 PM
87	Mr.	11/6/2014 3:50 PM
88	Seattle University	11/6/2014 3:36 PM
89	Bellwether Housing	11/6/2014 3:35 PM
#	Address:	Date
	There are no responses.	
#	Address 2:	Date

	There are no responses.	
#	City/Town:	Date
	There are no responses.	
#	State:	Date
	There are no responses.	
#	ZIP:	Date
	There are no responses.	
#	Country:	Date
	There are no responses.	
#	Email Address:	Date
1	lauren@bikeworks.org; phyllis@bikeworks.org	12/3/2014 10:35 AM
2	valentina.andrei@seattlechildrens.org	12/2/2014 9:00 AM
3	maryalida.brisk@seattlechildrens.org	12/1/2014 8:24 PM
4	4800 Sandway Way NE	12/1/2014 5:37 PM
5	it already does	12/1/2014 3:14 PM
6	hatlo@teenfeed.org	11/25/2014 4:28 PM
7	michelle.wiggs@seattlechildrens.org	11/25/2014 10:39 AM
8	leschinews@comcast.net	11/22/2014 8:36 AM
9	cheri@greggnet.com	11/20/2014 7:43 PM
10	alexbear1975@aol.com	11/19/2014 5:38 PM
11	kathie.vangelder@swedish.org	11/19/2014 4:20 PM
12	tabitha@teenfeed.org	11/18/2014 11:59 PM
13	meliss.wilcox@swedish.org	11/18/2014 8:36 PM
14	Cherry.Johnson@vmmc.org	11/17/2014 4:05 PM
15	skwerake@u.washington.edu	11/17/2014 3:17 PM
16	contact@seattlesubway.org	11/17/2014 2:52 PM
17	nick@nwbuyers.net	11/17/2014 2:48 PM
18	all@kodleeshare.net	11/17/2014 2:08 PM
19	NO	11/17/2014 1:55 PM
20	N/A	11/17/2014 1:03 PM
21	stevejb@uw.edu	11/17/2014 12:56 PM
22	skimsey@uw.edu	11/17/2014 12:37 PM
23	info@progressivemajoritywa.org	11/17/2014 11:06 AM
24	denise.angel @swedish .org	11/13/2014 12:42 PM
25	Kristoffer.yu@swedish.org	11/12/2014 3:49 PM
26	tridentseafoods.com	11/12/2014 2:53 PM
27	hutchew@dshs.wa.gov	11/12/2014 8:35 AM
28	? RBCA.org	11/11/2014 11:18 AM
29	no	11/11/2014 10:56 AM

30	madronanews@gmail.com	11/11/2014 7:59 AM
31	info@buildingchanges.org	11/10/2014 6:04 PM
32	info@SLUCommunityCouncil.org	11/10/2014 3:56 PM
33	info@genelex.com	11/10/2014 3:33 PM
34	www.Hope-link.org	11/10/2014 2:52 PM
35	seattlecentral.edu	11/10/2014 2:03 PM
36	caphilltod@gmail.com	11/10/2014 1:02 PM
37	darryl.johnson@seattlecolleges.edu	11/9/2014 6:55 PM
38	wendi@mygrantmanager.com	11/9/2014 11:20 AM
39	info@seattlepride.org	11/8/2014 3:04 PM
40	dreampopstudio@gmail.com	11/7/2014 10:54 AM
41	transportation department	11/7/2014 10:01 AM
42	ok4lifeisgood@gmail.com	11/7/2014 8:20 AM
43	contact@seattletransitblog.com	11/7/2014 7:56 AM
44	snowboardjoe@gmail.com	11/6/2014 4:27 PM
45	mltorpey@fenwick.com	11/6/2014 3:50 PM
46	transportation@seattleu.edu	11/6/2014 3:36 PM
47	tate_mason@bellwetherhousing.org	11/6/2014 3:35 PM
#	Phone Number:	Date
	There are no responses.	

**Q14 I would like to receive updates by
 visiting your website
 (www.kingcounty.gov/Metro/LinkConnections).**

Answered: 3,114 Skipped: 973



Answer Choices	Responses	
Yes	57.68%	1,796
No	42.32%	1,318
Total		3,114

Q15 I would like to receive updates in some other way (please specify):

Answered: 135 Skipped: 3,952

#	Responses	Date
1	a phone call.or a letter in the mail ,	12/4/2014 9:19 AM
2	Facebook?	12/3/2014 10:35 AM
3	Twitter	12/2/2014 11:37 AM
4	text messaging seems to work fairly well these days for updates, etc.	12/2/2014 11:15 AM
5	Updates to Seattle Children's Hospital would provide plenty of updates for me. Thanks.	12/2/2014 10:49 AM
6	N/A	12/2/2014 6:09 AM
7	Mail	12/1/2014 10:14 PM
8	Mobile App and text message	12/1/2014 4:13 PM
9	I check the Transit website fairly often and use the one bus away app.	12/1/2014 3:23 PM
10	Please post to neighborhood associations (Nextdoor website, Wedgewood community council, etc.).	12/1/2014 3:11 PM
11	e-mail	11/30/2014 3:01 PM
12	Possibly posters advertising updates to transit service at major transit centers and stations.	11/27/2014 12:15 AM
13	I follow the news	11/26/2014 1:29 PM
14	Carrier Pigeon. I'm joking. This is the internet!	11/26/2014 1:24 PM
15	Important updates should be posted at bus stops.	11/26/2014 8:10 AM
16	Text	11/26/2014 6:18 AM
17	I would like to see updates on newsletters on campus, such as on the Daily	11/25/2014 6:40 PM
18	Updates via Tweets are great	11/25/2014 4:45 PM
19	Email is best. Updating social media and press releases.	11/25/2014 4:28 PM
20	I am already on the mailing list thanks	11/25/2014 1:04 PM
21	The twitter feed is a nice connection. Is there a way to cross-post to One Bus Away website or mobile?	11/24/2014 9:18 PM
22	text	11/21/2014 2:40 PM
23	Website updates.	11/20/2014 4:39 PM
24	by text 206 650-5974	11/19/2014 7:51 PM
25	social media	11/19/2014 5:38 PM
26	NA	11/19/2014 1:15 PM
27	Sent to organization's point of contact.	11/19/2014 1:02 PM
28	N/A	11/19/2014 11:55 AM
29	posted at bus stops and light rail stations	11/19/2014 10:08 AM
30	The UW u-pass program will keep me up to date.	11/18/2014 1:47 PM
31	I already receive e-mail updates.	11/18/2014 1:02 PM
32	None	11/18/2014 12:07 PM

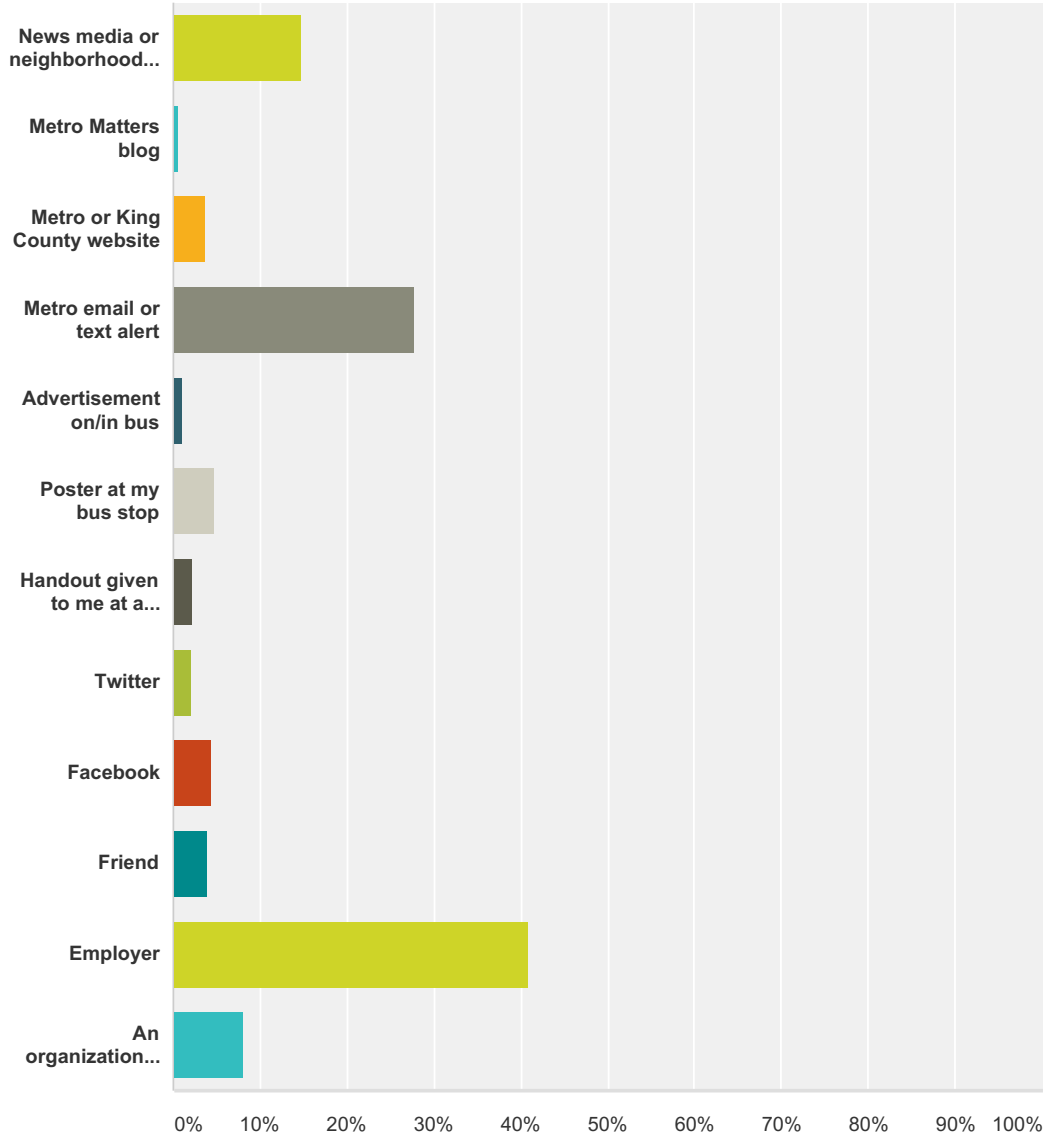
33	UW internal communications are good.	11/18/2014 11:07 AM
34	facebook	11/18/2014 11:05 AM
35	A facebook page	11/18/2014 11:01 AM
36	Community flyers? I recieved information about a free orca card so im sure that there could be some mail service that would get the word out to the public.	11/18/2014 8:49 AM
37	I get regular updates with my school bus pass (UW Husky pass)	11/17/2014 10:32 PM
38	mail informative brochures	11/17/2014 5:49 PM
39	N/A	11/17/2014 3:17 PM
40	Twitter	11/17/2014 3:01 PM
41	send via the transportation dept at the University. I will ge the emails from them.	11/17/2014 2:46 PM
42	yes	11/17/2014 2:40 PM
43	I am already signed up to get updates.	11/17/2014 2:06 PM
44	I will believe it when I see it.	11/17/2014 2:05 PM
45	NO	11/17/2014 1:55 PM
46	No	11/17/2014 1:53 PM
47	n/a	11/17/2014 1:40 PM
48	RSS feed	11/17/2014 1:37 PM
49	I get the information I need already.	11/17/2014 1:03 PM
50	n/a	11/17/2014 12:59 PM
51	Rider Alerts	11/17/2014 12:58 PM
52	Twitter	11/17/2014 12:55 PM
53	via work Transportation Services	11/17/2014 12:45 PM
54	by phone would be great- i don't have a 'smart phone' and would like a regular telephone service	11/17/2014 12:40 PM
55	email	11/17/2014 12:37 PM
56	Twitter would be useful for this, as long as the actual information wasn't swamped by noise (e.g. PR-related fluff).	11/17/2014 12:33 PM
57	I already receive email updates	11/17/2014 12:31 PM
58	On bus placards and notice boards	11/14/2014 6:46 PM
59	Email, text msg	11/13/2014 1:30 PM
60	No Thanks. I already receive email updates.	11/13/2014 12:44 PM
61	Blow smoke because that's how much attention you will give to community "input."	11/13/2014 11:11 AM
62	I receive updates at work already	11/13/2014 10:45 AM
63	Hard copy mailings for major communications	11/13/2014 2:11 AM
64	mail.	11/12/2014 3:49 PM
65	N/A	11/12/2014 2:53 PM
66	Posters at bus stops with updates. Not just the major stops. It would be nice for instance to have notices/updates at stops like Troll Ave N & NE 35th St and NE 125th St & 39th Ave NE.	11/12/2014 1:23 PM
67	N/A	11/12/2014 12:42 PM
68	Via mail	11/12/2014 12:27 PM
69	Tweets!	11/12/2014 11:40 AM

70	twitter; Nextdoor	11/12/2014 11:25 AM
71	/	11/12/2014 8:53 AM
72	Carrier pigeons? Or falcons? They're cool too.	11/12/2014 8:43 AM
73	Mail: Eric Hutcheson 1517 Bellevue Ave Apt J Seattle WA 98122	11/12/2014 8:35 AM
74	Social media?	11/12/2014 12:04 AM
75	Facebook	11/11/2014 3:12 PM
76	No thanks!	11/11/2014 12:36 PM
77	an APP?? I have to use 2 apps to find a bus that will get me from one place to another. PLEASE combined, one bus away with transit (it's like google maps). It would make life SO much easier!	11/11/2014 12:35 PM
78	no	11/11/2014 10:56 AM
79	Social media outlets are a good way of getting messages out to the community.	11/10/2014 8:27 PM
80	In our local newspaper!	11/10/2014 2:58 PM
81	Through my employer.	11/10/2014 2:52 PM
82	My company emails us updates.	11/10/2014 2:28 PM
83	SMS: 6146537397	11/10/2014 1:44 PM
84	I already receive updates through my work.	11/10/2014 1:19 PM
85	TV	11/10/2014 12:40 PM
86	Come to community meetings, specifically the 12th Ave Stewards meeting. We meet the 2nd Tuesday of each month, 5:30 p.m. at the Seattle U Alumni & Administrative Bldg on 12th. I'm the secretary - you can email me at brie@wordyfolks.com if you want to talk with us!	11/10/2014 12:06 PM
87	newspaper	11/10/2014 11:40 AM
88	I already receive Metro updates, so I don't think I need additional emails.	11/10/2014 11:28 AM
89	The news covering our new, nice, transit system. "Look America, Seattle got it right, and people use our system". Copy us. Instead of "Look, America, Seattle has yet one more public transit system as tourist destination (monorail, ferry, south lake union trolley)"	11/10/2014 10:23 AM
90	Carrier pigeon, thank you.	11/10/2014 10:16 AM
91	N/A	11/10/2014 10:13 AM
92	No thanks	11/10/2014 8:12 AM
93	Potentially by hard copy mail if there are significant / major changes in service. Especially changes that have large positive or negative impacts / expansions.	11/10/2014 1:07 AM
94	please post updates at the stops of the 9 streetcar	11/10/2014 12:47 AM
95	When I got updates on my phone, there were far too many.	11/10/2014 12:44 AM
96	Twitter is good	11/9/2014 10:41 PM
97	Mail	11/9/2014 10:23 PM
98	Seattle Transit Blog	11/9/2014 8:34 PM
99	Direct mail, while expensive, is always nice and more helpful.	11/9/2014 6:48 PM
100	Hi! By email, please - medeirj@seattleu.edu. Mahalo! Jani	11/9/2014 6:29 PM
101	Twitter	11/9/2014 4:34 PM
102	Facebook	11/9/2014 3:42 PM
103	twitter! Facebook!	11/9/2014 9:36 AM

104	Facebook and/or reposts by CHS and the Seattle Transit Blog	11/9/2014 8:58 AM
105	Information in local media, e.g. Seattle Times, Seattle PI, Komo, King5 websites.	11/9/2014 12:43 AM
106	N/A	11/8/2014 10:01 PM
107	text	11/8/2014 9:43 PM
108	I am less bothered by cost and transfers because I get a low cost subsidized orca card from my employment having the orca card makes me much more likely to use the bus i like being able to walk and my bus stop is close to me house i don't mind walking the 3/4 mile from bus stop to work' but I won't ride the bus in the winter when I have to wait a long time in the dark	11/8/2014 3:34 PM
109	bat signals	11/8/2014 2:07 PM
110	Newspaper	11/8/2014 7:45 AM
111	no thanks	11/7/2014 11:56 PM
112	Twitter	11/7/2014 9:16 PM
113	Facebook, Twitter	11/7/2014 6:03 PM
114	Twitter	11/7/2014 2:41 PM
115	Email	11/7/2014 12:57 PM
116	I will keep myself updated	11/7/2014 12:38 PM
117	Facebook page	11/7/2014 12:28 PM
118	Community blogs (West Seattle Blog, Capitol Hill Seattle)	11/7/2014 9:20 AM
119	i'm already on the email dl	11/7/2014 8:39 AM
120	I like updates via the email indicated in question #12, but also my home email: syantis@msn.com	11/7/2014 8:33 AM
121	Text message	11/7/2014 8:20 AM
122	mail 8118 13th Avenue SW Seattle, WA 98106-2136	11/7/2014 8:05 AM
123	I'm already on a Metro email list, which is how I got this survey	11/7/2014 6:45 AM
124	email	11/7/2014 12:05 AM
125	I already receive updates	11/6/2014 10:04 PM
126	N/A	11/6/2014 7:37 PM
127	News/twitter	11/6/2014 7:23 PM
128	Up to date information posted on the buses I ride.	11/6/2014 5:36 PM
129	I follow King County Metro Transit on Facebook.	11/6/2014 5:04 PM
130	I already receive updates by email.	11/6/2014 4:58 PM
131	On question 11, the Transfer stops need to be convenient is the biggest issue. Walking (usually running) 5+ minutes to make the transfer is the biggest issue (e.g., surface street to bus tunnel, freeway stop, or elevated platform 3 blocks away)	11/6/2014 4:39 PM
132	Twitter Public communication: representatives attending community events/gatherings like farmers markets. Or speaking with other community influencers such as the Stranger	11/6/2014 4:08 PM
133	personal email: monikawl@comcast.net	11/6/2014 4:02 PM
134	POST THEM ON THE BUSES AND AT STOPS.	11/6/2014 3:57 PM
135	I'll just come upstairs and bug you.	11/6/2014 10:55 AM

Q16 How did you hear about the opportunity to participate in the Link Connections project? (check all that apply)

Answered: 3,448 Skipped: 639



Answer Choices	Responses
News media or neighborhood blog	14.76% 509
Metro Matters blog	0.73% 25
Metro or King County website	3.83% 132
Metro email or text alert	27.78% 958
Advertisement on/in bus	1.13% 39
Poster at my bus stop	4.84% 167

Handout given to me at a transit center or community event	2.26%	78
Twitter	2.00%	69
Facebook	4.29%	148
Friend	4.00%	138
Employer	40.84%	1,408
An organization I'm involved with	8.21%	283
Total Respondents: 3,448		

#	Other (please specify):	Date
1	Seattle Children's	12/4/2014 3:30 PM
2	Community Council notice	12/3/2014 8:10 AM
3	Downtown Seattle Association	12/2/2014 2:13 PM
4	Seattle Transit Blog	12/2/2014 11:38 AM
5	Seattle Children's Hospital	12/2/2014 11:36 AM
6	Seattle Children's Hospital	12/2/2014 9:34 AM
7	Seattle Children's Hospital	12/2/2014 9:21 AM
8	Eastlake Community Organization	12/2/2014 6:46 AM
9	Email at work.	12/1/2014 10:16 PM
10	Eastlake Community Council	12/1/2014 5:58 PM
11	Seattle Children's Hospital	12/1/2014 4:55 PM
12	Eastlake Community council e-mail	12/1/2014 4:48 PM
13	Seattle Children's Hospital	12/1/2014 3:33 PM
14	soundwaves panel	12/1/2014 3:21 PM
15	Seattle Children's Hospital sent me an email	12/1/2014 3:17 PM
16	Nextdoor.com Post	12/1/2014 3:13 PM
17	Seattle Children's Hospital	12/1/2014 2:58 PM
18	UW	11/28/2014 10:56 PM
19	Teen Feed	11/28/2014 6:02 PM
20	Seattle Children's Hospital	11/28/2014 2:48 PM
21	UW U-Pass Newsletter	11/28/2014 11:50 AM
22	my employer	11/27/2014 8:30 AM
23	Ingress	11/26/2014 9:23 PM
24	a groupme chat channel with fellow players of the game Ingress	11/26/2014 3:40 PM
25	ingress-enlightened	11/26/2014 2:37 PM
26	ingress	11/26/2014 2:10 PM
27	A game	11/26/2014 1:30 PM
28	Ingress - Enlightened	11/26/2014 1:25 PM

29	Associated Students of the University of Washington	11/25/2014 7:06 PM
30	Seattle Central College	11/25/2014 6:09 PM
31	My employer, Seattle Children's hospital	11/25/2014 11:37 AM
32	Seattle Children's Hospital	11/25/2014 9:56 AM
33	Seattle Central Community College	11/24/2014 6:28 PM
34	Commute Seattle	11/24/2014 1:39 PM
35	UW	11/23/2014 2:04 PM
36	Email from organization i belong to.	11/21/2014 11:41 AM
37	Sound Transit email	11/20/2014 9:55 PM
38	Sound Transit Wave email	11/20/2014 5:33 PM
39	Got an email about it	11/20/2014 3:24 PM
40	University of Washington	11/20/2014 12:34 PM
41	given to me by metro worker at the bus stop	11/20/2014 11:28 AM
42	wife forwarded email to me	11/20/2014 11:21 AM
43	UW	11/20/2014 9:24 AM
44	Wedgwood Community Council	11/20/2014 8:43 AM
45	UW mail	11/19/2014 11:23 PM
46	Seattletransitblog	11/19/2014 5:15 PM
47	UPASS email	11/19/2014 5:10 PM
48	Commute Seattle Clever Commuter	11/19/2014 3:36 PM
49	Seattle Central College	11/19/2014 3:11 PM
50	University of Washington	11/19/2014 2:43 PM
51	Sent to Landesa's point of contact	11/19/2014 1:02 PM
52	seattletransitblog.com	11/19/2014 12:52 PM
53	UW Housing Services	11/19/2014 11:56 AM
54	UW pass notice	11/19/2014 11:51 AM
55	U Pass at U of Washington	11/19/2014 11:33 AM
56	Table at Seattle Central College	11/19/2014 11:05 AM
57	I received a card in the mail	11/19/2014 10:53 AM
58	Seattle Transit Blog	11/19/2014 10:50 AM
59	UW email	11/19/2014 10:04 AM
60	Seattle Transit Blog	11/19/2014 9:03 AM
61	Email from University of Washington Transportation Services	11/18/2014 11:48 PM
62	commute seattle	11/18/2014 8:58 PM
63	Wedgwood Community Council	11/18/2014 8:29 PM
64	Seattle Transit Blog	11/18/2014 7:38 PM
65	U-Pass Newsletter	11/18/2014 6:48 PM
66	UW UPASS Newsletter Email	11/18/2014 6:37 PM

67	Email from UW	11/18/2014 5:51 PM
68	UW email	11/18/2014 4:42 PM
69	University of Washington Transportation Services - UPass Newsletter	11/18/2014 3:56 PM
70	University of Washington U-Pass	11/18/2014 3:54 PM
71	Work newsletter	11/18/2014 2:02 PM
72	UW Transport Services	11/18/2014 2:00 PM
73	University of Washington	11/18/2014 1:46 PM
74	UW	11/18/2014 1:39 PM
75	UW transportation email	11/18/2014 1:15 PM
76	university upass membership email	11/18/2014 12:23 PM
77	U-Pass notification via UW email	11/18/2014 12:01 PM
78	UW	11/18/2014 11:53 AM
79	I received an e-mail through UW (my employee)	11/18/2014 11:30 AM
80	U-Pass Newsletter	11/18/2014 11:07 AM
81	University of Washington Transportation Services	11/18/2014 11:02 AM
82	UPASS newsletter	11/18/2014 10:24 AM
83	UW U-PASS email	11/18/2014 9:59 AM
84	UW UPASS listserve	11/18/2014 9:49 AM
85	University of Washington email	11/18/2014 9:47 AM
86	UW U-Pass Newsletter Nov 2014	11/18/2014 9:38 AM
87	Ravenna Blog twitter feed	11/18/2014 9:04 AM
88	U-Pass newsletter	11/18/2014 9:03 AM
89	UW U-PASS email on how to get involved	11/18/2014 8:51 AM
90	UW-Pass newsletter	11/18/2014 8:30 AM
91	University of Washington	11/18/2014 8:15 AM
92	UPASS newsletter via email	11/17/2014 11:43 PM
93	U-Pass Email	11/17/2014 11:34 PM
94	University of Washington Transportation Services	11/17/2014 11:00 PM
95	UW	11/17/2014 10:58 PM
96	UW emails about U-Pass	11/17/2014 10:40 PM
97	email from school	11/17/2014 10:34 PM
98	the current method is perfect as here I am sharing my views!	11/17/2014 10:14 PM
99	Email from University of Washington	11/17/2014 10:09 PM
100	University of Washington Transportation Services	11/17/2014 10:05 PM
101	School email	11/17/2014 10:05 PM
102	U-Pass Newsletter (from UW)	11/17/2014 9:49 PM
103	The University of Washington U-PASS newsletter email	11/17/2014 9:32 PM
104	Received University of Washington's email with this link.	11/17/2014 9:20 PM

105	UPASS email	11/17/2014 9:15 PM
106	School: University of Washington (Seattle)	11/17/2014 9:14 PM
107	email because of my UPASS	11/17/2014 9:12 PM
108	University of Washington Email	11/17/2014 8:49 PM
109	UW	11/17/2014 8:44 PM
110	Employer email	11/17/2014 8:18 PM
111	UW email	11/17/2014 8:07 PM
112	UW email to all students	11/17/2014 8:01 PM
113	University of Washington commuter services	11/17/2014 7:42 PM
114	uw	11/17/2014 7:40 PM
115	UW	11/17/2014 7:30 PM
116	University of Washington Transportation Services	11/17/2014 7:21 PM
117	University of Washington	11/17/2014 7:16 PM
118	University of Washington U-Pass email	11/17/2014 7:11 PM
119	UW U-PASS email newsletter.	11/17/2014 6:51 PM
120	University of Washington U-PASS emails	11/17/2014 6:51 PM
121	Through the U-PASS program at UW	11/17/2014 6:44 PM
122	UW email blast	11/17/2014 5:56 PM
123	UW email	11/17/2014 5:52 PM
124	email from the University of Washington Transportation Services	11/17/2014 5:46 PM
125	UW	11/17/2014 5:06 PM
126	UW email listserv	11/17/2014 5:06 PM
127	University of Washington's U-Pass email listserve	11/17/2014 4:53 PM
128	email	11/17/2014 4:52 PM
129	UW email	11/17/2014 4:44 PM
130	U-Pass Email	11/17/2014 4:37 PM
131	UW	11/17/2014 4:24 PM
132	U-PASS e-mail	11/17/2014 4:23 PM
133	University of Washington sponsored mass email	11/17/2014 4:20 PM
134	e-mail from the University of Washington	11/17/2014 4:13 PM
135	University of Washington U Pass	11/17/2014 4:12 PM
136	UW U-Pass email	11/17/2014 4:12 PM
137	U-Pass newsletter	11/17/2014 4:10 PM
138	email	11/17/2014 4:07 PM
139	UW	11/17/2014 4:03 PM
140	email from UW/U-PASS	11/17/2014 4:01 PM
141	U-Pass email from the University of Washington	11/17/2014 3:57 PM
142	UW enewsletter	11/17/2014 3:57 PM

143	University of Washington	11/17/2014 3:54 PM
144	U-PASS Newsletter	11/17/2014 3:53 PM
145	UW/UPass email	11/17/2014 3:33 PM
146	UW quarterly transportation email	11/17/2014 3:32 PM
147	email from my university (UW)	11/17/2014 3:24 PM
148	E-mail from the UW	11/17/2014 3:12 PM
149	U-PASS	11/17/2014 3:11 PM
150	UW	11/17/2014 3:08 PM
151	University of washington	11/17/2014 3:05 PM
152	UW U-Pass Email	11/17/2014 3:04 PM
153	University of Washington	11/17/2014 3:04 PM
154	University of Washington email	11/17/2014 3:03 PM
155	University of Washington	11/17/2014 3:03 PM
156	University of Washington	11/17/2014 3:02 PM
157	UW	11/17/2014 3:00 PM
158	UW	11/17/2014 2:56 PM
159	UPASS Newsletter	11/17/2014 2:55 PM
160	UW upass newsletter	11/17/2014 2:45 PM
161	university of washington	11/17/2014 2:42 PM
162	The university of Washington	11/17/2014 2:33 PM
163	University of Washington	11/17/2014 2:33 PM
164	School (UW) Email	11/17/2014 2:33 PM
165	UPass newsletter at UW	11/17/2014 2:30 PM
166	university of washington	11/17/2014 2:21 PM
167	Univeristy of Washington	11/17/2014 2:21 PM
168	UW email	11/17/2014 2:20 PM
169	UW School Email	11/17/2014 2:20 PM
170	UPASS update from UW	11/17/2014 2:18 PM
171	university of washington upass email	11/17/2014 2:17 PM
172	UW	11/17/2014 2:13 PM
173	University of Washington transportation department email	11/17/2014 2:13 PM
174	UW Email	11/17/2014 2:10 PM
175	UW	11/17/2014 2:10 PM
176	University of Washington email	11/17/2014 2:09 PM
177	University of Washington ORCA email	11/17/2014 2:08 PM
178	UW Transportation Services Newsletter	11/17/2014 2:03 PM
179	University of Washington email	11/17/2014 2:02 PM
180	UW Email	11/17/2014 2:02 PM

181	university email to students	11/17/2014 2:00 PM
182	University of Washington	11/17/2014 1:59 PM
183	UW Transportation Email	11/17/2014 1:59 PM
184	School	11/17/2014 1:56 PM
185	U Pass newsletter	11/17/2014 1:56 PM
186	UPass	11/17/2014 1:55 PM
187	E-mail sent by the University of Washington	11/17/2014 1:54 PM
188	UW U-Pass Email	11/17/2014 1:54 PM
189	UW	11/17/2014 1:54 PM
190	University of Washington mailing list.	11/17/2014 1:52 PM
191	University of Washington	11/17/2014 1:48 PM
192	UW UPASS email	11/17/2014 1:46 PM
193	UW	11/17/2014 1:44 PM
194	U-PASS newsletter from UW	11/17/2014 1:40 PM
195	University of Washington email	11/17/2014 1:39 PM
196	UW	11/17/2014 1:36 PM
197	University of Washington	11/17/2014 1:35 PM
198	UW	11/17/2014 1:35 PM
199	University of Washington Transportation Services	11/17/2014 1:34 PM
200	UW	11/17/2014 1:34 PM
201	University of Washington Transportation Services U-PASS Newsletter	11/17/2014 1:33 PM
202	UW student email	11/17/2014 1:33 PM
203	U pass	11/17/2014 1:28 PM
204	UW Transportation services email	11/17/2014 1:28 PM
205	University of Washington	11/17/2014 1:27 PM
206	University of Washington listserv	11/17/2014 1:27 PM
207	University of Washington Transportation Services	11/17/2014 1:26 PM
208	UW email	11/17/2014 1:24 PM
209	UW U-Pass email	11/17/2014 1:23 PM
210	UW	11/17/2014 1:21 PM
211	UW UPass newsletter	11/17/2014 1:20 PM
212	Univ. Washington UPass Newsletter	11/17/2014 1:20 PM
213	UW	11/17/2014 1:17 PM
214	U-PASS Newsletter	11/17/2014 1:17 PM
215	University of Washington listserv	11/17/2014 1:13 PM
216	University of Washington	11/17/2014 1:12 PM
217	UW Transportation direct email	11/17/2014 1:11 PM
218	The Univeraity of Washington	11/17/2014 1:11 PM

219	University of Washington	11/17/2014 1:11 PM
220	UW	11/17/2014 1:11 PM
221	Email from UW	11/17/2014 1:10 PM
222	U-PASS Newsletter	11/17/2014 1:10 PM
223	University of Washington	11/17/2014 1:09 PM
224	email	11/17/2014 1:09 PM
225	UPASS newsletter	11/17/2014 1:08 PM
226	UW U-Pass-related email	11/17/2014 1:07 PM
227	U Pass Newsletter (UW)	11/17/2014 1:06 PM
228	U-PASS Newsletter	11/17/2014 1:04 PM
229	UPass newsletter	11/17/2014 1:02 PM
230	UPass newsletter	11/17/2014 1:02 PM
231	e-mail from UW	11/17/2014 1:01 PM
232	UW	11/17/2014 1:00 PM
233	University of Washington	11/17/2014 12:59 PM
234	UPass email	11/17/2014 12:58 PM
235	email	11/17/2014 12:57 PM
236	University of Washington email	11/17/2014 12:56 PM
237	University of Washington U-PASS email	11/17/2014 12:56 PM
238	University of Washington	11/17/2014 12:56 PM
239	U-Pass email	11/17/2014 12:55 PM
240	UW e-mail	11/17/2014 12:55 PM
241	UW email	11/17/2014 12:54 PM
242	from my school, university of washington	11/17/2014 12:54 PM
243	UW UPass newsletter	11/17/2014 12:53 PM
244	UW transportation email	11/17/2014 12:53 PM
245	University of Washington	11/17/2014 12:53 PM
246	University of Washington email	11/17/2014 12:53 PM
247	University of Washington's U-Pass monthly email	11/17/2014 12:52 PM
248	University of Washington	11/17/2014 12:50 PM
249	UW-Seattle	11/17/2014 12:50 PM
250	UW e-mail	11/17/2014 12:50 PM
251	UW transportation email	11/17/2014 12:49 PM
252	University of Washington	11/17/2014 12:47 PM
253	email from UW U-PASS	11/17/2014 12:47 PM
254	University of Washington UPass Email	11/17/2014 12:47 PM
255	E-mail from the UW	11/17/2014 12:47 PM
256	UW	11/17/2014 12:47 PM

257	University of Washington	11/17/2014 12:47 PM
258	UW email	11/17/2014 12:45 PM
259	UW - Seattle	11/17/2014 12:45 PM
260	University of Washington	11/17/2014 12:44 PM
261	Through UW Transportation Services Email	11/17/2014 12:43 PM
262	UWMC email via U-Pass	11/17/2014 12:42 PM
263	email	11/17/2014 12:39 PM
264	Saw sign (poster?) attached to route signs in the Tunnel	11/17/2014 12:38 PM
265	UW	11/17/2014 12:37 PM
266	Emails	11/17/2014 12:30 PM
267	UW email	11/17/2014 12:30 PM
268	UW email notification	11/17/2014 12:27 PM
269	UPASS newsletter at UW	11/17/2014 12:27 PM
270	UW UPass newsletter	11/17/2014 12:26 PM
271	my employer is UW	11/17/2014 12:24 PM
272	U-Pass Newsletter (UW)	11/17/2014 12:24 PM
273	U-Pass Newsletter (U-Pass Special Edition received 11/17/14)	11/17/2014 12:23 PM
274	Via University of Washington Transportation Services email	11/17/2014 12:23 PM
275	U-Pass Newsletter	11/17/2014 12:23 PM
276	U-pass newsletter (UW email)	11/17/2014 12:22 PM
277	U Pass newsletter	11/17/2014 12:21 PM
278	UW commuter newsleter	11/17/2014 12:21 PM
279	UW	11/17/2014 12:21 PM
280	UPASS email	11/17/2014 12:20 PM
281	UW transportation e-mail	11/17/2014 12:20 PM
282	UW transit email	11/17/2014 12:18 PM
283	UW	11/17/2014 12:17 PM
284	UWMC	11/17/2014 12:16 PM
285	University of Washington	11/17/2014 12:16 PM
286	University of Washington Transportation Services	11/17/2014 12:15 PM
287	U-PASS Newsletter	11/17/2014 12:14 PM
288	UW UPASS	11/17/2014 12:13 PM
289	University of Washington	11/17/2014 12:11 PM
290	University of Washington	11/17/2014 12:10 PM
291	Seattle Central College	11/17/2014 10:24 AM
292	Seattle Central Community College	11/16/2014 7:10 PM
293	Seattle Transit Blog	11/16/2014 3:05 PM
294	Seattle Central	11/14/2014 11:51 AM

295	Survey worker at bus stop	11/14/2014 10:45 AM
296	Seattle Central College	11/13/2014 11:44 PM
297	nextdoor.com	11/13/2014 3:33 PM
298	coworker	11/13/2014 1:35 PM
299	Poster at my workplace	11/13/2014 1:13 PM
300	My wife	11/13/2014 2:13 AM
301	Seattle Central College sent out a link to take the survey	11/13/2014 12:27 AM
302	Paper at Harvard and E John St posted to the Metro 8/43 sign	11/12/2014 10:02 PM
303	My school emailed me	11/12/2014 7:57 PM
304	Seattle Central College	11/12/2014 5:31 PM
305	Email	11/12/2014 4:43 PM
306	Seattle Transit Blog	11/12/2014 3:42 PM
307	Email from Seattle Central College	11/12/2014 3:22 PM
308	email from Seattle Central College	11/12/2014 1:27 PM
309	Our homeowners' Association	11/12/2014 12:46 PM
310	Seattle Central Community College sent out an email	11/12/2014 12:28 PM
311	I think you wrote me because I am a student at Seattle Central College.	11/12/2014 12:03 PM
312	my HR dept	11/12/2014 11:52 AM
313	Seattle Central College emailed a notice	11/12/2014 10:49 AM
314	Wife's organization- which is sad, because I work for King County.	11/12/2014 10:18 AM
315	School	11/12/2014 8:37 AM
316	SCCC	11/12/2014 8:20 AM
317	Seattle Central College emailed to me (I am a student)	11/12/2014 2:13 AM
318	Seattle Central College	11/12/2014 2:04 AM
319	Seattle Central College	11/12/2014 1:11 AM
320	Seattle central college sent survey link in email	11/12/2014 12:21 AM
321	Seattle central college	11/12/2014 12:12 AM
322	I received an email from Seattle Central College	11/12/2014 12:00 AM
323	Seattle Central College	11/11/2014 11:28 PM
324	Next door Laurelhurst	11/11/2014 7:51 PM
325	My environmental Science teacher	11/11/2014 7:28 PM
326	nextdoor.com	11/11/2014 4:09 PM
327	next door southern bryant	11/11/2014 3:29 PM
328	OnlineShoes.com headquarters	11/11/2014 2:21 PM
329	reddit	11/11/2014 2:03 PM
330	emailed to me	11/11/2014 8:32 AM
331	coworker forwarded to me	11/10/2014 10:34 PM
332	Seattle Transit Blog	11/10/2014 7:33 PM

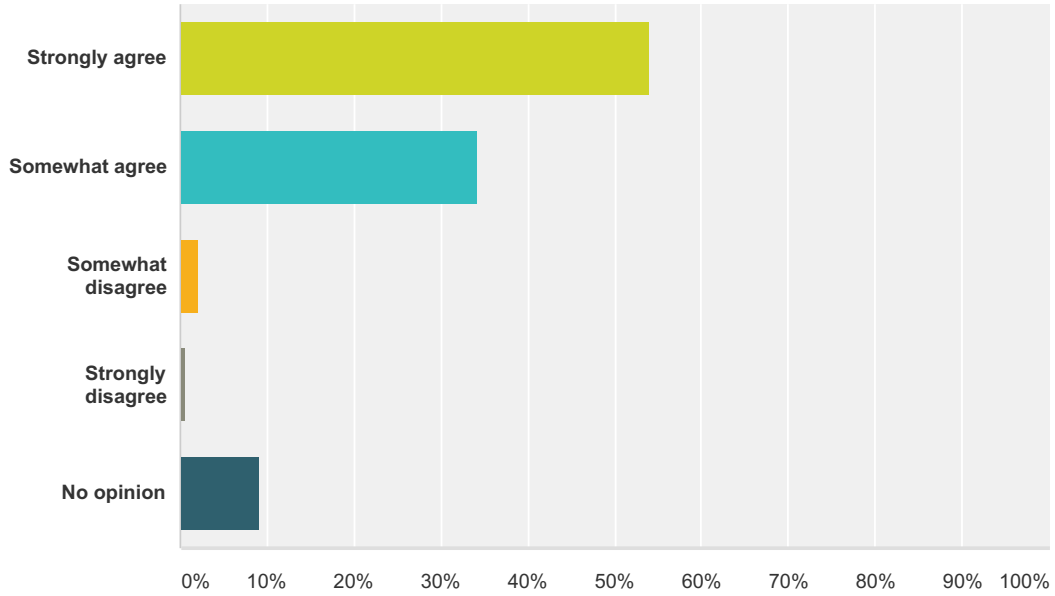
333	Family member sent me the link	11/10/2014 4:43 PM
334	Capitol Hill Seattle blog	11/10/2014 4:30 PM
335	Seattle Transit Blog	11/10/2014 3:22 PM
336	ETC email from City of Seattle	11/10/2014 1:43 PM
337	Email from coworker	11/10/2014 1:16 PM
338	Seattle Transit Blog	11/10/2014 1:09 PM
339	Human Resources Department (specifically)	11/10/2014 1:04 PM
340	Capital hill TOD	11/10/2014 12:30 PM
341	Ravenna Bryant Community Association	11/10/2014 11:55 AM
342	work also sent out a notice	11/10/2014 11:09 AM
343	CHS blog	11/10/2014 9:56 AM
344	Seattle Transit Blog	11/10/2014 9:08 AM
345	Pinehurst Community Facebook page	11/10/2014 9:05 AM
346	Link in Seattle Times	11/10/2014 7:50 AM
347	neighborhood Facebook page	11/10/2014 6:59 AM
348	i like squirrels	11/10/2014 12:50 AM
349	Seattle Transit Blog	11/9/2014 11:22 PM
350	12th Avenue Stewards forwarded the notice	11/9/2014 6:49 PM
351	Seattle Transit Blog	11/9/2014 3:46 PM
352	email	11/9/2014 1:02 PM
353	Seattle Transit Blog via Twitter	11/9/2014 10:20 AM
354	Capitol Hill blog	11/8/2014 10:20 PM
355	Capitol hill blog	11/8/2014 8:10 PM
356	Cap hill blog	11/8/2014 4:39 PM
357	Capitol Hill Seattle blog	11/8/2014 12:03 PM
358	Seattle Times	11/8/2014 9:14 AM
359	Reddit (r/seattle)	11/8/2014 12:28 AM
360	Seattle times	11/7/2014 11:57 PM
361	CHS Blog	11/7/2014 11:25 PM
362	Seattle Transit Blog	11/7/2014 11:17 PM
363	Reddit	11/7/2014 11:17 PM
364	Seattle Transit Blog	11/7/2014 9:55 PM
365	Seattle Transit Blog	11/7/2014 5:09 PM
366	CHS Blog	11/7/2014 5:06 PM
367	Capitol Hill Seattle blog	11/7/2014 4:53 PM
368	an article on theurbanist.org	11/7/2014 4:46 PM
369	via reddit	11/7/2014 3:42 PM
370	Seattle Transit Blog	11/7/2014 2:59 PM

371	Seattle Time online newspaper	11/7/2014 2:05 PM
372	capitol hill blog	11/7/2014 2:02 PM
373	Seattle Transit Blog	11/7/2014 1:45 PM
374	Seattle transit blog	11/7/2014 1:37 PM
375	Reddit	11/7/2014 1:34 PM
376	Seattle Transit Blog	11/7/2014 1:16 PM
377	Seattle Transit Blog	11/7/2014 1:12 PM
378	CHS blog	11/7/2014 12:44 PM
379	seattletransitblog.org	11/7/2014 12:40 PM
380	Capitol Hill Blog	11/7/2014 12:12 PM
381	Seattle Transit Blog	11/7/2014 11:59 AM
382	capitolhillseattle.com (community blog)	11/7/2014 11:42 AM
383	reddit	11/7/2014 11:28 AM
384	Capitol Hill blog (capitolhillseattle.com)	11/7/2014 11:18 AM
385	seattletransitblog.com	11/7/2014 11:04 AM
386	Capitol Hill Blog	11/7/2014 10:34 AM
387	Seattle Transit Blog	11/7/2014 10:32 AM
388	CHS	11/7/2014 10:02 AM
389	Capitolhillseattle.com	11/7/2014 10:01 AM
390	The Urbanist blog	11/7/2014 9:58 AM
391	Capitol Hill Community Council Facebook post	11/7/2014 9:50 AM
392	Capitolhillseattle.com	11/7/2014 9:45 AM
393	Cap Hill Blog	11/7/2014 9:40 AM
394	seattletransitblog.com	11/7/2014 9:17 AM
395	Seattle Times	11/7/2014 9:16 AM
396	Seattle Transit Blog	11/7/2014 9:10 AM
397	Seattle Transit Blog	11/7/2014 8:55 AM
398	Handout given to me at the UW Hub bus stop a few days ago, plus an email from King County Metro Transit.	11/7/2014 8:39 AM
399	Capitol Hill Blog	11/7/2014 8:30 AM
400	Seattle Transit Blog	11/7/2014 8:29 AM
401	Seattle Transit Blog	11/7/2014 8:28 AM
402	seattle transit blog	11/7/2014 8:23 AM
403	Seattle Transit Blog	11/7/2014 8:21 AM
404	capitol hill blog	11/7/2014 8:10 AM
405	CHS blog	11/7/2014 7:59 AM
406	reddit	11/7/2014 7:36 AM
407	Reddit	11/6/2014 11:47 PM
408	I actually asked for it, and @kcmetrobus replied with the link	11/6/2014 10:48 PM

409	Reddit	11/6/2014 9:32 PM
410	Reddit	11/6/2014 8:31 PM
411	Reddit	11/6/2014 8:21 PM
412	Reddit	11/6/2014 8:11 PM
413	Reddit	11/6/2014 7:53 PM
414	Reddit.com	11/6/2014 6:54 PM
415	reddit	11/6/2014 5:30 PM
416	Reddit	11/6/2014 5:29 PM
417	Text from metro	11/6/2014 5:12 PM
418	reddit.com/r/seattle	11/6/2014 5:11 PM
419	didn't you send an e-mail?	11/6/2014 4:44 PM
420	reddit.com/r/seattle	11/6/2014 4:40 PM
421	reddit.com (r/Seattle)	11/6/2014 4:28 PM
422	EmAil	11/6/2014 4:08 PM
423	email	11/6/2014 3:46 PM
424	a handout given to me by a metro employee at a bus stop	11/6/2014 3:37 PM
425	Reddit	11/6/2014 3:36 PM

Q17 The notice, advertisement, and/or invitation to learn more and share your thoughts about Metro's Link Connections project was clear and welcoming.

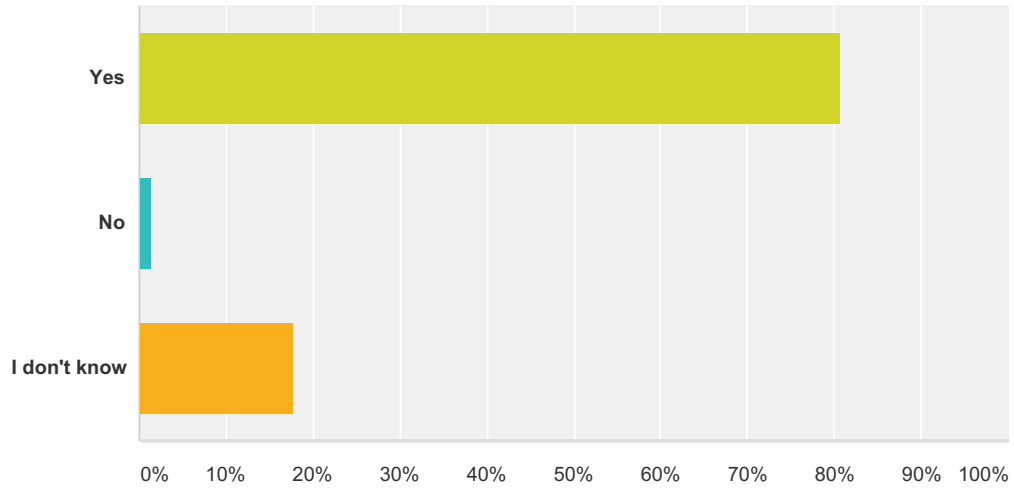
Answered: 3,628 Skipped: 459



Answer Choices	Responses	Count
Strongly agree	54.02%	1,960
Somewhat agree	34.23%	1,242
Somewhat disagree	1.98%	72
Strongly disagree	0.55%	20
No opinion	9.21%	334
Total		3,628

Q18 From the time you were notified, were you given enough time to provide meaningful feedback in this phase of Metro's Link Connections planning process?

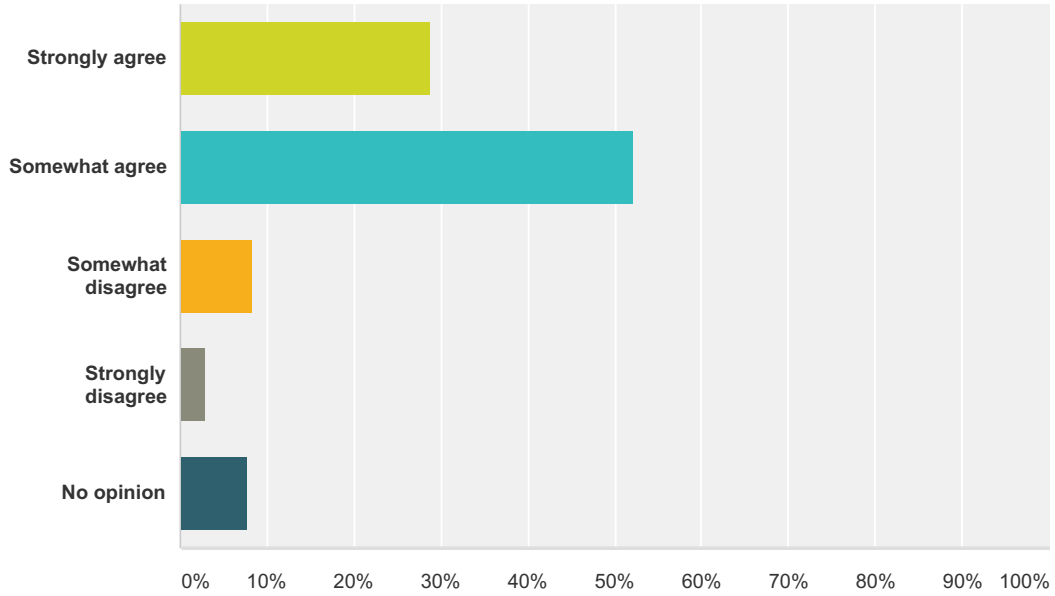
Answered: 3,609 Skipped: 478



Answer Choices	Responses
Yes	80.77% 2,915
No	1.47% 53
I don't know	17.76% 641
Total	3,609

Q19 I believe that taking the time to share my views will result in better decisions being made about service changes once Link service is extended to the UW.

Answered: 3,641 Skipped: 446



Answer Choices	Responses
Strongly agree	28.81% 1,049
Somewhat agree	52.13% 1,898
Somewhat disagree	8.32% 303
Strongly disagree	3.02% 110
No opinion	7.72% 281
Total	3,641

Q20 Please share any additional feedback you have about our outreach process.

Answered: 607 Skipped: 3,480

#	Responses	Date
1	After Link will be open i would like to have my shuttle going to link stop from hospital.	12/4/2014 2:30 PM
2	Please make real changes.	12/4/2014 2:18 PM
3	Thanks! Emphasize non-motorized improvements to transit. If I can bike to a high-frequency stop/station, I'd come from farther away/the catchment area would be larger.	12/3/2014 10:36 AM
4	Transfers are a tough sell. Shelter and seating would help, but stuck means commute is much slower than car.	12/3/2014 9:58 AM
5	Thank you!	12/3/2014 9:14 AM
6	I might be interested in volunteering on a community input panel. I have been moving and saw a notice about how you wanted volunteers, but the deadline was Nov. 30, and the date slipped by me. If you extend that time, I'd be interested.	12/2/2014 8:42 PM
7	It wasn't till I got the easy to click on link from VictoryHeights.com that I filled out survey, despite seeing the posters at bus stops.	12/2/2014 5:29 PM
8	Thank you for reaching out and getting feedback. I think you provide a very important service in our city!	12/2/2014 3:04 PM
9	n/a	12/2/2014 11:16 AM
10	I am excited that Seattle is finally having more Lighrail service. There is more to come to make it more green and more friendly to public transit commuters, but we will get there eventually. I hope the city has a way to dedicate bus lanes during rush hours to ensure more on time services.	12/2/2014 10:51 AM
11	Thanks for asking for feedback before making decisions.	12/2/2014 10:00 AM
12	I am quite concerned about the connectivity to the light rail. So far there appears to be a massive disconnect on the ability of people to get to light rail unless they happen to be half a mile away from a stop. I have friends who live in beacon hill say that the light rail is great, but too hard to get to. Currently, I don't see the new Husky Stadium or Capital Hill stops as useful to me. The Husky stadium stop is too far away from the rest of the U district to be very useful. I live about 3 miles north of the University. I am quite concerned that the changes to buses will make the buses that currently work (E.g. 66, 67, 73, 77) too inconvenient that they become practically useless. I am also concerned about crime while waiting in the evenings.	12/2/2014 10:00 AM
13	Unless King County EMPLOYEES are held accountable - I see this as a waste of time.	12/2/2014 9:50 AM
14	Regular, freindly solicitation of comment with an air of actual, imminent attention about it, is a good idea...that should be continued...	12/2/2014 7:32 AM
15	Thanks for the opportunity to give my thoughts!	12/2/2014 7:27 AM
16	Thank you and best wishes!	12/2/2014 6:56 AM
17	When is the Seattle Streetcar going to be extended to connect the Eastlake neighborhood with Westlake. Currently it north terminus is in the middle of nowhere.	12/2/2014 6:46 AM
18	N/A	12/2/2014 6:10 AM
19	I hope the bus number 9 run more often because every morning, I have to stand up the whole time while I on the bus.Thanks	12/1/2014 10:49 PM

20	Having lived in the Eastlake Corridor for many years, it often feels like we're 2nd class citizens to our larger neighbors Capital Hill and the University District. It is so disheartening to be standing at a bus stop and see an "express" bus go by with seats that does not make a single stop in the neighborhood. I am very concerned that service to the neighborhood will be further eroded when Link serves Capital Hill and the University District, but does not come close to Eastlake. Access in the neighborhood is further challenged by the steepness of some of the streets. While I can walk uphill now, downhill is still quite difficult. That means in order to take the bus home I need to get off about a half mile earlier so I can avoid steep streets. If stops are removed, I hope that stops that allow flatter (or less steep) access to communities like those on Fairview Ave E are not eliminated.	12/1/2014 8:26 PM
21	It will be important to accommodate bicyclists by allowing bicycles on the light rail and providing safe and protected parking at the new light rail stations.	12/1/2014 5:49 PM
22	The US has traditionally lagged behind most of the rest of the first world in public transit. If the light rail system expands and creates a reliable fast method of getting from north to south and vice versa, and the buses run reliably to various stops on the light rail system, we will have made a drastic improvement to the current state. After that, the next step needs to be connecting the east side and West Seattle into the equation with frequent service into the downtown, and northern and southern Seattle. Once this is established, we will have moved into a position of having comparable public transit systems as much of the rest of the developed non-US world. We are not there yet, but this is a start, and a good one.	12/1/2014 5:35 PM
23	In the last year I've been to New York and London and it is so obvious that we need to have a more expansive train system. Going north to south is difficult (either on the I-5 side or the 99 side) and going east to west is nearly impossible. Seattle is not a good city for driving, the weather does not facilitate biking, and our limited public transit options are scattered and under several different administrations/authorities. Seattle and it's outlying areas are continuing to grow in population. Let's build it and pay for it later. Debt is bad, but infrastructure is an investment that's worth it. The USSR's economy collapsed, but they still have a killer train system in Moscow.	12/1/2014 5:11 PM
24	My closest bus stop is Eastlake and Lynn. Except for Sunday, the 71,72,73,74 express buses go right by this stop. NONE OF THEM STOP AT EASTLAKE AND LYNN!!!!!!!!!!!!!!	12/1/2014 4:48 PM
25	The general consensus in most community meetings is that Metro always asks for input and then directly throws it out the window. I do not believe this to be the case, but there really needs to be better communication that indicates Metro's understanding of the concerns of users and why those concerns could not be satisfied. The recent example in memory is the cancelling routes or reducing frequencies. People obviously objected to that, and the response everyone echoed from Metro was "tough luck, we don't have money to do this." I believe that message should be framed much more clearly to ensure people understand that Metro cares and wants to achieve what taxpayers want, it is just not feasible at the time. Then record those requests and the next budget year mention to users that "we have these requests from the past we couldn't fulfill - are they still relevant and what can we do to address them."	12/1/2014 4:40 PM
26	Please keep seeking community feedback!	12/1/2014 3:58 PM
27	Thank you for soliciting feedback. I look forward to riding the new light rail extensions, and to continuing to use Seattle's transit system generally.	12/1/2014 3:47 PM
28	OUR SHIFTS SHOULD BE CUT TO 6HRS/DAY. GETTING THE SAME BIWEEKLY CHECK AMOUNT. THIS OPENS UP THE IDEA OF HIRING MORE PEOPLE, SPENDING MORE TIME WITH OUR KIDS AT HOME, LESS STRESS, HAPPIER WORKERS, HAPPIER CLIENTALE. WE HUMANS WERENT MEANT TO DO THIS MANUFACTURED 9-5 THING. THE MAJORITY OF US ARE STUCK DOING SOMETHING WE DONT WANNA DO, JUST SO WE DONT STARVE. WE'VE COME ACCUSTOMED TO WEALTH, WITH THAT, WE'VE COME ACCUSTOMED TO MISERY...	12/1/2014 3:41 PM
29	Thank you for having an online participation. With my position in Rt. 183's route, and with the length of my daily commute, getting to / from physical meetings is impossible.	12/1/2014 3:39 PM
30	As we get a lot of liquid sunshine in Seattle, can more shelters have some kind of a roof?	12/1/2014 3:32 PM
31	I didn't understand how the first questions on the survey were at all relevant or useful. Have I ever walked? Really? The latter questions seemed more useful. I hope this survey provides meaningful feedback.	12/1/2014 3:31 PM
32	It's nice to have lightrail in Capitol Hill but having the end point be at the Husky Stadium isn't terribly useful to me if I have to connect to an infrequent bus to Laurelhurst... or a crowded bus to the AVE and I don't see my shuttle / bus commute changing for the better.	12/1/2014 3:28 PM
33	I hope this helps.	12/1/2014 3:28 PM
34	Thank you for your inclusive campaign. I hope there is parking at the U District station.	12/1/2014 3:25 PM

35	i am hesitant to ride the bus due to the fact that they are dirty and the commute times are inefficient. On my commute I continuously see metro buses ignoring the traffic lights, which results in the bus blocking the entire intersection for all lanes and compounding the traffic issue. Don't believe me? Send a rep to do an audit at the intersection of 45th and 15th around 4-6pm by the Burke Meuseum in the U-District. The bus drivers could care less about extending out into the intersection and dangling the bus and its occupants into the way of potential oncoming traffic. Just so they dont have to wait through one more cycle of the lights.	12/1/2014 3:23 PM
36	Thanks for your hard work! Efficient, reliable public transportation is so important to facilitate Seattle's growth and to keep people out of their cars. Looking forward to the positive changes.	12/1/2014 3:17 PM
37	I have lived in cities that I took public transportation and in places that I did not. Seattle has an opportunity because of it's geography but it has to use it wisely.	12/1/2014 3:13 PM
38	This survey is directly related to my situation, since there will be light rail at Husky Stadium, and I use the 75 to get to the University and U District. However, the 75 currently does not stop at the location of the new Husky Stadium light rail station. It would be nice if the 75 stopped closer to the new station instead of making people walk from campus down to Husky stadium, especially when going to the airport (will be carrying luggage). thanks	12/1/2014 3:13 PM
39	Your questions regarding transfers did not really address one of the main issues that they be seamless. Ensure that the rider exits the bus and can enter the next one at the same spot in most cases so that there is no watching a connecting bus leave without the rider while attempting to cross streets ect to access the connecting route. Also it is not necessarily more efficient to unload an entire bus where most passengers will transfer onto another bus. This makes it so that two buses have to take the time to load and unload all those workers, wheelchairs, slightly disabled, strollers and shoppers, when only once would have saved time to the entire system. Also shorter routes tend to be less productive with a greater share of time used for turning around. Make sure all routes will be productive when planning changes. Your questions did not always allow for the expression of all needs and were limiting.	12/1/2014 12:30 AM
40	Way too many open ended question to analyze this survey with any kind of predicatbility... Good luck!	11/28/2014 1:20 PM
41	I think, if one could reach the public in such a way to tell them how efficient their commute could be if we had a good mass transit system, then people would be more likely to support measures for mass transit. If there were a online tool where people could measure cost savings and time IF we had, for instance, light rail from Lynnwood, what that would look like. I think, because I have spent some time in Europe, I have good understanding of just how great a good mass transit system is, however for those with no experience with a working system, they dont know how it can impact your ife in such a positive way.	11/28/2014 12:25 PM
42	Something has to be done about the trouble makers on public transit and lingering around bus stops and train stations. There should be an easy way to call for immediate help. These people should be barred from using public transit.	11/26/2014 11:21 PM
43	Do drivers really urinate in their seats on a regular basis?	11/26/2014 1:30 PM
44	I thought that the strategy of putting up notices on bus stops was effective, however, I found it difficult to read the notice since it was positioned pretty high on the bus stop stand. Furthermore, I had been unable to take down any information when I saw the notice and, when I tried to find more information online later, I could not find anything on the Metro website or on Google using common search terms. It was only by searching the Seattle Transit Blog that I was able to find a link to this survey. I think it would be beneficial to have the link to the issue placed more clearly on the Metro website or to update the search terms so that broader terms might be recognized.	11/26/2014 1:01 PM
45	Best of luck with the project - can't wait to get the Northgate and Roosevelt station up and running.	11/26/2014 12:56 PM
46	I tried to get help regarding a bus stop problem, but was never responded to. mattzilla118@gmail.com	11/26/2014 12:51 PM
47	I am deeply concerned that the Sound Transit 586 route will be discontinued or altered once there is train service to the UW. The 586 is not just for students. Most of the riders I see are workers going to the UW, UW Medical Center, Children's Hospital and NOAA. Currently the bus runs fairly frequently and the first bus in the AM has standing room only. It drops riders off along 45th and 15th allowing workers to get to various job locations or connect to other buses. The train will serve only one location. I think the 586 should be continued as is once train service starts to see if ridership significantly drops or not. Do not assume everyone riding the 586 from Tacoma, providing direct express service to the UW, wants to pay more to take the train with several stops on the way to Seattle, than transfer to the light rail and end up at Husky Stadium and have to walk to work at various UW locations or transfer again to a Metro bus to get to work. You do not serve multiple needs just because you build a train route.	11/26/2014 11:21 AM

48	If you want people to use the Light Rail stop in the University District, better bus service to that area is a must. Otherwise it will be useless. Right now I would need to take 2-3 buses to get to Husky Stadium, it would never be worth the time or effort to use it. Please add a North Stop so I don't have to take so many busses!	11/26/2014 10:42 AM
49	I'm not sure why the gate for the walkway around the construction site at the 43rd location is locked during certain hours, but it is a big reason I have stopped taking the bus in the morning. If I get off the bus on the Ave, I cannot get to roosevelt without walking around. It would also be pretty great if any of the express busses from the Westlake Station to UW could stop on Roosevelt.	11/26/2014 7:26 AM
50	I like the fact that Metro's Link Connections is taking their time and really wanting to hear back from the riders how they can improve things.	11/26/2014 6:20 AM
51	Hire someone from the sustainable transportation masters program	11/26/2014 12:22 AM
52	Please don't cut down the bus service frequency.	11/25/2014 6:42 PM
53	I'm excited to use the new Link extension but likely won't use it until it reaches the second UW stop as Husky Stadium is a long walk from where I live. I'd rather continue to use the bus until that happens so I hope service isn't too drastically reduced.	11/25/2014 4:48 PM
54	Please continue the Link service to Bellevue.	11/25/2014 3:59 PM
55	Anything that would help us at the South end would be great. If the light rail hooked up somewhere near the train line that went to the Auburn station I would be happier than I could tell you. I really don't like spending so many precious hours in the traffic. If the van pools weren't available I would probably have left my place of employment already in search of something closer to home.	11/25/2014 3:15 PM
56	I have become convinced that everything done in the name of local transit only makes my life worse. EVERY SINGLE THING. My greatest wish would be that the local transit agency just ceased to exist, or failing that, just left me alone. Please go inflict your "help" on some other part of this increasingly miserable city that you have destroyed.	11/25/2014 1:36 PM
57	This survey is a great idea! Thanks for asking for input!	11/25/2014 12:36 PM
58	I'm really excited that you are making this a priority. If you are hoping that people will be willing to transfer more often, you must make sure that either all of the buses run VERY frequently (~at least every 15 minutes) or that they are extremely accurate about their schedules, never more than a few minutes late, and NEVER leaving early. Currently, transfers are really a gamble; I'm not sure I've ever been successful making a transfer planned out by trip planner, unless the wait in between buses was already irritatingly long.	11/25/2014 11:37 AM
59	Thank you for all your good work! I take the bus every day to work and am so glad I have that option. It is an easy trip for me -- my bus changes into the bus I used to have to transfer to -- and it is fairly reliable. Thank you again -- I really appreciate the bus service!	11/25/2014 10:45 AM
60	Please DO NOT remove or change the 48 other than increasing service. There is no access to Montlake without the 48 except from the U-district and the 43. The 48 connects three high schools, a hospital, u-district, Aurora, and greenlake. This route is important and should not be eliminated because of the station stop at the UW. There is no need to get off the train to transfer to a bus when you could have stayed on the bus. The 48 takes 30+ minutes from Mt. Baker to the u-district via 23rd. The train takes 25+ minutes to get downtown. Adding two additional stops at the current speed could double the time to get to the same destination. The station at UW is not close to 45th. You have to walk 20 minutes and over a mile to get to 45th & university. If the 9 ran on weekends and longer hours, I would take the 9 over light rail. It is always faster to go in a straight line than it is to go west to downtown and back east to capitol hill.	11/25/2014 10:30 AM
61	I do NOT understand the lack of park and ride spaces throughout the Metro, CT and ST network. To me, this is the #1 reason people do NOT ride busses. I have the luxury of a short walk. PLEASE, more than anything, get ample parking at every major route and additional services and routes would be much less needed. People who have to ride the bus already ride--what are you doing to get the other 80% out of their cars????????????	11/25/2014 10:24 AM
62	Find it odd that on #75 you have 2-3 stops all on 1 block as it wastes time & money it seems to have these postings so close to one another. I really like our transit system & have met many from out of state/country who like it as well. Am very excited about the rail expanding as have been to europe many times & have found it so easy to get around as well as enjoyable. Thanks for all you do as it is much appreciated.	11/25/2014 10:16 AM
63	I am happy to see that Metro is asking for information from its users. The routes that are busy may only be busy because they're the few available. Knowing what users want vs. what users need can really help with Metro development!	11/25/2014 9:53 AM

64	I think Metro will do what it wants do it (ultimately, for financial reasons) and the act of gathering feedback is one of those "nice-ities" that's often found here in the Pacific North West - but hey, why not.	11/25/2014 9:50 AM
65	I would like to see Link services extended to Fremont and Ballard.	11/25/2014 9:23 AM
66	The bus should not stop as frequently on the Ave. In general all the bus stops are too close together, making the busses slower.	11/24/2014 10:31 PM
67	Yay public transit!!!!!!	11/24/2014 9:34 PM
68	You are doing a good job. The young woman at the bus stop handing out flyers was very helpful.	11/24/2014 8:38 PM
69	We need parking lots near Link Train Transit centers. It would result in more use. The train is a ways from my home but I would use it if I had reliable parking nearby.	11/24/2014 3:19 PM
70	please continue to do all you can to promote fast, frequent and efficient service so this city operates like the major city that it is and we do not continue towards more and more gridlock !	11/24/2014 3:08 PM
71	Thanks for trying	11/24/2014 3:07 PM
72	I strongly urge to take into thorough consideration on #60 :the routing and frequency to the First Hill, to which many passengers including senior and physically challenged citizens commute .	11/24/2014 12:53 PM
73	THANK YOU.	11/24/2014 9:50 AM
74	Thanks for the opportunity	11/23/2014 3:53 PM
75	Serving the MOST is not always serving the public needs.	11/22/2014 8:37 AM
76	The email notice regarding the survey indicated that new/revised bus routes may be scheduled to facilitate transfers to/from the new Link stations. I was hoping to give input about that, but no questions were asked regarding that specific topic.	11/22/2014 1:50 AM
77	It's not just the bus service. Seattle City are abominable as are the many sidewalks. It all needs to be fixed. Also there are so many homeless and desperate people on the bus. It's sad and unpleasant. It all needs to be addressed. This is a rich city. Surely we can address these if there was political will and better coordination among city and county agencies.	11/21/2014 8:59 PM
78	I use transit more frequently than driving as far as my regular commute goes, but it doesn't always feel convenient as the abundance of regular traffic still makes most trips feel fairly slow. Hopefully increased transit options will encourage more people to use the service so the gridlock will be freed up.	11/21/2014 2:43 PM
79	The outreach should include a comment box about transportation questions. For example, I would like to note that it would be helpful to have express lightrail trains/runs, so that it doesn't take forever to get from SeaTac airport to downtown and (eventually) the U-District.	11/21/2014 2:22 PM
80	I understand the difficulty moving people from SOV to Public Transportation. I know it works because I've used it in Boston, Toronto, New York and Europe. If you make it harder to be a SOV and EASIER to use public transportation the gradual shift will happen !	11/21/2014 2:02 PM
81	We need more service from uw to renton area to 7:30 to 11:30.	11/21/2014 1:37 PM
82	Overall I am content with the public transit system. I only hope to see the buses run on-time, more specifically the downtown stops in the tunnel. I'm sure I'm not the only one that values punctuality. Other than that, good work thus far, and I very much look forward to being able to use the Link Light Rail to travel to the University of Washington campus in the future.	11/21/2014 11:41 AM
83	Please connect the 75 bus to the Link rail station at husky stadium! Thank you! Home <--> 75 <--> Link <--> Work :-)	11/21/2014 9:57 AM
84	thanks for reading all these responses, don't let others get you down!!	11/21/2014 9:20 AM
85	Thank you for conducting outreach to riders through this medium. I hope that this will continue.	11/20/2014 10:11 PM
86	Thank you for taking our suggestions/requests into consideration. Please also reach out to persons with disabilities/elderly who are especially dependent upon bus service.	11/20/2014 10:10 PM
87	I hope there will be service from the UW station to North Seattle-- the U Village/Sandpoint/LakeCity Wedgwood neighborhoods--that does not slog through the Ave/Campus areas first.	11/20/2014 10:03 PM

88	I had saved the link (no pun intended), but I didn't pay attention to whose survey this was. One of the later questions made it clear whose survey it was, so I went back to review the one area where I discussed Sound Transit vs. Metro. I happened to focus more on Metro overall.	11/20/2014 9:31 PM
89	It **seems** like Metro already has answers it favors, and surveys and outreach meetings are "Seattle process" where lots of time and effort are spent eliciting input from people but the decisions have already been made. I'm happy to be wrong, but this goes on a lot in this town. :->	11/20/2014 5:08 PM
90	I think that smaller, more frequent buses linking major transit centers would be helpful.	11/20/2014 4:01 PM
91	I am excited about the expansion of LINK, but I don't want it to mean bus cuts. For example, when the last round of bus cuts passed through Prop 1, I was in danger of losing my route to work (the 60 from Cap Hill to Harborview). The recommendation was to take the Streetcar, which still has not opened. I want us to keep adding transit options, rather than opening new ones and dropping others. More is always better!	11/20/2014 2:00 PM
92	Reroute 25 along Montlake Blvd. NE	11/20/2014 11:35 AM
93	Thanks for allowing the feedback. Busses are a critical part of my life	11/20/2014 11:30 AM
94	im impressed with the upgrades done at the bus stops with signage displaying arrival times. i support the bus system and appreciate the improvements being made. my only criticism is I do not like the old buses because I slide off the seats. I much prefer the new hybrid buses.	11/20/2014 11:28 AM
95	You have all the data you need to make decisions about service without polling. I'm not convinced that this information you're soliciting will be used at all. I think the money would be better spent putting buses on the street.	11/20/2014 9:24 AM
96	Don't make Seattle the laughing stock of the country by eliminating buses. Seattle is a progressive area and should be more innovative in getting people from point A to point B.	11/20/2014 8:03 AM
97	I'm glad you're taking the time to survey the public and find out exactly what they want. Other places I've lived never made an effort to engage the public in any new routes or transportation changes like Seattle transportation is. Good for you guys!	11/20/2014 12:21 AM
98	Safety at bus stops and on the bus are a serious concern for my friends and I.	11/20/2014 12:07 AM
99	You didn't ask specifically about link at UW. I think that Link should be made the easiest way to get downtown. Buses, like the 25 & 545, should terminate at UW husky stadium, and without 10+ traffic-ridden minutes to get from the highway to the station. The trains should come as frequently as possible, so every trip to downtown during rush-hour is at least as fast as the current trip, even with the transfer. This should not be hard, given how slowly buses make their way down & off I-5.	11/19/2014 11:49 PM
100	Good effort. The survey was not very mobile accessible - I tried on my iPhone and eventually gave up and did it on my desktop (too slow and too much typing).	11/19/2014 9:06 PM
101	i feel that the decesion has already been made as far as the train abut i do feel that we still need to contioue the buses for those who do not have vechiles.	11/19/2014 7:53 PM
102	KING COUNTY METRO TRANSIT ROCKS!!	11/19/2014 5:40 PM
103	Maybe have flyers posted on buses asking for feedback.	11/19/2014 5:15 PM
104	Thanks for working to get all voices heard on this important issue!	11/19/2014 4:12 PM
105	NA	11/19/2014 1:16 PM
106	It would be nice that the bus system is properly coordinating with light rail once it comes online for north seattle. It light rail runs at proper levels then I believe there could be lots of cost savings.	11/19/2014 12:31 PM
107	How can we talk about adding all this extra service when we just had to approve a measure to not cut funding?! I have next-to-no confidence that this survey will actually impact decisions to improve metro service.	11/19/2014 11:42 AM

108	When the changes to the routes in mid-Beacon Hill were being discussed, we recieved similar requests for rider input. The changes happened anyway. So even though I'm expressing my opinion when asked for, I don't see that it matters much. From my own personal perspective, I feel that Metro expects everyone on Beacon Hill to ride the light rail. But it's only accessible to the people within walking distance, and the time it takes to get to the station and transfer is triple what I used to be able to do with a single bus that went straight from 15th Ave. to the downtown corridor (the 39). Light rail is not the answer to everything. I'm in a pocket of the neighborhood where light rail is too far to walk to but too close to justify the time it takes to wait for a bus then transfer. I can drive straight to my desination downtown in 10-12 minutes (and that is in the middle of rush hour traffic). Why would I want to spend 20 minutes waiting for a bus (the 60) to take me to the station (or wait for the 50 and transfer at Spokane Street), then wait for a train (or another bus), and the whole trip takes 45 minutes? the 39 route used to take 15-20 minutes. That, for both a money reason and environmental reasons, I was more than willing to do (even though they cancelled the stop at Nevada Street and forced the riders to walk to Dakota, which is a good 12 minute walk for me now). Again, there's just not a lot of incentives to ride the bus in my neighborhood.	11/19/2014 10:19 AM
109	Good luck! buses are the best option	11/19/2014 10:04 AM
110	Thank you for taking on a project where no matter what you do, some one will bitch and complain.	11/19/2014 9:33 AM
111	I avoid Rapid Ride at all costs because of a few unfavorable experiences with Metro police who have on a couple of occasions been quite rude. It's not clear to me why we are paying for transit police to provide fare enforcement for only a portion of the bus services provided to the city. If this mechanism is somehow intended to increase the timeliness and efficiency with which rapid ride is trying to distinguish itself from metro buses I would strongly disagree with this rationale. I don't see any difference in the practical aspects of using rapid ride versus metro buses. It seems like it would be more cost efficient to have the same payment of method for both metro buses and rapid ride and eliminate fare enforcement. If there is going to be any kind of enforcement for which tax payer dollars should support it would be better spent on providing better safety for riders (both on the bus and at bus stops)!	11/19/2014 9:17 AM
112	I understand there are a ton of bus routes that have to be taken into consideration, but there are some major issues with the 197 that I know I am not alone in complaining about regularly over the years. I just wish our voice as regular riders would be heard since the service that we rely is constantly at least 10 minutes late and effects us getting to work on time so often. If I choose other routes they are considerably longer and I have to transfer 2 more times! Please take my concerns into consideration. Thanks, Samantha Sun	11/19/2014 8:46 AM
113	I don't want taxes to be raised for this project. Figure out how to do it with the money you already have. Public transit is not worth it if it's being subsidized at rates equal to or higher than it is now. Find a way to lower the cost and don't penalize drivers and make them pay for everything.	11/19/2014 7:42 AM
114	The transfer facilities at the UW station are horrific Why isn't there an underground walkway to exit in the Triangle?	11/18/2014 10:00 PM
115	Maybe not so much about the outreach process, but about the network. I use the stop at University Way NE and NE 45th St almost every day. But it shouldn't exist. There is a stop one block north and a stop one block south. Are stops on every block really necessary?	11/18/2014 9:17 PM
116	When are you going to ask our thoughts on how Link should feed into transit at the new Link stations?	11/18/2014 9:17 PM
117	Currently bussed such as the 72 are full from downtown to the U District and then continue out to the neighborhoods. They are nearly empty for the final part of their route. As light rail get's built to the north end I would like to see smaller busses connecting to the train stations.	11/18/2014 9:05 PM
118	To get more people to complete survey, would recommend to include an incentive such as a gift card from starbucks/amazon.	11/18/2014 8:58 PM
119	I can't wait till the link is up and running to the UW, I will definitely use it to get to Capitol Hill and SeaTac. I think Metro does a good job with the resources it has. Thank you! Cydney	11/18/2014 8:18 PM
120	Thank you for engaging in robust outreach process!	11/18/2014 8:05 PM
121	GET THIS SERVICE CHANGE RIGHT ON THE 1ST TRY!!!!	11/18/2014 7:52 PM
122	The "OneBusAway" app is great! But now that I ride the Link a lot the app doesn't include train times and I'd love for that to change. Thanks for your consideration!	11/18/2014 5:53 PM
123	Thanks!	11/18/2014 5:51 PM
124	Thanks for collecting information. Good luck with the process. I'm hoping for a great outcome and better transportation options.	11/18/2014 5:31 PM

125	This wasn't addressed otherwise and might not be the venue to do so- but as a biker I strongly discourage transit that requires in-street tracks that run parallel to the rode. I know a lot of people love the street car but it is incredibly dangerous even to very skilled bike riders. If any are added, they should coincide with protected bike lanes, like on Broadway. Thanks.	11/18/2014 4:46 PM
126	Thanks for caring!	11/18/2014 4:42 PM
127	thank you	11/18/2014 4:40 PM
128	I would hope that public opinion and use studies would influence the decision making process rather than politics but we shall see.	11/18/2014 4:23 PM
129	Can we get a 372 express only bus from uw to lake city to kenmore and then every stop to woodinville during the peak hours. The bus is to crowded and slow. during the 430 to 530 hours the 372 alternated every 15 minutes to go all stops then express like above. I believe student overcrowding and having to stop so much get the people out of the uw and up to their destinations quicker and more efficiently.	11/18/2014 3:44 PM
130	Thanks for doing it.	11/18/2014 3:34 PM
131	Do not cancel the ST 586 bus unless their are faster ways to get to campus. I like this bus because, despite the horrible traffic on I-5, there are later/earlier bus times offered than the ST Train from Tacoma/Seattle, faster commute, and less transfers.	11/18/2014 3:25 PM
132	The survey seemed to assume that I don't use public transportation frequently. I was surprised by this assumption, since the fact that I use public transportation nearly every day is what makes me want to send feedback to Metro.	11/18/2014 1:46 PM
133	Seattle would come closer to being a world class city if it had decent public transportation. In my opinion, they have a long way to go to reach this goal.	11/18/2014 1:12 PM
134	I appreciate you reaching out to folks for comment and I hope you consider all responses even if they go beyond what you are asking for in your feedback. Please consider making Link Light Rail more accessible to people interested in driving to a station and then taking the train. Thanks.	11/18/2014 1:01 PM
135	Just mnake it work. DO SOMETHING. Quit the "seattle process" and get actual stuff done.	11/18/2014 12:44 PM
136	None	11/18/2014 12:08 PM
137	Thanks for giving me the opportunity to voice my feedback. Because of my long and sometimes very unpleasant commute, I am considering moving out of state because I can't take the crowded commute much longer. It is a MAJOR factor in my life. The Seattle traffic, plus the crowded bus, are a huge challenge and frustration on most days. On the rare days I get to sit down on the bus, and traffic isn't too bad, it is a true pleasure to commute to and from work!	11/18/2014 11:47 AM
138	It would be helpful if you also advertised for this outreach process inside of the buses/rails. Not everyone can stand close enough to the poster at the bus stop to see the information and the text is somewhat small.	11/18/2014 11:43 AM
139	Good job, thanks for valuing community input.	11/18/2014 11:30 AM
140	I would love bus service to the link rail. I would not want to carry lugage on the burke gilman trail or across UW campus to get to the airport.	11/18/2014 11:07 AM
141	I would also like to see some of the bus stops restored that went away during the recession. It's not too bad for an able-bodied person like me, but it's crazy to me that a bus like the #10 doesn't stop anywhere between 4th and 8th in downtown Seattle. Friends of mine and I were amazed when the 6th Ave stop was eliminated.	11/18/2014 10:08 AM
142	Thank you!	11/18/2014 9:52 AM
143	Thank you for reaching out! I think mass transit is definitely a topic our city needs to spend time thinking about considering the huge influx of people recently. It will make for a happier place to live, safer and better for the environment!	11/18/2014 9:43 AM
144	small train/trams will not move enough people per hour. A waste of billions of dollars for sparse service.	11/18/2014 8:59 AM
145	I would pay more for the UPASS if it meant better service. I think that we need to find a way to get a better budget for our metro. Limiting routes, and canceling them disrupts so much and pushes people away from using your services.	11/18/2014 8:51 AM
146	I hope there will be an easy transfer from West Seattle AND enough room to take the Link from SODO to the UW Medical Center when it is finished!	11/18/2014 8:46 AM

147	I really don't know if my feedback will matter. Maybe times have changed. I went in person to a Metro outreach program so give opinions on service changes. That was a waste of time, the meeting was about selling me on already decided options and not about gathering information. I mostly wonder if the survey is designed to be crafted into specific requests for funding - i.e. 50% more people will ride the bus if we offer Wi-Fi. While I don't currently ride a bike to commute, it would look more promising not to have the bus stops on the same side of the road as the bike lanes. I cringe watching buses and bikes deal with this bad design. Also, a big thank you to the Metro drivers, dealing with dumb drivers, bikes with no lights / limited sense and people who look really great in their dark clothes - EXCEPT when they are standing at poorly lit stops or walking in the street. Not to mention some really strange passengers...	11/18/2014 7:40 AM
148	Outreach process is great - can I share my dream about transit? The ideas of Hiro Takahashi, formerly of SDOT, I believe offer the real chance to move this city past the automobile. How many fewer accidents would we have with the majority of drivers on the road being trained professionals? What would we save in road maintenance, police responses, and new road construction due to gridlock? He proposed the long haul routes like the 7 and 48 stop only once a mile at destination stops. Passengers would pay before boarding, cutting boarding times. This would increase frequency without adding a dime to costs. He would surround these nodes with circulators riders could hail and take to the boarding node. On leaving the bus, the passenger could board this circulator and request a stop within the circle it serves, thus arriving near home or an errand destination. This pattern would be convenient enough to lure car drivers onto the transit system. The added fares, combined with the reduced costs for traffic policing, would make these (admittedly expensive) circulators a good investment. Thanks so much for asking and considering these ideas!	11/18/2014 6:14 AM
149	Buses need to run frequently People should not have to stand for long trips so need more buses to accommodate riders Easy connections	11/18/2014 6:04 AM
150	You didn't really ask anything about how service might change when the light rail is extended. The survey should have included questions like: Would you be willing to transfer between buses and light rail, or would you prefer that your trips remain entirely on the same transit mode. How much extra distance would you be willing to walk to or from a light rail station to include light rail in your travel plans, if including light rail would get you to your destination quicker? What are the destinations that you travel to that are currently served by buses that travel near the planned light rail stations, but would be inconvenient to reach by the planned light rail line?	11/18/2014 2:16 AM
151	WiFi access?	11/17/2014 11:42 PM
152	Given the constraints Metro has, it's doing a good job!	11/17/2014 10:37 PM
153	It will bring me closer to the gym, a good idea for many students, staff and others who use UW schools and medical center. It would be great to see some alleviation of traffic during husky games, particularly football and basketball games	11/17/2014 10:35 PM
154	Please put WIFI on the buses and light rail, that would be INCREDIBLE and so so helpful!! Also, more shelters for bus stops- it not only protects from the cold but is safer too. In addition, more frequent buses would be really really useful!	11/17/2014 10:31 PM
155	Am looking forward to the "Seattle Subway" project to connect East lake Washington to West lake Washington! It would be awesome to have a :sea-bus across lake Washington!!	11/17/2014 10:14 PM
156	One thing that also makes a difference is to recognize how rainy it is in the Puget Sound area. If you're dressed in good business attire, standing at a stop in pouring rain can ruin your clothes and appearance. More shelters with some kind of protection from the rain would be great.	11/17/2014 10:07 PM
157	I like that Metro reached out. Going to a meeting is difficult because they can be difficult to physically get to, and difficult to fit into my schedule. I like that Metro is reading out with a survey.	11/17/2014 10:06 PM
158	Accessibility for people with mobility or visual impairs should already be a high priority for Metro and shouldn't be presented as a preference analogous to a 5 vs 10 minute transfer time! Maybe first ask if the respondent uses or would use disability accommodations (thus identifying them as someone qualified to evaluate existing services) and then ask them for input. Thanks Metro!	11/17/2014 9:52 PM
159	The in-person handout on Campus Parkway was a refreshing way to receive information and be invited to the process. Thanks for the opportunity!	11/17/2014 8:49 PM
160	It would be more engaging to receive a numbered/named survey. Later, when/if the quantitative results of the surveys are posted publicly (according to number/name), it will make it easier to remember which surveys I have taken while allowing me to compare my answers to my neighbors' (being other Seattle-ites).	11/17/2014 8:07 PM
161	I can't imagine this is easy, but I hope you get it pretty good enough.	11/17/2014 7:58 PM

162	Sometimes bus drivers won't open the back door on buses and old ladies can't get out or yell "back door!" So they miss their stop. That's not cool so that should really be fixed.	11/17/2014 7:48 PM
163	Please take better steps to connect bus and Link Transit centers. At Mount Baker, for example, transferring from bus to the Sounder is unnecessarily difficult -- a long walk without much signposting, a crossing at a busy intersection, and lots of exposure to the weather. There is no excuse for this.	11/17/2014 6:10 PM
164	I do sometimes feel that our local public transportation services (particularly Metro's bus service and the Sound Transit light rail service) don't spend enough time listening to what people really want and end up spending money on things that don't really improve service. Do try to listen more closely to what the customers want, even if it isn't something that you've planned.	11/17/2014 5:25 PM
165	The idea of "Metro Peak Service" should be revised for UW campus. As UW campus needs more evening service. Checking the statics the buses are more crowed in afternoon and evening than in morning peak. IN fact late morning is also full. The buses are not packed in the morning because students awake and commuting at 7am.	11/17/2014 5:13 PM
166	I like taking the light rail to the airport. It can be crowded and difficult to manage with luggage, but I understand the rail cars are from the Czech Republic and were not specifically designed for Puget Sound transportation needs.	11/17/2014 5:03 PM
167	THANKS!	11/17/2014 4:53 PM
168	This is not about the outreach process, but about Metro service. I strongly feel that regular bus service should resume on University Way on Saturdays after Farmer's Market ends. It ends at 2pm and it takes a couple of hours for the street to empty and open up again, but it does not make sense for the 71, 72, 73 to be re-routed to 15th Ave NE all night. Resuming the regular route by 6pm makes sense.	11/17/2014 4:46 PM
169	Updates on progress being made on the light rail link between Downtown and UW, including photos of stations, route, planned schedules / time it will take to get from destinations, ect...	11/17/2014 4:44 PM
170	I worry that all these changes will make it more difficult to get to a bus/light rail as I age and as a result, I will not be as independent.	11/17/2014 4:26 PM
171	Park and rides, especially in Snohomish county are too full, this also prevents me from taking the bus into Seattle areas.	11/17/2014 4:24 PM
172	I just have to say that I'm truly pleased with how the bus service works to connect me from home and school. I know this from other students who commute and from my own experience that having Wifi on the busses would be a big help to ensure that we don't lose time while commuting.	11/17/2014 3:57 PM
173	This survey didn't mention Link service to UW until the end. There isn't any place to suggest new routes other than adding it in the questions. More light rail or separate right-of-way bus service is desired.	11/17/2014 3:57 PM
174	A/C on the 49 would be appreciated in the summer.	11/17/2014 3:55 PM
175	Obviously a covered bus stop is important to me because I kept referencing it as a deterrent to taking the bus. But it never came up in your lists of considerations. You talked about safe bus drops but not covered bus stops. Give some more thought to how important this covered aspect is to customers in a city where it rains so much half the year. If it's not dry waiting for the bus, it's not very attractive.	11/17/2014 3:45 PM
176	Your question that asks us to select which routes we use / have used in the past is missing route #5. Not sure if this was intentional. Route #5 is SUPER useful to me, and I was surprised not to see it listed. (Perhaps that's because there are no proposed changes to that route? I'm just pointing it out in case it was an oversight.)	11/17/2014 3:43 PM
177	Take over the world! Eliminate that pesky automobile! This transit aficionado approves of your work.	11/17/2014 3:42 PM
178	I thought I was going to be asked about bus service connecting to light rail stations. That seemed to be the stated purpose of this survey. But no questions were asked specifically about this.	11/17/2014 3:32 PM
179	I sincerely hope you will act positively to my request that I made about making transportation available to people who live around Exit 7 of I-405. The area is the north border of Renton and south border of Newcastle. This area is so isolated. Please make a positive impact on the people's lives by providing public transportation to those people. Thank you for listening.	11/17/2014 3:23 PM
180	I doubt any opinion will make a difference in the planning process for metro.	11/17/2014 3:21 PM
181	It is very nice that you are doing this.	11/17/2014 3:20 PM

182	I live 5 mins from the Northgate Transit Center. Lots of access to bus routes... But no Rapid Ride stops so I am un familiar with them.	11/17/2014 3:15 PM
183	I wish there was more parking for cars along the routes. I currently take the 271 and have to park on a side street in a residential area. I fear that ultimately this parking will get removed. There are very few lots where you can park your car and ride that bus.	11/17/2014 3:14 PM
184	Is this survey available in other languages?	11/17/2014 3:13 PM
185	Way to go to reach out to those of us who ride! I hope you hear us.	11/17/2014 3:08 PM
186	Great; thanks.	11/17/2014 3:01 PM
187	We really need to find the moeny to support reliable public transit. I'm an east coaster and this it's just ridiculous that it takes me over an hour routinely to go 6miles from work to home	11/17/2014 2:52 PM
188	don't cancel mt bus! 67/68	11/17/2014 2:47 PM
189	I would just say, keep fighting to get this city in to the transit position it needs to be in. Seattle can't be sustainable for lower income folks, or anyone without comprehensive transit.	11/17/2014 2:43 PM
190	none	11/17/2014 2:41 PM
191	Placing outreach workers at the chinatown/international district tunnel stop was very smart. They were able to talk to many UW staffers or students traveling to the U District. Well done...	11/17/2014 2:29 PM
192	I appreciate being asked to contribute to this process.	11/17/2014 2:27 PM
193	Thanks for asking! :)	11/17/2014 2:26 PM
194	It would be nice for the UW to subsidize bus passes for family members. I have a 9 year old daughter and I drive her to a safer school that is closer to my work where if something goes wrong I can be there in 10 minutes without having to fight through downtown traffic. But I have no way to pay for a bus pass. I can't afford \$1.75 each trip for my daughter to ride the bus. Plus the amount of time ridden on the bus from West Seattle to Sandpoint/U-district is not an option because it takes a long time, and the bus options that are available stop everywhere and there are no quick ride options (express buses).	11/17/2014 2:18 PM
195	I don't want to lose current, efficient bus trips just because the UW link station opens. Right now I have a direct express bus from Tacoma to the UW campus. I don't want to have the route be cut and me be forced to take the Sounder train into Seattle then transfer to the link because that will add significant time to my commute. Currently my entire bus trip is 44 - 60 minutes in the morning. If I had to take the Sounder train it would take 60 minutes just to get from Tacoma to downtown Seattle. Then I'd still have to transfer and get up to the UW campus. Significantly increasing my commute would cause me to consider driving, simply for the efficiency.	11/17/2014 2:13 PM
196	Overall I love the metro services offered and have been using them since I moved up here almost three years ago. I would just use them more if they were a little faster and more on time. Thank you!	11/17/2014 2:13 PM
197	Outreach is irrelevant. People who receive and subsequently participate in these outreach attempts can see it for what it is, an attempt to mitigate failures of architecture and of executive action. Additionally transparent is the embarrassing amount of resources poured into providing services, not for the people who use transit, but to those who *might* use transit -- who somehow are to be, I suppose, bribed into just getting onto a bus or train once in a while. This disproportionate allocation of resources is the primary failure of all the regional transit systems, most especially, Seattle.	11/17/2014 2:12 PM
198	Use bus ad space to encourage riders to participate; have a contest; provide incentives or tell the participants that their participation will somehow help someone in need - make it personal yet sell the value of your input impacts your community. Obviously there is an inherent benefit.	11/17/2014 2:09 PM
199	I think having a light rail station at UW is such a great idea. I hope that the light rail service continues to grow and connects Seattle with Bellevue, Redmond, and Everett soon.	11/17/2014 2:04 PM
200	I doubt riders participation in this survey will mean anything to Metro or Sound Transit. I'm sure all the decisions have already been made from people at the top who don't use Public Transportation. Public transportation is broken and simply doesn't work well in Seattle, King County or the Puget Sound Region. Better technology to work with Smart Phones is needed so users can see where/when their bus, train, trolley or lightrail will arrive.	11/17/2014 2:03 PM
201	With the amount of traffic issues, if there was a transit(bus) way to connect to the link light rail I would take it in a heart beat. The schedule would have to work for the hours that I work.	11/17/2014 2:03 PM

202	I am very much for expanding the Light Rail as quickly as possible, I think that once it opens that it will give me a much greater ability to experience the downtown on a regular, enjoyable basis.	11/17/2014 1:55 PM
203	Please don't make Wi-Fi available on buses. People are already drawing farther from each other during rides and in the world thanks to their phones already. By providing Wi-Fi, I believe you are helping people such as myself (Internet Addicts) to strip themselves from reality more than already and with hardly a chance to change if their self control (such as mine) is weak.	11/17/2014 1:52 PM
204	Please do not cut any more routes or services! EXPAND the service, like most other progressive, smart, developed cities around the world.	11/17/2014 1:52 PM
205	The Tacoma-Seattle transit needs to consider rider preferences. Commuting here takes a big chunk out of our day, and lengthening that time is not a good option.	11/17/2014 1:51 PM
206	Seattle seems to have one of the more extensive and convenient transit systems in the United States, and this is one reason I feel fortunate to live here. But there is still room for improvement. American cities in general continue to trail far behind their European and East Asian counterparts in terms of the availability of public transit. I look forward to Seattle continuing to be a leader among American cities in the field of public transit.	11/17/2014 1:50 PM
207	It'd be good to have more input fields like this one rather than radio buttons, especially on questions that say "pick one" and none of those quite reflect my thoughts or, lack space to explain a choice I've made. Metro can be expensive, take much longer to get to work [an hour versus 20 minutes by car]. Some routes have thugs riding along sitting in the only areas with available seating. Winter time you wait outside in the wind and rain to get on a stuffy bus with fogged over windows...not a great choice for a daily commute. I spend more driving when adding in upkeep, insurance, parking and so on but the convenience of being at my destination in 15 minutes, rather than an hour or more, is worth it to me. Finally, it gets really frustrating to see metro buses continue to run red lights or block intersections with impunity. Complaints about those events get lip service like "well pass this on to the supervisor" and the behavior continues on.	11/17/2014 1:50 PM
208	Please make food/drink rules visible on the buses! For those of us with food allergies, riding public transit can be terrifying.	11/17/2014 1:47 PM
209	I highly value my bus service on routes 73 and 373 and I take the bus to work most days. I do NOT want to have to catch a bus to Northgate and then a train to UW in the future. I will likely drive if I have to go through that nonsense. Route 373 is discontinued when UW is out of session. UW has more employees than students. At least the rush hour service should be available year round as most of the employees work year round. When the 373 is not running, all of the 73s should go to the end of the route instead of 50% of them ending at 65th.	11/17/2014 1:47 PM
210	Please keep planning and building to accommodate growth and density and higher costs of energy.	11/17/2014 1:44 PM
211	Train is the way to go. Waiting for train route from Federal Way to UW.	11/17/2014 1:44 PM
212	I would love to have a easy, reliable connection between U District and Sea/Tac Airport. Many students use the airport and no easy, fairly quick options exist.	11/17/2014 1:44 PM
213	This survey was longer than I expected, which was not necessarily a bad thing.	11/17/2014 1:42 PM
214	Could the 65 bus stop closer to the Link station?	11/17/2014 1:42 PM
215	Getting the tax revenue to pay for service improvements is probably the biggest problem at the moment. Good luck.	11/17/2014 1:38 PM
216	Please stop cutting routes, decreasing service, and increasing fare rates. Please.	11/17/2014 1:35 PM
217	Please get central district connected to light rail station in capitol hill. Swedish cherry hill is on its on.	11/17/2014 1:35 PM
218	Having to make transfers would also be improved if transfers used the same bus stop (many do, but then many do not and require walking some distance to another stop up to several blocks away), or provide a "You are here" map at common transfer stops (especially in downtown Seattle) so people can orient themselves on where the stop they are headed to next is located (also on what side of the road one would need to be on to go the direction they want to go).	11/17/2014 1:33 PM
219	Thanks for your work!	11/17/2014 1:33 PM
220	Overall, I am pleased with Metro. More routes and frequency would help get more people to ride.	11/17/2014 1:33 PM
221	I live in a place with good bus service, where the commute to my job is easy. I continue to live where I do partly because the bus & transit service is good. I like this feature of our city quite a lot. :-) Thanks, Beth	11/17/2014 1:32 PM

222	I love taking the bus, drivers are friendly, I don't have to worry about traffic, and I can do other things while commuting. Thanks to Seattle Metro for all you do! So excited about the link rail!!!!	11/17/2014 1:24 PM
223	Not on the process. But I do have one comment that didn't seem to fit anywhere else in the survey: the need for reliable real-time bus service updates. The OneBusAway smartphone app is a very useful program, but the data is sometimes inaccurate.	11/17/2014 1:21 PM
224	Thanks for asking! You raise my hopes for improved transit- don't disappoint!	11/17/2014 1:20 PM
225	Metro should not allow non-paying customers on the bus.	11/17/2014 1:19 PM
226	Thank you!!!	11/17/2014 1:13 PM
227	It doesn't seem to address the concerns about the "70-routes" changing once the light rail reaches the stadium. I am assuming these will become obsolete (or run only as far as the stadium) and it would be excellent to propose options on what to do with them.	11/17/2014 1:12 PM
228	Please do your best to keep the transit system going!	11/17/2014 1:04 PM
229	Even if good decisions are made, Dow Constantine will veto them and do what his masters command.	11/17/2014 1:00 PM
230	Drivers should at least stop if the bus is to full!!!! Instead of just driving by and have passengers not knowing what is going on!!!!	11/17/2014 1:00 PM
231	More transpiracy about how money from intitatives and taxes is spent concerning salaries especially from highest levels of management. When friends and co-workers talk about why they are voting against transit funding many believe that Metro is wasting money since it became a King County entity. It would be very helpful as a pro-transit voter to be able to counter those agruments with hard facts. And if those facts were more public it might help sway more people to support transit. People do seem be very excited by the extension of the light rail. As traffic has gotten worse some of my coworkers have lamented that the state/county/etc had not begun extending transit years ago and that there were no plans to stretch the light rail to Everett and beyond.	11/17/2014 12:58 PM
232	If you're concerned about people's responses to question 19, you should publish aggregated data about the feedback you got and, point-by-point, show what you've done or are planning to do to address people's concerns.	11/17/2014 12:57 PM
233	Metro bus service is a necessity for students, staff, and faculty. The availability and cost of parking, as well as the challenges of traffic, are effectively prohibitive. Because there is not a decent alternative, it often feels like there is little incentive for the Metro bus services to improve. Bus congestion is a SERIOUS problem on buses that travel through UW campus. Riders often stand for 15-30 minutes of travel time, and some busses are so congested that people cannot stand in safe positions on the bus. The congestion is related to extreme delays - during commute times (morning and early evening), a bus that runs every 30 minutes may arrive 28 minutes late. In an era of remarkably accurate and inexpensive location/communication electronics (e.g. GPS, cellular data communication), it is frustrating how poor the information on metro bus service is. The phone application OneBusAway does a barely adequate job, but is frequently mistaken, especially on weekends, holidays, or days that campus is not officially in service. Seattle Metro should be able to provide modern software options for checking bus times and making travel arrangements (or if that is happening, advertise it better).	11/17/2014 12:54 PM
234	Thank you for your consideration.	11/17/2014 12:54 PM
235	I am interested in taking the light rail to the UW where I work, but because I am on N. Capitol Hill, the access for me doesn't make sense, yet the buses are pretty inconsistent in keeping on schedule.	11/17/2014 12:53 PM
236	I sometimes wonder whether improvements, like Link, would be built faster if agencies weren't so focused on community buy-in. It's not that I don't think the community should be consulted, but at some point, well-informed planners should just figure it out and do it faster. In Beijing they built 5 new subway lines in 4 years. Can you imagine?	11/17/2014 12:51 PM
237	Another option that could help ridership would be to develop a program that estimates time and money saved when a potential passenger inputs their travel plans to the program. The results would show how long the travel would take in a variety of options, including driving, and how much that would cost with parking, etc, vs the other options. I hope this makes sense. For instance, if I were to drive from the U district to downtown and it would cost \$10 more due to parking yet I'd only arrive 2 minutes earlier, I might choose the bus.	11/17/2014 12:49 PM
238	I appreciate this opportunity to provide feedback. I would love to use more public transportation beyond just commuting to work. Traffic and parking are such a mess in Seattle. I have seen first hand how good public transportation works and I wish we had it here. Good luck!	11/17/2014 12:48 PM

239	You'll need to make the busses run on time. Anything that you can do to connect participation to "help us get the busses run on time" will get a response. If a bus doesn't run on time (or my favorite, runs early, leaving you standing for half an hour) the system becomes instantly unusable, and it will be abandoned. Metro's slogan needs to be "we run busses on time" and then deliver it.	11/17/2014 12:48 PM
240	Thank you very much for this opportunity. I would like to emphasize the need for University of Washington workers to have inexpensive and efficient means of transportation to and from work. Many who are employed at the UW live far away. Sometimes I feel like Shoreline is left out of the loop for transportation options.	11/17/2014 12:48 PM
241	There is no available parking (park and rides) in the South Seattle area so until this happens I will not be riding link light rail. It's not convenient. I live in Skyway.	11/17/2014 12:47 PM
242	I would be thrilled if the Link were extending all the way down to Tacoma. I work in the UW Tower and the Brooklyn station is going to be a great hub and connection. Unfortunately, I will likely still need to rely on the ST 586 express bus because the Link won't extend all the way home.	11/17/2014 12:44 PM
243	Just make it work, OK? It would be helpful if all the King County elected and appointed officials actually ride Metro once in a while.	11/17/2014 12:42 PM
244	Thanks!	11/17/2014 12:40 PM
245	South Seattle communities should still be involved in discussions about light rail connections to UW/Cap Hill.	11/17/2014 12:36 PM
246	Thank you for this opportunity to weigh-in. I am hopeful that completing this survey will result in better decisions being made.	11/17/2014 12:35 PM
247	I took the survey, but I don't think my opinion matters. I'm skeptical of those who are making these decisions, because they don't take the bus.	11/17/2014 12:35 PM
248	Buses should connect the University of WA to West Seattle/South West Seattle directly. If a bus went from UW to Westwood Village, I'd be willing to transfer to Delridge Way SW (route 120) more easily than transferring from downtown (I think it would be much less crowded). I think there are a lot of staff/faculty, etc. that work at UW but live in West Seattle and it is very inconvenient to get there.	11/17/2014 12:34 PM
249	Metro has made poor choices in the past. I see no reason to assume that will change.	11/17/2014 12:34 PM
250	This isn't about outreach, but since there wasn't an appropriate place to share this concern earlier, I'd like to do so here: I'm worried that when the light-rail extension opens, Metro will cut or reduce frequency on the 43 & 49 routes. Either of these would have a significant impact on anyone north or east of the Capitol Hill Link station, and if Metro chooses to do this, a significant portion of those who currently take transit will be forced to, or will opt out of public transit.	11/17/2014 12:33 PM
251	Good job.	11/17/2014 12:29 PM
252	Thank you for asking for feedback. I am so excited for the light rail to open up to UW--it will reduce my commute time from 1.5 hours to 20-25 minutes! I can't wait!	11/17/2014 12:28 PM
253	I've already given tons of input and all of it has been ignored. For emails, I never received and response. I have little confidence that voicing my opinion makes any difference with the public transit in the Seattle region.	11/17/2014 12:27 PM
254	I wish Metro had kept the bus stop in the corner of NE Pacific and 15th Ave NE. I have to walk farther now since the bus stop was removed. (a good walk though during the summer time, but it takes away so much of my time to arrive to work on time. I'm always racing back to my bus stop in the afternoon. I'm not the only one complaining though...	11/17/2014 12:26 PM
255	I'd make the address on the sign bigger... Otherwise, very nice sign.	11/17/2014 12:26 PM
256	I would like to know why so much money was spent on the new rapid ride buses and bus stations while the regular metro buses are so dirty. Why are routes/hours being cut while Millions are being spent on the rapid ride?	11/17/2014 12:24 PM
257	I hope that rider feedback will be included in meaningful ways and not just get overruled by more wealthy/influential stakeholders.	11/17/2014 12:24 PM
258	I hope that you will listen to my views and the views of others and that it will result in better decisions being made with Seattle transit. I have to say that I have been very disappointed at cutbacks in transit service in recent years. It seems like a false economy to me on the part of Seattle government. I hope this changes.	11/17/2014 12:23 PM
259	While I'd seen a poster at a bus stop, the poster had been damaged either by wild vandals or weather or both. I was intrigued, but a lot of important information was difficult to access. Not much you can do about that, just FYI.	11/17/2014 12:23 PM

260	I am extremely frustrated by transit in the city. I hate the late buses, the urine on the floors, the overcrowding, etc. It's an embarrassment that we have so much corporate money floating around, but regular people are reduced to cattle for the simple task of getting to and from work. I don't think the government cares about anything other than corporate name recognition, and will bend over backwards to make life easier for Amazon and Microsoft-like companies, while the rest of us suffer. Transit is just one of the many places where this is reflected in the haves vs have-nots.	11/17/2014 12:23 PM
261	I'm not sure if my views and interests will be impacted since I don't live in King County, but I think it's a helpful platform to get word out for changes that need to be made in Snohomish County that are related to this planning process.	11/17/2014 12:23 PM
262	The City of Seattle needs to be committed to METRO transit. It does not make sense to keep canceling routes and limiting routes when there are more and more people taking METRO buses. The City should be committed to helping people get to work and home safely, and limiting traffic and pollution from cars.	11/17/2014 12:22 PM
263	Keep it up! Car people think they get to decide everything--bussers need to organize.	11/17/2014 12:21 PM
264	Many students are unaware of what these changes could mean, they just use the services. It's important for those of us that live here year round that we have safe and reliable means of transportation separate from the demands of a temporary student population.	11/17/2014 12:21 PM
265	Drivers that are trained for passenger safety and comfort - some drive too slow, other very fast and deliver a 'jerky' ride. They think they 'own' the road, when in fact we all need to share the road, cars, buses, trucks, pedestrians and bicyclists. Turn the heat on on the bus.	11/17/2014 12:18 PM
266	Increasing number of people are coming from Redmond/EastSide in general - I'm concerned that 520 bridge did not consider link rail lanes. I hope you make up for it through better Rapid Ride access to Redmodn park n ride from surroundings.	11/17/2014 12:17 PM
267	I love Metro!	11/17/2014 12:16 PM
268	Thank you for asking!	11/17/2014 12:15 PM
269	Nice, but will it do any good?	11/17/2014 12:14 PM
270	Since I have heard the head of DOT speak and one of our council members and seen maps of where you're going into I feel that you have totally ignored many neighborhoods of the city. And since this is such a HUGE problem I don't think it will ever be fixed. Especially because more money seems to go into bike lanes as opposed to mass transit.	11/17/2014 12:03 PM
271	I think the survey missed people using their bikes on transit. For instance, in the future, I may ride my bike to the UW light rail station in the morning when weather is cooperating. If it's raining cats and dogs on the way home, I may want to put my bike on a bus rather than get soaked in my work clothes. **I would also have liked to provide some input on low-impact motorized vehicle access to the future light rail station at UW: it makes sense to not have a park & ride lot for cars / but limited scooter and motorcycle parking might provide access to a market for people who can't ride their bike because of hills and (as with my case) because there are no shower/changing facilities at their office destination	11/17/2014 11:39 AM
272	Seattle cannot go backwards. Sustainable cities support mass transit. We need to be thoughtfully supporting choices that reduce the need for cars and make mass transit convenient and useful.	11/17/2014 10:24 AM
273	Thank you for doing this.	11/16/2014 9:05 PM
274	I WOULD LOVE TO BE ABLE TO TAKE THE TRAIN TO DOWNTOWN/ CAPITOL HILL FROM THE U-DISTRICT IF BUS SERVICE BACK TO MY HOME IN MAPLE LEAF WAS RELIABLE , WITH FREQUENT SERVICE .	11/16/2014 7:12 PM
275	I am concerned that good plans will get watered down through successive stages of community feedback, where those who scream the loudest (metaphorically) will outweigh the needs of the largest number of current and future riders. I trust the judgement of Metro's planners much more than I trust the judgement of neighborhood activists. What I hope comes out of this process is faster paths for the vast majority of affected riders for their most-frequent trips, and good 2-way all-day (as many hours as possible) connectivity among as much of Seattle as possible. I encourage Metro, and its planners, to keep up with Seattle Transit Blog postings regarding this topic, and chime in when you feel it is useful. Thanks for doing this! --Brent White STB blogger	11/16/2014 3:05 PM
276	Our transit system has a long way to go. We need large parking garages at all Sounder stations and at the Link stations south of Sodo. The Link needs to go to UW, Bellevue, & Tacoma. The Sounder needs to go to Olympia. Look at any major city and copy what they are doing.	11/16/2014 10:44 AM

277	Please add more bus routes where they are needed in poorer areas. But also increase bus routes and bus frequency for bus routes in the North East Seattle	11/15/2014 11:16 PM
278	Glad you're trying!	11/15/2014 3:13 PM
279	I think it's great as long as you take into consideration people's views.	11/15/2014 7:46 AM
280	I found it kinda randomly. I also am dubious about how effective it is as data gathering tool.	11/14/2014 4:35 PM
281	I have to walk about 13 blocks coming home from the airport carrying a suitcase and that seems to far at midnight when I am tired.	11/14/2014 10:55 AM
282	With opening of Link station at Husky Stadium, there needs to be additional service North to South along 25th	11/14/2014 7:10 AM
283	bring back the 47!	11/14/2014 2:38 AM
284	Buses are cool, but in the end I think a city-wide lightrail is the way to go. It is the only way I can see having fast, affordable, reliable transportation.	11/13/2014 4:27 PM
285	At the moment most bus transfers happen at Campus Drive. That's far away from Link. How can I connect from 25 to Link? UW Link Station looks great, but how can I xfer to local busses?	11/13/2014 3:33 PM
286	Thanks for seeking community input.	11/13/2014 3:18 PM
287	A dedicated bike street or trail(walkers, runners, etc) should exist from Shoreline to UW to South Seattle. The trail encourages good behaviors our city will thrive on. This trail should be interconnected to bus stops, rail so that humans can know they can commute around the city, moving on and off different transportation types.	11/13/2014 2:36 PM
288	I plan to use Link Light Rail from Husky Stadium as often as possible to get to and from northeast Seattle to Capitol Hill and downtown. As it is now, my 71 route from to and from home to downtown will not come near enough to the Husky Stadium station to make using light rail feasible.	11/13/2014 2:28 PM
289	Almost everything you asked about, including safety and capacity and cleanness of the buses and stations, is important. But generally it is frequency, scheduling on nights and weekends, and ability to get a quick transfer to a second bus or light rail that determine when I use Metro and Link.	11/13/2014 11:28 AM
290	people planning the changes need to go out and take the bus for 2 weeks - in that time you should run into every eventuality. From traffic problems, crazy people, bus cleanliness, comfort and crowding.	11/13/2014 10:50 AM
291	Keep up the great work!	11/13/2014 9:52 AM
292	Why isn't this poll plastered on buses?	11/13/2014 9:49 AM
293	Thanks for including the QR code on the handout!	11/13/2014 9:07 AM
294	How will we know that you are looking at this survey or incorporating it's results into your decisions? Out of all the suggestions and complaints I have submitted on Metro's website I have never received a response even though I include my email every time and ask for a response. I have seen no evidence to suggest you have the organizational capacity to actually review and integrate comments from the public into your planning process.	11/13/2014 7:46 AM
295	Keep all stakeholders thoroughly updated	11/13/2014 2:13 AM
296	Thanks for providing the survey!	11/12/2014 10:15 PM
297	GOOD LUCK, keep pursuing the rider's future!	11/12/2014 10:02 PM
298	I think that small shuttle buses might work for links to light rails EXCEPT when there are major events like Husky football games, Mariners games, Seahawks games, etc. Then larger buses or more small shuttle buses would be necessary. The system will have to take these events into account in planning schedules. I live about a mile north of Husky Stadium and the last thing I (an almost senior petite female) want to do is to walk home at night or in inclement weather, so transit links that are frequent are imperative.	11/12/2014 9:01 PM
299	In regards to restructuring the bus routes, etc. on Capitol Hill when Link opens, please ensure there are ample opportunities for public input, feedback and participation.	11/12/2014 5:52 PM
300	I would like to say strongly agree for question 19. But that one's up to you guys.	11/12/2014 5:50 PM
301	I am an outlier and I understand that I probably won't be accommodated. Getting a late passenger boat that goes from Bremerton to Seattle and takes 30 minutes is probably not going to happen again soon.	11/12/2014 5:33 PM

302	The primary issue with Transit in Seattle is that the buses are unreliable with arrival times. For example, I have to walk half a mile down a hill to get to my bus stop for the 9 and it is never on time. Whether early morning or late at night, the 9 will not arrive on time. If routes were dependable on arriving on time Seattle's Metro customers would breath a giant sigh of relief. Thank you for your time.	11/12/2014 5:31 PM
303	If you are only considering the University as a destination instead of a hub for northern neighborhoods, you are missing the point. As a homeowner, I am looking for something that will increase the value of my home. If the bus system that goes near my house doesn't have a direct access to the Link service, it is useless. I don't want to fight the student traffic to use Link. Buses that go to northern neighborhoods, instead of going up/down University Ave, need to route to Link -- right now I'd have to walk across campus to get there from any of the "70" buses that I could take. Not knowing how that is going to work at this late date makes me believe that the UW link was designed with the University as a destination, not a hub for access to other neighborhoods. Is there a bus from Link to get to U-Village? Children's Hospital? Magnusson Park? And if so will we have to wait for half an hour +++ like now? There has been no discussion that I have seen about this. BTW: I DRIVE AN ELECTRIC VEHICLE. ASSUMING THAT ALL CARS ARE COMBUSTION ENGINES AND THEREFORE POLLUTING IS SHORT SIGHTED.	11/12/2014 4:47 PM
304	Wasn't clear how survey questions related to the topic of making better connections between Metro bus service and expanded Link Light Rail. Just want a good connection between Routes 65 and 75 at Husky Stadium.	11/12/2014 4:43 PM
305	Fix Route 8	11/12/2014 3:42 PM
306	King County bus drivers are wonderful! I ride twice daily and had excellent experiences.	11/12/2014 2:57 PM
307	N/A	11/12/2014 2:55 PM
308	Later run times would be great!	11/12/2014 1:29 PM
309	Please continue to invest in Light Rail. Seattle is among the worst cities in the country when it comes to reliable public transportation. Buses are not the whole answer because they are subject to street traffic. A single North-South line is not sufficient for residents who do not live close to I-5. Please consider Queen Anne, Ballard, Fremont (especially with the boom in tech jobs here), Crown Hill, and the 522 corridor.	11/12/2014 1:26 PM
310	Regretably, the link will not replace the current excellent service between downtown and the U-district. Just as the link from downtown to SeaTac (and I refer now to the old route 194 bus) is a very poor substitute for the earlier bus service (link is slower, less convenient - especially at the airport stop - and vastly more dangerous), eliminating the 70-series (and other) buses (that I KNOW you will do to drive passenger traffic to the link) will represent a major degradation of service - a Husky Stadium stop might as well be on Mars - it's a poor comparison to on-campus, Campus Parkway and Ave/15th stops. Likewise for buses on Capitol Hill - they're already fine and obviously far more flexible than the single stop the link will make. And the new street car - cut me a break?! No one will pay to ride that just as no one pays to ride the SLUT - they just get on for free and go. Don't believe it - check it out?! Wait until the big one hits - all your toy trains will be useless.	11/12/2014 1:20 PM
311	The lightrail connection to UW should be completed on time. It should be made a transfer point for connections to many places.	11/12/2014 12:46 PM
312	I'm not sure if stations have wi-fi but it would be nice if they did... I'm glad that you are consulting the public	11/12/2014 12:43 PM
313	N/A	11/12/2014 12:43 PM
314	Don't remove bus shelters. If someone doesn't like homeless people sleeping there when no buses are running, they are crazy.	11/12/2014 12:40 PM
315	Thank you for considering our feedback. Please continue to expand the light rail as congestion increases.	11/12/2014 12:14 PM
316	Keep the busses and trains rolling abundantly! I am from LA where no one walks and cars rule. But I have been a walker and transit girl all my life. Let's be a city of the future! Thank you.	11/12/2014 12:03 PM
317	was expecting more questions on the Link light rail stations, in addition to the general use questions. Am also curious about how the stations will help be a hub for alternate transportation options (bike share, car2gos, pickup/dropoff areas, etc)	11/12/2014 11:27 AM
318	The cleanliness of stops is also a big concern. I usually avoid the stops at 3rd Ave & Pike/Pine downtown because they are filthy and are always surrounded by a miasma of cigarette smoke.	11/12/2014 10:27 AM
319	Thank you so much for seeking feedback from the public to inform your decision-making. We really appreciate it!	11/12/2014 7:35 AM

320	Light rail should have occurred decades ago, buses get stuck in the same traffic as cars and add to the congestion. Rail needs to follow I-90 and 405 and 18, then extend into communities. Not waste money going from the airport to downtown. Look at Portland and follow their example.	11/12/2014 7:07 AM
321	Build more rail!!! We need as much rail based public transit as we can get!	11/12/2014 1:18 AM
322	I know this is more of a funding issue, but the free ride zones were a great community service and helped a lot of people get around to services more easily. Would love to see them come back someday. Thanks for doing what you do!	11/12/2014 12:21 AM
323	If surveys do impact your decisions, it would be great if you'd publish results and explain what steps are being taken and why. thanks!	11/11/2014 11:06 PM
324	I really want buses removed from the transit tunnel ASAP to make Link more reliable and 71,72,73 buses to start/end in U District link to feed light rail	11/11/2014 9:46 PM
325	Available response options for questions like 17 and 19 can be misleading. You leave out the spectrum between 'somewhat' and 'strongly' agree or disagree. I probably had to do with reasonably limiting the choices, but I think you should drop the 'strongly' part of the responses and simply use 'agree' and 'disagree'. Thanks for asking and reading.	11/11/2014 9:21 PM
326	Thanks for the survey! Can't wait for rail service to continue expanding!	11/11/2014 6:48 PM
327	For the UW station, it will be very important to have comfortable, frequent, long span service from the Northeast neighborhoods.	11/11/2014 4:03 PM
328	Please keep public transportation affordable, especially for families. A trip anywhere for my family of five is now over \$20 round trip. We want to 'hook our kids on public transportation' and teach them the right thing but find ourselves driving as that is more affordable.	11/11/2014 3:34 PM
329	One of my concerns is that some areas of my neighborhoods are not safe to walk through (parks near freeways) at night, so even if the bus stop is less than 10 min away, I don't want to walk there.	11/11/2014 3:14 PM
330	I TOOK THIS SURVEY. BUT IT SOUNDS LIKE IT WAS AIMING FOR PEOPLE THAT DO NOT ALREADY RIDE THE BUS. I AM VERY HAPPY USING COMMUNITY TRANSIT, THEN TRANSFERING TO METRO.	11/11/2014 1:35 PM
331	I primarily ride my bike to work because I make it from the north end of Capitol Hill to the south end of Downtown in 8-10 minutes, whereas with the bus I find myself waiting for 10 to 15 minutes for a 20-30 minute bus ride to walk for another 5 to 8 minutes. If transit time by bus were cut down by half (from 45 minutes to 20 minutes overall) I would be extremely satisfied. Typically the bus as it currently stands is disappointingly slow and causes me to have to waste hours in transit each day that I use public transit.	11/11/2014 1:06 PM
332	Bus driver's shouldn't be allowed to NOT let you on the bus because it's crowded. Especially if people got off and there was room in the back. They need to tell the people to move down instead of making people miss their bus which makes them LATE! That is not acceptable.	11/11/2014 12:37 PM
333	Thanks for the survey and keep Transit Moving!	11/11/2014 11:59 AM
334	Will there be parking facilities or garages at the UW link station? I understand it is near impossible to have parking downtown, but I project that this area will be a major commuter station servicing the north Seattle and 520 demographic.	11/11/2014 11:50 AM
335	I hope some day that the the 522 is replaced by a light rail line.	11/11/2014 11:24 AM
336	Tjthanks for the opportunity to give input!	11/11/2014 11:20 AM
337	I have no reason to go to the University Station. I will use the Capitol Hill Station to get to work downtown and to the airport. There is no other reason for me to use Light Rail at this time. Once it is extended to shopping areas North and East then I will have a reason to use it more frequently I think it was EXTREMELY short sighted to have avoided shopping areas such as Southcenter on the initial build.	11/11/2014 10:28 AM
338	Good work	11/11/2014 10:14 AM
339	You've got to improve the safety of the busses before I will ride again. Morning rides are fine, but afternoon and evenings are unsafe.	11/11/2014 9:52 AM
340	Give all buses stop light pre-emption. Don't allow buses to use wraparound ads that cover passenger windows. Ads are fine; covering windows discourages me from riding. Prohibit drivers from turning off entire light banks that dim the bus. There are other solutions to help drivers avoid glare. Riding some of these darkened buses makes it feel like there's a criminal behind every seat. Why pay for lights at all if the drivers shut them off?	11/11/2014 9:21 AM

341	It feels like the city is just doing what they want, willy nilly, without any consideration of how useful the transportation options are for the people.	11/11/2014 9:08 AM
342	I would like the Seattle Transit Blog to serve on the sounding board.	11/11/2014 8:29 AM
343	Regarding transfers: The problem with transfers is that, on paper, it may look like your trip will take only, say, 30 minutes. But you are doubling your chance of some messed up route when you have to transfer. More opportunities for broken busses, full busses, poor weather slow-downs, etc. If they were separated trains instead of busses, then a transfer system would make sense. But building a complicated transfer system into busses sounds awful. My husband _could_ take a bus to the U-District and then transfer there to go to SLU, but instead he chooses to take a bus to DT and walk to SLU, sometimes taking the streetcar. A transfer in the U-District is not his idea of a good time. At the very least, all of our neighborhoods should be connected to each other. I feel especially bad for Queen Anne.	11/11/2014 8:18 AM
344	Thank you!	11/10/2014 9:20 PM
345	I am glad you are welcoming input from the community.	11/10/2014 8:28 PM
346	Keep up the good work, and please work more closely with OneBusAway to improve bus data.	11/10/2014 8:17 PM
347	An open ended question near the end of the core survey would have been nice. So I'll comment here. I care more about a good connection than wait time for the first leg, since, for many routes, I can use onebusaway or something like it to not have to wait very long. I'd be happy to transfer at the UW stadium stop if the trip to there were a little faster than the 72/73 are now through the U district.	11/10/2014 7:33 PM
348	Please don't spend more money on bus stops. The electronics just get vandalized.	11/10/2014 6:36 PM
349	thank you. Let's get transportation options moving!	11/10/2014 5:17 PM
350	I would love to see more bicycling infrastructure being built in and around downtown Seattle (like the new cycle track that was put in on 2nd Ave). I would also like to see the light rail network expanded to Lynnwood, West Seattle, Bellevue, and beyond.	11/10/2014 5:13 PM
351	Please provide buses to link my neighborhood (Ravenna/Roosevelt) to Link services at UW stadium station. Please provide bus connections to link my employer (Seattle Children's) to Link services at UW Stadium	11/10/2014 5:12 PM
352	Thanks for asking for the public opinion!	11/10/2014 4:43 PM
353	I know it is expensive and you can't do it everywhere, but the reader boards that say when each bus will arrive are very helpful. I would really appreciate a readerboard at Benaroya Hall where so many buses stop. I would also really like a shelter at Town Hall. Lots of people go to events there and the tiny bench is exposed.	11/10/2014 4:38 PM
354	thanks for asking!	11/10/2014 4:32 PM
355	We need to have systems that are near homes but that don't stop every other block. People are just going have to walk further. In most major cities you have about a ten minute walk and you get to a rail line or a limited stopping route for efficiently. I don't mind walking down a bit if I can get a good connection but most of the time it is not the fastest connection.	11/10/2014 3:58 PM
356	Do not feel heard, not the first time we have asked for more frequent service to hospital area on first hill	11/10/2014 3:01 PM
357	Your outreach was good. I hate transferring buses. It makes my ride so much more stressful.	11/10/2014 2:53 PM
358	If you want to play with the big boys, you have to be a big boy.	11/10/2014 2:24 PM
359	Don't drop the 66/67 bus. It's the fastest bus running north to south to NE Seattle. At least keep it until the Light Rail Stop on 65th & Roosevelt will open in 2021.	11/10/2014 1:55 PM
360	Appreciate the effort to reach out and know what riders are thinking or looking for	11/10/2014 1:45 PM
361	Thank you for asking for public feedback - I know its a massive undertaking, but it shows a real commitment to everyone by asking for their input.	11/10/2014 1:31 PM
362	As always, the shorter the survey the better your participation and results will be! :)	11/10/2014 1:27 PM
363	Thank you for taking the time to solicit feedback from the community, I am concerned about how we will best be able to take advantage of new transit options and hope that this process goes well. good luck!	11/10/2014 1:25 PM
364	I'm excited for the Metro Link's extension. Now West Seattle!	11/10/2014 1:23 PM
365	Thanks!	11/10/2014 1:16 PM

366	I am a dedicated transit rider. Public transportation has been my primary mode of transport for the past 25 years. I sold the last car I owned in 1994. Having grown up in Los Angeles and having had to depend on their system I have always loved King County Metro though Los Angeles is now much improved with light rail & Rapids.	11/10/2014 1:15 PM
367	I stumbled across this, and I'm not sure how many other people have had the opportunity to be in the right place at the right time. You guys should have these on buses with a return box.	11/10/2014 1:09 PM
368	I thought there would be more space to comment on how busses might be routed to the link light rail. There are not enough busses that go to Husky Stadium. If there is going to be light rail there, is there also going to be a park and ride? Where would they put a park and ride?	11/10/2014 1:04 PM
369	UX was long. Three clicks from email to survey? Just put the survey link into the email directly next time, and you'll get more results.	11/10/2014 12:59 PM
370	I hope my feedback is helpful in some way, I understand most of what I filled out is fairly obvious to you, but that's what surveys are, a window into the possibilities of the obvious.	11/10/2014 12:55 PM
371	make better service	11/10/2014 12:42 PM
372	Thanks!	11/10/2014 12:30 PM
373	Question 15 could use a little bold formatting. I couldn't tell what the difference between some of the answers at first. It was the answer about having to wait no more than 10 minutes for the first bus or the connecting bus.	11/10/2014 12:26 PM
374	I hope that Route 2 will not change other than more frequent service. Those who ride the 2 already fought to maintain service during a previous transit reduction. Now that more funds will be available as a result of the recent initiative, it seems unwarranted to change the 2.	11/10/2014 12:23 PM
375	Since moving to Seattle, I have worked for two employers (City of Seattle and NOAA) that offer subsidized transit. However, I have never heard of Metro reaching out to employees of those organizations through fairs or other means to help them understand how to use Metro and/or to show them what routes they could take. It would seem that these potential riders would be a high priority.	11/10/2014 12:18 PM
376	My impression is that transit improvements are centered in Seattle, and very little attention is paid to the needs of South King County. This, despite the fact that there is a higher level of unemployment and low-income A report from the City of SeaTac, for instance, shows that there is a greater number of people living in poverty among the suburbs than there is in Seattle (80,000 in Seattle, versus close to 150,000 in King County without Seattle). Yet, it is Seattle that gets the majority of transit improvements. Studies back up my assertion: http://www.federalwaymirror.com/news/213201141.html# http://www.brookings.edu/research/books/2013/confrontingsuburbanpovertyinamerica http://confrontingsuburbanpoverty.org/wp-content/uploads/metro-profiles/Seattle-WA.pdf The middle class outside of Seattle itself have long been the bread and butter of tax revenue; with the economy and increased poverty we see around us, we are becoming less convinced that services that flow from King County government are geared to our needs and the needs of our impoverished neighbors--if they bother to flow at all. This concentration on yet another Seattle transit improvement project seems to be just one more straw on our camel's economic back.	11/10/2014 12:13 PM
377	I like that you're giving folks several different ways to participate. I'm taking this survey, but also plan to attend a community meeting and may apply to serve on a sounding board. Thanks for making the effort!	11/10/2014 12:07 PM
378	I appreciate the opportunity to learn more about the Link extension. I only heard about this survey through a neighborhood group. Signs at bus stops would be a good way for visibility & participation of regular commuters. Please pass on these concerns: We do not want to lose our bus service as the link comes into use, the way the express buses to the airport were replaced by the Central link! Also, please try to make the transfers between the link & bus easier. It is not clear to new users about how to use the Orca card. If you don't have an Orca card and want to transfer from the bus to train downtown, you have to go up to the mezzanine (why no ticket machines on the platform level???)	11/10/2014 12:00 PM
379	I think your outreach is great, but I've given the same feedback SEVERAL times and there seems to be nothing done to address the situation, which is frustrating.	11/10/2014 11:48 AM
380	the routes are established. Now you just need to coordinate parking and bus transfers...	11/10/2014 11:41 AM
381	Please improve service and make it make sense for ALL RIDERS!	11/10/2014 11:39 AM
382	I feel public transportation is very important for environmental reasons as well as serving the community and those who can't afford to own a car or drive. I feel cutting bus services is not the answer. Thank you.	11/10/2014 11:26 AM

383	It might make sense to have a tiered transit system for people willing to pay extra for extra service. This could help supplement costs of people who can't afford even a cheaper option. I'd gladly pay more for a less crowded, more reliable service to get me to work and back.	11/10/2014 11:25 AM
384	Excellent questionnaire. It always surprises me how much I like Metro and benefit from it until I answer questions like these. One comment: you never asked if I was on a senior pass. That makes a huge difference.	11/10/2014 11:15 AM
385	more light rail!!	11/10/2014 11:13 AM
386	Thank you for taking the time to listen to the people that use the transit system the most.	11/10/2014 11:11 AM
387	In order to get more people involved in the process (surveys, outreach, etc), can you offer any immediate incentive? Maybe there are partnering or sponsoring options? "Receive a 30% off coupon at ____ company" for filling out this survey. Based on my marketing experience, the sad reality is that people often need these kind of short term incentives to participate in activities with long-term benefits.	11/10/2014 11:09 AM
388	I generally choose to ride the bus when I am walking and it starts raining.	11/10/2014 10:55 AM
389	Overall it has been good and has inspired me to be involved in something I wouldn't have normally. The web address in the text alert was incorrect / got cut off so I had to search a bit.	11/10/2014 10:39 AM
390	Keep up the good work! Good job with improvements so far.	11/10/2014 10:37 AM
391	Enough with the community outreach. Just build a functional system.	11/10/2014 10:24 AM
392	Can't wait for it to open! Glad it's 2016 because I read somewhere 2020.	11/10/2014 10:13 AM
393	There isn't a good way to get from Ravenna and say 86th to Sandpoint way and 45th. It would be nice if a bus went all the way down 25th Ave.	11/10/2014 10:13 AM
394	Please, please, please focus on reducing the need to transfer. This is the top factor for myself and all of my friends in our decision to use transit. If we have to transfer, we won't use it, even though we want to. There are places I just won't go in the city because I have to transfer.	11/10/2014 10:11 AM
395	The E Line is a bit of a hot mess! It's very fast, which is a nice improvement. However, there are a whole host of drug addicts and folks off their meds that ride this bus. I do appreciate the fare enforcement folks appearing. We had to unload all the people at 90th & Aurora one time (going Southbound) so that the police could remove one woman that was screaming and being abusive. I do not feel very safe on that bus going Southbound, and this is at 11:00 a.m. Northbound at 8:00 a.m. is OK.	11/10/2014 10:10 AM
396	Please expand transit to think of those that travel from say Issaquah to Redmond. If you put an express bus in that direction. Less local service, more express service on the East Side.	11/10/2014 10:05 AM
397	Thank you for creating a survey for public feedback! I am very very excited about the prospect of LINK service from Capitol Hill area to other areas of Seattle.	11/10/2014 10:03 AM
398	more buses from lake city to seattle or stagger who can ride which bus as they get packed. link services from lynnwood and bothell and further north would be great.	11/10/2014 9:58 AM
399	Would love to see something about plans to link West Seattle to U-Link soon. I understand that the tunnel project strongly impacts the traffic flow to and from West Seattle to downtown but commuting to work downtown from WS has been pretty miserable. Additionally, Bertha being down is ridiculous for an already costly project. Understand that it's not Metro Transit's fault, but would like to see better mass transit options for West Seattle residents in motion soon. Life is too short to grumble to get to work. Plus, if we have something quicker than buses on the road, would reduce traffic. I'm from the Bay Area and am amazed that the Bay Area has had BART for so many years. It's efficient and doesn't put more traffic on the roads. You have many ride options throughout the city, including the downtown ball park. That's good planning. Seattle, for being so ahead of the curb in terms of environmental and technological innovations is really behind and embarrassing when it comes to mass transit. It's slowly improving, however, there's a lot of room for improvement.	11/10/2014 9:49 AM
400	If I can't trust it, I won't take it. On time, frequent, safe.	11/10/2014 9:41 AM

401	I found out about your survey via the capitol hill blog and was concerned as it only meantioned your outreach for capitol hill riders. I was relieved when I actually went to the survey that you were also taking UW station feedback. I would encourage you to get more information out about the survey in the UW area and surrounding neighborhoods as we are not as organized as capitol hill but our bus service is not as good (if you live outside of the 71, 72, 73 service area). There is a lot of potential to restructure your service to get NE Seattle riders on to the Sound Transit Light Rail and I hope that, even though you are different agecies, you will work together to do what is in the best interest of the riders. Transferring to light rail will not be a deterrant the way it is now as light rail will run so frequently and get us to downtown so fast that no one in the future will care as much about transfers as we do now. Also, waiting in a light rail station will be much more pleasant than waiting in the wind and rain at a Metro bus stop. I hope that you will mention the ease of taking light rail in your promotion/communications about the changes in your Metro bus service and how transferring to light rail will be nothing like transferring to a bus.	11/10/2014 9:39 AM
402	some of the questions were confusing as to what we have done in the past, present or future.	11/10/2014 9:17 AM
403	I think transit supervisors and administrators have never spend hours trying to get around on transit. One day, last train was cancelled and a supervisor was at 2nd and JAckson, sounding like it was his idea to send a bus to take us south, when in fact it was the normal scheduled bus which is always crowded anyway. Standing room only. no thank you. The amount of transfers are incredible for commuters to get from point A to point B. Trains run on time, however the buses commuters are trying to catch never never never run on time. The buses do not even start their runs on time. For example I take the train to King Street station, train arrives on time, however, in the tunnel the first stop for the 71,72 or 73 is International District and the 71,72,73 do not start their runs on time. 73 should load at 0707am, however it is sitting and parked waiting to start its run, because the driver is taking a break between runs. A break he/or she is allowed by law, however the run DOES NOT start on time for commuters transferring. Transfers are a big problem, when you are transferring to a late bus, which in turn makes you late for the next bus you are transferring to. Transfer transfer transer is a big problem.	11/10/2014 9:15 AM
404	Seattle needs a transit system that is not susceptible to traffic or inclement weather.. a.k.a. a subway. Not more buses.	11/10/2014 9:13 AM
405	Please reinstate the #47 route. The neighborhood north of Mercer and west of Broadway has physically challenged people and it is a hardship to walk East to Broadway or south to Pine. Thank you.	11/10/2014 9:03 AM
406	I'm a new transit rider, and I look forward to supporting the program, educating myself to the process, and exploring my options.	11/10/2014 8:50 AM
407	Very excited and happy that Link train will be extended to Capital Hill and UW.	11/10/2014 8:35 AM
408	Why bother.	11/10/2014 8:29 AM
409	What are you doing to consider how many students travel through Capitol Hill to get to UW but don't live on the Hill? Example: Rainier Valley, Beacon Hill, Central District? I only read about this on Capitol Hill News. I was never a recipient of outreach and I am a UW student.	11/10/2014 8:23 AM
410	I see NO concern for riders on busy routes when cuts hit all routes are cut. This is stupid if low use routes were eliminated Metro revenue would be enhanced and fewer cuts would be needed. The 12; 3/4 and 7 are standing room only while other busses appear to be nearly empty. I dont understand why the 3/4 or 12 are not using articulated busses. MORE RIDERS = MORE MONEY.	11/10/2014 8:16 AM
411	I hope we're looking at other cities that use community transit well (NYC, London, etc). We don't need to recreate the wheel but we need to be looking 20-30 yrs ahead not responding/reacting to our current problems. People use their cars in the NW b/c transit is slow and not convenient. People in NYC use it b/c it's reliable and gets people where they need to be 24 hrs/day.	11/10/2014 8:15 AM
412	The Bus service in Seattle is a very sad example of failed public transit. Seriously, got of N.Y. and get an idea how it is done!	11/10/2014 8:06 AM
413	Reach out to community associations when plans for community input affect their neighborhoods.	11/10/2014 7:44 AM
414	This is nice to request feedback. I got you truly user it to move forward and make decisions. It would be nice to see the results on your website.	11/10/2014 6:59 AM
415	Seattle has a reputation for being a place where future couples meet on the bus. The new buses have unflattering 'daylight'/6000+ kelvin lighting. Future couplings & generations depend on Metro switching back to 2700k or lower lighting — this isn't snark. I'm serious. The new lighting makes everyone look terrible. There is a reason restaurants use 2300k lighting — people look much better. =) I think Metro/Soundtransit would make better decisions if Metro/ST employee's relied on the service — sometimes I feel like I'm stuck in a system which is engineered according to an academic ideal vs a feet on the ground reality. I'd much rather have planners who used the system make decisions vs focus groups made up of people with time & axes to grind.	11/10/2014 1:13 AM

416	Transit can not meet the needs of every special interest. Catering to some leaves others dissatisfied. Building a great transportation system should aim to fulfill a general interest in quality mobility choices that offer flexibility and certainty. This will be beneficial in the way we design it to be and someday in ways we can't yet imagine.	11/10/2014 12:51 AM
417	this survey is about link? i had no idea. who wrote these questions? please hurry up with the roosevelt station.	11/10/2014 12:50 AM
418	The bike racks are TOO HARD TO USE. They are in terrible condition. When I was still able to bicycle and was healthy, I *still* didn't have the strength to open some of those rusted, sticky, busted bike racks. And it's not exactly comfortable standing in the middle of a busy street in front of a running bus not being able to get the rack down or the compression tire holder open. In fact, it's downright intimidating. A couple of times, a bus driver has been kind enough to help or I wouldn't have been able to use the bus. Once, the tire holder stuck--and stuck and stuck--and then BAM! It let go, and my bicycle flew off the bus into the street. Have a little respect for my gear, please.	11/10/2014 12:48 AM
419	Generally good, can't wait to finally use link when I go to the U District!	11/9/2014 11:22 PM
420	People who make these decisions need to ride the bus on a regular basis and survey people who are on the bus.	11/9/2014 9:17 PM
421	Keep up the good work! Thanks for asking for feedback.	11/9/2014 7:37 PM
422	Thank you for helping improve our City!	11/9/2014 6:57 PM
423	King County and King County Metro have routinely screwed Southeast King County, so I have no confidence that anything will change.	11/9/2014 6:33 PM
424	This is a personal plea: Please bring back our bus stop on Broadway Northbound across the street from Seattle Central College, street address 1750 North Broadway. Eliminating this stop and the adjacent one has been a huge inconvenience for all SCC commuters, and sad to say but only about 1 bike per hour is using that bike lane, if that.	11/9/2014 5:34 PM
425	I had my email on your mailing list, but soon removed it as I was receiving too much mail weekly. A mailing list for those wishing to complete surveys would be a great way to get feedback without emailing notifications daily about every decision.	11/9/2014 3:46 PM
426	Thanks for asking.	11/9/2014 1:54 PM
427	I think y'all are doing a very good job under very difficult circumstances. All things considered and compared to other cities where I've lived, transit options here are generally quite good. I'll go to the eastside more when the train goes there. Right now I hardly ever go because it's a hassle.	11/9/2014 1:02 PM
428	Metro is our main form of transport. The Regional Reduced Fare makes it possible for us to use Metro often. The general high quality of Metro service makes it both convenient and pleasant; you have a lot of good people working for Metro!	11/9/2014 12:07 PM
429	Feeding busses to and through the UW and Capitol Hill stations will allow for good alternatives to get to and from downtown during the most congested hours but doesn't necessarily help with corridor travel time if a bus has to detour. Priority to busses needs to be given with consideration for how they are able to utilize the service provided by LINK Light Rail that can enhance existing service (not replace existing service). Trains are great for accessing highly congested areas like Downtown and the stadium district, but we still need great bus service because of the coverage they offer.	11/9/2014 10:20 AM
430	Now it is time for Metro to tell us what it plans - and what it can and cannot do. It's difficult to respond when I don't know what is already settled, and what the parameters are that you are looking at as to how much change is feasible. For example, Seattle still needs stronger, more frequent crosstown Metro service - but that's not the focus of this questionnaire. I'm really glad to at least have the opportunity to participate here and look forward to hearing a lot more, in detail, from Metro about forthcoming changes, especially to the way you will be handling the streetcars on Broadway. Thank you.	11/9/2014 10:15 AM
431	I lived in Seatac when Link was added in. I watched the slow death of transit in that region, starting with the 194, then the 174, the 140, etc. Seatac was screwed over when Link went in. For Pete's sake, do not make the same mistake with Cap Hill and the UW. Do not revise the busses. Do not remove other Seattle/Cap Hill routes. That redundancy is good. It is desired. It is needed. Please do not make the same mistake twice. Especially since in the future you'll have to make these choices on the even more fragile Seattle-Bellevue corridor in the future.	11/9/2014 10:03 AM
432	This survey is long and ungainly, plus not very mobile friendly. It's not going to be very useful to you. The self selection of the ppl taking it will be problematic. I'm sure you use other methods, but it makes me worry, because this survey could be much much better on its own, too.	11/9/2014 9:41 AM

433	I hope that the process makes the city, county and state realize that transit requires greater prioritization over polluting and dangerous vehicles which cause congestion. We cannot grow into a world class city without investment in world class infrastructure.	11/9/2014 9:33 AM
434	Make public transportation more affordable and more people will use it!	11/9/2014 8:46 AM
435	Waiting for a bus at Union and 23rd can be very scary. You need to do something about this. It really discourages transit users/	11/9/2014 6:37 AM
436	UW Huskey Stadium, Montlake flyer stop inegration is a huge clusterfuck! Thanks to all of you for 'not getting it'	11/9/2014 3:11 AM
437	1.) Pkease eliminate redundant routes as much as possible. 2.) Please don't force eastsiders to transfer at HUSky Stadium when the U-Link opens (I heard that's an idea that Metro is entertaining) 3.) The 49 should be terminated somewhere in Capitol Hill when U-Link opens. The 10 & 11 would offer service along E Pine St and Broadway is already walkable as it is from E Pine St. The 43 should be left alone beacuse there is a demand for ridership alond E Olive Wy and the west side of Capitol Hill.	11/9/2014 1:55 AM
438	This is a laudable effort. One thing that Metro needs to do is a strategic planning where it starts from a clean slate, planning routes and stops as if no sytem were already in place. Lots of routes may have made sense in the past but are not optimal today. Also advocate for a change in State transportation rules in that the vehicle with the least environmental impact has priority over the one with the most. This will, amongs others, result in systems were buses get green lights, have the right to pull out of a stop without waiting and have priority lanes where possible.	11/9/2014 1:31 AM
439	STC should rent some parking spaces at UW lot so NE seattle residents can access Stadium Station. Then run shuttle behind stadium to train station avoiding Montlake car/truck traffic congestion. ST touts ACCESS and RIDERSHIP as important so help us NE seattle people get to station. Please.	11/8/2014 10:51 PM
440	please get dedicated lanes for buses. solves many problems.	11/8/2014 9:49 PM
441	YAY!!!!!!!!!!!!!!!	11/8/2014 3:37 PM
442	I think the reason so many people complain, and aim their complaints at irrelevant things (anti-management comments,complaints about salaries), are because we don't really know what ridership/route data, decisionmaking processes, and financial decisions are truly involved. If it's a publicly funded system (which I support) I think we would benefit from more transparency. I would love to be able to use the system I contribute to, regularly.	11/8/2014 1:25 PM
443	Please set up a community meeting through Group Health. Group Health serves a lot of the older "lifetime" members of the Capitol Hill community that are not represented by the young commuters passing through from Broadway to UW.	11/8/2014 12:36 PM
444	Restructuring of service is definitely needed. Certain corridors are over served by transit which I believe causes others to be underserved. Routes 8, 43 & 48 are all very frequent routes overlay each other. Route 43 could be eliminated and its service area easily served by routes 8, 48 & 49 especially with the Link rail coming. The 43 could be turned into a rush-hour route.	11/8/2014 12:27 PM
445	I have done these types of surveys before and saw no change, so I am skeptical about its effect.	11/8/2014 12:02 PM
446	I love public transit! Thanks for keeping it alive, affordable & useful!	11/8/2014 10:52 AM
447	Enforce driver rules, e.g., a SB 36 stopped third in line on 3rd Ave then departed passing outside other two stopped buses. This caused me to miss this bus (I am mobility impaired but can walk slowly) I was boarding a NB 36 at VA and a garbage can prevented a wheelchair from aligning directly onto the ramp. Other patrons were needed to assist the chair in getting onto the ramp. This was the fault of (1) the driver by stopping opposite the garbage can and (2) of Metro by improperly positioning the garbage can in the ramp deployment area. the can could have been placed on the south end of the shelter. On same trip, the driver made an unscheduled but expected stopped just west of Union Station to get a drug delivery. Have you lost control of your workforce or are the unions just too powerful for you to enforce ny rules? . These events occurred during "disability awareness month/week". What good is all your planning if there is no management attention or employee supervision.? Most Metro drivers are very good but you have lost control of the bad ones.	11/8/2014 10:50 AM
448	I care so much about Metro, and want it to be awesome for everyone. Thanks for listening!	11/8/2014 10:04 AM
449	I'm concerned that there will no longer be enough room for bicycles on the light rail once it goes to Husky Stadium. I plan to bicycle there to catch the light rail to IDS but fear there will be far more bicycles than you expect. After all, the Husky Stadium station is right off the Burke-Gilman Bicycle Path.	11/8/2014 9:33 AM
450	Even more busses are needed for the 36 route on Beacon Hill!	11/8/2014 8:52 AM

451	Email could be a little more simple. It was clear enough to me, but I think it could be streamlined.	11/8/2014 7:06 AM
452	Specific suggestion -- re-route the end of the 60 from Broadway to John to Bellevue to a terminal spot where the 47 used to stop. Route then to Summit, John to Broadway. Would provide coverage for the transit wasteland the loss of the 57 left, would not affect other riders nor greatly extend the 60 route. Advantage would be a direct ride to Streetcar/Light Rail for riders along Bellevue and Summit (or ability to transfer to 8/43 on John/Olive).	11/8/2014 4:26 AM
453	Please don't weight so heavily the loud opinions of certain community groups who don't want any service pattern changes. Make the difficult decisions and make the service more frequent, reliable and gridded!	11/8/2014 12:29 AM
454	Thanks for your work to do this! I appreciate you asking for--and listening to--rider input. Your fan, Erika Kinno	11/7/2014 10:00 PM
455	I am strongly against reducing direct bus service to downtown in favor of connecting to Light Rail in the Roosevelt neighborhood.	11/7/2014 9:14 PM
456	I can see how having connecting buses or transportation options could be efficient. However, I find that switching buses at the Bellevue Transit Center is not ideal - often caught in rain (many areas uncovered), have to wait for bus caught in traffic, and in the later evening (after 8 pm) it feels deserted. I do feel more safe there than I feel at the Renton Transit Center.	11/7/2014 8:42 PM
457	listen less to the transit maniacs & more to the regular office commuters you should serve & pay your taxes.	11/7/2014 8:25 PM
458	Without making it faster (i.e. more appealing) to take transit, people will keep driving. Plain and simple. We need bus priority lanes, reliable service and busses with capacity to make it seem better than driving.	11/7/2014 8:10 PM
459	Thank you for asking our opinion and showing that you are working to improve service.	11/7/2014 8:06 PM
460	Listen to what people want - don't just decide on your own what to do.	11/7/2014 7:17 PM
461	Please listen to the people!	11/7/2014 6:00 PM
462	This survey didn't have any detailed information / ask me about my opinion on the layout of routes / transfers around the Link station. This makes me uneasy (there's someone at metro who thinks that the 271 e shelby street to montlake freeway station transfer is acceptable; it's not, due to sheer distance, time penalty (that ramp! randomly clogged!), and declivity) about the fate of my travels.	11/7/2014 5:40 PM
463	The one thing I'd hate to see is a cut to service on the Hill after the train goes in. Specifically I'm thinking of the north end of the hill, in between the two link stations. That's got a lot to do with where I live of course, but still, I'd really hate to see the 49 or 25 in particular get less frequent or otherwise be compromised.	11/7/2014 5:23 PM
464	Thank you for asking for our feedback. Please take it into account!	11/7/2014 4:52 PM
465	I don't think decision making process for bus cutback and now increased bus service since funding initiative passed has been transparent.	11/7/2014 4:32 PM
466	The tributary area affected by the transit service changes are significantly greater than Capital Hill, and touch surrounding neighborhoods. Please extend your outreach to First Hill, especially the major institutions, employers and residential facilities on First Hill that are so transit dependent.	11/7/2014 4:24 PM
467	I hope that I won't have to take the bus all the way downtown to use Link from the UW.	11/7/2014 4:22 PM
468	It's essential to have buses coming more often and on time to get people out of their cars. Right now, it is pretty unpleasant riding the bus (Rte. 25 and 49) because the buses are very noisy, seats uncomfortable, hard rides with lots of pot holes in the streets, and no air conditioning during the summer months. These buses are also overheated in the winter months. Most riders are bundled up and it's way too hot on the buses!!!!	11/7/2014 4:06 PM
469	Suggestion: could metro consider smaller, more frequent buses/vans for routes with low ridership. For example, I rode the 25 from downtown to home one weekday afternoon and there were only 3 passengers. I understand that is not cost effective. would a smaller vehicle work for lower ridership times/routes.	11/7/2014 4:01 PM
470	I would like to be kept informed about how connecting service will be planned for the new Link stations	11/7/2014 3:50 PM
471	Not about outreach. However, I do not mind making transfers when making a trip via public transit. However, I believe that if transfers were more reliable (not arriving at transfer point too late that you can't make the transfer), people would be more willing. I much prefer reliable service with transfers to waiting for up to 1/2 at a bus stop to catch my first bus because it is so late to arrive. Shorter routes seem like a possible solution to that problem since they will be less likely to be so late and that would make transfers easier.	11/7/2014 3:42 PM
472	Damn, this survey is long. Hopefully the feedback helps though.	11/7/2014 3:23 PM

473	How many minutes would you be willing to spend getting to transit (walking, biking, or some other mode) that offered very frequent transit service (i.e., service that comes every 10 minutes or less)?	11/7/2014 3:12 PM
474	A way to provide greater confidence in buses would be to have up to the minute reader boards on bus locations and ETAs. The "one bus away" app sometimes works and sometimes doesn't. Relying on it to choose when to get to the bus stop is iffy at best.	11/7/2014 3:11 PM
475	I HOPE SO!	11/7/2014 3:04 PM
476	none	11/7/2014 2:32 PM
477	GO METRO! GO SOUND TRANSIT! GREAT JOB!	11/7/2014 2:07 PM
478	We feel that, over the past few years, we have been totally ignored when expressing our concerns about the hopelessly-overcrowded 71, 72 and 73. Try riding them some time. Also, I realize that Sound Transit, King County Metro, Snohomish Community Transit, Pierce Transit, and Everett Transit are all separate entities. Perhaps it would be better to combine them into one system and minimize the bureaucracy. Finally, we keep hearing about lack of money for adequate transit. Why is it then that we have so far spent more than \$4 million on the public defense and prosecution of accused cop killer Christopher Monfort, yet, when it comes to providing adequate transit that would help a lot of people, there is allegedly no money? Why?	11/7/2014 1:49 PM
479	If you don't duplicate the light rail service and just focus on having your routes go through neighborhoods and stop at the nearest light rail stop then go back, I would believe taking time to share my views would result in better decisions but as it is you currently duplicate service and waste resources so why would you change now?	11/7/2014 1:37 PM
480	RUN ST3 in 2016 all Light rail!	11/7/2014 1:16 PM
481	Please continue to make the system efficient by: 1.) cutting unproductive trips - especially those late on Sunday nights (i.e. the last 71/72 running South, also the 255 running West on Sunday night) 2.) Cutting unproductive or redundant routes 3.) Investing in customizing & planning service for each route rather than implementing broad, cookie-cutter planning policies.	11/7/2014 12:40 PM
482	Although I fell these surveys are more for PR and the perception of public involvement I still appreciate being able to voice an opinion. Maybe occasionally this sort of survey will drive policy. Thanks.	11/7/2014 12:38 PM
483	I know that my responses do not directly impact service planning in Seattle. I am, however, a voter and taxpayer. I believe that staff at King County & Sound Transit should know how poor the service provided is in some locations. I live in a master planned community of over 4,000 units that consists of a mixture of apartments, townhomes, and single family homes, with the majority of homes having a lot size of less than 5,000 square feet (less than 2,000 square feet if you include the condos & apartments). A single road snakes through the community with all homes being located walking distance to this road. There is certainly a critical mass, with our population probably exceeding 12,000 people, and a feasibility with the road network and walkability, to provide all-day bus service to our community. There is a need, as well. With all of our city and community services located in downtown Auburn and no neighborhood-anchored services, we have kids, teenagers, and senior citizens who need to get places and do not have access to a car. I have a family member who was rejected by PT Shuttle/KC Access because he wasn't disabled enough. He's had multiple car accidents in the past year and his driving ability continues to decline. They told him to use the public buses. Again, these are non-existent. He would have to leave to run errands in the early morning, spend 8 hours in downtown Auburn, and wait until the evening rush hour to return home. The senior center is in downtown Auburn. The public libraries are located in downtown Auburn & Pacific. The teen theater operates at "The Ave Theater" in downtown Auburn. The post offices are in downtown Auburn & Pacific. Our community has a single church, with most religious organizations operating in the surrounding communities or in downtown Auburn. Our neighborhood has no doctor's offices and most reputable specialists aren't even available anywhere in Auburn. How are the people who most need to get to these services supposed to utilize them when the neighborhoods they live in are not served by a public bus and services like Access & Shuttle reject their applications? Why exactly should I continue to support and subsidize public transit when it doesn't serve me and doesn't serve the most vulnerable populations even when they climb through the mountains of paperwork required just to apply?	11/7/2014 12:36 PM
484	The route 25 was on the original list of routes that would be cut due to budget constraints. It seemed odd to me that this route would be discontinued just when Light Rail would be opening in the next two years. It may need to be configured differently but the 25 seems strategic to feeding customers to/from light rail.	11/7/2014 12:32 PM
485	Make a place to sit at every bus stop. Have the 66 northbound stop at union. The only place it stops on third is at Pike with very few places to sit and quite a very good crowd to wait with. It is scary at times.	11/7/2014 12:29 PM

486	Because U-Link will be serving Husky Stadium area and not the U-District proper, I think it's important that the U-District (Ave. 45th, 50th streets etc) still has direct service to downtown, at least until the 45th st station opens. Also, where possible, please don't delete bus routes that mirror train routes (42 vs Light Rail, etc), because those are two different types of transportation needs. I hope in the future, it'll be possible to create "shadow routes" for the RapidRide, so the rapidride won't have to stop as much, and there will be local service supporting the corridor, like in LA and many other cities with BRT. And this is less important, but I would absolutely love to see a route from Capitol Hill to Northgate, even if it didn't come very often.	11/7/2014 12:17 PM
487	I hope with the arrival of University Link that the routes 43, 48, and 49 won't be completely wiped out. Obviously University Link will replace those routes for trips between Capitol Hill and the University District, but it's nice to have a connection to North Capitol Hill (10th Ave E & E Roanoke) as well as Montlake and the Central District, which could be lost if these routes are deleted.	11/7/2014 11:59 AM
488	You might want to consider having someone with survey authoring expertise draft your next survey. These questions were, in many cases, too ambiguous, or offered too many options, or asked more than one thing in a question, to give you clear, actionable results. You should have used ratings and rankings in places, and used two separate questions for the "where do you go on transit/where do you want to go on transit" question. You also probably should have asked about why people take transit: to get to work, school, social events, if people use transit with children, and a number of other questions that would have given you some important information about what motivates people to use transit vs another form of transportation. For the the question about modes of transportation, and bus routes, you probably should have clarified a time period like "in the last 30 days, last 90 days" and also asked how often people use particular modes of transit. if i drive my car once a week alone, and take the bus 2x a day, that's very different than if i take the bus once a week and drive alone 2x every day, but you wouldn't know from what you asked.	11/7/2014 11:04 AM
489	Thank you!	11/7/2014 10:56 AM
490	The paper sheets that were attached to bus stops got soggy very quickly. Those work better when they are mounted on the wall of a shelter. I am thinking specifically of the one in front of 4545 NE 15th Ave, where there is a shelter but a flimsy paper notice was hung on the pole.	11/7/2014 10:54 AM
491	Take the parking lot at husky stadium and turn it into a transit center. Make a transit only lane on montlake.	11/7/2014 10:48 AM
492	BUILD MORE GRADE SEPERATED RAIL!	11/7/2014 10:34 AM
493	Everyone who works on this should take public transportation most of the time and ideally not own a car. Then you would understand what it is like to try to get to appointments, friends' houses (I basically can't be friends with people from Ballard, Wallingford, Fremont, etc. because I can't get to their houses and back to Capitol Hill to do dinner or whatever using the bus), entertainment, etc. using the bus system. People should be able to live without a car here, but if the folks planning public transport don't live that way, then no number of surveys is going to allow you to really get the issue.	11/7/2014 10:10 AM
494	I'm surprised there weren't more questions that directly asked about how Metro should provide connecting service to the U Link stations. For example:"Would you use Link light rail more if existing Metro service were to be modified to provide more frequent connecting service to future light rail stations? (A: Yes)", "Which bus routes should offer more frequent service to connect you to light rail? (A: 8, 10, 43)", etc	11/7/2014 10:02 AM
495	I only heard about this because I was bored and reading blogs at work... you gotta get this out to more people!	11/7/2014 9:58 AM
496	Thanks for welcoming such detailed information! I am very, very excited about the new station. We bought our home specifically to be near the new stop - being car-free is a huge priority for us. We can't wait!	11/7/2014 9:50 AM
497	Work with other agencies to make the 3rd and Pike bus stops more patron friendly. There is never a place to sit down or to get out of the rain while waiting for a bus.	11/7/2014 9:49 AM
498	Build more transfer stations, hang more electric wire and buy more electric buses, buy more hybrid buses, completely reform routes and scheduling.	11/7/2014 9:41 AM
499	I think it is a shame that it takes 1 hour and 15 minutes one way to commute to my job at the University of Washington. I live on Beacon Hill only 7 miles from UW. It's sad that it would take me 2.5 hours round trip to commute from home. I drive and park near a bus stop instead.	11/7/2014 9:35 AM
500	Some of these questions were hard to answer - like did you really want to know every bus route I have ever ridden in the past? Wasn't sure why that was relevant. Also I think it's important to consider multimodal trips. Bike to transit could be a real viable option for more people, if we planned for it.	11/7/2014 9:33 AM
501	Please take to heart my comments re: crime and vagrancy around major transit centers and put adequate funding behind the problem to successfully address the issue. Thanks for the opportunity to complete this survey.	11/7/2014 9:26 AM

502	My answer to #19: I hope so!	11/7/2014 9:24 AM
503	Why weren't all buses listed in the initial questions? I ride the 41 98% M-F, but have also taken the E bus and have the 66 available when 41 is stuck by the tunnel.	11/7/2014 9:22 AM
504	Sometimes I get the sense that you are asking for opinions "just for show", but I sincerely hope that's not the case.	11/7/2014 9:07 AM
505	this is just a generic survey - not specific to the hill. it is thoroughly torn up and disheveled - from one of the most efficient bus lines to a big question mark. safety is sure the key!	11/7/2014 9:07 AM
506	thank you.	11/7/2014 8:53 AM
507	The action of Metro will indicate whether you pay attention to feedback from riders. You should include the ATU in your efforts to outreach riders. They deliver direct service. And they need time for bathroom breaks and rest breaks. They are the first line of safety.	11/7/2014 8:52 AM
508	Hi - I dread being forced to take the LightRail from Roosevelt station to downtown. currently the 64/76 provide a relatively straight shot to work (although door-to-door driving is faster) To take a bus ride to the light rail - then back track to UW and then be dropped farther from my current stop would be a step back in service. How about having managers at bus stops to talk to people. Often surveys only pick up what you want to hear and they can easily miss nuances from real lives.	11/7/2014 8:49 AM
509	Even though it does not benefit me personally, I hope you will prioritize service to lower income and historically POC neighborhoods, whose residents are less likely to be able to fill out smartphone surveys on the morning commute and which would make a larger community impact than improving my already-good North Seattle options.	11/7/2014 8:45 AM
510	It's fine - keep up the good work. As far as outreach - you seem to be missing the chance to brand kids because you charge them for using the bus. Make it free to kids under 18 so that they get comfortable using the transportation system. The school district is making the same mistake with school sporting events - kids should be allowed to attend home games for free so that they become ardent alumni who stay in Seattle and continue to support their community. Easy math! Consider what community building is about.	11/7/2014 8:42 AM
511	Thank you for all you do.	11/7/2014 8:42 AM
512	Another brief comment/survey period once initial network concepts are released, please. Keep up the good work	11/7/2014 8:41 AM
513	Thank you very much for this survey. I have an additional concern: cost. Right now I barely make ends meet & I am wondering if bus fare will increase again soon to accommodate recent upgrades. I also worry about the tax rate in Shoreline, it is already very high. I wonder how much the new rail will cost to ride, and if it will leave out segments of our community due to its cost. I wish that there was a better subsidy for all the UW workers who use Metro, right now the bus pass takes a big chunk out of my pay check, and I am not alone. Thank you again for the opportunity to share my concerns.	11/7/2014 8:39 AM
514	For the most part, Metro and Sound drivers are friendly and courteous, and drive really well in heavy traffic and bad weather. I really hate the new Metro buses that have the smaller, narrower seats. I'm actually a fairly slender person (I'm 5'9" and 155 lbs), and even I feel cramped in them, so no, I'm not exaggerating. Please stop ordering smaller seats and go back to the old size, which is small enough.	11/7/2014 8:30 AM
515	Questions 8 and 9 assume the option to choose the bus. I am one of many who don't have the option; I live in the city, don't own a car and can't afford to use taxis. I dislike the assumption that public transit is one of a variety of options for everybody. I'd much rather see planning on the assumption that public transit is the only option in the city.	11/7/2014 8:29 AM
516	Thank you! Lite Rail is urgent to UW. Need trains every 5 minutes between 4pm and 6 pm to go downtown. Keep the stations "far apart" to maintain express feature! Current lite rail is great!! I use it daily. I look forward to lite rail from Rainier Beach, all the way to UW daily!	11/7/2014 8:25 AM
517	keep up the good work; about time we become more proactive	11/7/2014 8:23 AM

518	It is unclear to me exactly how Metro has historically made transit decisions but I have NO EVIDENCE it has been based on community input such as this survey. I believe these surveys are to serve a 'regulatory' purpose (to be able to say there was public notification) and that Metro will do what it's staff & administrators want to do. Evidence? Look at the last funding election where Metro administration was crying 'we'll cut significantly', then fund funding to maintain many routes/schedules, did not improve frequency on certain routes as was promised, etc. Metro administration has very little public credibility. Contrast this to Sound Transit (bus, NOT rail) - deliver good service at what seems to be an appropriate cost. Rail service outrageously expensive for what has been provided thus far - service on BN tracks. It would have been cheaper to PAY those folks to drive - very low use relative to the cost.	11/7/2014 8:14 AM
519	I don't have any real confidence that the feedback will be considered in any meaningful way. What might help with that is if some changes that came from community feedback were explicitly and loudly advertised as being the result of community feedback? The change I'd really like to see in Seattle Metro is surge pricing. If it was free or near free to ride the bus outside of peak times, I'd ride it more and I bet other people with flexible work schedules would shift their work and meeting hours outside of rush hour times. Since Metro's costs almost certainly are entirely driven by trying to provide needed capacity for peak times like rush hour, it might cost very little to shift to a surge pricing model. Please do consider this and pass the suggestion on to others, thank you.	11/7/2014 8:08 AM
520	Light rail - whether it helps me will depend on where it goes in the city. I would like an easy way to the airport from my home in white center.	11/7/2014 8:07 AM
521	I live on Capitol Hill. Did I miss the question about where I live? I don't think I saw it.	11/7/2014 7:58 AM
522	Providing real time arrival times at bus stops would also make me use the bus more.	11/7/2014 7:23 AM
523	Sorry, you can't change my history of having my opinions/thoughts/suggestions ignored. Thus I am doubtful this survey will make much difference.	11/7/2014 7:19 AM
524	It's good that you provide the survey. What would be great is if the feedback is actually considered.	11/7/2014 7:08 AM
525	So it's all going to be about getting the busses to Husky stadium but mont lake Blvd is always backed up from :-)village. Keep the busses out of the traffic gridlock	11/7/2014 6:40 AM
526	It would be great to have at least one Sand Point bus (31,32, 75) stop at the new Husky Stadium station.	11/7/2014 2:18 AM
527	I'm excited that it will be very easy to get to/from Capitol Hill and the airport on Link Light Rail.	11/7/2014 12:23 AM
528	We really need a subway or dedicated bus lane service between Ballard and UW district.	11/6/2014 10:23 PM
529	Northbound 3rd and Pike/Pine needs to be built like a transit center. There is the whole inside of the building where there is a food court (sort of behind the old Borders) that could shelter people from the rain. People would be contained with seating and security personnel could patrol easily 24/7. No one except police from time to time patrols the sidewalk area as it is now and it is a mess. A person just walking that block on that side would have trouble getting through. I consider cleaning this mess up part of the outreach to make riding the bus safe and approachable.	11/6/2014 10:08 PM
530	Thank you for allowing us commuters to voice our concerns and opinions - truly appreciate the opportunity!	11/6/2014 9:58 PM
531	I don't feel that Metro/Sound Transit cares about my feedback.	11/6/2014 9:35 PM
532	It isn't clear whether you intend to reach out to those who'll probably never use the two new Link stations.	11/6/2014 9:24 PM
533	UW Medical Center is staffed 24/7. The UW is one of the biggest employers in the state. It is located in an area where there is gridlock, long commute time due to traffic, poor access and expensive parking. More bus service, connections to accommodate shift work all day, weekends and holidays need to be expanded PLEASE.	11/6/2014 9:14 PM
534	Create an additional tally of the responses you receive on the survey so that you can still have a pretty wide range of answers that you may narrow down in time.	11/6/2014 9:02 PM
535	Thank you for providing a useful service, and for asking what would help the most.	11/6/2014 8:19 PM
536	My answers to question 8 and 9 related to the issue of my bus routes being too crowded. I didn't select the items related to handicap accessible, as I'm not handicapped, but think that issue needs to remain high as an accessibility issue.	11/6/2014 7:52 PM
537	N/a	11/6/2014 7:38 PM
538	Metro is awesome and really makes this city a nice place to live....	11/6/2014 7:37 PM
539	I would love to see a report of the results and how this survey affected decision-making!	11/6/2014 7:32 PM

540	Thank you for asking riders! Thanks for all of the work you're doing! I can't wait for rail or light rail between the North end and West Seattle. Pleasepleasepleasepleasepleasepleaseplease? Please?	11/6/2014 7:01 PM
541	thank you. Please give all of us better connections to the UW station until link reaches Northgate. :)	11/6/2014 6:50 PM
542	Thank you for all Metro drivers! Always courteous.	11/6/2014 6:35 PM
543	Why are cars competing with buses in the downtown core area of Seattle? Why don't we have dedicated transit streets like Portland and other cities. The idea gets a lot of push back, but if you look at cities where this was not option, it's worked out well over time and businesses thrive along the transit routes.	11/6/2014 6:23 PM
544	Again, I'm a public transit enthusiast, sometimes using my senior pass as many as 10 times a day, though of course not every day. I'm therefore not as particular as most people. Furthermore, I hate to drive, and I don't want to contribute to pollution or traffic jams. Public transportation is much more relaxing.	11/6/2014 6:13 PM
545	Offer individuals the opportunity to buy annual transit passes at a discounted rate like you extend to corporations.	11/6/2014 6:09 PM
546	There are a lot of people in NE Seattle who are getting a bit older. I'll bet there would be a lot of people who would consider public transportation if it were more frequent and reliable, and if it went directly to destinations we need. For example, I can't get to the shopping areas on 35th NE from where I live on 46th NE, without taking a bus north along Sand Point Way to Lake City, then southbound on 35th. Crazy!	11/6/2014 6:07 PM
547	light rail seems to be very good for commuter service and longer-distance transportation, but the high infrastructure cost uses up a lot of money, and there seems to be no funding left for the regular local - and vital - bus service. I am very concerned that the implementation of light rail will reduce or eliminate local bus service, so I am interested in this outreach effort. I hope it's not just lip service.	11/6/2014 5:57 PM
548	I'm so excited for new extension of light rail and I love the light rail we do have!	11/6/2014 5:55 PM
549	Thank you!	11/6/2014 5:52 PM
550	I want to know about improved bus service on 25th Ave NE after University of Washington station opens. I thought the survey was going to about responding to new routes due to opening of the new stations.	11/6/2014 5:47 PM
551	I am curious as to whether the 71/72/73 busses will ultimately be routed to the Link stop at Husky Stadium and not go downtown anymore. While I appreciate the through route to Downtown I also know those buses are overcrowded and also present safety risks when weaving across I-5 traffic.	11/6/2014 5:47 PM
552	Metro seems to talk only to itself or Kemper Freeman. There has never been direct contact that I have heard about between Metro and the residents of the Harborview/Yesler Terrace area. The previous plan to eliminate bus service between Beacon Hill and Broadway was outrageous! That stopped transport between Denny MS, Sealth, South Park, Georgetown, Cleveland HS, VA Hospital, HVMC, Swedish, Seattle U, SCC, Indian Health Board and PacMed. Did you think nobody would notice?	11/6/2014 5:44 PM
553	Thank you for reaching out and listening, and hopefully putting together a great plan for our transportation future!	11/6/2014 5:41 PM
554	Community round table discussions where people can prioritize needs together would be helpful.	11/6/2014 5:36 PM
555	Metro planners should ride the bus to get to their meetings and informational events. That would give them the feedback about how the system works for users.	11/6/2014 5:13 PM
556	Thanks.	11/6/2014 5:10 PM
557	I would like to see outreach to people living in Seattle Housing Authority Units as well as targeting other low income social services agencies. Essentially the poor people who can't drive, either because they can't afford a car or are unable to drive do to health reason. Thank you for the opportunity to share my concerns. I will be passing this link along to others.	11/6/2014 5:09 PM
558	Your transfer policy on the ORCA card is gross. My transfers never work, and I want serious refunds. If I catch the 592 in Olympia, THERE IS NO TRANSFER AVAILABLE because the bus trip is longer than 2 hours. From Lakewood, I'm lucky to get anything at all. I want refunds. I want someone to put money back on my ORCA card. Seriously. How long a transfer is valid should depend on the last scheduled stop of a bus's run. For example, if the 592 arrives in Downtown Seattle at 9:00, I should be GUARANTEED at least 30 minutes AFTER THAT to make my connecting bus. Ideally an hour, in case the bus I want doesn't run every 30 minutes. Either that, or Sound Transit needs to start issuing paper transfers again. I understand the claim that people may have been abusing the transfers. I get it. But right now, you're affecting too many legitimately-paying riders, and it's somewhat offensive.	11/6/2014 5:08 PM

559	I'd like to see Metro refrain from filming the windows with ads, which impair the comfort of riders and considerably detract from the appearance of the busses. They look junky when done up like movable billboards and make the city look cheap.	11/6/2014 5:07 PM
560	Some of the terminology is unfamiliar to most people, for example "speed & reliability."	11/6/2014 5:04 PM
561	THANK YOU for asking.	11/6/2014 5:04 PM
562	More transit options are needed going up to capitol hill, such as park and rides from different parts of the city. I live on capitol hill and it is very hard for me to park where i live. I cannot leave during certain times of day or evenings and expect to be able to park when i return. On the weekends I can expect to drive around for an hour or park a mile away from my apartment in order to find a parking space. If you have groceries or equipment to unload, forget it! It does not seem the city has coordinated the various departments concerned with residential development, parking and transit. For example, I already have an EXTREMELY difficult time parking where I live on capitol hill (about 3 blocks from the link station that is being constructed), yet within a two block radius from where I live, three buildings are going to be constructed that contain a combined total of 140 apartments and ZERO PARKING SPACES on those lots. HOW ON EARTH is this sustainable?! I know this does not concern transit, but it should concern every city department. New residential development on capitol hill should be REQUIRED to include parking or a car share program ON-SITE. There is simply not enough room for all residents to be able to park and that is going to cause major problems for the city if a parking garage or other alternatives are not implemented.	11/6/2014 5:03 PM
563	Ads on buses are a good way to reach people about the survey.	11/6/2014 5:02 PM
564	I did not have an opportunity to discuss bicycle commuting in this survey. The reason I don't want to transfer is because I want to travel by bike as much as possible (but only on the trail, not on streets, hills, etc.), and it is difficult and annoying taking my bike on and off the bus; PLUS, there is not always room for another bike on the bus. It is unreliable, and, unlike when I don't have my bike, I can't work on other things during the bus commute because I have to be ready to get my bike on and off the bus and be attentive to making sure it doesn't get stolen, etc.	11/6/2014 4:59 PM
565	Please put seatbelts on busses. It's a no brainer expense.	11/6/2014 4:59 PM
566	Please consider employees at the UW, not just students. Thanks for asking!	11/6/2014 4:53 PM
567	Can't wait for the new Link stations to open. I hope you folks will be clear and transparent about when we can expect them to be operational.	11/6/2014 4:45 PM
568	I now take classes at the UW and sometimes leave from there to get to Capitol Hill. I am interested to see if the transportation choices in future will give me some new options that take less time and get me where I need to go.	11/6/2014 4:42 PM
569	I especially would love transfers if the transfer was in an interesting place with things to do. For example, I think the Roosevelt link station will be the most used one because it has a grocery store, shops, restaurants, places to get coffee. Way too many stops put you on a platform with nothing interesting or no ability to run errands.	11/6/2014 4:41 PM
570	More Trolleybuses please	11/6/2014 4:41 PM
571	Parking and safety at transit centers is the biggest failure of transit in the puget sound	11/6/2014 4:40 PM
572	Thanks for listening!	11/6/2014 4:39 PM
573	I would love to have transit alternatives for traveling to various parts of Seattle and subs. And also to departure points (ferry docks, airports, etc.).	11/6/2014 4:37 PM
574	I know how to solve your funding problem. CHARGE ME MORE MONEY!!!! I take the 545 into downtown everyday because I don't want to spend ~\$500 a month to drive in. That is the combined cost of parking/tolls/gas. My bus pass costs ~\$90/month and my employer pays half that. So at the end of the day I pay ~\$40/month for my pass. That's only ~\$20/paycheck and that's even PRE-tax. I make good money so the bus is practically FREE for me. So please charge me more money, even better, make my employer pay more, I don't care. I spend ~\$40/month (bus) to avoid ~\$500/month (drive/park/gas). Maybe that could be more like I spend \$100/month (bus) to avoid \$500/month (drive). Invent a 545XXX bus that skips 40th/50th/Yarrow/Evergreen and just hauls ass to Seattle from Redmond. I'd pay double for that!!! How can ANY business that has customer lining up down the street have finical problems. Charge us more money please. Make it dependent on income, I don't care. Make a special charge for my employer because I work in the financial district of Seattle. I don't care. More bus lanes, more bus lights. Buses should be able to haul ass everywhere with no impediments.	11/6/2014 4:30 PM

575	The way the survey was written, I question the value of some of the information provided. For example, it asked about any experience any time with any bus. It seems like it should have asked us to prioritize our experiences in some way. I commute most days to work, but I have also very occasionally taken buses other places, and I have also lived in different places in Seattle many years ago. By far the biggest priority for me is my work commute, but the answers I provided were watered down by other experiences distant in time or few in number.	11/6/2014 4:28 PM
576	Only wish we had the funds to build it faster.	11/6/2014 4:27 PM
577	Thanks!	11/6/2014 4:23 PM
578	Being able to get a seat on the bus I want to take is an important factor in whether I choose the bus. I thought from the email I received that I would have the opportunity to give input on connections between existing bus routes and the UDistrict Link station: buses passing through UW campus and terminating on NE Campus Pkwy should reroute after exiting campus to terminate near the stadium station. If another station near NE 45th St is still planned, once it opens they could pass near it and terminate at NE Campus Pkwy once again. Buses that go down NE Campus Pkwy to access I-5 southbound should reroute to stop near the stadium, then access I-5 southbound via 520. If another station near NE 45th St is still planned, once it opens they could pass near it and access I-5 southbound via NE Campus Pkwy once again.	11/6/2014 4:21 PM
579	Anytime you involve the public when planning major changes to the bus service. is good.	11/6/2014 4:19 PM
580	can you list route by route on the changes on the website	11/6/2014 4:18 PM
581	I think the community is remarkably supportive of our public transit system and would like to see it expanded but am encouraged to see this outreach to the public and think it bodes well for the future. Keep up the good work!	11/6/2014 4:16 PM
582	One Bus Away changed my life.	11/6/2014 4:16 PM
583	I saw you taking out a building for the station in the U District - smashing the beautiful granite (marble?) slabs on the exterior of the building instead of letting them be reclaimed/recycled. Shame on you. You couldn't figure out a way to reach out to let that resource be put to good use rather than the landfill? And I'm supposed to believe you will take my thoughts in to account when deciding where and how to run busses? And why exactly does the Link Light Rail run the route it runs now? Who decided that made sense?	11/6/2014 4:15 PM
584	It should be more focused on routes near future U Link stations, and specifics about potential re-routes.	11/6/2014 4:12 PM
585	I will be most impacted when the Roosevelt station opens. But until that time would like more specific information about how the UW station will be linked to existing or new bus networks in the north end.	11/6/2014 4:11 PM
586	Yay transit!	11/6/2014 4:10 PM
587	Keep the buses and trains rolling! I love Metro!	11/6/2014 4:03 PM
588	Riders can give feedback until the cows come home, but only what's politically expedient will be implemented. Riders don't matter.	11/6/2014 4:01 PM
589	Thanks for soliciting input!	11/6/2014 4:01 PM
590	This is a test	11/6/2014 4:01 PM
591	Get buses out of the tunnel as soon as possible. The sooner the light rail is running the better.	11/6/2014 4:00 PM
592	I don't think you really listen to us, the riders, but I'm hopeful. Next you need to reach out to the drivers... They are the heroes.	11/6/2014 3:58 PM
593	It would be great if there were quick buses from the Coleman Dock ferry terminal to either the University St. or Pioneer Sq. tunnel stations scheduled to somewhat match the ferry schedule. I see many people doing my same commute. It works fine since I am in pretty good shape, but if I ever have a leg injury or similar, a direct connection between these two major transportation modes/hubs could be useful.	11/6/2014 3:58 PM
594	Not at all clear what kinds of options are on the table to be influenced by survey and other outreach input	11/6/2014 3:55 PM
595	Very good questions. I appreciate the opportunity.	11/6/2014 3:51 PM
596	I don't think the managers and politicians will pay much attention to what the riders voice. They will end up doing what they "think best"!	11/6/2014 3:50 PM
597	Some sort of wrap up of most common feedback, and your responses/approach to said feedback in a newsletter or something would be cool.	11/6/2014 3:45 PM

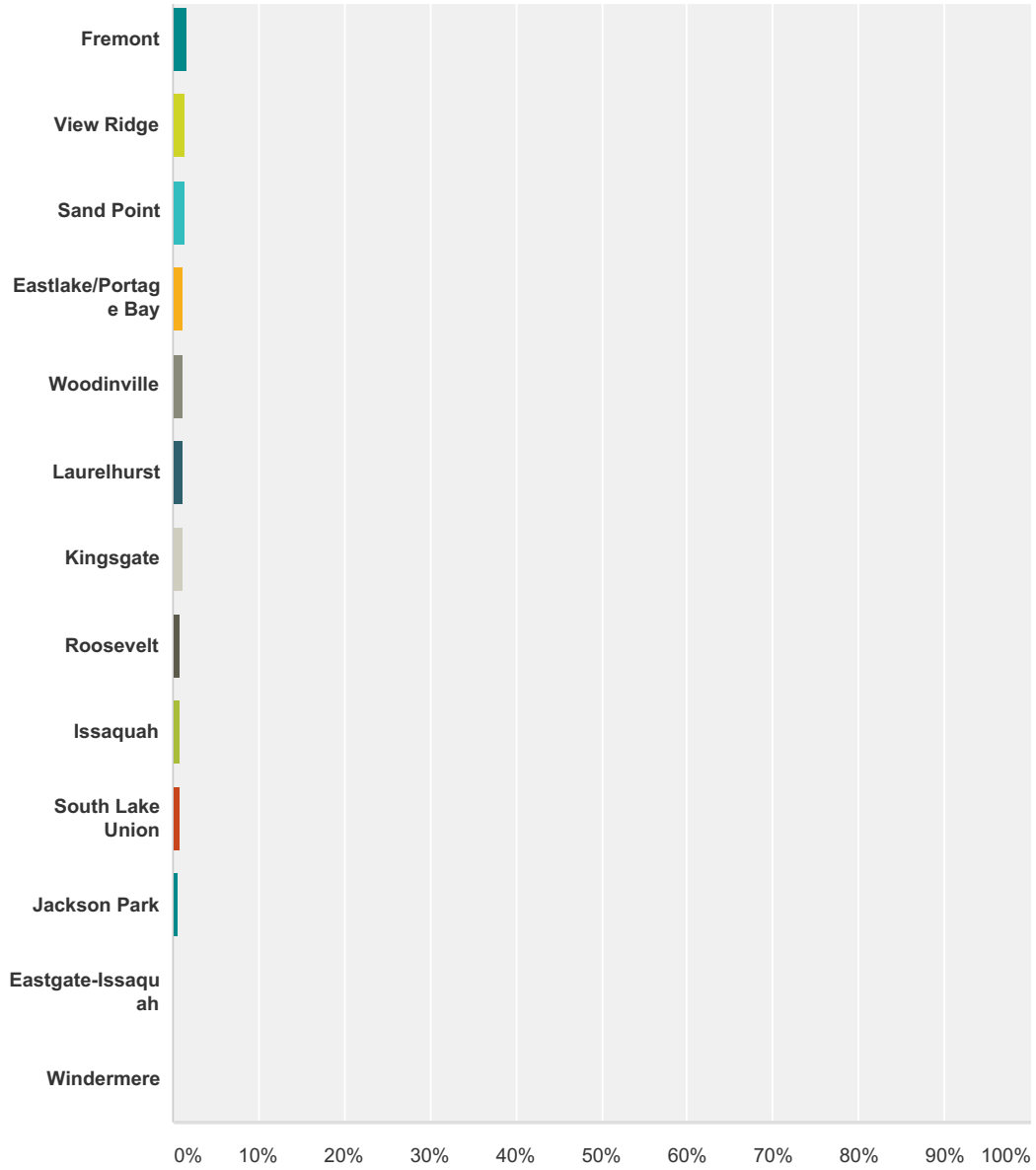
598	Buses don't go past the UW gym. Weather is a major factor in my transportation decision-making: if the weather is nice, I'll ride my bike.	11/6/2014 3:45 PM
599	There needs to be more consideration into the impact of the buses in the tunnel after sporting events. A couple times this summer when I wasn't aware there was a Sounders or Mariners game I was waiting at the convention street station around 9pm. Multiple buses blew by the station jam packed. They were unable to pick up new riders. This is the time of day when the bus only comes once every 20-25 minutes and riders at convention center stop had to wait a long time for a bus. One time this included a disabled person in a wheelchair who was not given a space on the first 3 buses heading to his stop. He waited for over an hour.	11/6/2014 3:44 PM
600	There might have been some technical problems with the text message...I got some jumbled header information with the body.	11/6/2014 3:44 PM
601	Why wasn't route 36 mentioned in the survey since it is a connecting bus at two light rail stations. It really does seem that Beacon Hill gets ignored on transportation issues.	11/6/2014 3:44 PM
602	I'm very glad that transit is considered a priority for Seattle's growth.	11/6/2014 3:43 PM
603	Thank you. I <3 METRO TRANSIT!	11/6/2014 3:41 PM
604	did not read much into your questions in the way of how Link service to Husky stadium is going to change services	11/6/2014 3:41 PM
605	Cap hill should be opened first if it is ready. Forget about opening at the same time if it is going to delay for a year or whatever.	11/6/2014 3:39 PM
606	This survey seemed very general considering it was being proposed to ask about specific Capitol Hill to UW links.	11/6/2014 3:38 PM
607	You folks at Metro have been making the best of a really bad hand for the past few years. We appreciate you and look forward to better days. Thank you.	11/6/2014 10:56 AM

Appendix I: Survey Responses (Phase 2)

Q1 What city or neighborhood do you live in? (check one)

Answered: 6,495 Skipped: 64





Answer Choices	Responses	Count
Other (please specify)	26.59%	1,727
Central Capitol Hill	10.82%	703
Central District	4.14%	269
North Capitol Hill	4.06%	264
University District	3.88%	252
Kirkland	3.54%	230
Downtown Seattle	3.39%	220
Wallingford	3.29%	214
Wedgwood	3.20%	208

Montlake	3.02%	196
Ravenna	2.63%	171
Green Lake	2.62%	170
Madison Park	2.59%	168
Redmond	2.57%	167
Lake City	2.31%	150
Northgate	2.17%	141
Bellevue	2.11%	137
Bryant	2.03%	132
Maple Leaf	1.82%	118
Fremont	1.72%	112
View Ridge	1.49%	97
Sand Point	1.46%	95
Eastlake/Portage Bay	1.28%	83
Woodinville	1.23%	80
Laurelhurst	1.19%	77
Kingsgate	1.15%	75
Roosevelt	0.89%	58
Issaquah	0.88%	57
South Lake Union	0.74%	48
Jackson Park	0.66%	43
Eastgate-Issaquah	0.31%	20
Windermere	0.20%	13
Total		6,495

#	Other (please specify)	Date
1	West Seattle/ Seaview	4/1/2015 10:43 PM
2	U Village	4/1/2015 9:45 PM
3	Beacon Hill	4/1/2015 7:30 PM
4	Beacon Hill	4/1/2015 7:14 PM
5	Renton	4/1/2015 10:36 AM
6	Burien	4/1/2015 9:29 AM
7	Crown hill	4/1/2015 6:06 AM
8	columbia city	4/1/2015 12:50 AM

9	Queen Anne	3/31/2015 11:41 PM
10	Pinehurst	3/31/2015 10:08 PM
11	Pinehurst	3/31/2015 9:53 PM
12	Rainier Valley	3/31/2015 8:00 PM
13	Belltown	3/31/2015 7:27 PM
14	Auburn	3/31/2015 7:04 PM
15	Haller Lake	3/31/2015 6:49 PM
16	Rainier Beach	3/31/2015 6:42 PM
17	seatac	3/31/2015 5:36 PM
18	Victory Heights north of Northgate Way	3/31/2015 5:23 PM
19	Victory Heights (north end by Pinehurst)	3/31/2015 5:11 PM
20	Kent	3/31/2015 4:48 PM
21	Pinehurst	3/31/2015 4:35 PM
22	Mt. Baker	3/31/2015 4:33 PM
23	Othello	3/31/2015 4:29 PM
24	Greenwood	3/31/2015 4:11 PM
25	Greenwood	3/31/2015 4:10 PM
26	Newcastle	3/31/2015 4:09 PM
27	Orting	3/31/2015 4:02 PM
28	Lake Forest Park	3/31/2015 3:21 PM
29	Federal Way	3/31/2015 3:08 PM
30	North Beach/Ballard	3/31/2015 2:46 PM
31	Federal Way	3/31/2015 2:38 PM
32	Puyallup	3/31/2015 2:28 PM
33	Queen Anne	3/31/2015 2:15 PM
34	West Seattle - Travel all over	3/31/2015 2:02 PM
35	North Beach/Ballard	3/31/2015 2:01 PM
36	Mukilteo	3/31/2015 1:53 PM
37	Newcastle (between Issaquah and Bellevue)	3/31/2015 1:45 PM
38	Lynnwood	3/31/2015 1:39 PM
39	Beacon Hill	3/31/2015 1:36 PM
40	Capitol Hill - 23rd and Republican	3/31/2015 1:24 PM
41	Monroe	3/31/2015 1:12 PM
42	West Seattle	3/31/2015 12:55 PM
43	Ballard	3/31/2015 12:54 PM
44	Ballard	3/31/2015 12:53 PM
45	Pinehurst	3/31/2015 12:51 PM
46	Pinehurst	3/31/2015 12:34 PM

47	Pinehurst	3/31/2015 12:32 PM
48	Haller Lake	3/31/2015 12:32 PM
49	Belltown	3/31/2015 12:29 PM
50	Lake Forest Park	3/31/2015 12:21 PM
51	Ballard	3/31/2015 12:19 PM
52	East Capitol Hill/Arboretum/North Madison Valley. Just south of Montlake, east of 23rd, north of Madison	3/31/2015 12:17 PM
53	Ballard	3/31/2015 12:14 PM
54	Ballard	3/31/2015 12:06 PM
55	Bothell	3/31/2015 12:01 PM
56	bothell	3/31/2015 12:00 PM
57	Ballard	3/31/2015 12:00 PM
58	Magnolia	3/31/2015 11:55 AM
59	Broadview	3/31/2015 11:54 AM
60	Ballard	3/31/2015 11:47 AM
61	Pinehurst	3/31/2015 11:46 AM
62	Pinehurst	3/31/2015 11:43 AM
63	auburn	3/31/2015 11:38 AM
64	Greenwood	3/31/2015 11:35 AM
65	Shoreline	3/31/2015 11:33 AM
66	auburn	3/31/2015 11:31 AM
67	Magnolia	3/31/2015 11:28 AM
68	Renton	3/31/2015 11:27 AM
69	Lynnwood	3/31/2015 11:25 AM
70	Mountlake Terrace	3/31/2015 11:24 AM
71	Ballard	3/31/2015 11:19 AM
72	Ridgecrest (Shoreline)	3/31/2015 11:13 AM
73	Edmonds	3/31/2015 11:10 AM
74	Ballard	3/31/2015 11:03 AM
75	Bothell	3/31/2015 10:54 AM
76	Bitter Lake, but I commute from the Northgate TC.	3/31/2015 10:52 AM
77	Lower Queen Anne	3/31/2015 10:48 AM
78	West Seattle	3/31/2015 10:45 AM
79	Matthews Beach	3/31/2015 10:41 AM
80	Shoreline	3/31/2015 10:40 AM
81	Ballard	3/31/2015 10:34 AM
82	West Seattle	3/31/2015 10:31 AM
83	Matthews Beach	3/31/2015 10:31 AM
84	Kenmore	3/31/2015 10:31 AM

85	Columbia City	3/31/2015 10:29 AM
86	Mercer Island	3/31/2015 10:29 AM
87	Shoreline	3/31/2015 10:28 AM
88	Live in Snohomish county	3/31/2015 10:28 AM
89	Beacon Hill	3/31/2015 10:26 AM
90	Renton	3/31/2015 10:26 AM
91	Phinney Ridge	3/31/2015 10:25 AM
92	Renton	3/31/2015 10:24 AM
93	Mercer Island	3/31/2015 10:20 AM
94	Greenwood	3/31/2015 10:17 AM
95	Pinehurst	3/31/2015 10:07 AM
96	First Hill	3/31/2015 9:47 AM
97	Magnolia	3/31/2015 9:46 AM
98	Magnolia	3/31/2015 9:44 AM
99	Queen Anne	3/31/2015 9:28 AM
100	East of GreenWood, North of Greenlake	3/31/2015 9:15 AM
101	West Seattle, Alki	3/31/2015 8:55 AM
102	Covington	3/31/2015 8:33 AM
103	Bothell	3/31/2015 8:16 AM
104	Bothell	3/31/2015 8:12 AM
105	Tukwila	3/31/2015 7:07 AM
106	lower Queen Anne	3/31/2015 6:46 AM
107	lower Queen Anne	3/31/2015 6:26 AM
108	Shoreline	3/31/2015 12:26 AM
109	Sea-Tac/Burien	3/30/2015 11:02 PM
110	Pierce County	3/30/2015 10:04 PM
111	Mercer Island	3/30/2015 9:24 PM
112	Rainier Valley	3/30/2015 9:17 PM
113	Sammamish	3/30/2015 8:43 PM
114	Beacon Hill	3/30/2015 8:20 PM
115	magnolia	3/30/2015 5:07 PM
116	Madison Valley	3/30/2015 5:07 PM
117	Greenwood	3/30/2015 4:59 PM
118	Lower Queen Anne	3/30/2015 4:29 PM
119	Bonney Lake Wa	3/30/2015 3:54 PM
120	Ballard	3/30/2015 3:51 PM
121	Finn Hill	3/30/2015 3:51 PM
122	Matthews Beach	3/30/2015 3:40 PM

123	Bainbridge Island	3/30/2015 3:22 PM
124	Vashon	3/30/2015 3:19 PM
125	kent	3/30/2015 3:11 PM
126	Federal Way	3/30/2015 2:46 PM
127	Greenwood	3/30/2015 2:20 PM
128	Bitter Lake	3/30/2015 2:13 PM
129	Kent	3/30/2015 2:03 PM
130	North Seattle	3/30/2015 1:49 PM
131	west seattle	3/30/2015 1:37 PM
132	Cherry Hill	3/30/2015 12:59 PM
133	Leschi	3/30/2015 12:27 PM
134	Magnolia	3/30/2015 12:16 PM
135	Ballard	3/30/2015 12:15 PM
136	Arbor Heights	3/30/2015 11:55 AM
137	South Everett	3/30/2015 11:52 AM
138	Arbor Heights	3/30/2015 11:52 AM
139	Haller Lake	3/30/2015 11:33 AM
140	Mill Creek	3/30/2015 11:28 AM
141	Phinney Ridge	3/30/2015 11:26 AM
142	Matthews Beach	3/30/2015 10:49 AM
143	Mt Baker	3/30/2015 10:36 AM
144	Shoreline	3/30/2015 10:33 AM
145	Federal Way	3/30/2015 10:25 AM
146	Ballard (Crown Hill)	3/30/2015 9:53 AM
147	Kent	3/30/2015 9:51 AM
148	SODO	3/30/2015 9:29 AM
149	Loyal Heights (north Ballard)	3/30/2015 9:28 AM
150	Magnollia	3/30/2015 9:19 AM
151	Ballard	3/30/2015 9:15 AM
152	Tukwila	3/30/2015 9:09 AM
153	Renton	3/30/2015 8:54 AM
154	Leischi	3/30/2015 8:49 AM
155	westlake	3/30/2015 8:35 AM
156	Renton/Newcastle	3/30/2015 8:35 AM
157	West Seattle	3/30/2015 8:30 AM
158	snoqualmie	3/30/2015 8:23 AM
159	westlake	3/30/2015 8:22 AM
160	Tacoma	3/30/2015 8:21 AM

161	Bonney Lake	3/30/2015 8:20 AM
162	Maple Valley	3/30/2015 8:19 AM
163	snoqualmie	3/30/2015 8:18 AM
164	Maple Valley	3/30/2015 8:17 AM
165	Burien	3/30/2015 8:17 AM
166	White Center	3/30/2015 8:03 AM
167	Westlake	3/30/2015 7:54 AM
168	tacoma	3/30/2015 7:45 AM
169	Queen Anne	3/30/2015 7:28 AM
170	Ballard	3/30/2015 7:06 AM
171	Ballard	3/30/2015 7:01 AM
172	Kenmore	3/30/2015 6:48 AM
173	First Hill	3/30/2015 4:27 AM
174	Lake Forest Park	3/30/2015 12:54 AM
175	loyal heights	3/29/2015 10:08 PM
176	Lower Queen Anne	3/29/2015 9:19 PM
177	First Hill	3/29/2015 9:14 PM
178	First Hill	3/29/2015 9:12 PM
179	renton	3/29/2015 7:31 PM
180	First Hill	3/29/2015 6:52 PM
181	First Hill	3/29/2015 6:51 PM
182	Madiosn VALLEY	3/29/2015 12:06 PM
183	Beacon Hill	3/29/2015 12:01 PM
184	Madison VALLEY	3/29/2015 11:32 AM
185	Madison Valley	3/29/2015 11:24 AM
186	Beacon Hill	3/29/2015 10:30 AM
187	Ballard	3/29/2015 9:50 AM
188	Magnolia	3/29/2015 2:27 AM
189	Cherry Hill	3/28/2015 10:27 PM
190	Greenwood	3/28/2015 8:10 PM
191	Kent	3/28/2015 7:54 PM
192	Bothell	3/28/2015 6:11 PM
193	SEA TAC	3/28/2015 5:38 PM
194	Renton	3/28/2015 5:26 PM
195	renton	3/28/2015 4:23 PM
196	Bothell	3/28/2015 2:50 PM
197	Tacoma	3/28/2015 1:39 PM
198	Ballard	3/28/2015 1:26 PM

199	Pinehurst	3/28/2015 1:24 PM
200	South Seattle - near Othello station.	3/28/2015 12:27 PM
201	I live in fife but commute to SCH	3/28/2015 11:43 AM
202	Uptown	3/28/2015 10:57 AM
203	Fairwood (Renton area)	3/28/2015 10:53 AM
204	South beacon hill	3/28/2015 10:31 AM
205	Mt Baker	3/28/2015 9:39 AM
206	Greenwood	3/28/2015 9:35 AM
207	kent	3/28/2015 9:04 AM
208	Leschi	3/28/2015 8:38 AM
209	Burien	3/28/2015 8:26 AM
210	Burien	3/28/2015 8:14 AM
211	North Lynnwood	3/28/2015 8:04 AM
212	Kenmore	3/28/2015 7:49 AM
213	Lake Foreset Park	3/28/2015 7:46 AM
214	Tukwilla	3/28/2015 7:01 AM
215	Columbia City	3/28/2015 6:54 AM
216	Columbia City	3/28/2015 6:53 AM
217	bothell	3/28/2015 5:59 AM
218	Greenwood/Phinney	3/27/2015 10:28 PM
219	Maple Valley	3/27/2015 10:15 PM
220	Ballard	3/27/2015 9:57 PM
221	Mt baker	3/27/2015 9:29 PM
222	Hawthorne Hills	3/27/2015 8:53 PM
223	Ballard	3/27/2015 8:49 PM
224	Leschi	3/27/2015 8:10 PM
225	Snoqualmie	3/27/2015 7:56 PM
226	South Seattle - Holly Park	3/27/2015 7:53 PM
227	Edmonds	3/27/2015 6:24 PM
228	RAINIER VALLEY/SE SEATTLE	3/27/2015 6:10 PM
229	Duvall	3/27/2015 5:56 PM
230	Tangletown	3/27/2015 5:52 PM
231	Skyway	3/27/2015 5:25 PM
232	Arboretum	3/27/2015 5:08 PM
233	Maple Valley	3/27/2015 4:47 PM
234	First Hill	3/27/2015 4:40 PM
235	Ballard	3/27/2015 4:27 PM
236	Mercer Island	3/27/2015 4:15 PM

237	Arboretum/Madison Valley	3/27/2015 4:07 PM
238	kent	3/27/2015 4:07 PM
239	Greenwood/Phinney Ridge	3/27/2015 3:54 PM
240	tukwila	3/27/2015 3:44 PM
241	Madison Valley	3/27/2015 3:37 PM
242	Magnolia	3/27/2015 3:30 PM
243	Magnolia	3/27/2015 3:23 PM
244	columbia city	3/27/2015 3:17 PM
245	Magnolia	3/27/2015 2:16 PM
246	Kenmore	3/27/2015 2:04 PM
247	Greenwood	3/27/2015 2:02 PM
248	Ballard	3/27/2015 1:58 PM
249	Kenmore	3/27/2015 1:57 PM
250	Ballard	3/27/2015 1:50 PM
251	Kenmore	3/27/2015 1:46 PM
252	PhinneyWood (bus #5)	3/27/2015 1:45 PM
253	Bothell	3/27/2015 1:34 PM
254	Ballard	3/27/2015 1:32 PM
255	South Park	3/27/2015 1:31 PM
256	First Hill	3/27/2015 1:24 PM
257	Magnolia	3/27/2015 1:19 PM
258	Kenmore	3/27/2015 1:18 PM
259	Greenwood	3/27/2015 1:15 PM
260	Everett	3/27/2015 1:12 PM
261	Skyway	3/27/2015 1:10 PM
262	Kenmore	3/27/2015 1:09 PM
263	Tacoma	3/27/2015 1:09 PM
264	west seattle (highland park)	3/27/2015 12:59 PM
265	Magnolia	3/27/2015 12:51 PM
266	Brier	3/27/2015 12:39 PM
267	Lacey but visit Roosevelt	3/27/2015 12:29 PM
268	Greenwood	3/27/2015 12:21 PM
269	Othello/South Seattle	3/27/2015 12:14 PM
270	Mill Creek but work in Seattle	3/27/2015 12:11 PM
271	between Ballard & Phinney Ridge	3/27/2015 12:10 PM
272	Magnolia	3/27/2015 12:00 PM
273	25th and E Olive: NE Capitol Hill/ North Central District/ West Madison Valley	3/27/2015 11:51 AM
274	Columbia City	3/27/2015 11:47 AM

275	Magnolia	3/27/2015 11:41 AM
276	Bitterlake	3/27/2015 11:31 AM
277	Ballard but moving to Tacoma end of 2015	3/27/2015 11:17 AM
278	ballard	3/27/2015 11:11 AM
279	West Seattle	3/27/2015 11:10 AM
280	Covington	3/27/2015 11:09 AM
281	Madrona	3/27/2015 11:07 AM
282	Burien	3/27/2015 10:59 AM
283	North bothell/Mill Creek	3/27/2015 10:58 AM
284	Kent	3/27/2015 10:56 AM
285	Renton	3/27/2015 10:47 AM
286	south seattle	3/27/2015 10:44 AM
287	Mount Baker	3/27/2015 10:41 AM
288	Tacoma Pierce County but commute to SCH daily for work from commuter bus in downtown seattle	3/27/2015 10:40 AM
289	Madrona	3/27/2015 10:39 AM
290	shoreline/echo lake neighborhood	3/27/2015 10:34 AM
291	Mercer Island	3/27/2015 10:26 AM
292	Lake Forest Park	3/27/2015 10:14 AM
293	Shoreline	3/27/2015 9:50 AM
294	Shoreline	3/27/2015 9:49 AM
295	First Hill	3/27/2015 9:39 AM
296	Belltown	3/27/2015 9:26 AM
297	West Seattle	3/27/2015 8:53 AM
298	Renton	3/27/2015 8:49 AM
299	Renton	3/27/2015 8:46 AM
300	Burien	3/27/2015 8:42 AM
301	Mukilteo	3/27/2015 8:36 AM
302	West Seattle	3/27/2015 8:35 AM
303	Maple Valley	3/27/2015 8:34 AM
304	Gig Harbor	3/27/2015 8:33 AM
305	Normandy Park	3/27/2015 8:28 AM
306	Shoreline	3/27/2015 8:27 AM
307	Interbay	3/27/2015 8:21 AM
308	Edmonds	3/27/2015 8:20 AM
309	west seattle	3/27/2015 8:18 AM
310	Lynnwood	3/27/2015 8:18 AM
311	Edmonds	3/27/2015 8:17 AM
312	snohomish	3/27/2015 8:13 AM

313	Tacoma	3/27/2015 8:11 AM
314	Renton	3/27/2015 8:08 AM
315	Lynnwood	3/27/2015 8:07 AM
316	Greenwood	3/27/2015 8:04 AM
317	Greenwood	3/27/2015 8:02 AM
318	Edmonds	3/27/2015 7:59 AM
319	Edmonds	3/27/2015 7:58 AM
320	Renton	3/27/2015 7:55 AM
321	Kenmore	3/27/2015 7:53 AM
322	Kenmore	3/27/2015 7:53 AM
323	Kenmore and Marysville	3/27/2015 7:50 AM
324	Snohomish	3/27/2015 7:49 AM
325	Everett	3/27/2015 7:47 AM
326	Lynnwood	3/27/2015 7:47 AM
327	Kenmore	3/27/2015 7:47 AM
328	Federal Way	3/27/2015 7:42 AM
329	Crown Hill	3/27/2015 7:39 AM
330	everett	3/27/2015 7:38 AM
331	Renton	3/27/2015 7:37 AM
332	Shoreline	3/27/2015 7:34 AM
333	South Seattle/Renton	3/27/2015 7:25 AM
334	Auburn (Sounder rider)	3/27/2015 7:23 AM
335	Haller Lake	3/27/2015 7:23 AM
336	Ballard	3/27/2015 7:22 AM
337	Renton	3/27/2015 7:19 AM
338	Kenmore	3/27/2015 7:18 AM
339	North Seattle (Haller Lake)	3/27/2015 7:12 AM
340	Haller Lake	3/27/2015 7:08 AM
341	Auburn Washington	3/27/2015 7:07 AM
342	west seattle (highland park)	3/27/2015 6:58 AM
343	mountlake terrace	3/27/2015 6:57 AM
344	Edmonds	3/27/2015 6:54 AM
345	Bothell	3/27/2015 6:50 AM
346	Columbia City - but I work in the U-District and bus there every day	3/27/2015 6:40 AM
347	Tacoma	3/27/2015 6:40 AM
348	Everett	3/27/2015 6:36 AM
349	Lynnwood	3/27/2015 6:30 AM
350	Rainier Beach	3/27/2015 6:27 AM

351	Snohomish County	3/27/2015 6:26 AM
352	Mukilteo	3/27/2015 5:58 AM
353	Greenwood	3/27/2015 5:57 AM
354	Pinehurst	3/27/2015 5:45 AM
355	South Seattle	3/27/2015 5:22 AM
356	Mill Creek, but use the Kenmore P & R	3/27/2015 5:21 AM
357	Madison Heights	3/27/2015 1:28 AM
358	Gig Harbor	3/27/2015 1:15 AM
359	Madrona	3/26/2015 11:34 PM
360	Kent	3/26/2015 11:03 PM
361	Federal Way	3/26/2015 11:03 PM
362	Federal Way	3/26/2015 11:02 PM
363	Kent	3/26/2015 11:01 PM
364	Queen Anne	3/26/2015 10:52 PM
365	Phinney Ridge	3/26/2015 10:20 PM
366	Loyal Heights	3/26/2015 10:14 PM
367	Newcastle	3/26/2015 10:02 PM
368	Newcastle	3/26/2015 10:00 PM
369	Burien-North Higlina	3/26/2015 9:12 PM
370	Edmonds	3/26/2015 8:28 PM
371	Federal Way	3/26/2015 7:58 PM
372	North Delridge	3/26/2015 6:53 PM
373	Greenwood	3/26/2015 6:31 PM
374	Lower Queen Anne	3/26/2015 6:21 PM
375	Queen Anne	3/26/2015 5:44 PM
376	White Center	3/26/2015 5:37 PM
377	Olympia	3/26/2015 5:25 PM
378	Mountlake Terrace	3/26/2015 5:22 PM
379	Snohomish	3/26/2015 5:13 PM
380	Ballard	3/26/2015 5:12 PM
381	Columbia City	3/26/2015 5:07 PM
382	First Hill, Seattle	3/26/2015 5:07 PM
383	Pinehurst	3/26/2015 5:06 PM
384	Shoreline	3/26/2015 5:04 PM
385	Ballard	3/26/2015 4:54 PM
386	West Seattle	3/26/2015 4:50 PM
387	Ballard	3/26/2015 4:47 PM
388	federal way	3/26/2015 4:45 PM

389	West Seattle	3/26/2015 4:44 PM
390	Seattle	3/26/2015 4:43 PM
391	Renton	3/26/2015 4:40 PM
392	West Seattle	3/26/2015 4:39 PM
393	West Seattle	3/26/2015 4:35 PM
394	Burien	3/26/2015 4:35 PM
395	Edmonds	3/26/2015 4:34 PM
396	Phinney Ridge	3/26/2015 4:33 PM
397	Edmonds	3/26/2015 4:29 PM
398	Greenwood	3/26/2015 4:28 PM
399	Lynnwood	3/26/2015 4:28 PM
400	Queen Anne	3/26/2015 4:27 PM
401	Cascade-Fairwood	3/26/2015 4:26 PM
402	Mount Baker/Genesse	3/26/2015 4:25 PM
403	West Seattle	3/26/2015 4:25 PM
404	beacon Hill	3/26/2015 4:25 PM
405	Leschi (between Central District and Madrona)	3/26/2015 4:23 PM
406	Columbia City	3/26/2015 4:22 PM
407	Beacon Hill	3/26/2015 4:22 PM
408	Capitol Hill - 24th Ave E and Republican	3/26/2015 4:21 PM
409	South Hill (Puyallup)	3/26/2015 4:20 PM
410	Westlake	3/26/2015 4:20 PM
411	Juanita Hill, which is a few miles north of Kirkland and south of Kenmore	3/26/2015 4:11 PM
412	Magnolia	3/26/2015 3:51 PM
413	Everett	3/26/2015 3:37 PM
414	phinney	3/26/2015 3:29 PM
415	Shoreline	3/26/2015 3:27 PM
416	phinney Ridge	3/26/2015 3:26 PM
417	Magnolia	3/26/2015 3:26 PM
418	Shoreline	3/26/2015 3:25 PM
419	West Seattle	3/26/2015 3:20 PM
420	Haller Lake	3/26/2015 12:08 PM
421	Edmonds	3/26/2015 11:40 AM
422	West Seattle	3/26/2015 11:20 AM
423	Tacoma	3/26/2015 10:47 AM
424	phinney Ridge	3/26/2015 10:20 AM
425	Phinney Ridge	3/26/2015 10:18 AM
426	Totem Lake	3/26/2015 10:03 AM

427	Shoreline	3/26/2015 9:35 AM
428	Miller Park (East Capitol Hill)	3/26/2015 8:58 AM
429	Burien	3/26/2015 8:21 AM
430	Kent	3/26/2015 7:58 AM
431	Shoreline	3/26/2015 7:55 AM
432	West Seattle	3/26/2015 7:47 AM
433	Bothell	3/26/2015 7:37 AM
434	Duvall	3/26/2015 6:52 AM
435	north Ballard	3/26/2015 6:50 AM
436	Duvall	3/26/2015 6:47 AM
437	Seward Park	3/26/2015 2:41 AM
438	Lynnwood	3/25/2015 10:24 PM
439	Sammamish	3/25/2015 8:06 PM
440	Bothell - North Creek	3/25/2015 7:53 PM
441	Sammamish	3/25/2015 7:40 PM
442	Madison Valley	3/25/2015 7:39 PM
443	Madison valley	3/25/2015 7:21 PM
444	Brier	3/25/2015 7:15 PM
445	Madison Valley	3/25/2015 7:12 PM
446	Greenwood	3/25/2015 5:03 PM
447	Ballard	3/25/2015 4:42 PM
448	queen anne	3/25/2015 4:41 PM
449	Lower Queen Anne	3/25/2015 3:59 PM
450	Gig Harbor	3/25/2015 3:36 PM
451	Snoqualmie	3/25/2015 3:36 PM
452	Lynnwood	3/25/2015 3:20 PM
453	Bothell	3/25/2015 3:12 PM
454	Bothell	3/25/2015 3:12 PM
455	Kenmore	3/25/2015 3:11 PM
456	Greenwood	3/25/2015 3:02 PM
457	Mercer Island	3/25/2015 2:58 PM
458	Bothell	3/25/2015 2:56 PM
459	Marysville	3/25/2015 2:54 PM
460	Seatac	3/25/2015 2:53 PM
461	West Seattle	3/25/2015 2:49 PM
462	Phinney Ridge	3/25/2015 2:49 PM
463	Ballard	3/25/2015 2:44 PM
464	Phinnywood (North Ballard)	3/25/2015 2:44 PM

465	Bothell	3/25/2015 2:43 PM
466	Renton	3/25/2015 2:41 PM
467	North Bend	3/25/2015 2:36 PM
468	Bothell	3/25/2015 2:35 PM
469	Greenwood	3/25/2015 2:29 PM
470	New Holly	3/25/2015 2:25 PM
471	Auburn	3/25/2015 2:22 PM
472	Auburn	3/25/2015 2:21 PM
473	Bothell	3/25/2015 2:20 PM
474	live in Auburn -- but commute to Sand Point Way daily	3/25/2015 2:18 PM
475	Magnolia	3/25/2015 2:15 PM
476	Sammamish	3/25/2015 2:11 PM
477	Sammamish	3/25/2015 2:09 PM
478	Gig Harbor	3/25/2015 2:08 PM
479	Shoreline	3/25/2015 2:04 PM
480	Sammamish	3/25/2015 1:52 PM
481	West Seattle	3/25/2015 1:48 PM
482	Crown Hill, North Ballard	3/25/2015 1:48 PM
483	North Ballard	3/25/2015 1:46 PM
484	Shoreline	3/25/2015 1:44 PM
485	ballard	3/25/2015 1:43 PM
486	Bainbridge Island	3/25/2015 1:41 PM
487	Olympic Hills	3/25/2015 1:37 PM
488	Covington	3/25/2015 1:37 PM
489	Marysville	3/25/2015 1:33 PM
490	Bothell	3/25/2015 1:32 PM
491	Bainbridge Island	3/25/2015 1:31 PM
492	West Seattle (the largest neighborhood in Seattle - seems odd that it's not on your list!)	3/25/2015 1:30 PM
493	Bothell	3/25/2015 1:29 PM
494	Bothell/Kenmore	3/25/2015 1:29 PM
495	West Seattle	3/25/2015 1:28 PM
496	Matthews Beach	3/25/2015 1:27 PM
497	Monroe	3/25/2015 1:27 PM
498	Shoreline	3/25/2015 1:25 PM
499	Meadowbrook	3/25/2015 1:25 PM
500	Gig Harbor	3/25/2015 1:25 PM
501	Ballard	3/25/2015 1:24 PM
502	Renton	3/25/2015 1:23 PM

503	Sammamish	3/25/2015 1:21 PM
504	Federal way	3/25/2015 1:20 PM
505	Bridal Trails (Kirkland Redmond)	3/25/2015 1:01 PM
506	First Hill	3/25/2015 12:58 PM
507	Bothell	3/25/2015 12:53 PM
508	Ballard	3/25/2015 12:42 PM
509	West Capitol Hill	3/25/2015 12:40 PM
510	North Bend	3/25/2015 12:37 PM
511	Sammamish	3/25/2015 12:37 PM
512	Sammamish	3/25/2015 12:31 PM
513	Sammamish	3/25/2015 12:24 PM
514	Bothell	3/25/2015 10:50 AM
515	Shoreline	3/25/2015 10:49 AM
516	Monroe	3/25/2015 10:45 AM
517	Columbia City	3/25/2015 10:34 AM
518	bordering central district, madison valley, and capitol hill	3/25/2015 10:24 AM
519	Leschi	3/25/2015 10:10 AM
520	Shoreline	3/25/2015 9:02 AM
521	Shoreline	3/25/2015 9:01 AM
522	White Center	3/25/2015 8:59 AM
523	North Beacon Hill	3/25/2015 8:50 AM
524	queen Anne	3/25/2015 8:34 AM
525	Kenmore	3/25/2015 8:26 AM
526	Everett	3/25/2015 7:29 AM
527	Beacon Hill. You have a light rail station called Beacon Hill. How did it not make this list?	3/24/2015 9:57 PM
528	Juanita (north Kirkland / Totem Lake ish)	3/24/2015 8:22 PM
529	Shoreline	3/24/2015 6:38 PM
530	bothell	3/24/2015 5:03 PM
531	West seattle	3/24/2015 4:31 PM
532	Phinney Ridge	3/24/2015 2:29 PM
533	Shoreline	3/24/2015 10:57 AM
534	Langley	3/24/2015 10:47 AM
535	Loyal Heights- Ballard	3/24/2015 9:13 AM
536	west seattle	3/24/2015 8:42 AM
537	west seattle	3/24/2015 8:34 AM
538	Bothell/Woodinville area	3/24/2015 8:17 AM
539	Haller Lake	3/23/2015 10:24 PM
540	Whidbey Island	3/23/2015 9:44 PM

541	Greenwood	3/23/2015 7:14 PM
542	Rose Hill (between Kirkland and Redmond)	3/23/2015 5:47 PM
543	Lynnwood	3/23/2015 5:43 PM
544	Duvall	3/23/2015 5:39 PM
545	First Hill	3/23/2015 5:15 PM
546	Phinney Ridge	3/23/2015 5:03 PM
547	Ballard	3/23/2015 3:13 PM
548	shoreline	3/23/2015 2:41 PM
549	Kenmore	3/23/2015 12:32 PM
550	Ballard	3/23/2015 12:05 PM
551	Whidbey Island	3/23/2015 11:24 AM
552	Lower Queen Anne	3/23/2015 11:23 AM
553	Madison Valley	3/23/2015 11:05 AM
554	13th and Thomas, capitol Hill	3/23/2015 11:01 AM
555	Crown Hill (Olympic Manor) - why no northwest neighbourhoods in the selections for this question?	3/23/2015 10:45 AM
556	West Seattle	3/23/2015 10:03 AM
557	Vashon	3/23/2015 10:03 AM
558	Duvall	3/23/2015 8:53 AM
559	kent	3/23/2015 8:19 AM
560	Kent	3/23/2015 7:52 AM
561	Ballard	3/23/2015 7:35 AM
562	Kingsgate or The Brickyard	3/23/2015 7:35 AM
563	West Seattle	3/23/2015 7:13 AM
564	Skyway	3/22/2015 10:38 PM
565	Queen Anne (what are we, chopped liver?)	3/22/2015 8:56 PM
566	West Seattle	3/22/2015 7:05 PM
567	Greenwood	3/22/2015 5:04 PM
568	First Hill	3/22/2015 4:44 PM
569	Victory Heights in Seattle 20th Ave. NE and NE 113th	3/22/2015 4:39 PM
570	Ballard	3/22/2015 4:30 PM
571	West Seattle	3/22/2015 4:13 PM
572	Lynnwood	3/22/2015 3:58 PM
573	Pinehurst	3/22/2015 2:37 PM
574	West Seattle	3/22/2015 2:21 PM
575	Pinehurst	3/22/2015 1:10 PM
576	Bothell	3/22/2015 11:02 AM
577	Ballard	3/22/2015 10:23 AM
578	Lower Queen Anne	3/22/2015 9:14 AM

579	Shoreline	3/22/2015 6:44 AM
580	madison valley/arboretum	3/22/2015 6:17 AM
581	Ballard	3/21/2015 11:10 PM
582	Madison Valley	3/21/2015 10:04 PM
583	North beacon hill	3/21/2015 10:03 PM
584	Uw	3/21/2015 8:29 PM
585	West Seattle	3/21/2015 6:28 PM
586	Georgetown	3/21/2015 5:03 PM
587	Hawthorne Hills	3/21/2015 4:59 PM
588	Federal Way	3/21/2015 4:35 PM
589	Ballard	3/21/2015 2:46 PM
590	Columbia City	3/21/2015 2:16 PM
591	Phinney-Greenwood	3/21/2015 1:55 PM
592	Greenwood	3/21/2015 12:48 PM
593	Westlake	3/21/2015 12:28 PM
594	Belltown	3/21/2015 12:21 PM
595	Greenwood	3/21/2015 11:27 AM
596	Everett	3/21/2015 9:25 AM
597	Greenwood	3/20/2015 11:10 PM
598	Tukwila	3/20/2015 10:29 PM
599	Madison valley	3/20/2015 10:11 PM
600	Renton	3/20/2015 9:39 PM
601	Olympic Hills	3/20/2015 9:25 PM
602	Ballard	3/20/2015 7:55 PM
603	Interbay	3/20/2015 7:02 PM
604	Pioneer Square	3/20/2015 5:18 PM
605	Ballard	3/20/2015 5:11 PM
606	Lynnwood	3/20/2015 4:11 PM
607	Greenwood/Bitterlake	3/20/2015 3:34 PM
608	First Hill	3/20/2015 3:10 PM
609	Queen Anne	3/20/2015 3:05 PM
610	Belltown	3/20/2015 3:04 PM
611	Greenwood	3/20/2015 3:03 PM
612	North Bend	3/20/2015 2:54 PM
613	Auburn	3/20/2015 2:29 PM
614	North Bend	3/20/2015 1:17 PM
615	Ballard	3/20/2015 12:31 PM
616	Vashon Island	3/20/2015 12:21 PM

617	Beacon Hill	3/20/2015 11:54 AM
618	Burien	3/20/2015 11:42 AM
619	Lower Queen Anne	3/20/2015 11:36 AM
620	Bainbridge Island	3/20/2015 10:34 AM
621	Ballard	3/20/2015 10:29 AM
622	South Seattle	3/20/2015 10:01 AM
623	Queen Anne	3/20/2015 9:58 AM
624	Edmonds	3/20/2015 9:54 AM
625	Auburn	3/20/2015 9:49 AM
626	South King County	3/20/2015 9:38 AM
627	Shoreline	3/20/2015 8:48 AM
628	Kent	3/20/2015 8:06 AM
629	Wallingford	3/20/2015 7:55 AM
630	Hillman City	3/20/2015 7:50 AM
631	City of Shoreline, Cromwell neighborhood	3/20/2015 7:46 AM
632	Sumner	3/20/2015 6:43 AM
633	Auburn	3/20/2015 1:17 AM
634	Ballard	3/20/2015 1:05 AM
635	Ballard	3/20/2015 1:00 AM
636	queen anne	3/20/2015 12:40 AM
637	Greenwood	3/19/2015 11:27 PM
638	Beacon Hill	3/19/2015 10:03 PM
639	Seahurst, next to Burien.	3/19/2015 9:31 PM
640	Puyallup	3/19/2015 8:37 PM
641	Ballard	3/19/2015 8:17 PM
642	Ballard	3/19/2015 7:41 PM
643	Madison Valley	3/19/2015 7:39 PM
644	Meadowbrook	3/19/2015 7:34 PM
645	Ballard	3/19/2015 6:58 PM
646	North beacon hill	3/19/2015 5:40 PM
647	Crown Hill	3/19/2015 4:39 PM
648	Belltown	3/19/2015 4:36 PM
649	Belltown	3/19/2015 4:28 PM
650	North City	3/19/2015 4:17 PM
651	La Conner	3/19/2015 4:11 PM
652	Beacon Hill	3/19/2015 4:06 PM
653	Newcastle	3/19/2015 4:03 PM
654	Madrona	3/19/2015 3:52 PM

655	Queen Anne Hill	3/19/2015 3:50 PM
656	Federal Way	3/19/2015 3:36 PM
657	North Everett	3/19/2015 3:18 PM
658	Tacoma, commute to U District every day for school and work	3/19/2015 3:09 PM
659	greenwood	3/19/2015 2:53 PM
660	Phinney Ridge	3/19/2015 2:33 PM
661	Beacon Hill	3/19/2015 2:27 PM
662	Lakewood, Pierce County	3/19/2015 2:20 PM
663	Queen Anne	3/19/2015 2:05 PM
664	Everett	3/19/2015 1:56 PM
665	Greenwood	3/19/2015 1:37 PM
666	Skyway	3/19/2015 1:34 PM
667	New holly	3/19/2015 1:27 PM
668	Brier	3/19/2015 12:51 PM
669	Cedar Park (NE Seattle)	3/19/2015 12:50 PM
670	Kenmore	3/19/2015 12:43 PM
671	Lower Queen Anne	3/19/2015 12:38 PM
672	Ballard	3/19/2015 12:31 PM
673	Greenwood	3/19/2015 12:23 PM
674	South Seattle/West of Skyway	3/19/2015 12:21 PM
675	West Seattle (Hello!!)	3/19/2015 12:08 PM
676	Mount Baker	3/19/2015 11:59 AM
677	Ballard (but will live in Downtown Seattle soon)	3/19/2015 11:54 AM
678	Vashon Island	3/19/2015 11:47 AM
679	Columbia City	3/19/2015 11:46 AM
680	Crown Hill	3/19/2015 11:44 AM
681	First Hill	3/19/2015 11:05 AM
682	Renton	3/19/2015 10:43 AM
683	Tacoma	3/19/2015 10:35 AM
684	New Holly.Rainier Valley	3/19/2015 10:22 AM
685	Ballard	3/19/2015 10:17 AM
686	Ballard; HOW COULD YOU POSSIBLY NOT INCLUDE ALL THE TAXPAYERS AND COMMUTERS IN BALLARD ON THIS LIST?	3/19/2015 9:58 AM
687	New Holley/Rainier Valley	3/19/2015 9:51 AM
688	Hillman City	3/19/2015 9:49 AM
689	Mount Baker/Columbia City	3/19/2015 9:43 AM
690	Queen Anne	3/19/2015 9:40 AM
691	Rainier Valley/Othello	3/19/2015 9:26 AM

692	Covington	3/19/2015 9:13 AM
693	Edmonds - South Snohomish County	3/19/2015 9:04 AM
694	West Seattle	3/19/2015 9:04 AM
695	Federal Way	3/19/2015 9:04 AM
696	duvall	3/19/2015 9:02 AM
697	Duvall	3/19/2015 9:00 AM
698	Burien	3/19/2015 8:57 AM
699	West Seattle	3/19/2015 8:50 AM
700	Tacoma	3/19/2015 8:46 AM
701	Kenmore	3/19/2015 8:35 AM
702	Sammamish	3/19/2015 8:22 AM
703	Vashon	3/19/2015 8:20 AM
704	Kenmore	3/19/2015 8:19 AM
705	Greenwood	3/19/2015 8:18 AM
706	Kenmore	3/19/2015 8:14 AM
707	Shoreline	3/19/2015 8:13 AM
708	Ballard	3/19/2015 8:10 AM
709	Madrona	3/19/2015 8:02 AM
710	Vashon	3/19/2015 7:57 AM
711	KENT	3/19/2015 7:46 AM
712	Renton-Fairwood	3/19/2015 4:02 AM
713	Columbia City	3/19/2015 2:02 AM
714	Kent	3/18/2015 11:57 PM
715	Bothell	3/18/2015 9:58 PM
716	Kent	3/18/2015 9:47 PM
717	West Seattle	3/18/2015 9:27 PM
718	Madison Valley	3/18/2015 9:22 PM
719	Greenwood	3/18/2015 8:59 PM
720	ballard	3/18/2015 8:30 PM
721	Phinney Ridge	3/18/2015 8:29 PM
722	Kenmore	3/18/2015 8:26 PM
723	Kenmore	3/18/2015 8:18 PM
724	Columbia City	3/18/2015 7:44 PM
725	Burien	3/18/2015 7:41 PM
726	Broadview	3/18/2015 7:35 PM
727	Matthews Beach/Meadowbrook	3/18/2015 7:22 PM
728	Greenwood	3/18/2015 7:12 PM
729	Interbay, Upper Queen Anne	3/18/2015 7:04 PM

730	north Queen Anne	3/18/2015 7:01 PM
731	North College Park/Lichton Springs	3/18/2015 6:55 PM
732	meadowbrook or lower wedgwood	3/18/2015 6:43 PM
733	Beacon Hill	3/18/2015 6:36 PM
734	Phinney Ridge	3/18/2015 5:16 PM
735	Lynnwood	3/18/2015 5:14 PM
736	Phinney Ridge	3/18/2015 5:13 PM
737	Crown Hill	3/18/2015 4:57 PM
738	university district	3/18/2015 4:55 PM
739	Ballard	3/18/2015 4:52 PM
740	Judkins Park	3/18/2015 4:40 PM
741	Rainier Beach	3/18/2015 4:33 PM
742	Renton	3/18/2015 4:21 PM
743	West Seattle	3/18/2015 4:13 PM
744	Ballard	3/18/2015 4:05 PM
745	23rd and John - so where Cap Hill, Montlake, Madison, and CD all meet	3/18/2015 3:58 PM
746	Ballard	3/18/2015 3:57 PM
747	Mountlake Terrace	3/18/2015 3:52 PM
748	Bryn Mawr 98178	3/18/2015 3:38 PM
749	Queen Anne	3/18/2015 3:35 PM
750	Ballard	3/18/2015 3:30 PM
751	Shoreline	3/18/2015 3:28 PM
752	Greenwood/Phinney	3/18/2015 3:26 PM
753	Mount Baker	3/18/2015 3:25 PM
754	Renton	3/18/2015 3:20 PM
755	Mount Baker	3/18/2015 3:20 PM
756	Lakewood	3/18/2015 3:20 PM
757	Everett	3/18/2015 3:18 PM
758	Tacoma	3/18/2015 3:12 PM
759	Greenwood/Phinney Ridge	3/18/2015 3:09 PM
760	Othello	3/18/2015 3:07 PM
761	West Seattle	3/18/2015 3:05 PM
762	Queen Anne	3/18/2015 3:02 PM
763	Mercer Island	3/18/2015 3:00 PM
764	White Center	3/18/2015 2:56 PM
765	Kenmore	3/18/2015 2:55 PM
766	Meadowbrook (north of Wedgewood, south of Lake City)	3/18/2015 2:54 PM
767	Madrona	3/18/2015 2:43 PM

768	Renton	3/18/2015 2:38 PM
769	South Seattle	3/18/2015 2:38 PM
770	Mountlake Terrace, but child goes to school in Maple Leaf, and mother lives in Mountlake	3/18/2015 2:36 PM
771	Broadview	3/18/2015 2:34 PM
772	North Everett	3/18/2015 2:33 PM
773	Briarcrest, Shoreline	3/18/2015 2:30 PM
774	University Park / Ravenna	3/18/2015 2:28 PM
775	magnolia	3/18/2015 2:20 PM
776	Queen Anne	3/18/2015 2:18 PM
777	Shoreline	3/18/2015 2:17 PM
778	Burien	3/18/2015 2:16 PM
779	Auburn	3/18/2015 2:16 PM
780	Redmond	3/18/2015 2:15 PM
781	mill creek	3/18/2015 2:13 PM
782	Crown Hill	3/18/2015 2:12 PM
783	Beacon Hill	3/18/2015 2:12 PM
784	Sumner, WA	3/18/2015 2:08 PM
785	South Beacon Hill	3/18/2015 2:04 PM
786	Olympic Hills	3/18/2015 1:59 PM
787	Mountlake Terrace	3/18/2015 1:55 PM
788	West-Seattle	3/18/2015 1:53 PM
789	Ballard	3/18/2015 1:52 PM
790	Meadowbrook	3/18/2015 1:45 PM
791	federal way	3/18/2015 1:42 PM
792	Des Moines	3/18/2015 1:39 PM
793	Shoreline	3/18/2015 1:38 PM
794	Shoreline	3/18/2015 1:37 PM
795	Queen Anne	3/18/2015 1:35 PM
796	Burien	3/18/2015 1:32 PM
797	Federal Way	3/18/2015 1:30 PM
798	Renton	3/18/2015 1:29 PM
799	Crown Hill	3/18/2015 1:29 PM
800	Snohomish County	3/18/2015 1:26 PM
801	Federal Way	3/18/2015 1:26 PM
802	LYNNWOOD	3/18/2015 1:23 PM
803	Bothell	3/18/2015 1:21 PM
804	columbia city	3/18/2015 1:21 PM
805	Duvall	3/18/2015 1:20 PM

806	Madison Valley	3/18/2015 1:20 PM
807	federal way	3/18/2015 1:17 PM
808	Lake Forest Park	3/18/2015 1:16 PM
809	Renton	3/18/2015 1:15 PM
810	Kenmore	3/18/2015 1:13 PM
811	Mercer Island	3/18/2015 1:13 PM
812	Interbay	3/18/2015 1:12 PM
813	Bothell	3/18/2015 1:12 PM
814	Interbay	3/18/2015 1:11 PM
815	Ballard	3/18/2015 1:09 PM
816	North Seattle	3/18/2015 1:07 PM
817	Ballard	3/18/2015 1:05 PM
818	Lynnwood, WA (but may move to Seattle shortly)	3/18/2015 1:05 PM
819	West Seattle	3/18/2015 1:04 PM
820	Ballard	3/18/2015 1:02 PM
821	Kent	3/18/2015 1:02 PM
822	Mill Creek	3/18/2015 1:02 PM
823	Ballard	3/18/2015 1:02 PM
824	White Center	3/18/2015 1:02 PM
825	kent	3/18/2015 1:01 PM
826	crown hill	3/18/2015 12:59 PM
827	Tacoma	3/18/2015 12:57 PM
828	Lower Queen Anne	3/18/2015 12:56 PM
829	West Seattle	3/18/2015 12:56 PM
830	Shoreline	3/18/2015 12:55 PM
831	University Place (Tacoma area)	3/18/2015 12:51 PM
832	NewHolly	3/18/2015 12:47 PM
833	BAINBRIDGE ISLAND	3/18/2015 12:45 PM
834	North Queen Anne	3/18/2015 12:43 PM
835	Greenwood/Broadview	3/18/2015 12:39 PM
836	Beacon Hill	3/18/2015 12:39 PM
837	kent	3/18/2015 12:38 PM
838	Broadview	3/18/2015 12:38 PM
839	Magnolia	3/18/2015 12:33 PM
840	Renton	3/18/2015 12:33 PM
841	Arbor Heights	3/18/2015 12:32 PM
842	Arlington	3/18/2015 12:28 PM
843	Olympia	3/18/2015 12:28 PM

844	mercero island	3/18/2015 12:27 PM
845	Shoreline	3/18/2015 12:27 PM
846	Kenmore	3/18/2015 12:27 PM
847	Shoreline	3/18/2015 12:24 PM
848	bainbridge island	3/18/2015 12:22 PM
849	First Hill	3/18/2015 12:22 PM
850	Kenmore	3/18/2015 12:19 PM
851	Olympia	3/18/2015 12:17 PM
852	Everett	3/18/2015 12:16 PM
853	South Bitterlake/North Greenwood	3/18/2015 12:16 PM
854	Shoreline	3/18/2015 12:15 PM
855	Bitter Lake	3/18/2015 12:14 PM
856	Seward Park	3/18/2015 12:13 PM
857	magnolia	3/18/2015 12:12 PM
858	Renton	3/18/2015 12:10 PM
859	Des Moines	3/18/2015 12:07 PM
860	Fauntleroy, West Seattle	3/18/2015 12:04 PM
861	Ballard	3/18/2015 12:01 PM
862	Bothell/Canyon Park	3/18/2015 12:00 PM
863	shoreline just north of lake city (145th and 25th)	3/18/2015 11:59 AM
864	Bothell	3/18/2015 11:52 AM
865	Mt. Baker	3/18/2015 11:52 AM
866	Black Diamond	3/18/2015 11:52 AM
867	Greenwood	3/18/2015 11:51 AM
868	edmonds	3/18/2015 11:51 AM
869	Mercer Island	3/18/2015 11:50 AM
870	hawthorne hills	3/18/2015 11:50 AM
871	Crown Hill/Blue Ridge	3/18/2015 11:49 AM
872	South Seattle	3/18/2015 11:49 AM
873	north beacon hill	3/18/2015 11:48 AM
874	West Seattle	3/18/2015 11:48 AM
875	Greenwood	3/18/2015 11:46 AM
876	Lower Queen Anne/Seattle Center	3/18/2015 11:45 AM
877	Arbor Heights	3/18/2015 11:44 AM
878	Haller Lake / Bitterlake	3/18/2015 11:44 AM
879	Magnolia	3/18/2015 11:42 AM
880	Lake Forest Park	3/18/2015 11:42 AM
881	SUMNER	3/18/2015 11:41 AM

882	phinney ridge	3/18/2015 11:39 AM
883	Bothell	3/18/2015 11:39 AM
884	Broadview	3/18/2015 11:38 AM
885	Magnolia	3/18/2015 11:38 AM
886	Tukwila	3/18/2015 11:37 AM
887	Crown Hill	3/18/2015 11:36 AM
888	Beacon Hill	3/18/2015 11:36 AM
889	Bryant Park	3/18/2015 11:34 AM
890	Ballard	3/18/2015 11:34 AM
891	I live inside the Top Pot	3/18/2015 11:34 AM
892	Greenwood/Phinney Ridge	3/18/2015 11:34 AM
893	Ballard	3/18/2015 11:33 AM
894	Tacoma	3/18/2015 11:33 AM
895	olympia	3/18/2015 11:33 AM
896	Greenwood	3/18/2015 11:33 AM
897	Leschi	3/18/2015 11:32 AM
898	WEST SEATTLE	3/18/2015 11:32 AM
899	Shoreline- Richmond Beach	3/18/2015 11:32 AM
900	Snohomish County - Community Transit 880	3/18/2015 11:32 AM
901	Kenmore	3/18/2015 11:32 AM
902	Pinehurst	3/18/2015 11:30 AM
903	Mountlake Terrace	3/18/2015 11:30 AM
904	Ballard	3/18/2015 11:30 AM
905	Loyal Heights	3/18/2015 11:29 AM
906	Sumner	3/18/2015 11:29 AM
907	Burien, Myers Way area	3/18/2015 11:28 AM
908	Bothell ... really not on the list?	3/18/2015 11:28 AM
909	Burien	3/18/2015 11:27 AM
910	West Seattle	3/18/2015 11:27 AM
911	West Seattle (I transfer downtown to get to UW)	3/18/2015 11:27 AM
912	South Capitol Hill (17th & Madison)	3/18/2015 11:26 AM
913	Lake Forest Park	3/18/2015 11:26 AM
914	Bothell	3/18/2015 11:26 AM
915	Greenwood	3/18/2015 11:26 AM
916	Kent	3/18/2015 11:26 AM
917	VASHON	3/18/2015 11:26 AM
918	Queen Anne/Magnolia	3/18/2015 11:26 AM
919	Shoreline	3/18/2015 11:25 AM

920	Queen Anne	3/18/2015 11:25 AM
921	Kenmore/Bothel	3/18/2015 11:25 AM
922	Federal Way	3/18/2015 11:25 AM
923	Magnolia	3/18/2015 11:25 AM
924	Ballard	3/18/2015 11:23 AM
925	Monroe	3/18/2015 11:23 AM
926	Crown Hill	3/18/2015 11:23 AM
927	VASHON	3/18/2015 11:23 AM
928	First Hill	3/18/2015 11:23 AM
929	Edmonds	3/18/2015 11:23 AM
930	Ballard	3/18/2015 11:23 AM
931	Bremerton	3/18/2015 11:22 AM
932	Snohomish	3/18/2015 11:22 AM
933	Ballard	3/18/2015 11:21 AM
934	Everett	3/18/2015 11:21 AM
935	79th & Evergreen Way, Everett	3/18/2015 11:21 AM
936	Greenwood	3/18/2015 11:21 AM
937	Edmonds	3/18/2015 11:21 AM
938	Edmonds	3/18/2015 11:21 AM
939	Burien	3/18/2015 11:20 AM
940	Magnolia (work at UW)	3/18/2015 11:20 AM
941	Near lake city	3/18/2015 11:19 AM
942	Edmonds	3/18/2015 11:19 AM
943	Renton	3/18/2015 11:19 AM
944	Othello	3/18/2015 11:18 AM
945	Bothell	3/18/2015 11:18 AM
946	Shoreline	3/18/2015 11:18 AM
947	Poulsbo	3/18/2015 11:18 AM
948	Vashon Island	3/18/2015 11:17 AM
949	Lynnwood, Kenmore	3/18/2015 11:17 AM
950	Lake Forest Park	3/18/2015 11:17 AM
951	Greenwood	3/18/2015 11:17 AM
952	North Beach	3/18/2015 11:17 AM
953	Haller Lake	3/18/2015 11:16 AM
954	Seattle Center	3/18/2015 11:16 AM
955	Greenwood	3/18/2015 11:16 AM
956	Tacoma	3/18/2015 11:15 AM
957	Greenwood	3/18/2015 11:14 AM

958	Lynnwood	3/18/2015 11:14 AM
959	Kingston	3/18/2015 11:14 AM
960	Monroe WA	3/18/2015 11:14 AM
961	Pinehurst	3/18/2015 11:14 AM
962	S. Seattle - Rainier View Neighborhood	3/18/2015 11:14 AM
963	Renton	3/18/2015 11:14 AM
964	Kent	3/18/2015 11:14 AM
965	Shoreline	3/18/2015 11:13 AM
966	Magnolia	3/18/2015 11:13 AM
967	Edmonds	3/18/2015 11:13 AM
968	Ballard	3/18/2015 11:13 AM
969	Lake Forest Park	3/18/2015 11:13 AM
970	shoreline	3/18/2015 11:12 AM
971	Kenmore	3/18/2015 11:12 AM
972	Auburn	3/18/2015 11:12 AM
973	Ballard	3/18/2015 11:12 AM
974	Wedgwood/Meadowbrook	3/18/2015 11:12 AM
975	Broadview	3/18/2015 11:12 AM
976	Kent	3/18/2015 11:12 AM
977	North Greenwood/Bitter Lake	3/18/2015 11:11 AM
978	Broadview	3/18/2015 11:11 AM
979	Kent	3/18/2015 11:11 AM
980	Burien	3/18/2015 11:11 AM
981	Shoreline	3/18/2015 11:10 AM
982	Renton/Kennydale	3/18/2015 11:10 AM
983	Ballard (How could you leave off Ballard?)	3/18/2015 11:10 AM
984	Rainier Beach	3/18/2015 11:10 AM
985	West Seattle	3/18/2015 11:10 AM
986	Anacortes, but I commute to/from UW twice a week	3/18/2015 11:10 AM
987	Lower Queen Anne	3/18/2015 11:09 AM
988	Shoreline	3/18/2015 11:09 AM
989	Olympic Hills	3/18/2015 11:09 AM
990	Wedgwood/Meadowbrook	3/18/2015 11:09 AM
991	Licton Springs	3/18/2015 11:09 AM
992	Hawthorne Hills	3/18/2015 11:08 AM
993	Shoreline	3/18/2015 11:07 AM
994	Madison Valley	3/18/2015 11:05 AM
995	White Center	3/18/2015 10:49 AM

996	First Hill	3/18/2015 10:18 AM
997	Monroe	3/18/2015 9:55 AM
998	Bremerton	3/18/2015 9:34 AM
999	Rainier Valley / Columbia City	3/18/2015 9:09 AM
1000	Everett	3/18/2015 9:00 AM
1001	Othello	3/18/2015 8:36 AM
1002	beacon hill	3/18/2015 8:13 AM
1003	Arlington	3/18/2015 7:51 AM
1004	Queen Anne	3/18/2015 4:07 AM
1005	West Seattle	3/18/2015 12:44 AM
1006	Madison valley	3/17/2015 10:09 PM
1007	Greenwood	3/17/2015 9:29 PM
1008	Crown Hill	3/17/2015 8:20 PM
1009	Crown Hill	3/17/2015 8:01 PM
1010	Crown Hill	3/17/2015 7:02 PM
1011	Ballard	3/17/2015 6:11 PM
1012	Madison Valley	3/17/2015 6:05 PM
1013	Madrona	3/17/2015 5:29 PM
1014	Bainbridge Island	3/17/2015 5:15 PM
1015	Sumner	3/17/2015 4:38 PM
1016	burien	3/17/2015 4:16 PM
1017	Westlake	3/17/2015 4:11 PM
1018	Everett	3/17/2015 4:10 PM
1019	North Beacon Hill	3/17/2015 4:02 PM
1020	Greenwood	3/17/2015 3:46 PM
1021	Columbia City/Seward Park	3/17/2015 3:17 PM
1022	Queen Anne	3/17/2015 2:41 PM
1023	Queen Anne	3/17/2015 2:28 PM
1024	Pioneer Square	3/17/2015 1:52 PM
1025	Madrona	3/17/2015 1:33 PM
1026	West Seattle	3/17/2015 1:18 PM
1027	Greenwood	3/17/2015 12:41 PM
1028	Between Capital Hill, Central District and Madison Park	3/17/2015 11:41 AM
1029	Phinney Ridge	3/17/2015 11:10 AM
1030	Ballard	3/17/2015 10:23 AM
1031	Madison Valley	3/17/2015 9:52 AM
1032	Pinehurst	3/17/2015 9:26 AM
1033	Ballard	3/17/2015 9:17 AM

1034	Queen Anne	3/17/2015 9:11 AM
1035	New holly	3/17/2015 7:42 AM
1036	West Seattle -- how is this not on the list?	3/17/2015 7:03 AM
1037	Renton Highlands	3/16/2015 10:43 PM
1038	Ballard	3/16/2015 9:27 PM
1039	Ballard	3/16/2015 9:23 PM
1040	Greenwood	3/16/2015 7:53 PM
1041	Greenwood	3/16/2015 7:39 PM
1042	victory heights/pinehurst	3/16/2015 6:55 PM
1043	Belltown	3/16/2015 6:24 PM
1044	Ballard	3/16/2015 5:32 PM
1045	Ballard	3/16/2015 5:09 PM
1046	Leschi	3/16/2015 5:06 PM
1047	Madrona	3/16/2015 4:30 PM
1048	Ballard	3/16/2015 3:57 PM
1049	First Hill	3/16/2015 3:45 PM
1050	Madison Valley	3/16/2015 3:32 PM
1051	Queen Anne	3/16/2015 3:31 PM
1052	Queen Anne	3/16/2015 3:24 PM
1053	West Seattle	3/16/2015 3:20 PM
1054	Kitsap	3/16/2015 3:18 PM
1055	Queen Anne	3/16/2015 3:08 PM
1056	West Seattle	3/16/2015 2:57 PM
1057	Edmonds	3/16/2015 2:22 PM
1058	Madison Valley	3/16/2015 2:19 PM
1059	Southeast Seattle	3/16/2015 2:14 PM
1060	Bainbridge Island	3/16/2015 2:13 PM
1061	Bainbridge Island	3/16/2015 2:08 PM
1062	Leschi	3/16/2015 2:00 PM
1063	Belltown	3/16/2015 1:54 PM
1064	Belltown	3/16/2015 1:51 PM
1065	Ballard	3/16/2015 1:49 PM
1066	Pioneer Square	3/16/2015 1:48 PM
1067	Bainbridge Island	3/16/2015 1:36 PM
1068	First Hill	3/16/2015 1:35 PM
1069	Crown Hill	3/16/2015 1:31 PM
1070	First Hill / SW Cap Hill	3/16/2015 1:30 PM
1071	Greenwood	3/16/2015 1:28 PM

1072	Ballard	3/16/2015 1:26 PM
1073	First Hill	3/16/2015 1:24 PM
1074	First Hill	3/16/2015 1:23 PM
1075	West Seattle	3/16/2015 1:20 PM
1076	Columbia City	3/16/2015 1:19 PM
1077	Ballard	3/16/2015 1:05 PM
1078	Queen Anne	3/16/2015 1:01 PM
1079	West Seattle	3/16/2015 12:59 PM
1080	Shoreline	3/16/2015 12:33 PM
1081	Queen Anne	3/16/2015 12:30 PM
1082	Lower Queen Anne	3/16/2015 12:30 PM
1083	First Hill	3/16/2015 12:27 PM
1084	Queen Anne	3/16/2015 12:27 PM
1085	Bainbridge Island	3/16/2015 12:24 PM
1086	Ballard	3/16/2015 12:22 PM
1087	West Seattle	3/16/2015 12:21 PM
1088	Ballard	3/16/2015 12:20 PM
1089	Ballard	3/16/2015 12:11 PM
1090	BALLARD! (Why is this not on the list? Ludicrous.)	3/16/2015 12:08 PM
1091	Ballard	3/16/2015 12:08 PM
1092	Bainbridge Island	3/16/2015 12:06 PM
1093	Ballard	3/16/2015 12:06 PM
1094	Queen Anne	3/16/2015 12:03 PM
1095	Ballard	3/16/2015 12:03 PM
1096	Ballard	3/16/2015 12:00 PM
1097	Ballard	3/16/2015 11:59 AM
1098	Queen Anne	3/16/2015 11:59 AM
1099	Pioneer Square	3/16/2015 11:57 AM
1100	Ballard	3/16/2015 11:57 AM
1101	Phinney Ridge	3/16/2015 11:54 AM
1102	Queen Anne	3/16/2015 11:53 AM
1103	University Park	3/16/2015 11:53 AM
1104	Ballard	3/16/2015 11:52 AM
1105	Queen Anne	3/16/2015 11:52 AM
1106	Bainbridge Island	3/16/2015 11:51 AM
1107	Ballard	3/16/2015 11:50 AM
1108	Belltown	3/16/2015 11:47 AM
1109	Bremerton	3/16/2015 11:46 AM

1110	Queen Anne	3/16/2015 11:46 AM
1111	Madrona	3/16/2015 11:46 AM
1112	Capitol Hill 15th and Republican	3/16/2015 11:45 AM
1113	Ballard !	3/16/2015 11:44 AM
1114	Madrona	3/16/2015 11:42 AM
1115	Columbia City	3/16/2015 11:42 AM
1116	First Hill Seattle	3/16/2015 11:40 AM
1117	First Hill	3/16/2015 11:40 AM
1118	West Seattle	3/16/2015 11:40 AM
1119	First Hill	3/16/2015 11:39 AM
1120	Lower Queen Anne	3/16/2015 11:38 AM
1121	Lower Queen Anne	3/16/2015 11:35 AM
1122	First Hill	3/16/2015 11:35 AM
1123	Bitter Lake	3/16/2015 11:35 AM
1124	Ballard	3/16/2015 11:35 AM
1125	Greenwood	3/16/2015 11:32 AM
1126	kitsap county	3/16/2015 11:32 AM
1127	Queen Anne	3/16/2015 11:32 AM
1128	Belltown	3/16/2015 11:31 AM
1129	Capitol hill	3/16/2015 11:31 AM
1130	Ballard/Crown Hill	3/16/2015 11:31 AM
1131	Greenwood	3/16/2015 11:31 AM
1132	Ballard	3/16/2015 11:30 AM
1133	Ballard	3/16/2015 11:29 AM
1134	West Seattle	3/16/2015 11:29 AM
1135	Ballard	3/16/2015 11:29 AM
1136	Greenwood	3/16/2015 11:29 AM
1137	Ballard	3/16/2015 11:29 AM
1138	Queen Anne	3/16/2015 11:29 AM
1139	Ballard	3/16/2015 11:28 AM
1140	Belltown	3/16/2015 11:28 AM
1141	Phinney Ridge	3/16/2015 11:28 AM
1142	Denny Triangle	3/16/2015 11:28 AM
1143	West Seattle	3/16/2015 11:28 AM
1144	belltown	3/16/2015 11:28 AM
1145	Belltown/Queen Anne	3/16/2015 11:27 AM
1146	Cherry Hill	3/16/2015 11:26 AM
1147	Cherry Hill	3/16/2015 11:25 AM

1148	Phinney Ridge / Greenwood	3/16/2015 10:22 AM
1149	Broadview	3/16/2015 9:38 AM
1150	Ballard	3/16/2015 9:35 AM
1151	Greenwood	3/16/2015 9:25 AM
1152	Columbia City	3/16/2015 8:32 AM
1153	Edmonds	3/16/2015 8:24 AM
1154	Auburn	3/16/2015 7:44 AM
1155	Lake Forest Park	3/16/2015 6:58 AM
1156	Test	3/15/2015 8:43 PM
1157	Pinehurst (basically the area south of Jackson Park)	3/15/2015 8:41 PM
1158	North Beacon Hill	3/15/2015 8:11 PM
1159	Northwest Capitoli Hill (the deleted route 47. I voted YES on Prop 1 & would like my bus back as not to have to walk to work	3/15/2015 7:10 PM
1160	South Cap Hill / First Hill	3/15/2015 6:19 PM
1161	Queen Anne	3/15/2015 3:27 PM
1162	Woodinville	3/15/2015 3:00 PM
1163	Madrona	3/15/2015 2:35 PM
1164	Madison Valley	3/15/2015 12:43 PM
1165	Westlake	3/15/2015 11:55 AM
1166	Ballard	3/15/2015 11:09 AM
1167	Arboretum	3/15/2015 10:55 AM
1168	Arboretum	3/15/2015 10:54 AM
1169	Ballard	3/15/2015 9:05 AM
1170	Ballard	3/15/2015 8:01 AM
1171	Kent	3/15/2015 5:19 AM
1172	Skyway	3/14/2015 9:48 PM
1173	Uptown	3/14/2015 3:03 PM
1174	shoreline	3/14/2015 8:30 AM
1175	Spruce Park	3/14/2015 7:40 AM
1176	Madison Valley	3/13/2015 11:09 PM
1177	Beacon Hill	3/13/2015 8:27 PM
1178	Queen Anne	3/13/2015 7:31 PM
1179	First Hill	3/13/2015 7:27 PM
1180	Queen Anne	3/13/2015 6:34 PM
1181	Bothell - Brickyard PR	3/13/2015 5:07 PM
1182	Whittier Heights	3/13/2015 4:58 PM
1183	West seattle	3/13/2015 4:45 PM
1184	Greenwood	3/13/2015 4:14 PM

1185	Des Moines	3/13/2015 4:09 PM
1186	Bainbridge Island	3/13/2015 4:06 PM
1187	International District	3/13/2015 3:21 PM
1188	Beacon Hill	3/13/2015 2:48 PM
1189	West Seattle	3/13/2015 2:20 PM
1190	Hawthorne Hills	3/13/2015 1:25 PM
1191	First Hill	3/13/2015 12:22 PM
1192	Queen Anne	3/13/2015 11:44 AM
1193	North Windermere	3/13/2015 10:42 AM
1194	Sand Point	3/13/2015 10:37 AM
1195	Burien	3/13/2015 10:36 AM
1196	Madrona	3/13/2015 10:02 AM
1197	Kenmore	3/13/2015 10:00 AM
1198	Hawthorne Hills	3/13/2015 9:56 AM
1199	West Seattle - Alaska Junction	3/13/2015 9:30 AM
1200	Madison Valley	3/13/2015 8:08 AM
1201	Kitsap County (Poulsbo)	3/13/2015 7:51 AM
1202	Bothell	3/13/2015 6:35 AM
1203	Uplake, in Kenmore, the part everyone thinks is part of Lake Forest Park	3/12/2015 9:56 PM
1204	Lake Forest Park	3/12/2015 8:17 PM
1205	Federal Way	3/12/2015 7:18 PM
1206	25th E and E Madison (in between Cap Hill and Mad Park)	3/12/2015 5:51 PM
1207	Bothell	3/12/2015 5:24 PM
1208	Leschi-Madronna	3/12/2015 4:01 PM
1209	Columbia City	3/12/2015 3:50 PM
1210	Kenmore	3/12/2015 3:47 PM
1211	Kenmore	3/12/2015 3:38 PM
1212	Kenmore	3/12/2015 3:37 PM
1213	Madison Valley	3/12/2015 3:17 PM
1214	Broadview	3/12/2015 3:02 PM
1215	Sammamish	3/12/2015 2:53 PM
1216	West Seattle	3/12/2015 2:08 PM
1217	Pinehurst (north of Northgate, south of Jackson Park)	3/12/2015 1:45 PM
1218	unincorporated King County	3/12/2015 1:37 PM
1219	Ballard / Loyal Heights	3/12/2015 12:23 PM
1220	Madison Valley	3/12/2015 11:51 AM
1221	Columbia City/Rainier Valley (Why isn't this a choice on your list?)	3/12/2015 10:24 AM
1222	seward park area	3/12/2015 9:25 AM

1223	Seward Park area	3/12/2015 9:22 AM
1224	Admiral District	3/12/2015 8:39 AM
1225	Wallingford	3/12/2015 8:21 AM
1226	Tacoma	3/12/2015 8:21 AM
1227	Ballard	3/12/2015 8:15 AM
1228	Broadview/Bitter Lake	3/12/2015 7:51 AM
1229	Queen Anne	3/12/2015 6:34 AM
1230	ballard	3/11/2015 10:30 PM
1231	Madison Valley	3/11/2015 9:49 PM
1232	South Park	3/11/2015 9:24 PM
1233	Sammamish	3/11/2015 8:59 PM
1234	Belltown	3/11/2015 8:30 PM
1235	MADISON VALLEY	3/11/2015 7:46 PM
1236	First Hill	3/11/2015 6:24 PM
1237	Ballard/Phinney Ridge	3/11/2015 4:40 PM
1238	phinney ridge	3/11/2015 4:06 PM
1239	phinney ridge	3/11/2015 4:03 PM
1240	Shoreline	3/11/2015 3:55 PM
1241	Shoreline	3/11/2015 3:53 PM
1242	kitsap	3/11/2015 3:51 PM
1243	Columbia City	3/11/2015 3:23 PM
1244	uptown-lower Queen Anne	3/11/2015 2:30 PM
1245	Clearly south end neighborhoods don't count in this survey	3/11/2015 2:25 PM
1246	clearly south end neighborhoods don't count in this survey - Beacon Hill	3/11/2015 2:24 PM
1247	Seward Park, Seattle	3/11/2015 2:21 PM
1248	Madison Valley	3/11/2015 2:20 PM
1249	Matthews Beach	3/11/2015 1:54 PM
1250	First Hill	3/11/2015 1:24 PM
1251	Pinehurst (near Northgate)	3/11/2015 12:53 PM
1252	West Seattle	3/11/2015 12:45 PM
1253	Lower Queen Anne	3/11/2015 12:44 PM
1254	West Seattle	3/11/2015 12:33 PM
1255	SeaTac	3/11/2015 11:22 AM
1256	Madison Valley/Arboretum	3/11/2015 10:58 AM
1257	Columbia City	3/11/2015 10:40 AM
1258	Shoreline	3/11/2015 10:26 AM
1259	Lake Meridian/Kent	3/11/2015 10:10 AM
1260	North Beacon Hill	3/11/2015 10:02 AM

1261	West Seattle	3/11/2015 9:26 AM
1262	West Seattle	3/11/2015 9:26 AM
1263	Greenwood	3/11/2015 9:07 AM
1264	Ballard	3/11/2015 9:02 AM
1265	Bonney Lake	3/11/2015 8:59 AM
1266	New Holly	3/11/2015 8:44 AM
1267	ballard	3/11/2015 8:37 AM
1268	Miller Park (East Capitol Hill)	3/11/2015 8:35 AM
1269	Ballard	3/11/2015 8:35 AM
1270	Edmonds but work in downtown Seattle	3/11/2015 8:05 AM
1271	Madison Valley	3/11/2015 7:49 AM
1272	Lower Queen Anne	3/10/2015 9:58 PM
1273	Madison Valley	3/10/2015 9:55 PM
1274	Stanwood, WA	3/10/2015 9:18 PM
1275	Lake Forest Park	3/10/2015 8:38 PM
1276	Lake Forest Park	3/10/2015 8:38 PM
1277	beacon hill	3/10/2015 6:59 PM
1278	Columbia City	3/10/2015 6:53 PM
1279	West Seattle	3/10/2015 6:24 PM
1280	West Seattle	3/10/2015 6:23 PM
1281	Broadview	3/10/2015 4:31 PM
1282	International District	3/10/2015 4:25 PM
1283	BURIEN	3/10/2015 4:14 PM
1284	International District	3/10/2015 4:14 PM
1285	ballard	3/10/2015 4:02 PM
1286	East Capitol Hill	3/10/2015 2:57 PM
1287	North Seattle Bitter Lake	3/10/2015 2:37 PM
1288	North Beacon Hill	3/10/2015 2:26 PM
1289	Edmonds	3/10/2015 1:59 PM
1290	North / East capitol hill	3/10/2015 1:40 PM
1291	Kenmore/Finn Hill	3/10/2015 1:10 PM
1292	skyway	3/10/2015 1:03 PM
1293	skyway	3/10/2015 1:00 PM
1294	Mathews Beach	3/10/2015 12:24 PM
1295	West Seattle	3/10/2015 12:16 PM
1296	Queen Anne	3/10/2015 12:14 PM
1297	Seward Park	3/10/2015 12:00 PM
1298	Ballard/Greenwood	3/10/2015 11:46 AM

1299	Yesler Terrace	3/10/2015 11:26 AM
1300	Northgate/Haller Lake	3/10/2015 11:22 AM
1301	Madrona	3/10/2015 11:21 AM
1302	Ballard	3/10/2015 10:33 AM
1303	Magnolia	3/10/2015 9:48 AM
1304	Magnolia	3/10/2015 9:46 AM
1305	Tacoma	3/10/2015 9:12 AM
1306	Tacoma	3/10/2015 9:11 AM
1307	SE Seattle	3/10/2015 8:38 AM
1308	West Seattle	3/10/2015 8:16 AM
1309	columbia city	3/10/2015 7:56 AM
1310	Mt Baker/Columbia City	3/10/2015 7:49 AM
1311	Bainbridge Island	3/10/2015 7:24 AM
1312	Lakewood/Seward Park	3/10/2015 7:23 AM
1313	Bainbridge Island	3/10/2015 7:23 AM
1314	Hawthorne Hills	3/9/2015 10:04 PM
1315	Pinehurst	3/9/2015 9:48 PM
1316	Dexter corridor	3/9/2015 9:46 PM
1317	Madrona	3/9/2015 9:19 PM
1318	West Seattle	3/9/2015 8:36 PM
1319	Queen Anne Hill	3/9/2015 8:36 PM
1320	Greenwood	3/9/2015 8:25 PM
1321	26th and valley	3/9/2015 7:29 PM
1322	Tukwila	3/9/2015 7:14 PM
1323	Ballard - greenwood	3/9/2015 7:05 PM
1324	Ballard - greenwood	3/9/2015 7:01 PM
1325	Ballard	3/9/2015 6:18 PM
1326	Madison Valley	3/9/2015 6:06 PM
1327	Kent	3/9/2015 5:41 PM
1328	West Seattle	3/9/2015 5:40 PM
1329	Greenwood	3/9/2015 5:18 PM
1330	Leschi	3/9/2015 4:44 PM
1331	Madison Valley	3/9/2015 4:40 PM
1332	Seatac	3/9/2015 4:34 PM
1333	Madison Valley/Arboretum	3/9/2015 4:20 PM
1334	Pinehurst	3/9/2015 4:14 PM
1335	Pinehurst	3/9/2015 4:07 PM
1336	Portage Bay/Roanoke Park	3/9/2015 4:03 PM

1337	Pinehurst	3/9/2015 4:01 PM
1338	madison valley	3/9/2015 3:45 PM
1339	madison valley	3/9/2015 3:40 PM
1340	Corner University St. and Terry Ave.	3/9/2015 3:21 PM
1341	International District	3/9/2015 3:05 PM
1342	Portage Bay/ Roanoke Park	3/9/2015 2:59 PM
1343	Hawthorne Hills -- who put these neighborhoods together and missed that one?	3/9/2015 2:48 PM
1344	West Seattle	3/9/2015 2:45 PM
1345	Renton	3/9/2015 2:44 PM
1346	Madison Valley	3/9/2015 2:34 PM
1347	Shoreline	3/9/2015 2:27 PM
1348	Madison Valley	3/9/2015 2:22 PM
1349	Gold Bar, Snohomish County	3/9/2015 2:21 PM
1350	Madrona - Madison Valley (30th and Howell)	3/9/2015 2:15 PM
1351	Edmonds	3/9/2015 2:00 PM
1352	Madison Valley	3/9/2015 1:55 PM
1353	Madison Valley	3/9/2015 1:35 PM
1354	First Hill	3/9/2015 1:28 PM
1355	Mill Creek	3/9/2015 1:22 PM
1356	Tacoma	3/9/2015 1:11 PM
1357	Bryant-Ravenna	3/9/2015 12:38 PM
1358	Bryant-Ravenna	3/9/2015 12:35 PM
1359	Bremerton	3/9/2015 12:17 PM
1360	Greenwood	3/9/2015 12:02 PM
1361	Arboretum neighborhood, between Capitol Hill and Madison Valley	3/9/2015 11:52 AM
1362	Madison Valley	3/9/2015 11:46 AM
1363	Everett	3/9/2015 11:26 AM
1364	Beacon Hill	3/9/2015 10:52 AM
1365	Magnolia	3/9/2015 10:42 AM
1366	BEACON HILL	3/9/2015 10:37 AM
1367	Snohomish	3/9/2015 10:26 AM
1368	Shoreline	3/9/2015 10:17 AM
1369	exposition Heights/ University Village perimeter	3/9/2015 10:10 AM
1370	Shoreline	3/9/2015 10:06 AM
1371	North Ravenna -- West of Wedgwood	3/9/2015 10:02 AM
1372	Seattle Bitter Lake	3/9/2015 10:00 AM
1373	Greenwood	3/9/2015 9:57 AM
1374	Exposition Heights/ University Village perimeter	3/9/2015 9:53 AM

1375	Queen Anne	3/9/2015 9:52 AM
1376	renton	3/9/2015 9:50 AM
1377	First Hill	3/9/2015 9:35 AM
1378	Greenwood	3/9/2015 9:14 AM
1379	Renton	3/9/2015 9:09 AM
1380	Magnolia	3/9/2015 9:06 AM
1381	Crown Hill	3/9/2015 9:03 AM
1382	Kent, WA	3/9/2015 8:55 AM
1383	Leschi	3/9/2015 8:42 AM
1384	Black Diamond	3/9/2015 8:39 AM
1385	Leschi	3/9/2015 8:38 AM
1386	Beacon Hill	3/9/2015 8:36 AM
1387	Bremerton	3/9/2015 8:20 AM
1388	Gold Bar	3/9/2015 8:19 AM
1389	Ballard	3/9/2015 8:19 AM
1390	8 miles east of Duvall	3/9/2015 8:19 AM
1391	West Seattle	3/9/2015 8:18 AM
1392	White Center	3/9/2015 8:17 AM
1393	Ballard	3/9/2015 8:14 AM
1394	Magnolia	3/9/2015 8:11 AM
1395	Kent	3/9/2015 8:04 AM
1396	Des Moines	3/9/2015 7:58 AM
1397	Greenwood	3/9/2015 7:58 AM
1398	Federal Way	3/9/2015 7:57 AM
1399	Kenmore	3/9/2015 7:50 AM
1400	North Bend	3/9/2015 7:47 AM
1401	DesMoines	3/9/2015 7:39 AM
1402	West Seattle Puget Ridge South Delridge	3/9/2015 7:35 AM
1403	graham	3/9/2015 7:24 AM
1404	West Seattle - Admiral District	3/9/2015 7:09 AM
1405	ballard	3/9/2015 6:58 AM
1406	Kent	3/9/2015 6:56 AM
1407	Kent	3/9/2015 6:51 AM
1408	Greenwood	3/8/2015 11:27 PM
1409	Queen Anne	3/8/2015 10:06 PM
1410	Ballard	3/8/2015 9:14 PM
1411	Tukwila	3/8/2015 8:56 PM
1412	Tukwila	3/8/2015 8:52 PM

1413	Broadview	3/8/2015 7:18 PM
1414	Queen Anne	3/8/2015 3:58 PM
1415	Madison Valley	3/8/2015 3:41 PM
1416	Ballard	3/8/2015 3:30 PM
1417	Columbia City	3/8/2015 3:28 PM
1418	Madrona	3/8/2015 1:44 PM
1419	BALLARD	3/8/2015 12:29 PM
1420	Madison Valley	3/8/2015 12:26 PM
1421	Beacon Hill	3/8/2015 10:53 AM
1422	Beacon Hill	3/8/2015 10:52 AM
1423	Beacon Hill	3/8/2015 10:22 AM
1424	Madison Valley	3/8/2015 10:00 AM
1425	West Seattle	3/8/2015 9:45 AM
1426	Edmonds	3/8/2015 3:05 AM
1427	Lake Forest Park	3/8/2015 1:37 AM
1428	West Seattle	3/8/2015 1:07 AM
1429	lichton springs	3/8/2015 12:20 AM
1430	West Seattle	3/7/2015 11:30 PM
1431	Newcastle	3/7/2015 11:14 PM
1432	Mount Baker/Columbia City	3/7/2015 11:09 PM
1433	Newcastle	3/7/2015 10:56 PM
1434	Shoreline	3/7/2015 9:42 PM
1435	Magnolia	3/7/2015 9:19 PM
1436	Phinney Ridge by zoo	3/7/2015 7:59 PM
1437	Phinney Ridge	3/7/2015 7:54 PM
1438	Sand point	3/7/2015 7:37 PM
1439	Sand point	3/7/2015 7:36 PM
1440	renton	3/7/2015 6:52 PM
1441	Ballard. How did you leave off Ballard?	3/7/2015 6:10 PM
1442	Shoreline	3/7/2015 6:07 PM
1443	Shoreline	3/7/2015 6:00 PM
1444	Broadview	3/7/2015 5:57 PM
1445	North Matthews Beach	3/7/2015 4:38 PM
1446	Beacon Hill	3/7/2015 4:23 PM
1447	Leschi	3/7/2015 3:25 PM
1448	West Seattle	3/7/2015 2:58 PM
1449	federal way	3/7/2015 2:56 PM
1450	Madison Valley	3/7/2015 2:44 PM

1451	Pinehurst (between Lk City and Northgate)	3/7/2015 1:51 PM
1452	First Hill	3/7/2015 1:18 PM
1453	Queen Anne	3/7/2015 1:12 PM
1454	Bainbridge Island	3/7/2015 12:59 PM
1455	Rainier View	3/7/2015 12:49 PM
1456	Mount Baker	3/7/2015 12:44 PM
1457	Shoreline	3/7/2015 12:18 PM
1458	Highland Park/White Center	3/7/2015 12:06 PM
1459	Highland Park	3/7/2015 11:56 AM
1460	Columbia City	3/7/2015 11:43 AM
1461	Ballard	3/7/2015 11:13 AM
1462	Ravenna-Bryant	3/7/2015 11:03 AM
1463	Bothell	3/7/2015 10:43 AM
1464	Madison Valley	3/7/2015 10:33 AM
1465	Beacon Hill	3/7/2015 10:19 AM
1466	North Beacon Hill	3/7/2015 10:16 AM
1467	Bonney Lake	3/7/2015 10:00 AM
1468	Belltown	3/7/2015 9:55 AM
1469	Orting	3/7/2015 9:44 AM
1470	Maple Valley	3/7/2015 9:43 AM
1471	Lower Queen Anne	3/7/2015 9:38 AM
1472	Renton (Kenneydale)	3/7/2015 9:31 AM
1473	Renton (Kenneydale)	3/7/2015 9:21 AM
1474	Renton (Kenneydale)	3/7/2015 9:19 AM
1475	Judkins Park	3/7/2015 8:45 AM
1476	Phinney Ridge	3/7/2015 8:40 AM
1477	Tacoma. I commute in on sound transit 586	3/7/2015 8:23 AM
1478	Tacoma. I commute in on sound transit 586	3/7/2015 8:17 AM
1479	Rainier Valley	3/7/2015 8:15 AM
1480	First Hill	3/7/2015 7:44 AM
1481	queen anne	3/7/2015 3:43 AM
1482	queen anne	3/7/2015 3:31 AM
1483	Belltown	3/7/2015 12:41 AM
1484	Ballard	3/7/2015 12:38 AM
1485	First Hill	3/7/2015 12:22 AM
1486	Bitter Lake	3/6/2015 11:58 PM
1487	Queen Anne.	3/6/2015 11:00 PM
1488	Carkeek Park / Pipers Creek	3/6/2015 10:54 PM

1489	federal way	3/6/2015 10:41 PM
1490	International District	3/6/2015 10:39 PM
1491	Skyway	3/6/2015 10:36 PM
1492	Lynnwood	3/6/2015 10:30 PM
1493	West Seattle (it's a huge part of town, why can't I find it on this list?)	3/6/2015 10:11 PM
1494	Beacon Hill (should be on the list) Are you just soliciting views of Northend users?	3/6/2015 9:51 PM
1495	ballard	3/6/2015 9:20 PM
1496	Ballard	3/6/2015 9:20 PM
1497	Beacon Hill	3/6/2015 9:15 PM
1498	Phinney/Greenwood	3/6/2015 9:02 PM
1499	145th & Greenwood	3/6/2015 8:59 PM
1500	ballard	3/6/2015 8:58 PM
1501	Lichton Springs	3/6/2015 8:58 PM
1502	Vashon Island	3/6/2015 8:52 PM
1503	Tacoma	3/6/2015 8:50 PM
1504	Sammamish	3/6/2015 8:45 PM
1505	Madison Valley	3/6/2015 8:31 PM
1506	Columbia City	3/6/2015 8:18 PM
1507	West Seattle	3/6/2015 8:16 PM
1508	Columbia City	3/6/2015 8:14 PM
1509	Ballard	3/6/2015 8:12 PM
1510	Ballard	3/6/2015 8:11 PM
1511	Belfair, WA	3/6/2015 8:08 PM
1512	Columbia City	3/6/2015 8:03 PM
1513	Belfair, WA	3/6/2015 8:01 PM
1514	West Seattle	3/6/2015 8:01 PM
1515	Burien	3/6/2015 7:48 PM
1516	Everett	3/6/2015 7:30 PM
1517	West Seattle	3/6/2015 7:25 PM
1518	West Seattle	3/6/2015 7:22 PM
1519	Greenwood	3/6/2015 7:11 PM
1520	West Seattle	3/6/2015 6:51 PM
1521	West Seattle	3/6/2015 6:50 PM
1522	Ballard (sometimes called East Ballard)	3/6/2015 6:49 PM
1523	Puyallup	3/6/2015 6:42 PM
1524	Beacon Hill	3/6/2015 6:36 PM
1525	Ballard	3/6/2015 6:18 PM
1526	West Seattle	3/6/2015 6:11 PM

1527	Burien	3/6/2015 6:06 PM
1528	Ballard	3/6/2015 6:02 PM
1529	South Renton, Benson	3/6/2015 5:58 PM
1530	South Park, Seattle	3/6/2015 5:55 PM
1531	South Renton / Benson	3/6/2015 5:54 PM
1532	Midland, MI, but work in Seattle and visit often (University District)	3/6/2015 5:51 PM
1533	Madison Valley	3/6/2015 5:42 PM
1534	Renton	3/6/2015 5:41 PM
1535	Bitterlake	3/6/2015 5:39 PM
1536	Magnolia	3/6/2015 5:36 PM
1537	Rainier Beach	3/6/2015 5:34 PM
1538	Crown Hill/Greenwood	3/6/2015 5:22 PM
1539	Bremerton	3/6/2015 5:17 PM
1540	Beacon Hill (how is this not a choice above??)	3/6/2015 5:15 PM
1541	First Hill	3/6/2015 5:13 PM
1542	S. of Seattle- but don't count me out!	3/6/2015 5:10 PM
1543	Mt Baker	3/6/2015 5:06 PM
1544	Everett	3/6/2015 5:02 PM
1545	queen anne	3/6/2015 5:01 PM
1546	Kenmore	3/6/2015 4:58 PM
1547	Unincorporated King County	3/6/2015 4:57 PM
1548	Queen Anne	3/6/2015 4:54 PM
1549	Ballard	3/6/2015 4:52 PM
1550	Admiral district	3/6/2015 4:49 PM
1551	North Capital Hill	3/6/2015 4:45 PM
1552	columbia city	3/6/2015 4:45 PM
1553	Stevens (East Capitol Hill)	3/6/2015 4:43 PM
1554	North Beacon Hill	3/6/2015 4:42 PM
1555	West Seattle	3/6/2015 4:41 PM
1556	Queen Anne	3/6/2015 4:40 PM
1557	Vashon Island	3/6/2015 4:39 PM
1558	Hawthorne Hills	3/6/2015 4:38 PM
1559	Madison Valley	3/6/2015 4:38 PM
1560	Queen Anne	3/6/2015 4:37 PM
1561	Mt. Baker	3/6/2015 4:37 PM
1562	Madison Valley	3/6/2015 4:35 PM
1563	Madison Valley	3/6/2015 4:35 PM
1564	Vashon Island	3/6/2015 4:34 PM

1565	Greenwood/Phinney	3/6/2015 4:33 PM
1566	S. of Seattle- but don't count me out!	3/6/2015 4:30 PM
1567	Highland Park	3/6/2015 4:28 PM
1568	Greenwood	3/6/2015 4:27 PM
1569	Seattle - Mt. Baker	3/6/2015 4:24 PM
1570	Magnolia	3/6/2015 4:22 PM
1571	Belltown (north end of Downtown)	3/6/2015 4:21 PM
1572	Leschi	3/6/2015 4:16 PM
1573	Everett	3/6/2015 4:14 PM
1574	Belltown (north end of Downtown)	3/6/2015 4:14 PM
1575	Mount Baker (Seattle)	3/6/2015 4:11 PM
1576	greenwood	3/6/2015 4:09 PM
1577	West Seattle	3/6/2015 4:09 PM
1578	North Queen Anne, Interbay	3/6/2015 4:08 PM
1579	Snoqualmie	3/6/2015 4:03 PM
1580	North Queen Anne, Interbay	3/6/2015 4:02 PM
1581	Phinney Ridge	3/6/2015 4:01 PM
1582	Crown Hill	3/6/2015 4:01 PM
1583	Des Moines	3/6/2015 3:55 PM
1584	Federal Way	3/6/2015 3:54 PM
1585	Burien	3/6/2015 3:54 PM
1586	Everett	3/6/2015 3:53 PM
1587	Beacon Hill	3/6/2015 3:48 PM
1588	Columbia City	3/6/2015 3:45 PM
1589	Renton/Maple Valley	3/6/2015 3:44 PM
1590	Beacon Hill	3/6/2015 3:44 PM
1591	Orting	3/6/2015 3:42 PM
1592	Magnolia	3/6/2015 3:41 PM
1593	Kent, WA	3/6/2015 3:38 PM
1594	west Seattle	3/6/2015 3:37 PM
1595	not sure where you divide Central Capitol Hill from North Capitol Hill. I live between Roy and Aloho off of Broadway which I would call North	3/6/2015 3:37 PM
1596	Matthews Beach	3/6/2015 3:35 PM
1597	Lynnwood	3/6/2015 3:34 PM
1598	Kenmore	3/6/2015 3:34 PM
1599	West Seattle (Delridge)	3/6/2015 3:32 PM
1600	Beacon Hill	3/6/2015 3:31 PM
1601	Queen Anne Hill	3/6/2015 3:30 PM

1602	White center	3/6/2015 3:27 PM
1603	South of Meadowbrook (95th and Ravenna Ave NE)	3/6/2015 3:26 PM
1604	SE Seattle	3/6/2015 3:26 PM
1605	Ballard	3/6/2015 3:25 PM
1606	Bitterlake/130th and Linden	3/6/2015 3:22 PM
1607	West Seattle	3/6/2015 3:22 PM
1608	between FRemont and PHinney Ridge (on the 44)	3/6/2015 3:21 PM
1609	Cherry Hill	3/6/2015 3:20 PM
1610	Kent	3/6/2015 3:20 PM
1611	Georgetown, Seattle	3/6/2015 3:20 PM
1612	Queen Anne	3/6/2015 3:20 PM
1613	shoreline	3/6/2015 3:18 PM
1614	Rainier Beach/South Beacon Hill	3/6/2015 3:17 PM
1615	Belltown	3/6/2015 3:11 PM
1616	Shoreline, Echo Lake	3/6/2015 3:11 PM
1617	Auburn	3/6/2015 3:11 PM
1618	Bothell	3/6/2015 3:08 PM
1619	Edmonds	3/6/2015 3:06 PM
1620	Kenmore (nice that Lake Forest Park, Kenmore & Bothell are not on the list)	3/6/2015 3:06 PM
1621	Newcastle	3/6/2015 3:05 PM
1622	Sammamish	3/6/2015 3:03 PM
1623	Matthew's Beach	3/6/2015 3:02 PM
1624	West Seattle	3/6/2015 3:02 PM
1625	West Seattle, near White Center	3/6/2015 3:00 PM
1626	Ballard	3/6/2015 2:59 PM
1627	Renton	3/6/2015 2:59 PM
1628	Ballard	3/6/2015 2:59 PM
1629	Rainier Beach	3/6/2015 2:59 PM
1630	Madrona	3/6/2015 2:58 PM
1631	Ballard	3/6/2015 2:58 PM
1632	Shoreline	3/6/2015 2:57 PM
1633	Columbia City	3/6/2015 2:57 PM
1634	Bonney lake	3/6/2015 2:56 PM
1635	Queen Anne	3/6/2015 2:55 PM
1636	Pike & Boren	3/6/2015 2:54 PM
1637	West Seattle	3/6/2015 2:54 PM
1638	Columbia City	3/6/2015 2:53 PM
1639	Seward Park	3/6/2015 2:52 PM

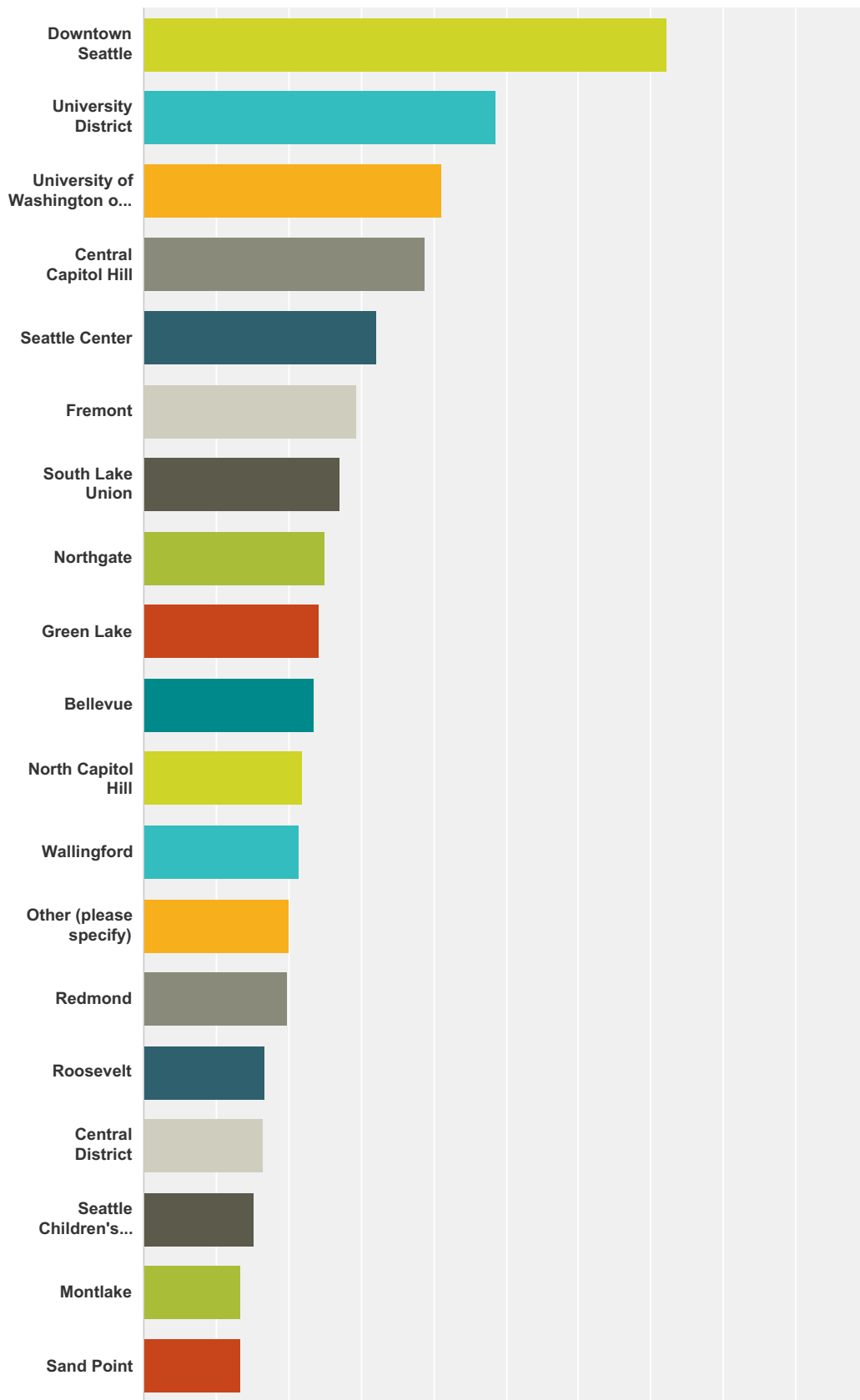
1640	Licton Springs	3/6/2015 2:52 PM
1641	Madrona	3/6/2015 2:52 PM
1642	lower queen anne	3/6/2015 2:50 PM
1643	Belltown/Lower Queen Anne	3/6/2015 2:49 PM
1644	Kent	3/6/2015 2:48 PM
1645	greenwood	3/6/2015 2:48 PM
1646	Greenwood	3/6/2015 2:47 PM
1647	West Seattle, duh	3/6/2015 2:46 PM
1648	West Seattle	3/6/2015 2:46 PM
1649	Mt Baker	3/6/2015 2:45 PM
1650	Madrona	3/6/2015 2:43 PM
1651	Madison Valley	3/6/2015 2:43 PM
1652	Seward Park	3/6/2015 2:42 PM
1653	Shoreline	3/6/2015 2:42 PM
1654	Madison Valley	3/6/2015 2:42 PM
1655	East Queen Anne (Dexter)	3/6/2015 2:41 PM
1656	Seward Park	3/6/2015 2:40 PM
1657	Ballard	3/6/2015 2:40 PM
1658	Bothell/Kenmore	3/6/2015 2:39 PM
1659	Victory Heights	3/6/2015 2:39 PM
1660	Greenwood	3/6/2015 2:39 PM
1661	West Seattle	3/6/2015 2:39 PM
1662	Greenwood	3/6/2015 2:39 PM
1663	Shoreline	3/6/2015 2:39 PM
1664	Columbia City	3/6/2015 2:39 PM
1665	Everett	3/6/2015 2:39 PM
1666	southern Shoreline	3/6/2015 2:38 PM
1667	Pinehurst	3/6/2015 2:38 PM
1668	Sumner, WA	3/6/2015 2:38 PM
1669	Beacon Hill	3/6/2015 2:38 PM
1670	Magnolia	3/6/2015 2:37 PM
1671	Hawthorne Hills	3/6/2015 2:37 PM
1672	Mountlake Terrace	3/6/2015 2:37 PM
1673	Greenwood	3/6/2015 2:36 PM
1674	Greenwood	3/6/2015 2:36 PM
1675	Mount Baker	3/6/2015 2:36 PM
1676	Kent	3/6/2015 2:36 PM
1677	Victory Heights	3/6/2015 2:36 PM

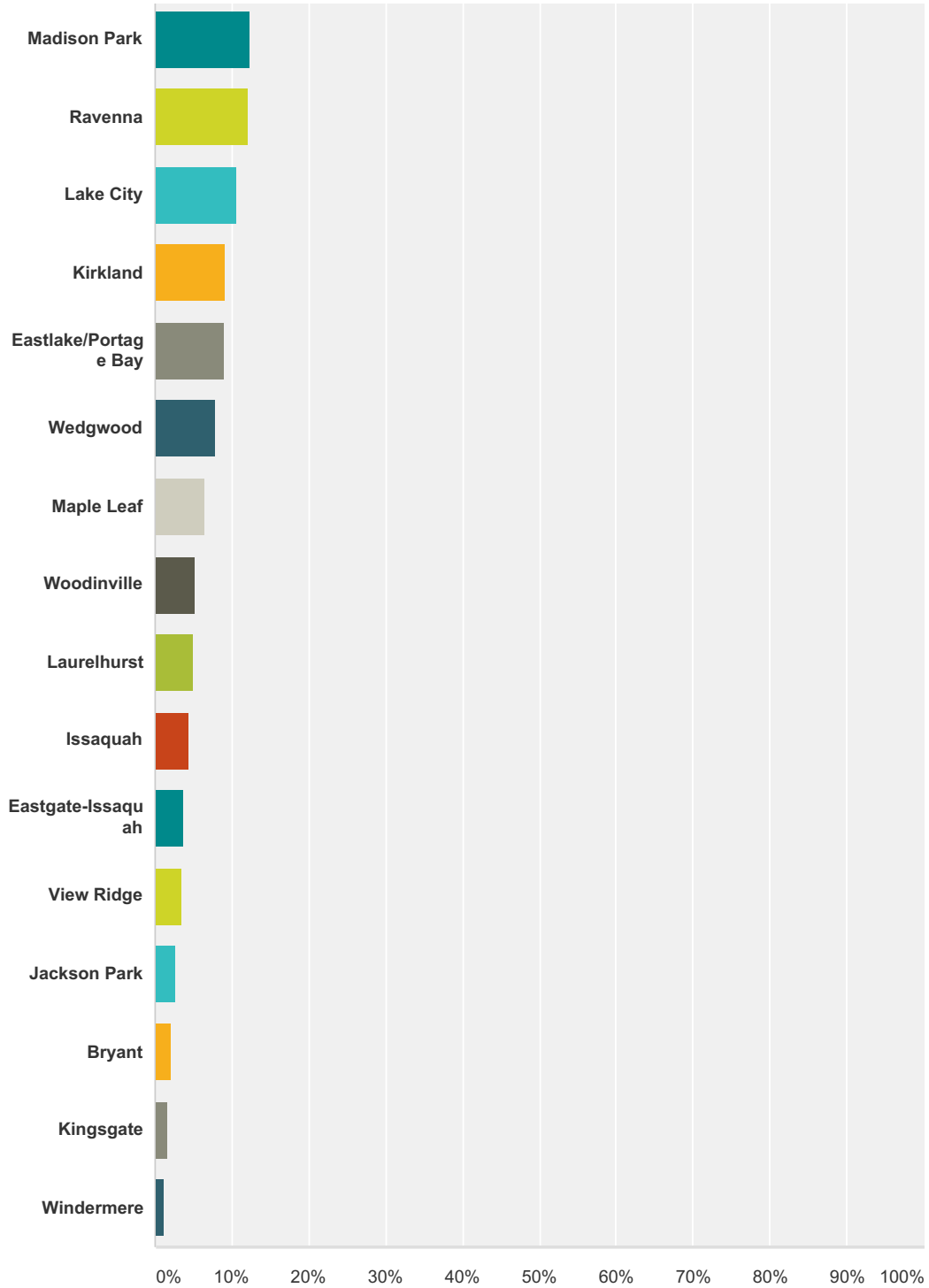
1678	Madison Valley	3/6/2015 2:35 PM
1679	Ballard	3/6/2015 2:35 PM
1680	Queen Anne	3/6/2015 2:35 PM
1681	Lake Forest Park/Ballinger	3/6/2015 2:34 PM
1682	Kent	3/6/2015 2:34 PM
1683	loyal heights/greenwood	3/6/2015 2:34 PM
1684	Lake Forest Park	3/6/2015 2:34 PM
1685	Kenmore	3/6/2015 2:34 PM
1686	Bainbridge Island	3/6/2015 2:34 PM
1687	First Hill	3/6/2015 2:34 PM
1688	Burien	3/6/2015 2:33 PM
1689	Whittier Heights	3/6/2015 2:32 PM
1690	Northgate/Pinehurst	3/6/2015 2:32 PM
1691	Broadview (NE Seattle)	3/6/2015 2:31 PM
1692	Ballard	3/6/2015 2:31 PM
1693	Bainbridge Island...my travel in Seattle is from downtown to the U-district	3/6/2015 2:31 PM
1694	First Hill	3/6/2015 2:31 PM
1695	West Seattle	3/6/2015 2:31 PM
1696	Queen Anne	3/6/2015 2:31 PM
1697	West seattle/Delridge	3/6/2015 2:30 PM
1698	Greenwood	3/6/2015 2:30 PM
1699	Queen Anne	3/6/2015 2:29 PM
1700	Federal Way	3/6/2015 2:29 PM
1701	Tacoma	3/6/2015 2:29 PM
1702	Ballard	3/6/2015 2:29 PM
1703	West seattle	3/6/2015 2:29 PM
1704	Broadview (NE Seattle)	3/6/2015 2:29 PM
1705	Ballard	3/6/2015 2:29 PM
1706	Kenmore	3/6/2015 2:28 PM
1707	Beacon Hill	3/6/2015 2:28 PM
1708	Kent	3/6/2015 2:28 PM
1709	Auburn	3/6/2015 2:28 PM
1710	Ballard	3/6/2015 2:28 PM
1711	Madison Valley	3/6/2015 2:27 PM
1712	Columbia City. You'd think that would be an option since there is a light rail station there!	3/6/2015 2:27 PM
1713	Bothell	3/6/2015 2:26 PM
1714	Lynnwood	3/6/2015 2:20 PM
1715	Queen Anne	3/6/2015 12:52 PM

1716	Pinehurst	3/6/2015 12:45 PM
1717	Pinehurst	3/6/2015 12:43 PM
1718	25th and Thomas	3/6/2015 11:36 AM
1719	Madison Valley	3/6/2015 11:12 AM
1720	west seattle	3/6/2015 9:55 AM
1721	west seattle	3/6/2015 9:53 AM
1722	Bitter Lake	3/6/2015 9:26 AM
1723	Pinehurst	3/6/2015 9:10 AM
1724	Pinehurst	3/6/2015 9:03 AM
1725	Uptown/Lower Queen Anne	3/6/2015 8:38 AM
1726	Phinney Ridge	3/6/2015 8:27 AM
1727	South Park	3/5/2015 11:26 PM

Q2 Where do you go or want to go using transit? (check all that apply)

Answered: 6,522 Skipped: 37





Answer Choices	Responses	Count
Downtown Seattle	72.14%	4,705
University District	48.59%	3,169
University of Washington or UW Medical Center	41.18%	2,686
Central Capitol Hill	38.76%	2,528
Seattle Center	32.17%	2,098

Fremont	29.50%	1,924
South Lake Union	27.23%	1,776
Northgate	25.13%	1,639
Green Lake	24.15%	1,575
Bellevue	23.63%	1,541
North Capitol Hill	21.99%	1,434
Wallingford	21.47%	1,400
Other (please specify)	20.06%	1,308
Redmond	19.78%	1,290
Roosevelt	16.62%	1,084
Central District	16.41%	1,070
Seattle Children's Hospital	15.26%	995
Montlake	13.45%	877
Sand Point	13.37%	872
Madison Park	12.37%	807
Ravenna	12.04%	785
Lake City	10.63%	693
Kirkland	9.14%	596
Eastlake/Portage Bay	8.89%	580
Wedgwood	7.87%	513
Maple Leaf	6.53%	426
Woodinville	5.12%	334
Laurelhurst	5.08%	331
Issaquah	4.42%	288
Eastgate-Issaquah	3.73%	243
View Ridge	3.63%	237
Jackson Park	2.65%	173
Bryant	1.99%	130
Kingsgate	1.73%	113
Windermere	1.32%	86
Total Respondents: 6,522		

#	Other (please specify)	Date
1	seatac	4/2/2015 9:35 AM
2	seatac	4/2/2015 9:28 AM
3	ingraham High School, Shoreline	4/2/2015 2:53 AM
4	It is my only means of transport, if I leave my apartment I will be getting on metro.	4/2/2015 1:59 AM
5	Ballard	4/1/2015 10:02 PM
6	Camano Island, Everett, Tacoma	4/1/2015 7:30 PM
7	Airport	4/1/2015 6:01 PM
8	Ballard	4/1/2015 5:40 PM
9	Ballard/interbay Queen Anne	4/1/2015 5:29 PM
10	airport	4/1/2015 4:57 PM
11	Shoreline	4/1/2015 4:08 PM
12	SODO	4/1/2015 1:31 PM
13	Ballard	4/1/2015 12:51 PM
14	Ballard	4/1/2015 11:48 AM
15	Renton	4/1/2015 10:38 AM
16	Greenwood	4/1/2015 10:23 AM
17	West Seattle/Delridge, First Hill, Ballard, Crown Hill, Greenwood, Phinney Ridge, Queen Anne, Tukwila, SeaTac, Shoreline	3/31/2015 10:13 PM
18	Queen Anne	3/31/2015 10:09 PM
19	Fauntleroy	3/31/2015 9:58 PM
20	I'd use transit to get to Ballard and maybe Georgetown as well	3/31/2015 9:49 PM
21	from SandPoint to NE35th	3/31/2015 9:48 PM
22	Ballard	3/31/2015 6:16 PM
23	Lake Hills in Bellevue, Kent, Auburn, Magnuson Park, Lake Sammamish (both west and south), Bothell, Lake Forest Park	3/31/2015 5:23 PM
24	Kent, Auburn, Magnuson Park, Bothell, Lake Forest Park, Lake Sammamish Trail	3/31/2015 5:11 PM
25	Columbia City, Rainier Beach, Hillman City	3/31/2015 4:29 PM
26	Greenwood	3/31/2015 4:11 PM
27	Greenwood	3/31/2015 4:10 PM
28	Ballard	3/31/2015 4:04 PM
29	ballard	3/31/2015 3:52 PM
30	Ballard	3/31/2015 3:43 PM
31	Ballard	3/31/2015 3:29 PM
32	BALLARD!	3/31/2015 3:20 PM
33	Sea-Tac	3/31/2015 2:39 PM
34	Ballard, Shoreline	3/31/2015 2:36 PM
35	preferably Monroe, but also Bothell	3/31/2015 1:12 PM
36	First Hill	3/31/2015 12:55 PM

37	First Hill, Pioneer Square, Sea-Tac.	3/31/2015 12:17 PM
38	Ballard	3/31/2015 12:15 PM
39	SeaTac Airport	3/31/2015 12:15 PM
40	auburn	3/31/2015 11:38 AM
41	auburn	3/31/2015 11:31 AM
42	Everett	3/31/2015 11:29 AM
43	Lynnwood to/from Seattle	3/31/2015 11:25 AM
44	Columbia City	3/31/2015 11:23 AM
45	Shoreline (Ridgecrest)	3/31/2015 11:22 AM
46	West Seattle	3/31/2015 10:59 AM
47	Ballard	3/31/2015 10:52 AM
48	Ballard, Mt. Baker, etc.	3/31/2015 10:49 AM
49	Stadiums/SODO	3/31/2015 10:41 AM
50	Seattle Children's Hospital	3/31/2015 10:40 AM
51	West Seattle	3/31/2015 10:34 AM
52	West Seattle, Queen Anne	3/31/2015 10:33 AM
53	Shoreline	3/31/2015 10:28 AM
54	Airport	3/31/2015 10:11 AM
55	Ballard, SODO, Queen Anne, Belltown	3/31/2015 10:07 AM
56	Edmonds	3/31/2015 9:46 AM
57	Where I want to go, grocery stores and tennis courts, involves carrying cumbersome items and so I do not use transit at all.	3/31/2015 9:25 AM
58	Frankly, I never use transit. I'm a senior who plays a lot of tennis and carries a tennis bag around that would be too cumbersome on a bus or whatever, Plus, it wouldn't get me to a tennis court. Same for grocery shopping. The car is the thing for carrying groceries. I do walk a lot to nearby library and parks and neighbors.	3/31/2015 9:21 AM
59	SeaTac Airport	3/31/2015 9:07 AM
60	SeaTac Airport	3/31/2015 9:02 AM
61	West Seattle, Alki	3/31/2015 8:55 AM
62	UWB	3/31/2015 8:47 AM
63	airport	3/31/2015 7:28 AM
64	airport	3/31/2015 7:11 AM
65	Kent	3/31/2015 7:07 AM
66	Broadview, Shoreline.	3/31/2015 1:39 AM
67	Ballard	3/30/2015 10:52 PM
68	Airport	3/30/2015 10:13 PM
69	Rainier Valley--why isn't that on this list?	3/30/2015 9:51 PM
70	airport	3/30/2015 9:44 PM
71	SeaTac airport	3/30/2015 9:40 PM
72	Ballard	3/30/2015 9:27 PM

73	Ballard	3/30/2015 9:12 PM
74	Mount Baker light rail station to go to airport	3/30/2015 8:15 PM
75	Queen Anne	3/30/2015 7:04 PM
76	Phinney Ridge	3/30/2015 6:55 PM
77	Ballard	3/30/2015 6:40 PM
78	Greenwood, Bothell	3/30/2015 5:54 PM
79	Ballard	3/30/2015 5:35 PM
80	Greenwood	3/30/2015 5:21 PM
81	First Hill	3/30/2015 5:18 PM
82	Ballard	3/30/2015 5:18 PM
83	Greenwood	3/30/2015 5:11 PM
84	Greenwood	3/30/2015 5:09 PM
85	Columbia city	3/30/2015 5:07 PM
86	Greenwood	3/30/2015 5:07 PM
87	Greenwood	3/30/2015 5:06 PM
88	Beacon Hill	3/30/2015 5:06 PM
89	Sea-Tac Airport	3/30/2015 4:55 PM
90	Lynwood Bowl and Skate, Costco, Target, Albertsons	3/30/2015 4:29 PM
91	SeaTac	3/30/2015 3:51 PM
92	roosevelt way ne, seattle	3/30/2015 3:11 PM
93	Ballard	3/30/2015 2:09 PM
94	Sea-Tac Airport, Ballard	3/30/2015 2:04 PM
95	west seattle	3/30/2015 1:37 PM
96	Madrona and the Lake	3/30/2015 12:59 PM
97	South Capitol Hill - First Hill	3/30/2015 11:33 AM
98	Mill Creek	3/30/2015 11:28 AM
99	Ballad	3/30/2015 11:04 AM
100	Ballard Greenwood	3/30/2015 10:01 AM
101	Safeco Field	3/30/2015 9:53 AM
102	Kent	3/30/2015 9:51 AM
103	Ballard Greenwood	3/30/2015 9:50 AM
104	Transfer station	3/30/2015 9:44 AM
105	Burien	3/30/2015 9:29 AM
106	Boltbus/Amtrack station	3/30/2015 9:27 AM
107	5th and King st (Boltbus/Amtrack station)	3/30/2015 9:06 AM
108	Ballard	3/30/2015 8:35 AM
109	First Hill	3/30/2015 8:30 AM
110	Ballard	3/30/2015 8:20 AM

111	Queen Anne	3/30/2015 7:28 AM
112	First Hill	3/30/2015 7:06 AM
113	First Hill	3/30/2015 7:01 AM
114	I use Metro transit regularly, and try to go everywhere using it. I placed checkmarks next to those places I visit most frequently. I'm sorry your survey didn't distinguish between where I normally need to go, and where I occasionally need to go.	3/30/2015 12:16 AM
115	Magnolia	3/29/2015 9:19 PM
116	Georgetown, Tacoma	3/29/2015 8:13 PM
117	Bus to Mt. Baker Light Rail to Airport	3/29/2015 6:03 PM
118	Admiral District in West Seattle, North of Loyal Heights, Shoreline	3/29/2015 5:32 PM
119	North of Loyal Heights (north of 85th), Admiral District in West Seattle	3/29/2015 5:06 PM
120	UW Bothell	3/29/2015 5:03 PM
121	Upper Queen Anne	3/29/2015 4:33 PM
122	Ballard	3/29/2015 4:20 PM
123	Ballard CrownHill Loyal Heights	3/29/2015 12:50 PM
124	Tacoma, Queen Anne, International District	3/29/2015 11:22 AM
125	West Seattle	3/29/2015 10:30 AM
126	VA Hospital	3/29/2015 9:51 AM
127	Ballard	3/29/2015 9:49 AM
128	International district	3/29/2015 2:27 AM
129	Bothell UW	3/29/2015 1:42 AM
130	Bothell UW	3/29/2015 1:41 AM
131	Beacon Hill and Georgetown	3/29/2015 12:41 AM
132	West Seattle, Queen Ann Hill, Sodo, VA Medical Center, Denny Way and Fairview Avenue, South Park and Alki.	3/28/2015 10:27 PM
133	Airport	3/28/2015 8:09 PM
134	Lakewood, WA	3/28/2015 7:39 PM
135	Lakewood, WA	3/28/2015 7:36 PM
136	ballard	3/28/2015 4:01 PM
137	University Village Shopping Center	3/28/2015 3:57 PM
138	West Seattle	3/28/2015 3:19 PM
139	Tacoma	3/28/2015 3:12 PM
140	Victory Heights (Seattle), Westminster Triangle (Shoreline) North Seattle College, Shoreline Community College UW Bothell	3/28/2015 1:24 PM
141	airport	3/28/2015 1:22 PM
142	West Seattle, South Seattle College, Westwood village area, Alaska Junction business area	3/28/2015 12:27 PM
143	Greenwood	3/28/2015 12:07 PM
144	Seatac airport	3/28/2015 12:00 PM
145	Fairwood (Renton, WA)	3/28/2015 10:53 AM
146	Ballard	3/28/2015 9:39 AM

147	Ballard and Greenwood	3/28/2015 9:37 AM
148	Broadview, Ballard, Phinney Ridge, Crown Hill, Magnolia, Edmonds	3/28/2015 9:35 AM
149	Uw bothell	3/28/2015 8:55 AM
150	airport	3/28/2015 7:46 AM
151	Federal Way, Burien, Ballard, Golden Garden	3/28/2015 7:39 AM
152	South Lake Union	3/28/2015 7:20 AM
153	Everywhere! I really want to not have to use my car, and though very fit and confident on my bicycle, I am approaching my 70th birthday, and probably shouldn't drive forever. I'm well enough off to afford a car and parking, it simply doesn't continue to make sense.	3/28/2015 4:27 AM
154	Ballard, Shilshole Marina	3/28/2015 2:23 AM
155	Ballard, Phinney Ridge, Greenwood, Beacon Hill, Columbia City, Madrona	3/27/2015 9:57 PM
156	Queen Anne	3/27/2015 9:34 PM
157	Safeco Field Sea-Tac Airport Everett	3/27/2015 8:56 PM
158	Boeing Field	3/27/2015 8:44 PM
159	Ballard	3/27/2015 6:31 PM
160	Shoreline	3/27/2015 6:26 PM
161	SEATAC	3/27/2015 6:06 PM
162	Kenmore	3/27/2015 5:58 PM
163	Sea Tac airport	3/27/2015 5:52 PM
164	Greenwood/Phinney Ridge Shoreline	3/27/2015 5:52 PM
165	First Hill	3/27/2015 4:40 PM
166	SeaTac Airport	3/27/2015 4:40 PM
167	Ballard	3/27/2015 4:07 PM
168	home (tukwila) and work seattle childrens	3/27/2015 3:44 PM
169	SeaTac airport Enumclaw	3/27/2015 3:25 PM
170	Ballard	3/27/2015 3:23 PM
171	Lake Forest Park, Kenmore	3/27/2015 2:48 PM
172	Ballard and West Seattle	3/27/2015 2:37 PM
173	burien	3/27/2015 2:36 PM
174	Ballard,	3/27/2015 2:32 PM
175	Ballard and West Seattle	3/27/2015 2:26 PM
176	Judkins Park	3/27/2015 2:04 PM
177	Ballard, Shoreline, West Seattle	3/27/2015 2:02 PM
178	Harborview Airport	3/27/2015 2:00 PM
179	major events at seattle center, husky stadium, safeco/qwest fields [if fast reliable transportation were available]	3/27/2015 1:53 PM
180	Ballard, Harborview medical center	3/27/2015 1:52 PM
181	Airport.	3/27/2015 1:49 PM
182	Everett, Tacoma	3/27/2015 1:49 PM
183	First Hill / 19th and Cherry area	3/27/2015 1:46 PM

184	Ballard, Greenwood, Shoreline, Everett	3/27/2015 1:45 PM
185	kenmore	3/27/2015 1:45 PM
186	Ballard	3/27/2015 1:42 PM
187	West Seattle	3/27/2015 1:39 PM
188	Ballard, Harborview medical center	3/27/2015 1:39 PM
189	I don't own a car	3/27/2015 1:37 PM
190	Seatac airport	3/27/2015 1:36 PM
191	Kent, Renton, Des Moines, Aurora	3/27/2015 1:30 PM
192	Seattle Cancer Care Alliance	3/27/2015 1:22 PM
193	Magnolia	3/27/2015 1:19 PM
194	SeaTac	3/27/2015 1:19 PM
195	Georgetown \West Seattle Westwood	3/27/2015 1:11 PM
196	Swedish First Hill	3/27/2015 1:11 PM
197	Queen Anne	3/27/2015 1:11 PM
198	South Seattle	3/27/2015 1:10 PM
199	Ballard	3/27/2015 1:06 PM
200	Tacoma	3/27/2015 12:15 PM
201	Tacoma	3/27/2015 12:14 PM
202	King Street Station/Union Station	3/27/2015 12:07 PM
203	25th and E Olive: NE Capitol Hill/ North Central District/ West Madison Valley	3/27/2015 11:51 AM
204	Ballard	3/27/2015 11:33 AM
205	Ballard, Queen Anne, Beacon Hill	3/27/2015 11:31 AM
206	SODO, Magnolia, Ballard	3/27/2015 11:27 AM
207	SODO	3/27/2015 11:23 AM
208	Tacoma-Seattle and back Monday-Friday	3/27/2015 11:17 AM
209	Ballard	3/27/2015 11:11 AM
210	Magnolia	3/27/2015 10:07 AM
211	Ballard; Sodo	3/27/2015 9:21 AM
212	Ballard, Sunset Hill, Crown Hill, West Seattle	3/27/2015 9:11 AM
213	Ballard, Sunset Hill, Crown Hill	3/27/2015 9:06 AM
214	Ballard	3/27/2015 9:00 AM
215	Renton, Tukwila	3/27/2015 8:46 AM
216	Lynnwood	3/27/2015 8:18 AM
217	Harbor Island	3/27/2015 8:15 AM
218	Kenmore	3/27/2015 8:14 AM
219	Points north - Lynnwood, Mountlake Terrace, Everett	3/27/2015 8:14 AM
220	North seattle	3/27/2015 8:13 AM
221	Lynnwood	3/27/2015 8:07 AM

222	Bothell, Kenmore	3/27/2015 8:02 AM
223	Greenwood	3/27/2015 7:53 AM
224	Kenmore, Alderwood Mall, Marysville (I know, totally outside your area)	3/27/2015 7:50 AM
225	Edmonds, Lynnwood, mill creek	3/27/2015 7:34 AM
226	Ballard	3/27/2015 7:34 AM
227	Lynnwood	3/27/2015 7:29 AM
228	Ballard!	3/27/2015 7:12 AM
229	Kenmore, Bothell (can use transit that goes to Woodinville)	3/27/2015 5:21 AM
230	Madison Heights	3/27/2015 1:28 AM
231	Tukwila	3/26/2015 11:03 PM
232	Tukwila international blvd	3/26/2015 11:01 PM
233	Madronna, east edge of Capitol Hill, south Montlake, Madison Valley as well as Central district. I also take my tools to work in many other north Seattle neighborhoods.	3/26/2015 10:14 PM
234	Ballard, Pioneer square	3/26/2015 10:08 PM
235	Ballard, Pioneer square	3/26/2015 10:07 PM
236	Tacoma	3/26/2015 9:12 PM
237	Moutnlake Terrace, Shoreline close to Edmonds and Edmonds going to UW/Univ District	3/26/2015 8:28 PM
238	Met Park Conv Place	3/26/2015 6:53 PM
239	airport	3/26/2015 6:10 PM
240	Sea Tac airport	3/26/2015 5:21 PM
241	North Seattle	3/26/2015 5:13 PM
242	Ballard	3/26/2015 5:07 PM
243	Ballard	3/26/2015 5:01 PM
244	Ballard	3/26/2015 4:47 PM
245	All of the above! I'm a major transit user.	3/26/2015 4:40 PM
246	Downtown stadiums	3/26/2015 4:34 PM
247	Airport, Beacon Hill	3/26/2015 4:29 PM
248	Mount Lake Terrace & Lynnwood.	3/26/2015 4:28 PM
249	especially round the clock frequent transit to and from seattle children's is much needed. I'm a physician there. Prior to working at SCH, I took transit almost everywhere and didn't own a car until I was 30. I've lived in Ravenna, Maple Leaf, and now Leschi, and none have provided decent transit to SCH which is totally ridiculous.	3/26/2015 4:23 PM
250	Ballard	3/26/2015 4:23 PM
251	Beacon Hill	3/26/2015 4:22 PM
252	lake forest part	3/26/2015 3:29 PM
253	Lynnwood, Mountlake Terrace	3/26/2015 3:25 PM
254	Madrona, Columbia City, SoDo/Stadiums	3/26/2015 3:15 PM
255	Ballard	3/26/2015 11:39 AM
256	West Seattle	3/26/2015 11:38 AM
257	Seattle Children's Hospital	3/26/2015 11:16 AM

258	Ballard	3/26/2015 11:16 AM
259	Century Link Field	3/26/2015 10:30 AM
260	Ballard	3/26/2015 10:19 AM
261	Seattle Childrens hospital	3/26/2015 10:08 AM
262	International District/Pioneer Squiare	3/26/2015 9:41 AM
263	West Seattle	3/26/2015 9:35 AM
264	International District / Pioneer Square SoDo	3/26/2015 8:58 AM
265	burien	3/26/2015 8:26 AM
266	Seatac	3/26/2015 8:20 AM
267	I work at Seattle Children's Hospital, so I need to get to locations from that Sand Point Way location	3/26/2015 7:55 AM
268	Seattle Children's Hospital- Bellevue Clinic	3/26/2015 7:53 AM
269	70th & and Sand Point	3/26/2015 6:50 AM
270	Renton,Kent,Auburn	3/25/2015 9:41 PM
271	Harborview / Swedish area along Madison and 9th.	3/25/2015 7:48 PM
272	Ballard, Greenwood/Phinney, Seward Park	3/25/2015 7:48 PM
273	Seward Park, Greenwood/Phinney, Ballard	3/25/2015 7:41 PM
274	First Hill Hospitals (Harborview)	3/25/2015 7:39 PM
275	Seward Park, Greenwood/Phinney, Ballard	3/25/2015 7:38 PM
276	First Hill/ Harborview	3/25/2015 7:21 PM
277	First hill/harborview	3/25/2015 7:12 PM
278	Ballard	3/25/2015 5:42 PM
279	Pioneer Square/Sodo	3/25/2015 4:57 PM
280	Ballard, International District	3/25/2015 4:44 PM
281	Children's hospital	3/25/2015 4:24 PM
282	SEA-TAC	3/25/2015 4:08 PM
283	Lower Queen Anne	3/25/2015 3:59 PM
284	West Seattle	3/25/2015 3:13 PM
285	Seattle Childrens Administrative Building, 6901 Sand Point Way NE	3/25/2015 3:11 PM
286	Beacon hill	3/25/2015 2:25 PM
287	SeaTac Airport	3/25/2015 2:23 PM
288	Beacon Hill	3/25/2015 2:15 PM
289	Bothell	3/25/2015 2:13 PM
290	Shoreline	3/25/2015 1:44 PM
291	Bainbridge Island	3/25/2015 1:43 PM
292	Bainbridge Island	3/25/2015 1:42 PM
293	Colman Dock - Ferries	3/25/2015 1:41 PM
294	bellevue seattle childrens	3/25/2015 1:37 PM
295	Ballard	3/25/2015 1:27 PM

296	Magnuson Park	3/25/2015 1:27 PM
297	West Seattle	3/25/2015 1:25 PM
298	Seattle Children's hospital	3/25/2015 12:58 PM
299	Columbia city	3/25/2015 12:42 PM
300	Beacon Hill	3/25/2015 12:40 PM
301	Seattle Children's Hospital	3/25/2015 12:25 PM
302	Phinney	3/25/2015 11:34 AM
303	Bothell	3/25/2015 10:50 AM
304	Ballard	3/25/2015 10:33 AM
305	Renton	3/25/2015 8:59 AM
306	Magnuson Park	3/25/2015 7:30 AM
307	Beacon Hill	3/24/2015 9:57 PM
308	Central Waterfront	3/24/2015 8:30 PM
309	Belltown (4th and Battery)	3/24/2015 8:22 PM
310	Belltown (4th and Battery)	3/24/2015 8:08 PM
311	Belltown (4th and Battery)	3/24/2015 8:02 PM
312	Bothell	3/24/2015 7:36 PM
313	Tukwila	3/24/2015 7:13 PM
314	I want to go to all areas, but expect that I will have to transfer downtown or in the University District for some far away destinations.	3/24/2015 6:20 PM
315	Seatac Airport	3/24/2015 6:06 PM
316	Beacon Hill--VA Medical Center	3/24/2015 4:31 PM
317	Beacon Hill, Ballard	3/24/2015 4:27 PM
318	Sea Tac Belltown	3/24/2015 4:06 PM
319	the more mass transit that is available the better	3/24/2015 4:01 PM
320	Mt Baker	3/24/2015 3:54 PM
321	BALLARD	3/24/2015 3:47 PM
322	At sometime I want to to all locations listed along with other is the Southend and .SODO and in the region.	3/24/2015 3:29 PM
323	Bothell	3/24/2015 3:26 PM
324	SoDo/Stadiums	3/24/2015 3:06 PM
325	SODO/Stadiums	3/24/2015 2:57 PM
326	Route 12 from Interlaken to Downtown Seattle	3/24/2015 2:47 PM
327	Route 12 from Interlaken to Downtown Seattle via Madison	3/24/2015 2:42 PM
328	Sodo	3/24/2015 2:29 PM
329	Renton, Tukwilla	3/24/2015 12:59 PM
330	N aurora av.	3/24/2015 12:37 PM
331	Ballard, Greenwood, West Seattle, Columbia City, Georgetown	3/24/2015 10:35 AM
332	sodo neighborhood	3/24/2015 8:42 AM

333	sodo neighborhood	3/24/2015 8:34 AM
334	Greenwood, Licton Springs	3/24/2015 8:01 AM
335	Overlake	3/23/2015 10:24 PM
336	Magnuson Park (Seattle Waldorf High School)	3/23/2015 9:44 PM
337	University village area	3/23/2015 5:43 PM
338	23rd & Madison	3/23/2015 5:15 PM
339	Queen Anne; Rainier Valley; King Street Station/Pioneer Square; Sea-Tac Airport; Kent; Bothell	3/23/2015 5:12 PM
340	First Hill	3/23/2015 5:08 PM
341	Greenwood Ballard	3/23/2015 5:03 PM
342	Ballard	3/23/2015 4:20 PM
343	Rainier Valley	3/23/2015 1:15 PM
344	Ballard, Mercer Island	3/23/2015 12:58 PM
345	Magnuson	3/23/2015 12:57 PM
346	Ballard, Queen Anne Hill	3/23/2015 12:57 PM
347	Renton	3/23/2015 12:05 PM
348	Pioneer Square and Harborview Hospital	3/23/2015 11:01 AM
349	my commutes are Crown Hill to the UW and the return, and UW to Northgate Transit Center and the return.	3/23/2015 10:45 AM
350	SeaTac Airport	3/23/2015 10:43 AM
351	Magnuson Park! Magnuson Park! Magnuson Park! Magnuson Park! Magnuson Park! Magnuson Park!	3/23/2015 10:43 AM
352	Ballard and Shilshole	3/23/2015 10:31 AM
353	SeaTac Airport	3/23/2015 10:14 AM
354	West Seattle	3/23/2015 10:03 AM
355	Ballard and mercer island	3/23/2015 8:22 AM
356	Mercer island for work	3/23/2015 7:55 AM
357	Brickyard	3/23/2015 7:35 AM
358	Burien	3/23/2015 6:15 AM
359	Sea-Tac, Federal Way	3/23/2015 5:42 AM
360	Kenmore	3/22/2015 10:10 PM
361	Renton	3/22/2015 8:18 PM
362	Belltown	3/22/2015 6:49 PM
363	Columbia City	3/22/2015 5:24 PM
364	SODO. Southeast Seattle, West Seattle, Olympia, Federal Way, all areas in Puget Sound	3/22/2015 5:21 PM
365	Microsoft, Redmond	3/22/2015 5:04 PM
366	Georgetown	3/22/2015 4:46 PM
367	23rd Avenue, Central district	3/22/2015 4:44 PM
368	Transfer to light rail	3/22/2015 4:23 PM
369	First Hill- Swedish Medical Center and Harborview Medical Center.	3/22/2015 3:34 PM
370	Lower Queen Anne, Lake Forest Park	3/22/2015 3:10 PM

371	Century Link Stadium	3/22/2015 2:35 PM
372	Ballard	3/22/2015 2:18 PM
373	Century Link Stadium	3/22/2015 2:11 PM
374	Ballard, Belltown, Magnolia/Discovery Park, Columbia City, Renton	3/22/2015 11:32 AM
375	Belltown, Magnolia/Discovery Park, International District, Columbia City, Renton	3/22/2015 10:29 AM
376	Ballard, Lower Queen Anne	3/22/2015 9:29 AM
377	Ballard	3/21/2015 11:31 PM
378	second train route connecting downtown, space needle, top of queen anne, ballard, fremont, wallingford u district,	3/21/2015 10:04 PM
379	Phinney Ridge	3/21/2015 8:38 PM
380	Phinney Ridge	3/21/2015 8:33 PM
381	Queen Anne	3/21/2015 8:21 PM
382	Lynnwood/Everett/Mountlake Terrace	3/21/2015 7:51 PM
383	Ballard	3/21/2015 3:52 PM
384	International District	3/21/2015 2:46 PM
385	Ballard	3/21/2015 1:34 PM
386	also in the international dist., and all over! i believe transportation should spread as far and wide as possible also better transport to/from seattle children's/hospitals in general is very important	3/21/2015 10:50 AM
387	Phinney Ridge	3/21/2015 10:03 AM
388	Queen Anne	3/21/2015 6:36 AM
389	Alaska Air arena	3/21/2015 1:16 AM
390	Ballard	3/21/2015 12:39 AM
391	Ballard	3/21/2015 12:02 AM
392	Ballard, Crown Hill, Phinney Ridge, Queen Anne, SeaTac airport, South Seattle neighborhoods, Magnolia	3/20/2015 11:10 PM
393	Airport	3/20/2015 10:11 PM
394	International District, SoDo, Interbay, SeaTac Airport, Madrona	3/20/2015 9:49 PM
395	Madison Valley	3/20/2015 7:39 PM
396	First Hill	3/20/2015 7:02 PM
397	Ballard	3/20/2015 6:53 PM
398	Ballard, West Seattle, Sea-Tac Airport	3/20/2015 5:24 PM
399	I'd go more places if the effective round-trip transit time wasn't obscene	3/20/2015 5:17 PM
400	Ballard, Lower Queen Anne, West Seattle (Alaska Junction), Alki Beach	3/20/2015 5:00 PM
401	First Hill	3/20/2015 4:17 PM
402	Greenwood, Ballard, Wilburton Park and Ride, South Bellevue	3/20/2015 4:04 PM
403	Sea-Tac Airport	3/20/2015 3:17 PM
404	The Central Co-Op and MOHAI	3/20/2015 3:10 PM
405	Ballard	3/20/2015 3:04 PM
406	Queen Anne, Ballard	3/20/2015 2:51 PM
407	Top of Queen Anne, Snohomish county (Lynnwood, Mukilteo)	3/20/2015 2:41 PM

408	Lynnwood, Mukilteo	3/20/2015 2:34 PM
409	Ballard	3/20/2015 2:28 PM
410	LYNNWOOD MUKILTEO, WHIDBEY ISLAND	3/20/2015 1:46 PM
411	Ballard	3/20/2015 1:42 PM
412	Georgetown ,South Park, Sodo, Industrial District	3/20/2015 1:40 PM
413	South Park, Sodo, Georgetown	3/20/2015 1:38 PM
414	Ballard, Kenmore, Sodo, Georgetown	3/20/2015 12:54 PM
415	For my daughter: North Seattle Community College Ingraham High School	3/20/2015 12:25 PM
416	Ballard	3/20/2015 11:54 AM
417	Burien Renton Kent	3/20/2015 11:42 AM
418	Seatac Airport	3/20/2015 11:14 AM
419	Ballard	3/20/2015 10:40 AM
420	Ballard (how is this not on the list...?)	3/20/2015 10:35 AM
421	Seatac	3/20/2015 10:34 AM
422	Ballard, why isn't Ballard listed????Magnusen Park	3/20/2015 10:23 AM
423	University of Washington, Bothell Campus	3/20/2015 10:11 AM
424	Airport	3/20/2015 9:54 AM
425	Queen Anne/Lower Queen Anne, Belltown	3/20/2015 9:38 AM
426	Newcastle	3/20/2015 9:23 AM
427	Ballard	3/20/2015 8:35 AM
428	Water Front and Ferry to Bremerton	3/20/2015 8:30 AM
429	The water front, and Ferry service to Bremerton	3/20/2015 8:23 AM
430	This is absolutely terrible for riders in Kirkland. It will make our commute times longer.	3/20/2015 8:09 AM
431	Southcenter/Tukwilla	3/20/2015 7:18 AM
432	Lynnwood	3/20/2015 7:07 AM
433	Harborview and the VA Hospital	3/20/2015 6:43 AM
434	Ballard. ID. SoDo.	3/20/2015 12:23 AM
435	Ballard? ID? SoDo?	3/20/2015 12:09 AM
436	Bothell	3/19/2015 11:27 PM
437	SeaTac	3/19/2015 9:25 PM
438	Ballard	3/19/2015 9:13 PM
439	Ballard	3/19/2015 8:31 PM
440	Ballard	3/19/2015 8:00 PM
441	Ballard	3/19/2015 7:41 PM
442	Mount Baker, Columbia City (Rainier Ave), Ballard	3/19/2015 7:39 PM
443	Sea-Tac	3/19/2015 7:34 PM
444	Ballard	3/19/2015 7:10 PM
445	Ballard	3/19/2015 6:58 PM

446	How is Ballard not on this list? Or the ID, or SODO.	3/19/2015 6:32 PM
447	Mt. Baker	3/19/2015 6:22 PM
448	Georgetown, West Seattle, White Center, Tukwila, The Cascade Mountains, Rainier Beach.	3/19/2015 6:12 PM
449	Ballard	3/19/2015 5:52 PM
450	International District	3/19/2015 5:37 PM
451	SEA airport	3/19/2015 5:18 PM
452	Ballard	3/19/2015 5:14 PM
453	Shoreline, Edmonds	3/19/2015 4:53 PM
454	Ballard	3/19/2015 4:46 PM
455	Airport	3/19/2015 4:43 PM
456	Capitol Hill	3/19/2015 4:28 PM
457	Ballard	3/19/2015 4:14 PM
458	Newcastle	3/19/2015 4:03 PM
459	How is Ballard not on this list? Or the ID, or SODO.	3/19/2015 3:43 PM
460	Ballard, Lower Queen Anne	3/19/2015 3:40 PM
461	SeaTac Airport area, Kenmore	3/19/2015 3:18 PM
462	SEATAC	3/19/2015 3:13 PM
463	Mercer Island	3/19/2015 3:10 PM
464	Airport	3/19/2015 2:49 PM
465	First Hill	3/19/2015 2:42 PM
466	Swedish Medical Center Area	3/19/2015 2:32 PM
467	Magnuson Park	3/19/2015 2:22 PM
468	airport.	3/19/2015 2:19 PM
469	First Hill, Lower Queen Anne, Upper Queen Anne, Ballard, Beacon Hill	3/19/2015 2:05 PM
470	Swedish Medical Center First Hill	3/19/2015 2:03 PM
471	Edmonds, kenmore/lake forest park	3/19/2015 1:34 PM
472	Ranier beach, othello	3/19/2015 1:27 PM
473	SeaTac Airport	3/19/2015 1:05 PM
474	airport	3/19/2015 12:53 PM
475	Ballard	3/19/2015 12:31 PM
476	Airport	3/19/2015 12:25 PM
477	First Hill	3/19/2015 12:08 PM
478	Ballard	3/19/2015 11:54 AM
479	Airport	3/19/2015 11:45 AM
480	Ballard, West Seattle	3/19/2015 11:44 AM
481	Ballard	3/19/2015 11:21 AM
482	How is Ballard not on this list?	3/19/2015 11:06 AM
483	Ballard	3/19/2015 11:05 AM

484	Queen Anne, Ballard	3/19/2015 10:49 AM
485	Tacoma	3/19/2015 10:43 AM
486	Harborview medical center	3/19/2015 10:42 AM
487	Moving to Georgetown in a few weeks, but I don't see that on here.	3/19/2015 10:35 AM
488	Finn Hill neighborhood of Kirkland	3/19/2015 10:27 AM
489	Rainier Beach, Ballard	3/19/2015 10:22 AM
490	Ballard	3/19/2015 10:18 AM
491	University Village	3/19/2015 9:58 AM
492	SoDo; HOW COULD YOU NOT INCLUDE BALLARD ON THIS LIST? WE NEED LIGHT RAIL TOO. OUR BUS PERFORMANCE IS LOUSY FOR BEING SO MANY PEOPLE SO CLOSE TO DOWNTOWN	3/19/2015 9:58 AM
493	Rainier Beach, Sky Way, First Hill	3/19/2015 9:51 AM
494	Northgate Transit Center	3/19/2015 9:48 AM
495	Newcastle	3/19/2015 9:42 AM
496	Northgate transit center	3/19/2015 9:41 AM
497	South Park, South Seattle	3/19/2015 9:07 AM
498	Ballard, West Seattle	3/19/2015 8:55 AM
499	Queen Anne	3/19/2015 8:49 AM
500	Ballard, Greenwood, Bothell, Edmonds,	3/19/2015 8:35 AM
501	SODO	3/19/2015 8:20 AM
502	Ballard, Greenwood, Edmonds, Bothell,	3/19/2015 8:19 AM
503	Ballard, Greenwood, Edmonds, Seatac Airport	3/19/2015 8:14 AM
504	Harborview Medical Center	3/19/2015 7:58 AM
505	Phinney Ridge / Greenwood	3/19/2015 7:54 AM
506	Other destinations within and around Capitol Hill	3/19/2015 7:14 AM
507	Ballard, West Seattle, Capital Hill	3/19/2015 7:00 AM
508	South Center, SeaTac Airport	3/19/2015 6:58 AM
509	First Hill	3/19/2015 5:10 AM
510	Auburn	3/19/2015 12:26 AM
511	Ballard	3/19/2015 12:12 AM
512	Renton, Airport	3/18/2015 10:25 PM
513	Benaroya Hall, Third and Union	3/18/2015 9:58 PM
514	West Seattle, Vashon	3/18/2015 8:59 PM
515	Ballrd, Airport	3/18/2015 8:56 PM
516	Microsoft campus	3/18/2015 8:30 PM
517	Edmonds Note that it's still impossible to travel East West across the city without going through downtown. I want to be able to travel from Ballard to the Roosevelt/University District via N 65th (going north around Green Lake). My commute from Phinney Ridge to South Lake Union takes 30-45 mins (5 miles)	3/18/2015 8:29 PM
518	Seatac Airport	3/18/2015 8:29 PM
519	Kenmore	3/18/2015 8:28 PM

520	Bothell, Ballard, Greenwood	3/18/2015 8:26 PM
521	Bothell	3/18/2015 8:18 PM
522	Ballard and SeatacAirport	3/18/2015 7:35 PM
523	Would really love to have a cross-town bus that goes up the hill on NE 95th starting at Sand Point Way at least to Lake City Way. It would be perfect to have a bus going east-west on NE 95th from Sand Point Way via 40th NE, then perhaps staying on 40th down to 65th or 55th. Or maybe it could turn west onto 85th and then south onto 35th, to at least 55th.	3/18/2015 7:22 PM
524	Burien	3/18/2015 6:41 PM
525	Ballard, First Hill, Belltown	3/18/2015 6:36 PM
526	Sodo	3/18/2015 5:56 PM
527	Auburn	3/18/2015 5:25 PM
528	Sea-Tac Airport	3/18/2015 5:24 PM
529	Haller Lake, Sunset Hill	3/18/2015 4:58 PM
530	Ballard	3/18/2015 4:40 PM
531	Sea Tac	3/18/2015 4:25 PM
532	Alki/West Seattle	3/18/2015 4:18 PM
533	Greenwood/Phinney	3/18/2015 4:05 PM
534	Queen Anne	3/18/2015 4:04 PM
535	Seatac	3/18/2015 3:38 PM
536	Airport	3/18/2015 3:35 PM
537	Ballard	3/18/2015 3:30 PM
538	1st Hill	3/18/2015 3:26 PM
539	Renton, West Seattle	3/18/2015 3:20 PM
540	University of Washington Central Campus (i.e. 10 minute walk from "the ave" or the medical center).	3/18/2015 3:20 PM
541	ballard	3/18/2015 3:15 PM
542	Seatac airport	3/18/2015 3:01 PM
543	Snoqualmie, Burien, Auburn, many places!!!	3/18/2015 3:00 PM
544	West Seattle, Ballard	3/18/2015 2:56 PM
545	Airport	3/18/2015 2:37 PM
546	Ballard	3/18/2015 2:34 PM
547	North Everett to U-District	3/18/2015 2:33 PM
548	Seatac Airport, Mt. Baker	3/18/2015 2:30 PM
549	Sea-Tac airport	3/18/2015 2:28 PM
550	airport	3/18/2015 2:18 PM
551	SeaTac airport	3/18/2015 2:16 PM
552	airport	3/18/2015 2:16 PM
553	Columbia City, Beacon Hill	3/18/2015 2:16 PM
554	SeaTac airport	3/18/2015 2:13 PM
555	SeaTac airport	3/18/2015 2:13 PM

556	Beacon Hill	3/18/2015 1:52 PM
557	Ballard, Greenwood	3/18/2015 1:50 PM
558	SeaTac airport	3/18/2015 1:49 PM
559	Seatac	3/18/2015 1:48 PM
560	Ballard	3/18/2015 1:46 PM
561	BALLARD! Also, SODO.	3/18/2015 1:40 PM
562	Queen Anne	3/18/2015 1:40 PM
563	SODO	3/18/2015 1:37 PM
564	Renton	3/18/2015 1:29 PM
565	Ballard, West Seattle	3/18/2015 1:26 PM
566	Federal Way	3/18/2015 1:26 PM
567	First Hill	3/18/2015 1:20 PM
568	Downtown, Seattle, Bellevue	3/18/2015 1:19 PM
569	federal way	3/18/2015 1:17 PM
570	Sea-Tac Airport	3/18/2015 1:14 PM
571	University Village Ballard	3/18/2015 1:12 PM
572	First Hill	3/18/2015 1:11 PM
573	Ballard, Queen Anne	3/18/2015 1:09 PM
574	First Hill (Harborview)	3/18/2015 1:07 PM
575	Shoreline	3/18/2015 1:07 PM
576	Ballard, Queen Anne	3/18/2015 1:05 PM
577	harborview medical center	3/18/2015 1:04 PM
578	ballard	3/18/2015 1:02 PM
579	I use the 197 commuter bus back and forth from Kent every day. My commute takes 3 hours every day. I often have to stand up in one direction or the other for 25 miles. All the buses are full. We need parking in south county at future Link Light Rail stops so that we can drive to the LLR and THEN spend the 1.5 hours each way getting to the U District. Not building parking at stations, and expecting us to add another bus link onto our LLR commute is abusive.	3/18/2015 1:02 PM
580	Mill Creek	3/18/2015 1:02 PM
581	Me: Ballard to University of Washington (North campus) My Wife: Ballard to Seattle Center	3/18/2015 1:02 PM
582	Burien, South Center, Seatac Airport	3/18/2015 1:02 PM
583	Stadiums, I-District, airport...anywhere I can get	3/18/2015 1:01 PM
584	SeaTac Airport	3/18/2015 1:00 PM
585	lower Queen Anne	3/18/2015 12:59 PM
586	Roosevelt Commons West Building at Roosevelt & 45th away from main UW CAMPUS.	3/18/2015 12:57 PM
587	SODO	3/18/2015 12:47 PM
588	Actually, I live at 30th Ave E and E Howell, which is sort of at the border of Madison Valley, Madrona and the Central District. From there I go by bus to the the U district daily, and often to downtown, Capitol Hill or Seattle Center. Changing the 8 route would not be helpful for me. Eliminating the 43 would not be helpful for coming home from the U.	3/18/2015 12:44 PM
589	Sea-Tac Airport	3/18/2015 12:42 PM

590	magnolia	3/18/2015 12:39 PM
591	Renton	3/18/2015 12:38 PM
592	Ballard, Crown Hill	3/18/2015 12:38 PM
593	First Hill	3/18/2015 12:35 PM
594	Tacoma Dome	3/18/2015 12:28 PM
595	Everywhere. I do not drive.	3/18/2015 12:22 PM
596	Sea-Tac Airport	3/18/2015 12:16 PM
597	Everett	3/18/2015 12:16 PM
598	Mount Baker, International District, Stadiums	3/18/2015 12:16 PM
599	First Hill	3/18/2015 12:14 PM
600	Harborview	3/18/2015 12:14 PM
601	Ballard	3/18/2015 12:12 PM
602	SeaTac.	3/18/2015 12:12 PM
603	ballard	3/18/2015 12:12 PM
604	Ballard	3/18/2015 12:12 PM
605	University Village Shopping Mall	3/18/2015 12:07 PM
606	Ballard, Queen Anne, Georgetown	3/18/2015 12:04 PM
607	Ballard	3/18/2015 12:01 PM
608	Bothell/Canyon Park	3/18/2015 12:00 PM
609	First Hill Hospitals (Harborview and Swedish) and International district.	3/18/2015 11:54 AM
610	Ballard, Madrona	3/18/2015 11:53 AM
611	Queen Anne	3/18/2015 11:52 AM
612	Magnuson Park	3/18/2015 11:51 AM
613	Stadiums/SODO	3/18/2015 11:50 AM
614	First Hill/Harborview	3/18/2015 11:45 AM
615	Arbor Heights to Shoreline (via downtown) and Arbor Heights to SeaTac Airport	3/18/2015 11:44 AM
616	Ballard	3/18/2015 11:43 AM
617	Ballard!	3/18/2015 11:43 AM
618	SeaTac airport	3/18/2015 11:42 AM
619	SeaTac airport (why in the world is this NOT an option above?)	3/18/2015 11:39 AM
620	Ballard	3/18/2015 11:38 AM
621	Magnolia	3/18/2015 11:38 AM
622	University of Washington Medical Center	3/18/2015 11:37 AM
623	SEATAC, Renton	3/18/2015 11:36 AM
624	Magnusson Park, to look for small fish on the shore. That's my job.	3/18/2015 11:34 AM
625	Tacoma Dome	3/18/2015 11:33 AM
626	For those of us living in Snohomish County it would be great if you worked with the other counties or transit service providers when conducting these studies. Many people working at the UW live outside of Seattle. When in the city I hop on all sorts of metro buses to get around and love the frequency of service.	3/18/2015 11:32 AM

627	pioneer square/stadium district	3/18/2015 11:30 AM
628	First Hill/Harborview	3/18/2015 11:28 AM
629	ID, Madrona	3/18/2015 11:28 AM
630	Sea Tac Light Rail Transit Station from Burien Park and Ride	3/18/2015 11:27 AM
631	West Seattle	3/18/2015 11:27 AM
632	Greenwood	3/18/2015 11:26 AM
633	Sea-Tac airport	3/18/2015 11:26 AM
634	Madrona, International District	3/18/2015 11:26 AM
635	Seatac	3/18/2015 11:26 AM
636	Kenmore	3/18/2015 11:25 AM
637	Greenwood	3/18/2015 11:24 AM
638	More bus options from Lynnwood/Edmonds/Mountlake Terrace are to the UW.	3/18/2015 11:23 AM
639	Columbia City	3/18/2015 11:21 AM
640	Ballard	3/18/2015 11:21 AM
641	Magnolia, Sea-Tac airport	3/18/2015 11:20 AM
642	SeaTac Airport	3/18/2015 11:20 AM
643	Harborview Medical Center, Century Link Field	3/18/2015 11:18 AM
644	SOUTH SEATTLE !!! International District !	3/18/2015 11:17 AM
645	West Seattle	3/18/2015 11:17 AM
646	Ballard	3/18/2015 11:17 AM
647	Seatac, Tukwila	3/18/2015 11:16 AM
648	Rainier/Columbia City	3/18/2015 11:16 AM
649	Ballard, SoDo,	3/18/2015 11:16 AM
650	Harborview Medical Center	3/18/2015 11:15 AM
651	Renton	3/18/2015 11:15 AM
652	Upper and lower Queen Anne, West Seattle	3/18/2015 11:14 AM
653	Sea-Tac airport	3/18/2015 11:14 AM
654	First Hill, Ballard	3/18/2015 11:14 AM
655	Queen Anne, Ballard	3/18/2015 11:14 AM
656	Harborview Medical Center - above Downtown Seattle	3/18/2015 11:14 AM
657	Century Link field	3/18/2015 11:13 AM
658	Seatac airport	3/18/2015 11:13 AM
659	Airport, Southcenter, Alderwood	3/18/2015 11:12 AM
660	First Hill	3/18/2015 11:12 AM
661	First Hill	3/18/2015 11:11 AM
662	Renton/Kennydale	3/18/2015 11:10 AM
663	Everett, connections north.	3/18/2015 11:10 AM
664	denny triange, international dist	3/18/2015 11:09 AM

665	SeaTac Airport	3/18/2015 11:09 AM
666	Airport	3/18/2015 11:06 AM
667	Pioneer Square, Ballard, Crown Hill, Greenwood, International District. It would also be nice if I could get to a town outside of Seattle in less than 2 hours.	3/18/2015 10:23 AM
668	Lower Queen Anne	3/18/2015 9:55 AM
669	Tacoma	3/18/2015 9:00 AM
670	Ballard	3/18/2015 8:32 AM
671	I live in Arlington and rely on Community Transit, Sound Transit, and Metro Transit everyday to get to work. On top of the checked locations, I frequent Arlington and Marysville CT routes, Everett Station and Ash Way Park and Ride. I would also like to specify that, as far as Metro Transit goes, Early AM service to Willows Rd in Redmond is very important to me.	3/18/2015 7:51 AM
672	pioneer Square- EMC	3/18/2015 6:51 AM
673	Ballard	3/18/2015 3:49 AM
674	Kent, Tacoma	3/18/2015 12:44 AM
675	Queen Anne	3/17/2015 10:09 PM
676	Pioneer Square	3/17/2015 9:42 PM
677	Ballard	3/17/2015 7:18 PM
678	University village	3/17/2015 5:50 PM
679	Lower Queen Anne, Ballard	3/17/2015 5:29 PM
680	Century Link Field	3/17/2015 5:11 PM
681	West Seattle	3/17/2015 4:02 PM
682	Seatac airport	3/17/2015 3:53 PM
683	First Hill, Seattle Cancer Care Alliance	3/17/2015 3:17 PM
684	Technically Westlake Avenue North (Between SLU and Fremont)	3/17/2015 2:48 PM
685	Ballard	3/17/2015 2:15 PM
686	Phinney Ridge	3/17/2015 1:53 PM
687	Seatac	3/17/2015 1:47 PM
688	Queen Anne	3/17/2015 1:33 PM
689	Lower Queen Anne	3/17/2015 1:18 PM
690	seatac	3/17/2015 12:32 PM
691	Ballard	3/17/2015 12:10 PM
692	Ballard and queen Ann	3/17/2015 11:42 AM
693	West Seattle Renton	3/17/2015 11:26 AM
694	Pioneer Square	3/17/2015 11:21 AM
695	Ballard, West Seattle	3/17/2015 11:10 AM
696	Fred Hutchinson Cancer Research Center	3/17/2015 10:57 AM
697	Ballard	3/17/2015 10:44 AM
698	International District	3/17/2015 10:38 AM
699	Microsoft Main Campus	3/17/2015 10:23 AM
700	Ballard	3/17/2015 10:10 AM

701	International district	3/17/2015 10:05 AM
702	Ballard, Queen Anne, Interbay	3/17/2015 9:11 AM
703	North Bend; Totem Lake; Renton; Ballard	3/16/2015 10:43 PM
704	Belltown	3/16/2015 10:25 PM
705	Belltown	3/16/2015 6:24 PM
706	Ballard	3/16/2015 4:56 PM
707	I am 71 years old and live close to Sand Point Way NE & NE 70th Street. I prefer not to have to transfer between busses or other modes of transportation if possible. I travel downtown frequently, going both to and coming back from the downtown bus tunnel so that I am able use the various underground stations to access downtown destinations and activities. This is my top priority (over frequency of service) -- to be able (especially in the evening) to get on one bus in the downtown tunnel which would bring me close to my neighborhood (I can leave a car on a residential side street, as I currently do when taking the Current Route 71 tunnel bus home at nights)	3/16/2015 4:42 PM
708	Overlake Transit Center	3/16/2015 4:07 PM
709	Ballard, Columbia City	3/16/2015 3:59 PM
710	Zoo	3/16/2015 3:32 PM
711	Ballard	3/16/2015 3:24 PM
712	Redmond (OTC)	3/16/2015 3:07 PM
713	Factoria	3/16/2015 2:30 PM
714	Factoria, specifically the Microsoft Advanta campus.	3/16/2015 2:27 PM
715	Overlake Transit Center	3/16/2015 2:13 PM
716	SeaTac Airport	3/16/2015 2:02 PM
717	Ballard, Queen Anne	3/16/2015 1:52 PM
718	Overlake Transit Center - Microsoft	3/16/2015 1:48 PM
719	Leschi	3/16/2015 1:40 PM
720	Overlake Transit Center, Microsoft Main Campus	3/16/2015 1:36 PM
721	Airport	3/16/2015 1:35 PM
722	Overlake Transit Center	3/16/2015 1:35 PM
723	Greenwood (85th and Greenwood)	3/16/2015 1:28 PM
724	Ballard, West Seattle, Alki Beach	3/16/2015 1:14 PM
725	Microsoft campus	3/16/2015 1:10 PM
726	Ballard	3/16/2015 1:05 PM
727	Everywhere. I don't own a car.	3/16/2015 12:59 PM
728	West Seattle, White Center, Des Moines	3/16/2015 12:55 PM
729	Sea-Tac Airport	3/16/2015 12:42 PM
730	Seatac airport	3/16/2015 12:41 PM
731	Overlake Transit Center in Redmond to work at Microsoft, and CenturyLink Field for Sounders games.	3/16/2015 12:39 PM
732	Shoreline, Ballard	3/16/2015 12:33 PM
733	Virginia Mason - First Hill	3/16/2015 12:22 PM
734	International District	3/16/2015 12:21 PM
735	Virginia Mason Hospital - First Hill	3/16/2015 12:20 PM

736	Ballard	3/16/2015 12:16 PM
737	Lower Queen Anne, Kent, Stadiums	3/16/2015 12:15 PM
738	Lower Queen Anne	3/16/2015 12:13 PM
739	First Hill	3/16/2015 12:04 PM
740	Microsoft campus	3/16/2015 12:02 PM
741	ballard	3/16/2015 12:02 PM
742	International District	3/16/2015 11:52 AM
743	Phinney Ridge	3/16/2015 11:49 AM
744	Ballard	3/16/2015 11:49 AM
745	Ballard	3/16/2015 11:48 AM
746	Overlake Transit Center - (Microsoft)	3/16/2015 11:46 AM
747	Overlake Transit Center	3/16/2015 11:45 AM
748	Ballard	3/16/2015 11:45 AM
749	Sammamish	3/16/2015 11:44 AM
750	Sea Tac	3/16/2015 11:42 AM
751	Beacon Hill, Columbia City	3/16/2015 11:41 AM
752	First Hill	3/16/2015 11:40 AM
753	north greenwood	3/16/2015 11:40 AM
754	ballard, west seattle	3/16/2015 11:40 AM
755	NE 51st Stop (I work in Microsoft RedWest)	3/16/2015 11:37 AM
756	Ballard	3/16/2015 11:37 AM
757	Mount Baker Station, SeaTac Airport	3/16/2015 11:36 AM
758	Ballard	3/16/2015 11:35 AM
759	Overlake Transit Center	3/16/2015 11:35 AM
760	Ballard	3/16/2015 11:34 AM
761	Uh, Ballard?	3/16/2015 11:34 AM
762	SeaTac	3/16/2015 11:34 AM
763	51st street freeway station.	3/16/2015 11:34 AM
764	Ballard	3/16/2015 11:32 AM
765	Overlake Transit Center	3/16/2015 11:32 AM
766	Ballard	3/16/2015 11:29 AM
767	Microsoft, Airport	3/16/2015 11:29 AM
768	Microsoft Redmond Campus	3/16/2015 11:29 AM
769	Beacon Hill and Columbia City	3/16/2015 11:29 AM
770	International district	3/16/2015 11:28 AM
771	ballard	3/16/2015 11:28 AM
772	Swedish Hospital. Why did you not list this separately as you did Seattle Children's Hospital?	3/16/2015 10:40 AM
773	Ballard; Queen Anne	3/16/2015 10:27 AM

774	Ballard, West Seattle	3/16/2015 10:25 AM
775	Ballard	3/16/2015 9:35 AM
776	I don't currently use public transit in Seattle except very occasionally, because the system is so inefficient. If it were a better system I and other drivers would be far more likely to park our cars and use it. Where I want to go is all over - hence why I rely on my car.	3/16/2015 8:32 AM
777	SeaTac airport	3/16/2015 8:24 AM
778	Airport	3/16/2015 7:50 AM
779	Ballard	3/16/2015 7:26 AM
780	Ballard	3/16/2015 7:18 AM
781	Harborview Medical Center	3/16/2015 7:14 AM
782	Bellevue	3/16/2015 6:58 AM
783	Test	3/15/2015 8:43 PM
784	Would love mass transit to Olympia, or at least the ability to use my ORCA card when I go there to meet with the Representatives of our state. Would like to get to the coast & where ever one can get to by mass transit	3/15/2015 7:10 PM
785	I do not want to have to transfer when going down town.	3/15/2015 5:30 PM
786	Seatac Airport	3/15/2015 4:30 PM
787	Ballard	3/15/2015 3:27 PM
788	Ballard	3/15/2015 3:25 PM
789	Mt. Baker	3/15/2015 2:35 PM
790	Medical Center: First Hill	3/15/2015 12:43 PM
791	SeaTac airport, pioneer square, ID, Olympic Sculpture Park, Ballard	3/15/2015 12:21 PM
792	Ballard and SeaTac airport	3/15/2015 12:13 PM
793	Ballard	3/15/2015 11:34 AM
794	Ballard	3/15/2015 11:18 AM
795	Georgetown (4th avenue and Lucile)	3/15/2015 8:33 AM
796	Georgetown (4th avenue and Lucile)	3/15/2015 8:32 AM
797	Swedish Hospital and various physican offices	3/14/2015 10:48 PM
798	SeaTac	3/14/2015 9:57 PM
799	N Beacon Hill Mount Baker	3/14/2015 9:32 PM
800	85th and Greenwood	3/14/2015 7:51 PM
801	Greenwood, Magnason Park	3/14/2015 4:36 PM
802	the airport	3/14/2015 3:55 PM
803	Mt Baker Light Rail Station	3/14/2015 3:40 PM
804	My Baker Station	3/14/2015 3:36 PM
805	Renton	3/14/2015 3:28 PM
806	"Pill Hill" Broadqay corridor	3/14/2015 3:21 PM
807	Ballard, SODO	3/14/2015 3:03 PM
808	airport	3/14/2015 2:04 PM
809	Ballard (Metrto Route 44), Greenwood (Metro Route 48) Downtown (Sound Transit Route #522)	3/14/2015 2:02 PM

810	Sometimes Ballard using the #44	3/14/2015 1:48 PM
811	Sodo	3/14/2015 11:03 AM
812	Ballard, interbay, Queen anne, international district, beacon hill, university village	3/14/2015 10:49 AM
813	23rd and Boyar, whatever that neighborhood is called	3/14/2015 4:50 AM
814	Belltown, stadiums	3/13/2015 11:09 PM
815	Madrona Madison Valley Madison Park Pioneer square	3/13/2015 9:42 PM
816	Mercer Island	3/13/2015 7:27 PM
817	Greenwood	3/13/2015 5:58 PM
818	minor and Madison or similar: Swedish complex	3/13/2015 5:49 PM
819	EVERYWHERE in King County! =D	3/13/2015 5:07 PM
820	Beacon Hill	3/13/2015 4:58 PM
821	Belltown	3/13/2015 4:14 PM
822	FIRST HILL MEDICAL OFFICES AND SWEDISH HOSPITAL	3/13/2015 4:13 PM
823	Tuckwila Ballard	3/13/2015 4:10 PM
824	Seatac Airport	3/13/2015 3:58 PM
825	South seattle, rainier beach	3/13/2015 3:21 PM
826	Bothell, Ballard	3/13/2015 2:48 PM
827	kenmore	3/13/2015 2:17 PM
828	Kenmore	3/13/2015 2:08 PM
829	Magnolia, Ballard	3/13/2015 12:32 PM
830	Technology area of Bellevue nearer to Redmond town line, in and around Overlake Fashion Plaza, including 148th Ave NE to the intersection of Northup way/20th.	3/13/2015 11:15 AM
831	North Seattle CC without transferring (75 used to go there without transfer)	3/13/2015 10:42 AM
832	Airport	3/13/2015 10:37 AM
833	Downtown & UWMC most often, but I also ride Metro to many other locations.	3/13/2015 10:09 AM
834	Redmond	3/13/2015 10:02 AM
835	First Hill (Swedish Medical Center) Seattle Waterfront	3/13/2015 10:00 AM
836	Pioneer Square	3/13/2015 7:40 AM
837	SeaTac, U-Village, First Hill	3/13/2015 7:13 AM
838	airport	3/13/2015 6:56 AM
839	airport, UW stadium	3/13/2015 6:19 AM
840	airport, UW stadium	3/13/2015 6:13 AM
841	airport	3/13/2015 6:04 AM
842	Airport	3/13/2015 5:49 AM
843	Sodo, International district	3/13/2015 12:31 AM
844	Sodo, International district	3/13/2015 12:29 AM
845	Add Bothell, downtown Kenmore. Many of these I do now, I live on a transit corridor (Intentionally). I sometimes also take the 331 to Aurora Village and Shoreline.	3/12/2015 9:56 PM
846	Pier 70 - waterfront	3/12/2015 9:19 PM

847	Pioneer Square, ID, 1st Hill, SODO, Columbia City, Belltown, Queen Anne, Ballard	3/12/2015 7:40 PM
848	Belltown	3/12/2015 7:39 PM
849	International District, Pioneer Square, Pike Market, 1st Hill, Queen Anne, Belltown, Madrona,	3/12/2015 7:36 PM
850	SODO Business District	3/12/2015 6:52 PM
851	ballard	3/12/2015 6:29 PM
852	airport --very important !! How could you leave this off the list?	3/12/2015 6:23 PM
853	West Seattle	3/12/2015 5:27 PM
854	Magnolia, Shoreline	3/12/2015 4:09 PM
855	West Seattle	3/12/2015 4:01 PM
856	Beacon Hill, Magnolia, Ballard, Greenwood, West Seattle, Georgetown, First Hill, SoDo, Rainier Beach, MLK Way	3/12/2015 3:50 PM
857	SoDo	3/12/2015 3:48 PM
858	International District Little Saigon	3/12/2015 3:39 PM
859	seatac airport, columbia city	3/12/2015 3:27 PM
860	Ballard, Interbay	3/12/2015 2:57 PM
861	Magnussen Park	3/12/2015 2:23 PM
862	Crown Hill	3/12/2015 2:15 PM
863	Group Health, Trader Joes (Madison), Safeway (capitol Hill), Airport , Madison Park, Whole Foods (Denny),	3/12/2015 2:10 PM
864	SODO	3/12/2015 2:08 PM
865	International District	3/12/2015 1:24 PM
866	SEATAC Airport	3/12/2015 1:01 PM
867	Pioneer Square	3/12/2015 12:23 PM
868	Renton	3/12/2015 11:51 AM
869	First Hill-Swedish Medical Center	3/12/2015 10:24 AM
870	west seattle; airport	3/12/2015 9:25 AM
871	West Seattle; airport	3/12/2015 9:22 AM
872	Greenwood West Seattle First Hill	3/12/2015 8:42 AM
873	Queen Anne	3/12/2015 8:27 AM
874	West Seattle, The Junction, Fauntleroy Ferry Terminal, Kirkland	3/12/2015 8:17 AM
875	seatac airport	3/11/2015 10:30 PM
876	Ballard	3/11/2015 9:51 PM
877	Leschi, Seward Park, Madrona	3/11/2015 9:49 PM
878	Parks, museums, landmarks, shopping districts	3/11/2015 9:47 PM
879	Ballard!	3/11/2015 9:32 PM
880	Pioneer Square	3/11/2015 8:47 PM
881	West seattle	3/11/2015 7:12 PM
882	Queen Anne near SPU.	3/11/2015 6:57 PM
883	Anywhere practical	3/11/2015 6:24 PM

884	West Seattle, Georgetown, Columbia City, Ballard, Queen Anne	3/11/2015 5:50 PM
885	Chinatown	3/11/2015 5:17 PM
886	Chinatown	3/11/2015 5:12 PM
887	Lynnwood	3/11/2015 4:40 PM
888	Lynnwood	3/11/2015 4:32 PM
889	Rainier Valley	3/11/2015 4:01 PM
890	NOAA Sand Point facility	3/11/2015 1:39 PM
891	Queen Anne, Belltown	3/11/2015 1:24 PM
892	Ballard, Belltown, Downtown, International District, Columbia City, Discovery Park	3/11/2015 12:44 PM
893	Meadowbrook, Magnuson Park	3/11/2015 11:56 AM
894	Ballard- this city needs more East/West connections!	3/11/2015 11:11 AM
895	Renton	3/11/2015 10:54 AM
896	North Ballard, Rainier Valley, Columbia City	3/11/2015 10:40 AM
897	Airport, Federal Way	3/11/2015 10:40 AM
898	Ballard and Magnolia	3/11/2015 10:39 AM
899	NO WHERE	3/11/2015 10:36 AM
900	Seatac Airport	3/11/2015 10:35 AM
901	Ballard	3/11/2015 10:35 AM
902	Shoreline; Aurora Village Transit Center	3/11/2015 10:26 AM
903	Pioneer Square	3/11/2015 10:24 AM
904	Pioneer Square	3/11/2015 10:22 AM
905	Ballard	3/11/2015 10:17 AM
906	Haller Lake	3/11/2015 10:17 AM
907	First Hill/Pill Hill	3/11/2015 10:16 AM
908	Queen Anne	3/11/2015 10:05 AM
909	University Village	3/11/2015 10:02 AM
910	Pioneer Square	3/11/2015 9:18 AM
911	Sea tac airport	3/11/2015 9:02 AM
912	International district	3/11/2015 8:43 AM
913	International District Pioneer Square	3/11/2015 8:35 AM
914	International district	3/11/2015 8:33 AM
915	Blanchet High School 85th and Wallingford.	3/11/2015 7:16 AM
916	Madison Valley, Beacon Hill, Columbia City	3/11/2015 6:48 AM
917	Ballard, Phinney Ridge	3/10/2015 9:21 PM
918	Belltown	3/10/2015 9:09 PM
919	International District, Magnuson Park	3/10/2015 9:06 PM
920	Magnuson Park	3/10/2015 9:01 PM
921	airport	3/10/2015 8:12 PM

922	Chinatown	3/10/2015 7:59 PM
923	airport, burien	3/10/2015 7:59 PM
924	airport, burien	3/10/2015 7:56 PM
925	Shoreline	3/10/2015 7:17 PM
926	Ballard is really not on the list?	3/10/2015 6:45 PM
927	West Seattle	3/10/2015 6:23 PM
928	Ballard	3/10/2015 5:57 PM
929	Sea-tac	3/10/2015 5:53 PM
930	Seatac Airport!	3/10/2015 5:30 PM
931	Swedish hospital 7-7:30 shift	3/10/2015 5:16 PM
932	Bishop Blanchet High School	3/10/2015 3:58 PM
933	Ballard	3/10/2015 3:46 PM
934	Greenwood Ballard Queen Anne	3/10/2015 3:42 PM
935	Ballard	3/10/2015 3:09 PM
936	Airport	3/10/2015 3:07 PM
937	Sammamish	3/10/2015 2:44 PM
938	SeaTac	3/10/2015 2:41 PM
939	Bothell	3/10/2015 2:37 PM
940	Factoria, Columbia City, Hillman City	3/10/2015 2:26 PM
941	Queen Anne Hill	3/10/2015 1:59 PM
942	Uptown/Lower Queen Anne	3/10/2015 1:21 PM
943	First Hill, SEATAC airport	3/10/2015 1:12 PM
944	Madrona	3/10/2015 11:47 AM
945	Ballard	3/10/2015 11:43 AM
946	Seatac airport	3/10/2015 11:35 AM
947	Ballard	3/10/2015 11:21 AM
948	SEATAC airport	3/10/2015 11:14 AM
949	Ballard; SeaTac	3/10/2015 11:10 AM
950	SeaTAC AIRPORT	3/10/2015 11:01 AM
951	Queen Anne	3/10/2015 10:57 AM
952	Madrona, Renton	3/10/2015 10:40 AM
953	Queen Anne. Airport.	3/10/2015 10:33 AM
954	Ballard	3/10/2015 10:28 AM
955	First Hill	3/10/2015 9:48 AM
956	First Hill; Ballard	3/10/2015 8:47 AM
957	South seattle, Renton, the landing	3/10/2015 8:40 AM
958	Greenwood	3/10/2015 8:16 AM
959	First Hill	3/10/2015 8:12 AM

960	Our daughter uses metro almost every day to take her from Madison park up to 15th and Madison (Seattle Academy) She also rides the bus home. This will be a huge deterrent for us if they take #11 away.	3/10/2015 6:07 AM
961	Pioneer Square	3/10/2015 5:40 AM
962	Ballard	3/10/2015 1:02 AM
963	Sea Tac Airport	3/9/2015 10:21 PM
964	University Village	3/9/2015 9:53 PM
965	queen anne, magnolia	3/9/2015 9:50 PM
966	Magnolia, Queen Anne	3/9/2015 9:40 PM
967	Mt. Baker / Rainier Valley	3/9/2015 8:24 PM
968	SeaTac airport	3/9/2015 7:45 PM
969	Ballard	3/9/2015 7:00 PM
970	Mt Baker Transit Station	3/9/2015 6:06 PM
971	Pioneer square	3/9/2015 5:49 PM
972	Int'l District	3/9/2015 5:41 PM
973	Ballard	3/9/2015 5:14 PM
974	Madison Valley	3/9/2015 4:40 PM
975	International Distrist/MLK station	3/9/2015 4:34 PM
976	Shoreline	3/9/2015 4:34 PM
977	Ballard, Queen Anne	3/9/2015 4:15 PM
978	West Green Lake (Aurora)	3/9/2015 4:14 PM
979	Ballard, Queen Anne	3/9/2015 4:12 PM
980	East Green Lake (Aurora) & Aurora and 130th	3/9/2015 4:07 PM
981	Seattle Center	3/9/2015 4:03 PM
982	Ballard, Columbia City, West Seattle	3/9/2015 4:02 PM
983	West Green Lake (Aurora)	3/9/2015 4:01 PM
984	columbia city	3/9/2015 3:45 PM
985	columbia city	3/9/2015 3:40 PM
986	Mercer Island	3/9/2015 3:21 PM
987	University Village	3/9/2015 3:12 PM
988	South Park	3/9/2015 3:05 PM
989	Mercer Island	3/9/2015 2:56 PM
990	Seatac	3/9/2015 2:44 PM
991	Ferry Docks	3/9/2015 2:24 PM
992	First Hill Medical facilities	3/9/2015 2:22 PM
993	Stadium district (south Pioneer Square/north Sodo)	3/9/2015 2:21 PM
994	Ballard, Queen Anne, Fremont	3/9/2015 1:56 PM
995	International District	3/9/2015 1:46 PM
996	Microsoft campus in Redmond	3/9/2015 1:32 PM

997	Ballard	3/9/2015 1:31 PM
998	Ballard	3/9/2015 1:28 PM
999	Mill Creek	3/9/2015 1:22 PM
1000	Pike/Pine and Summit	3/9/2015 1:07 PM
1001	Edmonds	3/9/2015 1:00 PM
1002	Lower Queen Anne (not Seattle Center)	3/9/2015 12:23 PM
1003	Mt Baker, Columbia City, Seward Park, Rainier Beach	3/9/2015 11:58 AM
1004	Columbia City, Rainier Beach, Sea-Tac Airport, Beacon Hill, Georgetown, Belltown, 145th N and I-5, Shoreline	3/9/2015 11:51 AM
1005	SeaTac Airport	3/9/2015 11:46 AM
1006	International District	3/9/2015 11:37 AM
1007	Swedish Medical Center	3/9/2015 11:35 AM
1008	Ballard, Queen Anne, Seatac (Airport)	3/9/2015 11:33 AM
1009	Swedish Medical Center	3/9/2015 11:28 AM
1010	Columbia City	3/9/2015 11:25 AM
1011	Colombia City	3/9/2015 11:16 AM
1012	Lower Queen Anne	3/9/2015 11:01 AM
1013	Tukwila @ +/- 13000 Int'l BLVD	3/9/2015 10:55 AM
1014	SeaTac	3/9/2015 10:52 AM
1015	international district	3/9/2015 10:44 AM
1016	Queen Anne, Ballard, Beacon Hill, and Columbia City	3/9/2015 10:38 AM
1017	West Seattle	3/9/2015 10:37 AM
1018	Swedish Medical Center	3/9/2015 10:26 AM
1019	First Hill	3/9/2015 10:17 AM
1020	First Hill	3/9/2015 10:06 AM
1021	SEATAC	3/9/2015 10:01 AM
1022	mercerc Island	3/9/2015 9:53 AM
1023	Safeco Field	3/9/2015 9:52 AM
1024	Swedish Hospital First Hill 747 Broadway	3/9/2015 9:50 AM
1025	Ballard	3/9/2015 9:48 AM
1026	Ballard	3/9/2015 9:44 AM
1027	Ballard	3/9/2015 9:35 AM
1028	First Hill	3/9/2015 9:24 AM
1029	first hill	3/9/2015 9:23 AM
1030	Renton Transit Center	3/9/2015 9:09 AM
1031	Swedish Medical Center on First Hill	3/9/2015 9:01 AM
1032	First Hill Seattle	3/9/2015 8:55 AM
1033	First Hill	3/9/2015 8:44 AM
1034	Swedish FH	3/9/2015 8:42 AM

1035	Swedish FH campus	3/9/2015 8:38 AM
1036	First Hill Phinney Ridge/Greenwood	3/9/2015 8:17 AM
1037	First Hill, Airport	3/9/2015 8:09 AM
1038	Magnisun Park, NOAA Campus	3/9/2015 7:50 AM
1039	North Bend	3/9/2015 7:47 AM
1040	Lynnwood, West Seattle	3/9/2015 7:38 AM
1041	Lynnwood	3/9/2015 7:33 AM
1042	NOAA	3/9/2015 7:24 AM
1043	first hill	3/9/2015 6:58 AM
1044	Sea-Tac Airport	3/9/2015 6:52 AM
1045	Ballard Sea-Tac Airport	3/9/2015 6:42 AM
1046	Swedish First Hill	3/9/2015 5:41 AM
1047	Renton	3/9/2015 1:27 AM
1048	Delridge	3/8/2015 11:12 PM
1049	Queen Anne	3/8/2015 10:06 PM
1050	Ballard	3/8/2015 10:03 PM
1051	UW Bothell Campus	3/8/2015 9:59 PM
1052	Lower Queen Anne (Elliott & Harrison)	3/8/2015 9:26 PM
1053	Seatac Airport! Ballard	3/8/2015 9:04 PM
1054	Ballard Sea Tac Airport	3/8/2015 7:19 PM
1055	International district	3/8/2015 6:05 PM
1056	North First Hill/ Virginia Mason	3/8/2015 6:05 PM
1057	Greenwood/Phinney Ridge	3/8/2015 4:54 PM
1058	Phinney Ridge	3/8/2015 4:34 PM
1059	Newcastle	3/8/2015 4:02 PM
1060	Airport	3/8/2015 3:58 PM
1061	Belltown, SoDo, Georgetown, Beacon Hill, Columbia City, Ballard	3/8/2015 3:41 PM
1062	Columbia City	3/8/2015 3:28 PM
1063	Finn Hill (kirkland neighborhood), Bothell	3/8/2015 3:23 PM
1064	Ballard	3/8/2015 3:21 PM
1065	airport	3/8/2015 1:44 PM
1066	columbia city; West Seattle	3/8/2015 1:34 PM
1067	Everett and Ballard	3/8/2015 1:33 PM
1068	Rainier Valley, Columbia City	3/8/2015 12:37 PM
1069	First Hill, Virginia Mason. First Hill should be one of the choices on this list, as it is a major transit destination that is separate and distinct from capital hill and downtown.	3/8/2015 11:30 AM
1070	Ballard	3/8/2015 10:26 AM
1071	Ballard West Seattle	3/8/2015 10:13 AM

1072	Mount Baker Light Rail Station	3/8/2015 10:00 AM
1073	Sea-Tac airport	3/8/2015 8:57 AM
1074	Stadiums	3/8/2015 1:37 AM
1075	Bothell, Queen Anne	3/8/2015 1:07 AM
1076	tukwilla	3/8/2015 12:20 AM
1077	Renton, Southcenter, more transit through Newcastle	3/7/2015 11:14 PM
1078	First Hill, Ballard, Queen Anne	3/7/2015 11:09 PM
1079	Renton, South Center, Magnolia, more transit through Newcastle	3/7/2015 10:56 PM
1080	Ballard	3/7/2015 10:43 PM
1081	Ballard, Pioneer Square	3/7/2015 9:46 PM
1082	Ballard	3/7/2015 9:42 PM
1083	SEATAC airport	3/7/2015 7:55 PM
1084	Ballard; West Seattle-Fauntleroy Ferry Terminal and Vashon Island	3/7/2015 7:40 PM
1085	Occasionally go from S. Kirkland park & ride to Seattle Center	3/7/2015 7:40 PM
1086	Pioneer Square/Int'l District	3/7/2015 6:33 PM
1087	West Lake Union	3/7/2015 4:59 PM
1088	SeaTac airport	3/7/2015 4:13 PM
1089	Harborview Medical Center, Seattle Central College, North Seattle College, South Seattle College, SeaTac Airport, International District, Pioneer Square	3/7/2015 2:58 PM
1090	walk from Broadway and Pine to Swedish for medical appointments	3/7/2015 2:56 PM
1091	Work in Shoreline, N 175th and Aurora Ave N	3/7/2015 1:54 PM
1092	Ballard Kirkland from Northgate! (without going though Bellevue)	3/7/2015 1:51 PM
1093	SeaTac airport	3/7/2015 1:33 PM
1094	West Seattle	3/7/2015 12:44 PM
1095	West Seattle--Fauntleroy Ferry Terminal; Ballard	3/7/2015 12:06 PM
1096	Stadiums	3/7/2015 12:05 PM
1097	Ballard	3/7/2015 11:47 AM
1098	I work in totem lake (north Kirkland) and drive. I used to take the 66 downtown (ACT theater, Paramount theater, Moore theatre) and to seattle center (REP theater and Cornish), but started driving when the 66 evening service was reduced. I can't wait an hour for a bus after seeing a play. I won't take the 70 buses at night because it's too dangerous for Me to walk home. There are frequent attacks where those buses would let me off.	3/7/2015 11:41 AM
1099	UW link station to Sea-Tac airport	3/7/2015 11:36 AM
1100	Sea-Tac Airport	3/7/2015 11:20 AM
1101	Seatac Airport	3/7/2015 11:09 AM
1102	Ballard!	3/7/2015 11:05 AM
1103	West Seattle	3/7/2015 11:03 AM
1104	Ballard, Queen Anne	3/7/2015 10:48 AM
1105	Edmonds, Everett, Whidbey island, shoreline	3/7/2015 10:17 AM
1106	Lake forest park, sea-tac airport	3/7/2015 10:09 AM
1107	Beacon Hill	3/7/2015 9:53 AM

1108	Georgetown, Seatac airport	3/7/2015 9:51 AM
1109	Ballard Puyallup Tacoma	3/7/2015 9:44 AM
1110	Queen Anne	3/7/2015 9:31 AM
1111	Ballard	3/7/2015 9:22 AM
1112	Queen Anne First Hill	3/7/2015 9:21 AM
1113	SeaTac Airport	3/7/2015 8:58 AM
1114	Columbia City	3/7/2015 8:45 AM
1115	airport	3/7/2015 8:40 AM
1116	airport	3/7/2015 8:38 AM
1117	Queen Anne - there is currently no direct bus from the University District or Roosevelt (or anywhere in Northeast Seattle, really) to Queen Anne. My commute to Queen Anne would almost be faster if I walked.	3/7/2015 8:38 AM
1118	Tacoma	3/7/2015 8:17 AM
1119	West Seattle	3/7/2015 8:12 AM
1120	Ballard	3/7/2015 8:08 AM
1121	Sea-Tac Airport	3/7/2015 7:49 AM
1122	Sea-Tac airport	3/7/2015 7:45 AM
1123	Seward Park	3/7/2015 7:44 AM
1124	airport	3/7/2015 7:30 AM
1125	Sea-Tac airport	3/7/2015 7:28 AM
1126	Bothell	3/7/2015 12:47 AM
1127	Ballard, West Seattle	3/7/2015 12:41 AM
1128	SODO	3/7/2015 12:38 AM
1129	Bothell, Shoreline	3/6/2015 11:58 PM
1130	Airport	3/6/2015 11:36 PM
1131	Fauntleroy Ferry Terminal, West Seattle; Ballard	3/6/2015 10:59 PM
1132	Edmonds, SeaTac, Magnolia, Broadview	3/6/2015 10:54 PM
1133	UW-Bothell; Interbay	3/6/2015 10:12 PM
1134	West Seattle; Ballard; Columbia City; Madrona; Georgetown;	3/6/2015 9:25 PM
1135	Airport	3/6/2015 8:58 PM
1136	Seattle-Tacoma International Airport	3/6/2015 8:52 PM
1137	Rainier Valley	3/6/2015 8:44 PM
1138	Seattle Cancer Care Alliance	3/6/2015 8:40 PM
1139	walking distance to Madison St. & 32nd Ave. E. at the many times of day when #11 is running infrequently.	3/6/2015 8:31 PM
1140	Belltown	3/6/2015 8:16 PM
1141	Queen Anne and Ballard (and it really biases the results that you left out such major neighborhoods from the standard options above)	3/6/2015 8:00 PM
1142	Seattle Cancer Care Alliance	3/6/2015 7:57 PM
1143	SeaTac, Tukwila,	3/6/2015 7:48 PM
1144	Airport	3/6/2015 7:40 PM

1145	Safeco Ballpark	3/6/2015 7:37 PM
1146	Queen and via Route 2	3/6/2015 7:31 PM
1147	Upper Queen Anne	3/6/2015 7:31 PM
1148	Kenmore (Bastyr) West Seattle	3/6/2015 7:30 PM
1149	Airport	3/6/2015 7:29 PM
1150	Upper Queen Anne	3/6/2015 7:23 PM
1151	Renton	3/6/2015 7:13 PM
1152	airport	3/6/2015 7:08 PM
1153	Pioneer Square	3/6/2015 6:50 PM
1154	Seattle University/First Hill	3/6/2015 6:49 PM
1155	Kenmore, Woodinville	3/6/2015 6:26 PM
1156	Lower Queen Anne	3/6/2015 6:19 PM
1157	Ballard and interbay	3/6/2015 6:18 PM
1158	South Seattle (stadiums)	3/6/2015 6:02 PM
1159	Queen Anne, Magnolia	3/6/2015 5:58 PM
1160	ballard!	3/6/2015 5:54 PM
1161	Queen Anne, Magnolia, Ballard	3/6/2015 5:54 PM
1162	Airport	3/6/2015 5:51 PM
1163	Queen Anne	3/6/2015 5:44 PM
1164	Queen Anne, Magnolia	3/6/2015 5:41 PM
1165	University Village Shopping Center	3/6/2015 5:31 PM
1166	Ballard	3/6/2015 5:31 PM
1167	Othello/Rainier Valley, Columbia City	3/6/2015 5:30 PM
1168	Sammamish	3/6/2015 5:29 PM
1169	North Queen Anne (Seattle Pacific University)	3/6/2015 5:17 PM
1170	Seattle University	3/6/2015 5:15 PM
1171	Safeco and CenturyLink Fields	3/6/2015 5:14 PM
1172	Good connections with Community Transit services to the north to connect.	3/6/2015 5:02 PM
1173	Ballard (various) Seatac Airport Columbia City Lynnwood	3/6/2015 5:02 PM
1174	SeaTac	3/6/2015 5:00 PM
1175	Totem Lake	3/6/2015 4:58 PM
1176	Magnolia, International District, Burien, Renton, Sea-Tac Airport	3/6/2015 4:54 PM
1177	West Seattle, Waterfront, ID, Ballard.	3/6/2015 4:53 PM
1178	Ballard (why is this not included as an option?)	3/6/2015 4:43 PM
1179	Ballard	3/6/2015 4:43 PM
1180	Ballard	3/6/2015 4:38 PM
1181	To Shoreline (145th and Meridian) from downtown in am, from Shoreline to downtown in pm. Also from downtown to Georgetown in afternoon/evening	3/6/2015 4:37 PM

1182	Airport	3/6/2015 4:35 PM
1183	Ballard	3/6/2015 4:33 PM
1184	Ballard	3/6/2015 4:33 PM
1185	International District	3/6/2015 4:27 PM
1186	Ballard, Seattle Ferry Terminal	3/6/2015 4:26 PM
1187	airport	3/6/2015 4:25 PM
1188	ballard	3/6/2015 4:22 PM
1189	Ballard, West Seattle	3/6/2015 4:21 PM
1190	Belltown	3/6/2015 4:20 PM
1191	stadiums	3/6/2015 4:14 PM
1192	Ballard	3/6/2015 4:14 PM
1193	International District	3/6/2015 4:08 PM
1194	Ballard	3/6/2015 4:05 PM
1195	Harborview	3/6/2015 4:04 PM
1196	International District	3/6/2015 4:02 PM
1197	Columbia City	3/6/2015 3:58 PM
1198	Northgate, Seattle Center, Factoria,	3/6/2015 3:54 PM
1199	Pioneer Square	3/6/2015 3:54 PM
1200	international district	3/6/2015 3:51 PM
1201	Boeing Field	3/6/2015 3:49 PM
1202	Safeco Field	3/6/2015 3:48 PM
1203	Ballard	3/6/2015 3:46 PM
1204	Sammamish, International District	3/6/2015 3:40 PM
1205	University district	3/6/2015 3:37 PM
1206	Federal Way	3/6/2015 3:36 PM
1207	Matthews Beach	3/6/2015 3:35 PM
1208	Ballard (really, this isn't on the list!!!)	3/6/2015 3:30 PM
1209	Queen Anne Hill - Lower and Upper, Magnolia	3/6/2015 3:27 PM
1210	Pierce County, Snohomish County, Island County, Jefferson County, Mason County	3/6/2015 3:27 PM
1211	Rainier Beach Station (I bike to Renton from there)	3/6/2015 3:27 PM
1212	SeaTac, Columbia City, West Seattle, Magnolia.	3/6/2015 3:26 PM
1213	First Hill - Madison & Broadway	3/6/2015 3:23 PM
1214	Ballard	3/6/2015 3:21 PM
1215	Sand Point (NOAA), Ballard	3/6/2015 3:21 PM
1216	Kent	3/6/2015 3:20 PM
1217	University of Washington main campus - quad	3/6/2015 3:20 PM
1218	Ballard	3/6/2015 3:18 PM
1219	Ballard	3/6/2015 3:18 PM

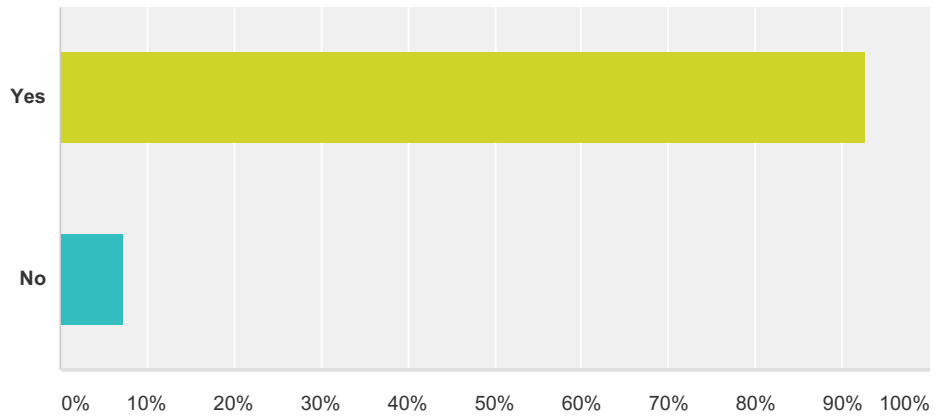
1220	SeaTac airport	3/6/2015 3:16 PM
1221	Seatac airport	3/6/2015 3:15 PM
1222	Seatac airport	3/6/2015 3:15 PM
1223	UW station to SeaTac airport	3/6/2015 3:14 PM
1224	Mercer Island	3/6/2015 3:14 PM
1225	Wallingford	3/6/2015 3:11 PM
1226	Seatac Airport	3/6/2015 3:10 PM
1227	Sea-Tac airport	3/6/2015 3:08 PM
1228	Sea-Tac airport	3/6/2015 3:08 PM
1229	Ballard	3/6/2015 3:07 PM
1230	Ballard	3/6/2015 3:07 PM
1231	SeaTac Airport-forget city area you call it.	3/6/2015 3:06 PM
1232	Kenmore, Bothell	3/6/2015 3:06 PM
1233	Ballard	3/6/2015 3:03 PM
1234	South Pioneer Square, North Lake Union	3/6/2015 3:02 PM
1235	University district	3/6/2015 3:02 PM
1236	First Hill---Harborview	3/6/2015 3:00 PM
1237	Northwest Hospital, North Seattle College	3/6/2015 3:00 PM
1238	First Hill (Harborview Medical Center), Maple Valley	3/6/2015 2:59 PM
1239	148th Ave NE, Redmond, WA. Columbia City. Beacon Hill. Georgetown. Ballard. Boyer Ave E (Montlake Community Center).	3/6/2015 2:59 PM
1240	Fred Hutch	3/6/2015 2:56 PM
1241	Pioneer Square	3/6/2015 2:54 PM
1242	First Hill	3/6/2015 2:54 PM
1243	Greenwood/Phinney Ridge	3/6/2015 2:54 PM
1244	Queen Anne, Ballard	3/6/2015 2:52 PM
1245	Airport	3/6/2015 2:52 PM
1246	University Village Shopping Center	3/6/2015 2:52 PM
1247	Licton Springs	3/6/2015 2:52 PM
1248	Greenwood, Ballard, Crown Hill, Loyal Heights,	3/6/2015 2:52 PM
1249	SeaTac airport	3/6/2015 2:51 PM
1250	Woodridge	3/6/2015 2:51 PM
1251	Civic Center of Seattle (James & 4th Avenue)	3/6/2015 2:51 PM
1252	Ballard	3/6/2015 2:50 PM
1253	Ballard	3/6/2015 2:50 PM
1254	Lynnwood, Everett	3/6/2015 2:49 PM
1255	Pioneer Square	3/6/2015 2:48 PM
1256	Phinney	3/6/2015 2:47 PM

1257	Ballard	3/6/2015 2:46 PM
1258	SeaTac Airport	3/6/2015 2:46 PM
1259	Ballard	3/6/2015 2:45 PM
1260	University Village	3/6/2015 2:44 PM
1261	Ballard	3/6/2015 2:44 PM
1262	Ballard, Pioneer Square	3/6/2015 2:43 PM
1263	Ballard, Pioneer Square	3/6/2015 2:42 PM
1264	airport	3/6/2015 2:40 PM
1265	Rainier Beach, Mount Baker	3/6/2015 2:40 PM
1266	First Hill	3/6/2015 2:39 PM
1267	Boeing Plant 2	3/6/2015 2:39 PM
1268	I also travel to the south end - Columbia City, Rainier, south CD.	3/6/2015 2:39 PM
1269	Queen Anne	3/6/2015 2:39 PM
1270	Southcenter; Federal Way	3/6/2015 2:39 PM
1271	Ballard, magnolia	3/6/2015 2:39 PM
1272	Ballard	3/6/2015 2:38 PM
1273	Upper Queen Anne	3/6/2015 2:38 PM
1274	Ballard	3/6/2015 2:38 PM
1275	Airport	3/6/2015 2:36 PM
1276	Ballard	3/6/2015 2:34 PM
1277	SODO, Ballard, Queen Anne, West Seattle	3/6/2015 2:33 PM
1278	airport	3/6/2015 2:33 PM
1279	Harborview Medical Center / First Hill	3/6/2015 2:32 PM
1280	UW Bothell	3/6/2015 2:32 PM
1281	Pioneer Square	3/6/2015 2:31 PM
1282	Fred Hutchinson	3/6/2015 2:31 PM
1283	seatac	3/6/2015 2:31 PM
1284	International District	3/6/2015 2:29 PM
1285	Mountlake Terrace (220th Street SW and 70th Ave W)	3/6/2015 2:29 PM
1286	Sea Tac Airport	3/6/2015 2:29 PM
1287	Sodo, Georgetown, Mt Baker	3/6/2015 2:29 PM
1288	SeaTac airport	3/6/2015 2:29 PM
1289	Ballard	3/6/2015 2:29 PM
1290	Fred Hutchinson	3/6/2015 2:29 PM
1291	SeaTac Airport	3/6/2015 2:28 PM
1292	Harborview Medical Center	3/6/2015 2:28 PM
1293	Auburn	3/6/2015 2:28 PM
1294	Sea-Tac Airport	3/6/2015 2:28 PM

1295	Ballard	3/6/2015 2:27 PM
1296	Renton	3/6/2015 2:27 PM
1297	International district, Sodo, Georgetown	3/6/2015 2:20 PM
1298	Ballard, Phinney Ridge/Greenwood	3/6/2015 12:45 PM
1299	Queen Anne, Ballard	3/6/2015 12:32 PM
1300	Sea-Tac Airport	3/6/2015 9:44 AM
1301	U Village, Ballard, Phinney Ridge, Greenwood,	3/6/2015 9:28 AM
1302	Ballard - Market St and Golden Gardens	3/6/2015 9:14 AM
1303	Ballard	3/6/2015 9:12 AM
1304	Ballard	3/6/2015 9:07 AM
1305	Tacoma; West Seattle, Ballard	3/6/2015 8:38 AM
1306	Georgetown, Southpark	3/6/2015 8:23 AM
1307	Redmond Ridge	3/6/2015 7:56 AM
1308	Airport	3/5/2015 9:52 PM

Q3 Do you currently use Metro or Sound Transit bus service?

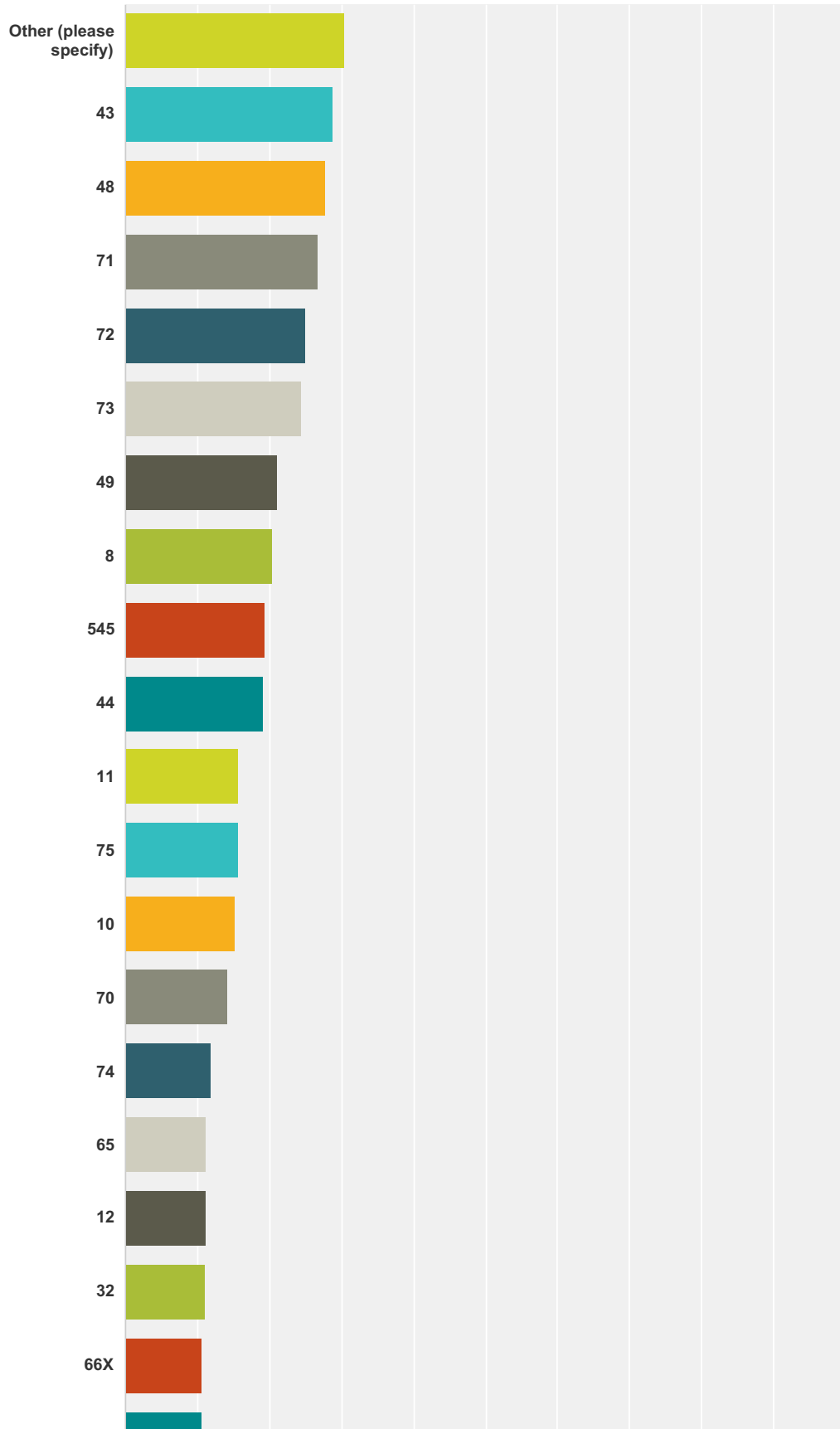
Answered: 6,528 Skipped: 31

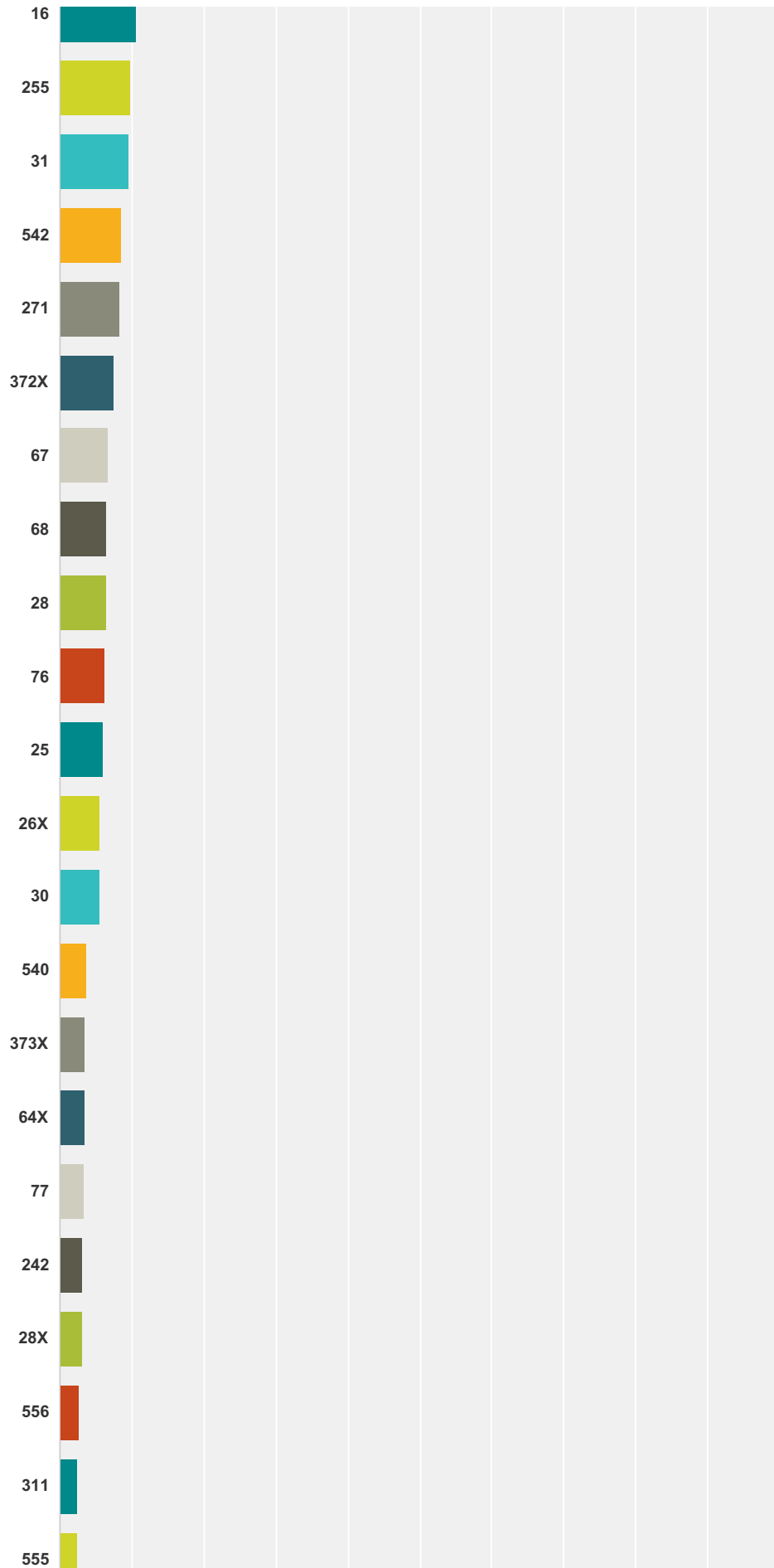


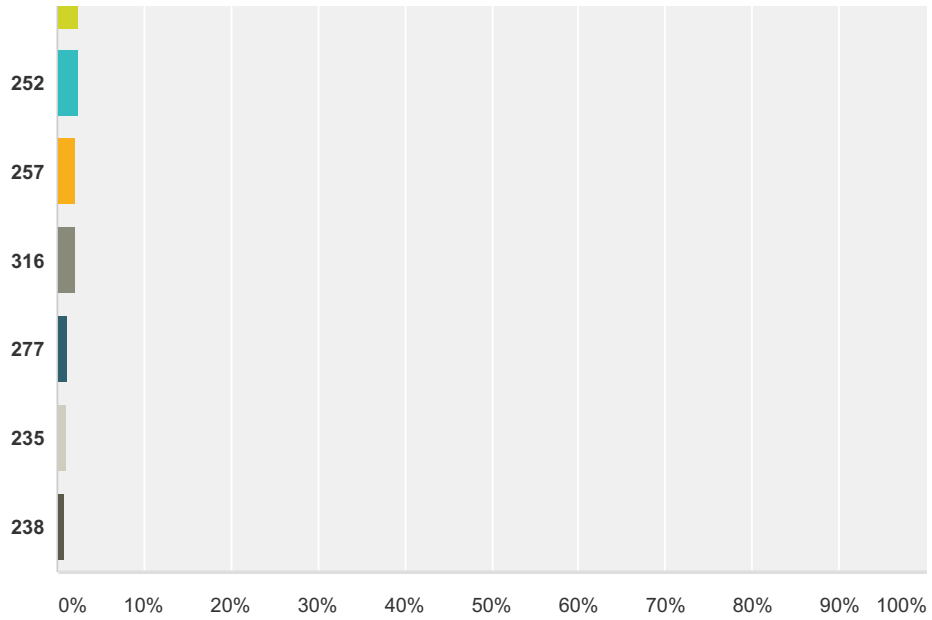
Answer Choices	Responses
Yes	92.65% 6,048
No	7.35% 480
Total	6,528

Q4 What route(s) do you ride?

Answered: 5,786 Skipped: 773







Answer Choices	Responses	Count
Other (please specify)	30.38%	1,758
43	28.72%	1,662
48	27.84%	1,611
71	26.70%	1,545
72	25.06%	1,450
73	24.47%	1,416
49	21.19%	1,226
8	20.55%	1,189
545	19.32%	1,118
44	19.25%	1,114
11	15.61%	903
75	15.61%	903
10	15.19%	879
70	14.10%	816
74	11.91%	689
65	11.30%	654
12	11.20%	648
32	11.01%	637
66X	10.66%	617

16	10.59%	613
255	9.83%	569
31	9.54%	552
542	8.64%	500
271	8.45%	489
372X	7.47%	432
67	6.74%	390
68	6.57%	380
28	6.52%	377
76	6.31%	365
25	6.10%	353
26X	5.65%	327
30	5.62%	325
540	3.84%	222
373X	3.58%	207
64X	3.46%	200
77	3.27%	189
242	3.16%	183
28X	3.08%	178
556	2.61%	151
311	2.54%	147
555	2.54%	147
252	2.52%	146
257	2.00%	116
316	2.00%	116
277	1.23%	71
235	1.02%	59
238	0.76%	44
Total Respondents: 5,786		

#	Other (please specify)	Date
1	2	4/2/2015 8:10 AM
2	40, 26, Rapid Ride	4/2/2015 2:01 AM

3	e line	4/1/2015 11:37 PM
4	C Line	4/1/2015 10:44 PM
5	36, 60, 13, 3, Central Link, Sounder North Line, 510, RapidRide D, C and E	4/1/2015 7:33 PM
6	36, 60, 41, Central Link, 510, Sounder North Line, 3, 13	4/1/2015 7:18 PM
7	5	4/1/2015 2:52 PM
8	550	4/1/2015 1:06 PM
9	40	4/1/2015 12:51 PM
10	41	4/1/2015 12:45 PM
11	2	4/1/2015 10:29 AM
12	234	4/1/2015 9:18 AM
13	234	4/1/2015 8:40 AM
14	26	4/1/2015 12:51 AM
15	120, 106, 5, 3, 4, 9, 2	3/31/2015 10:21 PM
16	41	3/31/2015 10:09 PM
17	41	3/31/2015 10:02 PM
18	3, 4	3/31/2015 9:00 PM
19	41	3/31/2015 8:21 PM
20	1,2,13,D,C	3/31/2015 7:29 PM
21	107	3/31/2015 6:43 PM
22	41	3/31/2015 5:47 PM
23	light rail, 550	3/31/2015 5:37 PM
24	shuttle from Roosevelt to Childrens	3/31/2015 5:33 PM
25	41	3/31/2015 5:24 PM
26	41	3/31/2015 5:17 PM
27	A line, light rail	3/31/2015 4:49 PM
28	41, 303	3/31/2015 4:36 PM
29	7, 36	3/31/2015 4:30 PM
30	5	3/31/2015 4:11 PM
31	5	3/31/2015 4:11 PM
32	Sounder train and 567	3/31/2015 4:03 PM
33	41	3/31/2015 3:27 PM
34	47 before it was taken away	3/31/2015 3:23 PM
35	415, 511, 513, 410	3/31/2015 3:22 PM
36	many others in downtown Seattle (to get from north downtown to Pioneer Square/Int'l District)	3/31/2015 3:13 PM
37	197	3/31/2015 3:08 PM
38	18X, 40	3/31/2015 2:46 PM
39	197	3/31/2015 2:40 PM
40	60, 9	3/31/2015 2:37 PM

41	1, 2, 3, 4, 13 then company shuttle	3/31/2015 2:23 PM
42	Link & Sounder	3/31/2015 2:03 PM
43	18X, 40	3/31/2015 2:02 PM
44	512, 401, 413,	3/31/2015 1:40 PM
45	36	3/31/2015 1:37 PM
46	3,4,5	3/31/2015 1:31 PM
47	552, 167, community transit 424	3/31/2015 1:13 PM
48	Rapid Ride C; 116/118	3/31/2015 12:56 PM
49	308, 512, 522	3/31/2015 12:56 PM
50	40, D	3/31/2015 12:54 PM
51	41	3/31/2015 12:51 PM
52	41	3/31/2015 12:33 PM
53	308, 331, 312	3/31/2015 12:24 PM
54	38	3/31/2015 12:20 PM
55	D	3/31/2015 12:19 PM
56	D	3/31/2015 12:07 PM
57	240, 550	3/31/2015 12:03 PM
58	Sound transit 513	3/31/2015 12:01 PM
59	Vanpool	3/31/2015 11:55 AM
60	#5, #40	3/31/2015 11:54 AM
61	26, 41, Rapid Ride E	3/31/2015 11:47 AM
62	41	3/31/2015 11:44 AM
63	#5 & #40	3/31/2015 11:36 AM
64	7	3/31/2015 11:35 AM
65	24 (why isn't it listed)	3/31/2015 11:29 AM
66	102	3/31/2015 11:27 AM
67	355	3/31/2015 11:27 AM
68	40, 18, 17, D Line	3/31/2015 11:20 AM
69	40, 5	3/31/2015 11:05 AM
70	40	3/31/2015 11:04 AM
71	220, 225	3/31/2015 10:59 AM
72	41	3/31/2015 10:53 AM
73	2	3/31/2015 10:49 AM
74	345 346	3/31/2015 10:48 AM
75	71X	3/31/2015 10:43 AM
76	312, 522	3/31/2015 10:42 AM
77	348	3/31/2015 10:40 AM
78	21, 56	3/31/2015 10:34 AM

79	Light rail	3/31/2015 10:33 AM
80	116, 55, C line	3/31/2015 10:32 AM
81	14,27	3/31/2015 10:31 AM
82	550	3/31/2015 10:30 AM
83	346	3/31/2015 10:29 AM
84	Link Light Rail	3/31/2015 10:29 AM
85	240, 908, F Line, 111, 560, 566	3/31/2015 10:27 AM
86	36	3/31/2015 10:26 AM
87	550	3/31/2015 10:21 AM
88	5, 355X	3/31/2015 10:18 AM
89	41, 2, 3, 4, 13	3/31/2015 10:08 AM
90	2, 3	3/31/2015 9:57 AM
91	60	3/31/2015 9:47 AM
92	56, 57	3/31/2015 8:55 AM
93	522	3/31/2015 8:48 AM
94	150, 158, 159, 168	3/31/2015 8:33 AM
95	153 and Rapid Ride F Line	3/31/2015 7:08 AM
96	522, 41	3/31/2015 1:41 AM
97	330, 348	3/31/2015 12:27 AM
98	594	3/30/2015 10:05 PM
99	14,550	3/30/2015 9:44 PM
100	522	3/30/2015 8:11 PM
101	554	3/30/2015 6:22 PM
102	2, 9, 60	3/30/2015 5:22 PM
103	Used to take the 47 all the time.	3/30/2015 5:19 PM
104	B Line	3/30/2015 5:18 PM
105	2, 9, 60	3/30/2015 5:12 PM
106	2, 9, 60	3/30/2015 5:10 PM
107	9, 60	3/30/2015 5:08 PM
108	Rapid ride E line	3/30/2015 5:00 PM
109	522 41	3/30/2015 4:41 PM
110	sounder train to link light rail to westlake	3/30/2015 3:55 PM
111	554	3/30/2015 3:46 PM
112	5, RapidRide E	3/30/2015 2:13 PM
113	157, 3 or 4	3/30/2015 2:05 PM
114	522E	3/30/2015 1:51 PM
115	Vanpool	3/30/2015 1:45 PM
116	120	3/30/2015 1:37 PM

117	E	3/30/2015 1:09 PM
118	2, 3, 4, 27	3/30/2015 1:00 PM
119	14	3/30/2015 12:27 PM
120	41, 345, 346	3/30/2015 12:26 PM
121	33	3/30/2015 12:16 PM
122	312, 522, 309	3/30/2015 11:38 AM
123	41	3/30/2015 11:33 AM
124	415 Sound Transit, 5, 40, rapid E line	3/30/2015 11:29 AM
125	216,218,219	3/30/2015 11:19 AM
126	5, 5XSoundTransit Rapid Ride E line	3/30/2015 10:38 AM
127	7, 9, 14	3/30/2015 10:37 AM
128	41, 347, 348,	3/30/2015 10:34 AM
129	197	3/30/2015 10:31 AM
130	212, 216, 219	3/30/2015 10:00 AM
131	D Line	3/30/2015 9:54 AM
132	157, 169, 101, 150	3/30/2015 9:51 AM
133	RapidRide E	3/30/2015 9:43 AM
134	40; ;18X	3/30/2015 9:29 AM
135	5, 5x	3/30/2015 9:29 AM
136	5, 5x	3/30/2015 9:26 AM
137	214, 554	3/30/2015 8:52 AM
138	212, 217	3/30/2015 8:40 AM
139	167	3/30/2015 8:36 AM
140	56, 57	3/30/2015 8:30 AM
141	Sounder	3/30/2015 8:21 AM
142	Link	3/30/2015 8:21 AM
143	113, 120, 125	3/30/2015 8:17 AM
144	E	3/30/2015 8:04 AM
145	586	3/30/2015 7:46 AM
146	3, 4	3/30/2015 7:39 AM
147	3, 4	3/30/2015 7:29 AM
148	577	3/30/2015 7:23 AM
149	550, E, D	3/30/2015 7:07 AM
150	550	3/30/2015 7:03 AM
151	252, 255, 257, 342	3/30/2015 6:50 AM
152	7, 39, any bus traveling between Montlake Transit Center and downtown	3/30/2015 12:17 AM
153	312	3/29/2015 10:05 PM
154	3/4	3/29/2015 10:02 PM

155	522, 312	3/29/2015 9:04 PM
156	245	3/29/2015 8:13 PM
157	2, 5	3/29/2015 6:53 PM
158	2, RapidRide D, RapidRide C, 15, 56, 3, 4	3/29/2015 5:33 PM
159	2, RapidRide D, RapidRide C, 15, 56, 3, 4	3/29/2015 5:07 PM
160	522	3/29/2015 5:04 PM
161	e line d line c line	3/29/2015 4:22 PM
162	14	3/29/2015 2:42 PM
163	5	3/29/2015 2:27 PM
164	355	3/29/2015 1:05 PM
165	2	3/29/2015 12:06 PM
166	60, 36, 50, mostly light rail and local city routes	3/29/2015 12:03 PM
167	2	3/29/2015 11:24 AM
168	Sound Transit 590/594	3/29/2015 11:23 AM
169	60	3/29/2015 10:31 AM
170	249, 550, RapidRide B	3/29/2015 10:10 AM
171	40	3/29/2015 2:28 AM
172	40, e	3/29/2015 12:35 AM
173	252,257,311,255	3/29/2015 12:15 AM
174	E, 355	3/28/2015 11:05 PM
175	2, 3, 4, 5, 14, 21, 26, 27, 36, 50, 60, 120, 124, 128, 131, 132, C & D	3/28/2015 10:41 PM
176	41, 40, Rapid Ride E, Rapid Ride D	3/28/2015 9:11 PM
177	E-Line	3/28/2015 9:05 PM
178	5	3/28/2015 8:10 PM
179	522, 594	3/28/2015 7:39 PM
180	522	3/28/2015 7:36 PM
181	101 and 102	3/28/2015 4:24 PM
182	590/594 (Sound Transit	3/28/2015 3:13 PM
183	3,4,27	3/28/2015 1:02 PM
184	2	3/28/2015 12:51 PM
185	41	3/28/2015 12:42 PM
186	50, 125, 60, 106, 36	3/28/2015 12:29 PM
187	41; 245; 554	3/28/2015 11:54 AM
188	41; 245; 554	3/28/2015 11:43 AM
189	1-4, D	3/28/2015 10:58 AM
190	193	3/28/2015 10:53 AM
191	1, 2, 3, 5, 26, 40, 345, D	3/28/2015 9:38 AM
192	150	3/28/2015 9:05 AM

193	43, 221, 248, 535	3/28/2015 8:58 AM
194	523	3/28/2015 8:56 AM
195	121,	3/28/2015 8:28 AM
196	512; 880 CT; SWIFT CT	3/28/2015 8:05 AM
197	555,574,578,7,14,36	3/28/2015 8:03 AM
198	522	3/28/2015 7:50 AM
199	309, 522	3/28/2015 7:46 AM
200	41	3/28/2015 7:17 AM
201	860, 880, 512	3/28/2015 5:59 AM
202	26,40, 550	3/28/2015 2:24 AM
203	2, 522, 308, 312	3/28/2015 12:33 AM
204	5,7	3/27/2015 10:29 PM
205	143, 41, 168	3/27/2015 10:16 PM
206	40, D	3/27/2015 9:58 PM
207	36 60	3/27/2015 9:36 PM
208	ST 512	3/27/2015 8:57 PM
209	40, D	3/27/2015 8:50 PM
210	5, 124, E, 40	3/27/2015 8:46 PM
211	14	3/27/2015 8:10 PM
212	CT 522	3/27/2015 6:32 PM
213	40, 41, 345,346,347,348 e\Bus	3/27/2015 6:28 PM
214	26	3/27/2015 5:52 PM
215	522	3/27/2015 4:59 PM
216	27	3/27/2015 4:29 PM
217	197	3/27/2015 4:07 PM
218	132	3/27/2015 3:45 PM
219	I'm moving to Northgate in a couple weeks and not yet familiar with the buses I'll be taking. Right now I take the 64x 71 and 76 from my boyfriends and the D, 15X, 17X or 18X from Ballard where I currently live.	3/27/2015 3:43 PM
220	24, D line, 33	3/27/2015 3:32 PM
221	24, 33, D line	3/27/2015 3:27 PM
222	578	3/27/2015 3:26 PM
223	41, 522, 214, 550, 355	3/27/2015 2:51 PM
224	60, 120, C, E, D	3/27/2015 2:37 PM
225	3, 4	3/27/2015 2:33 PM
226	40 and Rapid Ride C and D	3/27/2015 2:26 PM
227	41, 422,312	3/27/2015 2:23 PM
228	33	3/27/2015 2:17 PM
229	metro 312, sound transit 522	3/27/2015 2:04 PM

230	4	3/27/2015 2:04 PM
231	40, D, 5	3/27/2015 2:03 PM
232	3, 4	3/27/2015 2:00 PM
233	40, 17X, 18X	3/27/2015 1:58 PM
234	41, 522	3/27/2015 1:55 PM
235	3, 4, 40	3/27/2015 1:53 PM
236	D LINE, 15	3/27/2015 1:50 PM
237	I used to ride the Summit bus.	3/27/2015 1:49 PM
238	5 and 5X, Rapid E, Rapid D	3/27/2015 1:47 PM
239	E, 511	3/27/2015 1:46 PM
240	221	3/27/2015 1:46 PM
241	342	3/27/2015 1:34 PM
242	D and E line	3/27/2015 1:33 PM
243	150, 197	3/27/2015 1:32 PM
244	221, 106	3/27/2015 1:30 PM
245	2 and 3	3/27/2015 1:29 PM
246	14	3/27/2015 1:26 PM
247	150 or train southbound	3/27/2015 1:22 PM
248	2	3/27/2015 1:20 PM
249	312	3/27/2015 1:19 PM
250	214, 554	3/27/2015 1:17 PM
251	41, 3, 4	3/27/2015 1:14 PM
252	7 21 3 4	3/27/2015 1:12 PM
253	586	3/27/2015 1:10 PM
254	522	3/27/2015 1:09 PM
255	540	3/27/2015 12:58 PM
256	24	3/27/2015 12:52 PM
257	167	3/27/2015 12:44 PM
258	355	3/27/2015 12:21 PM
259	7, 9, 36	3/27/2015 12:15 PM
260	590	3/27/2015 12:15 PM
261	167	3/27/2015 12:12 PM
262	7	3/27/2015 12:04 PM
263	60	3/27/2015 11:57 AM
264	C Line D line 120	3/27/2015 11:57 AM
265	27	3/27/2015 11:48 AM
266	24	3/27/2015 11:43 AM
267	41	3/27/2015 11:39 AM

268	E	3/27/2015 11:31 AM
269	21, and any buses heading into the city that stop at Montlake freeway station (don't remember all the numbers)	3/27/2015 11:28 AM
270	29	3/27/2015 11:17 AM
271	5	3/27/2015 11:13 AM
272	40	3/27/2015 11:12 AM
273	55, C Line, 120	3/27/2015 11:11 AM
274	variable; sounder train; light rail and bus connections	3/27/2015 11:10 AM
275	268 and earlier 265	3/27/2015 11:06 AM
276	Sounder train to King St station then bus or light rail in tunnel to Westlake station	3/27/2015 10:57 AM
277	301, 303, 41, 810, 255	3/27/2015 10:38 AM
278	550	3/27/2015 10:29 AM
279	550	3/27/2015 10:24 AM
280	268	3/27/2015 10:17 AM
281	522,41	3/27/2015 10:09 AM
282	24 or 33 to connect to Seattle Children's Hospital's Green Line	3/27/2015 10:08 AM
283	40	3/27/2015 10:08 AM
284	E line	3/27/2015 10:04 AM
285	268	3/27/2015 10:02 AM
286	41, 347, 303, 348	3/27/2015 9:50 AM
287	1, 2, 3, 4, Rapid Ride C & D, 24, 33, 13	3/27/2015 9:28 AM
288	E Line	3/27/2015 9:22 AM
289	5, 40 , 26, D line, 31	3/27/2015 9:11 AM
290	5, 40 , 26, D line, 31	3/27/2015 9:07 AM
291	41, 40	3/27/2015 8:44 AM
292	120	3/27/2015 8:43 AM
293	41	3/27/2015 8:38 AM
294	120	3/27/2015 8:35 AM
295	586 102 590 594	3/27/2015 8:34 AM
296	871, 810	3/27/2015 8:27 AM
297	40, C Line, D Line	3/27/2015 8:21 AM
298	Whatever is going from the tunnel to Westlake	3/27/2015 8:20 AM
299	21	3/27/2015 8:18 AM
300	312, 309, Sound Transit 522	3/27/2015 8:18 AM
301	860, 855	3/27/2015 8:14 AM
302	511 415 515	3/27/2015 8:13 AM
303	101, 102	3/27/2015 8:11 AM
304	586	3/27/2015 8:11 AM
305	41	3/27/2015 8:09 AM

306	355	3/27/2015 8:05 AM
307	41	3/27/2015 8:05 AM
308	312, 372, 522	3/27/2015 8:04 AM
309	355	3/27/2015 8:03 AM
310	511, 512, 513	3/27/2015 7:59 AM
311	871	3/27/2015 7:58 AM
312	101, 102,148	3/27/2015 7:55 AM
313	511, 512,	3/27/2015 7:53 AM
314	312, 522, 41	3/27/2015 7:53 AM
315	522, 312, 309	3/27/2015 7:53 AM
316	Rapid Ride B line	3/27/2015 7:51 AM
317	522, 309, 312	3/27/2015 7:51 AM
318	880	3/27/2015 7:49 AM
319	880,860,410	3/27/2015 7:48 AM
320	234	3/27/2015 7:48 AM
321	van pool	3/27/2015 7:43 AM
322	vanpool	3/27/2015 7:33 AM
323	522, 41	3/27/2015 7:30 AM
324	5	3/27/2015 7:29 AM
325	41, 358, 304	3/27/2015 7:24 AM
326	212, 554	3/27/2015 7:24 AM
327	17x, 18x, 40	3/27/2015 7:23 AM
328	522	3/27/2015 7:19 AM
329	167	3/27/2015 7:19 AM
330	212, 554	3/27/2015 7:18 AM
331	346, 41	3/27/2015 7:12 AM
332	346	3/27/2015 7:09 AM
333	355	3/27/2015 6:37 AM
334	513, 512,511	3/27/2015 6:37 AM
335	860 and 880	3/27/2015 5:59 AM
336	309, 512	3/27/2015 5:23 AM
337	594	3/27/2015 1:15 AM
338	2	3/26/2015 11:36 PM
339	E; 5 and then shuttle to seattle children's from 3rd and Pi	3/26/2015 10:23 PM
340	and the 40, 5, D, and E most often.	3/26/2015 10:15 PM
341	5, 40	3/26/2015 10:09 PM
342	114 or 240 or 66 or 305	3/26/2015 10:02 PM
343	114 or 240. 66 or 305	3/26/2015 10:01 PM

344	C Line	3/26/2015 9:21 PM
345	120 and 132	3/26/2015 9:12 PM
346	41	3/26/2015 8:52 PM
347	Rapid Ride B, 245, 234	3/26/2015 8:50 PM
348	590, 192	3/26/2015 8:44 PM
349	870/871	3/26/2015 8:29 PM
350	120	3/26/2015 6:54 PM
351	41	3/26/2015 6:54 PM
352	5, 355x	3/26/2015 6:32 PM
353	24, 33, 3	3/26/2015 6:22 PM
354	41	3/26/2015 6:11 PM
355	West Seattle to downtown, from White Center and Westwood Village, buses vary	3/26/2015 5:41 PM
356	Shuttle	3/26/2015 5:33 PM
357	41	3/26/2015 5:26 PM
358	2 and 3	3/26/2015 5:24 PM
359	511 415 515	3/26/2015 5:13 PM
360	15X, D line	3/26/2015 5:12 PM
361	9, 60	3/26/2015 5:08 PM
362	41	3/26/2015 5:07 PM
363	3, 512	3/26/2015 5:06 PM
364	303	3/26/2015 5:04 PM
365	41, 70, 75	3/26/2015 4:58 PM
366	5	3/26/2015 4:46 PM
367	56 or 57 to downtown then I catch a Children's Shuttle. Sometimes I use the C-line. I also occasionally use the 74,75,76,28	3/26/2015 4:39 PM
368	55, 56	3/26/2015 4:35 PM
369	810, 855, 860, 880, 512, 511	3/26/2015 4:34 PM
370	5, E	3/26/2015 4:33 PM
371	the 40 and the 5 too	3/26/2015 4:32 PM
372	880, 810, 511, 512, 855, 860	3/26/2015 4:30 PM
373	41	3/26/2015 4:30 PM
374	60	3/26/2015 4:29 PM
375	3 & 4	3/26/2015 4:28 PM
376	355X	3/26/2015 4:28 PM
377	not sure---no useful routes to my work so I no longer ride regularly, but I do take metro to get to capitol hill, downtown, interntional disctrict, etc for family outings at least once per month.	3/26/2015 4:26 PM
378	5, 355, E Line	3/26/2015 4:26 PM
379	50, 60, 36	3/26/2015 4:24 PM
380	40	3/26/2015 4:22 PM

381	50	3/26/2015 4:22 PM
382	33, 24, 40, 5, 512	3/26/2015 3:59 PM
383	41	3/26/2015 3:44 PM
384	60	3/26/2015 3:41 PM
385	5	3/26/2015 3:30 PM
386	125 and 120	3/26/2015 3:27 PM
387	871, 511, 512, 513, 415	3/26/2015 3:25 PM
388	26, 27, 4, 5	3/26/2015 3:17 PM
389	522	3/26/2015 1:19 PM
390	312	3/26/2015 12:43 PM
391	312	3/26/2015 12:40 PM
392	41	3/26/2015 12:08 PM
393	2	3/26/2015 11:56 AM
394	513, 511, 512, E	3/26/2015 11:41 AM
395	21	3/26/2015 11:39 AM
396	550	3/26/2015 11:20 AM
397	586, 590	3/26/2015 10:47 AM
398	40	3/26/2015 9:55 AM
399	41	3/26/2015 9:08 AM
400	7, 14	3/26/2015 8:58 AM
401	312, 234	3/26/2015 8:40 AM
402	Light rail or any bus into the tunnel and then take a Childrens shuttle to Met Park, or Childrens Hosp	3/26/2015 8:26 AM
403	I currently take in the light rail or but into the tunnel and then shuttle to met park, or Childrens Hospital	3/26/2015 8:22 AM
404	41 345 346	3/26/2015 8:21 AM
405	C Line	3/26/2015 7:47 AM
406	18 40	3/26/2015 6:51 AM
407	7 and 9	3/26/2015 2:42 AM
408	232, 931, 221, B	3/26/2015 1:30 AM
409	60 in conjunction with 12	3/25/2015 9:47 PM
410	B Line	3/25/2015 9:42 PM
411	60	3/25/2015 7:40 PM
412	111, 871	3/25/2015 7:21 PM
413	60	3/25/2015 7:14 PM
414	41	3/25/2015 5:56 PM
415	E	3/25/2015 5:50 PM
416	1,2,13	3/25/2015 5:43 PM
417	41	3/25/2015 5:21 PM
418	40	3/25/2015 4:45 PM

419	29, rapid ride D	3/25/2015 4:42 PM
420	1, 2, 13, 14, 29, D, 32	3/25/2015 4:03 PM
421	586, 590,	3/25/2015 3:38 PM
422	522, 312	3/25/2015 3:00 PM
423	201 and MISS using 205	3/25/2015 2:59 PM
424	5, 5X	3/25/2015 2:50 PM
425	234	3/25/2015 2:44 PM
426	101 from Renton, then Seattle Children's shuttles to 70th & Sand Point Way	3/25/2015 2:42 PM
427	234	3/25/2015 2:41 PM
428	D, E, 40, and occasionally others	3/25/2015 2:31 PM
429	Sounder Train, Link Light Rail, various busses	3/25/2015 2:22 PM
430	522, 312	3/25/2015 2:19 PM
431	312 and 522	3/25/2015 2:14 PM
432	586, 595, 594, 590	3/25/2015 2:08 PM
433	E line	3/25/2015 1:58 PM
434	14 and 41	3/25/2015 1:54 PM
435	56X	3/25/2015 1:49 PM
436	330	3/25/2015 1:44 PM
437	522, 312, 372	3/25/2015 1:42 PM
438	330	3/25/2015 1:40 PM
439	2, 3	3/25/2015 1:37 PM
440	309, 312, 522	3/25/2015 1:33 PM
441	522	3/25/2015 1:30 PM
442	C line rapid ride	3/25/2015 1:30 PM
443	21x and C Line	3/25/2015 1:29 PM
444	860, 880	3/25/2015 1:28 PM
445	60	3/25/2015 1:24 PM
446	550	3/25/2015 1:22 PM
447	586, 566, 567, 193	3/25/2015 1:21 PM
448	532	3/25/2015 12:53 PM
449	3 and 4	3/25/2015 12:49 PM
450	554, 214, 219, 216	3/25/2015 12:48 PM
451	40, 7	3/25/2015 12:43 PM
452	218, 219, 216	3/25/2015 12:41 PM
453	60	3/25/2015 12:40 PM
454	216	3/25/2015 12:38 PM
455	550, 14, 41, Light Rail	3/25/2015 12:29 PM
456	216, 218	3/25/2015 12:26 PM

457	I depend on the 257, and use the others when the 257 is not available.	3/25/2015 11:30 AM
458	I depend on route 257, and only use one of the others when its' service is unavailable.	3/25/2015 11:18 AM
459	554	3/25/2015 10:53 AM
460	234, 236, 245, 1	3/25/2015 10:03 AM
461	26	3/25/2015 9:57 AM
462	47 when it existed. :(	3/25/2015 9:29 AM
463	21, 120, C, D, 5, 125, 60, E	3/25/2015 9:00 AM
464	212, 217, 7, 36, 60	3/25/2015 8:51 AM
465	41, 312, 522	3/25/2015 8:34 AM
466	60	3/24/2015 11:21 PM
467	2	3/24/2015 11:21 PM
468	36, 60	3/24/2015 9:59 PM
469	550	3/24/2015 9:57 PM
470	550	3/24/2015 8:35 PM
471	200, 208, 214, 554	3/24/2015 8:31 PM
472	532, 535, 271, B-Line	3/24/2015 7:40 PM
473	236, 931, 4, 27	3/24/2015 7:38 PM
474	I use the 45 to transfer into eastern Kirkland from the 255 and the 277.	3/24/2015 7:35 PM
475	150, 342, 545, 535	3/24/2015 7:13 PM
476	347,346,331,345,348,73	3/24/2015 6:39 PM
477	I use them all at some time.	3/24/2015 6:24 PM
478	208, 214, 269, 554	3/24/2015 5:56 PM
479	311	3/24/2015 5:04 PM
480	36	3/24/2015 4:33 PM
481	125, 120	3/24/2015 4:31 PM
482	60, 9X	3/24/2015 4:28 PM
483	545, 550, 40	3/24/2015 4:09 PM
484	Light Rail	3/24/2015 4:08 PM
485	41	3/24/2015 3:27 PM
486	2	3/24/2015 3:19 PM
487	522, 312, 41	3/24/2015 1:05 PM
488	931, 232, 566	3/24/2015 1:01 PM
489	26	3/24/2015 12:37 PM
490	5, 7, 40, 41, 65, 312	3/24/2015 10:38 AM
491	312	3/24/2015 8:50 AM
492	55, 56, 57	3/24/2015 8:43 AM
493	55, 56, 57	3/24/2015 8:35 AM
494	303, 355, the route that runs down Aurora	3/24/2015 8:02 AM

495	26	3/24/2015 5:21 AM
496	312	3/23/2015 10:15 PM
497	417	3/23/2015 9:45 PM
498	D line, C line	3/23/2015 7:16 PM
499	Monorail to Center after taking 255 to Westlake	3/23/2015 6:41 PM
500	5, 5X, 7, 26, 40, 372, D, E	3/23/2015 5:21 PM
501	60, 9	3/23/2015 5:15 PM
502	5	3/23/2015 5:04 PM
503	B, C and D Rapid Rides	3/23/2015 4:51 PM
504	CT 522	3/23/2015 4:22 PM
505	1, 2, 13, D Rapidfire	3/23/2015 3:07 PM
506	41, 348, 347	3/23/2015 2:42 PM
507	348	3/23/2015 2:33 PM
508	245, B Line	3/23/2015 1:30 PM
509	312, 550, 204	3/23/2015 12:59 PM
510	26	3/23/2015 12:54 PM
511	41	3/23/2015 12:34 PM
512	3, 36, 522	3/23/2015 12:33 PM
513	101, C and D lines, 17X, 18X	3/23/2015 12:06 PM
514	60	3/23/2015 11:02 AM
515	560, 245,	3/23/2015 10:15 AM
516	312, 550, 204	3/23/2015 8:31 AM
517	347-348, 522	3/23/2015 7:52 AM
518	40, D Line, C Line, 26	3/23/2015 7:36 AM
519	120	3/23/2015 7:14 AM
520	26	3/23/2015 6:17 AM
521	101	3/22/2015 10:39 PM
522	29, 2, 13	3/22/2015 8:58 PM
523	522	3/22/2015 8:22 PM
524	I ride them all at sometime. I use the 2 daily. 3, and 4, and 48 and 49 is used at least four time a week.	3/22/2015 5:26 PM
525	26	3/22/2015 5:23 PM
526	26	3/22/2015 5:06 PM
527	26	3/22/2015 4:46 PM
528	60, 9	3/22/2015 4:44 PM
529	26	3/22/2015 4:43 PM
530	40	3/22/2015 4:30 PM
531	C, 57, 55, 21, 21X, 37, 50	3/22/2015 4:14 PM
532	41	3/22/2015 3:40 PM

533	41	3/22/2015 3:38 PM
534	41	3/22/2015 3:36 PM
535	522, D	3/22/2015 3:11 PM
536	40	3/22/2015 2:21 PM
537	2, 41, E, D, C, 5	3/22/2015 2:19 PM
538	2, 1	3/22/2015 12:11 PM
539	342, 522, 312, 372, 535, 550, 43, 238	3/22/2015 11:03 AM
540	3,4,e,d,41	3/22/2015 10:25 AM
541	17X, 18X, 40	3/22/2015 10:24 AM
542	125	3/22/2015 10:15 AM
543	41	3/22/2015 7:52 AM
544	27, 3,4, 60	3/22/2015 7:40 AM
545	E Line	3/22/2015 6:44 AM
546	60, 36, 7, 9, 150, 41	3/21/2015 10:11 PM
547	2	3/21/2015 10:04 PM
548	312X	3/21/2015 8:38 PM
549	312X	3/21/2015 8:34 PM
550	71x, 72x, 73x	3/21/2015 8:23 PM
551	931	3/21/2015 7:51 PM
552	41	3/21/2015 7:51 PM
553	197, 577, 578	3/21/2015 5:08 PM
554	41 and 40	3/21/2015 3:53 PM
555	312	3/21/2015 3:05 PM
556	5, 40	3/21/2015 2:46 PM
557	355, 5	3/21/2015 1:57 PM
558	5, E-line	3/21/2015 11:27 AM
559	there's definitely more too	3/21/2015 10:51 AM
560	2, 3, 4,14, 27, 60	3/21/2015 8:29 AM
561	4, 7, 9	3/21/2015 1:38 AM
562	41	3/21/2015 12:53 AM
563	2, E Line, 345, 346	3/21/2015 12:44 AM
564	15,17,18x, 24, 33, 8, c line, D line	3/21/2015 12:04 AM
565	5	3/20/2015 11:13 PM
566	2, 5, 7, 9, 14, 21, 40, 47, 56, 84, 101, 106, 124, 358, C, D, Downtown-Vashon Water Taxi & Ferry lines	3/20/2015 10:03 PM
567	101, 102, 148	3/20/2015 9:39 PM
568	522	3/20/2015 9:26 PM
569	Rapid Ride D Line, 1, 3, 4, 13, 29, 550	3/20/2015 7:07 PM
570	3, 4	3/20/2015 6:38 PM

571	2	3/20/2015 6:03 PM
572	522	3/20/2015 5:48 PM
573	Used to ride the 47 a lot, but you horrible people killed it.	3/20/2015 5:25 PM
574	550, 99	3/20/2015 5:20 PM
575	47 if you weren't currently using it as a political tool	3/20/2015 5:18 PM
576	RapidRide D Line	3/20/2015 5:11 PM
577	Generally I'm going along the downtown tunnel route between Westlake and Interational District), so I just jump int he tunnel and catch first bus or rail.	3/20/2015 5:01 PM
578	40, 5, 7	3/20/2015 4:43 PM
579	855,810,821	3/20/2015 4:12 PM
580	214, 554	3/20/2015 4:05 PM
581	2, 3, 4	3/20/2015 3:05 PM
582	5	3/20/2015 3:04 PM
583	512, D, E	3/20/2015 2:54 PM
584	7, 14, 4	3/20/2015 2:42 PM
585	312, 212, 217	3/20/2015 2:42 PM
586	60	3/20/2015 2:37 PM
587	7, 14, 512	3/20/2015 2:35 PM
588	578, 180	3/20/2015 2:30 PM
589	7, 550, 14, 27,9	3/20/2015 1:51 PM
590	Community Transit local to the north Sound Transit trains, buses and light rail state ferries	3/20/2015 1:50 PM
591	26	3/20/2015 1:49 PM
592	131, 132	3/20/2015 1:41 PM
593	26, 40	3/20/2015 1:39 PM
594	522, 208, 628, 554, 550	3/20/2015 1:18 PM
595	41,312,522	3/20/2015 1:10 PM
596	116, 118, 119	3/20/2015 12:22 PM
597	41	3/20/2015 11:54 AM
598	7	3/20/2015 11:54 AM
599	132 41	3/20/2015 11:43 AM
600	1, 3, 4, 29	3/20/2015 11:37 AM
601	542	3/20/2015 10:56 AM
602	Rapid ride E route 5	3/20/2015 10:41 AM
603	550	3/20/2015 10:34 AM
604	E and D 26 local	3/20/2015 10:24 AM
605	47 when it returns and the 522	3/20/2015 10:13 AM
606	60, 36	3/20/2015 10:01 AM
607	2, 24, 33	3/20/2015 9:59 AM

608	511, 402	3/20/2015 9:54 AM
609	578	3/20/2015 9:50 AM
610	83, 240, and 550	3/20/2015 9:24 AM
611	Rapid Ride E	3/20/2015 8:35 AM
612	41	3/20/2015 8:28 AM
613	Sounder Train	3/20/2015 8:07 AM
614	41	3/20/2015 7:59 AM
615	7	3/20/2015 7:50 AM
616	106,101,151,2,3,4	3/20/2015 7:19 AM
617	40	3/20/2015 1:06 AM
618	40	3/20/2015 1:01 AM
619	5, Rapid Ride line from downtown to Aurora	3/19/2015 11:29 PM
620	269	3/19/2015 10:12 PM
621	60	3/19/2015 10:04 PM
622	578 594	3/19/2015 8:37 PM
623	312, 41, 40	3/19/2015 8:33 PM
624	17, 18, 29	3/19/2015 8:18 PM
625	249, 550, SLU Streetcar	3/19/2015 8:11 PM
626	and monorail	3/19/2015 8:01 PM
627	40	3/19/2015 7:42 PM
628	41, 522	3/19/2015 7:36 PM
629	5, 40, 550 (ST)	3/19/2015 7:12 PM
630	40	3/19/2015 6:58 PM
631	41	3/19/2015 6:40 PM
632	5, 21, rapid ride line C and rapid ride D	3/19/2015 6:08 PM
633	36, 60, link, then transfer as needed. Currently drive to most neighborhoods other than downtown/u district because it's faster than bussing with multiple connections	3/19/2015 5:40 PM
634	2, 3, 4	3/19/2015 5:37 PM
635	E	3/19/2015 5:19 PM
636	7, 14, 36	3/19/2015 4:58 PM
637	308, 347,348,41	3/19/2015 4:54 PM
638	550, 2, 3, 4	3/19/2015 4:37 PM
639	2,3,4	3/19/2015 4:29 PM
640	36	3/19/2015 4:07 PM
641	2, 3	3/19/2015 3:53 PM
642	D, 2, 13, 29	3/19/2015 3:51 PM
643	177, 178, 179, 577	3/19/2015 3:36 PM
644	Sounder (from Everett) CT 510, CT 512	3/19/2015 3:20 PM

645	554 and 214	3/19/2015 3:15 PM
646	5, 550, 7, 14, 204, 40	3/19/2015 3:11 PM
647	586, 590, 594	3/19/2015 3:10 PM
648	512	3/19/2015 2:59 PM
649	60	3/19/2015 2:43 PM
650	Montlake to Evergreen Point and return	3/19/2015 2:36 PM
651	522	3/19/2015 2:23 PM
652	586	3/19/2015 2:21 PM
653	I also take the greatly diminished #27, and routes 3, 4, and 14.	3/19/2015 2:19 PM
654	D, 1, 2, 3, 4, 13, 29	3/19/2015 2:06 PM
655	3 and 4	3/19/2015 2:04 PM
656	41	3/19/2015 1:46 PM
657	5	3/19/2015 1:38 PM
658	106	3/19/2015 1:34 PM
659	522	3/19/2015 12:52 PM
660	40, 309, 312, 522	3/19/2015 12:51 PM
661	Rapid Ride C and D	3/19/2015 12:47 PM
662	D	3/19/2015 12:32 PM
663	309, 232	3/19/2015 12:24 PM
664	E, 355, 5, 5x	3/19/2015 12:24 PM
665	3, 4, 21X, C, 120, 55, 125	3/19/2015 12:09 PM
666	Rapidride C and D	3/19/2015 11:55 AM
667	9, and several others connecting from downtown to capitol hill that I can't remember	3/19/2015 11:54 AM
668	40, 167	3/19/2015 11:46 AM
669	41	3/19/2015 11:35 AM
670	2	3/19/2015 11:05 AM
671	907, 143, 566, F Line, 240, 105, 908 etc...	3/19/2015 10:45 AM
672	2, 550, 124 (soon)	3/19/2015 10:38 AM
673	550	3/19/2015 10:38 AM
674	197	3/19/2015 10:35 AM
675	234	3/19/2015 10:28 AM
676	Rapid Ride D, 26, 7	3/19/2015 10:23 AM
677	306, 312, 372, 522	3/19/2015 10:22 AM
678	17, 18, C, D	3/19/2015 10:02 AM
679	E Rapidride, formerly #356	3/19/2015 9:58 AM
680	26, Rapid Ride D, 15X,	3/19/2015 9:53 AM
681	3,4	3/19/2015 9:49 AM
682	41	3/19/2015 9:48 AM

683	9x, 7	3/19/2015 9:44 AM
684	167, 560	3/19/2015 9:42 AM
685	41	3/19/2015 9:41 AM
686	345, 348, 331, 346	3/19/2015 9:14 AM
687	167	3/19/2015 9:13 AM
688	Community Transit 871, 855, 860, 880, 512, 116, 196, 130,	3/19/2015 9:09 AM
689	60, 132, 131	3/19/2015 9:08 AM
690	50, 60, 177, A Line, 274	3/19/2015 9:06 AM
691	268	3/19/2015 9:00 AM
692	47 (if it were available)	3/19/2015 8:50 AM
693	197	3/19/2015 8:46 AM
694	312, 522	3/19/2015 8:36 AM
695	47	3/19/2015 8:21 AM
696	40	3/19/2015 8:20 AM
697	312, 522	3/19/2015 8:19 AM
698	312, 522	3/19/2015 8:15 AM
699	RapidRide C	3/19/2015 8:10 AM
700	3, 4, 27	3/19/2015 8:03 AM
701	C Line, 26, 40, 116, 118, 119	3/19/2015 8:01 AM
702	550	3/19/2015 7:55 AM
703	1, 2, RapidRide D	3/19/2015 7:51 AM
704	SOUNDER; KENT TO KING STREET	3/19/2015 7:46 AM
705	550	3/19/2015 7:21 AM
706	40	3/19/2015 7:15 AM
707	41 212	3/19/2015 7:11 AM
708	C, D, 40, 41, 17	3/19/2015 7:02 AM
709	41, 303	3/19/2015 6:18 AM
710	27, 4, 3, 2	3/19/2015 6:02 AM
711	36, 60,	3/19/2015 5:11 AM
712	101, 102	3/19/2015 4:04 AM
713	578	3/19/2015 12:26 AM
714	5, 26, 212, 218, 550, 554, D	3/18/2015 11:56 PM
715	520	3/18/2015 11:01 PM
716	41	3/18/2015 10:39 PM
717	3,4	3/18/2015 9:59 PM
718	9, 60	3/18/2015 9:52 PM
719	197	3/18/2015 9:47 PM
720	550, C	3/18/2015 9:28 PM

721	5, 40, c, e, 118	3/18/2015 9:00 PM
722	41	3/18/2015 8:31 PM
723	E and 5	3/18/2015 8:30 PM
724	5, 40, 41, 312, 331, 522	3/18/2015 8:29 PM
725	5, 40, 41, 312, 331, 522	3/18/2015 8:27 PM
726	522, 41, 40, 312, 331, 5	3/18/2015 8:21 PM
727	41	3/18/2015 8:14 PM
728	5, 66, 212, 550, 554, D	3/18/2015 8:07 PM
729	C line	3/18/2015 7:42 PM
730	5, 40, 345 or E	3/18/2015 7:36 PM
731	522	3/18/2015 7:31 PM
732	D	3/18/2015 7:12 PM
733	41	3/18/2015 7:08 PM
734	41, 312	3/18/2015 6:44 PM
735	36, 60	3/18/2015 6:37 PM
736	4, 14, 27	3/18/2015 5:42 PM
737	578,C Line, 21,21X,565,180	3/18/2015 5:28 PM
738	255,277	3/18/2015 5:17 PM
739	5, Rapid Ride E	3/18/2015 5:16 PM
740	511,512 comm trans 810	3/18/2015 5:15 PM
741	5, Rapid Ride E	3/18/2015 5:14 PM
742	used to use the 47 regularly	3/18/2015 5:02 PM
743	15X, D, E, 40	3/18/2015 4:58 PM
744	2	3/18/2015 4:48 PM
745	7, 550	3/18/2015 4:42 PM
746	2, 27, 3	3/18/2015 4:26 PM
747	167, 143, 102	3/18/2015 4:23 PM
748	40, D, 15X, 17X, 18X,1,2,3,4	3/18/2015 4:06 PM
749	UW Medical Shuttle	3/18/2015 3:31 PM
750	5, E	3/18/2015 3:27 PM
751	14	3/18/2015 3:25 PM
752	14	3/18/2015 3:21 PM
753	574 and 586 Sound Transit	3/18/2015 3:21 PM
754	167	3/18/2015 3:20 PM
755	41, 330, 40 75	3/18/2015 3:19 PM
756	574	3/18/2015 3:12 PM
757	55, C line, 21X	3/18/2015 3:05 PM
758	550, 204	3/18/2015 3:00 PM

759	312, 522	3/18/2015 2:56 PM
760	113, 120, C, 10, 11, 49, 28, 5	3/18/2015 2:56 PM
761	Prefer Alternative 2-disabled so hard to walk longer distances to get bus	3/18/2015 2:55 PM
762	522, 312	3/18/2015 2:55 PM
763	40	3/18/2015 2:39 PM
764	Majority time I take the 41 or 301, but do take the 25 or 43 occassional from my mother's house in Montlake	3/18/2015 2:37 PM
765	40, 41, 309, 308, 522, 312	3/18/2015 2:31 PM
766	2	3/18/2015 2:30 PM
767	60	3/18/2015 2:30 PM
768	41	3/18/2015 2:25 PM
769	218,216,219 which lets off in the tunnel - then I need to get to 12 street on Capital Hill	3/18/2015 2:24 PM
770	27, 33	3/18/2015 2:23 PM
771	304	3/18/2015 2:18 PM
772	D	3/18/2015 2:18 PM
773	36	3/18/2015 2:17 PM
774	197	3/18/2015 2:17 PM
775	522	3/18/2015 2:13 PM
776	60	3/18/2015 2:13 PM
777	871	3/18/2015 1:55 PM
778	131	3/18/2015 1:53 PM
779	40, b	3/18/2015 1:51 PM
780	2, 3	3/18/2015 1:47 PM
781	The 47 would be my transport 90% of the time, if it was running! Such a necessary bus, please bring it back.	3/18/2015 1:42 PM
782	197	3/18/2015 1:42 PM
783	ST 522	3/18/2015 1:41 PM
784	41	3/18/2015 1:41 PM
785	197	3/18/2015 1:40 PM
786	E Line	3/18/2015 1:38 PM
787	1	3/18/2015 1:36 PM
788	121, 122, 123	3/18/2015 1:33 PM
789	197, Link Light rail, Rapid Ride A	3/18/2015 1:31 PM
790	355	3/18/2015 1:30 PM
791	167	3/18/2015 1:29 PM
792	511/510, 532/535, also take Community Transit (855, 880, 860), SLU Trolley, and UW shuttle to SLU since no bus is available.	3/18/2015 1:27 PM
793	197	3/18/2015 1:27 PM
794	312	3/18/2015 1:17 PM
795	197	3/18/2015 1:17 PM

796	Other downtown routes when downtown	3/18/2015 1:16 PM
797	306	3/18/2015 1:14 PM
798	522	3/18/2015 1:13 PM
799	550	3/18/2015 1:13 PM
800	D	3/18/2015 1:12 PM
801	E line	3/18/2015 1:09 PM
802	522	3/18/2015 1:07 PM
803	Rapidride E	3/18/2015 1:07 PM
804	50	3/18/2015 1:06 PM
805	128,120,131,132	3/18/2015 1:05 PM
806	166, 150	3/18/2015 1:02 PM
807	197	3/18/2015 1:02 PM
808	522	3/18/2015 1:01 PM
809	522, 41, 1, 29, D,	3/18/2015 12:58 PM
810	C	3/18/2015 12:57 PM
811	586	3/18/2015 12:57 PM
812	586, 590, 594	3/18/2015 12:52 PM
813	36, 50, 106, 60	3/18/2015 12:49 PM
814	2	3/18/2015 12:45 PM
815	5, D Line	3/18/2015 12:40 PM
816	36	3/18/2015 12:40 PM
817	167,101, 102,	3/18/2015 12:39 PM
818	5, 355	3/18/2015 12:39 PM
819	24, 40,	3/18/2015 12:38 PM
820	41	3/18/2015 12:38 PM
821	Transfer from the C or 21X	3/18/2015 12:34 PM
822	512	3/18/2015 12:34 PM
823	167	3/18/2015 12:34 PM
824	41	3/18/2015 12:30 PM
825	Rapid A, 197	3/18/2015 12:28 PM
826	586	3/18/2015 12:28 PM
827	These are the most commonly used routes.	3/18/2015 12:24 PM
828	41, 522	3/18/2015 12:19 PM
829	355, 5, 40	3/18/2015 12:17 PM
830	586	3/18/2015 12:17 PM
831	522	3/18/2015 12:16 PM
832	860, 855	3/18/2015 12:16 PM
833	7, 9, 50	3/18/2015 12:14 PM

834	249	3/18/2015 12:13 PM
835	5, 40, E Line	3/18/2015 12:12 PM
836	E line	3/18/2015 12:12 PM
837	167	3/18/2015 12:11 PM
838	41	3/18/2015 12:10 PM
839	594, 586	3/18/2015 12:06 PM
840	C	3/18/2015 12:05 PM
841	E-Line	3/18/2015 12:02 PM
842	535/532	3/18/2015 12:01 PM
843	522	3/18/2015 12:00 PM
844	41, 234, 249	3/18/2015 11:59 AM
845	550, 560, 114, 167	3/18/2015 11:57 AM
846	E-Line	3/18/2015 11:53 AM
847	413 435	3/18/2015 11:53 AM
848	860 (Community Transit)	3/18/2015 11:52 AM
849	355	3/18/2015 11:52 AM
850	21X	3/18/2015 11:52 AM
851	550	3/18/2015 11:51 AM
852	41	3/18/2015 11:50 AM
853	D line	3/18/2015 11:50 AM
854	60, 36	3/18/2015 11:49 AM
855	40, 41, 345, 346, 5, E line, D line	3/18/2015 11:46 AM
856	C Line, 21 and 21E, Water taxi	3/18/2015 11:45 AM
857	route 41	3/18/2015 11:45 AM
858	40	3/18/2015 11:43 AM
859	take 24 downtown and then a "70" (71, 72, 73, 74) to UW	3/18/2015 11:42 AM
860	route 5 downtown, but also Rapid ride E	3/18/2015 11:40 AM
861	Lightrail	3/18/2015 11:39 AM
862	355, 5	3/18/2015 11:39 AM
863	E-line during evening commute hours	3/18/2015 11:36 AM
864	36	3/18/2015 11:36 AM
865	586 each day. others meeting dependent	3/18/2015 11:35 AM
866	2	3/18/2015 11:34 AM
867	D line	3/18/2015 11:34 AM
868	3, 4, 522	3/18/2015 11:33 AM
869	586	3/18/2015 11:33 AM
870	125, 120	3/18/2015 11:32 AM
871	41	3/18/2015 11:31 AM

872	3,4,312,522	3/18/2015 11:30 AM
873	I use the 9 and/or the 60 to and from work at Harborview Mon-Fri, and the 60 to Yesler on Saturdays.	3/18/2015 11:30 AM
874	120	3/18/2015 11:28 AM
875	C	3/18/2015 11:28 AM
876	D-Line	3/18/2015 11:27 AM
877	116	3/18/2015 11:27 AM
878	197	3/18/2015 11:26 AM
879	312, 522	3/18/2015 11:26 AM
880	D, E, 40, 2,13,29, 312, 522, 15, 17, 18	3/18/2015 11:25 AM
881	I usually drive to the Northgate Park and Ride to catch transit.	3/18/2015 11:25 AM
882	Rapid Ride D and C	3/18/2015 11:24 AM
883	116	3/18/2015 11:24 AM
884	E line	3/18/2015 11:23 AM
885	871	3/18/2015 11:23 AM
886	513 - every day	3/18/2015 11:22 AM
887	41	3/18/2015 11:21 AM
888	D Line	3/18/2015 11:21 AM
889	41, 347	3/18/2015 11:20 AM
890	167	3/18/2015 11:20 AM
891	14 and 27	3/18/2015 11:19 AM
892	550, 3, 4,	3/18/2015 11:19 AM
893	2, 12, 3, 4	3/18/2015 11:18 AM
894	E	3/18/2015 11:18 AM
895	5	3/18/2015 11:18 AM
896	18	3/18/2015 11:18 AM
897	RapidRide C	3/18/2015 11:17 AM
898	312, 522	3/18/2015 11:16 AM
899	590, 98	3/18/2015 11:16 AM
900	5, 120	3/18/2015 11:16 AM
901	355	3/18/2015 11:16 AM
902	167	3/18/2015 11:16 AM
903	107, 101, 106, 7	3/18/2015 11:15 AM
904	213	3/18/2015 11:15 AM
905	Sound Transit 510/512	3/18/2015 11:14 AM
906	transferring to the 5 northbound	3/18/2015 11:14 AM
907	Several Sound Transit and Community Transit routes	3/18/2015 11:14 AM
908	522, 312	3/18/2015 11:14 AM
909	355, Rapid Ride E	3/18/2015 11:14 AM

910	111, 9	3/18/2015 11:14 AM
911	550	3/18/2015 11:13 AM
912	Light Rail to SEATAC	3/18/2015 11:13 AM
913	41, 303X, 40, 316	3/18/2015 11:13 AM
914	60	3/18/2015 11:13 AM
915	5, 40, 41, 355X	3/18/2015 11:12 AM
916	120, 123	3/18/2015 11:12 AM
917	309, 312, 522	3/18/2015 11:12 AM
918	27	3/18/2015 11:12 AM
919	27	3/18/2015 11:12 AM
920	40, 26	3/18/2015 11:12 AM
921	Rapid Ride C	3/18/2015 11:11 AM
922	5, 355, 345	3/18/2015 11:11 AM
923	197, 167	3/18/2015 11:11 AM
924	40	3/18/2015 11:10 AM
925	167	3/18/2015 11:10 AM
926	D line	3/18/2015 11:10 AM
927	E	3/18/2015 11:09 AM
928	27	3/18/2015 11:08 AM
929	2, 550	3/18/2015 10:19 AM
930	41	3/18/2015 10:16 AM
931	41	3/18/2015 10:09 AM
932	41	3/18/2015 10:07 AM
933	Ride 311 from Brickyard. Once in downtown, transfer to D, 1, 2 or 13	3/18/2015 9:56 AM
934	Bremerton/ Seattle Ferry	3/18/2015 9:35 AM
935	C, D, 5, 106, 150, 586, 594	3/18/2015 9:10 AM
936	511, 512, 594	3/18/2015 9:01 AM
937	2, 3, 4, 27, 512 to Everett	3/18/2015 8:37 AM
938	36	3/18/2015 8:14 AM
939	Metro: 244, DART 930 - Sound: 532 (Daily), 535 (Occasionally)	3/18/2015 7:51 AM
940	26, 40	3/18/2015 3:50 AM
941	C line, D line, 21, 5, 590, 594, 150	3/18/2015 12:46 AM
942	512, E Line, Link Light Rail, D Line, 24, 550, 554	3/18/2015 12:01 AM
943	Anything which goes to Redmond transit center.	3/17/2015 10:28 PM
944	E line, 5	3/17/2015 9:18 PM
945	550	3/17/2015 7:35 PM
946	41	3/17/2015 7:25 PM
947	212, 554	3/17/2015 5:29 PM

948	2, 3, 8	3/17/2015 5:29 PM
949	244	3/17/2015 4:48 PM
950	2, 3	3/17/2015 4:43 PM
951	578	3/17/2015 4:39 PM
952	510, 512	3/17/2015 4:11 PM
953	60, Light Rail	3/17/2015 4:03 PM
954	21, 522, d/c line	3/17/2015 3:46 PM
955	221	3/17/2015 3:30 PM
956	50,128	3/17/2015 3:18 PM
957	40	3/17/2015 2:48 PM
958	29,2,3,4,5,D,245	3/17/2015 2:30 PM
959	41	3/17/2015 2:23 PM
960	2, 3	3/17/2015 1:44 PM
961	26	3/17/2015 1:26 PM
962	Rapid Ride C, 13, 14, 12	3/17/2015 1:18 PM
963	355	3/17/2015 12:42 PM
964	26	3/17/2015 11:22 AM
965	355, 5, E-line	3/17/2015 11:11 AM
966	14	3/17/2015 11:08 AM
967	2	3/17/2015 9:57 AM
968	41	3/17/2015 9:26 AM
969	221, 550	3/17/2015 9:24 AM
970	D	3/17/2015 9:12 AM
971	3, 4, 2	3/17/2015 8:56 AM
972	312, 41	3/17/2015 8:53 AM
973	60	3/17/2015 8:50 AM
974	312, 41	3/17/2015 8:48 AM
975	41	3/17/2015 7:36 AM
976	C, D, E, 550, 2, 3, 4, 5, 13, 15, 18, 21, 26, 40, 41, 66, 346, 512, 532	3/17/2015 6:41 AM
977	E Line, 345	3/17/2015 12:51 AM
978	E Line, 345	3/17/2015 12:45 AM
979	2, 3, 4	3/16/2015 11:58 PM
980	105, 240, 101, 106, 208, 554, 40, 26, 245, 234, Line F, Line B	3/16/2015 10:51 PM
981	245	3/16/2015 9:54 PM
982	D; 15	3/16/2015 9:27 PM
983	D, 15	3/16/2015 9:24 PM
984	2, 3	3/16/2015 9:14 PM
985	Currently I have no bus to UWMC.	3/16/2015 8:45 PM

986	40, 5, 355	3/16/2015 7:54 PM
987	40, 5, 355	3/16/2015 7:41 PM
988	E	3/16/2015 6:40 PM
989	Rapid Ride B	3/16/2015 5:06 PM
990	98, 216, 219, vanpool	3/16/2015 4:47 PM
991	vanpool, 216, 219	3/16/2015 4:46 PM
992	60, 550	3/16/2015 4:36 PM
993	2	3/16/2015 4:30 PM
994	8	3/16/2015 3:48 PM
995	312	3/16/2015 3:34 PM
996	41	3/16/2015 3:33 PM
997	13	3/16/2015 3:32 PM
998	D & C	3/16/2015 3:24 PM
999	41	3/16/2015 3:22 PM
1000	21X, 22	3/16/2015 3:20 PM
1001	C	3/16/2015 2:58 PM
1002	E, D	3/16/2015 2:32 PM
1003	303	3/16/2015 2:23 PM
1004	I like to get out of town on the bus- to go to a beach or woods. I do this on the weekends in the summer.	3/16/2015 2:19 PM
1005	Aslo take 512 or whatever else gets me from the stadiums to near cap hill and back	3/16/2015 2:17 PM
1006	7, 9	3/16/2015 2:15 PM
1007	550	3/16/2015 2:08 PM
1008	269	3/16/2015 2:06 PM
1009	40, D	3/16/2015 1:50 PM
1010	550	3/16/2015 1:45 PM
1011	5, 99, 268	3/16/2015 1:40 PM
1012	550	3/16/2015 1:34 PM
1013	60	3/16/2015 1:30 PM
1014	5, Rapid Ride E	3/16/2015 1:29 PM
1015	550	3/16/2015 1:25 PM
1016	7, 217, 550	3/16/2015 1:20 PM
1017	C Line D Line 550	3/16/2015 1:15 PM
1018	550	3/16/2015 1:08 PM
1019	40	3/16/2015 1:05 PM
1020	4	3/16/2015 1:02 PM
1021	550	3/16/2015 12:59 PM
1022	C	3/16/2015 12:59 PM
1023	40	3/16/2015 12:57 PM

1024	2	3/16/2015 12:47 PM
1025	B line	3/16/2015 12:47 PM
1026	41, 550, 347, 348	3/16/2015 12:34 PM
1027	2, D	3/16/2015 12:28 PM
1028	550	3/16/2015 12:25 PM
1029	566, 567, 150, 550, 255	3/16/2015 12:17 PM
1030	26, 40	3/16/2015 12:17 PM
1031	2,120	3/16/2015 12:14 PM
1032	E-line	3/16/2015 12:11 PM
1033	D, 40, 15X	3/16/2015 12:07 PM
1034	2,3	3/16/2015 12:07 PM
1035	249	3/16/2015 12:05 PM
1036	249	3/16/2015 12:00 PM
1037	550	3/16/2015 11:56 AM
1038	5	3/16/2015 11:54 AM
1039	17, 18, 40	3/16/2015 11:53 AM
1040	E line	3/16/2015 11:50 AM
1041	5, 5X, E	3/16/2015 11:50 AM
1042	D,C	3/16/2015 11:50 AM
1043	40	3/16/2015 11:48 AM
1044	3, 4, 13	3/16/2015 11:47 AM
1045	5, 5X, RapidRide E Line	3/16/2015 11:46 AM
1046	40	3/16/2015 11:46 AM
1047	rapid transit D line also.	3/16/2015 11:44 AM
1048	2	3/16/2015 11:42 AM
1049	5, 5X, RapidRide E Line	3/16/2015 11:41 AM
1050	26, South Lake Union Streetcar	3/16/2015 11:41 AM
1051	40	3/16/2015 11:41 AM
1052	KMC 200 & 269 in Issaquah to office location	3/16/2015 11:40 AM
1053	7, 9	3/16/2015 11:39 AM
1054	550	3/16/2015 11:39 AM
1055	550	3/16/2015 11:38 AM
1056	245	3/16/2015 11:38 AM
1057	15, 17, Rapid D, Rapid B	3/16/2015 11:37 AM
1058	routes that were deleted 9 months ago	3/16/2015 11:37 AM
1059	40	3/16/2015 11:36 AM
1060	550	3/16/2015 11:36 AM
1061	5	3/16/2015 11:36 AM

1062	550	3/16/2015 11:36 AM
1063	41	3/16/2015 11:35 AM
1064	5, 40, 512, 550	3/16/2015 11:34 AM
1065	550	3/16/2015 11:32 AM
1066	26,40,5,SLUS,E	3/16/2015 11:31 AM
1067	550	3/16/2015 11:31 AM
1068	D line, 40, 15	3/16/2015 11:31 AM
1069	520	3/16/2015 11:29 AM
1070	550	3/16/2015 11:29 AM
1071	1,2,3,4,36	3/16/2015 11:29 AM
1072	Link Light Rail, South Lake Union Streetcar, 3, 4	3/16/2015 11:29 AM
1073	D, C	3/16/2015 11:29 AM
1074	E	3/16/2015 11:29 AM
1075	Llght Rail	3/16/2015 11:29 AM
1076	550	3/16/2015 11:28 AM
1077	550	3/16/2015 11:28 AM
1078	550	3/16/2015 11:28 AM
1079	5, 5X	3/16/2015 11:28 AM
1080	554	3/16/2015 11:28 AM
1081	3, 4	3/16/2015 11:26 AM
1082	245	3/16/2015 10:47 AM
1083	2	3/16/2015 10:42 AM
1084	5	3/16/2015 10:23 AM
1085	268	3/16/2015 9:47 AM
1086	18, 17, 15, D Line	3/16/2015 9:36 AM
1087	245, 268	3/16/2015 8:42 AM
1088	41	3/16/2015 7:51 AM
1089	566, 567	3/16/2015 7:44 AM
1090	26	3/16/2015 7:37 AM
1091	Multiple routes to get from slu to Ballard and then ballard to udist	3/16/2015 7:27 AM
1092	342, 522, 312, 308	3/16/2015 6:59 AM
1093	124	3/16/2015 6:46 AM
1094	255	3/16/2015 5:41 AM
1095	26	3/15/2015 10:18 PM
1096	41	3/15/2015 8:42 PM
1097	41	3/15/2015 8:34 PM
1098	36, 60, 594	3/15/2015 8:11 PM
1099	47, 550, 590, 594, RapidRides	3/15/2015 7:12 PM

1100	3,4,27	3/15/2015 6:30 PM
1101	3/4	3/15/2015 6:20 PM
1102	550, D	3/15/2015 3:28 PM
1103	40	3/15/2015 3:28 PM
1104	550	3/15/2015 3:26 PM
1105	236, 522, 372, 150, 311, 542, 271, 255, 931	3/15/2015 3:01 PM
1106	2, 3	3/15/2015 2:36 PM
1107	2,3,4	3/15/2015 12:23 PM
1108	4,14,1,27,33	3/15/2015 9:51 AM
1109	26	3/15/2015 8:34 AM
1110	9, 106, 107	3/14/2015 9:48 PM
1111	Light rail to Beacon Hill Station	3/14/2015 9:33 PM
1112	550	3/14/2015 6:18 PM
1113	41	3/14/2015 5:57 PM
1114	3,4,14	3/14/2015 3:41 PM
1115	2, 3	3/14/2015 3:21 PM
1116	312	3/14/2015 3:12 PM
1117	550, 238, 237	3/14/2015 3:05 PM
1118	Sound Transit #522	3/14/2015 2:04 PM
1119	Metro Route 65 & Sound Transit Route #522	3/14/2015 1:50 PM
1120	33, 27, D, 36, 550	3/14/2015 10:51 AM
1121	7, 8, 9, 27, 48	3/14/2015 9:48 AM
1122	2	3/13/2015 11:11 PM
1123	2	3/13/2015 9:42 PM
1124	40, 41, 522	3/13/2015 8:03 PM
1125	522	3/13/2015 7:37 PM
1126	236, 522	3/13/2015 7:29 PM
1127	2, 590/4	3/13/2015 7:28 PM
1128	C, D, 1, 2, 13	3/13/2015 6:35 PM
1129	The 540 when I have Dr's appointments.	3/13/2015 5:53 PM
1130	24, 33, 550	3/13/2015 5:08 PM
1131	4	3/13/2015 4:59 PM
1132	5, 40, D Line	3/13/2015 4:58 PM
1133	240, 241, 245	3/13/2015 4:31 PM
1134	2	3/13/2015 4:13 PM
1135	41, 150	3/13/2015 4:12 PM
1136	3 and 4, 71, 72, 77	3/13/2015 4:06 PM
1137	522, 41	3/13/2015 3:22 PM

1138	7, 9, 48	3/13/2015 3:21 PM
1139	522, 41, 72	3/13/2015 3:20 PM
1140	26, 66	3/13/2015 3:12 PM
1141	60, 36, 522, D Line, E Line, 9E, 40,	3/13/2015 2:49 PM
1142	255, , 271, 550, 512	3/13/2015 2:40 PM
1143	21 and the C Line	3/13/2015 2:23 PM
1144	2,3,4	3/13/2015 2:18 PM
1145	2,3,4,542,545	3/13/2015 2:10 PM
1146	41	3/13/2015 1:44 PM
1147	246	3/13/2015 12:59 PM
1148	511, 533	3/13/2015 12:36 PM
1149	3, 4, 212, 217	3/13/2015 12:23 PM
1150	345. 346, 40	3/13/2015 12:01 PM
1151	B line	3/13/2015 11:16 AM
1152	121, 123	3/13/2015 10:40 AM
1153	522	3/13/2015 10:00 AM
1154	545	3/13/2015 9:38 AM
1155	C/D Line, 550, 21, 55, whatever buses are most convenient to transfer to downtown and get to other neighborhoods	3/13/2015 9:31 AM
1156	E line	3/13/2015 9:31 AM
1157	9	3/13/2015 8:42 AM
1158	41	3/13/2015 7:43 AM
1159	41	3/13/2015 7:20 AM
1160	link rail	3/13/2015 6:57 AM
1161	312, 522, 435, 125	3/13/2015 6:35 AM
1162	link rail	3/13/2015 6:20 AM
1163	Link rail	3/13/2015 6:05 AM
1164	7, 27, 60, 124, 132, 150	3/13/2015 12:33 AM
1165	41	3/13/2015 12:06 AM
1166	Route 47 when it was in service.	3/12/2015 11:41 PM
1167	41	3/12/2015 11:05 PM
1168	B	3/12/2015 10:12 PM
1169	40	3/12/2015 10:05 PM
1170	522 -- Sound Transit	3/12/2015 8:18 PM
1171	whatever is in the tunnel, from one end to the other	3/12/2015 7:40 PM
1172	3,4, whatever is in the tunnel	3/12/2015 7:36 PM
1173	512 or community transit	3/12/2015 6:30 PM
1174	26	3/12/2015 6:30 PM

1175	512	3/12/2015 6:24 PM
1176	345, 346, 40	3/12/2015 6:10 PM
1177	312, 522, 309,535	3/12/2015 5:25 PM
1178	33, 124, 40, 2, 13	3/12/2015 4:14 PM
1179	2,3,27,14	3/12/2015 4:01 PM
1180	2, 3, 4, 7, 8, 9, 36, 60	3/12/2015 3:52 PM
1181	3/4	3/12/2015 3:50 PM
1182	5, 40	3/12/2015 3:03 PM
1183	E line	3/12/2015 2:43 PM
1184	E Line	3/12/2015 2:34 PM
1185	D	3/12/2015 2:16 PM
1186	14, 120, 3, 4	3/12/2015 2:10 PM
1187	550. 554, RR-B	3/12/2015 1:39 PM
1188	18X; D-line	3/12/2015 12:24 PM
1189	355 express/5	3/12/2015 10:02 AM
1190	5/355 express	3/12/2015 10:01 AM
1191	355 express/5	3/12/2015 9:57 AM
1192	7, 50, 9, 60	3/12/2015 9:26 AM
1193	268	3/12/2015 9:10 AM
1194	41	3/12/2015 8:50 AM
1195	26	3/12/2015 8:43 AM
1196	55, 56, 57	3/12/2015 8:39 AM
1197	586, 574	3/12/2015 8:22 AM
1198	40, 131, 132, 60, 18, 15, 5, RapidRide D & E	3/12/2015 8:18 AM
1199	312	3/12/2015 7:55 AM
1200	355, 41	3/12/2015 7:52 AM
1201	40	3/12/2015 7:37 AM
1202	554, 212, 3, 4	3/12/2015 6:35 AM
1203	550	3/11/2015 11:07 PM
1204	D,E,18X,15X,40	3/11/2015 10:32 PM
1205	232,522	3/11/2015 10:02 PM
1206	232,522	3/11/2015 9:56 PM
1207	60, 2, 106	3/11/2015 9:50 PM
1208	5, 40	3/11/2015 9:33 PM
1209	60, 132, 124	3/11/2015 9:24 PM
1210	B Line	3/11/2015 7:57 PM
1211	Various routes depending on my errand.	3/11/2015 6:36 PM
1212	2, Rapid Ride D, 13, 1	3/11/2015 5:52 PM

1213	245	3/11/2015 4:45 PM
1214	2	3/11/2015 4:42 PM
1215	5	3/11/2015 4:33 PM
1216	3,4	3/11/2015 4:31 PM
1217	5, 355, E-line	3/11/2015 4:11 PM
1218	26	3/11/2015 2:50 PM
1219	40 and D Line	3/11/2015 2:31 PM
1220	again, routes from the south end of seattle????	3/11/2015 2:26 PM
1221	3,4,60,150	3/11/2015 2:07 PM
1222	1, 2, 13, D	3/11/2015 1:33 PM
1223	2, 13	3/11/2015 1:25 PM
1224	26	3/11/2015 1:22 PM
1225	41	3/11/2015 12:53 PM
1226	C	3/11/2015 12:46 PM
1227	B Line	3/11/2015 12:42 PM
1228	116 Xpress or Rapid Ride C line	3/11/2015 12:34 PM
1229	548	3/11/2015 12:02 PM
1230	E Line- Aurora	3/11/2015 11:52 AM
1231	248, RapidRide B	3/11/2015 11:52 AM
1232	RapidRide B, 248,	3/11/2015 11:51 AM
1233	522, 312, 308, 306, 41	3/11/2015 11:13 AM
1234	24, 33	3/11/2015 10:40 AM
1235	7	3/11/2015 10:40 AM
1236	7, 9	3/11/2015 10:40 AM
1237	550	3/11/2015 10:16 AM
1238	41	3/11/2015 10:09 AM
1239	2, 550, Out of service routes over 520	3/11/2015 10:08 AM
1240	Link	3/11/2015 10:04 AM
1241	41	3/11/2015 9:46 AM
1242	I take a 304 or and E and transfer ro a 10, 11, or 49. Occasionally I take the 301 and then transfer to 10, 11, or 49.	3/11/2015 9:30 AM
1243	125, 120, 3, 4	3/11/2015 9:26 AM
1244	309, 312, 41	3/11/2015 9:22 AM
1245	312, 41	3/11/2015 9:14 AM
1246	Base busses across the lake with my bike	3/11/2015 9:13 AM
1247	566, 567, 578	3/11/2015 9:01 AM
1248	17x, 18x, 40	3/11/2015 8:38 AM
1249	7, 14	3/11/2015 8:36 AM
1250	Metro B line	3/11/2015 8:06 AM

1251	41, 301	3/11/2015 8:05 AM
1252	26, 40	3/11/2015 7:42 AM
1253	2, 41	3/11/2015 7:38 AM
1254	2, 3	3/11/2015 6:49 AM
1255	522	3/10/2015 10:09 PM
1256	249	3/10/2015 9:31 PM
1257	B line	3/10/2015 9:22 PM
1258	26	3/10/2015 9:21 PM
1259	26, 5	3/10/2015 9:07 PM
1260	26, 5	3/10/2015 9:01 PM
1261	522	3/10/2015 8:39 PM
1262	14,98	3/10/2015 8:07 PM
1263	2	3/10/2015 7:19 PM
1264	2	3/10/2015 7:16 PM
1265	512	3/10/2015 6:38 PM
1266	21,550	3/10/2015 6:24 PM
1267	C	3/10/2015 6:24 PM
1268	1, 3, 4, D, E, 40	3/10/2015 5:55 PM
1269	14, 3, 2	3/10/2015 5:20 PM
1270	5, 40, 345, 41	3/10/2015 4:32 PM
1271	5	3/10/2015 3:47 PM
1272	take the #27 that was turned into a commuter only line (bad move), and the 3,4,8, 14 and 48.	3/10/2015 3:30 PM
1273	2	3/10/2015 3:29 PM
1274	26	3/10/2015 3:10 PM
1275	the #2--why is it not on this list?	3/10/2015 2:52 PM
1276	ST522	3/10/2015 2:39 PM
1277	5, 304, 355, 60, 9	3/10/2015 2:38 PM
1278	512	3/10/2015 2:35 PM
1279	131	3/10/2015 2:30 PM
1280	212	3/10/2015 2:27 PM
1281	26	3/10/2015 2:26 PM
1282	3, 4, 303	3/10/2015 1:12 PM
1283	244	3/10/2015 1:11 PM
1284	26	3/10/2015 12:21 PM
1285	3, 4, 13	3/10/2015 12:15 PM
1286	7, 9	3/10/2015 12:01 PM
1287	5,	3/10/2015 11:58 AM
1288	15X, D, 17X, 18X	3/10/2015 11:46 AM

1289	2, 3, 4	3/10/2015 11:43 AM
1290	E route	3/10/2015 11:35 AM
1291	26	3/10/2015 11:23 AM
1292	9	3/10/2015 11:10 AM
1293	2, 24, 33, 101, 124, 131, 150, 153	3/10/2015 10:42 AM
1294	40, D	3/10/2015 10:34 AM
1295	3, 4, 41, 150, 27	3/10/2015 10:26 AM
1296	26, E	3/10/2015 9:53 AM
1297	24, 33	3/10/2015 9:48 AM
1298	E Route	3/10/2015 9:40 AM
1299	228	3/10/2015 9:16 AM
1300	586	3/10/2015 9:12 AM
1301	586	3/10/2015 9:11 AM
1302	3,4 , 27 when it exsisted	3/10/2015 8:58 AM
1303	590	3/10/2015 8:52 AM
1304	3, 4, 60	3/10/2015 8:48 AM
1305	522,312	3/10/2015 8:44 AM
1306	2, 550, 7	3/10/2015 8:41 AM
1307	312,522	3/10/2015 8:39 AM
1308	5, 40	3/10/2015 8:10 AM
1309	7, 9, 550	3/10/2015 7:57 AM
1310	5, E	3/10/2015 7:25 AM
1311	9X, 14, 2, Link light rail	3/10/2015 7:23 AM
1312	2	3/10/2015 5:41 AM
1313	41	3/9/2015 11:08 PM
1314	41	3/9/2015 11:04 PM
1315	41	3/9/2015 10:51 PM
1316	522--my favorite route to downtown. Also, the 41.	3/9/2015 9:55 PM
1317	1, 2, 24	3/9/2015 9:50 PM
1318	26	3/9/2015 9:47 PM
1319	1, 2, 24	3/9/2015 9:41 PM
1320	3,4,13,2	3/9/2015 8:36 PM
1321	60	3/9/2015 7:30 PM
1322	99, 150, 102	3/9/2015 7:14 PM
1323	345, 346	3/9/2015 6:16 PM
1324	2	3/9/2015 6:06 PM
1325	150	3/9/2015 5:42 PM
1326	550, D-Line	3/9/2015 5:31 PM

1327	light rail; 60; 575/595 to Tacoma	3/9/2015 5:29 PM
1328	27, 3, 2	3/9/2015 4:44 PM
1329	303	3/9/2015 4:35 PM
1330	304	3/9/2015 4:34 PM
1331	2	3/9/2015 4:16 PM
1332	40, 41, 347, 348, E	3/9/2015 4:15 PM
1333	2	3/9/2015 4:13 PM
1334	41, 347, 348, E	3/9/2015 4:08 PM
1335	41, 347, 348	3/9/2015 4:03 PM
1336	D Line, C Line	3/9/2015 4:02 PM
1337	5	3/9/2015 3:31 PM
1338	2, Give me a break! and a little help with Map and Bus numbers.	3/9/2015 3:23 PM
1339	132, 131, 60, 36, link	3/9/2015 3:06 PM
1340	550	3/9/2015 2:57 PM
1341	101, 143, 560	3/9/2015 2:46 PM
1342	56X, 37	3/9/2015 2:46 PM
1343	312, 212, 217	3/9/2015 2:38 PM
1344	312, 522	3/9/2015 2:24 PM
1345	3, 4	3/9/2015 2:22 PM
1346	3,4,11,10 regularly daily	3/9/2015 2:18 PM
1347	2, 3	3/9/2015 2:16 PM
1348	3,4	3/9/2015 2:11 PM
1349	4, 14, 594	3/9/2015 2:07 PM
1350	303	3/9/2015 2:00 PM
1351	312, rarely. And 522.	3/9/2015 1:56 PM
1352	355	3/9/2015 1:35 PM
1353	26, 41, 2, 3, 4, 210, others as needed	3/9/2015 1:34 PM
1354	2, 5, 60	3/9/2015 1:28 PM
1355	2	3/9/2015 1:19 PM
1356	586	3/9/2015 1:11 PM
1357	E, C/D	3/9/2015 1:01 PM
1358	2, 3, 4	3/9/2015 1:00 PM
1359	26, 40, 309X, 522	3/9/2015 12:38 PM
1360	26, 40, 309, 522	3/9/2015 12:36 PM
1361	40 Downtown and then walk up the hill	3/9/2015 11:44 AM
1362	E	3/9/2015 11:40 AM
1363	60, 124	3/9/2015 10:56 AM
1364	60, 193, 303	3/9/2015 10:53 AM

1365	60, 36 and D	3/9/2015 10:39 AM
1366	60, 50	3/9/2015 10:38 AM
1367	355	3/9/2015 10:32 AM
1368	41	3/9/2015 10:21 AM
1369	308, 303, 3, 4	3/9/2015 10:18 AM
1370	when going to east side I look up routes - do not remember numbers	3/9/2015 10:11 AM
1371	9X, 60	3/9/2015 10:10 AM
1372	303, 41, 3, 4	3/9/2015 10:08 AM
1373	304, 5, and 355	3/9/2015 10:00 AM
1374	355 & Either 303, 3,2	3/9/2015 9:58 AM
1375	9, 60	3/9/2015 9:56 AM
1376	to the eastside/ bellevue - look it up when I am going	3/9/2015 9:54 AM
1377	1, 13, D	3/9/2015 9:52 AM
1378	312	3/9/2015 9:44 AM
1379	2, 5, 60	3/9/2015 9:36 AM
1380	303	3/9/2015 9:24 AM
1381	5; RapidRide E	3/9/2015 9:15 AM
1382	143 & 167	3/9/2015 9:09 AM
1383	D, 15X, 18X, 17X, 40	3/9/2015 9:04 AM
1384	193	3/9/2015 8:55 AM
1385	36	3/9/2015 8:37 AM
1386	3, 4	3/9/2015 8:25 AM
1387	232	3/9/2015 8:20 AM
1388	60, 113, 5	3/9/2015 8:18 AM
1389	56, 57	3/9/2015 8:18 AM
1390	60	3/9/2015 8:17 AM
1391	40	3/9/2015 8:16 AM
1392	E line, 5 & 5 Express	3/9/2015 8:10 AM
1393	Sounder Train	3/9/2015 8:04 AM
1394	3, 4, 309	3/9/2015 8:02 AM
1395	522, 312	3/9/2015 7:58 AM
1396	197	3/9/2015 7:58 AM
1397	9x, 214	3/9/2015 7:48 AM
1398	312	3/9/2015 7:42 AM
1399	193	3/9/2015 7:40 AM
1400	512, 522, C	3/9/2015 7:39 AM
1401	60, 125, 120	3/9/2015 7:36 AM
1402	512, 522, C	3/9/2015 7:33 AM

1403	586	3/9/2015 7:25 AM
1404	13	3/9/2015 1:28 AM
1405	41	3/8/2015 11:20 PM
1406	1, 2, 13, D	3/8/2015 10:07 PM
1407	15X and D Line	3/8/2015 9:14 PM
1408	36 E line D Line 346 41 301	3/8/2015 8:42 PM
1409	7, 14, 554	3/8/2015 8:28 PM
1410	5,355, 345, 41	3/8/2015 7:18 PM
1411	9, 60	3/8/2015 6:38 PM
1412	2, 550	3/8/2015 4:03 PM
1413	1	3/8/2015 3:59 PM
1414	2,3,27,550	3/8/2015 3:36 PM
1415	260 before it was cancelled	3/8/2015 3:30 PM
1416	7 9	3/8/2015 3:30 PM
1417	40	3/8/2015 3:30 PM
1418	309	3/8/2015 2:29 PM
1419	309	3/8/2015 2:24 PM
1420	60	3/8/2015 1:59 PM
1421	2	3/8/2015 1:44 PM
1422	512, 14, 7, 36, D, 40, 32, 1,	3/8/2015 1:35 PM
1423	to Fremont, West Seattle	3/8/2015 1:35 PM
1424	2, 3, 4	3/8/2015 12:38 PM
1425	2	3/8/2015 12:23 PM
1426	Mainly ST 550	3/8/2015 12:09 PM
1427	41	3/8/2015 12:00 PM
1428	Used to use the 243, every day...	3/8/2015 11:45 AM
1429	41	3/8/2015 10:50 AM
1430	2, 3, 4, 27	3/8/2015 10:27 AM
1431	550	3/8/2015 10:14 AM
1432	21, 21X, C	3/8/2015 9:46 AM
1433	9X	3/8/2015 9:04 AM
1434	355	3/8/2015 8:53 AM
1435	#40 #66	3/8/2015 8:44 AM
1436	E-Line	3/8/2015 3:06 AM
1437	50, RR C/D	3/8/2015 1:09 AM
1438	41, 21	3/7/2015 11:32 PM
1439	550, 560	3/7/2015 11:14 PM
1440	9, 7	3/7/2015 11:10 PM

1441	550, 560	3/7/2015 11:01 PM
1442	41	3/7/2015 9:55 PM
1443	346, 41, 301	3/7/2015 9:44 PM
1444	24	3/7/2015 9:20 PM
1445	5, 40, E Line	3/7/2015 7:59 PM
1446	249, 550, 560	3/7/2015 7:57 PM
1447	5, E Line, 40	3/7/2015 7:56 PM
1448	5; 7; 9; 21; 25; 47; 60; 101; 131; 249; 355 Rapid Ride: B, C, D,	3/7/2015 7:44 PM
1449	Monorail	3/7/2015 7:41 PM
1450	41	3/7/2015 7:25 PM
1451	#9	3/7/2015 6:34 PM
1452	ELine	3/7/2015 6:08 PM
1453	41	3/7/2015 5:58 PM
1454	40, 24	3/7/2015 5:40 PM
1455	26	3/7/2015 5:00 PM
1456	41	3/7/2015 4:39 PM
1457	40, D Line	3/7/2015 4:39 PM
1458	40, D Line	3/7/2015 4:27 PM
1459	36, 60	3/7/2015 4:24 PM
1460	41, 347	3/7/2015 3:37 PM
1461	E	3/7/2015 3:09 PM
1462	41, 55, 56, 60, 3, 4, 37, C, D, 22, 128, 50, 21	3/7/2015 3:03 PM
1463	187 179	3/7/2015 2:57 PM
1464	41	3/7/2015 2:02 PM
1465	545, 542	3/7/2015 1:43 PM
1466	2, 13, 29	3/7/2015 1:13 PM
1467	7	3/7/2015 12:51 PM
1468	14	3/7/2015 12:44 PM
1469	3, 4, 303	3/7/2015 12:22 PM
1470	7; 9; 21; 47; 60;101; 131; 249; 355; RapidRide 'B', 'C' & 'D'	3/7/2015 12:18 PM
1471	41, 345, 346, 347, 348, 40, D, E	3/7/2015 12:06 PM
1472	60, 131	3/7/2015 11:57 AM
1473	41 No idea whi it is not listed	3/7/2015 11:40 AM
1474	234	3/7/2015 11:10 AM
1475	40, rapid ride routes	3/7/2015 11:07 AM
1476	36	3/7/2015 10:19 AM
1477	36	3/7/2015 10:16 AM
1478	273,341,308,337	3/7/2015 10:11 AM

1479	167	3/7/2015 9:44 AM
1480	D, E, 1, 2, 13, 24, 33	3/7/2015 9:39 AM
1481	2, 41, 111, 560, 550	3/7/2015 9:32 AM
1482	2, 41, 111, 560, 550	3/7/2015 9:28 AM
1483	26	3/7/2015 9:23 AM
1484	5	3/7/2015 8:41 AM
1485	243 occasionally to get to Montlake	3/7/2015 8:39 AM
1486	I ride the 1, 2, 13, and D line between Westlake and Queen Anne daily due to my commute	3/7/2015 8:39 AM
1487	Sound transit 586	3/7/2015 8:24 AM
1488	Sound transit 586	3/7/2015 8:17 AM
1489	7	3/7/2015 8:15 AM
1490	125, and I use to take the 47	3/7/2015 8:13 AM
1491	Link Light Rail; ST 594 series	3/7/2015 7:50 AM
1492	Link light rail; ST 590 series	3/7/2015 7:47 AM
1493	2	3/7/2015 7:45 AM
1494	41, 550	3/7/2015 7:11 AM
1495	345, 346,347, 348, 40, 66	3/7/2015 6:47 AM
1496	550	3/7/2015 3:44 AM
1497	550	3/7/2015 3:32 AM
1498	234, 236, 532, 535, 248, 245, Rapid Ride B, 550	3/7/2015 12:51 AM
1499	1, 2, 3, 4, 13, 26, rapid ride C, rapid ride D	3/7/2015 12:41 AM
1500	Rapid D,E Route 40 Link,	3/7/2015 12:40 AM
1501	2	3/7/2015 12:34 AM
1502	The Belleue bus (don;'t remember the number) and all UW buses	3/7/2015 12:23 AM
1503	345, E Line, 41, 522, 5	3/6/2015 11:59 PM
1504	5	3/6/2015 11:29 PM
1505	D, 5, 15, 26, 40, 345	3/6/2015 11:03 PM
1506	The Metro Rapid Rides from downtown to Fauntleroy (?) and to Ballard (D)	3/6/2015 11:02 PM
1507	577,578,190,178,179	3/6/2015 10:43 PM
1508	106, 107	3/6/2015 10:37 PM
1509	120, 125	3/6/2015 10:12 PM
1510	7	3/6/2015 10:10 PM
1511	32, 50,60	3/6/2015 9:51 PM
1512	550, 255	3/6/2015 9:40 PM
1513	1; 2; 4; 5; 7; 36; 41; C; D; E	3/6/2015 9:27 PM
1514	40, 18X	3/6/2015 9:21 PM
1515	3,4,26,28,40,48	3/6/2015 9:04 PM
1516	#5 and the "E"-Line	3/6/2015 9:00 PM

1517	E	3/6/2015 8:59 PM
1518	312 and 522 transit	3/6/2015 8:58 PM
1519	C line, 41, 116/118/119, 550	3/6/2015 8:54 PM
1520	586	3/6/2015 8:51 PM
1521	216, 219, 554	3/6/2015 8:46 PM
1522	14	3/6/2015 8:45 PM
1523	27	3/6/2015 8:38 PM
1524	Rapid Ride C	3/6/2015 8:17 PM
1525	15X, D, 40	3/6/2015 8:13 PM
1526	41	3/6/2015 8:06 PM
1527	7, 50, 41	3/6/2015 8:05 PM
1528	I did ride the 47 and I'll ride it again when it returns.; plus i ride the 5. 150, 101, 106 (you left those 3 out which makes no sense, what kind of survey is this!)	3/6/2015 8:02 PM
1529	2, 3, 4, 550 At some point I have used them all and still do. I have checked and mentioned the ones for the past week.	3/6/2015 7:56 PM
1530	355	3/6/2015 7:55 PM
1531	560, 180, 156, F line, C line, B line	3/6/2015 7:49 PM
1532	3, 4, 7, 14, 27	3/6/2015 7:49 PM
1533	40, 27, 3, 4, 14	3/6/2015 7:48 PM
1534	512, 131	3/6/2015 7:45 PM
1535	2	3/6/2015 7:40 PM
1536	60, 9	3/6/2015 7:39 PM
1537	40	3/6/2015 7:36 PM
1538	Routes 2 and 355	3/6/2015 7:32 PM
1539	2	3/6/2015 7:32 PM
1540	2	3/6/2015 7:30 PM
1541	26, 66, 310, 312	3/6/2015 7:15 PM
1542	594 578 43 49 586	3/6/2015 6:43 PM
1543	312, 1, 2, 3, 13, 24, 33	3/6/2015 6:20 PM
1544	D and E	3/6/2015 6:19 PM
1545	D	3/6/2015 6:19 PM
1546	21, 21X, 55, C	3/6/2015 6:12 PM
1547	15, 18, 131, 120, F	3/6/2015 6:08 PM
1548	2	3/6/2015 5:48 PM
1549	60	3/6/2015 5:44 PM
1550	5, 355, 345	3/6/2015 5:40 PM
1551	36, 24. 33	3/6/2015 5:37 PM
1552	60, 9	3/6/2015 5:33 PM
1553	5, 5X	3/6/2015 5:33 PM

1554	249	3/6/2015 5:30 PM
1555	13	3/6/2015 5:18 PM
1556	50, 150	3/6/2015 5:15 PM
1557	2	3/6/2015 5:14 PM
1558	26	3/6/2015 5:05 PM
1559	Connections with Community Transit and Sound Transit usually, but the 372X will be a great route in the future.	3/6/2015 5:04 PM
1560	522	3/6/2015 5:04 PM
1561	522X	3/6/2015 4:59 PM
1562	21, 22, 41, 221, 226, 245, 249, 554, 560, B Line, C Line	3/6/2015 4:57 PM
1563	(I can't click into boxes above) C, D, E, 1, 2, 3, 4, 5, 7, 8, 11, 16, 26 and 26X, 28X, 40, 44, 49, 71, 72, 73, 255,	3/6/2015 4:56 PM
1564	41	3/6/2015 4:53 PM
1565	554,218,40,SLUT	3/6/2015 4:51 PM
1566	50, 55, 128, C	3/6/2015 4:50 PM
1567	554,218	3/6/2015 4:46 PM
1568	40	3/6/2015 4:44 PM
1569	60, 36	3/6/2015 4:43 PM
1570	125	3/6/2015 4:41 PM
1571	40	3/6/2015 4:40 PM
1572	118, 116	3/6/2015 4:39 PM
1573	987, others I don't remember	3/6/2015 4:38 PM
1574	116, 118	3/6/2015 4:35 PM
1575	5, 5X, E	3/6/2015 4:34 PM
1576	309	3/6/2015 4:33 PM
1577	Rapid Ride E	3/6/2015 4:33 PM
1578	3, 4, 5, 7, 9	3/6/2015 4:32 PM
1579	268	3/6/2015 4:29 PM
1580	131, 125	3/6/2015 4:29 PM
1581	7; 14	3/6/2015 4:24 PM
1582	13	3/6/2015 4:23 PM
1583	522	3/6/2015 4:22 PM
1584	14, 2, 3, 4, 15, 18, 56, 57	3/6/2015 4:22 PM
1585	2, 3, 27	3/6/2015 4:21 PM
1586	14, 2, 3, 4, 15, 18, 56, 57	3/6/2015 4:18 PM
1587	2, 27, & 3.	3/6/2015 4:17 PM
1588	550	3/6/2015 4:12 PM
1589	5	3/6/2015 4:10 PM
1590	554	3/6/2015 4:09 PM
1591	21, C, 249	3/6/2015 4:09 PM

1592	309, sometimes 312	3/6/2015 4:07 PM
1593	40, D, 26, 1, 2, 13	3/6/2015 4:05 PM
1594	5, 26, 40, RapidRide E	3/6/2015 4:05 PM
1595	7	3/6/2015 4:04 PM
1596	40	3/6/2015 4:02 PM
1597	5,E	3/6/2015 4:01 PM
1598	193	3/6/2015 3:56 PM
1599	41,24,124,240	3/6/2015 3:55 PM
1600	65 30	3/6/2015 3:54 PM
1601	Link Light Rail	3/6/2015 3:54 PM
1602	216, 218, 219, 554	3/6/2015 3:54 PM
1603	41, 124,271	3/6/2015 3:51 PM
1604	7, 48	3/6/2015 3:50 PM
1605	b line, 245, 226, 248	3/6/2015 3:50 PM
1606	271	3/6/2015 3:49 PM
1607	7	3/6/2015 3:48 PM
1608	41	3/6/2015 3:47 PM
1609	41, 532	3/6/2015 3:47 PM
1610	36, 60, 3, 4	3/6/2015 3:45 PM
1611	41	3/6/2015 3:42 PM
1612	24, 33	3/6/2015 3:41 PM
1613	550	3/6/2015 3:40 PM
1614	106, 124, 131, 554, 5, D,	3/6/2015 3:39 PM
1615	5, 179	3/6/2015 3:37 PM
1616	372, 120	3/6/2015 3:37 PM
1617	312, 522	3/6/2015 3:36 PM
1618	234, 522	3/6/2015 3:35 PM
1619	512	3/6/2015 3:34 PM
1620	1, 2,13, 29, 70-73, D	3/6/2015 3:33 PM
1621	36,60	3/6/2015 3:33 PM
1622	311 AND 522	3/6/2015 3:33 PM
1623	125	3/6/2015 3:32 PM
1624	120, 121, 122, 128, 131, 50, 60,	3/6/2015 3:29 PM
1625	217	3/6/2015 3:29 PM
1626	1,2,3,4,13, D,24	3/6/2015 3:27 PM
1627	7, 106	3/6/2015 3:26 PM
1628	41, 303	3/6/2015 3:25 PM
1629	#3, #40	3/6/2015 3:24 PM

1630	E	3/6/2015 3:23 PM
1631	41,	3/6/2015 3:23 PM
1632	249	3/6/2015 3:22 PM
1633	566	3/6/2015 3:21 PM
1634	41, 303	3/6/2015 3:21 PM
1635	124, 106, 131, 132	3/6/2015 3:21 PM
1636	3 - 4 - 2 - 13 - 29	3/6/2015 3:21 PM
1637	41	3/6/2015 3:21 PM
1638	522	3/6/2015 3:20 PM
1639	355	3/6/2015 3:20 PM
1640	3 and 4	3/6/2015 3:20 PM
1641	245	3/6/2015 3:16 PM
1642	268	3/6/2015 3:16 PM
1643	E-Line, 5	3/6/2015 3:14 PM
1644	60	3/6/2015 3:09 PM
1645	2, 9	3/6/2015 3:07 PM
1646	60	3/6/2015 3:07 PM
1647	312, 309, 522	3/6/2015 3:07 PM
1648	216,219,43,49	3/6/2015 3:07 PM
1649	167	3/6/2015 3:05 PM
1650	55 transfer to a 21 that becomes a 5	3/6/2015 3:03 PM
1651	312	3/6/2015 3:03 PM
1652	26, 40, E	3/6/2015 3:03 PM
1653	41, 312	3/6/2015 3:03 PM
1654	40, 41, 345, 346, 347, 348	3/6/2015 3:02 PM
1655	60. 125, 128	3/6/2015 3:01 PM
1656	101, 566, 560, 550	3/6/2015 3:00 PM
1657	41, 312	3/6/2015 2:59 PM
1658	2,3,27,522	3/6/2015 2:59 PM
1659	26 in the late afternoon after the 26x stops running	3/6/2015 2:59 PM
1660	15,18,17, 40, D line	3/6/2015 2:59 PM
1661	304	3/6/2015 2:57 PM
1662	308, 312, 41	3/6/2015 2:57 PM
1663	5 & all Rapid Rides	3/6/2015 2:56 PM
1664	309	3/6/2015 2:56 PM
1665	2	3/6/2015 2:55 PM
1666	5, 26	3/6/2015 2:55 PM
1667	RR-C if forced	3/6/2015 2:55 PM

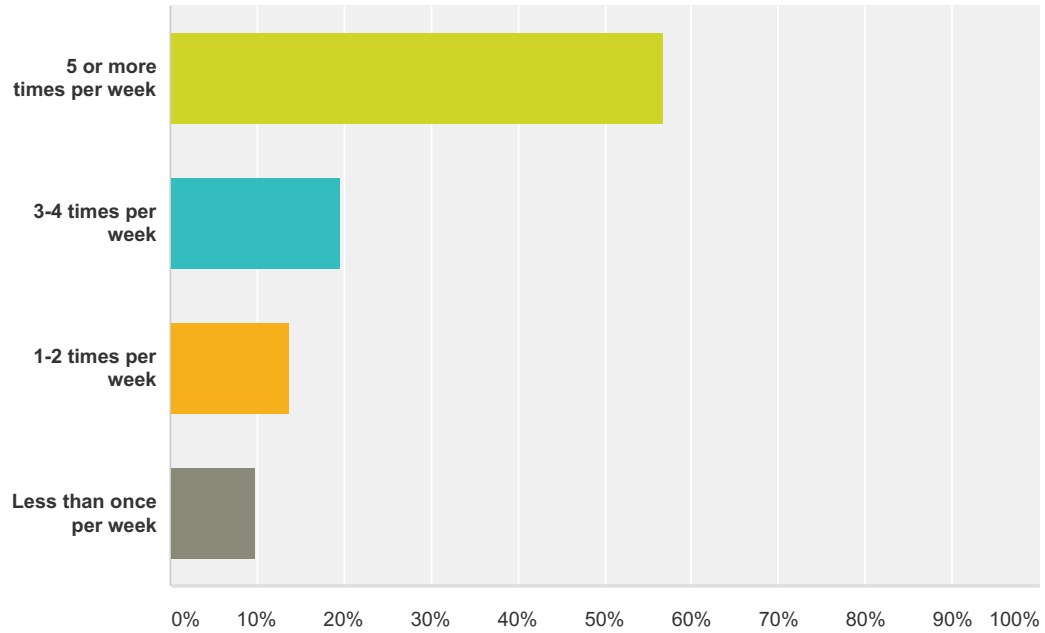
1668	60, 9	3/6/2015 2:54 PM
1669	2, 3, 27	3/6/2015 2:54 PM
1670	50, 1, 2, 13,	3/6/2015 2:53 PM
1671	355	3/6/2015 2:52 PM
1672	2, 3, 4	3/6/2015 2:52 PM
1673	D	3/6/2015 2:51 PM
1674	522	3/6/2015 2:51 PM
1675	I ride other lines sporadically	3/6/2015 2:50 PM
1676	40	3/6/2015 2:50 PM
1677	3,4,193,197	3/6/2015 2:49 PM
1678	2	3/6/2015 2:49 PM
1679	33, 24	3/6/2015 2:49 PM
1680	5, 5x, D	3/6/2015 2:48 PM
1681	355, 5,	3/6/2015 2:48 PM
1682	27	3/6/2015 2:47 PM
1683	C line	3/6/2015 2:47 PM
1684	26 250 D	3/6/2015 2:45 PM
1685	Whatever will take me from Downtown to UW Campus (I usually hop on a bus headed across SR-520)	3/6/2015 2:45 PM
1686	212, 218, 216, 554, 550	3/6/2015 2:45 PM
1687	41	3/6/2015 2:45 PM
1688	355 - it's the best way to get downtown to 5th and James from the U District and Laurelhurst	3/6/2015 2:44 PM
1689	40, 41, 522, 312	3/6/2015 2:44 PM
1690	2	3/6/2015 2:43 PM
1691	7, 9, 50	3/6/2015 2:42 PM
1692	60, 9X, 347, 303	3/6/2015 2:42 PM
1693	D; E; ST577; ST578; ST510; ST512	3/6/2015 2:41 PM
1694	27	3/6/2015 2:41 PM
1695	40, 17, 18	3/6/2015 2:41 PM
1696	9X	3/6/2015 2:41 PM
1697	26	3/6/2015 2:41 PM
1698	22, 21X, 60, 43	3/6/2015 2:40 PM
1699	60, 9X, 347, 303	3/6/2015 2:40 PM
1700	24, 33	3/6/2015 2:40 PM
1701	41	3/6/2015 2:39 PM
1702	578	3/6/2015 2:39 PM
1703	36, 9	3/6/2015 2:39 PM
1704	355X	3/6/2015 2:39 PM
1705	3, 4 309, 312, 41	3/6/2015 2:39 PM

1706	D, E, 5	3/6/2015 2:39 PM
1707	355X	3/6/2015 2:39 PM
1708	24,33,C/D	3/6/2015 2:38 PM
1709	312	3/6/2015 2:38 PM
1710	410, 415, 511, 512, 513	3/6/2015 2:38 PM
1711	E	3/6/2015 2:37 PM
1712	3,4,5	3/6/2015 2:36 PM
1713	41, 303	3/6/2015 2:36 PM
1714	197	3/6/2015 2:36 PM
1715	41, 312, 522	3/6/2015 2:35 PM
1716	3, 4	3/6/2015 2:35 PM
1717	41 to Northgate	3/6/2015 2:35 PM
1718	554	3/6/2015 2:34 PM
1719	21,47	3/6/2015 2:33 PM
1720	D Line, 15X, 3, 4	3/6/2015 2:33 PM
1721	345	3/6/2015 2:33 PM
1722	c, d, 15, 18, 55	3/6/2015 2:32 PM
1723	40, 44, 15x, 18x	3/6/2015 2:32 PM
1724	21X	3/6/2015 2:32 PM
1725	41 to Northgate	3/6/2015 2:32 PM
1726	Link train from Pike to University	3/6/2015 2:32 PM
1727	41, 66, e line	3/6/2015 2:31 PM
1728	5, 41, 355, E	3/6/2015 2:31 PM
1729	550, Rapid Ride D Line,	3/6/2015 2:30 PM
1730	2, 3, 4	3/6/2015 2:30 PM
1731	522, 312	3/6/2015 2:29 PM
1732	60	3/6/2015 2:29 PM
1733	234, 249	3/6/2015 2:29 PM
1734	197	3/6/2015 2:29 PM
1735	522	3/6/2015 2:29 PM
1736	197 and 577/578	3/6/2015 2:29 PM
1737	586	3/6/2015 2:29 PM
1738	41, 40	3/6/2015 2:28 PM
1739	Light rail, #9express, #50	3/6/2015 2:28 PM
1740	60	3/6/2015 2:28 PM
1741	60	3/6/2015 2:28 PM
1742	and 2 when its on time	3/6/2015 2:28 PM
1743	41, 303	3/6/2015 2:28 PM

1744	40	3/6/2015 2:21 PM
1745	13, 40	3/6/2015 12:52 PM
1746	41, 348, 522	3/6/2015 12:49 PM
1747	41	3/6/2015 12:01 PM
1748	I work in Bothell, and rely primarily on Sound Transit 512, Community Transit 120, and Metro 8.	3/6/2015 10:52 AM
1749	512	3/6/2015 10:49 AM
1750	40, E	3/6/2015 10:22 AM
1751	c	3/6/2015 9:56 AM
1752	41, 347, 348	3/6/2015 9:11 AM
1753	41, 348, 347	3/6/2015 9:08 AM
1754	9X	3/6/2015 8:28 AM
1755	217, 554	3/6/2015 8:28 AM
1756	41	3/5/2015 10:11 PM
1757	60	3/5/2015 9:46 PM
1758	312, 522, 41, 28, 26	3/5/2015 8:07 PM

Q5 How often do you ride transit?

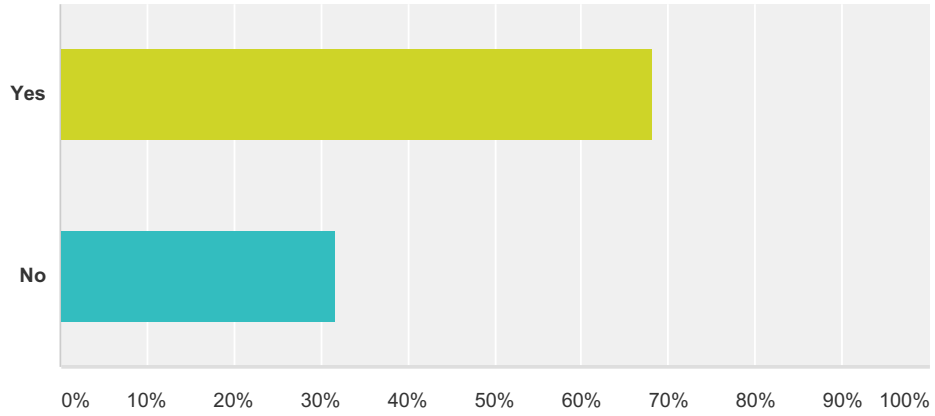
Answered: 5,810 Skipped: 749



Answer Choices	Responses
5 or more times per week	56.82% 3,301
3-4 times per week	19.59% 1,138
1-2 times per week	13.82% 803
Less than once per week	9.78% 568
Total	5,810

Q6 Would you like to give us feedback on changes being considered for north Seattle (including neighborhoods in northeast and northwest Seattle)?

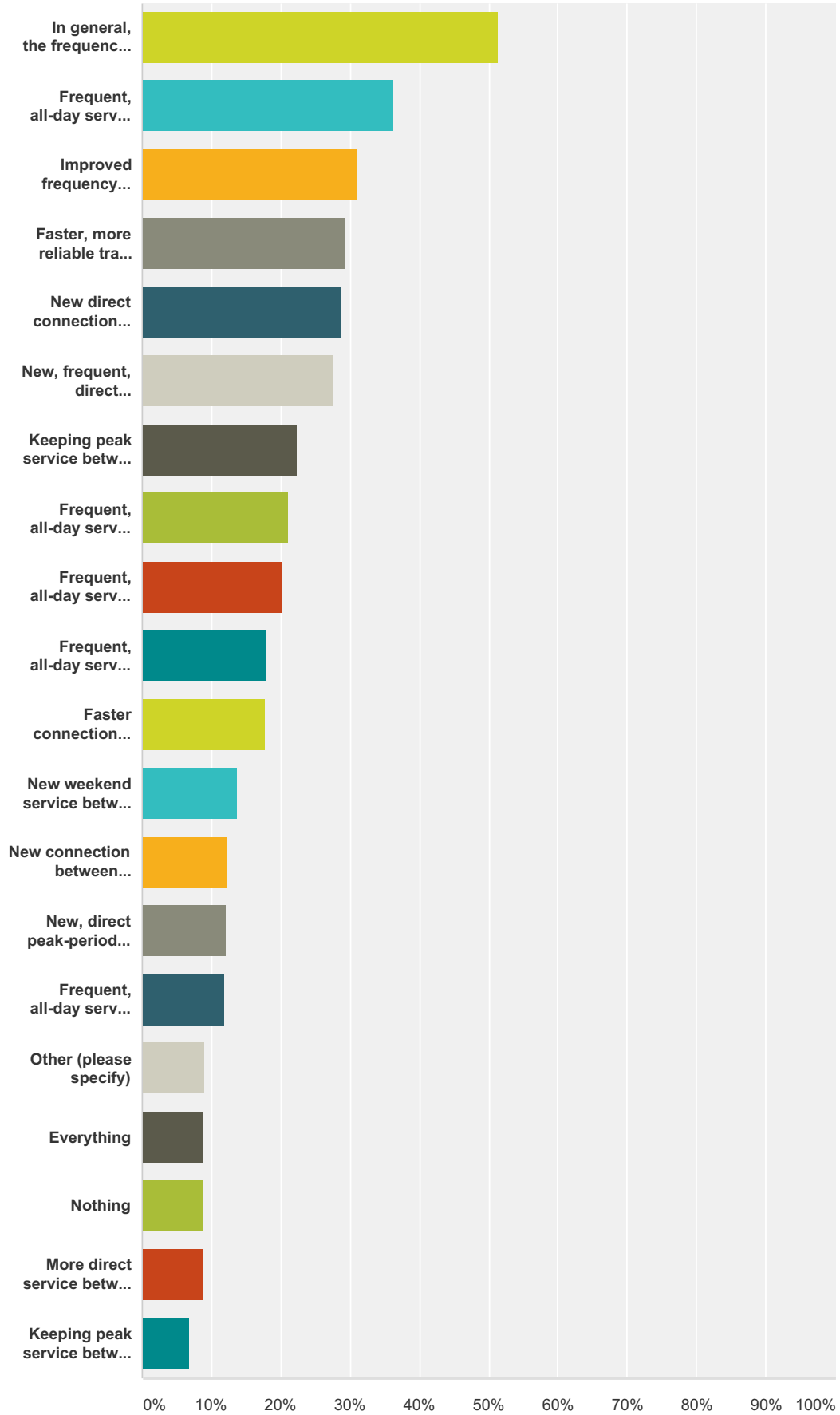
Answered: 5,645 Skipped: 914



Answer Choices	Responses	Count
Yes	68.17%	3,848
No	31.83%	1,797
Total		5,645

**Q7 What do you like most about the
Alternative 1 concept in north Seattle?
(choose up to 10)**

Answered: 2,926 Skipped: 3,633



Answer Choices	Responses
In general, the frequency of service in this network concept	51.30% 1,501
Frequent, all-day service between the new University of Washington Link station, University Village, and Seattle Children's Hospital (concept for Routes 65, 75, and 255)	36.33% 1,063
Improved frequency between the University District and northeast Seattle neighborhoods, including Wedgwood, Ravenna, Maple Leaf, Lake City, and Sand Point (concepts for route 65, 67, 75, and 372X)	31.17% 912
Faster, more reliable travel times between Capitol Hill and NE Seattle	29.46% 862
New direct connection between Ballard, Greenwood, Green Lake, the new University of Washington Station, and the Eastside (concept for through-routing routes 45 and 271)	28.88% 845
New, frequent, direct connection between Sand Point, Wedgwood, Ravenna, Roosevelt, Green Lake, and Wallingford (concept for Route 16)	27.61% 808
Keeping peak service between northeast Seattle neighborhoods and downtown Seattle (concept for routes 73, 74, 76, 77, and 312)	22.42% 656
Frequent, all-day service between Northgate, Maple Leaf, Roosevelt, the University District, and the new University of Washington Link station (concept for Route 67)	21.12% 618
Frequent, all-day service between the new University of Washington Station and University Way/The Ave (concept for routes 45, 48, 67, and 271)	20.27% 593
Frequent, all-day service between the Eastside and Seattle Children's Hospital (concept for Route 255)	17.91% 524
Faster connection between east Green Lake, Wallingford, and downtown Seattle (concept for Route 26X)	17.74% 519
New weekend service between Lake City, Ravenna, and the University District (concept for Route 372X)	13.81% 404
New connection between Wallingford and Fremont (concept for Route 16)	12.30% 360
New, direct peak-period connection between South Lake Union and northeast Seattle neighborhoods (concept for routes 64X and 66X)	12.06% 353
Frequent, all-day service between the University District, Overlake, downtown Redmond, and Bear Creek Park and Ride (concept for Route 542)	11.83% 346
Other (please specify)	8.99% 263
Everything	8.85% 259
Nothing	8.85% 259
More direct service between Green Lake and Northgate (concept for Route 16)	8.82% 258
Keeping peak service between Maple Leaf (on 5th Avenue NE and 15th Avenue NE) and downtown Seattle (concepts for routes 66, 77, and 373)	6.87% 201

Total Respondents: 2,926		
#	Other (please specify)	Date
1	Focusing new routes on major arterials - Route 25 is virtually useless for efficient transit, rather have better options a little further away.	4/1/2015 11:50 AM
2	I like having more frequent, efficient, and productive service. Part of me likes the idea of providing either excellent service or none at all. It seems like Alternative 1 would do more good for more people. The experiences people have riding Metro would be better. It doesn't coddle people but expects them to use U Link and transfer when needed. Bottom line--I live in Rainier Valley. Link will give me excellent connections to Cap Hill and Husky Stadium/UWMC. But I think Alternative 1 will give me more and better transfer options (frequency and span) to get from the new stations to neighborhoods I can't reliably or quickly I get to now. The more places I can get quickly on transit, the more potential clients I can serve.	4/1/2015 12:57 AM
3	frankly, your explanation of alternative 1 and alternative 2 are too general to give a meaningful opinion	3/31/2015 11:37 PM
4	Don't like the removal of direct service from Pinehurst (which is north of Maple Leaf and Northgate) to the University District with the potential elimination of 73 in this proposal. Especially the all day service changes. Its almost as if this area doesn't exist in the planning.	3/31/2015 10:05 PM
5	You know evaluating the differences is really difficult for us. We are nervous about the lost of the 43 because we ride it to group health hospital frequently and to our favorite restaurants on 15th. We live right next to the Husky stadium lite rail station and that will be lovely. But it is a good walk from Broadway and John to Group Health.	3/31/2015 6:21 PM
6	Please keep #12 and #43 buses running to service North Capitol Hill	3/31/2015 4:50 PM
7	You are forgetting about the neighborhoods such as montake where the people would not be able to get to the transit center especially if you take away the 43 route. Not everyone can ride a bike or walk long distances. Keep the 43 route and others that are not broken and add in the light rail to make the system better. You have been given a lot of taxpayers money already so make it work for the people who are paying the taxes and you.	3/31/2015 4:33 PM
8	I would really really really like to see a route between Capitol Hill, Fremont and Ballard.	3/31/2015 3:26 PM
9	Weekend and mid-weekday service from North Beach to Downtown, and faster service from North Beach to UW.	3/31/2015 2:48 PM
10	not quite sure impact for my commute. Want to get from Sant point way to downtown- sounder train	3/31/2015 11:39 AM
11	would be nice to have bus service available the hours i work	3/31/2015 11:27 AM
12	frequent routes from NSCC to Greenwood	3/31/2015 10:50 AM
13	The 255 up to Magnuson park	3/31/2015 10:27 AM
14	More frequent and extended hours for connections from Greenwood to University of Washington	3/31/2015 10:20 AM
15	The ATTEMPT at Improved frequency between the University District and northeast Seattle neighborhoods but I think it also makes the frequency and trip times much worse for much of Pinehurst, Victory Heights, Jackson Park, and Olympic Hills. We will have LESS off-peak access to Link after these changes.	3/31/2015 10:12 AM
16	This alternative simply does not work for me. I live across the street from a #43 bus stop. How am I supposed to get from my house to the UW or Capitol Hill to take the train? I'm a senior citizen. Am I supposed to walk over a mile or two to take the train. In fact, how is anyone going to get to the train stations? Will there be commuter parking? Get real.	3/31/2015 9:19 AM
17	Maintain 43 schedule. Establish Capitol Hill to Kirkland route	3/31/2015 6:42 AM
18	The only improvement I see is the improved frequency between University of Washington and Magnuson Park.	3/30/2015 10:54 PM
19	Better service from Bear Creek Park and Ride to Seattle Childrens or UW Link Station--there are no options for people from sammamish to get to Seattle very easily and Bear Creek is closest park and ride in redmond	3/30/2015 8:45 PM
20	Route 43, which is the bus that is our neighborhood's best connection to downtown, will be deleted. Not a good plan.	3/30/2015 6:34 PM
21	Frequency is not as important as access. I cannot walk a long distance to get to a bus stop--now I only have to walk two blocks. Alt. 1 would eliminate my use of transit. Since I depend only on basic Social Security, I don't have the money for cabs. The Access service is a nightmare of waiting, waiting, and waiting.	3/30/2015 6:23 PM

22	I like focusing on a few frequent corridors with "turn-up-and-go" bus service rather than having to check ahead and coordinate schedules. I like enabling Eastside travelers to change to Link rather than be caught in traffic on I-5 and Stewart St, as well as letting them go straight to Capitol Hill without having to go out-of-direction to downtown.	3/30/2015 5:21 PM
23	Generally, I have concern for any changes from Metro current service, UNLESS THERE IS AN INCREASE/IMPROVEMENT OF SERVICE (additional routes, frequency & buses). ANY PLAN THAT DELETES ROUTE 43 IS UNACCEPTABLE. ANY PLAN THAT REDUCES SERVICE TO ALL NEIGHBORHOODS, INCREASES WALK & WAIT TIME TO/FOR BUSES IS UNACCEPTABLE. Living in the west edge (7th to 8th Ave NE, NE 45th St to NE 47th St) of the U-District, using Light Rail is not really an option I will consider except for novelty from time to time or if going to SeaTac, which I never do. Both Alternatives appear to reduce service to my area of the U-District.	3/30/2015 2:12 PM
24	Direct routes from Capitol Hill/N Capitol Hill to Seattle Children's that do not require going through the University Campus	3/30/2015 10:54 AM
25	This is all north Seattle Centric without any acknowledgement of people who travel from south King County	3/30/2015 9:54 AM
26	without 43 we could not get to downtown or university station easily. We are seniors and planned on using bus/light rail more and more. Fear we will have to move from our home is public transport becomes difficult.	3/30/2015 9:49 AM
27	Expanding service between south lake union / Ballard	3/30/2015 9:32 AM
28	I current carpool from MV, WA to UWMC or SCH daily. I would use combination of Sound Transit and bus if routes were available: from dpwntown and/or east side. I am excited by the new changes being proposed to get rid of car and be able to train/bus to work would be ideal! Thanks.	3/30/2015 8:22 AM
29	Full time Route 70	3/30/2015 7:09 AM
30	I would like to see more routes from Eastlake to downtown.	3/30/2015 3:12 AM
31	Increasing frequency of buses on route 65 from Seattle Children's to Wedgewood from 6:30 to 8:30.	3/29/2015 12:08 PM
32	I have no interest in busing to north Seattle on a regular basis so none of this applies to me	3/29/2015 11:25 AM
33	Presently, no bus in Ravenna area leaves early enough in the morning to catch an early morning flight even though Sounder train runs from downtown at that time.	3/28/2015 7:30 PM
34	I would love to be able to take the bus from the Brickyard park and ride to my job at Seattle's Children's Hospital right now I can't take the bus to work as I have to transfer twice and wouldn't get home until about 10:00 PM , after getting off work at 7:30 PM. I dont want to spend that much time riding the bus, taking my my car is faster it only takes me 30 minutes to get home.	3/28/2015 6:18 PM
35	More direct service between Bothell and Bellevue	3/28/2015 2:51 PM
36	I have filled this out previously and thought of another comment: Many years ago I attended sessions to discuss bus route changes and Metro wanted to make all the 70 series buses end at Campus Parkway and make all those commuters transfer to new buses to go downtown. I voiced my objection because I thought it was not good for elderly riders to have to transfer halfway to their destination. I decided after filing my original comment on this survey that this is exactly what Metro and Sound Transit are trying to do again. Have north and south routes, in my case route 372 to the tunnel (Husky stadium) - not east -west routes to the tunnel (route71) Roosevelt. Once again I am voicing my objection and this time I feel even stronger. I am approaching elderly - the media actually tells me that I am elderly. On buses, the front part of the bus is supposed to be for elderly and disabled riders. This does not keep young people from filling these seats and sitting there with there eyes glued to electronic media. Often, I am the only person in that section paying attention and watching for truly elderly and disabled riders and often I am the person giving up my seat - the latest to a young man carrying a toddler. My objection to the long ago change was that elderly people would have to give up their seat to transfer and then not be able to get another seat as they would be pushed (figuratively) aside by younger riders. This is exactly what I fear the most if the transfer point is ging to be Husky stadium. Long walks to transfer and crowded facilities with clueless young people wandering around talking on photos and being otherwise absorbed. I do understand that the trains will run more frequently and take less time but that doesn't make a difference if one is forced to stand or confront a younger or less considerate rider (backpack on adjacent seat) for a seat.	3/28/2015 12:58 PM
37	Keeping frequent commuter buses (like the 76) while consolidating the other buses into high frequency busses that serve a greater number of areas.	3/28/2015 12:09 PM

38	The plans for the 71 will increase my total number of buses on weekdays from 5 to 7 wwhich will increase my travel time which is currently 3 1/2 houts & on weekends 2 buses to 4 buses & and travel time is currently 40 minutes. It does not consider handicapped or elderly who use the bus to do their errands. To expect either to walk from 50/55the to 35;65 or sandpoint to catch a bus is Rude; Arrogant and Cruel. Also the money voted on by the city of Seattle was intended by the people who voted fr it to save the buses you once again are cutting. If you continue with this plan I believe the city council should take back them money because I, in my opin8on, consider it missappropriation of funds	3/28/2015 12:02 PM
39	Keeping frequent all day service between University District and Bellevue (route 271)	3/28/2015 9:23 AM
40	What happened to the South of downtown (besides 14 and 36) hard to get from Beacon to Lk Washington Boulevard . How about from the Airport to Downtown and back? The current link is about the most inconvenient way to commute to the airport, having to crawl through a windy overpass and a stinky garage dragging your luggage. The best way to get to the airport is to take the 550 to Bellevue and from Bellevue the 560 to the airport. Bring back the 194.	3/28/2015 8:03 AM
41	for my bus 372, the alternatives are the same	3/28/2015 7:49 AM
42	This alternative generally works for me	3/28/2015 7:19 AM
43	Propose a frequent, 18-24 hour per day service running from Lake City down 25th Ave NE past U Village to Montake	3/28/2015 4:35 AM
44	I think we should be like Paris, lots of buses running constantly. Inexpensive. People will change their habits, especially if parking spaces are eliminated.	3/27/2015 1:51 PM
45	By walking to Children's Hospital and taking a bus, I can get to the University Light Rail station	3/27/2015 1:20 PM
46	More frequent and more reliable rides to the University of Washington and to Light Link into downtown Seattle and Seatac.	3/27/2015 12:37 PM
47	Please continue the 255 up to Magnuson Park	3/27/2015 12:21 PM
48	It would be good to increase the frequency of 545 connecting Redmond to Seattle, especially evening service to Redmond. Also if the earlier route 265 could be re-established, connecting seattle, kirkland and overlake, it would help the Bellevue/kirkland daily commuters to Seattle.	3/27/2015 11:16 AM
49	Express busses from Northgate to Roosevelt or U-Dist. (66/67 too slow for work days)	3/27/2015 10:43 AM
50	I live in Montlake and take the 43 downtown and to stops in capital hill. This would be bad for me and for my 79 year old husband who takes the bus home every day between the University and Boyer. Changing buses would be extremely inconvenient as would a longer wait. Connecting to rapid transit in the u district would involve a long walk or a long wait to get there. WE have lived in Montlake for over 40 years and depend on the 43.	3/27/2015 10:05 AM
51	Moving to more centralized stops rather than stopping at every intersection. It's not unreasonable to ask riders to walk a few blocks to get to the stop.	3/27/2015 8:18 AM
52	None of this encompasses NE, ie, Woodinville.	3/27/2015 8:07 AM
53	Why arent you connection NE neighborhoods with the University station? Should be a route that goes down 25th and then to stadium station	3/27/2015 6:41 AM
54	I am not sure how to answer these questions. Metro needs to improve the bus frequency and connections between light rail and buses. In my case I want to get to Children's and with the soon to open light rail stations in UW and U District I could take light rail downtown or to Rainer Ave and get a bus home. But if these buses don't run frequently 7 days a week I end up having to drive to work	3/26/2015 11:41 PM
55	Not too much for me personally	3/26/2015 7:38 PM
56	Would be fabtastic if there were direct buses from Seattle Children's Hosiptal to Downtown Seattle.	3/26/2015 4:28 PM
57	Peak times have expanded to nearly 7PM and I predict that the 255 during peak times will be very under-utilized while the 256s will be packed to the roof. Nearly all the east-bound busses between 3:30 and 6:30 are full- including the aisles. Very few riders get on at Montlake and I can't imagine that many will ride Link from dwntn up to the U district to catch the 255s	3/26/2015 2:51 PM
58	I commute in from Kent and need to get to Sand Point Way. With this concept...my commute would be train to light rail to bus? Is there a way to not take three modes of transit/transfer to make that commute? This is why I currently drive.	3/26/2015 8:04 AM

59	I took the survey yesterday before I had looked at the proposed route 71. With additional funds we voted in for improved service and the new Link Rail I had planned to rely on public transit for most of my travel needs. I was shocked to find that Alt 1 eliminates the only bus that serves my neighborhood. We bought our house here 19 years ago because it was on a bus route and we could get rid of a car. The nearest proposed route 65 is a ten-minute walk uphill. I know walking is good for me, but I am going to the IMA for my exercise program and do not need this on a cold dark winter morning to discourage me. Maybe we will need that second car now.	3/26/2015 8:01 AM
60	additional 76 routes, assuming those extra tips are during useful times	3/25/2015 7:58 PM
61	One bus from the Eastside directly to Seattle Childrens instead of a two bus ride	3/25/2015 6:30 PM
62	Continue the 255 up to Magnuson Park	3/25/2015 4:38 PM
63	There are some routes listed above that I would find useful depending on how many stops they have. I did not select any of these routes	3/25/2015 4:05 PM
64	Continue the 255 up to Magnuson Park	3/25/2015 3:40 PM
65	Continue 225 up to magnusun park	3/25/2015 3:39 PM
66	Shorter wait times for connections at park and rides / transit centers between different transportation agencies. For example switching from a KCM bus to a ST bus.	3/25/2015 2:50 PM
67	We need more options to get to Seattle Childrens. It takes over 2 hours to get o work from Bothell and its a 20 minute car ride.	3/25/2015 2:44 PM
68	Creating all day service from the station north and south on Montlake. This should be coupled with transit lanes heading south to speed up travel from NE Seattle neighborhoods to UW station and beyond. I am excited about connecting to Light Rail via the 45 from NW Seattle to make a faster trip to Capitol Hill.	3/25/2015 2:38 PM
69	Continue the 255 up to Magnuson Park	3/25/2015 1:45 PM
70	Please continue the 255 up to Magnuson Park	3/25/2015 1:35 PM
71	More busses from Kenmore P & Ride to downtown. They are soo crowded.	3/25/2015 1:34 PM
72	Continue the 255 up to Magnuson Park	3/25/2015 1:30 PM
73	Continue the 255 up to Magnuson Park"	3/25/2015 1:28 PM
74	Continue the 255 up to Magnuson Park	3/25/2015 1:25 PM
75	Keep the 277 route to UW from Eastside!	3/25/2015 1:03 PM
76	Continue the 255 up to Magnuson Park.	3/25/2015 12:34 PM
77	Your maps are crowded and difficult to read. Also, you don't seem to acknowledge that your buses serve areas outside of Seattle. I cannot tell if you're planning on changing the 373's route north of 145th, but, well, please don't.	3/25/2015 9:15 AM
78	Seems like all the benefits are for "Seattle" residents and not consideration to those in the "burbs". Can't imagine having to transfer 2 times to get downtown Seattle from Kingsgate.	3/25/2015 8:47 AM
79	I don't want to have to xfr to light rail. it will add to my already long commute time.	3/25/2015 7:52 AM
80	Just get me from downtown Redmond to Kirkland....	3/24/2015 7:37 PM
81	Service should be maintained on 15th Avenue NE.	3/24/2015 6:28 PM
82	Not sure how it impacts the east side. still need 255 to go to seattle, not childrens	3/24/2015 5:05 PM
83	I don't want to lose the trolleys. They do not pollute the environment. They are iconic to Seattle and I would miss their last century quality.	3/24/2015 3:18 PM
84	I am impressed with how closely this alternative matches, for my neighborhood of east Wedgwood, the proposed service reductions which we tried to avoid by voting for more taxes last year. You completely eliminate our all-day bus service (direct to downtown and U District) and present us with longer walks to access the remaining bus line, inconvenient long-walk transfers to get anywhere, resulting in significantly longer total travel times. Please tell us about the plans for a sheltered walkway between Stevens Way and the Stadium Station!	3/24/2015 10:49 AM
85	Route 255 possible Mountlake stop to the Eastside rather than traveling downtown; Route 65 increasing frequency very much needed!	3/24/2015 9:47 AM

86	Route 48 needs more buses between UW and north Seattle--they do not come as frequently as listed on the bus schedules. It would be nice to have the 48x back, but include it more than 1 or 2x per day--it was too infrequent for it to be well utilized.	3/24/2015 8:09 AM
87	cutting service from kirkland to downtown seattle on the 255 is a horrible idea. The buses are really crowded. Metro should be enhancing service through kirkland to Seattle not cutting it. The buses are pack and no one gets off at the UW. Everyone is going to downtown. Making everyone going to downtown go deep into the U district to then have to transfer is a horrible idea	3/23/2015 9:03 PM
88	More buses on Mercer Island, making for an easier commute.	3/23/2015 1:05 PM
89	If the 48 north of the montlake cut is going to be replaced by the 45, I like the idea of not having to change buses to get all the way to the UW Campus since the bus will continue as the 67.	3/23/2015 10:53 AM
90	Connectivity to Magnuson Park!	3/23/2015 10:47 AM
91	Looking for faster peak service between downtown and UW. If this can be done, while also removing some common routes (70-73), sounds great.	3/23/2015 10:11 AM
92	There may be others of these that I might find are worth marking, but I don't yet realize that these are places I would want to go because they're currently hard to get to (in which case the improvements are kind of the point)	3/23/2015 8:23 AM
93	This alternative only reflects better frequency for Seattle location riders - there seems to be NO consideration for the employee / commuters from the North end of Kirkland and surrounding communities. The ridership from these communities is not insignificant. I guess one could question if this solution is met to punish North East side riders and Seattle businesses which rely on those employees. I guess the departure of Boeing management from Seattle areas because of transportation (lack there-of) is not part of the anyone's memory?	3/23/2015 7:52 AM
94	I think that making trips more frequent on the weekends as well as more frequent during non-peak hours will make transit more accessible for those who use bus for both commuting to work and as their primary form of transportation. - As in my case. By getting more people to use transit and able to use transit more frequently and as a primary form of transportation, I believe the transit will be better for everyone as well as the environment.	3/22/2015 6:58 PM
95	Just a comment in general either option is fine from the perspective of my schedule (which is commuting into Westlake daily....so whatever provides the community with better service is fine.	3/22/2015 6:05 PM
96	Puts the focus on safety and well-appointed large stations, makes light rail the centerpiece of Seattle transit.	3/22/2015 11:21 AM
97	Service from the airport to Lake City would be nice to have a couple of times during the night from 12:30am thru 5am, currently none.	3/21/2015 4:00 PM
98	Through-routing the 255 from Kirkland to Fremont/Ballard/SPU (via existing routes 31/32, for example) rather than Childrens Hospital, providing connections to major North/South routes on Aurora/SR-99, Dexter/Fremont Ave, and 15th Ave NE, as well as serving major employment areas (and connecting Google's two campuses; you could probably even ask Google to pitch-in to help fund this route).	3/21/2015 12:17 AM
99	More direct and frequent service between Downtown and Sandpoint like the 74. It is to crowded and popular route. An express service between Downtown and Sandpoint bypassing Campus Park Way/ the Ave 74x!!	3/20/2015 8:02 PM
100	Come on, really.....you think this actually saves time. For whom? Those that live in Seattle. The heck with anyone on the Eastside who works in Seattle and currently is commuting. Walk in our shoes before you make a decision.	3/20/2015 1:25 PM
101	16 access to Dexter from Greenlake/Wallingford.	3/20/2015 8:48 AM
102	The routing of the 8 to Madison Park	3/20/2015 7:26 AM
103	I need direct service between Lake City and U-district for work -- especially bus 72 and also 73, 41, etc. I need this at non-peak times! I would rather it be every 30 minutes than have this disappear, and I am left with no way to get home/to work! I'm not as concerned with increased frequency but am worried about consolidation/disappearance of routes. Geographic coverage and non-peak time coverage (I work until 9pm at night) is much, much more important to me!	3/19/2015 7:50 PM
104	A quick turn around commute option for patients going from the (UW Med Center and Roosevelt Medical Center) going to NW Hospital. There used to be a shuttle between the two, but now patients/staff have to take a very slow commute to get there and back.	3/19/2015 3:32 PM
105	I and many other people ride 15th ave between maple leaf ride the 73 and 72 since they are provided for most times through-out the day. It will be very inconvenient and cumbersome to	3/19/2015 1:48 PM

106	Increased frequency of 545 route to eastside.	3/19/2015 11:14 AM
107	Improved frequency and service to Sand Point for myself, students, low-income housing residents, and surrounding multi unit condominiums and apartments.	3/19/2015 11:13 AM
108	Please DO NOT ELIMINATE the 66/67 routes on 5th Ave NE!!!! If you move the routes to Roosevelt it's too far away, and makes it too hard to get to the Northgate Transit Center. Not everyone can walk a half mile to a mile to get to either the bus stop on Roosevelt or to the Northgate Transit Center.	3/19/2015 10:01 AM
109	I just want to say that you should pay attention to the actual experience of someone transferring between the bus and the light rail. In my neighborhood (South Seattle) I have been frustrated by the lack of convenient connection between the 7/9 (my main buses) and the light rail. Either I have to walk for 10 minutes (Columbia City) or I have to wait around for a light to change so I can cross Rainier Ave and then make my way through the light rail station and up the escalators (Mount Baker). In either case I am likely to see my train/bus go by while I am trying to make my connection. Please design the light rail station/bus connections so that people can hop off one and hop on the next.	3/19/2015 9:55 AM
110	I would love for Bus route 41 to stay the same going to and from downtown and into lake city. I also want bus 545 to stay the same going through downtown and picking me up to go to work on Westlake bus stop. It's easier for me to get to work that way. If this stops, i cannot get to work. Please keep those the same.	3/18/2015 10:23 PM
111	I do not know the Alternative 1 concept in north Seattle	3/18/2015 10:14 PM
112	I primarily use the 65 to get to UW to get transferred to other locations. I really like that the 65 will be routed off of the UW campus and will instead be routed right by the light rail station. I feel that this is critical in leveraging the light rail service.	3/18/2015 10:01 PM
113	This is a terrible idea. For anyone living in North Capitol Hill more than five minutes walk from the Broadway and John light rail station, this will mean longer commute times to the University District. I make this commute every single day. These buses are full every day, and most travelers from the UW to Capitol Hill get off the 43 more than 5 minutes walk before Broadway and John. Moreover, the walk from the UW light rail station will add an additional five minutes to my journey. I estimate that my daily commute from my house (16th and Republican) on the light rail will be 20 minutes LONGER than it currently is using the #43. This is not public transportation progress. It is a light rail boondoggle. Sincerely Robert Wood Professor, University of Washington PS. The same thing happened with bus route 194 which reliably took passengers from downtown Seattle to the airport in 30 minutes until it was cancelled because of the light rail. The trip now takes 40-45 minutes on light rail. Is this progress? The idea is that new transit systems augment the public transportation system, not replace existing components.	3/18/2015 8:54 PM
114	5 running every 15 minutes on sunday.	3/18/2015 7:40 PM
115	No changes to 43, 44	3/18/2015 1:35 PM
116	Services have gone so useless, After over 25 years of using buses, I'll be driving from next month and canceling my bus card.	3/18/2015 1:32 PM
117	More direct lines to Magnolia and less of them that go through Fremont due to heavy volumes at peak hours with UW students (who don't live in Magnolia)	3/18/2015 12:55 PM
118	Better economic use of Metro's resources	3/18/2015 12:17 PM
119	not sure	3/18/2015 12:17 PM
120	Increased weekend service along routes I would use on the weekend (372, 16, 45)	3/18/2015 12:14 PM
121	Big problem: no single bus from Ravenna area N. of 65th Near Third Place Books and UW Link station. 372x is closest but it is a long walk from Campus Parkway esp. with luggage. Using the 65 would require transferring from the 372x. These alternatives don't really do much to connect anyone with the UW Link station!	3/18/2015 12:10 PM
122	I see nothing that improves the East/West travel in and out of Ballard.	3/18/2015 12:07 PM
123	If these more frequent routes connect or link-up to Rapid Line routes this would be a boon to mass transit here in Seattle	3/18/2015 12:06 PM
124	Great solution for traffic on SB Montlake Blvd to run buses thru campus SB, but NB on Montlake.	3/18/2015 12:05 PM
125	I'm assuming, even though it is not listed, that frequency from Maple Leaf to the UW campus on the 373X will be more frequent, instead of ONLY being during peak commute times and one-way depending on time of day (i.e. mornings only going southbound, afternoons only going northbound). The only time the 373X is mentioned specifically is on a change to Maple Leaf routes going downtown, which the 373 is not a downtown bus.	3/18/2015 11:56 AM

126	How about some more direct routes from NW Seattle areas Crown Hill, Broadview, Greenwood and Ballard to connect with the light rail at Northgate. Service currently is not direct, fast or current.	3/18/2015 11:54 AM
127	The 49 will still exist. I currently work in UW Tower, and in a few months will be working 2 blocks west on Roosevelt. I live on Capitol Hill and would hate to have to transfer (at the Link station) for such a short distance.	3/18/2015 11:49 AM
128	Splitting out the 45 and the 48 into 2 routes. Later service on the new 45 route to NW Seattle, midnite was always to early on the 48 going out of the U District.	3/18/2015 11:45 AM
129	Doesn't impact my Metro usage - however, like the general idea of more frequent service on the more used routes.	3/18/2015 11:36 AM
130	Splitting out the 45 and the 48. Later nite service on the 45, midnite was always to early for that route as the primary connector out to Northwest seattle.	3/18/2015 11:32 AM
131	Why is everything about NE Seattle? What about us poor bastards that live in NW Seattle? Like Greenwood, Bitter Lake, Broadview?? It really shows where your priorities are when only one of these areas are mentioned. (7th box down, Greenwood)	3/18/2015 11:29 AM
132	Frequent, direct express to major link areas such as park and ride or transit centers.	3/18/2015 11:24 AM
133	More reliable times during peak time for the 48 or bring back 48X	3/18/2015 11:24 AM
134	alternative concepts are not very clear	3/18/2015 11:21 AM
135	Faster times to airport	3/18/2015 11:20 AM
136	Efficiency and environmental friendliness of Seattle's transit system.	3/18/2015 11:19 AM
137	Sunday service every 15 minutes between 65th and Ravenna and the Husky Stadium Light Rail Station.	3/18/2015 8:34 AM
138	if you discontinue bus service #11 to Madison Park, i will no longer take the bus and be forced to drive everywhere.	3/17/2015 2:28 PM
139	Faster connection between south Wallingford and UW	3/17/2015 1:34 PM
140	Pinehurst. Seattle Transit Blog readers from Pinehurst have made a compelling case that Alternative 1 hurts them.	3/17/2015 11:38 AM
141	Frequent peak service between downtown Seattle and Redmond transit center, 545 is very crowded. Fair trade-off in same trip for off peak via light rail to 542	3/17/2015 9:33 AM
142	I don't like the elimination of route 72 and the fact that route 372 which will replace it will not connect with Light Rail at the UW Station but instead you expect passengers to walk at least 5 minutes to make that connection and 5 minutes is Metro's estimate. Well not everybody can make that walk especially the elderly or those who have mobility problems. If you are forcing people to transfer to Light Rail then the 372 must go down Montlake Boulevard and stop at the UW station. Right now on route 72 I have a direct route to downtown but under this proposal that is eliminated and replaced by a walk through the UW Campus in all kinds of weather and that is not acceptable.	3/16/2015 9:54 PM
143	" Improve service frequency in peak periods by adding several trips in each direction." sounds GREAT. However the impact of this statement is completely unclear since the bus inter arrival time is still "6-15" minutes. If there are more 545 buses to compensate for only running during peak then maybe this is great.	3/16/2015 4:17 PM
144	A direct link between downtown and Magnuson Park on Route 16, 2-way frequent service between downtown & the Aurora fremont exit	3/16/2015 3:32 PM
145	Frequency is key. You'll get more riders to rely on the service (and even get rid of their cars or dependency on Lyft/Uber) if the service is frequent. Then you can extend the network out as people come to rely on the service.	3/16/2015 1:43 PM
146	Instead of sometimes using a combination of 48/545 when the 542 is not running, I would always use the 542. Simpler and no transfers!	3/16/2015 1:21 PM
147	putting at least one route (here, the 311) running along the new Mercer. SLU and the Lower Queen Anne should be better connected.	3/16/2015 12:53 PM
148	Being able to catch the 542 to work at Microsoft after volunteering at McDonald Elementary is a big life change (no bus leaves for Microsoft from Greenlake after 10:09 today, including the Microsoft Connectors).	3/16/2015 12:50 PM
149	Hate that you are making my commute from Maple Leaf to Redmond take longer	3/16/2015 12:35 PM

150	Increased frequency on Rt 8.	3/16/2015 12:30 PM
151	I am so sorry but the proposed changes are very confusing and I am not sure how this will impact me so I don't have enough understanding to provide feedback	3/16/2015 12:29 PM
152	If I read the map correctly, it appears that Peak times for the new 542 will have more Pickup options from the Green Lake P&R. If this is true then this is great for us folks that ride to Redmond everyday! Again of this is true, thank you.	3/16/2015 11:52 AM
153	I like the idea of buses coming every 15 minutes, and a less complicated network overall.	3/16/2015 11:46 AM
154	It's absurd that there the ability to have a freeway station at Montlake has been taken away with the 520 design. This was never addressed as to why in the draft EIS. There are nice new freeway stations on the eastside, but you have limited your ability to have connected transit from the eastside to downtown, with a short stop at Montlake, creating this tortured set of alternative plans that require people to transfer. I don't believe that this is a time savings.	3/16/2015 11:45 AM
155	255 is the only bus that frequently connects Kingsgate and Downtown Seattle. Why change the 255 Route to Children's Hospital? Create a new service from the Eastside to the University. Changing buses during the travel to Downtown Seattle adds more time. We need frequent all-day service between the Eastside and Downtown Seattle! You proposal will create slower connection from the Eastside to Downtown Seattle	3/16/2015 7:16 AM
156	I need direct transport from Pioneer square where I live directly to Redmond. Currently, the 545 route goes through ALL downtown Seattle and then to CAPITOL HILL, which adds 15min to my commute every day. Plus there is no Wi-Fi on the bus, which is terrible for my productivity.	3/15/2015 12:35 PM
157	Frequency improvements to Madison Park and Madison Valley areas by #8 will mean that I may take public transportation more often as it will now be useful for short distances too. (e.g. Arboretum & Madison Street location to Capitol Hill). Otherwise it's difficult to wait up to 30 minutes for something that will be a few minutes drive. But if it's only a 10 minute wait it may be worth it for short trips.	3/14/2015 10:29 PM
158	The route 48 link between UW Link Station and Mt. Baker Station (along 23rd) serves a vital link between North Capitol Hill and access to the Light Rail. Currently, I take the 48 to Mt. Baker Transit Center to access the Light Rail (northbound or southbound). Once the Link Light Rail is complete, from Downtown, I envision taking the service all the way to UW then transferring southbound on the 43 or 48 and getting off on North Capitol Hill (Aloha). Alternatively, when I return from the Airport, I plan to get off at the Mt Baker Station, then catch the 48 northbound, as this will take less time, then all the way to UW and then south bound.	3/14/2015 3:52 PM
159	If routes are changed significantly, it can negate benefits from increased frequency of service. From Lake City I go primarily to the University District Retail Core (The Ave not University Village), the University campus to use the libraries, the Roosevelt Area, Northgate, Downtown and Green Lake. It looks like my access to the University District Retail Core and Roosevelt would be decreased (I'd have to transfer more) in Aternative 1, and transferring slows everything down. I would like to see the Route #72 retained since it is my most direct connection to the University District Retail Core and to connect with Route 48 on 65th NE. I also often travel to the University District through Wedgewood, stop, and then get back on the bus to go either to the University or Downtown or connect with the #48. I also go to church on 35th Ave NE and often ride the bus back and forth from church activiites. Decreasing frequency on the routes 65 during the evenings and weekends present problems for me taking transit. It looks to me like Alternative 1 would be more disruptive plan than Alternative 2.	3/14/2015 2:57 PM
160	Proposal is difficult to understand from the materials available.	3/14/2015 10:38 AM
161	What are you doing with the Rt.277. That is the only bus that goes from Houghton P&R to The UW and the only bus that lets riders transfer to the downtown Seattle at 92nd or EG BR. You are going to make it so we have to leave earlier in the mornings and hope and pray that we don't miss the transfers making that change to light rail.	3/13/2015 6:09 PM
162	frequent service from Bryant to link light rail	3/13/2015 3:59 PM
163	service is needed into Madison Park. It is used heavily by seniors, high school kid who need to get downtown. Making this change will only encourage people to drive to the bus stop or all the way downtown. Madison Park cannot be cut off from bus transportation	3/13/2015 2:41 PM
164	Please keep frequent service on route 43, especially during peak times. 43 is our preferred route to downtown Seattle from Montlake, both for commute and for weekend/evening travel.	3/13/2015 12:56 PM
165	I use the bus to get to work and get home from the University of Washington. Nothing you have done so far has improved this service. During rush hour If I'm not tired I can walk home faster then the buses that are so crowded I can't sit down. So packed people can't get on. An nothing done with light rail has improved my service in Wallingford. I will pay taxes and die before it is of any use to me.	3/13/2015 12:07 PM

166	access to the Montlake bridge/520 along from Sand Point via Montlake Blvd instead of having to go up the viaduct and down 15th and back around to Montlake. With the lack of parking at the Montlake Link stations, this is a MUST.	3/13/2015 11:10 AM
167	In Capitol Hill, I would prefer the 38 use Pine St to go downtown instead of turning on Broadway and route 10 to use John St to access 15th ave instead of Pine to keep the same level of service to the Summit neighborhood. The Seattle Transit Blog did a nice writeup on that. Thank you for not cutting the 49 to the U district. I live in the western part of the U District, near 42nd & Roosevelt and it would be difficult for me to access the U of Washington Link station. I both work and go to school on Capitol Hill so routes going to Capitol Hill matter a lot to me.	3/12/2015 11:07 PM
168	The plan destroys community and negatively impacts the elderly who have less capacity to get to the bus routes.	3/12/2015 10:14 PM
169	Better service from NE Kenmore	3/12/2015 3:46 PM
170	I was unable to understand any of the information points being made on the bullet points above by looking at the map...and it kicked me out of this survey. Why is the route 44 expected to depreciate?	3/12/2015 2:51 PM
171	I love the idea of all-day 15-minute waits (even if on fewer routes). That makes it feasible to use transit--because right now, with transfers transit is impossibly long even to go relatively short distances.	3/12/2015 2:35 PM
172	Too bad there is a 10 Limit.	3/12/2015 10:58 AM
173	Concerned about already clogged arterial streets and whether adding more frequent service to existing routes would net faster travel times considering existing major road construction projects in many of these areas.	3/12/2015 8:28 AM
174	Breaking up the 8 is a great idea; they always get slowed down in the south somewhere and just doing the east-west portion to get across town takes forever. Especially since this is a great way to get to the light rail from Seattle Center or lower Queen Anne.	3/11/2015 7:32 PM
175	The decrease in transfer time, coordinating services (bus and rail)	3/11/2015 4:35 PM
176	Reducing wait times will make transit a habit, not an ordeal. Right now, changing buses is a trip-killer, so hopefully transfer from bus to LINK will be smoother/faster	3/11/2015 11:19 AM
177	Consolidating service on Roosevelt, where I also own property.	3/11/2015 11:01 AM
178	Prefer accessing #67 from University Way rather than Roosevelt	3/11/2015 10:31 AM
179	There will be times this will shorten bus trips.	3/11/2015 7:23 AM
180	Can get from central Wallingford to the Ballard Bridge (16 connecting to 28)	3/10/2015 6:10 PM
181	Bryant to Seattle Center (route 16) Bryant to downtown (route 65 + train)	3/10/2015 4:41 PM
182	The potential of the 16. This would allow me and my children to get to the Northeast library on the bus much more reliably, and allow us to use the bus to grocery shop in View Ridge. (The current 30 minute frequency makes those trips much less reliable and predictable. If one just misses a bus when traveling with small children, it really is challenging.)	3/10/2015 4:35 PM
183	Looks like it'd cost less, which means better service in the future.	3/10/2015 4:31 PM
184	More frequent buss arrivals, consolidated stops	3/10/2015 3:52 PM
185	more direct transfer to light rail station for access to seattle children's hospital and to the airport	3/10/2015 3:35 PM
186	I use the number 11 and 12 routes quite a bit and without them I would have to change buses twice to get where I work. On the map there isn't much distance from 15th to 24th streets, but there is a large elevation change. Not everyone can climb those hills. THINK ABOUT IT.	3/10/2015 12:47 PM
187	Consolidated frequent service along a few corridors (rather than infrequent scattered service) makes transit use to these neighborhoods far easier. Would expect to use transit much more when going into NE Seattle under this alternative.	3/10/2015 12:32 PM
188	Direct connection between bryant / wedgwood and Link (route 65). I will use this every day.	3/10/2015 11:09 AM
189	The Grid! The Grid! The Grid!	3/10/2015 9:57 AM
190	More frequent and reliable service from NE Seattle to the new Montlake LINK station	3/9/2015 10:03 PM
191	The concept deletes the 11 which i use to go to downtown seattle without having to transfer. Taking the 8 + light rail just to get downtown from 23rd & Madison st. is not a good alternative for me.	3/9/2015 5:22 PM

192	If you eliminate the #25 Route bus, transit riders from Lakeview Blvd, Portage Bay/Roanoke Park, Laurelhurst and Montlake will not have a way to get to a light rail station on transit. Right now the #25 would take riders from all of the neighborhoods along the #25 route to the UW Stadium station, but if this route is eliminated, then we will all have to walk 1/2 mile+ to a bus! The #25 route only runs once per hour! I would strongly urge you to not eliminate the #25 route.	3/9/2015 4:24 PM
193	So this option means you will cut the #11 bus, replacing it with the 8. The 8 won't go downtown from Madison Park. I live far enough away from the proposed light rail stations to make this option unappealing and probably cumbersome for me. I don't want to have to go to a light rail station to get the UW, Wallingford. It looks like I can keep using the #44 & #48 to get to the UW. The 2 and the 11 are the buses that get closest to home.	3/9/2015 3:14 PM
194	Better connections in NE Seattle, and all day access. I would use transit more often, and drive less, if connections were better.	3/9/2015 3:07 PM
195	We need to keep both bus lines running at their current schedules, or how is anyone in Montlake/Portage Bay, the closest actual communities to the light rail station, going to get any benefit from it without increased access to the station? A quick Google Earth distance measurement shows that the nearest home in Montlake is already a quarter mile away from the stop. The "Hop In" (aka Montlake Blvd Market) is a half-mile away. Bus service needs to minimally stay the same to make the light rail stop gain it's full potential, otherwise it will be a squandered opportunity for our community to want to take light rail anywhere.	3/9/2015 3:01 PM
196	I like the overall idea of maintaining frequent bus runs and of being creative with routing. There are just a couple specific route changes that really don't work for our family. See next Q. Also, I like the change to #8 that has it run all the way down Madison, breaking off MLK to a separate route (#38)	3/9/2015 2:19 PM
197	The 255 linking through Montlake and up to Children's Hospital!!!	3/9/2015 1:40 PM
198	Eliminating the 11 service to Madison Valley and Madison Park would be detrimental to families, children, and elderly citizens in the entire 98112 zip code. The route 11 is a conduit of transportation for a variety of people representing every cross-section of this city. There's a very large elderly population in Madison Park that needs this service, and it's also a conduit that brings people from other parts of the city in to Madison Park's businesses and public beach/swimming facilities. During the summer months, huge numbers of people ride the bus in to Madison Park for access to the park and community facilities. Eliminating bus service will have an impact on the businesses, employees that rely on the route for transportation, and the community at large.	3/9/2015 12:20 PM
199	Please keep routes 10 & 11 going from Cap Hill to Downtown during commuting hours. I use those to connect to Route 77. The new light rail station on Cap Hill is too far from my workplace at 17th & Olive. Thanks!	3/9/2015 11:52 AM
200	Faster 28 which is the bus I prefer.	3/9/2015 11:50 AM
201	Improved later evening options on 372X; I work until 9p or 10:45p at Metropolitan Park buildings (Howell and Olive St).	3/9/2015 10:36 AM
202	Maintain route 308 and 303	3/9/2015 10:26 AM
203	You have eliminated my ability to use the bus. I live on NE 80th. Distances are too far for me to walk to catch a bus. Congratulations -- I'll be forced to go to work in my car and pay over an hour's worth of wages to pay for parking.	3/9/2015 10:08 AM
204	a direct bus to the new UW link station with NO transfer, so efficient to get to Capitol Hill and Downtown and the AIR PORT!! For me the most important change needed. Thanks	3/9/2015 10:02 AM
205	For South Seattle leave ti as is or have more busses going from park-N-ride stops to light rail. we would like fewer transfers.	3/9/2015 9:06 AM
206	I am not sure what to select but basically I want a bus that will take me from 65th and 35th (#64/#76) to Stewart & Denny. Currently the #64 shoots pass this intersection (it used to be a stop) and those of us who work at Denny or north of Denny have to walk 5+ blocks back we just came. The #76 required the same amount of walking. but if I understand the plan correctly the convention center will no longer be a stop when the light rail Northgate route is open. I don't want to transfer between buses/ rail	3/9/2015 8:35 AM
207	more frequent service between east and west north seattle	3/8/2015 8:52 PM
208	I really like that the 65 route, which I use frequently, would be redirected right to the link station. I much prefer that route rather than the current 65 route which goes through UW's campus.	3/8/2015 8:29 PM
209	I travel to the airport 1-2 x per month and I need a fast, reliable way to do this from Sandpoint. I now use route 75 but if would not drop me off at the link. Issue with a suitcase with me.	3/8/2015 7:33 PM

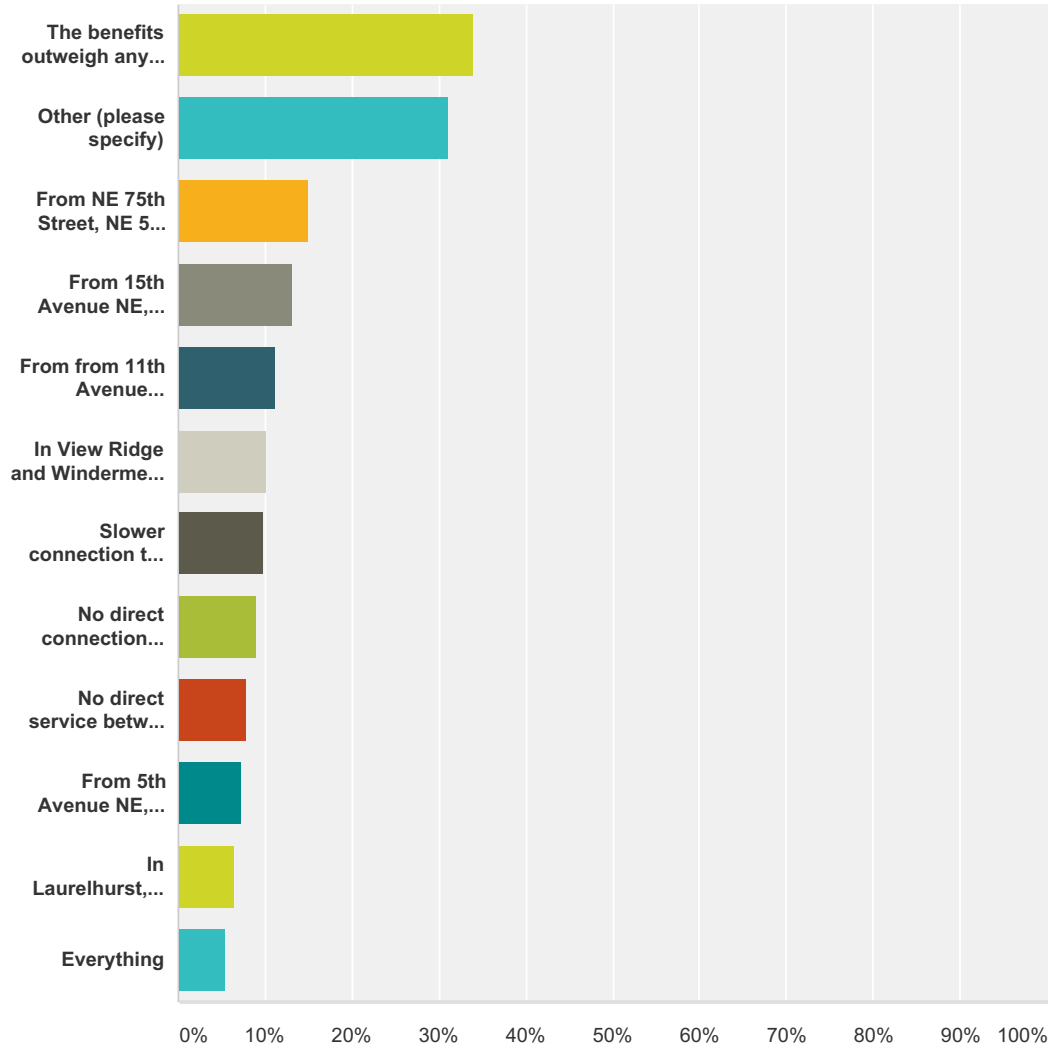
210	I am very concerned that the changes proposed are so great and sweeping that I cannot realistically grasp how they might impact my community. The changes will not significantly affect my commute but I am very worried about my neighbors, especially my older neighbors who cannot travel a half a mile to get to the bus from their house. A quarter-mile travel distance is a more realistic planning target. Even this will be too great a distance for some.	3/8/2015 6:25 PM
211	Frequent all day service between downtown seattle and kirkland. Transit to/from Kirkland/Seattle has always been insufficient and keeps being cut back.	3/8/2015 3:45 PM
212	by getting rid of the 66 ur denying direct access to low-income and medically needing vulnerable population. Shame on you Metro! Leave the 66 alone!	3/8/2015 3:00 PM
213	Seems to eliminate more overlapping service. No changes to Route 44.	3/8/2015 12:35 PM
214	that I would not be in inclement weather longer and more shelters perhaps.	3/8/2015 9:08 AM
215	I am thankful that Metro is 1.) increasing frequency in most neighborhoods 2.) opening its eyes to changing dynamics in the city such as growth in Capitol Hill and South Lake Union and 3.) beginning to think outside the box when it comes to planning.	3/8/2015 3:24 AM
216	I ride the bus less now than in the past because of cuts to service. These concepts would help me get back to using transit regularly.	3/7/2015 8:03 PM
217	One seat ride from NE Seattle (Bryant) to downtown at more than peak weekday hours and on weekend. Although might consider transfer to light rail at UW.	3/7/2015 7:54 PM
218	Love added service to South Lake Union and Mercer Street. Would be great to see 2-way service on Boren for folks who commute from first hill	3/7/2015 7:40 PM
219	In general, I think trading increased walking time for increased frequency is a great move. I'm happy to hike a bit to the nearest bus stop. But I don't want to stand around in the cold for half an hour waiting for a bus when I get there. It's much easier to plan total trip time when you don't have to gamble on a large uncertain wait time at the bus stop.	3/7/2015 1:44 PM
220	It is nice having more frequent buses on certain routes, but making the bus routes farther apart from one another makes getting to a bus harder. Also less alternative routes may make more delays when accidents, construction, and heavy traffic slow the buses.	3/7/2015 1:34 PM
221	More frequency and faster times getting downtown from university village or children's hospital	3/7/2015 1:22 PM
222	need for more east west runs	3/7/2015 1:15 PM
223	Continuation of the South Lake Union Transit surface rail service along Eastlake and the U. Bridge to the U District Station at NE 43rd Street and Brooklyn Avenue NE	3/7/2015 12:44 PM
224	Provide frequent service for riders in the White Center/Highland Park areas who take Route 60. Buses are way too crowded during peak hours and there are many elderly and disabled riders who struggle to get a seat on the bus.	3/7/2015 12:10 PM
225	It keeps Route 66. I cannot use public transit, which I used to use for evening activities until evening service was reduced, if I have to walk from NE University Way or 15th NE to Roosevelt. It is simply too unsafe. Please note the number of armed attacks. Additionally, I work at Evergreen hospital and some sort of direct transit from Roosevelt (and NE 55th) would be helpful to me, although not a priority because of my unpredictable work hours.	3/7/2015 12:09 PM
226	Neither of the routes, 66,77 or 373 travel on 15th ave NE. Not sure what some of your questions team.	3/7/2015 11:24 AM
227	I live on the east side of Cap Hill and can currently take the 48 straight to Loyal Heights. If you get rid of the 48 and get rid of buses that go through non-central Cap Hill (43, for example) to the U District, you're not leaving reasonable alternatives that don't require a lot of hilly walking. I currently live near the 8, 11, 12, 43 and 48 (and use all of them) but am a mile away from Broadway - all these potential deletions of routes are going to leave a lot of people stranded.	3/7/2015 9:56 AM
228	Perhaps improve traffic on surface streets in the U District as some buses decrease and ridership switches to Link Light Rail	3/7/2015 9:53 AM

229	Because the light rail stations are so spread apart in north Seattle, it is absolutely vital that Metro provide frequent (the same bus comes every 5-7min. during rush hour), accessible routes from each neighborhood to the Link light rail. The UW stadium station is very far from dense, residential areas so many people will want to travel to that station to commute to downtown Seattle. It should be Metro's mission to make rapid, reliable transit service to the UW stadium station available to all north Seattle residents, at least for the next five years until the remainder of the north stations are built.	3/7/2015 8:53 AM
230	There are errors in your service responses (see green lake to northgate route, it says 16 instead of 26x)	3/7/2015 8:44 AM
231	Increasing weekend servuce	3/7/2015 7:01 AM
232	no wedgwood/ sand point peak time routes go to south lake union without transferring at UW. Not sure either choice addresses this, but also not sure about what changes may occur to route 71 or 75.	3/7/2015 6:40 AM
233	The Madison routing for the 49.	3/7/2015 12:44 AM
234	Only in the way it might help people going to the U.	3/6/2015 10:28 PM
235	I want to be connected into the Link Rail system as quickly as possible. I would like to see any light rail station used as a hub. So from my Greenlake address I would quickly be sent to the nearest Light rail station so I then can continue my trip to downtown. Have a number of east west routes that do nothing be ferry riders from the link station to the neighborhood	3/6/2015 10:11 PM
236	faster direct travel between central district and northgate mall, except the route number change. DO NOT CHANGE ROUTE NUMBERS IN THE MIDDLE OF A ROUTE. keep one route number for the whole trip: i.e. route 48 from mt baker station to northgate mall(not 48-67) or route 14 from mt baker station to upper queen anne(not 1/14), etc...	3/6/2015 9:03 PM
237	Improved frequency on Route 49 in Alternative1. Use of University rather than 15th for new route 45.	3/6/2015 8:32 PM
238	Where is better service for laurelhurst? 1orhi'vhimo	3/6/2015 8:15 PM
239	Why do you ask? You won't listen.You'll just do it the way Big Money wants it done.	3/6/2015 7:57 PM
240	I'm concerned that with Alt 1 riders in NE Seattle will be forced to use existing circuitous routes to reach the Link Station at Husky Stadium. All routes currently travel through or around the University District...But none of those routes travel down 25th Avenue NE. Instead, for riders in NE Seattle to efficiently reach the Husky Stadium Link Station, there needs to be new or modified routes or shuttles with direct access to Husky Stadium via 25th Avenue NE and via Sand Point Way. The only route that went straight down 25th Ave NE from NE Seattle was #243 but Metro recently terminated that service. Please consider adding routes with direct access to Husky Stadium from NE Seattle via 25th Avenue NE and Sand Point Way.	3/6/2015 7:42 PM
241	I have chosen my home at 65th and Roosevelt because of close proximity to Routes 48 and 66. I am disabled and need very close bus stops with a place to sit down. The changes in Alternative 1 would make bus traveled very very difficult for me. It's like discriminating against disabled people.	3/6/2015 7:40 PM
242	Do *NOT* delete the 71 or 76 to downtown. Do *NOT* do it...you will suffer in hell if you do!!!!!!!!!!!!	3/6/2015 5:37 PM
243	More frequent 49 service!	3/6/2015 5:14 PM
244	I think you should reinstate the 30/74 weekend and all day service!	3/6/2015 5:01 PM
245	Retaining service to a wider area. This seems necessary for disabled and elderly riders who have no other way to get around.	3/6/2015 4:58 PM
246	reliable, frequent, direct service from new UW link station to sand point	3/6/2015 4:55 PM
247	Continue with frequent service to North Capital Hill with the 49 route.	3/6/2015 4:53 PM
248	Through-routing the revised 48 with the 67 to provide a frequent, consistent north-south route from the Central District to Northgate	3/6/2015 4:49 PM
249	Modular nature. Instead of 3 long-haul buses trailing from North Seattle to South Seattle and back, understanding that a web lets people get to more distributed places more flexibly.	3/6/2015 4:00 PM
250	More frequent service between Queen Anne, Belltown, and Capitol Hill on Rte 8.	3/6/2015 3:58 PM
251	Weekend service on 372 is a high priority for me.	3/6/2015 3:34 PM
252	The increased frequency of peak commuter routes (like route 76) is a huge win for riders. The buses are at capacity every day between NE Seattle and Downtown.	3/6/2015 3:32 PM

253	In general, I do not prefer this alternative.	3/6/2015 3:21 PM
254	Bring the rail up to Edmonds and further north-like from Everett to Sea-Tac, but more inland, so not have frequent landslides from rain like currently happens in Edmonds area!	3/6/2015 3:11 PM
255	I don't like not being able to ride on one bus north of 92 around to the transit center, This is especially difficult for seniors and others who are mobility impaired. This route as is provides service to several medical facilities, banks, pedestrian entrances to Northgate Mall. Taking that away is inconsiderate and unnecessary.	3/6/2015 3:09 PM
256	This ambitious alternative is wonderful. A principal asset of this plan is that NE Seattle finally receives a grid of frequent all day service. I love that the 26X becomes an all day route, as I would use it every day instead of the 512.	3/6/2015 3:07 PM
257	Direct service via Sand Point Way, NE 45th, Montlake to UW Link Station	3/6/2015 2:55 PM
258	getting to airport	3/6/2015 2:46 PM
259	Direct transportation from Mountlake Terrace Transit Center to SOUTH LAKE UNION	3/6/2015 2:45 PM
260	I don't understand the maps. I don't understand the descriptions. I don't understand what the heck you are DOING. WHAT IS THE DIFFERENCE? IN ONE BRIEF SENTENCE! IF YOU CAN'T EXPLAIN IT, DON'T DO IT!!!	3/6/2015 2:41 PM
261	awesome.. frequency is freedom Do the big bold change. While some current riders will complain, this bold plan will serve way more new riders with it much improved design, ease and high frequency. We must do want maximizes future ridership and efficiency and not pander to the old guard and wants no change.	3/6/2015 10:12 AM
262	I like how Alternative 1 anticipates the changes that will be coming in 2021 with Northgate Link opening. I >REALLY< like how it adds a grid of frequent service.	3/6/2015 9:33 AM
263	Improvements to the route 8	3/5/2015 6:52 PM

Q8 What concerns you the most about the alternative 1 concept in north Seattle? (choose up to five)

Answered: 2,331 Skipped: 4,228



Answer Choices	Responses
The benefits outweigh any concerns I might have	33.93% 791
Other (please specify)	31.10% 725
From NE 75th Street, NE 55th Street, and 40th Avenue NE, having to travel farther to access service during off-peak times (concepts for routes 71, 16, 65, and 75)	15.10% 352
From 15th Avenue NE, having to travel farther to access service on Roosevelt Way NE (concept for routes 73 and 67)	13.13% 306

From from 11th Avenue NE/Roosevelt Way NE, having to travel farther to access service on University Way NE (concept to consolidate service on University Way/The Ave with routes 48 and 67)	11.20% 261
In View Ridge and Windermere, having to travel farther to access service on 35th Avenue NE, Sand Point Way, or NE 65th Street during off-peak times (concepts for routes 71, 72, 16, 65, and 75)	10.30% 240
Slower connection to downtown Seattle from Stone Way (concept for Route 16)	9.82% 229
No direct connection between Lake City and Ravenna (concept for Route 72)	8.97% 209
No direct service between College Way N/Meridian Ave N and Wallingford and Green Lake (concept for routes 16 and 26X)	7.89% 184
From 5th Avenue NE, having to travel farther to access service on Roosevelt Way NE (concept for routes 66 and 67)	7.38% 172
In Laurelhurst, having to travel farther to access service on Sand Point Way (concept for Route 25)	6.56% 153
Everything	5.41% 126
Total Respondents: 2,331	

#	Other (please specify)	Date
1	1 traveling further to get to the bus stops I use commonly or use as an alternative 2 less coverage of routes so that i have to transfer 3 transferring-i like direct routes, transferring costs a lot of time and can be a safety issue waiting around for the next bus 4 i would love the option of a few direct buses and a few multi-stop buses so i can be home quicker or have the option to make a stop at a location i actually need to go 5 i'm less likely to take the bus if i have to transfer or walk to the location i actually need to go to	4/2/2015 7:19 AM
2	loss of local bus routes like the 43.	4/1/2015 2:37 PM
3	Transferring at UW to Link to downtown when current 311 service takes us directly to downtown and provides numerous stops in proximity to destinations makes no sense. As an early AM rider traffic is virtually never an issue so Link doesn't even provide an advantage here. Returning to Woodinville in the evenings with Alternative 1 doesn't merit consideration. I'll return to driving my own single occupancy vehicle after riding Metro the last four years.	4/1/2015 1:19 PM
4	my 3 daughters are coming of the age to ride the bus to high school on capital hill and go shopping downtown/northgate/uvillage. eliminating all service to Laurelhurst makes this nearly impossible and requires them to walk over a mile to get to a bus stop.	4/1/2015 11:56 AM
5	my children are of the age where they will start using the bus to get to shopping, high school and downtown. Eliminating service to the entire neighborhood of Laurelhurst requires us to use our car to take them places. with street parking and other initiative floating around regarding getting rid of parking/cars downtown the business person who uses their car today may consider using the light rail system. you are completely eliminating this as a possibility in Laurelhurst since there is no street parking available at children's hospital to catch the bus to then catch the light rail and the parking costs at husky stadium are excessive when you then factor in the cost of the light rail to make this a viable alternative. this is a lose/lose for our neighborhood.	4/1/2015 11:50 AM
6	It sounds like this concept will involve more transfers and will rely on already-overcongested major streets.	4/1/2015 8:52 AM

7	<p>I'm not sure how through-routing the 48 and 67 facilitates electrification of the 48S. This worries me. I also don't see how reliability on the 48 is improved by through-routing it with the 67 instead of the proposed 45. I think I see the appeal of moving buses like the 255 and 545 from downtown to the U District, but isn't Montlake Blvd unreliable enough to make the schedule unpredictable? If you already have frequent service from UW station to the same place (65/75), would it make more sense to end these routes at the station? Splitting the 8 into two routes makes sense but will raise hackles in SE Seattle from people who think they're again getting screwed as they'll have to transfer, and the 38 won't get the increased frequency the 8 would. But I think that part makes sense. I don't have much of an opinion on changing the northern 9 terminus, but I'm wondering what the reasoning would be for shifting it east to 15th & John. Is there more ridership there? Is it to provide more east-west connections or replace part of the 43? 45, 62, and 256 aren't really new route numbers. They're all recycled from routes that have been canceled. How would the 255 and 540 not be redundant? I'm wondering how Madison St. BRT fits into the proposed network. Is there more use to be made of two-way Mercer St to shift people and traffic off Denny? I used to work by Northgate and ride the 16 regularly. The segment above 92nd St is indirect, slow, and circuitous. I think that portion of the route alone took 10+ minutes to get through at rush hour. Whether it's the 16, 26X, or another route serving that area, it seems absolutely critical to cross at 92nd St and get rid of the indirect loop on Northgate Way. There has to be real savings there in service hours. I really like truncating the 71-74 and increasing service on the 70. How many buses or which routes will have to use surface streets instead of the tunnel when U Link opens? Have you considered routing the 47 from Summit/Bellevue to the CapHill station instead of downtown? Or would that not be worth it? All the wires are there; would just need to add in the turns at Olive Way. The First Hill Streetcar isn't shown on these maps. Any savings to be had from truncating routes like 9 or 60 where they meet the FHSC? Is ridership on the 60 close to justifying 15 minute headways?</p>	4/1/2015 1:26 AM
8	<p>Elimination of service stops along 15th to the U District - and the how the plan seems ignores the entire residential population of the Pinehurst area in its planning. The change to route 73 actually increases commuter time from this area to the UW, even if one were to take Metro to connect to the Light Rail for the remainder of the trip... still would be a longer commute (not to mention having to have to cross a busy street in the existing design for the Light Rail station.) Not very sensible planning... almost as if the people writing up the changes didn't really pay attention to ridership levels or population densities or really know Seattle neighborhoods in the North and NE area....</p>	3/31/2015 10:14 PM
9	<p>I'm concerned about what looks like gaps in service between NE 65th Street and NE 50th Street. Right now I walk only 3-4 blocks to get to my nearest bus stop and it looks like I'll be walking 8-10 blocks to get to either link or my most used routes. I'm also disappointed that there is a lack of service from Ravenna along Eastlake. And in all these changes I'm really surprised that there isn't a new route that goes from the U-District directly to the Seattle Center. I'm at 58th & 17th and frequently go down to the Seattle Center for theatre, film, events, etc... I would love to take transit, but inevitably have to go all the way downtown and then back track on the 1 or the 3. Why not make the 70 go along Mercer up to Queen Anne Avenue North or even just to 5th. It would be very nice to have a single route to the Seattle Center.</p>	3/31/2015 10:07 PM
10	<p>Loss of the 43 route to group health and our community connections to North Capital Hill. We would also take the bus more often if we could get to University Village from Montlake on the bus. Without having to go into the U district to change buses.</p>	3/31/2015 6:24 PM
11	<p>Does not address extreme underservice to Northgate P&R in general, between Northgate P&R and Seattle Center, between Pinehurst/Victory Heights and UW, between east side of UW/University Village and points north, between Northgate P&R and downtown at night and on weekends, ridiculous overcrowding of routes from east side of UW past University Village and Children's Hospital to Lake City and Northgate AND MORE</p>	3/31/2015 5:29 PM
12	<p>more difficult travel between Stone Way and UW (moving 32/31 from Stone to Wallingford)</p>	3/31/2015 4:52 PM
13	<p>Please keep #12 and #43 buses running to service North Capitol Hill</p>	3/31/2015 4:50 PM
14	<p>Eliminating the 43 route.</p>	3/31/2015 4:34 PM
15	<p>The 25 being taken out of service</p>	3/31/2015 4:07 PM
16	<p>Losing the 68! I live at 75th and Roosevelt and it looks as though I will suddenly live in a bus desert unless I want to go south on Roosevelt. Currently the 68 to UW then the 65/75 is the fastest way to get to Children's. I'm going to have to start walking a lot farther or spending a lot more time sitting on the bus on construction ridden Roosevelt to get there now. Why does it continue to be so difficult to go East/West in seattle on the bus. This is exactly why people give up at start driving.</p>	3/31/2015 3:43 PM
17	<p>Fewer options serving Wedgwood north of NE 85th Street. My only commute options would be Rt. 76 (which is 5 blocks farther away than Rt. 64, which I currently use) and Rt. 65 + Link, which could end up being fine but might also end up being slower due to traffic congestion near the U.W.</p>	3/31/2015 3:24 PM

18	The horrible connections between Stevens Way and the UW station are unacceptable and must be addressed beyond moving the stops a tiny bit closer. This is not merely a matter of walking distance. Asking riders to make so many disorienting turns and elevation changes and to walk through an unfamiliar campus that will be largely deserted at night and many times a year is totally, 100%, unacceptable. It is confusing, unintuitive, time-consuming, and frankly it will suppress feeder ridership. Can you imagine for a moment the conversations bus drivers will be having when passengers ask them where to transfer to the train? "Well, get off here, cross the street, back track 60 feet, walk down the middle of Rainier Vista - oh that's the wooded path over there....., cross the pedestrian bridge over Pacific Place, take a hard left turn, cross a SECOND bridge over Montlake Blvd, take an escalator to the surface, take another 3 escalators and there you go!" This is a recipe for a lot of lost angry people. This alleged "connection" is so bad that it really threatens to undo much of the great work you have done in creating this fantastic alternative 1 network. Alternative 1 really only works half as well as it could have if there had been HOV lanes on Montlake Blvd that would allow busses to approach the station from the north. Given that we have known that the station would be at this location for about 10 years, it mystifies me that Metro has not been loudly and actively banging the drum to get these lanes installed. This really strikes me as a failure in leadership.	3/31/2015 3:22 PM
19	Having fewer routes means more transfers, which can introduce more delays since it relies on more buslines being punctual.	3/31/2015 2:50 PM
20	I'm more concerned about the potential deletion of route 43.	3/31/2015 1:28 PM
21	The 16 is a fantastic connection to downtown from Wallingford, and there is nothing proposed to replace it. I think the elimination of this route would negatively affect a lot of residents who rely on this quick and easy transportation to downtown via Aurora Ave. People who need to get downtown quickly will rely on cars instead and increase the number of cars on the road and cause further delays.	3/31/2015 12:46 PM
22	cutting/reducing Route 43	3/31/2015 12:38 PM
23	Not having enough service to accommodate healthcare workers who work 12 hr shifts.	3/31/2015 11:50 AM
24	not sure yet	3/31/2015 11:39 AM
25	Slower travel between Fremont and the University District (route 44).	3/31/2015 11:36 AM
26	won't have service when i need it for my work schedule	3/31/2015 11:27 AM
27	Taking away the Montlake Freeway stop will be a huge inconvenience for many people commuting from the eastside to UW/Montlake and to commuters from Montlake to downtown Seattle. It will also burden an already heavily traffic-burdened neighborhood with unnecessary, additional bus traffic.	3/31/2015 11:24 AM
28	don't delete 242 w/o a similarly convenient replacement!	3/31/2015 11:23 AM
29	Deletion of 242 which I ride daily. Going through the U-district is time consuming and inefficient for me.	3/31/2015 11:16 AM
30	I am concerned that much of the neighborhoods to the NE of the Link station opening near Husky Stadium are not well-connected to that new station. There need to be more routes that run small buses, more frequently down the major arterial streets directly to the Link station. Otherwise, people will just drive everywhere rather than riding public transit. Also, where the Link routes do not help commuters. The buses need to be reconfigured to feed into the growing South Lake Union area. Right now all of the commuter buses by-pass this area of town. The fastest option I currently have on public transportation is 55 minutes from View Ridge to South Lake Union. At that rate I can drive it much faster, and so, eventually I will give up on public transportation, unless the county and city and reconfigure the options to make public transportation much more competitive.	3/31/2015 10:51 AM
31	Limited geography (compared to alternative 2)	3/31/2015 10:47 AM
32	Losing coverage for needy riders.	3/31/2015 10:35 AM
33	I think "having to travel further" doesn't quite show the problem. A lot of the neighborhoods of Pinehurst, Victory Heights, Jackson Park, and Olympic View will need to take a short transfer (complete with all that overhead) just to get to the bus that will get them to light rail that will get them to their destination. I think this is too much to ask for most people. I'm very much in favor of restructuring to get more people to Light Rail but in the process we need to actually get more people to light rail.	3/31/2015 10:17 AM
34	Minimal benefit to improving transportation to the Magnolia community.	3/31/2015 9:51 AM
35	No accessible service from 24th Ave. E. in and E. Galer/E. Lee to and from downtown or U. District.	3/31/2015 9:22 AM

36	Removal of route 43. That is the route that serves all of my transit needs. Walking from my house to the UW light rail station takes 30 minutes each way, longer than my current trip to downtown on the 43. In bad weather, that's a terrible option.	3/31/2015 9:10 AM
37	This plan assumes users are fully mobile and can easily walk a half mile to the train station. The current bus system serves stops that are more dense. Instead of walking 200 yards to the bus stop, I have to hike to Husky Stadium (perhaps wait for a draw bridge) which is at least a half mile.	3/31/2015 7:59 AM
38	Cross town service is still non-existent.	3/31/2015 1:48 AM
39	The so-called benefits are insignificant. Trading off breadth of service for more frequent service is a great promise, but it has proven to be practically impossible to implement. It does not work, and it is not something that I value. The other RapidRides around the county have been a net reduction in quality of transit service. Lack of easy access to the UW Link station. Too often you will have to walk a great deal or take an extra bus to get to the Link or from the link to transfer to a bus to get to your ultimate destination.	3/30/2015 11:16 PM
40	545 is a convenient route from montlake to downtown...replacing this with 542 to the university link would be much less efficient. Doing so before the university link offers sufficient stops downtown (it appears much of this development is yet unfunded) would be a mistake. Increased frequency of route 49 would be useful, but the specific benefits would be greatly outweighed by the costs of the other proposed changes.	3/30/2015 9:55 PM
41	You state 15 minutes between buses, but for how long in the day does that last? I'm tired of waiting ever longer at night (especially late night) when I'm trying to come home from an event or even work (I work many evenings)! Plus, I work on the weekends, I need my buses to be there, at the same times, whether weekday or weekend, including evenings and nights.	3/30/2015 9:48 PM
42	Increased walking distance to access Transit: unless you live at Husky stadium, the walk distance is CONSIDERABLY longer	3/30/2015 9:13 PM
43	nearby light rail stations are too far to walk to and there is no parking, so we would really miss the bus stop which is two blocks away. As a senior citizen, we would probably need to take a cab--really unreliable and expensive	3/30/2015 8:18 PM
44	Elimination of non rush hours 545 and 242, the two buses I use most for my commute with alternatives meaning a longer commute and over 1 mile longer walk.	3/30/2015 8:17 PM
45	I think the physical spacing between routes is too far for many riders already, especially when the travel is up and down hills. I would personally benefit from more frequent service on 10th Ave E, but it's not worth it to cut service on 15th and 19th (where I also want to go, or get home from).	3/30/2015 6:59 PM
46	I don't want the #43 to go away or diminish service.	3/30/2015 6:49 PM
47	Deletes bus route 43, our neighborhood's best connection to downtown.	3/30/2015 6:35 PM
48	No bus stops near my house	3/30/2015 6:24 PM
49	No bus on boyer or fuhrman	3/30/2015 6:04 PM
50	I am 75 years old, and partially disabled. I rely on the 11, 25 (gone), and 43 because I only have to walk two blocks to catch a bus. (NOTE to Mayor: I am not going to be riding a bicycle.)	3/30/2015 6:04 PM
51	Having a slower connection between the UW and Northgate Mall, which has to go out-of-direction via the often-congested Northgate Way. Having all off-peak service from Pinehurst be funneled through Northgate TC; one of these budget-neutral proposals would vastly improve things: http://seattletransitblog.com/2015/03/15/pinehurst-bus-suggestions-for-alternative-one/	3/30/2015 5:24 PM
52	Inability, lack of frequency, to get from light rail to route 74 --it's more than a mile between light rail stations and route 74 stops!!!	3/30/2015 5:08 PM
53	Elimination of Route 242, which I use daily. Discontinuing 545 service other than rush hours (I use 522 --> 545 to get from Lake city to Redmond), Any alternative through the UW will end up with a longer commute as buses from Lake city to UW are much slower than 522 to downtown. Loss of night owl service with loss of 72. I personally do not use it much, but many do and there is no alternative.	3/30/2015 4:50 PM
54	Continue the 255 up to Magnuson Park Connect Roosevelt & 45th and Convention Place Station area	3/30/2015 4:15 PM
55	Route 25 Service is eliminated. This creates difficulty accessing the new light rail station at Husky Stadium for residents along Portage Bay in Montlake and Roanoke/Portage Bay. To reach the 49 involves a steep hill that makes it inaccessible for many people.	3/30/2015 2:40 PM

56	Generally, I have concern for any changes from Metro current service, UNLESS THERE IS AN INCREASE/IMPROVEMENT OF SERVICE (additional routes, frequency & buses). ANY PLAN THAT DELETES ROUTE 43 IS UNACCEPTABLE. ANY PLAN THAT REDUCES SERVICE TO ALL NEIGHBORHOODS, INCREASES WALK & WAIT TIME TO/FOR BUSES IS UNACCEPTABLE. Living in the west edge (7th to 8th Ave NE, NE 45th St to NE 47th St) of the U-District, using Light Rail is not really an option I will consider except for novelty from time to time or if going to SeaTac, which I never do. Both Alternatives appear to reduce service to my area of the U-District..	3/30/2015 2:18 PM
57	Continue the 255 up to magnuson park	3/30/2015 12:19 PM
58	No direct service from eastside to downtown during off-peak hours	3/30/2015 9:33 AM
59	Having to travel farther to bus stops in order to get transit anywhere.	3/30/2015 8:42 AM
60	I would lose the bus stop on my street on dexter. It would make it a lot more inconvenient to take the bus and I would probably drive a lot more	3/30/2015 8:36 AM
61	• "Continue the 255 up to Magnuson Park" • "Connect Roosevelt & 45th and Convention Place Station area"	3/30/2015 8:18 AM
62	Severe congestion on Montlake Boulevard NE and Route 255	3/30/2015 7:11 AM
63	Worried that having 64X and 66X using Fairview is going to be really messy at peak evening hours, where I currently frequently see 70s getting stuck and bunched up. I ride from downtown to Eastlake once a week and take the 66X now because I know I'll be waiting for a 70 (but three of them will come at once). Concerned about the deletion of N/S service on 19th, it seems to leave a big space in the grid in a populated hilly area. This may be out of the scope of this, but there's a lot of duplicated service on Jackson between 12th and Jackson and Downtown that will become increasingly redundant with streetcar service coming there. Could one of those routes be modified to head north at 12th and Jackson, use the existing trolley wires to go up Boren to Broadway, then cut up Madison and up to 19th. It seems like it could be a route to nowhere, but it provides opportunity for connections given the increased frequency of other routes.	3/30/2015 4:52 AM
64	Cancellation of the 43 route completely The walk from the new University station to the campus or Medical Center in inclement weather	3/29/2015 9:17 PM
65	(1) From Pinehurst (110th-145th Street), no direct route to UW Station. (2) The 67 gets caught in Northgate Way traffic rather than using N 100th Street like it does now. (3) From E Pine Street, Capitol Hill intra-hill service is less convenient (routes 10 and 11). (4) The major transfer points (23rd & John, Roosevelt & Northgate Way) must have good transfer stations: location/safety/amenities.	3/29/2015 8:38 PM
66	No direct connection between Children's Hospital and the University Ave at NE 45th	3/29/2015 5:41 PM
67	Lack of non-stop service from Madison park to capital hill for kids going to and from school--lack of non stop creates a safety issue for children travelling to and from school. Particularly the school's located of Madison st on capital hill.	3/29/2015 5:01 PM
68	it is difficult to take away routes that already exist. people with needs have built their lives around these routes. we should probably just raise taxes and do both (maybe not a popular idea)	3/29/2015 4:46 PM
69	Would need to transfer to get from Madison Park to downtown Seattle/Westlake Center. Currently, I can just take the 11, but with this alternative I would have to take the 8 or 38 and then transfer.	3/29/2015 4:38 PM
70	I am concerned about a greater distance between bus stops.	3/29/2015 4:12 PM
71	Now I only take the 48 to work. My concern is I won't have a one connection to work any more.	3/29/2015 3:35 PM
72	I live in the Woodland Park/Phinney neighborhood and don't really see the benefit for my neighborhood. I work at Seattle Children's and catch route 44 to U-District and have to catch a shuttle from there to work. How will this benefit my travel time? Hopefully it will improve the times on 44. Less delays and give more room on the now packed bus during peak hours. I'm trying to use public transportation versus driving to work but it's hard when traffic causes delays and adds more stress to my travel.	3/29/2015 2:53 PM
73	Service ending at 11pm (instead of midnight). Still not a terribly direct connection for us to the light rail (56th and Latona is where we are).	3/29/2015 12:54 PM
74	The Kirkland stop moves from the South Kirkland Park and Ride to the Houghton Park and Ride. I would prefer that it stay at the South Kirkland Park and Ride because there is more parking available.	3/29/2015 11:51 AM
75	Elimination or reduction in service of the route 25 and 43 lines	3/29/2015 11:35 AM
76	Lack of service to the west side of Green Lake/Stone Way.	3/29/2015 9:54 AM

77	Particularly concerned about the loss of service between Meridian and Green Lake. I use this a bit and would be happier if the 26 were extended as far north as Northgate Way. Also, many friends have concerns about the loss of service from Pinehurst direct to the UDistrict with the rerouting of the 70 series, could Seattle buy more hours on the 373x to compensate for this loss?	3/28/2015 9:19 PM
78	Direct connections from Montlake to Downtown Seattle would be eliminated (routes 25 and 43). Route to university district would have less frequent service (48 only). Using light rail from Husky Stadium would require an extra bus to get there (48 bus with infrequent service and no stop close to light rail station)	3/28/2015 9:10 PM
79	System is set up for commuters only-grocery shopping, libraries, visiting friends would no longer be feasible by bus.	3/28/2015 7:30 PM
80	continue the 255 up to Magnusen Park	3/28/2015 6:08 PM
81	Replacing the 73 with 67 service will NOT start early enough to get me to work (at the UW Medical Center) on time. I currently take the 73 from Pinehurst because it starts early enough (and I can catch it right across the street from my home).	3/28/2015 2:11 PM
82	N/A	3/28/2015 11:54 AM
83	Squeezing out, rather than improving, geographical coverage. Failure to address on-time problems.	3/28/2015 9:43 AM
84	I travel from downtown to Northgate on the 41 and take whatever is available to go N,	3/28/2015 8:03 AM
85	see last	3/28/2015 7:49 AM
86	Having to be aware of bus times, rather than just going to a location where there is great service	3/28/2015 7:28 AM
87	2 quibbles and 1 larger, philosophical concern: 1) I think the new 45 won't be any more reliable than the old 48 because it's still a long route that will get stuck in traffic. Breaking up the 48 was a good idea but I don't think combining it with an east-side route will help it's ability to stay on schedule. 2) I would rather see the 16 continue to go north of the Northgate transit center. A Metro employee at the meeting I attended suggested that the intersection of Northgate Way & I-5 is too congested, but it seems to me that that is a reason to have buses in the area, not to avoid it. 3) I like the increased frequency of buses, but I'm not sure that having fewer routes and stops is good overall. People who have mobility problems are going to have problems with it. I don't agree that efficiency of routes is the best goal. Metro should certainly strive to operate efficiently, but serving people who need transit the most is not necessarily the same as serving the most people. Some consideration should be given to how people will get to the fewer routes and stops.	3/28/2015 7:26 AM
88	I need frequent service between Fremont and Ballard (extending to Shilshole Marina), Fremont and Northgate, Fremont and University District, and Fremont and Downtown Seattle. Also frequent service between University District and Downtown Bellevue.	3/28/2015 2:31 AM
89	poorer service overall to wedgewood -no direct route to downtown (except peak) -no direct route to Univ District	3/28/2015 1:32 AM
90	hard to get from montlake to the light rail station at husky stadium	3/27/2015 9:08 PM
91	No direct service along 25th Ave NE and Montlake Blvd. to connect NE Seattle all the way to UW Link	3/27/2015 9:04 PM
92	By listing the pros for the first and cons for the alternatives to choose from it sure looks like you are trying to manipulate the survey results. Why bother to ask us then?	3/27/2015 6:33 PM
93	Continue the 225 up to Magnuson Park. Connect Roosevelt & 45th and Convention Place Station area	3/27/2015 5:51 PM
94	Nothing	3/27/2015 5:28 PM
95	I can't believe you are taking away the 73. That is my one-bus ride from Olympic Hills to the UW and downtown. You are replacing it with a two-bus+plus+train ride that is awful in every way. Please wait for the train to reach Northgate before you make me do all these transfers. Though I am an infrequent rider of the 71, the same complaints apply. If the 372 is super frequent and goes on weekends, it could almost replace the 72 for me. But what about all those people in the other neighborhoods besides Lake City?	3/27/2015 5:04 PM
96	UW Connections to downtown might add a lot of time	3/27/2015 4:50 PM
97	No schedule for 545 in non-peak hours	3/27/2015 4:43 PM
98	No improvement in East-West coverage	3/27/2015 3:35 PM
99	Elimination of Route 43	3/27/2015 3:33 PM
100	N/A	3/27/2015 2:58 PM

101	Long distance between bus stops on Stevens Way and the new light rail station at Husky Stadium	3/27/2015 2:19 PM
102	**NO REAL COVERAGE IN BALLARD!!! I live in Ballard and work at 12th and Marion in First Hill/Capitol Hill. It is *really* difficult to get to and from work and some days takes as long as 2hrs one way!! Seriously! We need to fix this !	3/27/2015 2:04 PM
103	Riders having to travel farther to get to a bus stop. Instead, stops should stay, or become, closer together. Buses should provide ever-increasing access for disabled & elderly riders, as the baby boom ages and people should wisely give up driving!	3/27/2015 1:55 PM
104	I think we should be like Paris, lots of buses running constantly. Inexpensive. People will change their habits, especially if parking spaces are eliminated.	3/27/2015 1:51 PM
105	Nothing. Us Laurelhurst residents (#25) are spoiled; it won't kill us to walk to Children's.	3/27/2015 1:24 PM
106	continue the 255 up to Magnuson Park	3/27/2015 12:59 PM
107	This plan may work great for able-bodied people who work from 8 to 5. Those with disabilities whose only option for transportation is Metro, are not at all well-served. They can not travel farther distances to stops and do not travel on the "usual" work day schedule. Eliminating daytime service on the 74 and the 30.	3/27/2015 12:17 PM
108	Some of the routes I use may be going away.	3/27/2015 11:58 AM
109	I am concerned about losing Route 25 in general. In the winter, having to travel as far as I would to access transit would be unsafe due to darkness and also miserable in bad weather.	3/27/2015 11:55 AM
110	No increase in service of 545 or reinstatement of route 265. Since the route 265 was quashed last year, there is a dire need for more frequent service to Bellevue/Redmond/Kirkland. There were occasions when we waited at the Olive Way stop (Seattle to Bellevue commute) and three 545 buses passed us by and couldn't take us since the buses were full. I work for Seattle Children's Research Institute and commute from Bellevue.	3/27/2015 11:23 AM
111	no direct service from Fremont to the eastside	3/27/2015 11:13 AM
112	Continue the 255 up to Magnuson Park	3/27/2015 11:03 AM
113	Consolidation of services and options won't save time for people who live in a now-unserved area.	3/27/2015 10:54 AM
114	The transfer mechanism between buses and the U-Link Station. If the buses drop off at the station a few feet from the stairs to the Link, this solution will be extremely convenient. If the buses drop off 2 blocks from the station and require street crossings this solution would not be a large improvement to me aside from the 16 reroute.	3/27/2015 10:47 AM
115	Does not seem very helpful if there are less routes or ones that are slower or longer. Option 1 has a lot more benefits with more frequent rides and having a quicker commuter to the University District and SCH especially from Downtown Seattle	3/27/2015 10:43 AM
116	None	3/27/2015 10:37 AM
117	redmond to uw district route	3/27/2015 10:24 AM
118	I live in Montlake and take the 43 downtown and to stops in capital hill. This would be bad for me and for my 79 year old husband who takes the bus home every day between the University and Boyer. Changing buses would be extremely inconvenient as would a longer wait. Connecting to rapid transit in the u district would involve a long walk or a long wait to get there. WE have lived in Montlake for over 40 years and depend on the 43.	3/27/2015 10:06 AM
119	While access times may be increased, access points are decreased. This is very problematic for those with mobility issues.	3/27/2015 9:57 AM
120	Anything that reduces travel during 'off peak' hours, or makes the distance to public transport longer. A lot of people who ride buses are not physically capable of walking long distances, and many of those who are will decide it's easier to drive.	3/27/2015 9:16 AM
121	unsure	3/27/2015 9:08 AM
122	There could be significantly more walking for many trips, one-seat trips could be reduced.	3/27/2015 9:04 AM
123	buses are slower than driving a single occupancy vehicle because they not only use the same traffic lanes, but they have frequent stops to pick up passengers.	3/27/2015 8:40 AM
124	again, Woodinville and Bothell are left out of this discussion. If you think that only Seattle folks work in Seattle you are very mistaken.	3/27/2015 8:09 AM

125	has no EW connections (25 removed) from Eastlake, Montlake to link lite rail or eastside less service from N Capitol Hill and Portage Bay to downtown	3/27/2015 8:07 AM
126	Parking	3/27/2015 7:32 AM
127	No connectivity between Ravenna and Bryant to new University station	3/27/2015 6:42 AM
128	This is the main reason that I don't bus more often. I work on Roosevelt Way, and early in the morning, I think that it's dangerous for me to be walking further in the U District, which historically has not been a very safe neighborhood. If the 72 stopped on Roosevelt, I'd probably take the bus to work every day instead of driving to work every day.	3/27/2015 6:30 AM
129	The cost of funding such an initiative	3/27/2015 5:49 AM
130	Continue the 255 up to Magnuson Park Connect Roosevelt & 45th and Convention Place Station area	3/26/2015 11:05 PM
131	breaking up route 48 into 45 / transfer / 48! That is not more convenient for me - with my bike and tool gear, I prefer a one seat ride to my departure point for the day, not a bulky laborious transfer in various weather conditions. The 48 is already frequent on the main- and already suffered truncation fairly recently: we (at our household 2 of us have the same issue) have still not recovered from the loss of #48 service into Columbia City, or the alternative link of #28 into #39 to get to Seward Park. Travel planning and times are now so lugubrious it is easier to drive. I also rely on the breadth of geographical coverage and stops frequency to create my own connections (riding the bike) depending on my appointments each day. Concentrated transfer points do not translate into more flexibility for me.	3/26/2015 10:25 PM
132	Continue the 255 up to Magnuson Park Connect Roosevelt & 45th and Convention Place Station area	3/26/2015 9:10 PM
133	No service on lower Roosevelt Way, loss of continuous route on Roosevelt & Eastlake (66)	3/26/2015 8:53 PM
134	It's true that route #71 has pretty low ridership during a lot of the day, north of the University District. But it's the only way to get Downtown now, and a meandering route 16 is certainly a ridiculous replacement. And, a transfer from route 65 to U-Link is OK, but I do think there will be some fall off because of that.	3/26/2015 8:37 PM
135	This alternative results in more transfers for me and further distances to walk for the transfers	3/26/2015 7:39 PM
136	The 311 no longer going anywhere near my office (8th and Virginia), requiring a transfer instead of being a direct route downtown	3/26/2015 5:18 PM
137	Continue the 255 up to Magnuson Park; Connect Roosevelt & 45th and Convention Place Station area	3/26/2015 5:04 PM
138	Smaller geographic coverage in general	3/26/2015 4:49 PM
139	Connect Roosevelt & 45th and Convention Place Station area Continue the 255 up to Magnuson Park Make transportation a major priority. Seattle needs a far better public transit system.	3/26/2015 4:25 PM
140	Reduced capacity from Kirkland to downtown without the added time to change to or from Link	3/26/2015 2:52 PM
141	Removing service from certain corridors will increase the demand for many people with disabilities for Access.	3/26/2015 1:21 PM
142	How the removal of the 71 and 72 in addition to the changes of route 73 may affect University of Washington students who want to transit downtown.	3/26/2015 12:06 PM
143	Time from Aurora Village to South Lake Union	3/26/2015 11:42 AM
144	Continue the 255 up to Magnuson Park	3/26/2015 10:09 AM
145	I have NO transfers now with my 252 and do not wish to make my commute so much longer. It would require at least 2 transfers and too long of a commute. As it is now my work day with bus commute is from 6:09 am to 4:45 pm (depending on traffic). Any transfers would increase that time I would consider driving in or commuting with other riders that do not wish to change.	3/26/2015 9:48 AM
146	Continue the 255 up to Magnuson Park	3/26/2015 9:35 AM
147	Removal of direct route 242 Northgate/Redmond. This is a key transport for Microsoft workers in north Seattle.	3/26/2015 9:26 AM
148	Continue the 255 up to Magnuson Park.	3/26/2015 8:30 AM
149	(1) No direct service between Maple Leaf and Ida Culver / Ravenna, where my 92-yr-old father in law lives. (2) Routing all 5th/15th/Roosevelt service down Roosevelt, which is already severely impacted by Seattle's policy of obstructing traffic and reducing capacity on arterials. (3) Don't see need for radical changes to bus services far from the new Link stations, and only marginally connected to them.	3/26/2015 8:28 AM

150	It appears that the 71 will terminate at the Roosevelt Link Rail station. It is not clear that this station will actually be open at that time. If so I will be unable to use the bus to get to any of the several locations that I currently go to, all of which are near a Link Rail station.	3/26/2015 8:03 AM
151	Travel time from Eastside to downtown Seattle increases by 20 minutes or more. Unable to easily access downtown Seattle without transfers and significant walking most times of day. Peak and all-day routes are on opposite sides of the city forcing a commitment to one or the other. Unclear how the centralized hub model would adapt to increased density and new commuting patterns when additional office space is added in Seattle. Next wave of growth could be far from the main lines being developed.	3/26/2015 2:29 AM
152	I live near route 71 and I would take it to a Link Rail station, but if I have to walk to 35thAve, catch a bus to the Link Rail and transfer to get to Capitol Hill or downtown, I might as well drive.	3/25/2015 9:05 PM
153	While a lot of the negative side effects don't seem to effect myself, I don't think people will enjoy traveling farther. I think people are more interested in having a direct route to get to a destination than walking farther. The point of public transit is to create accessibility and connect various places. More frequency and consolidation is not beneficial if we are trying to reduce car traffic. Making transit easily accessible might encourage getting cars off the road.	3/25/2015 8:46 PM
154	routing through SLU will slow down the 64 for little benefit.	3/25/2015 7:58 PM
155	STILL nothing direct between Bryant and Greenwood/Ballard. STILL HAVE TO DRIVE. :(	3/25/2015 7:53 PM
156	Alternative 1 for route 255 totally doesn't work for me and my colleagues. I need to park my car in South Kirkland Park and Ride, get on bus 255, and get off at Yale station. With Alternative 1, I cannot take 255 and any other route any more.	3/25/2015 4:41 PM
157	No direct routes connecting View Ridge to the Ave/University Way (would require a transfer from 65 or 16 to another bus). Also concerned about losing fast off-peak service to downtown on the 71. The current route for the 16 looks like it would be perfect for connecting to the light rail once the Roosevelt station is open 6 years from now. I have many things that I like about the concept route 16, and I would be very happy with this route and would be okay with transferring if service is timely. Current buses which are scheduled to come every 15 minutes frequently require a 20+ minute wait.	3/25/2015 4:14 PM
158	Lack of access to new routes decimating rider populations as buses become inaccessible.	3/25/2015 4:12 PM
159	Continue the 255 up to Magnuson Park	3/25/2015 3:40 PM
160	Elimination of all on-campus stops at UW	3/25/2015 3:14 PM
161	Continue the 255 up to Magnuson Park.	3/25/2015 3:02 PM
162	continue the 255 to Magnusson Park	3/25/2015 2:58 PM
163	I am concerned about breaking up the East Lake/Roosevelt corridor, especially since Link won't serve the Convention Place Station. I work at 45th and Roosevelt but often go to meetings near Convention Place. Taking a bus to UW Station, transferring and then having to back track from Westlake sounds less than ideal (as does walking a half mile to and from Campus Parkway for the 70).	3/25/2015 2:50 PM
164	continue the 255 up to magnuson park	3/25/2015 2:45 PM
165	No direct connection between Maple Leaf & Wedgwood-ish area (current 68), but if service is frequent and connections reliable, that may be mitigated.	3/25/2015 2:28 PM
166	"Continue the 255 up to Magnuson Park"	3/25/2015 1:33 PM
167	Capacity on LINK to absorb the routes now funneling into it, plus its new ridership. Changes of current connection of Roosevelt and Eastlake to downtown.	3/25/2015 1:32 PM
168	Still not keeping up with population growth by the time of its implementation/use	3/25/2015 1:28 PM
169	Continue the 255 up to Magnuson Park	3/25/2015 1:28 PM
170	Losing the 545	3/25/2015 12:59 PM
171	There isn't an consideration that there are people on the Eastside that don't live in Bellevue/Kirkland. Pls consider those of us who live in Issaquah/Sammamish. We would love a more direct way to Seattle Children's that is less than 90 + minutes in commuting time.	3/25/2015 12:52 PM
172	It would be nice to continue the 255 to Magnuson Park	3/25/2015 12:37 PM

173	Doesn't improve 373 much	3/25/2015 10:52 AM
174	Removal of great service between the U-District (Ave, Campus Parkway, and Roosevelt south of 45th) and downtown Seattle before the U-District station is opened. It looks like the 71, 72, 73, and 74 service would be cancelled, which is completely crazy. I use these routes all the time to get downtown quickly. Once the U-District station opens this will not be a problem, but those routes should not be removed until then.	3/25/2015 10:40 AM
175	What concerns me the most is that I cannot find information north of 145th regarding the 373's route. Can I assume it won't be changed?	3/25/2015 9:15 AM
176	The 545 no longer comes downtown. I've ridden this bus every day for the past 12 years. This would significantly ruin my daily commute and require me to transfer to get from downtown Seattle to work in Redmond. This would be a mess for public transit for Microsoft employees who want to live in Seattle instead of on the east side. Please don't ruin our 545 route.	3/25/2015 9:06 AM
177	Fewer routes, riders concentrated in fewer places, less convenient too catch transit, riders would have to travel further to catch transit	3/25/2015 8:56 AM
178	Once again you lump the NE as part of the program but none of the above questions refer to the Kingsgate area	3/25/2015 8:47 AM
179	I don't want to have to xfr to light rail. it will add to my already long commute time.	3/25/2015 7:52 AM
180	deviating away from my final destination (downtown Seattle) and then being required to transfer in order to complete my trip would increase my commute time. simply avoiding Metro and switching to Soundtransit (522) would be a more "efficient" alternative.	3/25/2015 7:22 AM
181	Deletes downtown connection during off-peak hours, which is when I generally use it.	3/25/2015 6:39 AM
182	No direct connections between downtown and the eastside, particularly Kirkland/Kingsgate area	3/24/2015 8:38 PM
183	There are already few options for people to commute between Redmond downtown and Northgate. The removal of route 242 will further push people like me towards driving alone and adding traffic to the already congested 520.	3/24/2015 7:39 PM
184	I do not like the changes to 255 and elimination of 252 and 257.	3/24/2015 5:46 PM
185	Almost all off-peak access to transit near my house would be gone. Commuting by transit to my workplace is already hard if I work off-peak hours, and would become harder. Disabled people in my neighborhood and many others would have reduced access to transit. My husband has difficulty walking longer distances, and would be much less able to rely on transit for his commute. We would need to rely more heavily on driving and might need to buy a second car.	3/24/2015 4:27 PM
186	Changing the Rt. 11 to go to the Link station on Capital Hill is the DUMBEST idea in a host of dumb Metro ideas. What staff member ever thought that one up? You want me to pay twice (!), once to Metro and once to Sound Transit? For a longer and indirect route to downtown?? You've gotta be kidding!	3/24/2015 3:43 PM
187	The loss of trolley service during the day along Madison and 19th Ave. Also Spring St and other Downtown Seattle trolleys. The 12 route services three hospitals, the Country Doctor Clinic on 19th Ave and the Deaf and Hearing Center. It also services Seattle University, Town Hall, Seattle Art Museum, Central Library, Federal Court and so on and on..... It's vital that we retain the daytime non-peak service we have at this time. BTW, I forgot to mention all the school children the route services. It's a very busy area during the day. The trolley is always full. Many disabled folks like myself would be put in an impossible situation if you remove the 12, 43 and other trolley lines. Your Link service could never hope to replace what we have now.	3/24/2015 3:18 PM
188	Loss of service on 15th Ave. NE (except for Peak only trips on the 73), and huge gaps in service area. I simply can't walk 1/2 mile or 1 mile to get to a bus stop, especially up and down big hills. Most people with no mobility issues won't do that either.	3/24/2015 1:16 PM
189	You create a large doughnut hole of zero off-peak service in the Wedgwood-View Ridge neighborhoods, very similar to the budget-reduction scenario last year. The remaining service (65) doesn't serve major destinations for people in our area (U District, downtown) and would force us to ride through heavily congested delay-producing areas: Montlake Blvd traffic backups and pedestrian-crazy campus roadways. For NE Seattle, you are jumping the gun by focusing on Stadium Station, and should wait until U Dist and/or Roosevelt stations are ready.	3/24/2015 10:49 AM
190	In general having to travel farther for access.	3/24/2015 10:43 AM
191	How would transfers work between 255 and the light rail? Currently there is only one bus fare required between Kirkland and downtown, and I'd be most concerned that this would increase with the light rail component.	3/24/2015 10:01 AM
192	I'm not sure	3/24/2015 8:09 AM

193	Eastside access to UW further away and commute will take longer. Already service is too limited since all-day service was cut.	3/24/2015 6:55 AM
194	Off peak from View Ridge (50th street area) to Univ of Washington or downtown Seattle cannot be done without at least one transfer. Service would not be improved. I'd rather have a one trip ride than more frequent service where I need to transfer, which to me raise the risk of arriving in a timely manner. Walking up or down the hill to Sand Point Way or 35th Ave to access a bus is not something I would routinely or probably do.	3/23/2015 8:19 PM
195	In general, having to travel farther to reach bus stops and loss of geographic coverage. Proximity of bus stops is more important than wait time or bus journey time, to me.	3/23/2015 7:59 PM
196	No direct all-day service from Kirkland to SLU.	3/23/2015 5:45 PM
197	I don't like that I would have to travel further to catch a bus heading downtown from points west of 11th in the University District. Since the Roosevelt – Eastlake corridor is broken up, trips from Roosevelt and 45th to SLU or Convention Place area would take longer than they do today and involve a transfer or a long walk.	3/23/2015 4:05 PM
198	No direct connection between Redmond and downtown Seattle outside of peak weekday commute times (concept for route 545)	3/23/2015 1:36 PM
199	capitol hill is just central capitol hill and that's it. You ignore all the other major streets and I don't think older people or children will walk up or down hills.	3/23/2015 12:53 PM
200	I'm hoping that the street traffic will be lighter so it doesn't take a whole hour to get home in the evening	3/23/2015 10:53 AM
201	No direct connection between N 45th St and the new University Link Station	3/23/2015 10:40 AM
202	Reducing the 70-73 routes.	3/23/2015 10:11 AM
203	Deletion of 71 and 72 to downtown Seattle! Absolutely ridiculous proposal to delete these two routes!	3/23/2015 9:41 AM
204	Much worse options from Kingsgate Park & Ride.	3/23/2015 8:36 AM
205	In the case of 5th and 15th, there is also the issue that the proposed path is longer and slower than using 5th between NTC and 80th (because the turns at Northgate Way at 5th and Roosevelt), and that 15th-above-Northgate Way is funneled into NTC, which is a wonderful idea once North Link is a reality, but the 41 is hopeless SB in PM.	3/23/2015 8:23 AM
206	No consideration to the North East side riders - this is a better solution? You offer up frequency like it is some kind of new solution! Ever been in New York? If not you should look at the model they have developed. Frequency is a given - not a new benefit!	3/23/2015 7:52 AM
207	More transfers between downtown Seattle and Redmond d during off-peak hours	3/23/2015 7:49 AM
208	Breaking the route 48 into 2 parts for travel between Greenlake and E capitol hill, requiring a transfer.	3/22/2015 10:48 PM
209	Concerned about common routes I take being changed to either not allow me access to where I need to go, or not coming up to Northgate at all.	3/22/2015 10:06 PM
210	While I myself, am a single, able bodied adult who is excited about more frequent transit greatly improving my ability to get from place to place, I am seriously worried, with the increase dependency on the light rail and cut of many routes that might be closer to people's house, for people who do not have the ability to travel a greater distance to get to transportation. How will disabled needs be addressed?	3/22/2015 6:58 PM
211	nothing	3/22/2015 6:05 PM
212	Not a fast connection between Wallingford and the university light rail station	3/22/2015 5:29 PM
213	With eliminating 73 service north of Northgate Way and moving it to Roosevelt, it's a much longer distance to get to my stop. You say that you should instead use 373 to get to a 73, but under alternative 1, 373's wouldn't run in non-peak times. I also don't want to have to transfer to get to the U-District when now I have an easy one bus ride.	3/22/2015 4:51 PM
214	No single-bus service from Wallingford to Downtown Seattle (current route 26).	3/22/2015 4:50 PM
215	NO service via 26 from Wallingford to Westlake/Lower Queen Anne/South Lake Union/Seattle Center. Eliminating the routing of 26 via Dexter cuts off Wallingford from these neighborhoods! The only service via Wallingford Ave would be 31/32 which only goes to upper Queen Anne. This is not where people want to go, they want to go to Seattle Center, downtown, South Lake Union, SODO/stadium district. The existing routing for 26 serves this need well.	3/22/2015 4:18 PM

216	Possibly inefficient bus-station connection at UW, loss of Route 12	3/22/2015 3:14 PM
217	Whether implementation will match concept - today, the 65 is the most unreliable bus I've experienced in a dozen cities.	3/22/2015 2:18 PM
218	Fewer routes and less frequent service between Capitol Hill (home) and the University District (work). More congestion on peak-hour buses between Capitol Hill and the University District, which are already frequently packed full. Fewer routes and less frequent service between Capitol Hill and downtown. Elimination of direct routes from Capitol Hill to Wallingford and Ballard, with much longer travel times.	3/22/2015 12:00 PM
219	Bus I currently take to the UW no longer goes to the UW. It gets sort of near, but having to walk a couple blocks and then across campus over ten-twenty minutes cancels out the benefit from frequency that allows me to not have to leave for class forty minutes early to take a ten minute bus ride.	3/22/2015 11:32 AM
220	Nighttime safety walking to and from bus stops. I would have to walk 5-6 blocks through poorly-lit neighborhoods (up 19th from Madison, for example) to reach the nearest stations.	3/22/2015 11:21 AM
221	The 43, which is the bus I take most often, would be cut. The 48, which is the bus I take most often after the 43, would have reduced service. So I would be left with 1 bus which comes less frequently. Nothing about this plan benefits me. This is particularly inconvenient because I live in a part of the Hill that's not particularly close to the light rail station, and the UW light rail stop is on the opposite side of campus from where I work. So this plan would significantly increase my commute time and mean much more walking compared to my current commute.	3/22/2015 9:40 AM
222	Losing Bus 71 would make it very difficult to do shopping, banking, have access to drug stores in the two neighborhood centers near my residence: Wedgwood as well as the U District. It would also require transfers to get downtown. I have given up my driver's license to use Metro exclusively for my personal transportation. Bus 16 will be viable to get downtown once the Roosevelt Link Station opens - but that will be years from now. Having to travel through Fremont to get downtown is absurd. I see no easy way to get to Wedgwood or the U District.	3/21/2015 6:17 PM
223	More a fear than a concern, but I wonder if funding continues to worsen might affect Alt. 1 more harshly than Alt. 2. That said, I'm incredibly pleased to see the Alternative 1 proposal.	3/21/2015 11:34 AM
224	No direct service from Kirkland to the west side of Seattle (Fremont/Ballard).	3/21/2015 12:17 AM
225	Going from 65th/Roosevelt Way to Eastlake now requires either taking I-5 to downtown and backtracking, or taking a transfer to a 70 from the U-district. Please keep a current 66 style non-freeway route through Eastlake!	3/21/2015 12:15 AM
226	The fact that it's billed as having worse geographic coverage, after getting screwed when the 47 was temporarily cut in a game of political chicken	3/20/2015 5:28 PM
227	I work at NE 41st and 15th Ave NE, and frequently travel downtown mid-day. I worry that busing to transfer at Husky Stadium in order to get downtown will take longer than the current express buses to downtown from the U-district (current 71, 72, 73). IF bus service from the U-district to Husky Stadium is frequent and regular, and IF the ST trains run frequently enough, the transfer should work just fine, but the walk from the bus to the train + the wait for the train may cost me a few minutes vs. my current straight shot on the 71, 2, 3 during mid-day off-peak runs.	3/20/2015 4:25 PM
228	No all day frequent express service from Issaquah to Greenwood No all day frequent service from Greenwood to Northgate	3/20/2015 4:09 PM
229	No 255 bus service to Downtown Seattle	3/20/2015 2:28 PM
230	I want good connections heading West from the U-District light rail station through Wallingford/Fremont.	3/20/2015 2:02 PM
231	I didn't see the 242 on the list above	3/20/2015 1:57 PM
232	There is very little I like about Alternative 1. Busses should never be reduced when a Link station is added.	3/20/2015 1:29 PM
233	It seems like the Eastlake neighborhood is being left out of all these options. I do not want to have to transfer buses just to get downtown.	3/20/2015 1:26 PM
234	Consolidation does not create efficiency for the riders just for those paying the drivers wages.	3/20/2015 1:25 PM
235	Link is not covered on my bus pass, so I would still use the old system that is free to me on my monthly pass. If you included Link in our passes, then I would use it a lot.	3/20/2015 12:25 PM
236	No direct one bus service between Green Lake and Redmond	3/20/2015 11:04 AM
237	Making people walk to got to the buses or the link.	3/20/2015 9:30 AM

238	It concerns me in general having that changes will cause many throughout the day to travel farther to access services. That does not make using the transportation service more user friendly, its make using transit LESS user friendly.	3/20/2015 8:42 AM
239	Traveling farther to reach transit and fewer route options greatly concerns me.	3/20/2015 8:26 AM
240	Getting ride of route 43, a well used line which serves parts of Capitol Hill that will not be directly served by the Light Rail.	3/20/2015 8:19 AM
241	Design of the bus/Link stops and pedestrian connections at Husky Stadium Link station (too far to walk, multiple crosswalks, etc).	3/20/2015 8:10 AM
242	Changing the 49 to go down Madison while removing the 43 at the same time makes it difficult to get to north Broadway (John to Roy) from downtown, especially from places farther from Westlake Station (such as the Convention Center or Boren)	3/20/2015 7:26 AM
243	Loss of the route 11 bus. I use this every day to get to work in downtown Seattle.	3/19/2015 9:49 PM
244	University Ave. through the U-District is really slow due to traffic and lights. The current services on Roosevelt and 15th have less traffic or more lanes and are significantly more reliable because of it. I think it would be great and a substantial improvement for these routes to be coalesced into one, however I worry that reliability won't be improved if there aren't other transit improvements along University Ave.	3/19/2015 9:26 PM
245	Generally concerned about cutting geographical breadth of the system, as I live in Ballard and do not have a car, so I use a lot of different connections to get to and from meetings and so on.	3/19/2015 8:22 PM
246	Loss of direct service (#30) from Sand Point to the Upper Ave -- University Way NE above 41st. The Ave is a major shopping center for residents in the Sand Point area. Neither plan maintains a direct connection to it. Please retain the #30 route all day long.	3/19/2015 8:04 PM
247	The 45 and 271 are connected. I like to get to Bellevue but since I would take the 45 to work I may end up being late with delays on the 520 bridge	3/19/2015 7:55 PM
248	I am worried about not having access to Lake City routes at non-peak times (especially I rely 72 at night!) I also use 75, 41, 73, 66, 67 at non-peak times -- night, weekends, etc. as I work non-peak hours.	3/19/2015 7:50 PM
249	Ballard seems to be a left out in your design, it wasn't even an option in the survey (though I did see one direct line offered above)	3/19/2015 7:48 PM
250	Giant square of no service between 125th and 145th and between 15th Ave NE and 30th Ave NE. I have to walk five blocks to get to 15th Ave. NE now, but at least I have the option of a shorter walk, to 20th to catch a 73 all day every day. With no service on 20th, this large gap leaves everyone in the center having to walk 7.5 blocks at least to find a bus. As I get older, all that walking distance will make bus riding pretty tough, just when one needs it most, i.e. not driving as much..	3/19/2015 5:47 PM
251	You are destroying transit for anyone who lives in North Capitol Hill and works downtown. You eliminate the 12. You eliminate the 43. You make the 49 go down Madison. You expect everyone to walk really far and then cram on a much smaller number of buses (the 10, the 8) and then transfer at light rail, which isn't even live yet. And if you throng it with that many people I'm sure light rail station will be a disaster, with broken escalators and crowded platforms.	3/19/2015 3:52 PM
252	concerned about overall access for the sake of frequency. I lived in an area that the 7 serviced. In theory the 7 is frequent, but in reality it got clogged and I would get 3 7 busses every 30 minutes instead of one every 10. I would rather have to plan ahead a little to have more routes and better/closer access. The other concern about having to walk further to catch a bus is safety. I'm not sure why this isn't brought up more. The main streets tend to be the more dangerous, whereas a neighborhood bus route gets you closer to home. I couldn't ride the 7 at night, I had to ride the 14.	3/19/2015 3:16 PM
253	Difference in time traveling from Juanita to downtown Seattle, either having to transfer at downtown Kirkland or at the new light rail station in the University district	3/19/2015 3:13 PM
254	not sure	3/19/2015 3:12 PM
255	Looks like more walking and/or time and/or crowding involved if wanting to get between downtown and U-district.	3/19/2015 3:08 PM
256	Elimination of route 12	3/19/2015 2:29 PM
257	The 540 bus would be re-routed in a way that makes it too inconvenient for me to use.	3/19/2015 2:25 PM

258	I think what would concern me most are the transfers at the new University of Washington Station. They appear to be spaced a little far from the new station, and I think they could be made better	3/19/2015 2:11 PM
259	More transfers required when trying to get somewhere	3/19/2015 1:55 PM
260	the deletion of 72 route	3/19/2015 1:48 PM
261	It's hard for me to know exactly because you don't address the NE Lake City corridor very specifically (eg 309/312/522 bus routes). If you maintained key bus stops along this corridor and we had to walk a bit farther to catch more frequent buses, that would be good; if you eliminated these, that would be bad!	3/19/2015 1:05 PM
262	In general, making people walk further.	3/19/2015 11:14 AM
263	I don't like the idea of concentrating service in heavily used areas; those of us that live in the outskirts already have a hard enough time getting around (esp. E/W) in the evenings and later at night.	3/19/2015 10:29 AM
264	Appears to ignore the greater need for improvement in service to/from Ballard. U District area already has better service than we do and now it's getting improvement before we do and we are just as populous/important and about the same distance. Why are you continuing to ignore Ballard, where I live? Why not just have the Sounder stop near the intersection of NW 57th St and 37th Pl NW? There's a ton of empty space all around the rail line to build a bus turnaround, bus stops, and even a parking lot. A frequent Ballard bus loop could easily be made to go right past there, Golden Gardens, downtown Ballard/hospitals, Ballard Senior Center, Ballard Locks, and anyplace nearby with a large park and ride, etc.	3/19/2015 10:18 AM
265	Lacks changes to South and Central Seattle area. Right now there is not direct route from South Seattle to Capitol Hill, except the 9x, which only runs selective hours and weekdays. To make that trip, one has to go downtown before connecting to a bus to either destination, when a direct route could easily lower travel times and congestion.	3/19/2015 10:03 AM
266	Please DO NOT ELIMINATE bus service (routes 66/67) on 5th Ave NE. It's too hard to get to the Northgate Transit Center or to Roosevelt, and if you do get to a bus stop on Roosevelt it will take forever to get to the Northgate Transit Center. I've had four hip replacements and I can't walk as far as I'd need to in order to get to a bus stop on Roosevelt or the Northgate Transit Center. It's a really dumb idea to eliminate bus service on 5th Ave NE.	3/19/2015 10:01 AM
267	loss of route 68 - the current 68s and 372s coming down 25th ave are frequently late and often so overcrowded they leave people behind. Cutting the 68, even with more 372s, will probably just make this even more packed.	3/19/2015 9:57 AM
268	Does not sufficiently address needs of NE corridor: Lake Forest Park, Kenmore, BOthell, Woodinville, and Juanita and Kirkland.	3/19/2015 8:46 AM
269	South Lake Union is the fastest growing employment neighborhood in Seattle. It has minimal affordable parking and using transit is expected for employees. Many workers there live in north seattle neighborhoods but there is not direct transit except the 70 that doesn't require going downtown first which adds a good 1/2 hour to the commute. I live 5 1/2 miles from work and this plan will make me transfer once and walk at least a mile of that distance to make connection. It's ridiculous.	3/19/2015 8:38 AM
270	Extremely poor service between anywhere in north seattle residential neighborhoods and South Lake Union which is the fastest growing employment area in Seattle and provides virtually no affordable parking for 80% of the employees. Traveling all the way downtown and then coming back adds a good 30 minutes to the commute. I work 5 1/2 miles from the office and would have to transfer at least once and walk almost 1 mile of that distance. Ridiculous!	3/19/2015 8:09 AM
271	Loss of the 43, and the increase in 48 service does not seem significant enough to make up for this. Also, the loss of the 43 connecting into the 44 (which gives easy access from Capitol Hill to Fremont).	3/19/2015 1:06 AM
272	Too many riders transferring from 542 to the light rail to get downtown.	3/19/2015 12:20 AM
273	Loss of some cross-town service in north Seattle	3/18/2015 10:46 PM
274	I need more info on this one.	3/18/2015 10:23 PM
275	Route 372 is the main north/south route between 15th ave NE and 35th ave NE to UW. It would be nice to have a stop at NE 82nd St where Ravenna Ave NE and 25th Ave NE merge, b/c those of us who live in the neighborhood not only have to walk down the hills but also have to walk down 25th to the nearest stop. The walk is almost the same amount of time as the bus ride. The walk time would be cut in 1/2 with this stop added. I have missed the bus many times b/c of this walk as it passes me b/f I arrive at the stop.	3/18/2015 10:20 PM
276	I do not know the Alternative 1 concept in north Seattle	3/18/2015 10:14 PM

277	I love alternative 1 except for one item. My primary concern is the traffic associated with Southbound Montlake Blvd. from 45th street to the UW light rail station. In the evening traffic is terrible and would heavily impact the travel time to get to the UW station. I typically use route 65 to get to UW, and would continue to use the 65 to get to the light rail. However, if traffic is terrible, it might be easier (and maybe quicker) for me to drive, which would completely defeat the purpose of the light rail. I strongly urge you to assess ways to improve the route time for bus traffic along mountlake blvd, from 45th, to the access point of the UW light rail station. The benefit of public transportation shouldn't merely be that it can get you places without a car. It should also get you to that place in the same or less time.	3/18/2015 10:01 PM
278	This is a terrible idea. For anyone living in North Capitol Hill more than five minutes walk from the Broadway and John light rail station, this will mean longer commute times to the University District. I make this commute every single day. These buses are full every day, and most travelers from the UW to Capitol Hill get off the 43 more than 5 minutes walk before Broadway and John. Moreover, the walk from the UW light rail station will add an additional five minutes to my journey. I estimate that my daily commute from my house (16th and Republican) on the light rail will be 20 minutes LONGER than it currently is using the #43. This is not public transportation progress. It is a light rail boondoggle. Sincerely Robert Wood Professor, University of Washington PS. The same thing happened with bus route 194 which reliably took passengers from downtown Seattle to the airport in 30 minutes until it was cancelled because of the light rail. The trip now takes 40-45 minutes on light rail. Is this progress? The idea is that new transit systems augment the public transportation system, not replace existing components.	3/18/2015 8:54 PM
279	I think we should spend less on transit and more on preventing homeless people from defecating in the street	3/18/2015 8:09 PM
280	fewer routes meaning more travel time for some neighborhoods	3/18/2015 8:09 PM
281	I really don't like that it cuts service areas. I think it will negatively impact low income, disabled, and other riders that live along those routes that rely on transit to get around.	3/18/2015 6:49 PM
282	Decreased accessibility of transit for most vulnerable populations (disabled, elderly)	3/18/2015 6:42 PM
283	I am concerned with peak time bus speed from/to the UW Link station through the Ave in the U District. During peak periods, there should perhaps be a bus route from UW Link to Roosevelt without local stops in the U District. Ideally there would be 45s that skip most U district stops and perhaps take 15th during rush hour. The shuffle of riders in the U District can be interminable if you are attempting to ride through. I think that northbound, a transfer from Link to the 45 is going to be attractive to some 76/316 riders. It should work well for people going farther than the U District.	3/18/2015 5:20 PM
284	None of these changes affect me once the light rail is extended to Northgate.	3/18/2015 5:08 PM
285	Loss of direct connection from east Ballard to downtown Fremont with rerouting of the 28. The 40's an ok substitute, but not perfect.	3/18/2015 4:12 PM
286	Farther distances to stations.	3/18/2015 3:31 PM
287	There is NO bus that captures the SOUTHBOUND people to downtown along 23rd until perhaps E John (#43). You cannot expect me to go north to UW train station to reverse and go back south to downtown on the train. Or transfer to three different bus/ train. I can WALK faster then that would take me (40 minutes).	3/18/2015 3:30 PM
288	General farther travel (e.g., for mobility impaired)	3/18/2015 3:23 PM
289	Through connectivity between routes on Roosevelt and UW Campus.	3/18/2015 2:53 PM
290	I already walk a mile to a mile and a half from my home to the bus stop.	3/18/2015 2:44 PM
291	Getting to the eastside on non-peak hours (which is common) would require going through the u-district rail stop which adds a great deal of time in both directions and is a more congested area in general.	3/18/2015 2:43 PM
292	Losing the 73 on 15th Avenue NE!!! Lack of service during non-peak times to Downtown Seattle from 15th Avenue NE.	3/18/2015 2:37 PM
293	Need more express routes between end of line stops. Current light rail takes too long did to too many stops.	3/18/2015 2:20 PM
294	More frequent service on a few major routes doesn't make up for loss of service on many minor routes.	3/18/2015 2:17 PM

295	The changes to 71 means that the light rail and 65 become the primary connection to downtown for wedgwood, but the 65 still only runs until Midnight. This means leaving downtown after 11 is not supported. Deleting route 242 makes no sense especially since the peak trips for the 542 are remaining the same. The 542 busses are already packed. This will make them much worse. Also, a lot of the 242 ridership comes from 148th in redmond which there will be no bus support for. The evening 242 that I take is packed to standing room only every day. Not having more 542s will make the evening ride very, very crowded as the 542s are also packed both ways.	3/18/2015 2:02 PM
296	Less service between Kingsgate and South Lake Union (specifically 252 removed). No increase in service from the South Kirkland P&R to South Lake Union.	3/18/2015 2:00 PM
297	The routing of 67,45,48 bus services down University Ave, a single-lane road in each direction with pedestrian crossings mid-block.	3/18/2015 1:59 PM
298	Lack of accessibility	3/18/2015 1:58 PM
299	Losing 73 near Jackson Park on 15th NE without the advantage of more frequent 373 service.	3/18/2015 1:51 PM
300	Having to transfer to get downtown from NE 65th and 35th ave NE instead of taking one express bus (71) during off peak and weekend hours	3/18/2015 1:39 PM
301	less buses and routes, FULL buses (most of the time we can't even get on and buses even drive by sometimes because they are TOO full, all these and more are making it impossible to use bus anymore. I been commuting by bus from east side to everywhere in metro Seattle area for past 25 years and I have to stop now.	3/18/2015 1:32 PM
302	You are focusing resource to an area that I don't live in. Nothing wrong with NE Seattle, but I don't live there so I'm only there a few times per month. Also, I feel like you are trying to divert "transfer traffic" out of downtown and into the Udistrict. I live downtown and I don't want to have to go to the UDistrict to cross Lake Washington	3/18/2015 1:16 PM
303	Fewer buses and more potential transfers	3/18/2015 1:16 PM
304	I don't think I personally will be affected, but I worry about people having to travel farther to get to their bus stop	3/18/2015 1:09 PM
305	Having to take the 75 instead of the 68 directly onto campus - it always takes longer. Where the 67 drops off and picks up.	3/18/2015 1:01 PM
306	I want to ensure that Sound Transit still plans to keep the 586 bus because at this point using the Link would not be an effective alternative for my commute.	3/18/2015 1:00 PM
307	that u might consolidate my bus route from beacon hill #60. its already been reduced and in peak rush time there is standing room only.	3/18/2015 12:46 PM
308	I'm confused as to how this really affects Shoreline commuters, since Shoreline isn't included in the list of areas at the start of the survey.	3/18/2015 12:40 PM
309	Increased frequency of service is good but if I have to walk 20 minutes to get to my bus stop I will buy a motorcycle instead.	3/18/2015 12:25 PM
310	Deletion of route 43	3/18/2015 12:22 PM
311	Less day-time options to and from downtown (Harborview)	3/18/2015 12:18 PM
312	This alternative seems to increase isolation in lower density residential areas. This potentially makes access to transportation more difficult for less mobile members of the community.	3/18/2015 12:17 PM
313	not sure	3/18/2015 12:17 PM
314	Removal of route 30 leave no route with fast service to the UDistrict/Ave area	3/18/2015 12:14 PM
315	Impact on 373X	3/18/2015 12:13 PM
316	Poor connections to UW Link See my question 7 comments above.	3/18/2015 12:10 PM
317	I see nothing that improves the East/West travel in and out of Ballard.	3/18/2015 12:07 PM
318	I already have a long walk to the closest bus stop. Having to walk even longer eliminates the benefit of public transit. I would probably choose to drive instead.	3/18/2015 12:07 PM
319	no direct connection between lake city way and university way & 45th.	3/18/2015 12:04 PM

320	1) Route 70 being moved to end at the stadium doesn't make sense. It seems like you're assuming that I'd want to travel north from Eastlake to the stadium station, then south to downtown. Why wouldn't I just hop on the 70SB? 2) Stopping route 70 at campus parkway means I'll have to walk to my office (at 45th and 15th), thus adding time to my commute and a sweaty start of the day.	3/18/2015 12:02 PM
321	- Getting rid of the 43 - have to transfer to get to Ballard from N Cap Hill - No direct route from 23rd in N Cap Hill to downtown? Now have to go to Link station at Husky stadium or Cap Hill and transfer, this seems like a big negative. Sometimes transferring is a big hassle (e.g. accessibility issues, if you're carrying things) and a shorter trip does not compensate for this - Still only the 8 from Cap Hill to Seattle Center - the 8 is a slow, congested route, this needs alternatives - The 12 is a convenient route, getting rid of it sucks	3/18/2015 12:01 PM
322	As above, I'm just concerned that the 373X route is going to drop off the map, because it is a peak-only one way route, but it is the only route of its kind, servicing Jackson Park to the UW campus along 15th (and actually going onto campus, instead of merely passing through The Ave, like the 73). This route may not seem popular on paper, but the increasingly crowded buses on this route every day points to the fact that it is very popular.	3/18/2015 11:56 AM
323	I am concerned that there still aren't enough options to get from where I live on Crown Hill (far west neighborhood near Blue Ridge) to eastern neighborhoods without transferring. Even with changes, I will still have to transfer in order to get to the U district. I did notice that neither Crown Hill or Blue Ridge were on your list of neighborhoods. Perhaps we are being overlooked.	3/18/2015 11:56 AM
324	As I currently live at NE 75th Street and 35th Ave NE, there will literally be no other buses except 65. Which means I have quite limited options to travel around (I will have to walk much further to get access to 372). In general, I would not mind waiting longer and walking less, especially given how the landscape of the city looks like (ways too much hills), how crazily some people drive in the Northeast area, and how the weather can be (too much rain and sometimes windy for walking)	3/18/2015 11:55 AM
325	I am commuting up from South King County (Burien) so transit in the Northeast end is only of moderate concern. As of now there are absolutely zero buses that have a trip from the Burien/West Seattle area directly, or close, to the UW. This is far more inconvenient and these revisions are unlikely to impact my daily commute (roughly 1.5 hours each way) as those in the Capitol Hill and surrounding UW neighborhoods will simply crowd the buses and the Light Rail and congestion will most likely not change. Further, the wait times between buses out of the U District into downtown are very short, yet the express buses are still frequently late or early and tremendously overcrowded.	3/18/2015 11:50 AM
326	I'm just concerned that the 49 will be eliminated and you will make everyone who needs to get to West of the Ave transfer at the Stadium station. Of course, once the station at 45th is done, then it will no longer be an issue, but when is that??	3/18/2015 11:49 AM
327	Poorer access to NW Hospital from Wallingford/Tangletown, without easy transfers, since 16 would no longer go to Northgate.	3/18/2015 11:48 AM
328	Decreasing public transportation access to those who don't fall into the "heavily used" stops or for those stops that didn't come up in the feedback process. I worry that it would make access more difficult for people with lower income/access already and would focus on the people who already enjoy more access.	3/18/2015 11:47 AM
329	It keeps 373X service from Shoreline to UW campus.	3/18/2015 11:44 AM
330	The many people with mobility issues, who will need to travel farther to reach a stop. My area has many elderly homeowners & renters.	3/18/2015 11:41 AM
331	My travel time to my bus stops for the trip to and from work will be greatly increased. I generally travel in the early morning; the walk to the Capitol Hill station goes through a neighborhood that is not always safe (the end of Broadway near SCCC). Further, I work in UW Tower; the station near Husky Stadium is over a mile away. I can walk a mile, but I don't always have time going to or from work; I will need to either walk from the stop to my workplace in the dark in a neighborhood with bad traffic, no lights, and crime, or wait in that same unsafe location for the 44. PLEASE KEEP ROUTE 43 AT LEAST UNTIL THE BROOKLYN STREET STATION OPENS!!!	3/18/2015 11:40 AM
332	Less coverage of Portage Bay	3/18/2015 11:39 AM
333	Lack of all-day direct service between downtown and university way (currently served by routes 71, 72, 73)	3/18/2015 11:35 AM
334	Frequency and ease of service from Shoreline to University District.	3/18/2015 11:34 AM
335	No service on Route 16 to Northgate. This is a popular route and I ride it at least once a week.	3/18/2015 11:34 AM
336	Only having the 73 run during peak times. That route is so heavily traveled by both students and workers, that eliminating it during non-peak times and reducing the # of buses will make current buses more over crowded than they already are.	3/18/2015 11:32 AM

337	Elimination of 43 and 49, which I use heavily to travel between Capitol Hill and U-District, and Capitol Hill and downtown. Adding long walks to/from light rail stops and the few remaining bus stops makes me want to revert back to driving, especially given our frequent rainy weather. Being able to sit through a single bus ride is much preferable to long walks to/from my start and end points and increased transfers.	3/18/2015 11:31 AM
338	that it eliminates the 12 and the 43 and turns the 48 into the 45. The 45 may be efficient in north Seattle but it still forces those in south and central Capitol Hill to go all the way to John and Broadway for light rail. Right now I live .5 blocks from the 12 and 14 blocks from the new light rail station.	3/18/2015 11:31 AM
339	I rely on the 372x route to take me from University District to Woodinville Park and Ride frequently and the fact that the UW Bothell to Woodinville Park and Ride is going to be discontinued is a huge inconvenience and a mistake. It adds to the commute time in the morning, having to wait to catch a bus from the Park and Ride to UW Bothell, then having to wait again for another bus to go to UW Seattle. Not only does it increase the commute time, but it forces us to try and find alternative routes, ones that will cost us the least amount of money, and save us the most amount of time.	3/18/2015 11:31 AM
340	Please see my above comments.	3/18/2015 11:29 AM
341	Safety issue is a concern when traveling farther distance at night in the university district.	3/18/2015 11:29 AM
342	More "amenities" at stops. What amenities does a bus stop need? I don't need shelter, a seat, or a trash bin. I will throw my trash away properly, and will probably still get rained on with a shelter because rain goes all directions in this city. I prefer faster buses to "amenities".	3/18/2015 11:28 AM
343	Do not like the elimination of route 12. Without route 12, there is not a convenient route to get me into capitol Hill or to the Capitol Hill new light rail station.	3/18/2015 11:26 AM
344	I live in Capitol Hill on 15th Ave E & Mercer and work at UW on 45th. With this plan and the elimination of the route 43, I'll either have to walk almost 10 blocks to catch the route 48 on 23rd Ave E, or walk or bus in the wrong direction (take the 10 or walk down to Broadway) to go to the Capitol Hill Link Station. The Link Station will not better convenience me on my commute to work and I hope to continue to ride the 43.	3/18/2015 11:25 AM
345	Poor connection between the Nathan Hale HS area and the UDistrict. Bus routes that go through the UW campus are very slow.	3/18/2015 11:25 AM
346	Less geographical coverage. I don't understand the current approach. I liken the bus to UPS or other delivery system. There should be broad geographic coverage to central points of quick transit then redistribution. I totally agree with the express concept but you need to have better feeders.	3/18/2015 11:24 AM
347	It is very concerning to me that the 71 will no longer go through the U District. If anything, the M-F morning buses are standing room only and need more access.	3/18/2015 11:24 AM
348	alternatives are not very clear	3/18/2015 11:21 AM
349	The connection from current bus stops and the University Station have the potential to make this a very difficult transition if there isn't more done to streamline getting from the bus to the train.	3/18/2015 11:17 AM
350	No longer runs the 43 between downtown and U District - for those living between the Broadway and Stadium Stations, makes commute much more difficult.	3/18/2015 11:16 AM
351	Service for Shoreline to the UW (route 373)	3/18/2015 11:14 AM
352	I'd like a better connection that runs E/W through the central district and hooks up to the new link service so that as a central district resident, i can actually utilize the new link	3/18/2015 11:13 AM
353	my buses no longer run to my neighborhood. Not safe to walk from Northgate transit center at night.	3/18/2015 11:12 AM
354	Severely degraded service between Shoreline/Maple Leaf/Green Lake, and the Redmond campus of Microsoft. The 542 stops only at 520 and 40th, and 520 and 51st. This significantly reduces the convenience and utility of taking the bus. Why do you keep trying to kill the 242. It was designed specifically to get Microsofties on the West side over to the campus, and it's a huge success--packed buses every day. Just leave it alone!	3/18/2015 10:53 AM
355	Frequency of schedules for weekends, off peak, and return evening commute.	3/18/2015 10:47 AM
356	No midday service on 15NE	3/18/2015 10:27 AM
357	Overcrowding on the 71 - 73 during the AM commute. Opening the Husky Stadium station will relieve overcrowding from campus to downtown, but will do nothing to alleviate overcrowding from north neighborhoods to the campus. Many students use the bus to get to campus instead of walking.	3/18/2015 10:07 AM

358	I'm concerned that the north ends of the 10 & 12 would be cut, because the footroute to the 43/48 is pretty treacherous. Getting to and from 23rd (from 19th/Galer and 15th/Galer) is a major hassle, especially on rainy days when the very steep hills become very slippery. This situation is not at all helped by poor maintenance of sidewalks leaving moss and mold aplenty, both of which are extremely slippery when wet. If the 10/12 north ends are cut, I would highly recommend a project to replace the sidewalks on Galer from 23rd to 21st with stairs or to add texture to them to improve traction. Improving the light signal at 23rd & Galer/Crescent would also help.	3/18/2015 9:59 AM
359	The importance of Route 8 as a trunk line for connecting elsewhere, since travel times on Denny (between Seattle Center and the interstate) are extremely high during peak times, which means the bus is always really late.	3/18/2015 8:47 AM
360	Loss of Redmond-Downtown off-peak service	3/18/2015 8:20 AM
361	Deletion of route 43	3/18/2015 8:00 AM
362	The service between Downtown Seattle and UW during peak hours (routes 73, 74, 76, 77, 312)	3/18/2015 1:05 AM
363	Substantial loss of bus service in the Pike/Pine corridor. Although many of the areas slated to lose bus service in the proposal are within 1/2 mile of the new Capitol Hill LLR station (or Convention Place/Westlake Station), these areas are on a HILL. Many riders, myself included, may have difficulty walking up and down hills to reach buses. Also, confining this busy corridor to only one route (#10) is sure to lead to massive overcrowding, frequent delays, and an increase in the number of transfers.	3/18/2015 12:16 AM
364	Loss of one-seat ride to central district	3/17/2015 9:33 PM
365	The deleted portion of route 49, it causes a greater distance for me to walk to my office and it is the closest route to my home.	3/17/2015 7:57 PM
366	Extremely concerned about congestion and traffic on Montlake Blvd/NE 45th St/Sand Point Way that will prevent busses from being able to run on time to the University Station. Extra connection/extra walking to reach University District/Ave from University station.	3/17/2015 7:54 PM
367	The 70 serving UW Station instead of it's current University Avene routing Removal of 73 mid-day trips and tail Loss of 66 mid-day service to SLU	3/17/2015 7:47 PM
368	Please don't break up the 48! I depend on that route for so many things. That's how I get from my home in Crown Hill to various jobs south of the ship canal. If I had to change buses in the U District, I would probably have to find another way of getting around.	3/17/2015 7:15 PM
369	No all-day service on NE 65th St going east-west.	3/17/2015 7:10 PM
370	I ride the 72 from the U District to Lake City and back 5 days a week for work. I see no replacement for my route. It seems the Lake City neighborhood will see a drastic reduction in service in the first alternative.	3/17/2015 3:35 PM
371	also take in consideration hills and frequency between stops for the increasing senior population.	3/17/2015 3:23 PM
372	There is still no change in route 74, which serves the Bryant neighborhood. Increases during peak times is good, but there is no way to get anywhere during the day on that convenient route, which used to offer service during the day so that older people and others not on a regular commuter schedule could travel by bus to and from downtown and other places. So the alternatives are probably fine for commuters but don't help neighborhoods...	3/17/2015 3:10 PM
373	stated above	3/17/2015 2:28 PM
374	No off-peak direct service between Capitol Hill and Overlake Transit Center. I take the 545 in to work (Microsoft) most days and 9am is too early for peak hours to stop. Typical time for people coming into work varies from 9a to 11a.	3/17/2015 2:15 PM
375	Routing of route 26 away from southern Wallingford ave (going west on 40th St. instead of 35th St.)	3/17/2015 1:34 PM
376	It provides service that is unnecessarily frequent at a cost that requires the destruction of good existing bus commuter service elsewhere.	3/17/2015 1:01 PM
377	Pinehurst. Seattle Transit Blog readers from Pinehurst have made a compelling case that Alternative 1 hurts them.	3/17/2015 11:38 AM
378	My route (43) would be discontinued. I live on 16th Ave E and Republican, which means my walk time would increase significantly to catch the light rail or 48. This makes sense down the road when the light rail has more stops, but removing a frequent line that services many folks as two new light rail stops are added seems to be a bit much. In my case, I work at the UW Tower, which is around a 25-minute walk from Husky stadium. This compares to my current stop of NE Brooklyn and 45th, which is only two blocks away.	3/17/2015 8:28 AM

379	Generally concerned about folks having to walk further to access transit. Also concerned that with such heavy focus on the north end of the city, my routes (such as the 8) will be changed without much concern about how the change impacts the south-end portion of the route.	3/17/2015 7:49 AM
380	The design of the connections with Link is what's most concerning. Hopefully the UW will play ball and allow you to make that really smooth, otherwise that's likely to be a little bit of a mess.	3/17/2015 1:21 AM
381	Losing bus service on E Madison Street between Broadway and 16th Ave E; losing bus connection between Downtown Seattle and HSDC at 19th Ave E (route 11 or 12)	3/17/2015 12:24 AM
382	It completely screws up getting to redmond from capitol hill. This is going to cause major disruption in people getting to work. This is a terrible idea.	3/17/2015 12:07 AM
383	Bus line 12 being done away	3/16/2015 11:40 PM
384	i'm concerned about the 242 being eliminated. it is the bus I take to work	3/16/2015 10:57 PM
385	The discontinuation of 545 at non-peak hours. I almost exclusively ride the 545 during non-peak hours (8-9 times per week), so option 1 would drastically increase my commute time.	3/16/2015 10:55 PM
386	No direct route from Ravenna to downtown and being forced to transfer to Light Rail but having to walk at least 5 minutes on the UW campus from the route 372. That is not improving service but instead making it worse. I will repeat what I wrote earlier and that is that route 372 must go down Montlake Boulevard to stop at the UW Station.	3/16/2015 9:54 PM
387	Might remove the few options I have for Eastlake neighborhood.	3/16/2015 8:48 PM
388	inability to easily get from UW to North Seattle College	3/16/2015 6:10 PM
389	I live in Montlake and work in Redmond so removing transport from Montlake to Redmond makes me impossible to use transit and forces me to drive.	3/16/2015 5:46 PM
390	I do not see the ability to take a bus home at night from the downtown bus tunnel like I do now. I live near Sand Point Way NE & NE 70th Street and often leave a car on a residential street near NE 65th Street & 46th Ave NE when I need to go downtown for an evening event. I currently catch a Route 71 to go downtown into the tunnel and then bring it back home later in the evening to where my car is parked. This allows me to not have to transfer busses at all and to be safe and out of the elements when traveling home in the late evening.	3/16/2015 5:12 PM
391	No direct off-peak service from Redmond to Capitol Hill (concept for Route 545)	3/16/2015 4:59 PM
392	The stark realization that transit is so underfunded that we have to choose between frequent service and comprehensive service.	3/16/2015 4:44 PM
393	The 43 is the most useful and reliable route in Metro for the last three residences I've held in Seattle. Not having it is really concerning. I guess the replacement is UW->CapHill via Link, but that's unproven where as the 43 is a rock star, and would involve 10 more minutes of foot travel for my commute.	3/16/2015 4:35 PM
394	It's hard to make sense of all the data, but I'm concerned about having trouble catching busses at Montlake Fwy Station going to OTC from 9-11:30 AM, which are my typical workday times to catch it. I also sometimes catch busses at Roosevelt 65th Park and Ride to OTC from 9-11:00 AM, and I think those (542) might be eliminated.	3/16/2015 4:23 PM
395	The reduction in 545 hours will mean more people trying to fit in peak times (rather than missing the last bus). Given the standing room only on many of these buses now, it's hard to imagine it getting worse. The 542+Light Rail alternative is supposed to eliminate some of this, but I cannot imagine enough people taking it. My commute is currently ~23minutes in the morning. For people to migrate from the 545 route to the 542, this would require (1) an additional transfer with 15min inter arrival (mean 7.5mins), and (2) a 5 minute walk between 542 and light rail. So for myself and people in a similar situation, alternative #1 will increase my commute time by ~50% [12.5mins], or 20% -85% [5-20mins] depending on Rail/542 timing. (Route 545 @ Bellevue & Pine -> OTC) *Perhaps the Light Rail is so much faster that it compensates for some of this. I would like to see a preliminary schedule of 542+LightRail routes to better understand how my commute would change. Or perhaps some understanding of how many more 545 buses will run to compensate for peak usage.	3/16/2015 4:17 PM
396	No more 242. No direct connection between Northgate Transit Center and 148th Ave NE. Less service routes between North Seattle and Redmond.	3/16/2015 4:13 PM
397	reduction of ST545 bus runs.	3/16/2015 4:06 PM
398	Removing the 242 would result in a far longer commute between NE 5th and 148th in Redmond, likely mean long walks and three transfers. Today there is a direct route, that is friendly to those of us who do not and cannot drive cars.	3/16/2015 4:04 PM

399	Elimination of route 11	3/16/2015 3:41 PM
400	The 542 use to arrive every 15 minutes. Now it is very difficult to connect with. In the morning I watch the 542 drive away while sitting on the 48 or just miss the connection if I take the 373, 71, 72, or 73 and then I need to wait another 15 minutes. In the evening I watch the 48 drive away while sitting on the 542 right behind it. That is a 20-30 minute wait. Changing the frequency back to 15 minutes is great but not for connections if you are cutting all the connections to the 542. The Greenlake P&R is nearly as far a walk as getting to the Ave at 50th NE.	3/16/2015 3:22 PM
401	Decrease in service for the 545. Also the end of service from UW Campus to Greenlake P&R during off-peak hours for the 542. That turns my one-seat commute from Redmond to Greenlake to at least a two-seat trip. I understand that you're trying to get more frequent service for the 542, but the service already meets my needs.	3/16/2015 3:14 PM
402	More transfers, less geographic coverage.	3/16/2015 3:08 PM
403	The removal of the 242 line will have a significant impact on my ability to get to and from my home and work. While the 542 line does run more often, it does not serve several key areas and times and will result in significantly more walking.	3/16/2015 3:01 PM
404	My home-work commute is a one way bus trip via 545. I picked my home based on this optimal route. I often work past peak-hour times, so I really dislike the idea of a commute that requires a transfer and makes my overall commute time longer.	3/16/2015 2:44 PM
405	Fewer spaces on ST 542 bike racks after elimination of KCM 242. Over-crowding on ST 542 from UW to Redmond in the mornings without increasing the frequency during peak hours.	3/16/2015 2:23 PM
406	Cutting routes from further away places hurts the people who need in the most. Even if it means the a bunch of people having to wait an extra 10 minutes for their bus to come to a popular stop, its worth it to let the people in more remote places keep their routes.	3/16/2015 2:21 PM
407	The reduced timing of the 545.	3/16/2015 2:18 PM
408	It looks like there are fewer options to and from Green Lake where I live. That's concerning.	3/16/2015 2:14 PM
409	Requires a connection from Capitol Hill to Redmond	3/16/2015 2:11 PM
410	Impact on 545 service, especially requiring a walking change at the Stadium	3/16/2015 2:00 PM
411	Currently, if I want to travel to Downtown on the weekends to run errands, I can hop on the 66 and take the bus all the way. With the removal of weekend and evening service for route 66, I would have to first travel to the UW and then connect with the light rail to head Downtown. This would be an inconvenience depending on how long the revised route 67 would take to get to the UW.	3/16/2015 1:57 PM
412	People in more remote areas having to travel further for transit (myself not included)	3/16/2015 1:54 PM
413	It's already incredibly crowded on the 545 route with standing room only being the norm on all routes during the morning and evening commutes.	3/16/2015 1:53 PM
414	Will have to take 2 buses during off peak hours when travelling from cap hill to redmond	3/16/2015 1:40 PM
415	542, I LIKE making it all day, but DISLIKE that the route to Greenlake Park and Ride is only during peak times. How are we supposed to get from Redmond to Greenwood? .	3/16/2015 1:34 PM
416	This is feedback for both alternatives, deleting the 242 route reduces coverage for users who are connecting at Montlake and who go to 148th and 32nd st. There is NO workaround. Going to green lake park and ride is NOT feasible.	3/16/2015 1:22 PM
417	Reducing the 545 to peak only	3/16/2015 1:18 PM
418	Loss of direct route from OTC to downtown Seattle during off-peak hours	3/16/2015 1:07 PM
419	Loss of the 242	3/16/2015 1:03 PM
420	Reduced service for the 545. Doesn't look like there's a good off-peak connection between downtown Seattle and Overlake Transit Center	3/16/2015 1:03 PM
421	unknown how far i'd have to walk to get a bus	3/16/2015 12:59 PM
422	With the removal of route 242, there is no transit service from North King County to the east side. This will easily add 20-30 minutes, and pretty much removes transit as an option to travel to Redmond.	3/16/2015 12:53 PM
423	Mid day Route 545 being taken away	3/16/2015 12:51 PM

424	I am generally apposed to the increasing frequency by decreasing reach (although I live within walking distance of the major transit hubs).	3/16/2015 12:49 PM
425	ST 545 service hours reduced from all-day to peak hours only (frequency of service would remain the same during peak hours) The alternative route would take much longer for me on the nights I decide to work late.	3/16/2015 12:47 PM
426	Almost none of the routes I take are even mentioned in the proposed changes. Are they gone? Unchanged?	3/16/2015 12:45 PM
427	Deletion of the 43. Since the 43 avoids Broadway, it tends to be a faster route to downtown (esp. until the 47 is reinstated). The 8 isn't a good alternative as it doesn't get to downtown proper (e.g. transit tunnel/Convention Place). Why the 48 is listed as an alternative for the 43 is beyond me.	3/16/2015 12:44 PM
428	South Wallingford has really poor bus options. Getting in to downtown will take longer due to walking and less frequent bus options to south Wallingford and Fremont (today there is 26, 26X, 40, 16, 28). In general, Alternative 1 will take away buses without adding enough frequency to compensate and making us walk further.	3/16/2015 12:39 PM
429	Hate that you are making my commute from Maple Leaf to Redmond take longer	3/16/2015 12:35 PM
430	Having sufficient capacity on Link to handle all the transfers to it. I hope 4-car trains can be deployed as needed.	3/16/2015 12:30 PM
431	542 not leaving from Green Lake Park & Ride, it seems it would leave from main campus?	3/16/2015 12:29 PM
432	I am so sorry but the proposed changes are very confusing and I am not sure how this will impact me so I don't have enough understanding to provide feedback	3/16/2015 12:29 PM
433	I worry about the added transfer travelling from Capitol Hill to Overlake Transit Center. If the expected total trip time is reduced (without too much added variability) then I'm all for it.	3/16/2015 12:27 PM
434	Doesn't help those of us in Ballard	3/16/2015 12:27 PM
435	What happened to route 542?	3/16/2015 12:20 PM
436	Transfer between U. Link and ST 542. Traffic congestion on Montlake Ave particularly during peak times may be overly slow for ST 542 going on/off SR520.	3/16/2015 12:16 PM
437	More transfers and a farther distance to a bus for many people	3/16/2015 12:15 PM
438	Slower bus service from Maple Leaf towards downtown with all of the buses being directed to University Ave instead of the 66 taking much faster Roosevelt. The elimination of the 242 will destroy my commute to work: I would need to transfer to the 542 which then drops me off 15 minutes away from my building, instead of having a direct 242 from the house to the office door.	3/16/2015 12:14 PM
439	1. reduced 545 service: My primary commute is between Fremont and Redmond: 9am departure from Fremont, 9pm departure from Redmond. To do this I take the 5 or 16 between Fremont and Downtown and the 545 between Downtown and Redmond. Under the new proposal I would have to take 3 connections instead of 2 which will likely dramatically increase my (already long) commute time. 2. Longer walk time to get to the 16 with the Fremont revision. 3. The 5 and 16 would now be separated for a few stops in Fremont, so I will have fewer options at each bus stop. Busses aren't always on time, so it is good to have similar routes stopping at the same stop: Under the current routes, I can take the 5 or 16 downtown from the same stop (whichever comes first) Under the new routes I would have to commit to one or the other and might make the wrong choice. 4. Current size of 542 busses: Currently the 545 busses are twice as large as the 542 busses. if the plan is to take the 542 over the 545 will the sizes be flipped?	3/16/2015 12:14 PM
440	Limitation of the 545 to peak-only.	3/16/2015 12:14 PM
441	Please do not divert the 542 over to Overlake Transit. Those people can cross the overpass. I do every day at 51st and I'm not complaining. It adds 10 full minutes to an already long commute to divert the buses over there. My commute is long enough, thanks.	3/16/2015 12:13 PM
442	I currently get on 542 at 15th ave NE and 40th Street, walking there from Wallingford. I do not want to have to take a bus all the way to the light rail link to get on 542	3/16/2015 12:08 PM
443	The 545 to Redmond which I ride to work every day actually has only downfalls with this plan as the times of the 542 are the same as the current 545 with an added transfer which could add time. I often ride later as I work late hours meaning that the trip to the ferry terminal in Seattle may just be longer.	3/16/2015 12:00 PM
444	Decentralization is fine, but this alternative has a huge impact on workers, especially those who need it most (not office workers, but blue collar), by adding an extra 30 minutes to their commute routing them to University, instead of dropping them in downtown and allowing them to choose their connection bus/link from there.	3/16/2015 11:59 AM

445	Consistent difficulty in travelling east and west, i.e. from the University District to NW Seattle	3/16/2015 11:55 AM
446	Less frequent service between downtown and Redmond (the 545 changes)	3/16/2015 11:54 AM
447	Limited service hours for 545, which directly connects downtown Seattle and Capitol Hill to Overlake Transit Center without the need for a transfer.	3/16/2015 11:53 AM
448	If I read the map correctly then the benefits outweigh the concerns I might have.	3/16/2015 11:52 AM
449	Removes all-day 545 service.	3/16/2015 11:52 AM
450	Loss of 545 service outside of peak hours	3/16/2015 11:52 AM
451	Can't get home after midnight because 71 is stopped and 65 stops at midnight. Also transfer required to downtown.	3/16/2015 11:51 AM
452	deletion of route 242	3/16/2015 11:51 AM
453	still requires 2+ bus rides from Madrona to Bellevue (my daily work commute)	3/16/2015 11:51 AM
454	1. Removal of Route 242 - further distance to nearest stops in Greenlake and Redmond. 2. Route 542 doesn't reach 65th & Ravenna during off-peak hours. 3. Route 542 Westbound trips deviate into Overlake Transit Center afternoons and evenings.	3/16/2015 11:50 AM
455	Longer travel time for commuting to work...I now ride the 545 from Cap Hill	3/16/2015 11:47 AM
456	Reducing the 545 to peak hours only means I will likely be stranded at Microsoft campus if I have to work late.	3/16/2015 11:46 AM
457	Removing route 242 would greatly increase my commute, i use this bus 10 times a week. The use of 542 would require me to commute to the greenlake park and ride and you do not have an alternative beyond a mile walk. Additionally this bus is considerably slower when commuting to the east side because it might make its way through the university traffic	3/16/2015 11:46 AM
458	Harder to get to Redmond from Wallingford with less 545 service.	3/16/2015 11:46 AM
459	The removal of a stop that is used heavily (Montlake freeway station). This freeway station needs to be built into 520's redesign -- oh, that's right -- the redesign doesn't exist other than the railroaded version being implemented. Also, since I get off at 51st street in Redmond, it looks like there is less access to that using the alternatives.	3/16/2015 11:45 AM
460	Losing direct service on the 545 from CapHill to Redmond (OTC) - this is how I commute every day to work, along with hundreds of others (at least). I do not want to take a bus to the light rail and then take the light rail and then catch the 542. This will greatly increase my commute time and make it much more difficult.	3/16/2015 11:38 AM
461	downtown to Redmond would be affected	3/16/2015 11:35 AM
462	Slower connections off-peak from Redmond to downtown at Montlake	3/16/2015 11:34 AM
463	No direct service between Redmond and Green Lake Park and Ride	3/16/2015 11:33 AM
464	The fact that bus 256 is only planned to be a rush hour bus and that there's a need to detour to UW to be able to get downtown (and home) using the new tram line: "To downtown Seattle, use Route 256 during peak periods or transfer to Link light rail at University of Washington Station." This will put a cramp in my commuting and possibly put another car on the 520 bridge instead.	3/16/2015 11:02 AM
465	It's difficult to make educated answers without seeing how the new service improvements (voted in in Nov 2014) are affected here.	3/16/2015 10:51 AM
466	NE Seattle North of 65th having fewer options for transit routes	3/16/2015 10:46 AM
467	It appears my frequent one bus, direct journeys from Downtown to Montlake (Boyer Ave E and 24th Ave E) and from Downtown to North Capitol Hill (16th Ave E and E John St) will require transfers and/or a six or seven block walk from the Link Light Rail stations of Husky Stadium and the Capitol Hill.	3/16/2015 9:13 AM
468	255 is the only bus that frequently connects Kingsgate and Downtown Seattle. Why change the 255 Route to Children's Hospital? Create a new service from the Eastside to the University. Changing buses during the travel to Downtown Seattle adds more time. We need frequent all-day service between the Eastside and Downtown Seattle! You proposal will create slower connection from the Eastside to Downtown Seattle	3/16/2015 7:16 AM
469	The problems as stated in this document (http://seattletransitblog.com/2015/03/15/pinehurst-bus-suggestions-for-alternative-one/) starting with the third paragraph until the first suggestion.	3/15/2015 8:57 PM
470	Lack of a direct connection between Pinehurst and the UW,	3/15/2015 8:37 PM

471	The main concern is that there is large population that lives in north Kirkland/Kingsgate neighborhood that will loose bus service and will have to drive to the Kingsgate P&R which is full by 7:30am. Route 311 is not an viable option. This alternate would be acceptable if routes 257 and 252 would remain unchanged and not deleted.	3/15/2015 6:31 PM
472	No way to reach top of Capitol Hill --15th avenue E. from Montlake, unless I walk.	3/15/2015 12:39 PM
473	I need direct transport from Pioneer square where I live directly to Redmond. Currently, the 545 route goes through ALL downtown Seattle and then to CAPITOL HILL, which adds 15min to my commute every day. Plus there is no Wi-Fi on the bus, which is terrible for my productivity.	3/15/2015 12:35 PM
474	The biggest negative for me would be losing the #71. When I have to work later hours (or if I miss a #74), my usual practice is to take the #71 or the #76 to the intersection of NE 65th St. and 35th Ave NE and walk the rest of the way (about 15 minutes). I prefer this over taking one of the other 70-something buses to the U. District and then having to transfer--and not being sure how long I'll have to wait for a #65/75/30-something.	3/15/2015 12:01 PM
475	No direct access to downtown from Wallingford ave.	3/15/2015 8:53 AM
476	The concerns in the northern neighborhoods of having to walk further to/from the bus routes are for safety reasons. As a single, young female, both while attending the University of Washington and after graduating, I've not only needed to take the bus at the very beginning of designated peak times (6 AM) as well as later at night - when it's generally very quiet in the neighborhoods with not a lot of people around. Having to walk further for the bus would compromise safety and may result in more people choosing to drive alone.	3/15/2015 8:30 AM
477	I'm wondering if the #8 will pick up all stops that will be lost with deleting the #11. I can't find anything that says if the stops will be the same or further apart to help increase frequency.	3/14/2015 10:29 PM
478	Not sure this is going to save time getting downtown because of the inconvenience of having to walk from Stevens Way to the Link Station. It's very important to get the bus stop moved to Rainer Vista.	3/14/2015 10:27 PM
479	Both alternatives either eliminate or heavily modify route 71. For people that live in Wedgwood, View Ridge, Bryant, or Ravenna, this means there is no longer a non-peak way to get to downtown Seattle or the northern part of the University District (45th Street to 55th Street) without transferring, or in the case of alternative #1, a long ride on the #16 bus through many neighborhoods to get to downtown Seattle. The primary way to get to downtown from these neighborhoods in alternative 1 would be to transfer from the 372 or 65 to light rail, but the walk from Stevens Way to the station by Husky Stadium will be pretty far. Although I generally like the increased frequency of alternative 1, the loss of the #71 will be significant hit to these neighborhoods.	3/14/2015 10:08 PM
480	Elimination of Route 11. Shortening of Route 48 forcing transfer.	3/14/2015 7:56 PM
481	As an aging person, I wonder how I will get around and how many transfers I will have to make to be able to use transit	3/14/2015 4:48 PM
482	The route 48 link between UW Link Station and Mt. Baker Station (along 23rd) serves a vital link between North Capitol Hill and access to the Light Rail. Currently, I take the 48 to Mt. Baker Transit Center to access the Light Rail (northbound or southbound). Once the Link Light Rail is complete, from Downtown, I envision taking the service all the way to UW then transferring southbound on the 43 or 48 and getting off on North Capitol Hill (Aloha). Alternatively, when I return from the Airport, I plan to get off at the Mt Baker Station, then catch the 48 northbound, as this will take less time, then all the way to UW and then south bound.	3/14/2015 3:52 PM
483	If routes are changed significantly, it can negate benefits from increased frequency of service. From Lake City I go primarily to the University District Retail Core (The Ave not University Village), the University campus to use the libraries, the Roosevelt Area, Northgate, Downtown and Green Lake. It looks like my access to the University District Retail Core and Roosevelt would be decreased (I'd have to transfer more) in Aternative 1, and transferring slows everything down. I would like to see the Route #72 retained since it is my most direct connection to the University District Retail Core and to connect with Route 48 on 65th NE. I also often travel to the University District through Wedgewood, stop, and then get back on the bus to go either to the University or Downtown or connect with the #48. I also go to church on 35th Ave NE and often ride the bus back and forth from church activiites. Decreasing frequency on the routes 65 during the evenings and weekends present problems for me taking transit. It looks to me like Alternative 1 would be more disruptive plan than Alternative 2.	3/14/2015 2:57 PM
484	Possible increased bus traffic on 24th Ave E though Montlake.	3/14/2015 11:30 AM
485	Less routes on Stone Way	3/14/2015 11:24 AM
486	It appears that off-peak access to/from downtown Seattle for me will now require a transfer at Husky Stadium. I had anticipated transfer to Link when light rail reached Brooklyn or Roosevelt, and that made sense to me. Connections at Husky Stadium will not work as well and I believe will increase my travel time significantly compared with options for 71/72/73 today.	3/14/2015 10:38 AM

487	I'm strongly opposed to diverting Route 28 away from workplaces in central Fremont. I purchased a home near Route 28 specifically so that I could share a single car with my wife and have an easy bus commute. I do not appreciate the suggestion that I should have to walk a half mile uphill to get from my office to the nearest Route 28 stop at 39th Street. This would essentially double the length of my commute. Many other Fremont workers also use Route 28 every day and would be inconvenienced by this change.	3/13/2015 5:14 PM
488	no all day service on 30 or 74 routes	3/13/2015 3:59 PM
489	No all day service on Roosevelt from Northgate to Downtown.	3/13/2015 3:43 PM
490	In general, both of these alternatives reduce service to my neighborhood (15th Ave NE & NE 73rd). I use routes 72 and 73 a lot, and these are going away and/or rerouted so that I will have to walk much further. In addition to items checked above, during off-peak hours, this alternative requires more transfers and more walking to get from link rail station at Husky stadium to my neighborhood at 15th Ave NE & NE 73rd (concept for route 48/45)	3/13/2015 3:31 PM
491	service is needed into Madison Park. It is used heavily by seniors, high school kid who need to get downtown. Making this change will only encourage people to drive to the bus stop or all the way downtown. Madison Park cannot be cut off from bus transportation	3/13/2015 2:41 PM
492	Woodinville Park and Ride has space to park if you delete route from Bothell UW and Woodinville PR, there are no space to part on Bothell UW.	3/13/2015 1:26 PM
493	Any reduction in routes 43 or 48.	3/13/2015 12:56 PM
494	Not familiar with these specific issues.	3/13/2015 12:36 PM
495	64 doesn't go through downtown on 4th or 5th	3/13/2015 8:48 AM
496	Neighborhood coverage reduction is terrible. Metro needs to be INCREASING neighborhood access to the light rail, including the UW station. Alternative 1 would cause me to almost entirely stop transit use.	3/13/2015 6:54 AM
497	372 needs to go further on weekends! Particularly if deleting the 72.	3/12/2015 10:36 PM
498	My concern is that the bus connection to the Husky Stadium station will be worthless. It appears as though I will have to walk a good ways to get to the 372 or the 65 and then again to get from the nearest stop to the Husky Stadium station. I am unlikely to ride the Light Rail because the bus connections look so terrible. And to get such terrible connection, I'll lose the 71 for midday rides straight to downtown. Something needs to be done... desperately... about the terrible bus to light rail transfer at Husky Stadium.	3/12/2015 8:49 PM
499	General loss of less-served routes which I use irregularly.	3/12/2015 5:29 PM
500	I ride the 545 and I'm not sure what this means: Keep existing alignment and convert span to two-way extended peak-period-only service. My route (250) was already cut last summer and now I drive to a park and ride. My concern is no longer having a direct route into the city by having to make a connection on the Seattle side of 520. It's becoming more and more convenient to take my car all the way into downtown if this were to happen.	3/12/2015 5:16 PM
501	This alternative would seem quite fine after the 65th Street/Roosevelt station opens. Right now building everything around the the Husky Stadium station isn't particularly convenient for anyone except UW Hospital and Athletic Center riders. They are the only ones who won't have to transfer at least once in their trip.	3/12/2015 4:33 PM
502	Elimination of route 11.	3/12/2015 4:08 PM
503	Loss of 43 route, a one-seat ride to downtown.	3/12/2015 3:52 PM
504	If you consider the GRADE in the Maple Leaf and nearby neighborhoods, you see that people living east of 15th Ave NE have essentially no realistic off-peak options to get around because you're asking people to hike up a 33% grade in at least one direction, and Maple Leaf doesn't have sidewalks or rational connections down to Lake City Way. For the people in Maple Leaf who live on the steep hillside (ca. 40,000 people), you're basically saying "transit won't something you'll usually be able to consider."	3/12/2015 2:35 PM
505	As it currently stands, it takes me an hour to get from Kingsgate to my work in SODO. Deviating my route north (to UW) would add time and money. It would also make it more difficult to plan trips home when i have to stay late and work. I strongly feel that eliminating routes which go from Kirkland to SODO would create much added stress and it would make taking the bus more of a burden. Since I have to commit to a year bus pass at a time, it would also be incredibly inconvenient for me and take away more of the little time i have with my family.	3/12/2015 1:34 PM

506	I regularly commute between Wedgwood and Fremont. I *love* that some of the 65 trips throughroute as the 32. I notice that in Alternative 1, the 65 terminates at UW, and I'd have to transfer to the 31/32. I guess I can live with that, as I use that option today sometimes. But the single vehicle from Wedgwood to Fremont is great when I can plan ahead to take it. The increased frequency of service is nice, but the buses I care about already come every 10 minutes during peak hours. So it's not that compelling of an improvement.	3/12/2015 1:10 PM
507	Cutting portions of routes that currently extend into Pioneer Square (to S Jackson St area); Reduction of 66 service along Eastlake (while shortening Route 70 service into Pioneer Square)	3/12/2015 12:43 PM
508	Improved transfers at University Link station, especially for 520 buses.	3/12/2015 11:37 AM
509	No direct service to Pinehurst area	3/12/2015 10:58 AM
510	71 and 76 are regularly packed and refusing riders. Any plan that does not increase routes through the area is suspect. rail will help, but the 76 is full before it gets to where the train will be.	3/12/2015 10:58 AM
511	I do not generally use these routes.	3/11/2015 7:54 PM
512	I work off-hours, so losing weekend and off-peak service on the 545 is going to make my commute from Belltown to Redmond longer and more of a hassle. I'm also concerned about getting up and down Dexter Avenue, though it looks like the 26/28 and 16 have just been switched? (which I am totally cool with!)	3/11/2015 7:32 PM
513	Still no reliable service between northern U District / Roosevelt / Wallingford / Green Lake and U Village / Children's Hospital.	3/11/2015 4:51 PM
514	No connection between Shoreline/Jackson Park and the Eastside.	3/11/2015 4:08 PM
515	I do NOT want routes 31/32 to be removed from Stone Way.	3/11/2015 2:54 PM
516	The potential further travel to the bus stop. It's not a problem for me personally, but many of my neighbors are elderly and this could prevent them from being able to use the bus easily.	3/11/2015 1:28 PM
517	My biggest concern is that there are not good bus connections to the UW light rail station. It would be great if some fast busses went straight to the light rail station, perhaps down 25th or 35th avenues.	3/11/2015 1:21 PM
518	On the one hand I support merging the 26 and 26X, as I prefer the faster Wallingford-downtown service on the 26X. On the other hand, the proposal to reroute the 16 to follow a portion of the 26 route (once the 26 has gone away) will make the travel time between Wallingford and downtown on the 16 infeasible. For my purposes, that will effectively eliminate the 16 as a viable commute option leaving me only with the 26X (which is a longer distance from my residence).	3/11/2015 12:46 PM
519	The through-routing of the 48 and 67 is ABSURD! This solves zero problems associated with the 48-45 split and merely places these montlake issues upon the 48 and 67. Separate these two routes like you did with the 48-45 and previously with the 43-44, 49-7, etc. etc. The on-time performance will FINALLY increase for the 48 and the 67 has a fighting chance of remaining 10 minute new headways instead of 3 buses bunched up going north on the ave and roosevelt.	3/11/2015 11:37 AM
520	Can't travel directly to South Seattle with changes to the 48.	3/11/2015 10:44 AM
521	Please keep in mind that metro is used by middle schoolers daily. Increasing a walk of over a mile to get to a bus that still requires two connections, and an arrival time at 7:50 am is a burden for families. Even the time to get home from these changes will make it practically useless for my middle schooler, and will significantly affect our choice for high school request because it appears that the 73 will no longer serve our neighborhood. Also, does the train accept dogs on board? The train may not be a real replacement for bus service for some users. Will these changes take place before the 145th St station opens? Even the 145th station is hard to access by middle schoolers.	3/11/2015 10:19 AM
522	Not much here benefiting middle income Madison Valley dwellers. The already limited services are not being enhanced and appear to be shrinking. You must think that EVERYONE at the east end of Madison is independently wealthy, lives off of investments and drives their fancy cars everywhere...	3/11/2015 9:44 AM
523	Losing Routes 26 and 28 from Dexter. Pedestrian access to stops on Aurora is an ever-changing nightmare. Losing Routes 26 and 28 from Dexter would be really depressing. These buses are always full anyway! Changing Route 28 between Fremont and Ballard is also very problematic. It cuts off access to many blocks of this growing and popular area.	3/11/2015 8:48 AM

524	Increased overflow traffic in other areas without corresponding increases in service. I work on the Hill. I need a way to get home in 35 minutes. I will do anything. Right now driving is the only <35 minute option. I'd love to bike but I simply cannot afford the increased child care costs I would incur if I were to use transport--because I can't pay by the minute or the hour, I have to buy the whole package, this kind of public project could cost me between \$400 and \$1000 / month depending on how it affects my commute. It would be easy to sacrifice 10 minutes per day for the city but it is not easy to come up with that money.	3/11/2015 8:40 AM
525	Sounds like a lot of buses making that long narrow winding trek through the UW at peak time, with a lot of riders. A lot of people (like me) will probably end up taking the 75 or other buses to Stevens Way & Okanogan and transfer to Link there. I worry that bunched buses will bring traffic to a standstill and make each other late, and that the walkway between that stop and Link won't be able to handle all the people coming through.	3/11/2015 8:05 AM
526	Regardless of the alternative, the key to making the new UW link station effective is having buses that travel during peak hours from that station to NE Seattle (Wedgwood in my case). Having to wait long periods after departing the UW station would significantly diminish the advantages of having a quick trip from downtown to the UW. We need to be able to get off link and get right on a bus heading northeast into these neighborhoods. For Metro to increase ridership, these practical issues must be addressed.	3/10/2015 9:28 PM
527	Loss of Route 43 service to get to light rail stations.	3/10/2015 9:17 PM
528	Reliability needs to improve, and service needs to be better in synch with One Bus Away app. Everyday, there are buses in Wallingford and Fremont that One Bus Away says is coming, but they do not actually come.	3/10/2015 9:13 PM
529	Elimination of local service that cause dangerous situations (particularly at night) where riders must walk though bad weather, high crime areas (23rd and Madison) and are areas of high density and fast traffic and hills. This is particularly dangerous for women, the elderly and children.	3/10/2015 7:32 PM
530	Also, slower connection from central Wallingford to downtown Seattle on route 16 (I think).	3/10/2015 6:10 PM
531	Travel distance from 75 stop on Stevens Way to University Link station	3/10/2015 5:40 PM
532	I live in Ravenna, almost exactly halfway between 25th Ave NE & Roosevelt (although slightly closer to 25th). While, in general, I like the consolidation, virtually all of my options for getting downtown during off peak hours will requires significantly more walking. Here are my options: 1. Walk to 25th (about 1/4 mile). Catch a 372X. Get off on Stevens Way. Walk about 1/4 mile to the UW light rail station. That's about 1/2 mile of walking to cover a distance that is about 2 miles. (In theory, I could wait to catch a 16 to save the first 1/4 mile walk, but in practice, if I were alone, I would probably just walk rather than wait.) 2. Walk to Roosevelt. Catch a 45, 48 or 67 to get me closer to the UW light rail station. This walk is a bit longer, and maybe I would walk up to 65th to catch a 16, but again, walking (if alone) would probably be quicker for me. The 48 has been a great bus for my family on 15th. Moving it to Roosevelt makes is much less likely that we would use it. The big issue for me is not when traveling alone, when I might not mind walking more (although it stinks in the winter when it is dark and rainy). I have small children. This additional walking is really tough with toddlers. I will end up carrying them, or walking slowly with them. Having to transfer and wait multiple times with toddlers is equally a drag.	3/10/2015 4:35 PM
533	The 545 gets reduced a bunch, but transferring from the Link to 542 during off-peak is an acceptable alternative for me.	3/10/2015 4:31 PM
534	Longer walks to bus routes	3/10/2015 3:56 PM
535	potentially longer commutes from Madison Park	3/10/2015 3:35 PM
536	Shifting service to University Way NE instead of 15th Ave NE and removing direct service to E John St/E Olive Way from the University District via the 43.	3/10/2015 2:31 PM
537	Less coverage geographically.	3/10/2015 2:03 PM
538	The elimination of Route 12 and 43. When denser and denser housing goes into our "Urban Villages" and new buildings don't supply adequate parking, we shouldn't be cutting the transit that services these areas.	3/10/2015 1:06 PM
539	The number of people who will no longer really have access to metro. It is simply not reasonable for people living in Seattle to have a 3/4+ mile walk to the nearest bus. Most of these people are going to choose to drive more frequently. Do none of the decision makers at Metro use Metro on a daily basis?	3/10/2015 12:25 PM
540	My families main use of route 16 iare: 1- weekday rush hour to commute to downtown for work 2- weekends- visit downtown with family 3- Sporting events- mostly at Centruy Link field Shoter travels times are the biggest draw for my family.	3/10/2015 11:46 AM
541	No direct easy way to get from Wallingford to light rail station at husky stadium	3/10/2015 11:38 AM

542	Reduced route 12	3/10/2015 11:25 AM
543	Keeps Route 25, which is our nearest bus line.	3/10/2015 11:17 AM
544	There should be some bus service that actually goes to the light rail station from the Wallingford/Ballard area.	3/10/2015 11:11 AM
545	Metro listening to vocal minority groups and not implementing Alternative 1 fully.	3/10/2015 9:57 AM
546	No Route 11 in Madison Park.	3/10/2015 9:48 AM
547	Will the 49 be put out of service? This is the main bus I take to the UW. Having to walk over 6 blocks to the link rail would be physically difficult for me.	3/10/2015 9:30 AM
548	I now take the #11 bus directly to downtown Seattle. With Alt 1 it appears I would have to walk and transfer to get downtown from Madison Park or Madison Valley.	3/10/2015 8:54 AM
549	I am not transferring from no bus to light rail. In fact, why don't you give me light rail on the eastside. Oh no wait, I have to wait until 2023. Keep my route the same until you get to 2023. We should have had either subway, train, or light rail all over King County by now. A day late and a dollar short.	3/10/2015 8:13 AM
550	Forcing connections at UW station when major events are at Husky Stadium	3/10/2015 5:46 AM
551	50% decreased service to the Dexter corridor (eliminating the 26/28 and adding the 16) when this neighborhood is currently growing exponentially with new apartments and office buildings. The length of the 16 no doubt means it will be too crowded to allow for any passengers to catch it along Dexter.	3/9/2015 10:19 PM
552	No direct service between Madison Park and downtown. If you force Madison Park and Madison Valley residents to transfer to Light Rail on Capitol Hill you are essentially telling us to get back in our cars and drive downtown again.	3/9/2015 9:56 PM
553	The elimination of route 43. While I don't ride the 12, I don't see why it needs to be deleted.	3/9/2015 8:40 PM
554	Routes 8 and 11 only overlap between MLK and E. John on Madison. Route 8 does not serve Madison Park at all. The overlap is probably 5-10% of the total route.	3/9/2015 8:16 PM
555	Concerned about loss of bus service along the busy Madison street corridor. It's not at all clear what happens to this with the information given.	3/9/2015 8:15 PM
556	Really quite upset that I will have NO REASON or direct route to the LINK LIGHT RAIL. I don't understand why the U-District "Hub" is remaining where it is. It seems obvious and self-explanatory that the NEW HUB for the U-district would be the darn LINK LIGHT RAIL STATION. At LEAST one bus route that serves Sand Point Way -- ideally the 75 -- would travel down Montlake TO THE NEW LINK LIGHT RAIL STATION. There are already 1,000 routes that go through UW Campus, and get stuck in hours of foot traffic as kids cross the street. The 75 should offer connection from the LINK LIGHT RAIL STATION to Northgate via Montlake/Sand Point Way. PLEASEEEEE	3/9/2015 8:11 PM
557	Deleting Route 25 service and combining the 43 and 48 to a less frequent schedule (every 10 minutes rather than the 7 minutes we get down 24th ave today	3/9/2015 7:38 PM
558	reduced service on 28/28X - the proposal does not result in 15 min headways on the revised 28X, as indicated in the benefits statement. The 28X fills at Market so there is no benefit to running it further south in peak periods and the proposed frequency is not sufficient. there is NO reason to include this route in the package.	3/9/2015 7:09 PM
559	The bus routes I use most often now would be eliminated. That means I would have to walk further to catch a bus that runs less frequently to then transfer to another bus or light rail to get to where I want to go.	3/9/2015 6:24 PM
560	I am a shift worker at the UW and need direct routes from maple leaf/northgate area earlier in the morning and late at night. Worried less about peak service and more about extending service around the clock.	3/9/2015 5:42 PM
561	any of the travel further thing - I use the bus in part b/c mild disabilities make it hard for me to drive, and I don't want to have to walk MORE	3/9/2015 5:34 PM
562	Consolidating routes will just delay and overload the existing bus routes.	3/9/2015 5:22 PM
563	Loss of Route 11 - or basically transit that goes up and down Madison. I think we should bring back the old route that just did that!	3/9/2015 4:27 PM
564	I guess you haven't even thought of all the people along the #25 route on Lakeview Blvd, Portage Bay/Roanoke Park (Fuhrman Ave E and Boyer Ave E) who will have to walk 1/2 a mile minimum to get to a bus, which might or might not even take us to a Light Rail Stop. I would think that the #25 bus route would be the perfect bus route that would help people get to the UW Stadium station! You don't even have us listed on the above choices! Do not eliminate the #25 bus!	3/9/2015 4:24 PM

565	Losing all-day service to U district from 15th Ave NE north of Northgate Way.	3/9/2015 4:22 PM
566	losing route 25	3/9/2015 4:08 PM
567	losing #11 bus	3/9/2015 3:47 PM
568	Elimination of my primary bus route the 43, which connects me to Group Health at 15th, the light rail station, Seattle Central, and Broadway on Capitol Hill, my mother's assisted living facility on First Hill, and Downtown. I even use the route extensively to commute to South Lake Union when my work requires it.	3/9/2015 3:38 PM
569	Travelling/transferring in the U-District at night needs to feel like a safe option.	3/9/2015 3:34 PM
570	The frequency of the #8, 2, and 3 buses particularly at night, after 5pm. Waiting more than a half hour for transit, in the dark, is a serious concern for me and not okay. I can't risk safety and don't feel the buses are reliable enough to wait in the dark by myself.	3/9/2015 3:14 PM
571	We need to keep both bus lines running at their current schedules, or how is anyone in Montlake/Portage Bay, the closest actual communities to the light rail station, going to get any benefit from it without increased access to the station? A quick Google Earth distance measurement shows that the nearest home in Montlake is already a quarter mile away from the stop. The "Hop In" (aka Montlake Blvd Market) is a half-mile away. Bus service needs to minimally stay the same to make the light rail stop gain it's full potential, otherwise it will be a squandered opportunity for our community to want to take light rail anywhere.	3/9/2015 3:01 PM
572	It totally eliminates the bus I most frequently use. I can walk on a flat surface, but the alternative route requires going up a hill. And the alternative route is not reliable at all. It's frequently late. One time I waited over an hour for a bus that should come every 20 minutes.	3/9/2015 2:59 PM
573	The only bus line that goes north/south on 25th starts in WOODINVILLE! and is an express. All of the other routes go through the U-District or require a transfer.	3/9/2015 2:52 PM
574	Discontinuing the 25 route.	3/9/2015 2:48 PM
575	1. No direct route from most of Montlake to central Capitol Hill and downtown. My 80 year-old mother is not going to be able to walk the 1/2 mile over Montlake Bridge to the UW Station, and even if she did it would not get her to Group Health Hospital on 15th E. It's even worse for folks further south in Montlake and in NE Capitol Hill. 2. Similarly, having the 48 stop at NE 45th Street is a drag as I frequently ride from Greenlake or Roosevelt back to Montlake.	3/9/2015 2:19 PM
576	There are large, empty areas where they will be basically no transit service, except some areas would have some service only during peak hours. Those are some really long walks between routes, and on some pretty long or steep hills. This is difficult enough if you are able-bodied. Imagine trying to travel 1/2 mile or more up steep hills in non-walkable areas with pain, limited energy, in a wheelchair, with a cane....? This proposal also makes getting across North Seattle (East/West) even more difficult from certain areas. If I want to get from NE Seattle to Ballard, from say NE 80th St. and 15th Ave. NE, it would take a very long time to get to a route, travel south for 40 blocks (2 miles), and catch the 44. At that point, why not just drive?	3/9/2015 2:17 PM
577	I moved to Madison Valley because of the convenience of the 11 and 8 bus routes! Even if it takes longer, I would most certainly want to keep these routes. I also visit family in Madison Park and take the 11 there and downtown very frequently!	3/9/2015 2:07 PM
578	I commute to Redmond on the 545. The 545 should terminate at the Husky Stadium Link station.	3/9/2015 1:35 PM
579	Eliminating the route 25	3/9/2015 1:20 PM
580	Route 25 disappearing AND cuts to frequency of buses down 24th ave E. Why can't you be transparent that this is a loss of service of overall down 24th (it is cast as "more frequent") but you are dropping a bus which gave average 7.5 minute wait times become 10 minute wait times. Also, you are limiting service accessed by a large number of lower income communities in the Central District that need to have less burdens on groups that are already facing timing-limiting circumstances (working too jobs, children traveling to daycares, etc). Wasn't Prop 1 supposed to increase bus service? Why are you masking all these changes as though these aren't cuts? You need to be more transparent and not spin the reverse.	3/9/2015 1:01 PM
581	Limited access to NOAA Sand Point from UW.	3/9/2015 12:04 PM
582	I'm worried routes on Cap Hill (specifically routes 10 & 11) will be reduced under the assumption that people will be willing to walk to the new light rail station. I need connection from East Cap Hill to Downtown, or from East Cap Hill to Maple Leaf. Thanks!	3/9/2015 11:52 AM

583	Having to get off of the bus at UW Station and wait for light rail Having to get to light rail and wait for bus to get back to the East Side	3/9/2015 11:47 AM
584	Don't want to transfer from route 64 or 65 to get downtown. We used to be able to go direct downtown, but then you changed it so we had to wait outside at Campus Parkway to get downtown. And I stopped using the bus because of that.	3/9/2015 11:05 AM
585	with the 43 bus eliminated, am concerned about the connection from Capitol Hill Link Rail station to 15th Ave. E. at night, in middle of winter. Would it just be the #8 then? Will that run more frequently?	3/9/2015 10:53 AM
586	One of the major things that I am told that keep people from taking the bus is that they have to travel too far to reach the bus. I'm afraid if we add to this problem there will be less people using mass transit.	3/9/2015 9:58 AM
587	I expect to need more access to bus service as I age and become more disabled, and the added distances to walk to bus service are problematic.	3/9/2015 9:50 AM
588	My main concern is that Metro be very careful not to reduce or eliminate service in any neighborhoods with higher levels of transit-dependency. I don't think it's a problem for people in wealthy, car-owning areas to have to walk a few blocks further in order to catch a faster bus. But we absolutely need to provide top-quality, nearby service to those who have no other way to access employment, goods and services.	3/9/2015 9:22 AM
589	What I don not like about these concepts that my sreas are not even a concern. I hate to tell you not everyone lives or goes to these areas.	3/9/2015 9:06 AM
590	I have a car - if the bus is not there I will drive.	3/9/2015 8:35 AM
591	Not enough connectivity from NE Seattle to University Link Station along 25th/Montlake. Look at the area of NE Seattle - and this is served by only 2 routes (one of which is express - how much of the southern portion of the indicated route is it skipping over?) Also, options from downtown to University / Ravenna area are more limited	3/9/2015 8:31 AM
592	even less connections to seattle, no direct connectin from eastside to first hill	3/9/2015 5:44 AM
593	No 43	3/8/2015 10:03 PM
594	The new route 16 will be a fine idea when Link is extended to Roosevelt, but UNTIL THAT TIME: folks in View Ridge and Wedgewood who presently can get downtown without changing buses and to the airport with a single modality change are going to be left with either making two changes (16 to 65 to Link) to get downtown OR a single change with a significant walk (75 to Link). In addition, both 75 and 65 buses can be affected by traffic jams on Montlake. I understand that you have a formidable problem trying to service the University Stadium station from Northeast Seattle, but I frankly doubt that you can make the 65 service work at all during much of typical workdays, given its dependence on Montlake. Perhaps this is an absurd suggestion, but have you considered the possibility of a light vehicle (e.g. big golf cart) shuttle between the ring road on campus and the Link station?	3/8/2015 9:23 PM
595	No improvements to Route 44. This is the route I use the most to get to U-District/UW. The route is very frequent. But - it is not fast or reliable. I often find myself taking a car rather than riding the bus because of this.	3/8/2015 9:23 PM
596	Needing to travel further to get to bus stops, I am disabled in a wheelchair	3/8/2015 8:52 PM
597	I can't tell from the information how the transit on First hill would be impacted by these changes.	3/8/2015 6:25 PM
598	These changes do not affect me currently.	3/8/2015 3:46 PM
599	Parking. As it is for kirkland/seattle service, driving part of the commute is a must as neighborhood service is virtually non-existent especially during off-peak. This has impacted the park and ride parking as routes are cut more people have to drive to p&r for service. Make sure you include sufficient parking as part of the plan.	3/8/2015 3:45 PM
600	Changes to the 8 and 66 that make traveling more difficult for people living in the Cascade district .	3/8/2015 3:00 PM

601	I currently live in the Central District, but I would like to move to the North Seattle area to make commuting to my job in Everett easier. But I'm having difficulty making this work due to the current arrangement of buses routes. My biggest problem with bus travel in North Seattle is there is no easy way north of downtown to access the Sound Transit buses that travel along I-5. I'm stuck with the I-5 freeway stops at 45th street or 145th. I don't mind the freeway stops themselves but there are challenges. 145th Street & I-5: There's almost connecting buses to 145th street. I'd have to walk or drive there and I'd prefer not to get a car (the park and rides are over crowded anyway). There's almost no bus connection that services 145th street frequently and it's in the middle of nowhere: there's little light, no foot traffic and no businesses. As a woman I just don't feel safe there after dark having to wait up to 30 minutes for a bus (such as the 348 or any bus), to take me into Northgate or Lake City etc ... Why don't the Sound Transit buses connect at Northgate where there is a Metro hub and lots of business and foot traffic etc ...? 45th Street & I-5 This has the benefit of having lots of connecting routes but it's one of the worst traffic messes in rush hour. I'd have to live within walking distance of the 45th street stop to make this work. I know Northgate is a mess at rush hour but the U-District is worse. But I would appreciate all the wonderful connecting buses from the U District when it wasn't rush hour. I'd love to live in the Northgate area and have access to the all the Metro buses at Northgate and still be able to connect to Sound Transit at I-5 there. At the moment my only option is to live within walking distance of the 45th Street stop or to continue to catch the 512 from downtown.	3/8/2015 2:08 PM
602	I have no indication as a taxpayer of how this would affect either taxes owed or bus fares, and there is a limit to how much more I would be willing to pay in exchange for these new services. I would prefer to have spending information surrounding both alternative 1 and alternative 2.	3/8/2015 1:12 PM
603	removal of the 64 serving dt is yet again chipping away at commuters. you ask us to walk further and connect, yet you remove routes that we could also use.	3/8/2015 11:56 AM
604	Elimination of mid-day route 12 service, which I use routinely.	3/8/2015 11:16 AM
605	the possibility of needing to walk further to get decent service. The # 48 is already crowded enough, has at least one difficult narrow street to transverse when traffic is high and needs all the support it can get. Plus it's a great route from N to to S East. (UW hosp for ex)	3/8/2015 9:08 AM
606	Utter confusion by riders when system changes. This should be gradual--not utter chaos.	3/8/2015 7:17 AM
607	1.) I sincerely thought that Metro would have kept service along University Way ("the Ave") to downtown. There is a massive demand for such service just in that area alone. Forcing riders to transfer at UW Station is not just a major inconvenience, but also a failure recognize that the Ave in of itself has its own demand for ridership to downtown. 2.) It seems as if Madison Street service wasn't planned well. If SDOT is going to implement BRT on Madison, then why shift the 49 to Madison and have it run every 10 minutes? This seems like a major duplication of service that will need to be addressed. 3.) The 541 & 542: this also seems like a duplication in service. Why can't they just be combined?	3/8/2015 3:24 AM
608	I currently do not use bus in these areas, but Alternative 2 seems that it would suit me better by geographical expansion. Wherever I happen to work, I need convenient and reliable transportation.	3/7/2015 11:25 PM
609	49 no longer traveling on pike/pine (I sometimes take it to businesses along those routes). However, this is a minor sacrifice.	3/7/2015 9:51 PM
610	Concerned that fewer routes will mean busses are full. It seems that busses traveling on focused routes (eg, E Line) can't keep up with the number of riders at peak times (E Line leaving the zoo often full at 7:30 am, same leaving downtown between 5 & 6. Basically, I stand the whole way every day. I am not sure fewer routes with more people is working well.	3/7/2015 8:06 PM
611	Concern about weekend frequency of travel; people without cars still need to get around during the weekend as well	3/7/2015 7:43 PM
612	Slower travel in general via light rail than bus service. My only experience with light rail has been between the downtown tunnel and SeaTac. It seems considerably slower than its predecessor bus service, likely because the train makes every stop regardless of demand. A probably secondary reason is the much longer walk from the rail station to the airport.	3/7/2015 6:20 PM
613	I don't notice route 41 highlighted as a way to get downtown. Is it assumed that everyone in the NE will commute through the UW?	3/7/2015 5:09 PM
614	Deleting Portion of Route 16 to Northgate Way & Roovesevelt is concerning. Many people who work at Northgate Mall or North of there use the bus and will not or cannot walk from the Northgate TC. Its a mile so some people using the 16 would negatively be affected by not having the route extend all the way north.	3/7/2015 4:59 PM

615	Keeping Rte 41 on I-5. While there may be some reduction in congestion on the freeway with the advent of LLR, using I-5 for transit has outlived its usefulness. There needs to be some alternative to sitting at a standstill. There are still many years to go before LLR comes to Northgate.	3/7/2015 3:30 PM
616	I strongly object to the way the alternatives are presented here. This is very biased towards alternative one, even to the point where I would say it is ridiculously and obviously biased.	3/7/2015 3:16 PM
617	Not enough direct connections to the university light rail station (Not even the 372???)	3/7/2015 2:56 PM
618	Park and ride concerns as the routes are consolidated. SAFETY of the park & rides or walking to the route.	3/7/2015 2:16 PM
619	Please return #16 from Seattle Center to Green Lake to Northgate. What about the people who live north of 75th St.????????????? Please keep #73 to 145th St.!!!	3/7/2015 2:06 PM
620	I think Alternative 1 will be hard on the elderly and handicapped riders since we will have to travel farther to catch a bus.	3/7/2015 1:34 PM
621	The route 12 seems not to exist in this plan. #12 is our lifeline for the people toward the 19th and Galer area. Not far up to the #10 or down to the #23 but the hills are WAY too steep for older people, strollers for kids etc. The #43 is not safe to walk to or from at night.	3/7/2015 11:46 AM
622	THis survey is hard to decipher.	3/7/2015 11:24 AM
623	Nothing - I will always walk farther for a bus that is faster and more frequent, happily.	3/7/2015 11:17 AM
624	Less geographic coverage in general.	3/7/2015 11:13 AM
625	Why cut bus routes? It will make it harder to get around. Not everyone can get to the light rail station easily. We need those routes!	3/7/2015 10:08 AM
626	Would want to make sure service on route 167 was not decreased.	3/7/2015 9:53 AM
627	Having to travel further in general	3/7/2015 9:50 AM
628	Will shift from 5th to Roosevelt slow down connection to Northgate? Will wiggling from Roosevelt to Roosevelt/12th to University Wy slow down routes? My closest downtown stop is Convention Place. So I have to walk further to Roosevelt (instead of 15th), transfer to light rail (adding wait time), and walk further in downtown (Westlake instead of Convention Pl). While light rail will be faster while I'm on it, I don't think it'll be enough faster to make up for all of these small shifts.	3/7/2015 8:54 AM
629	I forget what the details of the concept were - you should have restated it on this page of the survey if you want good responses.	3/7/2015 8:53 AM
630	No service on 12th avenue	3/7/2015 7:46 AM
631	Ignoring neighborhoods and concentrating on main thrufares.	3/7/2015 7:01 AM
632	It's hard to imagine the exact changes to routes 71 and 75 without seeing maps. I just wish peak service went to south lake union, selfishly, but south lake union does currently require transfers and >40 minutes travel time. Isn't Magnuson being developed further with income-restricted housing, and wouldn't Sand Point at 70th/75th be an important area to keep frequent on and off-peak bus service to?	3/7/2015 6:40 AM
633	don't go up that way	3/7/2015 3:48 AM
634	No direct service from 65th and 23rd (Ravenna neighborhood) to the UDistrict (45th and University Way)	3/7/2015 1:06 AM
635	North Cap Hill seems pretty distant since it's a far walk from the light rail, and doesn't have great options to easily get to the downtown core, the stadiums, or really anywhere on this network...	3/7/2015 12:44 AM
636	Having to walk farther to catch a bus	3/6/2015 11:40 PM
637	Reducing route coverage, and therefore being more inefficient for riders.	3/6/2015 11:29 PM
638	I work off of 21st Avenue and need to get Downtown. Now I can ride the 43 or the 12 into Downtown Seattle and the Bus Tunnel. These concept eliminate the 12 and it appears any route straight to Downtown on Madison. I ride up and down Madison alot to go to the Medical Buildings. If the 43 also goes away how does someone in the area East of 15th get to downtown? Have you seen how steep the Hill is up Aloha to 15th? In order to go Downtown from anywhere between Madison 15th and 23rd it appears one would need to go down to 23rd and catch the 48 and go NORTH away from downtown to catch the Link Rail, backtracking quite a bit. To eliminate BOTH the 43 and the 12 is a disservice to people working and going to school in that quadrant!	3/6/2015 10:28 PM

639	I want to be connected into the Link Rail system as quickly as possible. I would like to see any light rail station used as a hub. So from my Greenlake address I would quickly be sent to the nearest Light rail station so I then can continue my trip to downtown. Have a number of east west routes that do nothing be ferry riders from the link station to the neighborhood	3/6/2015 10:11 PM
640	Closer connection to UW station than Stevens way for transfers to link , especially in pm when northbound traffic is light on montlake. Also, run 74x to UW station everyone on the bus is headed downtown.	3/6/2015 9:40 PM
641	Cutting routes through the heart of Capitol Hill (esp. Olive Way)	3/6/2015 9:33 PM
642	It still will take a prohibitively long time and too many transfers to reach Capitol Hill from Phinney Ridge.	3/6/2015 9:17 PM
643	I am disappointed to not see improvements to route 44. Although it has nice frequency, I would like to see 44 become faster and more reliable. Can there be some speed and reliability improvements made to that route to help with connections between the University District and points west? I like new route 45. But, I am concerned that extending it as Route 271 across Lake Washington will create reliability problems.	3/6/2015 8:32 PM
644	That the concept should be getting the bulk of people to the light rail so that can use that	3/6/2015 8:12 PM
645	It already takes me 1 hour 20 minutes from my house in Windemere to 5th & Jefferson UNLESS I drive to west UW and catch the 355. I only live 6.5 miles from where I'm traveling! None of the alternatives improve my commute. I was looking forward to riding the Light Rail. Why can't the 75 go to the Light Rail station instead of driving around UW? We need something to go to the Light Rail from our area!	3/6/2015 8:10 PM
646	I'd prefer keeping more buses going over the Fremont Bridge rather than the Aurora Bridge -- it fits my commute better.	3/6/2015 8:04 PM
647	I rely heavily on route 72 to get from the U District to 123rd and Lake City. Eliminating the 72 and replacing it with more frequent service on the 372 will add approximately 20 minutes each way to my travel time and exposure to the elements. This is a deal-breaker for me in both alternatives.	3/6/2015 8:03 PM
648	If metro waters down these changes, some parts of the cities could loose a lot of service.	3/6/2015 8:01 PM
649	Further loss of the 27.	3/6/2015 7:55 PM
650	Lack of direct service from Greenwood to Fremont. We lose the 28, without gaining something in return (e.g. the 5). My first preference would be to reroute the 5 to Fremont; my second preference would be to keep the 28 in Fremont (and move it to Westlake to share a corridor with the 40).	3/6/2015 7:50 PM
651	There's no direct access from NE Seattle to the Link Station at Husky Stadium via 25th Avenue NE or via Sand Point Way.	3/6/2015 7:42 PM
652	Changes to the 43 - need service to Montlake along 24th, not to the U District	3/6/2015 7:41 PM
653	Route 66 will no longer go from my home at 65th and Roosevelt to downtown Seattle. Route 48 will no longer go from my home to 15 and 45th near my church. Even walking one or two more blocks means I can't get there. You need to remember the people with disabilities and elderly people and take them into account.	3/6/2015 7:40 PM
654	Where is Ballard (8th NW or 15th NW in this new world order?	3/6/2015 6:55 PM
655	Lack of a downtown/Madison route which is one of Sdot's priority corridors, plus I don't see the 47 on the lap which is also suppose to be funded by SDOT. Still not totally sold on elimination of the 43 trolley. Will more routes like the 8 be electrified to help keep the neighborhoods quiet and air clean	3/6/2015 6:48 PM
656	Every time Sound Transit adds or improves transit in an area served by Metro, Metro cuts and or eliminates existing service sending the hours of service to other parts of the county or to the City of Seattle. The two systems are supposed to be independent with Sound Transit concerned with Tri County Service. Quit ripping off the Public. Metro is over priced with less non peak service than it had in the eighties. I should know, I worked for Metro as a transit operator (1762) back then, I know your institutional history better than the people that are still there. Shame on you.	3/6/2015 6:22 PM
657	Elimination of my most used route 71. I would have to drive and park to use other routes I am 80 years old, cannot walk several blocks to catch a bus.	3/6/2015 6:19 PM
658	Loosing geographically wide spread service for more concentrated service. We need both plans	3/6/2015 6:04 PM
659	The 75 and 65 do not easily access the Montlake Link station.	3/6/2015 5:53 PM

660	I like the increased frequency of bus service and better service in some areas. However, for me and for some of our elderly residents, walking from Madison Park to MLK and Madison is a bit more than a mile, a huge inconvenience compared to the service we now have; the trip to downtown would also include a transfer, making the whole trip quite inconvenient.	3/6/2015 5:45 PM
661	Would like 28X to be more frequent.	3/6/2015 5:38 PM
662	You conveniently left out 71 and 76 service to Ravenna. Of course you would. You will burn in Hell!	3/6/2015 5:37 PM
663	many problems, most notably the deletion of the 66 between Downtown & the area near the REI on Eastlake!	3/6/2015 5:29 PM
664	Personally, my commute will be worse after this change. I live in Ravenna a block east of Roosevelt High School and work in Redmond. Today I have the following options: * Walk to the Greenlake P&R and take the 542 (10 minute walk, single seat ride) * Walk to the Greenlake P&R and take the 242 (10 minute walk, single seat ride) * Take the 48 on 15th Ave and connect to a 545 in Montlake (3 minute walk, 2-seat ride). After the change, the 242 will be gone and the 542 will only go to 45th so both my single-seat options will be gone. The 48 moves to Roosevelt which makes it an 8 minute walk for a 2-seat ride.	3/6/2015 5:28 PM
665	Elimination of 43 and use of Madison for 49.	3/6/2015 5:20 PM
666	Route 11 through Madison Park eliminated so it's only served by route 8???	3/6/2015 5:19 PM
667	Duplication with lightrail service -- failing to sufficiently "push" or encourage riders to recognize the benefits of transferring at UW Station to get downtown faster, especially when coming from the eastside	3/6/2015 5:14 PM
668	Reduced coverage to underserved areas -- this is a step in the wrong direction!	3/6/2015 5:12 PM
669	No improvement to the 330	3/6/2015 5:10 PM
670	Poor connections from north of Northgate Way to UW off-peak	3/6/2015 5:09 PM
671	The frequency map seems to show that the only neighborhoods that will have faster service are Laurelhurst and the Seattle Center. I expect wider benefits for such a big investment.	3/6/2015 4:58 PM
672	Consolidating service to main roads - disabled, elderly and people with children would have to walk farther to service. On the 14 bus route a number of stops have been eliminated and the individuals listed above have farther to go from their homes to a stop.	3/6/2015 4:33 PM
673	That the bus doesn't travel all the way down 35th to 45th and back up. The route was changed a number of years ago and has really impacted my use of the bus.	3/6/2015 4:30 PM
674	Cutting of line 242 adds 30 minutes of walking to my work commute every day (SR-520 station to 148th Ave NE in Redmond) and makes it much less likely I can use the bus to commute, which means I will drive more. :(Also, cutting of line 25 prevents me from easily reaching the Montlake Community Center by bus, which means I will drive more to go there.	3/6/2015 4:26 PM
675	Major concerns are if current routes are cut & time schedules are cut. This is my main concern for all of these ideas.	3/6/2015 4:10 PM
676	Change of Route 64x onto Fairview (serving South Lake Union instead of downtown). I typically use Route 64x every work day. Traffic via Fairview is terrible now at peak times and will only get worse with all the new construction. Even though it would be a shorter walk for me to stops on Fairview vs. Stewart or Olive, I believe my overall travel times would be much worse.	3/6/2015 4:07 PM
677	This is a substantial reduction in access and service to northern Ravenna	3/6/2015 4:04 PM
678	I cannot understand why service is being cut on the 11 route, because that is my primary means from getting to and from Madison Park to Pioneer Square where I work. I already have to transfer, usually from Link Light Rail, to get home, but your revisions would mean two transfers at least. It does not save me any time, nor anyone in my neighborhood either. This only encourages people to drive who should not have to.	3/6/2015 4:03 PM
679	In general, *having to travel farther* when people depending on the bus are more likely to have movement disabilities or have no other way to carry groceries. I am concerned that this will just increase the disparity of incomes between places with excellent bus service and places with no bus service, and when we get extra resources for more buses, it will be less likely to manifest as re-growing lost routes. Generally, I am all for making the routes more elegant and reliable, and maybe having to take a couple of transfers to keep each short leg running smoothly. But making a significant percentage of people travel farther on foot (believe me, we're already getting our walking in) seems like bad public policy.	3/6/2015 4:00 PM

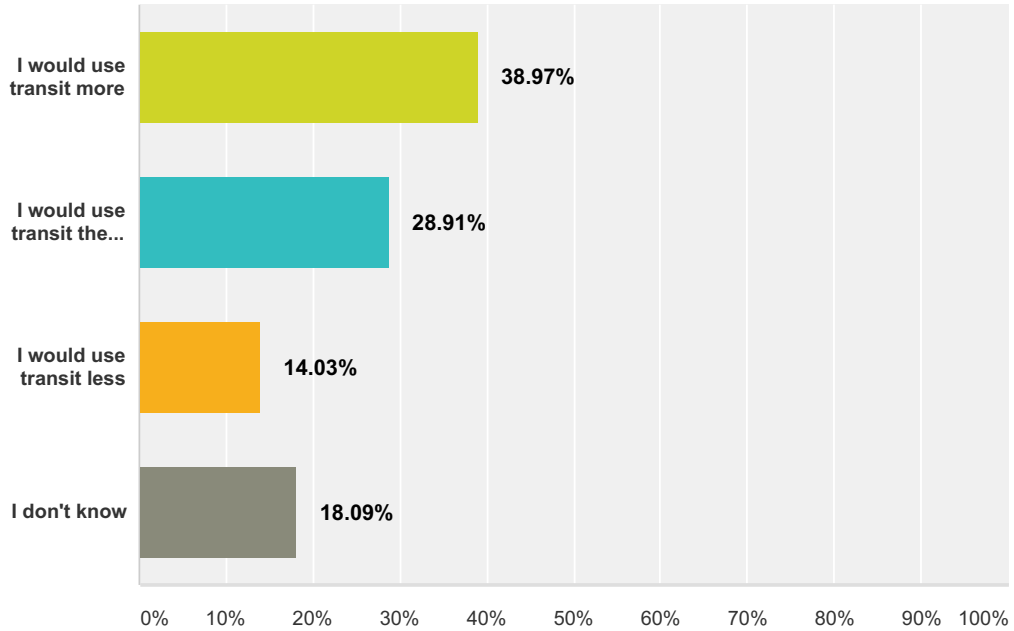
680	Deletes Route 12 which provides service to the southern end of downtown from Capitol Hill. Other routes require a transfer in downtown from surface bus to tunnel and surface bus is very slow (#10). The 43, which is also deleted, would have the same issue in that it doesn't replace the 12.	3/6/2015 3:56 PM
681	1. The need for transfers obliterates any benefits to the point of making alternative one useless. 2. I often need to get from Seattle Children's Hospital to Mapleleaf. Alternative 1 is a failure in this respect. 3. Getting to the Husky stadium on surface streets (including buses) is not a practical solution. Walking is faster. This is without adding any buses. Most of the bottleneck is created by cars going to the eastside, so the light rail will not improve this. The creators of alternative 1 need to be forced to drive Through the montlake area everyday for a month during both the morning and evening rush hour. Aside from after a Husky game, the location of the stadium is an awful place to try to get people to. The additional length of time that it will take to get to the light rail station makes it not a practical alternative to the 66, 71, 72, 73 for getting downtown.	3/6/2015 3:51 PM
682	Moving the 31 & 32 from Stone Way to Wallingford Ave. They are so many large apartment complexes (and more are currently under construction) near Stone Way and 40th. Moving the route to Wallingford Ave is going to affect so many people.	3/6/2015 3:49 PM
683	Getting to the stops, and increased transit time due to increased walking.	3/6/2015 3:41 PM
684	From NE 65th Street, the elimination of Route 71 eliminates the most "direct" route downtown without transferring.	3/6/2015 3:32 PM
685	harder to get form NOAA Sand point to U-district and downtown.	3/6/2015 3:32 PM
686	Having to travel farther to get from Ravenna (25th Ave NE) to Northgate Mall (walk to Roosevelt Way - 67, or walk to University Village - 75, or take 372 all the way to Lake City/125th, then backtrack - 372-->41/75)	3/6/2015 3:31 PM
687	Slower travel, due to transfers and deletion of routes, between Redmond/Overlake/Bellevue and North Seattle e.g., cutting 242 seems like a good idea, but only if 542 is extended to Northgate.	3/6/2015 3:29 PM
688	Reduced service/coverage from CBD to Capitol Hill Slower commute from CBD to UW (west campus area) - would be a two-segment trip (with a wait) UW Station is in the boondocks (except for UWMC)	3/6/2015 3:21 PM
689	Most changes seem to be irrelevant to my life and take away options from me.	3/6/2015 3:18 PM
690	You took away our #79 and you continue trying to take away our #72. Walking to Lake City doesn't work because the buses are full by the time they get to our stop.	3/6/2015 3:16 PM
691	I'm concerned about reducing geographic access, although I realize it's a tough issue. I understand focusing resources with the highest ridership (the 44 especially needs more capacity!), but I worry about people with no options, whether lower income, elderly, disabled, etc.	3/6/2015 3:10 PM
692	I repeat, I don't like not being able to ride on one bus north of 92 around to the transit center, This is especially difficult for seniors and others who are mobility impaired. This route as is provides service to several medical facilities, banks, pedestrian entrances to Northgate Mall. Taking that away is inconsiderate and unnecessary.	3/6/2015 3:09 PM
693	Not my area, but I don't like how Madison service lacks a single continuous route. It hurts legibility of routes. I think Metro should consider making it a single route, to prepare for BRT service in the next few years.	3/6/2015 3:07 PM
694	I worry about increasing the frequency and then having to cut back since there have been cut backs recently	3/6/2015 3:04 PM
695	If the 16 becomes slower (not sure if that is an issue with this plan or not).	3/6/2015 3:02 PM
696	None	3/6/2015 2:59 PM
697	I use the stop at Ravenna Blvd and the Ave, primarily during peak times. 71,72,73 all come by frequently. I also can take 74 (I live near 18th & Ravenna Blvd). Alt 1 and 2 both reduce my options via either less frequency or routes. However, I've basically been spoiled by having such convenient options so I understand if I might actually have to look at a schedule to figure out when to expect a bus (regardless of Alt 1 or 2).	3/6/2015 2:57 PM
698	No direct service to NOAA.	3/6/2015 2:56 PM
699	No direct access to Eastlake/Fred Hutchinson/SCCA from Northgate	3/6/2015 2:53 PM

700	The service concept is a total disaster for riding between the SR-520 freeway stations, S. Kirkland P&R, Kirkland, Overlake and downtown Seattle. Today routes 255 & 545 provide 8 buses/hour (weekday daytimes) and 4 buses/hour (most evening times and weekends) between the SR-520 stations and downtown Seattle, and half that many along the "branches". With the traffic nightmare that Montlake Blvd and the Montlake Bridge represent, including bridge openings, and perpetual congestion, forcing all SR-520 riders to make an unnecessary and unwieldy transfer across the Montlake Bridge is a non-starter. Maintaining peak hour direct service is pretty stupid, as that is precisely when I-5 southbound is a parking lot. Off peak, the SR-520 buses are downtown faster than a rider will be able to reach Husky Stadium. And how can any rider off-peak be punctual going anywhere when you never know if the Montlake Bridge might open. If the SR-520 buses are truncated I will actively campaign against every tax measure for Metro or Sound Transit as this is a totally "fuck you" to Eastside riders who need to go downtown.	3/6/2015 2:49 PM
701	The buses I use would be rerouted or cut! Namely the 43 and the 8 and general service to Sand Point	3/6/2015 2:47 PM
702	Eliminating the route I use (12) about 10 times per week (and have been for 28+ years)	3/6/2015 2:46 PM
703	Combining the 11 and 43 into the 8 line means that there is no getting around peak traffic by taking lines that bypass the queue for the I-5 exit alongside SLU.	3/6/2015 2:44 PM
704	the assumption that people will be willing to walk farther to light rail, removing existing service	3/6/2015 2:43 PM
705	Adjustment to 28X is something I do not want. I supported Prop 1 because it wouldn't neuter 28X to this, and that's exactly what is happening. I'm passionate about this, leave 28X alone. If anything increase 28X service over Market St to Aurora, don't get rid of it.	3/6/2015 2:41 PM
706	Lack of coverage along 35th Ave NE down to Nathan Hale HS. (route 65 & 64x)	3/6/2015 2:38 PM
707	The elimination of route 43.	3/6/2015 2:36 PM
708	The bus is always late now is it going to make my bus trip longer? If it is I will drive.	3/6/2015 2:36 PM
709	i wish 75 would loop around for a stop at the Husky Stadium ST so I don't have to walk from UW HUB. Is very burdensome for older folk.	3/6/2015 2:36 PM
710	NO DIRECT SERVICE TO DOWNTOWN BETWEEN 15TH AVE NE AND 40TH AVE NE FROM NE 125TH DOWN TO NE 65TH ST (64X NOT GOING DOWNTOWN...) WITH OUT IMPROVING PEAK TRIPS TO THE NEW LINK LIGHT RAIL STATION ON 35TH AVE NE.	3/6/2015 2:12 PM
711	My son and his girlfriend live at Lake City Way and 20th Ave NE. Under alternative 1, they would have to walk farther for a bus downtown, since 72 and 73 are going away. Further, because they don't work peak hours, their service may actually be degraded. If the ST 522 stopped along Lake City Way near where they live, this wouldn't be a problem, but it doesn't stop anywhere near where they live. So, they'll have to walk all the way up to Roosevelt or over to Ravenna Ave NE, both of which are hikes, especially at 10pm when they get off of work.	3/6/2015 1:13 PM
712	Elimination of route 72	3/6/2015 1:08 PM
713	the removal of 43 impacts folk living on the back side of cap hill around 23rd and Thomas and complicates transit to Ballard etc.	3/6/2015 11:17 AM
714	The 16 concept costs me access to Green Lake and Wallingford (I live near Meridian and Northgate Way)	3/6/2015 10:32 AM
715	Impacts of traffic congestion on Roosevelt, especially at 80th, affecting bus speed and reliability.	3/6/2015 10:14 AM
716	No direct or easy route between Wedgwood and Northgate.	3/6/2015 10:14 AM
717	There doesn't look like a good connection anymore after 9 from my current bus stop at Ravenna and 65th to downtown until the Roosevelt Station opens. I'd like there to be an easier way to get to the Husky Station in the interim years from 65th.	3/6/2015 9:35 AM
718	The move of the 73/373 from 15th Ave to Roosevelt. Please keep it on 15th!	3/6/2015 9:17 AM
719	Your plan to reduce the 73 to peak-time only. That doesn't make any sense given that the Link station in NG won't be open until 2021. I live in Pinehurst. How am I supposed to go to the U-District during off-peak hours?	3/6/2015 9:15 AM

720	Please add to this list: slower connection and further walking distance to 31/32 from Stone Way. Metro needs to realize that the segment of Stone Way (from 35th to 40th St. in Wallingford) that LOSES 31/32 service here is among the fastest growing, developing sections of north Seattle. There are multiple dense apartment buildings going up, and many just opened, and the bus stop that I use most frequently -- Stone Way and 40th -- is busy all day and all night, with people going to/from the university and connecting. If you combine the 26 with the 31/32, as suggested in Alternative 1, you are running service through a lightly-populated corridor (Wallingford Ave) with a transfer station and NO development potential INSTAD of a densely populated corridor (Stone Way) with excellent development already in the works. Please reconsider Alternative 1 to keep the 31/32 on Stone Way.	3/6/2015 9:09 AM
721	The loss if the 73 to Pinehurst is devastating. I actively supported Prop 1 to preserve this service. I rely on it for both of my kids to get home from school. Others in my neighborhood rely on it as their main transportation. Please do not cut this important service.	3/6/2015 9:07 AM
722	Getting rid of the 43 would be mean I would have to walk farther to take the 48 or wait until 2020 when the 45th Station/University station is open to keep my same commute. I live on 19th in Cap Hill and the walk to Broadway to catch the light rail is pretty far. Also, I am confused how 19th Ave in Cap Hill will be served with the elimination of the 12.	3/6/2015 9:02 AM
723	I don't like keeping the 372 cutting through campus. It really should serve the station. Stevens Way is too far away to be considered a transfer.	3/5/2015 11:44 PM
724	I use # 72 from Ravenna to go to downtown but that will be cancelled and replaced by # 372 but from all indications the # 372 will not go to the Link Light Rail at Husky Stadium meaning I have no direct route to go to downtown and don't tell me to transfer to another bus in the U District because that would be bull shit. You are raising my taxes to support Metro and on the ballot issue it was stated that the current service would be improved but if you cancel my direct route to downtown that is the opposite. In other words Metro lied to the voters. I don't have a problem transferring to the Light Rail at Husky Stadium but I will repeat it would be bull shit to have to transfer to another bus in the U District so that I can get to downtown.	3/5/2015 10:24 PM
725	Long walk from my home to any route going west to Wallingford, Fremont, Ballard, or Queen Anne and Seattle Center. I'm still 40 minutes from either light rail station whether I walk all the way or walk then wait for connecting bus.	3/5/2015 8:36 PM

Q9 How would your use of transit be affected if Alternative 1 were implemented in north Seattle?

Answered: 2,802 Skipped: 3,757



Answer Choices	Responses
I would use transit more	38.97% 1,092
I would use transit the same	28.91% 810
I would use transit less	14.03% 393
I don't know	18.09% 507
Total	2,802

#	Why?	Date
1	you may be combining 3 routes into 1 now to reduce redundancy; while you are offering more times the bus comes you have 3 buses of people now competing for the same route; i'm worried while more buses are available they may be more crowded-my route is already crowded enough in the morning and afternoon-i don't see how this is supposed to help because of this i'd have to see how my route changes-if it is packed everyday i'm more inclined to drive due to comfort levels; if buses are more packed, drivers skip stops sometimes b/c there is no more room, just because another bus might be there in 10min, now there is that many more people to get on the next bus b/c the 1st was skipped if 1 of my bus options doesn't go near where i need to go, i'm less likely to take the bus b/c my car will get me to the direct location better; if i wanna go home i can take a direct route, if i need to run errands on the way home i can take 'the redundant' routes that make more frequent stops to the businesses i need; you will be taking away many stops that people rely on-if they have to drive to catch their bus you will need more park and rides or increase the size of the P&Rs as they are super crowded-have you seen how packed they are during peak time? so now you are condensing routes and taking away frequent bus stops so people have to travel further maybe with the new 405 tolls i'll be inclined to drive more if more cars take the carpool lane i can get where i need to go faster	4/2/2015 7:29 AM
2	I have no choice. I may not like the changes but ultimately it would lower my satisfaction with metro but not alter my usage.	4/2/2015 2:11 AM

3	I honestly dislike how limited transportation is from where I live. The 68 stops running past 5pm and I have to do a lot of walking to get to a transfer point. Although I do enjoy the exercise, it is unfortunate during cold and incimate weather. I would also appreciate being able to travel to other neighborhoods without feeling stranded or the need to take an uber home on weekends.	4/1/2015 9:54 PM
4	I plan to use light rail between University and Capital Hill for my work.	4/1/2015 8:51 PM
5	Frequency of service is paramount.	4/1/2015 7:40 PM
6	Having access to the light rail station at Husky Stadium will reduce my commute times downtown and to the airport. But, I would need a direct link/bus from Laurelhurst to the light rail station. Also, my son would be able to use light rail to get to Garfield HS using the Capitol Hill station with bus links.	4/1/2015 6:04 PM
7	I still need to get from point A to point B most days of the week, without burdening myself (and the city) with everything that owning and operating a single-occupant vehicle would entail.	4/1/2015 3:23 PM
8	Too many transfers an waits compared to existing service via 311 with existing routes. I'll return to driving after riding for four years.	4/1/2015 1:20 PM
9	The transit commute from Bellevue to North Seattle would be greatly improved, which would make transit more appealing than carpooling. Currently that route is very time consuming.	4/1/2015 1:15 PM
10	I board the bus near NE 65th St. and 15th Ave. NE. Currently there is frequent service. Alternative #1 removes most of this service.	4/1/2015 12:01 PM
11	I would know I could catch a short connection to the light rail at a relatively close stop (45th and Mary Gates)	4/1/2015 11:52 AM
12	Because it would be more frequent and I wouldn't have to consult bus schedules so much.	4/1/2015 10:38 AM
13	Whilst it would be convenient for me to be able to access areas of North Seattle more easily and frequently, I don't actually travel there much at the moment, so it would use it on an as needed basis.	4/1/2015 10:34 AM
14	Greater reliability and predictability	4/1/2015 10:30 AM
15	Small impact to my current usage.	4/1/2015 8:48 AM
16	I could get to more places quickly and reliably.	4/1/2015 1:28 AM
17	The proposal makes it less convenient to use public transit and increase the commute time to use public transit to commute to work at the UW from Pinehurst (right now, I step out my apartment, walk less than 20 feet, catch a bus, and am at the UW, on average, within 20 minutes.)	3/31/2015 10:33 PM
18	more frequent service mid-day so would use more frequently for trips other than going to/from work.	3/31/2015 9:53 PM
19	new 255 would get me to Uvillage and our dentist and Children's from Montlake.	3/31/2015 9:28 PM
20	I would drive my car to places that aren't as geographically covered as they are now.	3/31/2015 9:20 PM
21	No direct route to downtown	3/31/2015 7:05 PM
22	Getting from Haller Lake to any major hub is slow so it isn't likely to affect my commute unless that changes	3/31/2015 6:56 PM
23	Maybe less because of the loss of the convenience of the 43 to N capital hill. We love the light rail to downtown.	3/31/2015 6:25 PM
24	Service is already slower and in many cases more expensive than driving. I don't like to be stranded on a dark street at night (single woman), frequencies are way too long (have to wait at station by the Convention Center for 1-1.5 hrs for a 73X), AND MORE	3/31/2015 5:32 PM
25	I take the 31/32 M - F to get to UW South campus. I live near 99. If moved, I'd probably look for other ways to get to work. Walking to 40th & Wallingford would take too long, and taking the 44 is too slow.	3/31/2015 4:54 PM
26	I would not be able to get to the transit center	3/31/2015 4:35 PM
27	I use the 25 every day	3/31/2015 4:07 PM
28	I use the bus for my transportation but am limited in how many bus rides/day I take. Hence having the options and more frequent rides is potentially good for me, but I'm not sure exactly how it will affect my usage. Especially if the bus is still stuck in traffic downtown or on I-5.	3/31/2015 4:02 PM
29	You are cutting the fastest/easiest routes for me to get to work.	3/31/2015 3:53 PM

30	The Montlake neighborhood is close enough to the UW that improving access from the UW Link Station area to neighborhoods and destinations in north Seattle would improve access from Montlake.	3/31/2015 3:38 PM
31	Because I would be able to travel between UW light rail and Seattle Children's Hospital easily. I like the idea of having better options for N Seattle.	3/31/2015 3:29 PM
32	I'd just have to see how everything plays out.	3/31/2015 3:28 PM
33	I'm transit-dependent w/disability/mobility challenges, cut prefer a farther trek for better service, as well as an emphasis on rail.	3/31/2015 2:16 PM
34	My bus stop is in Capitol Hill - 23rd and Republican. I love living in this spot because I have frequent access to downtown and to the U District (where I work). I'm concerned that alternative 1 deletes route 43. Route 48 is heavily used and sometimes the bus is standing room only by the time it reaches my bus stop (going North). I imagine this bus will be more packed because those near 23rd will have to take the 48 in order to go North. It would not make sense for most of us to travel to Broadway to take the light rail. Both the 43 and 48 carry a lot of UW students and those working on the East side. Without the 43, I (and many others on or near 23rd) will have less access to downtown. For those near Broadway, it makes sense to walk to the light rail. Have you walked up the hill from 24th to Broadway? It takes a while and is not feasible. I imagine I would switch to Uber more often to go home from Downtown in the evening. It wouldn't be worth it to me to take the light rail and then get on the #8. The #8 is another issue. Have you ridden the #8? It gets packed, especially at the Whole Foods bus stop. I sometimes do my grocery shopping there and the bus ride is horrible during rush hour. The bus is standing room only and we're stuck in Denny Way traffic. It should be a short commute to downtown from here, but with traffic it takes forever. I talked to one guy on the bus recently and he said his commute on the #8 was an hour from Lower Queen Anne to Capitol Hill (this was a Friday around 5pm). Under alternative 1 I'd have to take the light rail to Broadway and then transfer to the 8, which is a longer walk than I usually take. I don't know what other people along 23rd will do. I'm also not comfortable walking from the retail center of downtown (where there are restaurants, theaters, movies, etc) to the #8 later in the evening. There aren't as many pedestrians around and it doesn't feel as safe. I like being right in the heart of downtown where I know there are police officers, pedestrians, etc. Also, taking away the #11 doesn't make any sense. A lot of people live along Madison/near Madison and the bus gets pretty busy. It doesn't make sense to remove 2 bus routes, with high ridership, that go straight to the heart of downtown. I'm also not interested in relying on the light rail and having to transfer. I like the bus.	3/31/2015 1:42 PM
35	The amount of times I take the bus would not change because I still have to get to work, but I would get there faster!	3/31/2015 1:37 PM
36	no choice.. coming from Monroe	3/31/2015 1:26 PM
37	less service, too difficult to get to transit	3/31/2015 1:02 PM
38	It would be less convenient because I would have to travel farther from my house to reach the 73.	3/31/2015 12:58 PM
39	I commute between Ballard and South Lake Union. There's not much affecting this commute.	3/31/2015 12:57 PM
40	The 31 and 32 would run on a street that is four blocks uphill from where I live, instead of right down the street.	3/31/2015 12:48 PM
41	Wouldn't have access to frequent 43 that I use o go to work every day in the U-District and downtown a coupe times a week.	3/31/2015 12:39 PM
42	I mostly take express buses during peak times.	3/31/2015 12:24 PM
43	More direct routes to where I'd like to travel	3/31/2015 12:23 PM
44	If there were more frequent service, I wouldn't feel inclined to take my car because I wouldn't be so concerned about the wait.	3/31/2015 12:22 PM
45	It appears that I will lose access to transit unless I drive.	3/31/2015 12:05 PM
46	If there was a timely, efficient method of commuting between Ballard and Seattle Children's I would commute more frequently. As it is, the nearest bus is 8 blocks away and the commute time is over an hour with a minimum of 2 transfers.	3/31/2015 11:58 AM
47	The light rail is close to my house, so I will be making use of it in addition to buses. If I have to make fewer transfers and my commute is simpler, I'll be more likely to us ethe buses.	3/31/2015 11:54 AM
48	I need as much local resource as possible and am worried that Alternative one would reduce my options	3/31/2015 11:50 AM
49	not sure I understand it's impact on my commute yet	3/31/2015 11:39 AM

50	Be more accessible for daily errands vs. now when use mostly for work	3/31/2015 11:34 AM
51	I like reliable transit times. Better service traveling East-West is a big factor for me. It takes almost 1 hour and sometimes 1.5 hrs to get from Seattle Childrens to Ballard during rush hour. That is way longer than by car!!	3/31/2015 11:28 AM
52	i wouldn't use it/time does not work into my schedule	3/31/2015 11:28 AM
53	I will have to travel farther from my house to use lightrail to commute to work if the Montlake freeway stop is eliminated and will have to travel farther from the lightrail stop downtown to my office. Driving will be much faster and much more convenient.	3/31/2015 11:26 AM
54	No 242 means slower trips. So I would drive my truck.	3/31/2015 11:23 AM
55	Increase in travel time by transit from Redmond to Ridgecrest. So I would drive my truck more often.	3/31/2015 11:17 AM
56	I would transit the same because I HAVE to. But hopefully more frequent buses will mean that I won't be squished on the bus for my entire ride.	3/31/2015 11:02 AM
57	If public transportation can get me to work almost as fast as driving, then I will gladly choose public transportation over driving any day.	3/31/2015 10:55 AM
58	Frequency & short transfer times are important to me. I never ride the bus at night because I don't like waiting in the tunnel (or anywhere else for that matter) for 30 minutes or more. I want to use the bus to get to and from downtown for theater & symphony events.	3/31/2015 10:55 AM
59	Connections to Children's and U district	3/31/2015 10:52 AM
60	I, as a senior, would have to walk far and through questionable areas to get to stops.	3/31/2015 10:49 AM
61	More and more frequent options would eliminate the need for me to drive in to work on some days	3/31/2015 10:47 AM
62	I don't own a car so I am going to be using the bus no matter how good or bad the service. :)	3/31/2015 10:39 AM
63	I rely on transit to go to and from work. Additionally, I use it to go downtown.	3/31/2015 10:35 AM
64	It's just less convenient for many of the places I want to go and requires two buses just to get to Link.	3/31/2015 10:32 AM
65	I use the bus (currently 48) in both directions everyday between Greenwood and UW. I would continue to do so, hopefully with slightly shorter commutes and decreased time between buses.	3/31/2015 10:22 AM
66	Would need to understand my ability to commute to a transit location, park, then commute to work.	3/31/2015 9:52 AM
67	I would probably drive more.	3/31/2015 9:30 AM
68	I would drive my car rather than walk 30 minutes each way to the light rail station if the 43 bus route is removed.	3/31/2015 9:12 AM
69	This cancels route 43, which I use by far the most.	3/31/2015 8:47 AM
70	Would contribute to shorter commute times and be more efficient. Would encourage others to ride with me because of shorter commute times.	3/31/2015 8:19 AM
71	It's no longer convenient to walk the half mile + to get to the station.	3/31/2015 8:00 AM
72	I have to get to work, so I would continue to take transit, but would spend more time waiting and transferring	3/30/2015 11:21 PM
73	sometimes I stay home because even if I can get to a place the busses don't allow for an easy return trip	3/30/2015 11:01 PM
74	Truthfully, until I experience it, I don't know if it will be more helpful. I've been using transit less recently because it doesn't run when I need it to run, and the transfers are so bad that I have been very late to scheduled appointments even when I left with a huge margin of time. Plus, I can sometimes take more than one bus, but because they run at different stops, I have to make a choice which one to wait for--and get very angry when I see one go by that I could have been on, but decided against based on when the bus should have arrived.	3/30/2015 10:01 PM
75	It takes me about 20 minutes to bike from Wedgwood to the University of Washington. Currently, if I miss one bus, I can bike to campus before the next bus even arrives at the stop. Increased frequency would lead to me busing more.	3/30/2015 9:21 PM
76	I cannot walk that far.	3/30/2015 9:16 PM
77	Faster access to Seattle Children's from Eastside. Currently no easy options from Sammamish or even Bear Creek Park and Ride without multiple transfers and stops.	3/30/2015 8:47 PM

78	My regular commute is from Lake City to Overlake business park. I usually take 522-->545 (non rush hours) + 12 minute walk and back on 242-->64X. With the elimination of non-rush hours 545, and 242, my remaining option is a significantly longer commute, changing at the UW + additional walk on the return, or driving (at least to Ravenna P&R)	3/30/2015 8:45 PM
79	Too far to access service is an injustice to seniors, and physically impaired. Right now riders can find more frequent routes if that is what they desire, without cutting closer routes.	3/30/2015 8:36 PM
80	I rarely go to north Seattle because it just takes too long from Eastlake where I live. If service was more frequent and efficient, I would love to travel that direction more often.	3/30/2015 8:24 PM
81	It would be easier to access and run more frequently.	3/30/2015 8:21 PM
82	Route 71, the most convenient route for going downtown without transfer, will no longer be available. Also coming home from the airport using link light rail and route 75 will involve walking uphill with luggage.	3/30/2015 8:20 PM
83	see previous response	3/30/2015 8:19 PM
84	I'd probably use it more during nice weather, when I don't mind the longer walk, and the service times are more frequent, and less during rainy weather when I'd just drive rather than walking.	3/30/2015 7:44 PM
85	too far to walk to catch #43	3/30/2015 7:08 PM
86	I am 77 and to get to the U link is too far walking time . I use the 43 both s and n of 520 and it less than a block way. KEEP IT	3/30/2015 6:51 PM
87	Transit I use now, meets all my needs. Take me close to all my destinations. New light rail will not provide that and also would invoke more time and transfers.	3/30/2015 6:47 PM
88	This plan would eliminate access for me because I cannot walk more than two blocks and I sure as hell am not able to ride a bike.	3/30/2015 6:25 PM
89	I don't know how I'd get to shopping and medical appointments if Metro takes away the routes that I have relied on for 40 years. I cannot afford cabs, cannot walk far, and would be devastated without at least the 43.	3/30/2015 6:08 PM
90	I would use it more because the frequent connections would allow me to get to events (dinner, theatre, etc) on time.	3/30/2015 5:46 PM
91	I like the idea of having a reliable way to get to Capitol Hill from Greenwood. As it stands I would never take transit to this area on weekends due to the length of time it would take. I do have reservations about the proposed 45 route ending at midnight, however, as most establishments in the Capitol Hill area are open until 2am.	3/30/2015 5:29 PM
92	Connections from the Eastside to north Seattle would be much easier.	3/30/2015 5:26 PM
93	With fewer stops, I wouldn't be able to use the bus. I would have to drive.	3/30/2015 5:23 PM
94	Because there wouldn't be enough stations to get me where I need to go. I would have to fill in what you take away with a car.	3/30/2015 5:14 PM
95	I really want to use light rail, but my house is more than a mile from either light rail station, and I'm going to be a senior citizen by the time all this gets implemented. I still haven't seen good alternatives for feeder routes from light rail to where I live.	3/30/2015 5:10 PM
96	I will lose my most frequently used commute options (522-->545 & 242--> 64) With the elimination of 545 mid-day and 242, I do not see an obvious alternative yet.	3/30/2015 5:07 PM
97	I would benefit from improved access to Seattle Children's Hospital from downtown.	3/30/2015 4:09 PM
98	my transit use is mostly from central Capitol Hill to other destinations. The link is very much further away from me than other routes.	3/30/2015 3:55 PM
99	I'd be impacted by changes to 75 and 65	3/30/2015 3:43 PM
100	Because high frequency service is so much better. I would much rather walk a couple blocks to a line with frequent service than to have infrequent service on so many parallel streets. I should note that I am saying this as someone who lives on 19th Ave, so I would be losing the bus that's right in front of my building, but I would rather just walk to 15th and take the 10 if I knew it came by every 8 minutes.	3/30/2015 3:22 PM
101	get to work on time	3/30/2015 3:14 PM

102	I am healthy enough to walk the extra distance.	3/30/2015 2:41 PM
103	increased service to Children's will make it possible that I can taking the bus willbe as efficient and cheaper than driving	3/30/2015 2:25 PM
104	With any service reduction to my neighborhood, I will consider purchasing a vehicle and driving.	3/30/2015 2:18 PM
105	I exclusively use transit.	3/30/2015 2:18 PM
106	I don't have enough information about the details of "alternative 1," just that some routes will be gone and the remaining ones are more frequent. Not enough to answer these survey questions well.	3/30/2015 12:40 PM
107	It would depend on my work location, family schedule and the number of vehicles we had once service changes went into effect.	3/30/2015 11:45 AM
108	There is currently not a direct route from Kirkland to seattle childrens and currently the travel time with transfers isnt worth the effort. Please consider this direct route!	3/30/2015 11:40 AM
109	I live in Haller Lake and work in south Capitol Hill (First Hill). I usually take the 316 downtown and then walk up the hill. I drive the majority of the time, but do like taking the bus at least once a week.	3/30/2015 11:36 AM
110	It would depend on changes being made to Route 48. The 48 is much faster to the U-District or Roosevelt than taking a bus/light rail downtown and transferring. weekends. Overall, I think the concept could improve travel options in the area.	3/30/2015 10:48 AM
111	More reliable, fast connections between places I most frequently travel. I'd use it for work and for non-work purposes.	3/30/2015 10:44 AM
112	I would ride the bus everyday if I could take a direct route from the eastside to Seattle Children's. Currently I would have to transfer 2-3 times and I can not do that and get to work on time	3/30/2015 10:20 AM
113	I'm more interested in getting from Capitol Hill to Northwest Seattle (Ballard and Greenwood in particular). Most of Alternative 1 discusses NE Seattle. I am interested in Capitol Hill to Seattle Children's. Would use transmit more if this service was improved. But I'm unclear if this is an initiative from what I've read about Alternative 1.	3/30/2015 10:06 AM
114	I always use transit when I can avoid using a car. I would just adapt to any new situation.	3/30/2015 9:58 AM
115	I don't own a car and rely on Metro buses and walking for transportation. I don't know if these changes would increase, or decrease, my use of transit, but it'd make transfers and getting around town a lot easier and quicker for me--and therefore, I'd be a happier citizen.	3/30/2015 9:56 AM
116	No south county connections are being offered	3/30/2015 9:55 AM
117	It will be much more inconvenient without 43	3/30/2015 9:51 AM
118	access	3/30/2015 8:19 AM
119	shorter waits, more direct service	3/30/2015 7:13 AM
120	Poorer local service	3/30/2015 6:53 AM
121	I already use transit nearly wherever possible despite having a car. I think I'd be happier with the improved frequency for alternative 1.	3/30/2015 4:53 AM
122	Easier and more cost-effective means of travel to work	3/30/2015 1:55 AM
123	I am a dedicated transit user and would use it regardless of how well or poorly it was implementd.	3/30/2015 12:22 AM
124	I would still use transit as often, just probably use the connection through to Bellevue now available instead of biking father.	3/29/2015 10:14 PM
125	If the 372 came more frequently throughout the day, I would use it for more than just commuting and use it for errands and social engagements as well.	3/29/2015 10:09 PM
126	Late night service would need to improve for my ridership to be much increased.	3/29/2015 10:05 PM
127	Until the new light rail service is running it seems premature to consider changes to bus routes - even if they supposedly will be improvements. Both systems should be run in tandem until there is clear evidence of the benefit of the new light rail.	3/29/2015 9:20 PM
128	More frequent evening/Sunday service. Easier to get to Link. Better Crosstown service.	3/29/2015 8:55 PM

129	New service route 255 would take me directly from Mary Gates/University Village to the Husky train station and downtown without having to waste time going through the University of Washington. Also route 255 will operate weekdays and weekends.	3/29/2015 5:47 PM
130	I walk or bike almost everywhere. I wouldn't use transit more often, but my route and experience would be different.	3/29/2015 5:35 PM
131	I mostly go east or west rather than north/west which Link would serve.	3/29/2015 5:25 PM
132	I primarily walk and bike to my destinations, so I use transit only when walking and biking aren't feasible. I therefore don't expect to use transit more often to get to N Seattle from the Central Area and Capitol Hill (where I live) - but I do think the transit experience would be better for me when I do use it.	3/29/2015 5:12 PM
133	I might use transit more due to the UW Link Station, but it's unclear since some bus routes would be eliminated	3/29/2015 5:08 PM
134	Not clear the question. I won't send by kids on the bus if it is not non-stop.	3/29/2015 5:03 PM
135	I have to use transit as part of my daily commute and that wouldn't change, even if it was harder for me to get to downtown/Westlake Center.	3/29/2015 4:41 PM
136	I live in Montlake and I would not travel on the bus beyond Northgate.	3/29/2015 4:32 PM
137	Its is better to have more frequent service on fewer corridors even it means more walking. I know that once I make the effort to walk to the bus line IT WILL COME.	3/29/2015 4:31 PM
138	My feet aren't good, and I'd have problems with incr. distance between stops. It is already far between them in many cases.	3/29/2015 4:15 PM
139	I mostly use transit to get to work from Central District to Seattle Children's, with the occasional personal use.	3/29/2015 3:14 PM
140	Again, I live in the Woodland Park/Phinney Ridge neighborhood and can't see how it will help me. I work at Seattle Children's in Laurelhurst and not sure the benefits right now.	3/29/2015 2:55 PM
141	No direct service to University Village from Montlake. No direct service to Group Health from Montlake.	3/29/2015 12:58 PM
142	Having the 16 come every 15 minutes all day long would be really nice; also having a more direct link to 65th east of I-5 would be useful. Right now that area is kind of off-limits by bus, but this would open it up a lot.	3/29/2015 12:57 PM
143	I would have fewer transit options	3/29/2015 11:36 AM
144	There is still no direct connection between Eastlake and Capitol Hill.	3/29/2015 11:31 AM
145	I already walk or use transit in the daytime. With Alternative 1 I would use transit for night-time events downtown, Seattle Center, and University District because of the increased frequency.	3/29/2015 10:55 AM
146	I use transit whenever I can, but the long wait times make some routes non-viable, and create difficulty in planning. Knowing that I could rely on more frequent arrivals even if I miss my initial connection opens many more doors.	3/29/2015 9:58 AM
147	because the bus would arrive more frequently, the every 30 min is so discouraging. if you miss the bus 30 min penalty is bad new	3/28/2015 11:39 PM
148	No direct route to down town. Unable to walk from home to Husky Stadium (elderly). Too many transfers (bus-rail -bus)	3/28/2015 9:15 PM
149	Sounds like you're removing my current route to/from work without offering a better alternative.	3/28/2015 8:17 PM
150	I don't know how route 5 (which is the bus I take) will be affected	3/28/2015 8:13 PM
151	Ease of getting downtown from work; can use transit to get to work	3/28/2015 3:10 PM
152	Bus service would not start early enough for me to get to work on time at UW Medical Center.	3/28/2015 2:35 PM
153	More options to access northerly routes	3/28/2015 1:04 PM
154	The connection between Bryant and Greenlake would allow my family to use transit on the weekends for recreation.	3/28/2015 12:12 PM
155	With this alternative I would beg or borrow money to get my car fixed so I would no longer have to take the Bus. My costs would stay the same but I would have over 600 hours a year in travel time	3/28/2015 12:09 PM
156	Alternative 1 doesn't relate to me.	3/28/2015 11:55 AM

157	I would need to make more transfers than I currently do making it much less convenient	3/28/2015 10:43 AM
158	more convenient!	3/28/2015 9:50 AM
159	Crowding, inconvenience, and tardiness may or may not be improved by juggling route traffic.	3/28/2015 9:47 AM
160	would have to see how far i would need to walk to the new bus stops	3/28/2015 8:42 AM
161	Convenience to/from work to/from my connection to the Univ. district to catch my CT connection	3/28/2015 8:09 AM
162	Transit will take me places better and faster	3/28/2015 7:56 AM
163	Improved access to downtown improves my likelihood to use public transportation to work in slU as well as for access to downtown and stadiums with my family.	3/28/2015 7:31 AM
164	frequency of service, easy access to downtown	3/28/2015 7:01 AM
165	I really don't understand, yet, how future routes/services/schedules, including light rail, will be sufficiently frequent, accessible and convenient to pull me out of my car. My wife and I live at the south end of Ravenna Park, near the corner of Ravenna Avenue NE and NE 54th/55th Sts. I want to be able to use light rail to connect with much of the pubic transit grid, but will need frequent service to a nearby light rail station or the multiple bus routes that serve the U District to make public transit really convenient and workable for me.	3/28/2015 4:46 AM
166	more frequency and less planning to get somewhere would be beneficial.	3/28/2015 1:38 AM
167	Easier to connect to my job at Seattle Children's hospital	3/27/2015 10:49 PM
168	Right now I'm very close to the 43 line, I won't have that any more	3/27/2015 9:09 PM
169	I always take #75 from NE 40th during late night hours, and I will miss the bus if the stop is moved from NE 40th (I barely make it now; it leaves Campus Parkway at 15 min after the hour, and I need to run to NE 40th from NE 45th (**which has NO bus service at the UW nor U Village**)	3/27/2015 6:46 PM
170	I have no choice.	3/27/2015 6:35 PM
171	TRANSIT IS MY PRIMARY MEANS OF TRANSPORTATION, SINCE I DO NOT DRIVE OR HAVE A VEHICLE.	3/27/2015 6:30 PM
172	Sometimes I end up walking between Roosevelt and UW because buses just don't come often enough. If I knew one was always on the way, I would be able to ride more.	3/27/2015 6:29 PM
173	More access to Fremont and Redmond for weekends	3/27/2015 5:27 PM
174	A two-bus-plus-train ride is ridiculous.	3/27/2015 5:07 PM
175	I live in the south end	3/27/2015 4:54 PM
176	I mostly use the 545 in non-peak hours. Alternative 1 cuts this entire route.	3/27/2015 4:44 PM
177	Easier usage	3/27/2015 4:41 PM
178	I live in Magnolia; The problem is limited service from Magnolia, especially on Sundays	3/27/2015 3:36 PM
179	No service from my neighborhood (Montlake) to Capitol Hill, e.g., to Group Health, unless I walk more than a mile to get to the Link Light Rail	3/27/2015 3:35 PM
180	weekend use.	3/27/2015 2:44 PM
181	It will be easier to trade more driving for more "good" transit	3/27/2015 2:43 PM
182	Frequency of service and efficient routes make it more reliable for me to use.	3/27/2015 2:36 PM
183	My primary route (28 or 40) would not affect me as long as service ran as frequently as it does now.	3/27/2015 2:18 PM
184	I do not drive, so I would have to walk a lot more just to get to any bus stop, and then I will have to transfer more than I do now to get most places.	3/27/2015 2:09 PM
185	I don't have a car and need to use transit to get to and from work and to all get to all the places I need to go to.	3/27/2015 2:05 PM
186	It is not clear how the proposed changes will affect the stops nearest me, so I am not sure, but it seems that I might use transit less if some of these changes are implemented.	3/27/2015 2:00 PM
187	I'm already in a location with very little service. Having to walk even further would mean many miles of walking, so I might as well walk the whole way.	3/27/2015 1:53 PM

188	Knowing I wouldn't have to rely as much on a schedule or fear that I would be waiting for a connection for an hour or more.	3/27/2015 1:52 PM
189	Because transit is my only method of transportation available.	3/27/2015 1:49 PM
190	I choose not to have a car.	3/27/2015 1:49 PM
191	i have no choice. I don't own a car	3/27/2015 1:43 PM
192	More frequent service	3/27/2015 1:39 PM
193	I could get to work in Bellevue with a direct connection	3/27/2015 1:32 PM
194	This is SO CONFUSING. I tried to take in the project website and it's just.... where do I start? I couldn't wrap my head around what any of this would actually look like in reality. There's too much to consider. I'm highly skeptical of any plan that results in me having to transfer buses more often, regardless of how often they are supposed to arrive. Have you seen our traffic? One snarl and all those transfers will go right out the window and you'll be left stranded, waiting for who knows how long in some strange part of town that's in between wherever you want to be. At least with being on one bus, I always know where I'm headed and approximately how long it will take me to get there. Not to mention all the buses that simply DON'T STOP at bus stops when they're running late or because they're too full.	3/27/2015 1:31 PM
195	Because it would shorten my commute downtown.	3/27/2015 1:27 PM
196	I work in downtown Seattle, so I don't have other choices.	3/27/2015 1:25 PM
197	372 service on weekends and more frequently during the day	3/27/2015 1:21 PM
198	Right now it's unclear which routes go to the link station versus the vague "U district" as phrased in many places so I would likely be stuck riding around in the UW campus trying to get from my house to the Link station now that I lost my direct routes downtown.	3/27/2015 1:18 PM
199	It would be easier for me to use the 65 271 and 48/49.	3/27/2015 1:16 PM
200	More frequent and reliable service between the areas I travel. Enhanced use of Light Link.	3/27/2015 12:41 PM
201	I don't drive, so I exclusively use transit or walk.	3/27/2015 12:38 PM
202	More frequency	3/27/2015 12:26 PM
203	It would be useful to me to get to work locations	3/27/2015 12:22 PM
204	Because you can not make it harder to take Metro with your "improvements".	3/27/2015 12:18 PM
205	Easier to see friends in North Seattle and to get to bars, clubs, etc. in University District.	3/27/2015 12:17 PM
206	Easier access and convenience	3/27/2015 12:13 PM
207	I would lose my main most used route, which is #25, but I don't know if that means I would use transit more or less.	3/27/2015 12:01 PM
208	Frequent service to UW, UW village, Seattle Children's Hospital, downtown, and Wallingford.	3/27/2015 11:50 AM
209	Reduced transfer times mean shorter trips, making me more likely to see transit is a reliable and fast option.	3/27/2015 11:36 AM
210	Hoping for decreased total commute time once the Link runs from SeaTac to the U-district. It will save what would have had to be a two-leg journey through downtown.	3/27/2015 11:24 AM
211	Right now I'm in Ballard (moving to Tacoma late 2015) but have friends in Wallingford, etc. I'd like to rely on transit over driving but I'm not sure, yet, if this will add considerable time to visiting friends or what it means in the late evening when we are heading home (re availability of night buses and connections to buses to Tacoma).	3/27/2015 11:21 AM
212	enable access to seattle childrens to south seattle after 7:30pm	3/27/2015 11:12 AM
213	It would connect the Eastside directly to Seattle Children's Hospital through Route 255!	3/27/2015 11:07 AM
214	Would use transit all the way to Seattle Children's rather than the employer shuttle	3/27/2015 11:06 AM
215	If where I am going is close, I bike. If it is farther, driving is currently much faster than waiting for and riding on a bus. Increased frequency will reduce wait times. I assume the ride time will increase a bit.	3/27/2015 10:59 AM
216	The 16 in both directions from Green Lake would be significantly more convenient for me. Also the 44 to the U-Link and 542 will be very convenient.	3/27/2015 10:48 AM

217	Main travel routes would be more accessible	3/27/2015 10:33 AM
218	I take transit for every day that I work. I would hope with alternative 1 better service would be provided. I usually catch the bus in the evening rush hour at Montlake and have to wait a significant amount of time and driver refuses to let people board because they are too full. Most waits can be 1/2 hour or more.	3/27/2015 10:24 AM
219	No drop off in downtown commute benefit, but big improvement in descressionary trips.	3/27/2015 10:13 AM
220	I live in Wallingford and Work at 70th and Sandpoint. There is no direct connection currently so usually I have to drive because I do not have and hour to commute everyday using a combination of busses and Seattle Children's shuttles. If the 16 took me to work I would take it regularly.	3/27/2015 10:10 AM
221	I am very dependent on the 43 to go from the U district back to Montlake every night and to get downtown or to n capital hill I am very worried about the change	3/27/2015 10:08 AM
222	My daily commute does not seem to be affected, but other random trips I take during the week and weekend would be -	3/27/2015 10:06 AM
223	It would be easier to bus than to drive.	3/27/2015 9:53 AM
224	I would drive or bike if the bus was going to take longer.	3/27/2015 9:41 AM
225	Easier, faster	3/27/2015 9:30 AM
226	Because I don't commute to downtown, most of my trips are made off peak, and I will never use the link between the U district and downtown.	3/27/2015 9:17 AM
227	In my case I think the transit time would be the same or slightly less if connections to Capitol Hill Light Rail are good.	3/27/2015 9:06 AM
228	better connection times, faster travel in general	3/27/2015 9:01 AM
229	Less wait time	3/27/2015 8:55 AM
230	I vary on how I get around per bus & amount of time I have.	3/27/2015 8:47 AM
231	I would use transit more on the weekends	3/27/2015 8:42 AM
232	use transit almost every day, round trip to and from work at Seattle Childrens. So frequency wouldn't improve, but satisfaction would!	3/27/2015 8:22 AM
233	I use transit for work and appointments. Increase in services would make this more convenient, so could foreseeably not have to drive to make specific appointment times.	3/27/2015 8:18 AM
234	On the days that I don't work in downtown Seattle, I would use transit to get to Seattle Children's and 70th & Sandpoint where my other office is located. The number of transfers and length of time it takes me to get there forces me to make a 50+ mile round trip to drive there today.	3/27/2015 8:15 AM
235	I already use it every day. It would just work better for me.	3/27/2015 8:11 AM
236	Faster and more frequent service to Seattle Childrne's Hospital	3/27/2015 8:08 AM
237	Getting around is difficult without a car. if it were faster/fewer transfers that would be good. Also, the rail would run on electric, better for our air.	3/27/2015 7:57 AM
238	I could get from downtown to seattle childrens hospital.	3/27/2015 7:41 AM
239	It would be easier for me to get to work (Children's) and other north seattle destinations.	3/27/2015 7:41 AM
240	more frequent service makes it more convinient than taking my car.	3/27/2015 7:34 AM
241	Right now my trips to/from the hospital are disjointed and connections are tough. A 2.5-mile trip from Wallingford to Seattle Children's can take me almost an hour via metro. It's faster to walk, and sometimes I just drive because its not as much of a hassle.	3/27/2015 7:17 AM
242	There is no bus service to the hospital before 5:00.	3/27/2015 7:10 AM
243	Better and timely connection to downtown Seattle	3/27/2015 6:57 AM
244	Convenience for work.	3/27/2015 6:53 AM

245	Reliably able to go to and from work at Seattle Children's despite a non-standard end time to my shift.	3/27/2015 6:47 AM
246	Benefits/costs to me specifically arent clear	3/27/2015 6:43 AM
247	I would have easier access to the places I go. Metro would be going where I go which now is a little piece meal - this will streamline things. Great improvement	3/27/2015 6:43 AM
248	Better access due to connections to light rail.	3/27/2015 6:39 AM
249	Consolidating stops in the University District means that I would continue to feel unsafe bussing to work. I would prefer to bus to work, but walking from The Ave to Roosevelt in the dark winter mornings is unsafe.	3/27/2015 6:32 AM
250	Better access from Greenlake to Seattle Children's Hospital	3/27/2015 3:52 AM
251	Direct bus from Eastside to Seattle Children's Hospital. The current route requires two busses which takes 3 times as long as it should.	3/27/2015 12:14 AM
252	I am not sure how to answer these questions. Metro needs to improve the bus frequency and connections between light rail and buses. In my case I want to get to Children's and with the soon to open light rail stations in UW and U District I could take light rail downtown or to Rainer Ave and get a bus home. But if these buses don't run frequently 7 days a week I end up having to drive to work	3/26/2015 11:41 PM
253	I need to get to work but it would be much faster and safer to get home late at night	3/26/2015 10:55 PM
254	Due the increase of # of transfers required, which is bulky and difficult with bike and tools in my gear.	3/26/2015 10:29 PM
255	More frequent service. More use of aurora instead of dexter or Westlake. More use of express routes to improve travel time and efficiency.	3/26/2015 10:16 PM
256	better connection to the U district	3/26/2015 9:42 PM
257	Having a direct line from the University Station to Seattle Children's would allow me to take transit everyday of the week & after hours more. I work night shift & live in West Seattle. Currently it takes me 3 buses & over 90 mins to use transit to get to work on the weekends. I have to rely on the Seattle Children's Shuttle to use transit during the week.	3/26/2015 9:25 PM
258	Easier to get to work!	3/26/2015 9:11 PM
259	Better frequency and span of service would make it so much easier to get around North Seattle.	3/26/2015 9:00 PM
260	I have a car and could use that if I want. I like to support the use of public transportation, though.	3/26/2015 8:57 PM
261	Peak hours are fine. Would be interesting to see what I would do during the day if I wanted to go downtown, which is typically where I travel on the bus. Hey maybe I'd bike to the U-Link!	3/26/2015 8:38 PM
262	Commute time period (time effective and frequency through the day) would promote me with using transit way more!	3/26/2015 8:32 PM
263	Because it would serve me less than the current Metro service does. If I were to take the proposed Route 75 to downtown, I would have to get off on Stevens Way on the U or W campus, walk 1200 feet to the Link Light Station and then maneuver through the station to get a train to downtown. This is a reduction in the current service I have to get downtown on the 75, which is to transfer at Campus Parkway to several tunnel busses and without a 10 minute walk. *Alternative 1 is not good service for the Route 75.	3/26/2015 7:46 PM
264	I don't go to north seattle	3/26/2015 7:37 PM
265	Right now I work nights/weekends, so my transit ability is garbage. Also, I'm planning on a geographical and career change, so it's hard to say. However, having consistent service makes planning much easier no matter where I end up.	3/26/2015 6:44 PM
266	I might be able to use transit more to travel within the city, but I would likely use it less to commute to and from work, which is a much longer distance, if my daily commute required a transfer	3/26/2015 5:18 PM
267	Increased frequencies would, hopefully, decrease delays in evening commutes	3/26/2015 5:09 PM
268	More attractive than carpooling when it's all day service	3/26/2015 5:05 PM
269	I would commute to seattle children's hospital by link and bus since I wouldn't have to wait so long for a transfer.	3/26/2015 5:05 PM

270	Right now I am using transit for commuting to work that is located downtown. I would transit more if I could as easily reach other areas.	3/26/2015 5:01 PM
271	because I can't get anywhere now without it being a 2 hour trip	3/26/2015 4:51 PM
272	I currently use transit to go almost everywhere and I don't see that Alternative 1 would change that.	3/26/2015 4:47 PM
273	more frequent connection to light rail. In general I am hopeful the light rail will be so convenient that I will be able to use it more. Right now my average one way commute when I use the bus is 2-2 1/2 hours for something that when I drive is averaging 20-30 minutes. This is not sustainable for me.	3/26/2015 4:44 PM
274	Light Rail would add even more convenience.	3/26/2015 4:43 PM
275	Easier access to NE areas and other Seattle neighborhoods (and to SLU). Could help expand housing options for people who work in SLU allowing them to live further north without an extensive commute time	3/26/2015 4:41 PM
276	Believe it would be easier access	3/26/2015 4:38 PM
277	better connections between work and home	3/26/2015 4:35 PM
278	It's not yet clear how it would change my commute options (using the 71, 74 or 76).	3/26/2015 4:35 PM
279	I would be more tempted to use transit on the weekends instead of driving, and during the weekdays when I need to get from downtown to Green Lake and back to Redmond.	3/26/2015 4:26 PM
280	if there were more options and better connections to downtown from Children's Hospital I would use transit more	3/26/2015 4:26 PM
281	Concept would improve time that it takes for my transit from King Street Sounder station to Seattle Children's Hospital.	3/26/2015 4:25 PM
282	I work in the U district and travel through UW and to Children's, would be great to have more options in this area	3/26/2015 3:38 PM
283	more frequent buses may influence me to take the bus rather than drive in the evenings and weekends	3/26/2015 3:34 PM
284	Most of the changes do not appear to affect the routes I currently ride most frequently. My current commute is normally to take either the 26, 28, or 40 from Fremont to 3rd and Pike, and then switch to either the 10, 11, or 49 up to Capitol Hill. As best I can tell, I would basically keep doing that. I am hoping once the subway comes online that I can ride one stop from Capitol Hill to the UW station, and then take some bus from there over to Fremont, and thereby bypass downtown at rush hours. But I am not real familiar with current Fremont -> UW bus routes so it's hard to tell if this will change them a lot for me.	3/26/2015 3:29 PM
285	More direct connections, less transfers. Currently takes me three transfers to get from home to work.	3/26/2015 3:29 PM
286	With frequent service between Ravenna and Capitol Hill, I'd use transit more to get there. Frequent trips to the new UW Husky Stadium light rail station will bring downtown closer, as well as SeaTac airport.	3/26/2015 3:18 PM
287	I take the 5:47AM bus in and that would force me to do the Link transfer in the AM. While I don't know for sure, but I would guess it would add 10 minutes to the commute- which is usually only 20 minutes in total if I drive	3/26/2015 2:58 PM
288	Most of my trips are for special needs transportation coalition meetings from my workplace in Bothell to Puget Sound Regional Council, etc. ST 522 suffices.	3/26/2015 1:24 PM
289	It would eliminate my current route and make it significantly harder for me to get where I need to go.	3/26/2015 1:05 PM
290	More frequent and direct service to get where I want to go. The current 64 and 64X are so slow that I drive to catch different buses, and the 70 buses have crazy detours through the U District. Nothing express about any of the existing options and I have mostly given up on them.	3/26/2015 12:47 PM
291	The public transport system is my primary source of transportation as a student without a car and as such I would still rely on it to get around.	3/26/2015 12:15 PM
292	More options at different times	3/26/2015 12:12 PM
293	Most of the routes I use will not change.	3/26/2015 11:43 AM
294	The convenience	3/26/2015 11:36 AM
295	I would not have to make transfers.	3/26/2015 11:20 AM
296	Better East/West access from Ravenna to Wallingford. Bus access to University Light rail.	3/26/2015 11:20 AM

297	As I previously stated my work day with commute now (and no transfers) is about 11 hours long. I do not wish to increase that time or added stress.	3/26/2015 9:51 AM
298	I would still use it mainly to get to and from work.	3/26/2015 9:26 AM
299	It would be less convenient to travel farther to stops to catch a bus. Walking is time consuming and makes public transit less appealing.	3/26/2015 9:09 AM
300	Just walk to a stop and know another bus is coming along soon.	3/26/2015 8:43 AM
301	I would still have to get to the places I have to get to. It would just be more of a hassle, and probably take longer.	3/26/2015 8:31 AM
302	I could cancel my current carpool from the Mount Lake freeway station to my final destination.	3/26/2015 8:31 AM
303	See previous comment about commuting in from Kent.	3/26/2015 8:06 AM
304	I take the 71 but it will be eliminated. The alternative route 65 is a 10-minute walk uphill and would require a transfer in addition. Taking the car would be much easier.	3/26/2015 8:05 AM
305	Less connections from Shoreline to Sand Point Way, easier to go to all locations from the Sand Point Way down to hubs.	3/26/2015 7:59 AM
306	easier more direct route to work	3/26/2015 7:38 AM
307	More direct access - shorter commute time	3/25/2015 9:55 PM
308	I live so close to the hospital where I go to school that any changes in routes and frequencies won't be that much of an incentive to use transit. I walk and ride my bike as well. However, whenever I have to go to Swedish or Harborview from the U-District, frequent service connecting to the light rail would be really helpful.	3/25/2015 9:10 PM
309	I don't know how route 71 would be modified. Also, what is the plan for connecting to the Roosevelt station? It would require a relatively small modification for the 71 to go there.	3/25/2015 9:07 PM
310	I bike everywhere mostly but on certain days where I need to take public transit to either downtown or to school it might be a pain.	3/25/2015 8:49 PM
311	longer walk to/from the downtown stops, plus all the traffic on Fairview - sorry Amazon, there are still a lot of workers who need to get to the real downtown!	3/25/2015 7:58 PM
312	Not sure how it would affect how many transfers I would need to make to get where I need to go.	3/25/2015 7:16 PM
313	The current set up requires me to change buses adding to my commute time greatly. As a full time working mother I need my commute to be as fast and efficient as possible without a lot of headache of worrying how I can time connection times between two different routes.	3/25/2015 6:31 PM
314	My only way of transport	3/25/2015 5:54 PM
315	Loss of local bus routes on &5th and 80th streets.	3/25/2015 5:26 PM
316	I travel to the U-District frequently, and the frequent bus service from the UW light rail station to The Ave would be great	3/25/2015 4:47 PM
317	Well it would be a lot more convenient. Looking forward to light rail!	3/25/2015 4:46 PM
318	I cannot use 255 any more if Alternative 1 is implemented. Most of other passengers will also not be able to. We usually get off at Yale station.	3/25/2015 4:42 PM
319	more options, convenience and time savings	3/25/2015 4:39 PM
320	Much more convenient to get to other Seattle Children's locations	3/25/2015 4:24 PM
321	I rely entirely on buses/trains to get around	3/25/2015 4:18 PM
322	Projections don't show a major transformation in the way I currently use transit. However, I take transit to work, and any lessening of frequency will affect me adversely.	3/25/2015 4:14 PM
323	The more convenient it is, the more likely I am to use it. Spending an hour waiting for and riding on the bus for a 5 mile commute isn't reasonable.	3/25/2015 4:12 PM
324	I would be able to get to work directly without horribly timed connecting busses/shuttles	3/25/2015 3:47 PM
325	much more feasible to use bus instead of personal auto or vanpool	3/25/2015 3:41 PM

326	I don't have a personal vehicle so buses are still my primary means of transit.	3/25/2015 3:34 PM
327	More access to Seattle Children's Hospital	3/25/2015 3:20 PM
328	more convenient for me	3/25/2015 3:16 PM
329	A commute is a commute!	3/25/2015 3:10 PM
330	Frequency will shorten my trip - current commute time by transit is 75-90 minutes.	3/25/2015 3:05 PM
331	Won't take over an hour to travel what I can drive in 20 minutes	3/25/2015 2:59 PM
332	Already use it a bunch, would be faster and easier however	3/25/2015 2:55 PM
333	I think I would use transit more for weekend trips than I currently do. I can imagine going to Capitol Hill via transit when I usually drive. The 16 could be useful for certain trips that currently I don't consider transit for. Trips to the Eastside would become more palatable as well.	3/25/2015 2:54 PM
334	Currently using a vanpool to get to work but may be changing work situation soon.	3/25/2015 2:52 PM
335	Can read on public transit.	3/25/2015 2:51 PM
336	Better connections for my personal desired routes	3/25/2015 2:51 PM
337	Convinient	3/25/2015 2:50 PM
338	It is more time efficient to get to and from work from kingsgate...with my current bus routes I waste an average of 3.5 hours a day commuting.	3/25/2015 2:48 PM
339	ability to get to meetings over at Seattle Childrens from Bellevue	3/25/2015 2:46 PM
340	I usually bike commute, but when I need to use transit, the 68 is the easiest way for me to get to work from Maple Leaf to Wedgwood. Depending on the reliability of transferring, this may or may not impact whether I use transit or drive if I cannot bike.	3/25/2015 2:31 PM
341	One less car.	3/25/2015 2:27 PM
342	More direct routes.	3/25/2015 2:24 PM
343	Not clear how it would in pact coming from Woodinville	3/25/2015 2:21 PM
344	Would use transit o visit North Seattle	3/25/2015 2:16 PM
345	I could get from home to work in much less time than currently.	3/25/2015 2:13 PM
346	The ability to get directly to Children's hospital	3/25/2015 1:58 PM
347	Better connections around my worksites (Seattle Children's & Downtown). Would like to see better connections between Shoreline and the UW station along the future lightrail corridor. Better to begin building ridership along the north-south route before 2023.	3/25/2015 1:54 PM
348	convenience	3/25/2015 1:51 PM
349	I work in Sand Point and currently the transit, specifically to get to work, can take too long and is too unreliable for me to get there on time. So I don't really count on the transit service to get me to work unless absolutely necessary.	3/25/2015 1:47 PM
350	ability to take light rail to UW, then bus to sand point way	3/25/2015 1:47 PM
351	Improving the frequency of the routes vastly improves the convenience of mass transit. Currently, I have to factor in an onerous amount of extra time or arrange to be taken to a transfer station in order to use mass transit on a regular basis. I used mass transit frequently while living in in NYC and Boston because I knew I could get where I needed to go in a reasonable amount of time. Being able to provide that confidence here is the key to improving ridership.	3/25/2015 1:42 PM
352	I live in downtown Seattle and work at Childrens Hospital.	3/25/2015 1:42 PM
353	If the 255 route was able to take me to Seattle Children's, or even better, up to Sand Point (70th), I would take that more.	3/25/2015 1:30 PM
354	It already is my primary transit means - however I would rely on for hire vehicles less	3/25/2015 1:30 PM
355	More consistent and efficient manner than commuting alone.	3/25/2015 1:29 PM

356	I would be able to get to work from downtown/Cap Hill to Magnuson without the horrible slow and multiple bus scenario there is now. I don't ride this route at all currently.	3/25/2015 1:28 PM
357	It currently takes me 45 min-1 hour on the bus or drive 10 minutes to work. I usually choose drive to save almost 2 hours of my day.	3/25/2015 1:25 PM
358	Ease of commute	3/25/2015 1:23 PM
359	I would not need to change buses to get to Seattle Childrens Hospital for work. The bus change as a mom is very challenging and can be so time consuling making riding the bus stressful at times.	3/25/2015 1:17 PM
360	The buses don't cover a larger geographic area	3/25/2015 1:00 PM
361	It would give me more direct access to the places I want to go	3/25/2015 12:57 PM
362	I currently drive from Wedgwood to Bellevue for work because Transit takes too long. I would love for it to be faster	3/25/2015 12:54 PM
363	because currently I am using car and the toll and have to pay parking; including 3 expenses in addition to gas	3/25/2015 12:54 PM
364	Direct transit from the eastside to Seattle Children's Hospital would be amazing. It usually takes over an hour later in the day to get to an eastside park and ride from Seattle Children's	3/25/2015 12:44 PM
365	It would provide me with a viable alternative to driving alone.	3/25/2015 12:43 PM
366	Right now it would take 3 busses to get from where I live on the Eastside to Seattle Children's Hospital. It is not presently worth the time lost, when it only takes 20 minutes by car.	3/25/2015 12:42 PM
367	If I could take one bus from the eastside to Seattle Children's Hospital, I would always take the bus	3/25/2015 12:38 PM
368	Be easier for me to get between the two Seattle Children's Hostipal locations.	3/25/2015 12:37 PM
369	Currently, takes too much time with very delayed routes for me to get from Issaquah to Seattle Children's HOpsital so I don't take bus. Would LOVE to take the bus if I had a more direct and quicker option.	3/25/2015 12:37 PM
370	Time savings	3/25/2015 12:29 PM
371	Direct route from Kirkland to Seattle Children's Hospital.	3/25/2015 12:29 PM
372	Currently there are too many transfers to get too work and the commute time is as long if not longer than the driving time even in traffic	3/25/2015 12:27 PM
373	Less transfers and time to get to Seattle Children's Hospital - right now there are too many transfers and no direct route.	3/25/2015 12:26 PM
374	Need to walk further to destinations; concern for parking availability.	3/25/2015 11:23 AM
375	More frequent travel opportunities equals faster travel times.	3/25/2015 10:56 AM
376	I don't see myself driving downtown much, given the hassle and cost of parking, so the amount of use on those routes might not change. However, the trip would become much more time consuming and frustrating given those changes. I would almost certainly visit north Seattle (Lake City/Meadowbrook) more often via transit. My father lives there but currently I drive most of the time.	3/25/2015 10:45 AM
377	Higher frequency, more legible routes. Transfers are easier.	3/25/2015 10:43 AM
378	I use the 373 for my daily commute, 10 times a week. I'll probably not be able to use it at all if you change it too drastically.	3/25/2015 9:15 AM
379	The only way that makes it reasonable for me to ride transit and not have to drive a car is having a direct route from downtown Seattle to Redmond/Microsoft. If you take that away and I have to deal with transfers on my commute I may end up having to drive instead. Please don't ruin the public transit I've been relying on for the past 12 years!	3/25/2015 9:06 AM
380	I think I would drive more. It takes me 40 minutes on the bus (252) now. How long will it take to catch a bus at my current stop get off at Evergreen Hospital transit walk to Freeway stop transfer again to link and then walk to work from rail station.	3/25/2015 8:47 AM
381	as explained in 8 above, i would likely avoid the 311 altogether in order to commute to work.	3/25/2015 7:22 AM
382	Would have to use a less convenient bus connection and drive farther to a P&R--South Bellevue instead of South Kirkland.	3/25/2015 6:39 AM

383	Beacuse being able to take one bus to seattle, then take a train (off roads) down to downtown is AMAZING!!!!!!!	3/25/2015 12:26 AM
384	more convenient!	3/24/2015 8:45 PM
385	fewer busses and forced transfer to light rail seem like they will slow me down. Currently my commute is 30m, any transfer at all will slow me down significantly or dramatically increase my likelihood of missing a transfer either due to traffic or a full light-rail-train.	3/24/2015 8:38 PM
386	I use route 542. As a student at the University of Washington, I would be able to use Sound Transit during the mid-day hours and later in the evening. Most of the time, I need to wait for the first 542 bus at around 2:30 pm from the U District, when my classes end at 12:30 pm. Also, occasionally, I need to stay after 6:00 pm and the last 542 is at 6:00 pm from the U District. I really like the idea of having this route available between 11 am - 3 pm hours and later into the evening until at least 9:00 pm. Thank you!	3/24/2015 8:02 PM
387	Transit is how I get around; I need to work with what you provide me.	3/24/2015 7:37 PM
388	My brother lives in Capitol Hill. We could get to U-District quickly.	3/24/2015 7:19 PM
389	Increased frequency of service and more direct routes means that I will ride more and drive less.	3/24/2015 6:00 PM
390	I would have to drive farther, maybe just stop using transit.	3/24/2015 5:46 PM
391	Don't take bus to north seattle, too difficult from the east side	3/24/2015 5:05 PM
392	255 would add weekand & all day service from Kirkland into north Seattle. Now 540 is limited times and 271 no longer possible transfer at Evergreen Pt	3/24/2015 4:46 PM
393	Easy access between UW and Capitol Hill. More frequent bus routes.	3/24/2015 4:31 PM
394	See above. If the choice is to take a long walk to access transit, it would take longer (thus nullifying the benefit of more frequent service) and some cases be impossible due to physical limitations. It would be less safe to take transit at night if it involves a long walk through areas that will be less populated because there are no bus stops.	3/24/2015 4:27 PM
395	faster connection to downtown Seattle	3/24/2015 3:59 PM
396	cheaper	3/24/2015 3:48 PM
397	I'd drive to downtown.	3/24/2015 3:43 PM
398	I am disabled and can not negotiate the hills in Downtown Seattle. I have doctors appointments every week and I use the trolleys. They get me near to my appointments without my having to walk down hills. I would have to drive to the appointments and park in expensive garages. It would add to the pollution by forcing me to drive.	3/24/2015 3:18 PM
399	I'm reliant on transit and can really only take what's offered at this point.	3/24/2015 3:14 PM
400	If Alternative 1 is implemented as the current plan reflects, I won't be able to use transit much at all from where I live (Ravenna area). If a few changes were made I would probably use it the same or even more. Most of the problem NE Seattle's transit network currently has is the infrequent service, especially on weekends (Sundays) and nights.	3/24/2015 1:16 PM
401	Commute to Redmond, downtown on weekends	3/24/2015 1:00 PM
402	The places I go by bus will ALL become less convenient to access due to your proposed service reductions, posing as "efficiencies". Trips will take longer (yes, they will). I'll have to use my car more. My long-standing support for Metro is eroding fast.	3/24/2015 10:49 AM
403	Depending on cost, I may use transit less.	3/24/2015 10:01 AM
404	More frequent and more convenient	3/24/2015 4:39 AM
405	You're eliminating direct service from near my house to Overlake	3/23/2015 10:29 PM
406	I already use transit regularly, I would have to walk less and depend less on schedule.	3/23/2015 9:18 PM
407	My commute would be longer and less convenient using transit.	3/23/2015 5:45 PM
408	I already use it quite a bit, but I do think it would be an improvement.	3/23/2015 3:40 PM
409	Since this option doesn't seem to impact my neighborhood, I don't know how it might impact my use of transit. I currently only can access the network (mostly) by driving to Northgate because the options to my home are limited both in days and times of days.	3/23/2015 2:44 PM

410	Visiting downtown Seattle on weekends would be more difficult and therefore less appealing.	3/23/2015 1:36 PM
411	There would be NO non-transfer service between Wedgwood and downtown due to loss of 71. Route 64 will no longer service downtown, taking away my best and fastest rush-hour option--this is very bad for me. For people like me with physical handicaps having to transfer can be very difficult. Option 1 makes it harder to get to the bus and makes transferring necessary always except for one route at rush hour, which I stopped using because it was perennially quite late.	3/23/2015 1:12 PM
412	I like the idea of busses running more frequently; It makes for a more reliable commute. I am also happy to see more bus routes on Mercer Island, which would make my commute shorter.	3/23/2015 1:05 PM
413	Connections to Husky stadium station	3/23/2015 11:48 AM
414	For extended travel, I have no choice.	3/23/2015 11:25 AM
415	I may use transit less if it is more crowded or less predictable.	3/23/2015 11:01 AM
416	I already use transit regularly as my main commute unless I have to drive in for special occasions.	3/23/2015 10:53 AM
417	Daily use of Magnuson Park (Seattle Waldorf High School)	3/23/2015 10:47 AM
418	Peopole in Wallingford have to change buses to get from Wallingford to the new University Link Station - this is not efficient or time saving in any way! Continue route 44 to the University Link station	3/23/2015 10:40 AM
419	I still need to get to work. But I might be using a faster light rail as opposed to the very time consuming buses.	3/23/2015 10:11 AM
420	Right now I can take a 71, 72, or 73 from 15th Ave NE/NE 65th to downtown Seattle. Routes 71 and 72 are proposed to be deleted. 73 is proposed to be re-routed to Roosevelt Way. Major inconvenience for residents who live east of 15th Ave NE!	3/23/2015 9:41 AM
421	The increased transit time and less convenient options would mean driving is the only feasible option for me the majority of the time.	3/23/2015 8:36 AM
422	I already don't drive (personal decision) and my travel habits likely won't change (going to the same places each week)	3/23/2015 8:23 AM
423	It would make my commute 15 to 20 minutes longer in the morning and 20 to 30 minutes longer in the evenings. My current morning commute is 20 to 25 minutes and the evening is 40 to 60 minutes.	3/23/2015 7:52 AM
424	I prefer fewer transfers and would elect to drive more than have to transfer more when going from Ballard to Redmond.	3/23/2015 7:49 AM
425	Less wait time, more predictable service	3/23/2015 6:36 AM
426	Given that the montlake freeway stop will go away, there would be no practical way for me to continue using transit to the eastside from Bryant. With alternate 1 plan to route 255 to childrens, I can continue to use transit to the eastside, and it will be even better than before, since the downtown link will also be available!	3/22/2015 10:38 PM
427	It's hard to tell from these maps.	3/22/2015 10:06 PM
428	I can't get from downtown to my house in the off hours, so I can't stay downtown after work for shows.	3/22/2015 8:28 PM
429	I already use transit as my primary form of transportation. I think Alternative 1 would greatly increase my ability to get around.	3/22/2015 6:58 PM
430	15 min service on 75 on weekends is great!	3/22/2015 5:31 PM
431	Because I have no alternatives	3/22/2015 5:29 PM
432	I have mobility issues.	3/22/2015 5:08 PM
433	I mostly use 373, and that would not change, but I would not like the options for the 73.	3/22/2015 4:51 PM
434	I would drive more if I could not take a single bus from my home to downtown seattle	3/22/2015 4:50 PM
435	The bus stop has been moved 0.7 miles. I'm not sure if I want to wake up that much earlier to catch the bus or not.	3/22/2015 2:52 PM
436	I don't have a choice.	3/22/2015 2:31 PM

437	If the 65 became (a) reliable and (b) more frequent, I could make meaningful travel plans based on transit - if I have a meeting at UW (where I am a graduate student) I could rely on the potential error margins in a way to simplify planning.	3/22/2015 2:18 PM
438	It is going to eliminate my current bus route straight to UW campus (73). Or else I have to walk a long way to pick up the bus on Roosevelt.	3/22/2015 1:31 PM
439	Will drive	3/22/2015 1:23 PM
440	In most cases, I don't have an alternative to using transit--the routes I use most would likely be eliminated or more crowded, but I would still use them. In some cases, though, I might choose to walk instead.	3/22/2015 12:00 PM
441	My needs for the transit won't change much in terms of going to school, but where otherwise I had to walk to University Way, I might be able to ride a bus there when available.	3/22/2015 11:32 AM
442	No car.	3/22/2015 11:21 AM
443	Because I'd rather drive if the bus services are going to be practically nonexistent.	3/22/2015 3:32 AM
444	I can get downtown or the U District quickly now during off peak times by getting a bus 71 out my front door. I can also get a bus 71 out my front door to Wedgwood by traveling in the opposite direction. I won't be able to do either. I am about to retire and was depending on having the 71!	3/21/2015 10:08 PM
445	Either way, I'd still have to use it frequently to get to school.	3/21/2015 6:31 PM
446	I would be forced to reinstate my license to do food shopping and banking - using a vehicle with a single occupant to do this. I strongly dislike this option for our city on environmental grounds because I will end up driving and have avoided this for years.	3/21/2015 6:17 PM
447	I use transit to commute downtown daily. This would remain the same.	3/21/2015 3:08 PM
448	more or the same	3/21/2015 10:54 AM
449	I wouldn't have to wait as long for a bus and would choose to wait 5-10 minutes instead of using a car2go if the bus is 20 minutes or farther away in order to get to my destination on time.	3/21/2015 6:45 AM
450	Because there's no direct route from Kirkland across to Fremont/Ballard/SPU.	3/21/2015 12:17 AM
451	Depending on how long an Alternative 1 commute from Roosevelt to Eastlake would take, I might end up discontinuing my work in that area.	3/21/2015 12:15 AM
452	I don't have a car and I take Metro buses everywhere. I'm going to have to use them all of the time regardless.	3/20/2015 11:32 PM
453	I use transit to get to work downtown from the u district. Transit would have to become wildly inconvenient for me to not use it, so I am sure I will continue to use it every day.	3/20/2015 9:21 PM
454	I'm carefree, using transit more or less isn't really an option to me.	3/20/2015 8:10 PM
455	I visit my mother in Ravenna, and whether Alt 1 happens or not, transit will not be time competitive with driving from Capitol Hill until North LINK opens. Right now it takes 40 - 50 minutes to get there via walking and bus (via too many mind-numbing possibilities, all equally slow), not including wait times, vs 12 minutes of driving without traffic. With ULink, it will take maybe 30 minutes (CH Link to UW Link then transfer to concept for 25 or 372X to 65th Ave NE + walking to 19th ave NE), which is a HUGE improvement, but still not worth not driving.	3/20/2015 7:55 PM
456	I would be able to have more reliable transit to get to stuff in the U District.	3/20/2015 7:15 PM
457	I live outside the city so I usually inside of Seattle unless I'm downtown	3/20/2015 5:52 PM
458	I can't currently get to north Seattle very often because effective transit times are awful	3/20/2015 5:28 PM
459	I would more likely use transit even over the weekend for the 48/271 line service. It will definitely use more if 48/271 interline service extended to Issaquah TC.	3/20/2015 4:09 PM
460	I typically use transit for my commute, and my commute would be unchanged. However it would be easier to go shopping or go to a doctor's appointment.	3/20/2015 3:21 PM
461	I still need to use transit as i choose to not own a car, however, Alt 1 for routes 31/32 not going the short distance up Stone Way is highly inconvenient. The design notes to use 16 or 26x, however, those do not go to the U District. I believe these buses are still needed to go through Stone and up 40th. Thank you.	3/20/2015 3:12 PM
462	It would be faster for me to get to the light rail.	3/20/2015 3:08 PM

463	I'd bike more; none of the routes I regularly use would be as close to my apartment as they are now. Transfers are a pain, especially when guests are in town and they can't use their bus transfer for the light rail which will now be the main way to get downtown.	3/20/2015 2:49 PM
464	Because I would have to assess how drastically it affects my transit needs. I may end up having to change my schedule completely, or seeking out other modes of transport.	3/20/2015 2:42 PM
465	Traveling further on foot is a significant burden.	3/20/2015 2:35 PM
466	Service would not be as convenient.	3/20/2015 2:28 PM
467	being able to access downtown much quicker would mean I'd be more likely to go downtown in the evening.	3/20/2015 2:13 PM
468	It would have lower latency travel to places that I care about going. I would love it.	3/20/2015 2:02 PM
469	It would show that the planners at Metro and Sound Transit do not care about my transit needs and the transit needs of the community. I am reluctant to give an organization that is diminishing the community money. It seems like rewarding bad behavior.	3/20/2015 1:29 PM
470	I live car-free so my transit use is relatively static.	3/20/2015 1:28 PM
471	Still have to take the bus downtown for work.	3/20/2015 1:26 PM
472	I would come to work earlier and drive my car in.	3/20/2015 1:25 PM
473	Higher frequency, reduced wait times, more predictable, it seems like the bus network would make sense overall and become more of a grid than a wheel and spoke.	3/20/2015 1:21 PM
474	Better connections to more places; more frequency	3/20/2015 11:47 AM
475	Stronger east-west connections, more frequent service, better connections to more distant parts of town.	3/20/2015 11:40 AM
476	Transit would be designed more for people who have cars, and could drive them to the park and ride or bus stop instead of for people who don't have cars. Walks would be far longer, and for much of the year would be in the dark and rain.	3/20/2015 11:04 AM
477	Have to see if the frequency and reliability really happen	3/20/2015 10:48 AM
478	All day connection between the 542 and the 44 would let me ride the bus to work with more confidence. I would use the 16 more from Tangletown to Roosevelt, Fremont, and Dexter.	3/20/2015 8:48 AM
479	Transit would be less expensive than a car but still go to where I need to travel in good amount of time for travel.	3/20/2015 8:42 AM
480	There would no longer be a direct route from my home (Wallingford) to work (North Seattle). I would need to transfer and would most likely choose to drive.	3/20/2015 8:26 AM
481	No Route 43 and no easy alternatives.	3/20/2015 8:19 AM
482	necessity - UW student	3/20/2015 8:10 AM
483	it would be easier to just drive to where I need to go	3/20/2015 7:28 AM
484	My most frequent routes are the 8, 43, and 49. With downtown (Pike/Pine) connections via the 43 and 49 being eliminated (and not easily covered by Link in all cases), I would use transit less often.	3/20/2015 7:26 AM
485	I live in Eastside, and the only real places I can go directly are Redmond, downtown Seattle, and U District. Everything else is too infrequent or out of the way to use	3/19/2015 10:55 PM
486	I would not have a viable alternative to use with Metro. I would most likely be forced to walk a lot more.	3/19/2015 9:49 PM
487	I'm reliant on the bus, so it would not change significantly (though I would perhaps take it more often on weekends with the routes consolidated). But I would be a far happier commuter/bus rider (especially with the 372 improvements towards Woodinville!).	3/19/2015 9:26 PM
488	The routes I use most frequently (17, 18, 44) do not seem to be impacted, but buses I use less frequently might be.	3/19/2015 8:22 PM
489	I would be forced to consider how to get to destinations now served by #30 during the day and may have to resort to the use of a car. Having to transfer buses for so short a ride is maddening.	3/19/2015 8:04 PM
490	I have no idea what I would do. My whole way of getting to work and home would disappear, and I don't have a car or other alternatives.	3/19/2015 7:50 PM

491	If I end up working on the east side it might be useful, otherwise will keep using the same route (40)	3/19/2015 7:48 PM
492	A direct connection between Green Lake and Ballard would make it feasible for me to use transit in situations where I currently need to drive at least once a week.	3/19/2015 7:03 PM
493	Because people would have to walk further to access bus service. This is a hardship on the elderly and disabled.	3/19/2015 6:46 PM
494	The reason I sometimes don't take the bus now is because other methods are faster.	3/19/2015 6:03 PM
495	Frequency of service!!!! The biggest reason we don't use transit more at this time is the infrequent service.	3/19/2015 6:02 PM
496	With the loss of some close service right in my neighborhood, I would use transit less in off peak times and on weekends	3/19/2015 5:47 PM
497	I use transit no matter what, but it would make things much easier for me. Travel times would be significantly decreased	3/19/2015 5:01 PM
498	There will be easier, more reliable access to the areas I want to go, with fewer transfers and less time waiting between them. Presently, only traveling to UW/U district, Seattle Center, and Northgate is easy (via 75/32).	3/19/2015 4:55 PM
499	No good way for me to travel via bus without more service from Crown Hill to Sand Point	3/19/2015 4:42 PM
500	The infrequency of service is a big deterrent for me in taking transit. If I have to wait up to half hour to catch the bus, I might as well ride my bike and I will arrive sooner to my destination	3/19/2015 4:38 PM
501	I will quit using a bus when you eliminate all the buses that I take and force me to make 1 or more transfers. It turns a pleasant 20-30 minute commute with walking into a 45-minute multi-modal transfer in the rain & walk-a-lot tour. This is a terrible awful idea, and should be immediately re-thought.	3/19/2015 3:52 PM
502	I mostly commute from North Everett to the U District. I personally do not bus much to places between those points.	3/19/2015 3:32 PM
503	I don't have a car, cannot afford one, because of disability, and I don't have a job right now.	3/19/2015 3:16 PM
504	Safety.	3/19/2015 3:16 PM
505	I don't want to drive and have to find regular parking in Seattle for my daily commute.	3/19/2015 3:13 PM
506	most likely it would be the same but I might use it more	3/19/2015 3:12 PM
507	Regardless of what changes, I am completely dependent on transit to get around so I can't change how often I use it depending on how "convenient". I have no alternatives.	3/19/2015 3:08 PM
508	Access to reliability and frequency of light rail	3/19/2015 2:56 PM
509	Increased frequency of buses makes using transit a more appealing alternative	3/19/2015 2:37 PM
510	Frequent, easily accessible service to downtown from Magnuson Park	3/19/2015 2:27 PM
511	I ride buses because they're convenient. Consolidation will reduce convenience, and it is the convenience that people need to take buses.	3/19/2015 2:25 PM
512	The improved frequency would lower the opportunity cost of taking a transit trip. Now, for many parts of the day I have to worry about wasting almost an hour waiting for buses round trip, and this would be cut down considerably with near double frequency.	3/19/2015 2:20 PM
513	I don't own a car, so I don't have any other choices if I want to go longer distances.	3/19/2015 2:11 PM
514	because one of the main routes/buses would be deleted.	3/19/2015 1:48 PM
515	I take the bus every day, dislike driving as a single commuter, so I can't really see that changing. I'd just try to figure out a new route that works for me.	3/19/2015 1:05 PM
516	Living in Greenwood, a direct connection to the eastside via a 45/271 through route would make trips to the eastside more reliable.	3/19/2015 12:29 PM
517	It would be easier to get from South Seattle to places in North Seattle with this alternative, because I would be able to take light rail up to the university and then have a shorter, more frequent connection for the last leg. There are many events and activities that I have chosen not to go to in the U-district, Ravenna, and Fremont because of the inconvenient transit trip.	3/19/2015 12:06 PM

518	I would be able to conduct research and academic meetings on the UW campus during the weekends. Currently I do not because the 542 does not run on the weekends.	3/19/2015 11:52 AM
519	I'm moving to south Seattle, but will need to travel through North Seattle to get to Eastside. Any further increase in 545 options will help. Also, I frequently stay in Madison Valley, but it looks like there's not much impact to travel times from there.	3/19/2015 11:14 AM
520	In particular the proposed 16 would provide much needed access east-west from Sand Point to Wedgwood, Roosevelt, Green Lake, Wallingford and Fremont	3/19/2015 11:13 AM
521	It seems more convenient for the area I live in (south Wallingford) and the service around the U District sounds like it would be much improved (where I work).	3/19/2015 11:01 AM
522	Until it is certain that # 16 will still serve Meridian at Northgate Way I am not sure what my use would be. I have two reasons to get to that intersection, and prefer doing it without a transfer.	3/19/2015 10:59 AM
523	Infrequency of service is a huge deterrent to public transit, especially when transfers are involved. Increasing frequency would provide confidence that I could arrive to my destinations on time.	3/19/2015 10:47 AM
524	It would be great to go direct from Capital Hill Light Rail to New Holly.Rainier Valley via SeaTac Light Rail going South	3/19/2015 10:37 AM
525	I work at UWMC. The improvements on that route is great. If I use the bus to get to work, I often want to get somewhere else and be able to get home. Having improved travel to Capitol Hill, downtown, and South Lake Union is very important.	3/19/2015 10:27 AM
526	I only go to north seattle to visit friends, but it would be easier, safer, and more convenient to go with these changes.	3/19/2015 10:22 AM
527	Because you're continuing to ignore Ballard, where I live. Why not just have the Sounder stop near the intersection of NW 57th St and 37th PI NW? There's a ton of empty space all around the rail line to build a bus turnaround, bus stops, and even a parking lot. A frequent Ballard bus loop could easily be made to go right past there, Golden Gardens, downtown Ballard/hospitals, Ballard Senior Center, Ballard Locks, and anyplace nearby with a large park and ride, etc.	3/19/2015 10:18 AM
528	Seattle is growing at such a fast rate and yet our public transportation falls behind most other major cities in the country. Buses and the light rail need to complement each other in order for people to use them. I think having the light rail and bus service at the same time would actually make public transportation in this city an actual option for people to get around. By cutting bus service to not duplicate routes, seems counterintuitive since the light rail stations, at least for the next few years will be somewhat few and far between. Public transportation needs to give people a solid option to go to and from work but also to be able to travel and access the rest of the city with ease. I am not sure that Alternative 1 brings us very close to that plan. Though faster commute times, which is great, it does seem to keep the status quo going.	3/19/2015 10:17 AM
529	There would be more locations that I could get to without long waits.	3/19/2015 10:06 AM
530	I hardly travel to North Seattle, mostly bc there isn't easy transit.	3/19/2015 10:03 AM
531	It's too far to walk to Roosevelt or the Northgate Transit Center. I often use the 66/67 to get to the U-District or the Northgate Transit Center. I live west of 5th Ave NE and have had four hip replacements, so I need to have bus service close to me. Not everyone can walk half a mile to a mile to get to a bus stop.	3/19/2015 10:01 AM
532	I use it very frequently already. This would definitely improve my travel time, though, so I'll be happier to do so.	3/19/2015 9:39 AM
533	I primarily will be using it to commute to and from work.	3/19/2015 9:23 AM
534	I am not as affected by service changes to North Seattle based on my home location.	3/19/2015 8:55 AM
535	Maybe a little more, but does not address the travel I am most likely to do.	3/19/2015 8:46 AM
536	Why bother? Its not there for me. I could walk the whole way as fast and that's going to be ugly at 6 am in the winter.	3/19/2015 8:38 AM
537	I still need it to get to work. Some places would be easier to access, which is nice, but other places closer to me would take multiple transfers, which is concerning on the weekends with the possibility of longer wait times.	3/19/2015 7:46 AM
538	There's nothing I can do about it, if Alt. 1 was implemented. I still need to get to school. It's just going to take longer and be more difficult if this happens.	3/19/2015 2:08 AM
539	Still need to use transit to get to work in U district	3/18/2015 10:46 PM

540	I still need more info on both alternative sides.	3/18/2015 10:23 PM
541	I do not know the Alternative 1 concept in north Seattle	3/18/2015 10:14 PM
542	Right now I don't visit friends in NE Seattle at all unless I can get a ride one direction. It just takes so long now to get there from capitol hill.	3/18/2015 9:56 PM
543	This is a terrible idea. For anyone living in North Capitol Hill more than five minutes walk from the Broadway and John light rail station, this will mean longer commute times to the University District. I make this commute every single day. These buses are full every day, and most travelers from the UW to Capitol Hill get off the 43 more than 5 minutes walk before Broadway and John. Moreover, the walk from the UW light rail station will add an additional five minutes to my journey. I estimate that my daily commute from my house (16th and Republican) on the light rail will be 20 minutes LONGER than it currently is using the #43. This is not public transportation progress. It is a light rail boondoggle. Sincerely Robert Wood Professor, University of Washington PS. The same thing happened with bus route 194 which reliably took passengers from downtown Seattle to the airport in 30 minutes until it was cancelled because of the light rail. The trip now takes 40-45 minutes on light rail. Is this progress? The idea is that new transit systems augment the public transportation system, not replace existing components.	3/18/2015 8:54 PM
544	There are many concerns for citizens of the suburbs that are not addressed here. I live in Kenmore, where we already are running out of park and ride spaces, driving some of my neighbors to abandon riding the bus and return to driving a car.	3/18/2015 8:44 PM
545	N/A	3/18/2015 8:09 PM
546	depending on cost, I may use it slightly more and feel more confident that I could get farther afield and home again without getting stranded in a long wait or a confusing transfer.	3/18/2015 8:09 PM
547	I avoid using the bus at times due to too low frequency of service. After 8pm, I cannot wait one hour for the bus	3/18/2015 8:07 PM
548	Because I have chosen not to have a car and travel only with transit	3/18/2015 7:40 PM
549	I don't own a car, so I don't have an alternative.	3/18/2015 7:17 PM
550	Unclear where new stops will be relative to my home and work. Not clear how much longer wait times will be. If weekend service waits are 1 hour or more, I would use transit less.	3/18/2015 7:09 PM
551	Doesn't seem like it will make it any easier to access North Seattle neighborhoods from Southside	3/18/2015 6:42 PM
552	I'm a commuter	3/18/2015 5:20 PM
553	The truly awful service by the 48 during evening rush hour has pushed me onto a bike. I don't know whether I'll go back to being a full-time bus rider if that route improves. Now, it can take 1.5 hours door-to-door from UWMC to NW15th & 85th. I can bike it in less than half that time. The bus would have to do at least as well.	3/18/2015 5:08 PM
554	Higher frequency connections between regions.	3/18/2015 4:52 PM
555	With more frequent bus service to Bryant and a fast light rail from UW to downtown, I would have multiple fast options for commuting to work. I need to get between Bryant, UW, and Belltown. The more options I have for faster and more frequent service between these three locations, the more I will be able to use public service.	3/18/2015 4:37 PM
556	I don't live in North Seattle. However, I might in the future.	3/18/2015 4:17 PM
557	100% of my travel is on transit. Can't get any higher than that!	3/18/2015 4:12 PM
558	i can buy less gasoline, don't have to worry about paying for parking or be stuck in traffic, bus/link more reliable and more service gives me options and not worry if the bus will stop service at a certain time.	3/18/2015 3:45 PM
559	I could get both downtown and to Fremont faster, as well as to the International District. This really appeals to me	3/18/2015 3:39 PM
560	The service would suit me better	3/18/2015 3:37 PM
561	I will have to wait and see.	3/18/2015 3:31 PM
562	as stated above I would be able to walk faster.	3/18/2015 3:30 PM
563	mobility restrictions limit access with fewer access points	3/18/2015 3:29 PM
564	I already use transit for most all of my travel	3/18/2015 3:17 PM
565	I love riding the bus.	3/18/2015 3:13 PM

566	I wouldn't try avoiding those areas because of access. Currently it's easier but more costly to rent a car2go to reach areas in the north east, especially Seattle Children's Hospital.	3/18/2015 3:03 PM
567	I don't have a choice, we can't afford parking. And I do have ethical feelings of reducing our impact on the land and on traffic, so I'd prefer the bus. That said, if the current routes between Lake City Way and SLU become more frequent and more direct, Alternative 1 may end up being better.	3/18/2015 2:44 PM
568	The added commute stops and transfers would make me drive. This plan would only be feasible if the link actually had an east link up and running in place of the direct bus.	3/18/2015 2:43 PM
569	It would be more difficult to get between downtown & my home in Maple Leaf during non-peak times.	3/18/2015 2:37 PM
570	I dislike transferring the most, especially if the 2nd bus I need comes less frequently such that being late on the first bus means I have to wait 30 or more minutes for the next 2nd bus.	3/18/2015 2:24 PM
571	It would encourage me to travel north more often	3/18/2015 2:23 PM
572	Assuming the P&R at Greenlake would still be there, this gives me safe & predictable travel to & from my job @ UWMC. I like having my bus pass and can use it for travel other than going to work.	3/18/2015 2:18 PM
573	The routes I usually use won't be affected much.	3/18/2015 2:17 PM
574	I ride the bus to work. this is not likely to change. It worries me that this ride will get more painful with your proposed changes.	3/18/2015 2:02 PM
575	Reduction in service between home and work.	3/18/2015 2:00 PM
576	Currently, there is no direct route from where I live in Meadowbrook/Lake City way to South Lake Union.	3/18/2015 1:52 PM
577	If I missed a 373, I might drive to work in the University District rather than wait another 30+ minutes since the 373 is often late.	3/18/2015 1:51 PM
578	I ride the 372 most of the time and there does not seem to be any difference between the two alternatives with regards to the schedule of 372	3/18/2015 1:49 PM
579	I have to take the bus to work, regardless of whether the service is good.	3/18/2015 1:42 PM
580	I might end up driving my car to a park and ride and then taking the bus, not sure. Depends where I want to go.	3/18/2015 1:39 PM
581	Right now transit is too inconsistent, it's confusing figuring out what time and location to catch a bus, and when you do finally catch one, it's too full to get on. I think consolidating routes to run more frequently from centralized locations would help all of those things, and make me more apt to take the bus instead of drive.	3/18/2015 1:37 PM
582	I wouldn't need to ride my bike as much on the weekends and late at night.	3/18/2015 1:35 PM
583	the bus services are either gone or so low that is no longer possible to use.	3/18/2015 1:32 PM
584	Eliminating the 73 would increase my commute by having to add a transfer. I would be immediately cut off from access. The other buses that run by my house are already limited. 77 is only peak and the 347/348 stop at Northgate. Using the bus to get downtown or anywhere south of Northgate would no longer be convenient outside of commute hours and the 77 would get over filled now that there is only 1 bus going downtown during those time.	3/18/2015 1:24 PM
585	Most of my travel is to and from school or work. Regardless of changes, since I have no other means of transit, I would have to continue using transit. If traveling to Fremont/Ballard and Downtown was faster on the weekend, I might use transit to travel more.	3/18/2015 1:23 PM
586	I use 271 & 556 routes to go between UWMC and Issaquah, NOT north Seattle. I use 271 most because of frequency of buses. 556 route is faster but not available during complete commuting hours. Park & rides are full in Bellevue and Eastgate, making my commute very logistically challenging. I'm happy to walk, bike to make connections to light rail or bus. I just need better parking, more frequent direct routes similar to 556.	3/18/2015 1:21 PM
587	I currently live downtown and commute via the 71X, 72x, OR 73x. But I am moving to Ballard and I am concerned about the East-West routes (e.g. 44) which tend to get very crowded and frequently run late. I am hopeful that improved connections between Ballard and the U-district will make riding the bus feasible. If I misunderstood and this is not part of the plan, please consider making it part of the plan. This is a major need for a lot of people.	3/18/2015 1:20 PM
588	more frequent trips to transit centers and downtown seattle	3/18/2015 1:19 PM
589	Some weekend services up to at least Lake City would be helpful because then I could hop on 522 from there.	3/18/2015 1:18 PM

590	I don't live in North Seattle. Maybe some weekend, weekday night trips would be easier, but it's hard to say without you telling me EXACTLY what changes you are making to which lines	3/18/2015 1:16 PM
591	My staff and I would all benefit from being able to get to Childrens from UWMC for meetings, and to the Eastside to commute to UWMC, and between Roosevelt Clinic and Northgate and UWMC.	3/18/2015 1:12 PM
592	my 49 route is not affected	3/18/2015 1:09 PM
593	One thing that stops me is the frequency of service. If I did not have to worry about that I would use it more.	3/18/2015 1:00 PM
594	I ride the bus regardless. The Link isn't going to improve my commute home until a station opens in Northgate. It seems that Alternative 1 may improve my transit time on the current 48/5 connections, and reduce my 1-hour commute for 5 miles to, hopefully, 35-40 minutes.	3/18/2015 12:48 PM
595	i already use transit at least 2x per day. i would use it the same amount UNLESS my commute time is increased.	3/18/2015 12:46 PM
596	I still have to get to where I need to be, even if you don't change anything or change it all because I do not have a car	3/18/2015 12:46 PM
597	I live in South Seattle.	3/18/2015 12:42 PM
598	I use the bus for certain weekly activities, which will not change.	3/18/2015 12:39 PM
599	I use public transit for my travel within Seattle almost exclusively. I would expect greater frequency and consolidation to improve service.	3/18/2015 12:26 PM
600	I would probably use transit more frequently between the U-District and Fremont instead of walking. I would have loved to have more direct service between Northgate and Greenlake back when I lived in Greenlake (I just moved to Issaquah).	3/18/2015 12:24 PM
601	I want to use transit to get to the airport efficiently from NE Seattle and from the U. district.	3/18/2015 12:20 PM
602	More frequent buses to areas I visit regularly (currently via car). I prefer to use the bus when drinking or shopping in some of these locations vs. parking and dealing with my vehicle.	3/18/2015 12:19 PM
603	It's unclear what impact it would have on my region (Lake Forest Park)	3/18/2015 12:17 PM
604	The more frequent rides to and from Lake City would be amazing! It would make running home between classes or finding the right time to catch a bus much easier.	3/18/2015 12:16 PM
605	I currently end up walking most of the way from Ravenna to Greenlake and back because the routes are infrequent and don't line up well. The new 16 and 45 routes seem like they'll be more convenient.	3/18/2015 12:14 PM
606	Even going downtown on the 16 would be bad. 16 is slow. Connecting to Link Rail downtown would take longer than the pretty good 71 service I have now. Poor connections to UW Link See my question 7 comments above.	3/18/2015 12:10 PM
607	I see nothing that improves the East/West travel in and out of Ballard. I want to use transit, but I can't justify the additional time away from my child.	3/18/2015 12:07 PM
608	Car travel would be more efficient to counteract walking time.	3/18/2015 12:07 PM
609	I don't know how this plan would affect my personal commuter bus route, so I can't tell you if it's better or worse.	3/18/2015 12:07 PM
610	The E-line concept has revolutionized mass transit for me. A Chicago native who LOVES elevated trains every 10-15 minutes..all I need to do is get to the platform. Same is true for E-Line here. Not as good as a train but always there. I don't have to worry or wait. If other buses have similar frequent schedules in set routes instituted it would be excellent.	3/18/2015 12:06 PM
611	Wait time would go down. I would be able to get places quicker and easier than driving.	3/18/2015 12:06 PM
612	A great connection from Link/UW Station to the 65 will make Link very usable for me. Connections to Green Lake and Magnuson Park along 65th on the proposed 16 is something we have wanted for a long time.	3/18/2015 12:05 PM
613	Transit is my only alternative. Your plans both make my commute worse.	3/18/2015 12:02 PM
614	Because of route 372 going to the UW on weekends.	3/18/2015 12:01 PM
615	I don't have a car, so I need to use transit regardless.	3/18/2015 12:00 PM
616	I currently visit friends on Capitol Hill, and this would make the travel easier.	3/18/2015 11:59 AM
617	Depends on how it affects my particular route.	3/18/2015 11:56 AM

618	Well I still have to go work and all... but probably thinking about biking/carpool now more if I have to walk too much.	3/18/2015 11:55 AM
619	I do not know how often my usage of transit would adapt. Since I do not own a car, I would adapt if I need to go somewhere in NE Seattle.	3/18/2015 11:55 AM
620	It would be more dependable.	3/18/2015 11:53 AM
621	that is my only mode of transportation	3/18/2015 11:53 AM
622	I am a medical professional and need to be able to routinely and predictably get to work at any time of the day. By implementing these changes you will have cut off my access to the majority of the routes that I currently use to get to work.	3/18/2015 11:52 AM
623	So long as routes are not deleted, this would not impact the number of times per week I use the bus.	3/18/2015 11:50 AM
624	49 is unchanged from between U-district and Capitol Hill.	3/18/2015 11:49 AM
625	I would probably use transit the same, but it would be less convenient and most likely increase transit time since I would have to wait for multiple buses instead of taking just one.	3/18/2015 11:48 AM
626	It would be easier to get from Ballard to Cap Hill.	3/18/2015 11:47 AM
627	I will continue to use transit to travel from my home in Bellevue to school at the University of Washington because it is easier, faster, and cheaper than driving.	3/18/2015 11:47 AM
628	right now it is convenient to take route 73 from 135th ave ne and 15th ave ne to the U district oehr wise I have ti take two busses	3/18/2015 11:46 AM
629	better and faster connections to where i want to go. later service back to Crown Hill from U District allows me to Link from other areas in city to U District, as well as evenings in the U District, and single seat home from there in the evening.	3/18/2015 11:45 AM
630	With more bus frequency, the bus wouldn't be as crowded and I wouldn't need to adjust my work schedule to guarantee I get a seat on the bus.	3/18/2015 11:45 AM
631	I don't have much of a choice since I don't drive, but I might have to start driving if I have a choice between that and going through high-crime areas in the dark!	3/18/2015 11:40 AM
632	I bus-commute every weekday, and into the UDistrict at least on weekends - my aversion to attempting to find parking won't change, just the timing and route.	3/18/2015 11:39 AM
633	Less coverage of Portage Bay	3/18/2015 11:39 AM
634	66/67 are less convenient	3/18/2015 11:38 AM
635	Current routes are not impacted by any of the changes, back-up / inability of route 316 to show up on time after about 5:30 pm.	3/18/2015 11:36 AM
636	I take the Water Taxi from Vashon Island to downtown and board the bus at Pioneer Square. Since the water taxi is only once per hour, I don't know if it would still be possible to get to work at 45th Ave NE and Brooklyn efficiently with the proposed cuts to direct bus service.	3/18/2015 11:35 AM
637	I prefer to commute to work via public transportation and there are few alternatives.	3/18/2015 11:34 AM
638	As long as the revised route 26x was implemented, I would simply switch routes to get to Northgate.	3/18/2015 11:34 AM
639	Because I would not have a reliable option to make the Sounder Southline train on time in order to pick up my child from care. That would put me in an impossible situation and would probably force me to drive rather than take transit.	3/18/2015 11:32 AM
640	Elimination of the 43 and 49 removes all bussing options for me and would significantly increase my commute time. The only other option for me is light rail, which is almost a 15 minute walk from my home and would still require a transfer to a bus. Being able to sit through a single longer bus ride (the 43) is much preferable to long walks and increased transfers.	3/18/2015 11:31 AM
641	Currently live in Magnolia. Will take Route 24 to downtown, and Link Light Rail to UW. Travel time may be same, but no hassle of waiting 30 mins for the next bus like I currently do for Route 31.	3/18/2015 11:31 AM
642	because it would be harder to get to the stops I need because they are father away	3/18/2015 11:31 AM
643	As long as there is stop somewhere within 3 blocks of Jackson Park I will continue using transit the same.	3/18/2015 11:30 AM

644	Because the 28 has been cut to run only 2hours during rush hour each way. For those of us with alternative schedules, (I get off work at 2pm) to get home from the U, it takes 1 hour 20 minutes. What a ridiculous waste of my time.	3/18/2015 11:29 AM
645	I don't see the routes being any faster.	3/18/2015 11:28 AM
646	Less time between transfers and more direct routes.	3/18/2015 11:28 AM
647	I mostly walk to work at UW	3/18/2015 11:27 AM
648	Still services my main commute route (Greenwood to UW)	3/18/2015 11:25 AM
649	I don't own a car so I'd have no choice but to use transit the same amount, but with Alternative 1 I'd be forced to make connections or take several routes (the 48 connecting to the 8, or the 10 to connect to LINK) rather than just take one bus 43 to and from work.	3/18/2015 11:25 AM
650	My travel time would be increased and I would have far fewer options.	3/18/2015 11:25 AM
651	I live in North Greenwood and work at the UW on the south part of campus. My two main commute paths are driving to 92nd and 5th Ave (since there is limited parking at Northgate, I seek street parking) and taking the 67 or 66X; or I take the 355 to the UW and either take the 67 home and walk or go downtown and take the 5 or the 41 home. I am not certain if the additional frequency of the 67 will overcome having to drive further to get to the bus line.	3/18/2015 11:24 AM
652	I have efficient transit now. However, for my irregular trips to Redmond or Seatac airport it would be better.	3/18/2015 11:24 AM
653	Possibility for more direct routes to places I need to go.	3/18/2015 11:24 AM
654	Please see comment above	3/18/2015 11:24 AM
655	Likely more direct connections with Greenlake. Would be great to have more frequent/all day service between greenlake and Northwest Medical Center (115th).	3/18/2015 11:23 AM
656	I would make the same number of trips, but my travel times would be reduced.	3/18/2015 11:22 AM
657	Faster connection to downtown from Wallingford	3/18/2015 11:22 AM
658	lack of clarity; too many details without sufficient explanation	3/18/2015 11:21 AM
659	I currently use for my daily commute and this alternative would allow me to easily continue that.	3/18/2015 11:20 AM
660	It depends on whether the bus stop closest to NE 75th St would move, and if route 75 would go directly to the link light rail station at Husky stadium. Right now I drive, because to get from NE 75th and sand point to SLU would take bus 75, then a transfer at UW to a SLU shuttle - for a total of 1 1/2 hrs, while driving takes 20 minutes. If my commute time on bus/light rail would reduce significantly, I would consider not driving.	3/18/2015 11:19 AM
661	Alternative 1 gives better transit options to U-district during weekends.	3/18/2015 11:19 AM
662	Transit is my main choice for commuting from south King County. I really hope that implementing this new option will greatly reduce the huge variability of getting from the U District to the Transit Tunnel.	3/18/2015 11:17 AM
663	Wouldn't have to rely on Car2go for infrequent bus times currently in place now.	3/18/2015 11:16 AM
664	I do not plan on living in North Seattle	3/18/2015 11:15 AM
665	Because it doesn't seem to affect me that much since I don't use transit.	3/18/2015 11:13 AM
666	unsafe to walk at night	3/18/2015 11:12 AM
667	Easier commute. Prefer to bus vs drive.	3/18/2015 11:10 AM
668	I don't own a car, and for the most part am reliant on public transit to get around town.	3/18/2015 11:03 AM
669	Because right now it's convenient, and with your change, it becomes a huge pain in the ass.	3/18/2015 10:53 AM
670	I might use transit more if the frequency of service works out for the routes that I take. More frequent buses and reduced waiting time/uncertainty about when the bus will come is attractive to me and I'm willing to walk further for that. We also live near the intersection of 65th and 35th, which I assume will give us options. However, I don't know enough about how the schedules and routes will play out.	3/18/2015 10:47 AM

671	I rely on the 71-73 service to get from the north U District to work every day. Husky Stadium service won't help me as it's too far to walk and I'm concerned adding an additional transfer will just further elongate and complicate my commute.	3/18/2015 10:07 AM
672	I like transit, and it sounds like this will improve connections. My least favorite thing about transit is missing connections, and I don't mind having to walk a little farther to get to transit if it means transfers will be more seamless. I'm also strongly in favor of consistent, reliable service, which is especially a problem with the 43/48 coming down 23rd. There have been times when I've seen 5 or 6 in a pack going while waiting for the light to change so I could cross to the stop. And then--- no bus for 20-30 minutes.	3/18/2015 9:59 AM
673	Part of why I don't use transit often is because the bus I currently take gets stuck in a lot of traffic (the 8) so it's faster to walk. but I'm considering moving to ballard, and am not sure how I would be affected. Hopefully you are doing something to try and re-route buses that get caught in constant traffic jams.	3/18/2015 9:56 AM
674	I would take transit to the Husky Stadium Light Rail Station.	3/18/2015 8:34 AM
675	much better grid and frequency	3/18/2015 1:19 AM
676	I do not use a car to travel around Seattle, but would enjoy faster service and going to businesses in U District more often	3/18/2015 1:05 AM
677	I would rather take a taxi than have to walk 1/2 mile uphill to reach the Capitol Hill station from where I live. Slashing bus service along the Pike/Pine corridor IS NOT THE ANSWER!	3/18/2015 12:16 AM
678	Frequency of service is the most important thing for me. I don't mind making a transfer (as I would need to do to get from my home in Bryant to work in the U District) if there is not much of a wait time. The benefits of a good, frequent grid system by far outweighs any disadvantages of changes made under Alternative 1.	3/17/2015 10:37 PM
679	Increased frequency of routes that I take. Wallingford to Ballard, cap hill, Fremont.	3/17/2015 9:30 PM
680	Loss of direct access downtown and to SLU mid-day is problematic	3/17/2015 7:47 PM
681	See number 8 above!	3/17/2015 7:15 PM
682	You eliminate Route 71 (what a dumb idea!) and I will drive more places that I don't drive to now because I can take the bus. You destroyed Route 30 when you first 1) stopped it from going to Fremont and Seattle Center (I used it all the time then) and second 2) made it a commuter route. I have to drive to the places that I took the bus to when you did both those things. It's sad to say, but bus service was better 30 years ago in my neighborhood.	3/17/2015 7:10 PM
683	Currently difficult to get to other N seattle neighborhoods from U District.	3/17/2015 6:09 PM
684	I don't travel much to those neighborhoods, so the impact on me personally is uncertain.	3/17/2015 6:00 PM
685	The routes I travel most commonly (I live at the north end of Broadway on Capitol Hill and work downtown) will not be changed much, if at all, but areas I travel less frequently to (Green Lake, Phinney, Ballard) would be more convenient to get to.	3/17/2015 5:43 PM
686	reduced service from U District to Bryant & View Ridge; would need to figure out new navigation between U Village and ~S. Roosevelt (currently use 68->67)	3/17/2015 5:37 PM
687	I only travel on transit in that area infrequently, so I would expect to work around any inconveniences since making things easier for me is not the target.	3/17/2015 4:43 PM
688	Better NW to NE connection. And more frequent bus servcie on Sand Point Way	3/17/2015 3:58 PM
689	I still have to get to and from work and can't afford a car. I'll just be forced to walk 30 minutes out of my way to the closest 372 stop and 30 minutes up hill getting home from work. I'll be annoyed, but not much I can do about it without more money. Such a change would make me consider if it might be worth finally getting a car.	3/17/2015 3:35 PM
690	Currently I travel from Northgate Way along Roosevelt, and the delay I have to experience to get all the way down Roosevelt is inconvenient. I often have to take the 68 (which comes infrequently) to 80th, and then wait for a 66 or 67 to go the rest of the way along Roosevelt. Alternatively, I could walk up to 15th and take the 73, but the walk is longer to get there from where I live on Northgate Way & Roosevelt.	3/17/2015 2:28 PM
691	I could make more connections to get where I need to go.	3/17/2015 2:23 PM
692	My primary route from home to work would not be available during the hours I typically ride the bus (btw 9a and 11a). A transfer makes the trip too long and cumbersome.	3/17/2015 2:15 PM
693	The relatively direct connection to UW (and the light rail station) is balanced for me by the extra transfer required (31 or 32 to 16) to take the bus from Wallingford to downtown (as can be done today with the 26).	3/17/2015 1:34 PM

694	The 65 buses are too far apart to be convenient now. I would start to use it (and get quick access to the light rail) if the busses came more frequently	3/17/2015 1:19 PM
695	I would stop using transit because I would need to walk several blocks and transfer to three different routes to replace the existing service that would be lost.	3/17/2015 1:01 PM
696	I depend on transit for almost all of my transportation needs, and I would continue to do so.	3/17/2015 11:53 AM
697	It currently takes an hour to get from my home to downtown via transit. Alt 1 would make transit time-competitive with driving--and frequently faster.	3/17/2015 11:38 AM
698	I rarely have reason to travel to this area of the city--so my general pattern would remain the same. However, I would be more likely to considering traveling to something in this region or using transit if I have to travel to this area with the greater frequency of service.	3/17/2015 10:47 AM
699	I already use the transit every day. I would continue to do so.	3/17/2015 10:20 AM
700	The more I can use the light rail the more I can depend on transit. Light rail has the right-of-way buses don't so they aren't affected by traffic. Once lightrail starts from Northgate I plan on dropping buses all together and going only light rail	3/17/2015 9:33 AM
701	I am committed to using transit. Although alternative 1 would make my commute more inconvenient, I'll continue taking transit to/from work.	3/17/2015 8:28 AM
702	More frequent and more direct routes from where I live to where I want to go.	3/17/2015 8:05 AM
703	Less wait with transfers, more availability, the more incentive there is to use public transit.	3/17/2015 7:07 AM
704	My primary mode of getting around is walking - to work, to the store, to the gym, etc - so I only take transit when I want to go to other neighborhoods. Alternative 1 puts so many more neighborhoods within easy reach and makes it so much faster/more convenient (overall) to get to them.	3/17/2015 1:21 AM
705	I need to get to work. Right now I can take the 545 and it takes me directly there. Sometimes I need to stay late at work. Sometimes I need to leave late. This would completely screw things up if off-peak hour transit is taken away.	3/17/2015 12:07 AM
706	my bus would be eliminated. I would need to walk 1 mile to the closest bus, or drive and leave my car. i'd probably end up driving to work instead	3/16/2015 10:57 PM
707	I'm not going to be able to use transit if it adds so much extra time to my commute.	3/16/2015 10:55 PM
708	Because I have no desire to walk at least 5 minutes on the UW Campus because I am losing my direct service to downtown with the elimination of route 72.	3/16/2015 9:54 PM
709	It would be easier for me to get to Capital Hill and UW from Ballard.	3/16/2015 9:31 PM
710	Depends on what remains for Eastlake.	3/16/2015 8:48 PM
711	Need to take the bus to get to work, and often other places, often. Hopefully, this would make it faster.	3/16/2015 8:12 PM
712	committed to supporting transit	3/16/2015 6:10 PM
713	I'd have to do some "trial runs" to see how it worked for how I currently use Metro. I currently use Metro to travel downtown to the bus tunnel to do various things such as go to doctors appointments at Virginia Mason Clinic, attend evening symphonies at Benaroya Hall and do occasional downtown shopping.	3/16/2015 5:12 PM
714	Easier connection to Link from the eastside makes it easier to transfer to capitol hill and south lake union, where I live and work.	3/16/2015 5:10 PM
715	I need transit to get from Seattle to Redmond. I would alter my route to rely on 542 and U-Link during off-peak hours.	3/16/2015 4:59 PM
716	We chose the location of our house partly because it's "close enough" to the Montlake on-ramp bus stop that I can get to work by bike + bus. With alternative 1, I might take the 255 somewhere and then transfer to the 545/542 to get to OTC instead of biking to Montlake, but I'll be riding just as often.	3/16/2015 4:44 PM
717	I see me needing to take a cab/uber in order to get from Capitol Hill to Montlake in the evenings. Currently I use the 43 line for that.	3/16/2015 4:35 PM
718	It's my only method of commuting.	3/16/2015 4:17 PM
719	I will have to travel farther just to reach transit.	3/16/2015 4:13 PM

720	Changes would likely mean I'd have to sell my home and move, or quit my job in Redmond.	3/16/2015 4:04 PM
721	Better connections -- a true frequent gridded network	3/16/2015 3:32 PM
722	Connections are going to be very difficult to get to the 542. The routes feeding to it from the North from 15th Ave NE seem to be cut. Need a stops along 15th Ave NE - NE 65th St, NE 70th St or NE 75th St.	3/16/2015 3:22 PM
723	Will depend on actual travel time (will it be faster). Bus 48 is really slow and overcapacity with the U district, if bus get slower and too crowded I may look at alternatives.	3/16/2015 3:15 PM
724	I would use transit the same because I need it to go to work. But it would make the commute more difficult for me.	3/16/2015 3:14 PM
725	The longer it takes me to walk, the more likely I am to use my car.	3/16/2015 3:01 PM
726	It would be a pain commute to work from downtown Seattle to Overlake during off-peak hours. (which is when I work.)	3/16/2015 2:43 PM
727	When I go up that way I usually know where I am headed, and I connect from downtown so I am not as concerned about cross neighborhood connectivity in that area. Maybe the people who live there would be, but I am going to be coming from Capitol Hill or downtown anyway.	3/16/2015 2:28 PM
728	I intend to use transit the same, but if bike racks are full on ST 542, I will have to find an alternative.	3/16/2015 2:23 PM
729	I use transit when I need to. Wouldn't change my need so wouldn't change my use.	3/16/2015 2:21 PM
730	no choice for my daily commute	3/16/2015 2:18 PM
731	I would be able to access some areas which currently require driving or an excessive amount of travel time.	3/16/2015 2:18 PM
732	As noted above, I could end up using transit less on the weekends as there would no direct route from where I live in Maple Leaf to Downtown Seattle. I would have to connect via the UW light rail station.	3/16/2015 1:57 PM
733	At times there are no available seats on the 545 bus in the evening and if this persists I'll look to driving myself.	3/16/2015 1:53 PM
734	I would use 542 on weekends and in the evenings.	3/16/2015 1:49 PM
735	I rely on transit completely - my usage won't change, just my satisfaction.	3/16/2015 1:38 PM
736	I would have no choice but to still use it. It will add about another 30 mins to my travel per day by having to walk from the 545/542 stop to to 148th AVE NE and NE 31th st There is no easy way to connect from the 542/545 to connect to 148th AVE NE without walking.	3/16/2015 1:22 PM
737	Short wait times without having to plan the route out in advance are a big deal.	3/16/2015 1:22 PM
738	Sometimes I choose to drive now during non-peak hours because of the vagaries of connecting between 48 and 545. All-day service for the 542 would eliminate this.	3/16/2015 1:21 PM
739	Driving to Redmond during peak times is not an option... I may bike with the improved bike path on the 520 bridge.	3/16/2015 1:18 PM
740	I live close to major routes. More frequency would mean more trips.	3/16/2015 1:14 PM
741	I'm always balancing time and the ability to get from point A to B as quickly as possible. With alternative 1 it sounds like it's more likely that I will be able to get on a bus when I need to, but less likely to take me as close to the place I need to go.	3/16/2015 1:13 PM
742	I'm not sure how I'll get to work if the 242 goes away. The 542 no longer runs early enough in the morning. If I was going in and out of downtown Seattle it would probably make things better.	3/16/2015 1:03 PM
743	I rely on off-peak connections between Overlake TC and downtown Seattle, and it looks like that would involve more transfers under Alternative 1.	3/16/2015 1:03 PM
744	Easier to visit Ballard, Wallingford through public transport	3/16/2015 1:01 PM
745	Because there's no option offered without transferring or driving to Northgate.	3/16/2015 12:53 PM
746	I think that if it were easier to use transit to get other neighborhoods such as Green Lake, Ballard and Wallingford I would us transit more.	3/16/2015 12:52 PM
747	I take the 545 around 10AM and that will no longer exist	3/16/2015 12:51 PM
748	I don't own a car and already rely predominantly on transit to get around the city and region.	3/16/2015 12:49 PM

749	I must use transit, my commute would be longer when working late.	3/16/2015 12:47 PM
750	How does it affect my routes?	3/16/2015 12:45 PM
751	Rather than going up the hill to Broadway, I may just walk to downtown.	3/16/2015 12:44 PM
752	depends on associated links to Redmond	3/16/2015 12:42 PM
753	Less frequent options and fewer routes into Fremont and south Wallingford from downtown, means travel times will be longer and less predictable	3/16/2015 12:39 PM
754	Hate that you are making my commute from Maple Leaf to Redmond take longer	3/16/2015 12:35 PM
755	Because cars are terrible and I am stoked (STOKED!!!11eleven) for light rail to open on Capitol Hill.	3/16/2015 12:32 PM
756	My commute would require a transfer and hence would take more time.... Much less convenient with this alternative	3/16/2015 12:31 PM
757	Because of all-day-reliability and dependability. Getting in and out of downtown is the highest risk segment of the routes.	3/16/2015 12:30 PM
758	542 is still the best way to get from the U-District to Microsoft Campus, although I will have to walk more to get to the bus.	3/16/2015 12:29 PM
759	I use transit all the time, changes to scheduling would change where I go, not how much I use it.	3/16/2015 12:27 PM
760	More reliability. More frequency means that transfers would be less painful.	3/16/2015 12:27 PM
761	I'm south of this set of changes but I like the idea of routing people to light rail instead of bringing more buses downtown.	3/16/2015 12:18 PM
762	I would have to transfer to get almost anywhere: Maple Leaf to Downtown would require a transfer to the light rail (it might be a bit faster, but transferring is a pain). Transferring to the light rail also provides far less flexibility: what if I want to get to South Lake Union, or Eastlake? These will all require transferring instead of the direct 66 connection today.	3/16/2015 12:14 PM
763	I would likely have to buy a car since my commute time to work would be significantly longer.	3/16/2015 12:14 PM
764	I use the transit no matter what. Cheaper and better for the environment.	3/16/2015 12:13 PM
765	I already use it quite a lot	3/16/2015 12:08 PM
766	direct fast connection Ballard Redmond	3/16/2015 12:02 PM
767	I have taken the 242 for 8 years, I stopped driving to Microsoft 4 years ago and strictly use Metro since it is quick. No transfers and stops in front of my building.	3/16/2015 12:00 PM
768	Because now I would have extra commuting time between Redmond and Downtown unless I travel in peak times, which isn't frequent	3/16/2015 11:59 AM
769	Because I could successfully travel between my job in Redmond (Microsoft) and the University Park (aka University District) where I live.	3/16/2015 11:58 AM
770	The 271 concept is better for me than the 550 for getting back from Bellevue late at night (but even later connections between eastside and Seattle would always be appreciated, even if infrequent)	3/16/2015 11:56 AM
771	For commuting purposes my use of transit wouldn't change, ditto for most non-work transit use. The revised 16 route would give a one seat bus option to Sand Point for soccer games in Magnuson Park.	3/16/2015 11:55 AM
772	I already use transit almost exclusively, particularly to go between the University District and Green Lake.	3/16/2015 11:55 AM
773	Easier to get from Ballard to Redmond.	3/16/2015 11:54 AM
774	As the peak hours are during my work hours.	3/16/2015 11:52 AM
775	I would likely stop riding transit altogether. I take the 545 to and from work every day as it gets me from Capitol Hill to OTC. I leave at slightly unorthodox times to avoid traffic - (10:30 am, 7 pm). This change would force me to take the light rail to the 542. This addition and a transfer would make my commute substantially longer. A ton of people get on the 545 at the Capitol Hill stops and this would be a huge inconvenience.	3/16/2015 11:52 AM
776	Lack of 545 out of peak service.	3/16/2015 11:52 AM

777	Because I moved here for it and even if you make it suck, I'm stuck here now.	3/16/2015 11:51 AM
778	routes to downtown would require a connection that inevitably leads to missed buses and much longer overall travel times (since youre eliminating the 71)	3/16/2015 11:51 AM
779	still requires 2+ bus rides from Madrona to Bellevue (my daily work commute)	3/16/2015 11:51 AM
780	Adding a transfer at the Montlake Freeway Station would significantly increase my travel time from Capitol Hill to Redmond during off-peak hours.	3/16/2015 11:50 AM
781	I'm mostly using it from the 65th park and ride by Greenlake anyways.	3/16/2015 11:49 AM
782	More frequent peak rides between Seattle and Overlake TC	3/16/2015 11:49 AM
783	It depends on how time efficient and reliable these routes turn out to be.	3/16/2015 11:47 AM
784	More convenient 542-based route between Overlake and Fremont / Wallingford,	3/16/2015 11:47 AM
785	My work schedule is dynamic and I can't always commute at the same time every day. I would probably need to find some other way to get to work if the 545 only ran during peak hours.	3/16/2015 11:46 AM
786	This change will make my commute via the metro take considerably longer and inconvenient	3/16/2015 11:46 AM
787	Would be less convenient to get the proposed UW station	3/16/2015 11:46 AM
788	Farther walk for those in Montlake	3/16/2015 11:45 AM
789	Because it would be easier for me (Ballard) to get to work (Redmond) and family (Sandpoint) using transit than before	3/16/2015 11:40 AM
790	I might actually need to buy a car (which I had been able to avoid doing up to this point) because the new commute would take much longer and be much more aggravating.	3/16/2015 11:38 AM
791	I would be forced to connect at Montlake to travel between Redmond and Green Lake. The addition of Lightrail service between the U District and downtown is irrelevant to my commute.	3/16/2015 11:33 AM
792	Transit time would increase greatly, leading me to use personal transportation more often.	3/16/2015 11:31 AM
793	I only go to the north when I need to. I would be happier taking the bus when I do with alternative 1 though	3/16/2015 11:30 AM
794	The fact that bus 256 is only planned to be a rush hour bus and that there's a need to detour to UW to be able to get downtown (and home) using the new tram line: "To downtown Seattle, use Route 256 during peak periods or transfer to Link light rail at University of Washington Station." This will put a cramp in my commuting and possibly put another car on the 520 bridge instead.	3/16/2015 11:02 AM
795	My bus, the 73, is proposed for elimination, with much poorer service substituted.	3/16/2015 10:57 AM
796	More frequent and reliable service, like seemingly every other major city.	3/16/2015 10:53 AM
797	At the moment I'm in a situation where I'm less reliant on transit. A couple of years ago, I rode it every day however. During that time, I avoided the 8 at all costs and preferred using the 43 or the 49, or I just walked. When I went to NE Seattle on transit, I didn't want to have to walk too far, since I was often carrying a lot of things. If service is made more centralized, I worry about the impact on the elderly, the injured, those with little kids, or those carrying a lot of stuff.	3/16/2015 10:51 AM
798	The biggest thinning out - north of 65th - doesn't affect me that much.	3/16/2015 10:46 AM
799	I do not own a car so transit is my only means of transportation.	3/16/2015 9:13 AM
800	I mostly bike commute which makes my concern about the 16 minor. However, having better travel to Ballard reduces the need to go by car since the 44 should be less crowded. Similarly, the need to bring a car to concerts will be reduced due to the improved overnight service.	3/16/2015 8:44 AM
801	Due to the current poor frequency times I often need to use Car2Go; with these route changes I could use transit more often.	3/16/2015 7:23 AM
802	The connections would prove to be too frustrating and too time consuming. I would just drive.	3/15/2015 8:57 PM
803	The lack of a connection makes trips to the UW, and trips to areas that connect to the UW (like Fremont) more of a pain.	3/15/2015 8:37 PM

804	Transit would be significantly better in Seattle	3/15/2015 8:21 PM
805	Both bus routes I currently use will be deleted.	3/15/2015 6:31 PM
806	There would be more reliable and frequent service connected with light rail to the neighborhoods I visit most often.	3/15/2015 5:03 PM
807	For one thing, I have a free transit pass from work, so it's by far the most economical way for me to travel. Plus I don't like driving--mostly for environmental reasons. Also, my commute usually involves taking the #74, and there isn't a lot of difference between alternatives 1 and 2 as far as that route goes.	3/15/2015 12:01 PM
808	Frequency of service is important to me. I work from home and want to get out for entertainment/shopping at non-peak times. Also, having to make transfers is not appealing.	3/15/2015 11:08 AM
809	More frequent service makes it more feasible to ride it more often.	3/15/2015 9:14 AM
810	Route 26 would run farther from my house and would not continue as the 131/132 to reach georgetown, my most common destination	3/15/2015 8:53 AM
811	Increased frequency of route 75--I often want to use this route off-peak but don't like waiting for a bus. Having extra route 74 trips is also a benefit. I would also occasionally use route 16 to get from Fremont/Wallingford to Sand Pt.	3/14/2015 10:27 PM
812	I like the increased frequency of some routes in Alternative 1, and the new connection between Ravenna and Wallingford and Fremont with the #16 will probably cause me to ride transit more. However, the #71 bus is the bus I use most frequently to get to the northern University District or downtown Seattle - it stops just 1 block from me. Getting to these places during non-peak hours will now require a 5-minute longer walk to get to the 372 or 65 on 25th Avenue or 35th Avenue, plus lengthy transfer by the UW Medical Center, so I would probably use transit less.	3/14/2015 10:08 PM
813	Traveling from Montlake to Greenwood by 48 would now involve a transfer. No bus straight to Madison Park from down town.	3/14/2015 7:56 PM
814	How can I predict how much and how far I will be able to walk. Sometimes it is best to get on a bus in the hinterlands and be able to get a seat than to have to transfer and hope that the young people who are addicted to their electronic gadgets notice that they should offer their seat to an older person. Just a few days ago I offered my seat on the 372 to a young man with a toddler in arms. There were at least a half dozen younger people who should have done that. I am 63 years old and I can stand for 15 blocks. Will I always be able to do that????	3/14/2015 4:48 PM
815	See My answer below	3/14/2015 2:57 PM
816	more convenient access	3/14/2015 11:48 AM
817	Frequency of 16 and 65 would make me more likely to take transit for my non-commuting trips	3/14/2015 11:39 AM
818	No need to change unless transit routes get me to other areas I easily and quickly instead of driving.	3/14/2015 11:30 AM
819	Because I can't understand the alternatives as presented.	3/14/2015 10:38 AM
820	Easier access to Magnuson/Sand Point from Downtown/LQA	3/13/2015 6:38 PM
821	I for one dislike having to transfer to 1 bus let a lone 2 or 3 buses. I leave my home at 5:30 A.M. and I get home 5:30 P.M. Monday - Friday as it is. How close together are the buses going run? I really don't like missing my bus by 10 seconds when I have to transfer and then have to wait for another bus for 15 minutes or even longer. I did not vote for light rail.	3/13/2015 6:09 PM
822	The bus commute to my workplace in Fremont would be quite a bit less pleasant on the revised route 28X.	3/13/2015 5:14 PM
823	Cause although the wait time would be cut in half the routes I normally ride would of been deleted which I don't want.	3/13/2015 4:52 PM
824	when light rail comes there would be more room on transit to downtown. the 70's buses are usually standing room only.	3/13/2015 3:59 PM
825	Link Light Rail would make traveling from Broadway to University District much easier for me.	3/13/2015 3:52 PM
826	I don't drive, so I still have to use transit, but I will have to walk more, and I will have to allow more time to get anywhere because of the walking time, and because of having to transfer more times.	3/13/2015 3:31 PM
827	I need to get to work & driving to downtown is not a viable alternative. I-5 is getting worse & worse & parking is outrageously expensive.	3/13/2015 1:51 PM

828	No real mention of 520 bridge transit.	3/13/2015 1:01 PM
829	Getting across town is currently very difficult. Bust service was cut along Westlake, taking out my favorite route to SLU/Seattle Center.	3/13/2015 12:39 PM
830	I don't know	3/13/2015 12:36 PM
831	Because I would be able to access the places I go midday more easily and faster.	3/13/2015 11:10 AM
832	Would use car less; prefer transit, but schedules not frequent enough to get to desired destination, particularly if transfers are required.	3/13/2015 10:50 AM
833	I am older and have trouble walking more than 1 block and standing a long time.	3/13/2015 10:29 AM
834	Right now, it takes an eternity to get anywhere on the bus from Kenmore, and unless I build in unreasonable amounts of time to buffer a possible missed connection, it is unrealistic to take the bus to work on First Hill. I love the idea of more frequent service for commuting as well as family activities. Who wants to wait on a corner with an impatient child for up to half an hour for the next bus? My hope is that the commuter-friendly scheduling of buses will make transfers and commuting by bus/transit a reasonable option.	3/13/2015 10:15 AM
835	frequent service, improved travel to downtown	3/13/2015 10:03 AM
836	Increased frequency of service and greater access to the main downtown transit hub (how I get to all of these neighborhoods from my home in West Seattle / my job in the CBD)	3/13/2015 9:46 AM
837	Less wait times, better connection to Capitol Hill	3/13/2015 7:58 AM
838	Loss of 25 has no adequate substitution between Montlake and U Village/Sandpt. I would drive instead.	3/13/2015 7:27 AM
839	I primarily use transit for commuting to work.	3/13/2015 7:07 AM
840	25 is my primary route and distance to alternative connections are too far.	3/13/2015 6:54 AM
841	I use transit everyday to go to work and shopping but i would use it even more if i had easier access.	3/13/2015 4:15 AM
842	I'll use the 76 for peak rides between downtown and View Ridge. For weekends to Sounder games, I am less likely to walk to 35th Ave or Sand Point for the 2-seat ride to Husky Stadium for the Link. My alternative is to use 41 from Northgate TC which I'd probably still use. I look forward to this grid in 6 years when Link extends to Northgate and my route downtown is 16 to Roosevelt and Link to downtown.	3/12/2015 11:11 PM
843	I use the bus to get everywhere.	3/12/2015 11:07 PM
844	It would make it faster to get to downtown. Right now route 65 is not reliable at all. Bus is late all the time and sometimes leaves early or doesn't show up at all. something needs to be done.	3/12/2015 9:24 PM
845	I will use the new 16 bus to get to Magnuson Park and to Fremont, but I will no longer have a direct bus to downtown. Not having a direct bus would be OK if the new 372/65 routes were convenient to the light rail station, which they appear not to be.	3/12/2015 8:49 PM
846	Weekend service on 372X	3/12/2015 8:24 PM
847	I rely on transit to get me to work, so I'd still have to take it regardless.	3/12/2015 8:05 PM
848	I don't understand the language given for my route, 545. Keep existing alignment and convert span to two-way extended peak-period-only service.	3/12/2015 5:16 PM
849	It looks like University Ave, already a highly congested commercial area, will be a choke point, so it will take a while for me to figure out if there are any alternative routes. Why not at least send more of the Ave buses down 15th, a wider and less congested parallel street?	3/12/2015 4:33 PM
850	I would not have easy access to the bus that takes me downtown.	3/12/2015 4:08 PM
851	I currently drive for my appointments away from greenlake, but I'd like to be able to get where I need to go quickly via transit.	3/12/2015 3:37 PM
852	Transit is my only source of transportation	3/12/2015 3:27 PM
853	I wouldn't have to wait for a bus as long as I do now since buses come more often.	3/12/2015 3:06 PM

854	Because I could get to local NE Seattle destinations without having to change buses at all, or only once. Right now, if I wanted to travel from central Maple Leaf to pretty much anywhere but downtown, I need to transfer at least twice (with tons of waiting). If I can realistically plan a trip to Greenlake by bus and home again in one afternoon without spending hours waiting for buses, then it's a trip I can and will take!	3/12/2015 2:35 PM
855	For 73 only - there will be no nearby bus stop. Also the bus will be peak hour only, which will inconvenient with my work schedule that I most likely have to drive and not taking bus at all.	3/12/2015 1:56 PM
856	More convenient service to destinations that I need to travel to.	3/12/2015 1:50 PM
857	I must commit to a 1 year bus pass so i would not have much of an option. I would have to weigh if my time is worth it to drive and pay for a spot or spend more than 2 hours a day on a bus, all to travel 20 miles.	3/12/2015 1:34 PM
858	I use transit for my regular commute between home and work. As long as transit continues to serve those areas, I will take transit, even if I always have to transfer.	3/12/2015 1:10 PM
859	I would still use transit the same amount - to travel between my workplaces and to travel to/from home and work. But my walk distance looks like it would be longer in the downtown area.	3/12/2015 12:43 PM
860	easier connections to neighborhoods outside my normal commute	3/12/2015 12:21 PM
861	More connections. Would use the 16 to go to Magnuson Park and Sand Point area, to avoid having to meander through the U-District	3/12/2015 10:58 AM
862	I work weekends and need to get to work downtown by 6:45AM and I get off work 7:30PM - bus currently doesn't run	3/12/2015 10:06 AM
863	More frequent options for weekends and off-peak. Better bus connections from the UW link station to Wedgwood/Sand Point.	3/12/2015 9:19 AM
864	Better travel downtown, less time to the airport, better connection to workplace (uw)	3/12/2015 9:14 AM
865	The new routes don't offer any advantages to central Wallingford.	3/12/2015 9:04 AM
866	Most of all because of the every 15 min frequency time of the 75 makes transfers to it better, I sometimes have to wait 25 minutes for the next 75 when transferring in the udistrict from downtown, ballard, capital hill, wallingford, etc trying to get home. Additionally, with the new connections the 16 offers from Sand Point to green lake and wallingford it seems like a great improvement and is nice to have a bus go down 65th all the way.	3/11/2015 10:23 PM
867	The routes down sandpoint to the link station would make travelling to both downtown and the airport much more convenient.	3/11/2015 10:14 PM
868	connection to U Link and more frequent service	3/11/2015 9:31 PM
869	Most of my travel will not be affected.	3/11/2015 7:54 PM
870	I don't own a car, so I'll probably be using just as much, but I might look into vanpool or other options to see if that would be easier than getting up to the 542.	3/11/2015 7:32 PM
871	Frequency is freedom	3/11/2015 4:51 PM
872	It would be faster and more direct	3/11/2015 4:35 PM
873	I would end up driving from Shoreline to Redmond basically everyday, the only transit option I see would require stringing 3 buses together, which would take over 2 hours and not be at all practical.	3/11/2015 4:08 PM
874	Better chance of arriving to destination in a timely manner.	3/11/2015 4:02 PM
875	I have a small child. If transit is not fast and frequent we just drive. Alternative 1 would bring much more of the city into our transit-shed.	3/11/2015 3:29 PM
876	I could just take a bus, taxi, bike or car to the light rail station, then take the light rail to capitol hill where I work.	3/11/2015 1:53 PM
877	frequency of service will be a huge advantage - will contribute to taking Seattle into the 21st century of public transportation...	3/11/2015 1:51 PM
878	I use it every work day already. I'm not likely to increase it.	3/11/2015 1:21 PM
879	I commute via bus, so I will have to find a way to get to work regardless of which alternative is implemented.	3/11/2015 12:46 PM
880	The 16 is my closest route along Meridan, I would lose use of the 16 altogether on with this change. Though the 26 is nice, the routes along the 26 between Ravenna and 45th can be sketchy with low visibility.	3/11/2015 12:27 PM

881	My kids would be able to take the bus to school when they're older	3/11/2015 12:01 PM
882	Because my service levels aren't directly affected on my work-commute. Overall, random or supplemental rides don't account for a sustainable nor forecastable amount of transit use on my part.	3/11/2015 11:37 AM
883	Frequency	3/11/2015 11:19 AM
884	one is a plus for me, another change is a negative	3/11/2015 11:14 AM
885	I would be able to use it to get to medical appointments near Children's hospital that I currently drive to.	3/11/2015 11:01 AM
886	Regardless of service, I am committed to riding the bus. It appears that it will not be so much of change where using an alternate form of transportation will be more desirable.	3/11/2015 10:49 AM
887	more frequent trips makes taking the bus less of a hassle, additional access to places I often go	3/11/2015 10:47 AM
888	Easier to bus. Not a lot of connections from NE 25th & Blakeley.	3/11/2015 10:45 AM
889	The 48 right now is one of the few routes that connects north Seattle to south Seattle, and the thought of having to endure even more transfers (since the 48 now doesn't go all the way to Columbia City) is a HUGE headache.	3/11/2015 10:44 AM
890	I am a senior citizen. Less frequent buses and longer walks make public transport a less viable option. Also, as buses get more crowded and young riders aren't trained to offer seats to seniors, it is less and less comfortable to ride.	3/11/2015 10:23 AM
891	Connection between UW Link station and U Village	3/11/2015 10:12 AM
892	I would need to use my bike and car more (if not exclusively). And I am getting too old to bike in cold weather.	3/11/2015 9:44 AM
893	Could get to work in Bellevue with 1 ride rather than 2 or 3.	3/11/2015 9:24 AM
894	Possibility of more convenience, quicker travel times	3/11/2015 9:12 AM
895	I don't know the timing of the transit. I have two options: pay for all-day care, or get there when school gets out. I am not flexible because child-neglect laws are not flexible. I would pay \$1,000 cash for flexibility and take the bus TODAY if that were an option. But it is not. I need you to provide something faster or equally fast as a car to get out of my car. I do not think my time is more valuable than others but I have responsibilities that I can't neglect. I know based on using the carpool match that I'm not the only person looking to get back to the Eastside by 3:30 and be late by 5 minutes, but we all live and work too far apart for carpool to work.	3/11/2015 8:40 AM
896	I would use transit to go to the U District (son is at UW) and other places instead of taking transit home from work and then driving. Also would take transit for weekend activities instead of driving	3/11/2015 8:10 AM
897	A direct bus route from Sandpoint to Ravenna! Now I can eat German food and Crepes every night and die happy.	3/11/2015 8:05 AM
898	I don't understand how North Seattle transit changes should impact Woodinville.	3/10/2015 9:50 PM
899	It depends on whether link or Metro buses get me downtown in a quick and efficient manner.	3/10/2015 9:28 PM
900	Loss of Route 43 (and alternative walk time to nearest light rail stop) means time to get to Capitol Hill or downtown increase to the point where it make more sense to drive.	3/10/2015 9:17 PM
901	Frequency helps me get more done during the day.	3/10/2015 9:13 PM
902	I would use transit to get to Sand Point, which is currently difficult and slow. I work for The Mountaineers, although not at the Sand Point office, I frequently organize events there or need to go for meetings. I often worry about holding events there, because it is currently difficult to access. Route 16 would be a major boon for my own needs and for our events.	3/10/2015 8:27 PM
903	Because I wouldn't have to wait for the bus as long or worry about what time to try to catch it.	3/10/2015 8:08 PM
904	I would be forced to transport my wife to work as a single car family, increasing more cars on the streets and less ridership.	3/10/2015 7:32 PM
905	Most trips I would take would be quicker.	3/10/2015 6:59 PM
906	Most of my destinations are currently within walking distance.	3/10/2015 6:00 PM
907	the 16 is my main option for commuting to and from downtown.	3/10/2015 6:00 PM
908	1. More frequent service on route 75 2. It becomes much more feasible to get from my home to the airport.	3/10/2015 5:40 PM

909	More frequent bus service reduces the stress of timing of bus arrival and allows a more comparable travel time to getting in my car. I have to be at First hill by 7 am and I dislike having to catch a bus @ 6:08 because it only comes every 30 minutes.	3/10/2015 5:26 PM
910	Bryant to Seattle Center now is really slow (route 32). We often drive instead.	3/10/2015 4:41 PM
911	I am dependent on Metro transit wherever I go. So I'd have to use Metro Transit to go everywhere just as I do now, and nothing would change for me.	3/10/2015 4:39 PM
912	Some trips would improve: getting to/from the local library or grocery store & getting to/from Fremont. Downtown would be tougher, especially with children...and I do off peak trips downtown with children for things like the aquarium, museums, and stadium.	3/10/2015 4:35 PM
913	I use transit every day for my commute; doesn't seem like I'd be changing that anytime in the future.	3/10/2015 4:31 PM
914	Reasonable time, can get where I want to go	3/10/2015 3:56 PM
915	I would feel safer with less wait time at stops and with more people at consolidated stops.	3/10/2015 3:52 PM
916	Lack of connection between Northgate and Greenwood has been a major factor preventing us from using transit as often as we'd like. Getting from east to west should not be so hard!	3/10/2015 3:48 PM
917	more direct connection to my employer (SCH)	3/10/2015 3:35 PM
918	better chance of bus being on time and frequency	3/10/2015 2:53 PM
919	Faster travel downtown using 26 bus	3/10/2015 2:46 PM
920	As I don't have a car, I would still rely on transit the same as I do now.	3/10/2015 2:31 PM
921	Higher frequency on all routes and better access to Lake City Way/North Seattle will reduce the amount of Car2Go trips I take due to inconvenience.	3/10/2015 1:25 PM
922	Not as convenient.	3/10/2015 1:06 PM
923	without the 11 and 12 I might as well drive and use my handicap placard	3/10/2015 12:47 PM
924	It is difficult to assess changes like these before they are implemented.	3/10/2015 12:25 PM
925	May use transit less because of longer travel times.	3/10/2015 11:46 AM
926	Aurora/99 is significantly more efficient than Fremont/Fremont Bridge due to major traffic around the bridge.	3/10/2015 11:18 AM
927	It would take 15 minutes to walk to 43 or 48, more to walk up the hill to the 49, even more to walk to the light rail station.	3/10/2015 11:17 AM
928	I don't see any bus service that gets even close to the light rail station.	3/10/2015 11:11 AM
929	Better link to where I want to go. More frequent transit is important.	3/10/2015 10:40 AM
930	Because I live in Madison Park and Alternative 1 would eliminate Route 11 service to Madison Park.	3/10/2015 9:48 AM
931	It would depend on the timing of the 76 route. I am concerned about changes that would force me to take a bus to light rail and then light rail downtown. That would take too long and I don't want to make transfers to go the 7 miles from Wedgwood to Downtown Seattle.	3/10/2015 9:46 AM
932	May have to walk to Link from Home.	3/10/2015 9:30 AM
933	The more frequent service would induce me to take a bus because I wouldn't have to wait for one very long.	3/10/2015 8:18 AM
934	I will drive the 10-12 minutes to the Redmond Transit Center and catch the 545. Freakin' awesome. I have to still get in my car to get to a bus that will take me into downtown Seattle. It is official, common sense has left the USA.	3/10/2015 8:13 AM
935	My use is occasional in this area, not for commuting	3/10/2015 5:46 AM
936	Increased frequency and connectivity to the light rail station.	3/10/2015 1:09 AM
937	My wife is not comfortable taking my 1-year-old daughter on a bus without a carseat, and metro buses lack accommodations for such.	3/9/2015 10:57 PM

938	Because I'm afraid the 16 will be so over crowded by the time it reaches Dexter that no one along Dexter will be able to get on the bus and I will be forced to walk. The peak 26 and 28 is already overcrowded by the time it reaches the southern points along Dexter. There are numerous apartment buildings currently under construction or planned for construction along Dexter. None of those people will have viable transportation options.	3/9/2015 10:19 PM
939	I hate waiting around for the bus to come. If it comes more frequently, I'll ride more often.	3/9/2015 10:03 PM
940	See above. I do not want to have to transfer on Capitol Hill just to finish the last part of my commute downtown.	3/9/2015 9:56 PM
941	The transit network would be radically improved for me, my wife, and friends.	3/9/2015 8:44 PM
942	While it doesn't really matter to me which Alternative is implemented, I'd like to see more people use transit.	3/9/2015 8:40 PM
943	there is not very frequent service to first Hill from Greenwood that matches my work shifts 1100-2330	3/9/2015 8:30 PM
944	can't access 71 without a car.	3/9/2015 8:28 PM
945	With greater frequency and a more intuitive gridded system of routes, Metro buses would operate more like train lines, and would reduce the time penalty compared to driving.	3/9/2015 8:27 PM
946	There wouldn't be any bus service in Madison Park.	3/9/2015 8:16 PM
947	It's obvious. You don't provide any specific information about what happens to current bus service to be able to give an informed answer.	3/9/2015 8:15 PM
948	There is absolutely no improvement to my 8-mile, FORTYFIVE MINUTE commute from Sand Point to Downtown.	3/9/2015 8:11 PM
949	I would be able to much more easily get to my job in Bellevue from where I live in Greenwood	3/9/2015 7:03 PM
950	I would have to walk further and spend more time transferring. Overall, that would make my transit time longer.	3/9/2015 6:24 PM
951	Would have to depend less on ride shre	3/9/2015 5:56 PM
952	if wait times at night were more frequent I would be more likely to ride bus home from work	3/9/2015 5:48 PM
953	It depends if I can get to the UW medical center from maple leaf/northgate by 6:30 AM or 6:30 PM with the same time return trips on weekdays and weekends and holidays.	3/9/2015 5:42 PM
954	I would just suck it up and walk, thought I would be annoyed	3/9/2015 5:34 PM
955	I would end up driving to get to downtown Seattle, the alternative is just too slow.	3/9/2015 5:22 PM
956	Better coordinated approach - a system's view of transportation.	3/9/2015 4:41 PM
957	I need to get around somehow	3/9/2015 4:36 PM
958	Because I would have to climb very steep hills for a few blocks to get to the bus stop.	3/9/2015 4:27 PM
959	It would be less convenient for me to get to downtown when that is my destination (I would have to walk to Eastlake Ave E which is 1/2 mile away for me but worse for those living in Montlake) and I would use transit much less if my destination is the airport. Do you really think people will drag luggage 1/2 mile to a bus, then transfer? Who do you think is going to use the Light Rail stations? Is all of this just for students and people who live close to the stations? Where is the concept of using existing buses to get transit users to the stations? Do we all have to get in cars and park next to the stations?	3/9/2015 4:24 PM
960	I'm committed to using transit.	3/9/2015 4:22 PM
961	Getting Downtown would be much more difficult.	3/9/2015 3:38 PM
962	I would use the concept 67 daily. Roosevelt Way NE is much more convenient for me than 5th or 15th, and adding Sunday bus service along this route would make riding the bus an easy choice.	3/9/2015 3:34 PM
963	The current bus is not frequent and reliable enough for my schedule.	3/9/2015 3:24 PM
964	Because it's difficult to read and assess your maps and understand the implications of it which are unknown. The #11 eliminated bus stops within the past 2 years have negatively impacted my commute - the stop near my work was axed and walking to the next stop is time consuming. Some of us just want to catch bus as quickly as possible and go home or wherever I need to be. Walking a quarter mile or more is not just convenient, it costs me money. I have to add on an additional time to use the bus system. If the public transit becomes too time consuming for me, I will opt to drive alone. I'm tired.	3/9/2015 3:14 PM

965	I drive more often than I want too, b/c of reluctance to make multiple transfers, or fear of being stuck without transport at certain times.	3/9/2015 3:07 PM
966	I would probably have to find a new place to live that was on a bus line. :(	3/9/2015 3:01 PM
967	the alternatives are not clear enough for me to accurately compare them. A narrative is inadequate.	3/9/2015 2:52 PM
968	Having to go further to access transit is not acceptable. Having to transfer more is not acceptable.	3/9/2015 2:42 PM
969	Too many transfers	3/9/2015 2:39 PM
970	We all ride the bus a lot. I doubt that would change. Except for the issue mentioned above (getting from Montlake to Capitol Hill) I personally would rather walk farther than wait longer.	3/9/2015 2:19 PM
971	Alternative 1 pretty much takes away all transit service within a 1/2 mile of where I live. I have a car. I don't like driving, but where I live isn't very safe to walk in (lack of crosswalks, busy streets/highway, bad sidewalks), and the hills are pretty steep, so driving would be a lot faster and easier in comparison.	3/9/2015 2:17 PM
972	I like the direct connection to Fremont from central Wallingford via the rerouted 16, but I'm really leery of taking the route off Aurora. It already tends to be late and can be infuriatingly unpredictable, and subjecting it to the horrific traffic on Mercer won't make that any better. Getting to North Seattle College also gets significantly more difficult, especially if the 16 remains unpredictable. Do I take the 16 from 54th and Meridian up to where it runs into the 26X on 65th? In theory I'd wait at most 10 minutes, but I'm skeptical. The other option is to walk an extra 10 minutes over to Latona, with lots of wasted effort thanks to the weird deviation from the street grid between the two. There's no transit west of Meridian, so changes to the 16 have a big impact to people living near Green Lake Park.	3/9/2015 1:53 PM
973	Remains to be seen...	3/9/2015 1:52 PM
974	Frequency of service often keeps me from riding the bus. Especially to get downtown. But if there are good bus connections from Bryant to the UW Link Light Rail, I'd go downtown more often!	3/9/2015 1:40 PM
975	My primary use of the 16 is to and from downtown and to and from North Seattle College. It will make more sense to bike rather than bus if alternative 1 is implemented.	3/9/2015 1:21 PM
976	Timing! Less buses means I have to plan more and therefore can't get to where I need.	3/9/2015 1:15 PM
977	I would have less bus access (both the 25 and 43/48 service down 24th would be eliminated or go away)	3/9/2015 1:01 PM
978	Frequent service will make my overall trip shorter since much of my commute time involves waiting for a bus.	3/9/2015 12:46 PM
979	Less convenient to get to NOAA Sand Point from southeast end of Wallingford than current structure.	3/9/2015 12:04 PM
980	The new light rail station doesn't help me get to downtown faster (with the extra walking added in), and doesn't help me get between East Cap Hill & Maple Leaf at all.	3/9/2015 11:52 AM
981	To get to the airport I'd go to UW rather than Westlake	3/9/2015 11:50 AM
982	Currently the service takes me directly from the park and ride to the work without having to make any transfers - nearly door to door service. Having to transfer at UW and wait for light rail to finish the commute is adding additional time to an already very long commute.	3/9/2015 11:47 AM
983	If there wasn't a transfer and needing to wait outside I would use it.	3/9/2015 11:05 AM
984	Easier to get to places I'd go by car.	3/9/2015 11:00 AM
985	It would depend ultimately on overall travel time including time for connections and time to get to a bus stop.	3/9/2015 10:45 AM
986	I still work 5-6 days per week and use Metro each time.	3/9/2015 10:36 AM
987	I have to get to work everyday, and I will not be getting in my car to do that, so however Metro is configured, I will ride it.	3/9/2015 10:18 AM
988	Transit is my main mode of transportation in Seattle.	3/9/2015 10:13 AM
989	You have eliminated my ability to use the bus. I live on NE 80th. Distances are too far for me to walk to catch a bus. Congratulations -- I'll be forced to go to work in my car and pay over an hour's worth of wages to pay for parking.	3/9/2015 10:08 AM
990	More access to more places. With all the cars a bus is the way to relax to get somewhere. No longer to park in many places has limited my desire to go to some neighborhoods that I have visited for years and years.	3/9/2015 10:02 AM

991	Better and more timely service	3/9/2015 10:02 AM
992	On days when I cannot get in early, I end up having to drive since the buses I rely on to get to the Eastside (242 and 542) do not run in the middle of the day.	3/9/2015 10:01 AM
993	I rarely travel to North Seattle, I used to daily when I worked at North Seattle College	3/9/2015 9:58 AM
994	Presumably I'd have a better transit option to get downtown on the weekends or late-nights after work.	3/9/2015 9:55 AM
995	Wait times decreased. Encourages walking.	3/9/2015 9:52 AM
996	Too difficult to get to the bus stops.	3/9/2015 9:50 AM
997	I already ride the bus most of the time. For my home location, there isn't a lot of change here. But I definitely might use Link from the University to Capitol Hill, Beacon Hill, and the airport.	3/9/2015 9:22 AM
998	Most of my trips are between NW Seattle and downtown (including points in between); my occasional transit trips to NW Seattle, UW, and Capitol Hill would probably not be affected.	3/9/2015 9:17 AM
999	I don't think it affects the South end.	3/9/2015 9:06 AM
1000	the above descriptions are confusing. A simple map by route change would help. Current vs. proposed.	3/9/2015 8:35 AM
1001	Options to University / Ravenna area are more limited. Currently I use Route 74 primarily, but take 71, 72, 73 and 76 as alternates (particularly from downtown headed north). All of these routes already are overcrowded (I frequently am left standing on the platform at Westlake Center), so eliminating them will just put more pressure on the remaining services.	3/9/2015 8:31 AM
1002	The new 45 routed to Bellevue would give me better, more frequent access to U-Link, 520, Bellevue, and Kirkland (transfer).	3/9/2015 8:02 AM
1003	I don't understand how it will affect me. I use the bus stop at 20 and Lake city way.	3/9/2015 7:49 AM
1004	More frequency on core routes in the CD, more connections to north Seattle (I *LOVE* the 48->67 through route to Northgate!), expanded span of service.	3/9/2015 6:34 AM
1005	makes it even more complicated to come here and more travelling time. i rather drive then	3/9/2015 5:44 AM
1006	Easy transfers from link to new, direct and simple bus lines	3/9/2015 5:18 AM
1007	More frequent service in northeast Seattle. Better service to NOAA.	3/9/2015 2:41 AM
1008	I rely on the 43 in my area - rail is .6 miles away	3/8/2015 10:03 PM
1009	I use transit to commute for work.	3/8/2015 9:45 PM
1010	It will take me longer to get downtown and to the U District (not campus) and the service will be considerably less reliable than what I use now.	3/8/2015 9:23 PM
1011	Not as much change/improvement for someone living in Ballard.	3/8/2015 9:23 PM
1012	My use of transit is not dependent on its frequency of service; I employ it when other modes of transportation are infeasible. Nonetheless, I am in favor of frequent, reliable service, as it will reduce the burden of utilizing transit.	3/8/2015 9:19 PM
1013	E Line and the #301 are the only bus routes I have access to use	3/8/2015 8:52 PM
1014	Right now bussing to airport is not reliable and fast enough and convenient enough.	3/8/2015 7:33 PM
1015	Oftentimes there are destinations that are difficult to reach via bus. With the additional lines and frequency and the ease of getting to Capital Hill, it will change this dramatically. Being able to go to Greenlake, a park that is safer to walk by myself compared to Magnuson, I won't have to drive there anymore.	3/8/2015 6:26 PM
1016	Most days, I ride my bike to and from work. When I do take the bus, I have many options, as my neighborhood has a lot of route choices to get to downtown. I am worried that most of these peak-commute buses are full/standing room only most days, so I know they are well-traveled. The information does not give me a sense of whether there will be improved net capacity with either option, at the times I travel.	3/8/2015 6:25 PM
1017	More frequent ride times.	3/8/2015 3:46 PM

1018	Hopefully more than adequate parking would be available. As it is now, if I don't make to park and ride before 8:00am I am out of luck. I wouldn't be have to re-work my commute when I need to get between kirkland/seattle during off-peak hours in a reasonable time and to my destination. Maybe I wouldn't have to stand for the entire trip.	3/8/2015 3:45 PM
1019	Right now, it is difficult to travel from Ballard to Sand Point. A direct bus route from NW to NE Seattle would make my commute easier by bus! Also, more frequent buses will make it easier to take the bus whenever I need to instead of having to pre-plan trips in more detail.	3/8/2015 3:40 PM
1020	I would have to rent more cars to get to my destinations because having to transfer multiple times would take longer and be more difficult. The timeline might work on paper but not in reality.	3/8/2015 3:00 PM
1021	it becomes harder and harder to commute by bus. i now drive when i have to be in dt Bellevue as you deleted the 243, and i see similar things happening again. now, we aren't hipsters in ne Seattle only using buses, but we are the people who try to use it to commute to work. hard to walk in the rain, or the sun to make a connection dressed in a suit.	3/8/2015 11:56 AM
1022	Unless you are traveling at peak times, transit is very unreliable and takes a long time (having to wait 1/2 an hour between buses). I'll be more inclined to take the bus if it comes more often and is more reliable.	3/8/2015 11:36 AM
1023	It is hard to tell what ridership will be. It seems like you have not reduced peak time to make the busses unbearable, but if this did happen I'd start driving to work. Busses are already overcrowded.	3/8/2015 10:54 AM
1024	I already bus commute daily from Fremont to Bellevue. The Frequency and service on the lines I use are the same or improved on my daily commute, and the same is true for lines I use on the weekends. Also, I don't own a car. There's no reason for me to use transit any less than I already do.	3/8/2015 10:22 AM
1025	use transit to access downtown Seattle	3/8/2015 9:19 AM
1026	I don't use it as often as I'd like because of hills. if I had to walk further to get public transport, I'd not use it at all. what I like about where I get 1 bus now, is the street where I catch the bus, has less traffic than the street with rapid ride and likely to be the bus & street I'd have to take with Alt #1. I'm a senior and prefer closeness to a bus on a quieter but not dead, street.	3/8/2015 9:08 AM
1027	My routes would not serve me as well. I would have to drive.	3/8/2015 7:17 AM
1028	see above "Other" response	3/7/2015 11:25 PM
1029	I already rely on it for regular travel; the added benefit of more regular times would be greatly appreciated but wouldn't change my ridership.	3/7/2015 9:51 PM
1030	Frequent transit would make it easier to get around without owning a car	3/7/2015 7:40 PM
1031	I commute to work only and drive everywhere else now, but the new light rail in the U district will make going downtown and to capitol hill a lot easier without having to drive.	3/7/2015 6:56 PM
1032	I haven't traveled much north of the U District because I don't like to transfer and don't know what the options are.	3/7/2015 6:40 PM
1033	See above	3/7/2015 6:20 PM
1034	It would be much easier to get groceries with route 16.	3/7/2015 5:14 PM
1035	Buses in my neighborhood would run every 15 minutes instead of every 30 minutes. This is especially important since there is no bus going downtown - a transfer is necessary.	3/7/2015 5:09 PM
1036	Not sure if revisions of Routes 70, 71, 72 or 73 would be good for commuting between International District, Downtown & U-Dist. South Lake Union already only has a few good connections to UW/Ravenna/Northgate, so any elimination of portions of the 70s buses or the 66X would make things trickier for many people who won't live close to the Capitol Hill Station for Rail. I'm worried people can't or won't travel uphill or transfer to get to the Link. In my opinion we need more non-express buses to all the 70s areas, I can't take the 71-73 already when they are express because I live in SLU and when they bypass Fairview, they aren't useful to me.	3/7/2015 4:59 PM
1037	Because what is going to happen if Alt 1 is done will be less options and less real service but the proposal doesn't tell us that. I was part of the so called planning for the C line. What was promised was not what we got. In this case the same old and tired tricks are being used and the same assumption that we all are too stupid to figure it out.	3/7/2015 3:16 PM
1038	Has the least impact to me. I live north and want to get around. If I travel north to downtown I can get to capitol hill and home...	3/7/2015 2:16 PM

1039	- Love new route 38 and 16. - Lots of routes connecting to the new Link Lightrail to UW	3/7/2015 2:11 PM
1040	Working Parttime - most likely to want to use transit to get to UW light rail, Downtown Seattle (offpeak), and UW light rail to get to the airport. There is no convenient service to Shoreline where I work PT; this alternative would not affect that fact.	3/7/2015 2:00 PM
1041	My frequent use of transit for my daily commute would be unaffected. But more frequent service on the weekend would allow me to do family outings by bus rather than car. Currently it's too hard to hit an infrequent bus departure with kids in tow.	3/7/2015 1:44 PM
1042	I would stay home more since getting to a bus would be harder. Seattle is getting harder to live in for older people and the handicapped.	3/7/2015 1:34 PM
1043	These changes don't affect the principal routes I use - 303. It does affect slightly the 66/67/73/373 which I sometimes take. I think the proposed alternatives, primarily 1 would work best for me in those times when I need that service.	3/7/2015 1:07 PM
1044	I would be able to get to Lake City and other places more frequently and directly from Sound Transit station transfer points	3/7/2015 12:44 PM
1045	I see no easy connection to the paths I currently take. Walking uphill with a load is not my best plan seeing as I'll lose easy connections to the library and markets. Target shoppers will lose their connection to Meridian Ave N	3/7/2015 12:19 PM
1046	Better ability to get to and from downtown and Seattle Center from 55th and Roosevelt for evening theater. Currently driving is my only option.	3/7/2015 12:09 PM
1047	Need one major, frequett "feeder: to/from NE45th St in Laurelhursy to UW lightrail	3/7/2015 12:09 PM
1048	Less need to drive home when it's late	3/7/2015 11:53 AM
1049	Working at Sandpoint/Seattle Children's and frequenting the Greenwood/Roosevelt/Wallingford/Fremont area, would love to have better connections like the proposed change to Route 16.	3/7/2015 11:52 AM
1050	Routes to UW link station is less convenient	3/7/2015 11:42 AM
1051	It is hard to understand the statements and to make a determination on what you are trying to get at.	3/7/2015 11:24 AM
1052	I hate waiting for the bus, but not walking to it.	3/7/2015 11:17 AM
1053	It goes to places I already visit by car but it does so in a way that values my time enough for me to consider leaving the car behind.	3/7/2015 10:53 AM
1054	Where my wife and I currently live on 40th in Wallingford is well served by the 31/32/26, and a short walk will get us to the 44. The option of taking a bus to a light rail train to get to Mariners Games, or to the Airport greatly excites both my wife and I and would replace many trips we would choose to take our car on.	3/7/2015 10:43 AM
1055	Easier to commute from my neighborhood to other neighborhood hubs, especially on Capitol Hill and the Central District.	3/7/2015 10:22 AM
1056	Because it would be too difficult to get around without the handy buses.	3/7/2015 10:08 AM
1057	The new connections and the increased frequencies would make more areas practically accessible to me.	3/7/2015 10:05 AM
1058	I'd just drive from Cap Hill to Loyal Heights, rather than take multiple buses.	3/7/2015 9:56 AM
1059	I work at 45th and the Ave but commute via downtown. Light rail at Husky Stadium will still involve a lot of walking from there up to the office. The through-campus routes would be extremely useful.	3/7/2015 9:50 AM
1060	Taking transit means I don't need to worry about parking or gas	3/7/2015 9:34 AM
1061	Faster service to Capitol Hill, more frequent connections Greenlake from Ravenna (route 16) would make it easier to connect to route 542 for commuting. Faster connection to downtown via light link rail + 372x.	3/7/2015 9:31 AM
1062	If I'm headed to work after the last 77X/64X (I'm about halfway between them just east of 15th), any transit option I have is slower than my options today (see answer to question 8). Today, it's about equally fast in the morning to use a close 72/73 stop as it is to walk further to 64/66/77, so I have lots of options.	3/7/2015 8:54 AM

1063	If you increase frequency and reliability of transit to the UW stadium station when it opens, then I will use transit more. I live in Roosevelt and really want to use that station to commute to my job in Queen Anne (I already have to go through downtown and transfer at Westlake, so why not make it much faster by using the train). However, this will only be possible for me if Metro improves service between Roosevelt/northern U District and the stadium area. The stadium is not near much residential density so it will be vital that Metro provides frequent (the same bus comes every 5-7 minutes at rush hour), reliable service from different neighborhoods in north Seattle to the stadium station when it opens.	3/7/2015 8:53 AM
1064	Currently, transit is so bad in my neighborhood that it is prohibitive. There is no weekend transit and no mid day or evening transit out of this neighborhood that doesn't involve a prohibitively long walk.	3/7/2015 8:46 AM
1065	More destinations would be come much easier to get to. Montlake, Magnusson park (from other neighborhoods), and moving between the U, Wallingford/Fremont/Ballard	3/7/2015 8:44 AM
1066	I'm actually looking forward to possibly using the capital line if possible. I'm hoping to ride the Sound Transit sounder from Puyallup where I live to downtown then catch the capital line then a bus to Sand Point. I'm hoping my travel times will go down somewhat.	3/7/2015 8:28 AM
1067	I do not need transit to North Seattle except for the U District.	3/7/2015 7:54 AM
1068	Higher frequency and integration with U link will make bus more time competitive with biking	3/7/2015 7:46 AM
1069	More accessible places, especially on weekends	3/7/2015 7:01 AM
1070	I don't mind traveling a few blocks to my stop if 1) service involved fewer transfers and 2) service was fairly frequent or at least on time (though the latter is too hard to accomplish here, i understand)	3/7/2015 6:40 AM
1071	Increased bus frequency means lower variation in travel time. Consolidated routes mean easier to get new places. Consolidated bus stops means increased safety while traveling.	3/7/2015 6:28 AM
1072	No direct service; transfer takes additional time	3/7/2015 1:06 AM
1073	I come from Ballard And more service serving Sunset hill	3/7/2015 12:51 AM
1074	Since I could just walk to a stop and know a bus is going to come. Less planning is better. Right now I would use the 49 more if I knew it would come when I needed it to.	3/7/2015 12:44 AM
1075	I believe I would have greater access to more locations in the disposable tie I have.	3/7/2015 12:14 AM
1076	I would use transit the same amount, but I would be able to use it more efficiently without having to worry about short or awkward transfer times.	3/7/2015 12:09 AM
1077	Proximity of routes to origin and destination points is important in ease of usage, and therefore usage.	3/6/2015 11:29 PM
1078	The biggest reason I choose not to take transit (when I make that choice) is because routes don't have frequent/fast enough service. This would go a long way toward fixing that problem.	3/6/2015 11:12 PM
1079	Frequent service to the light rail station would allow me to skip the long slow service between downtown and NE Seattle during rush hour.	3/6/2015 10:55 PM
1080	It would be a crazy waste of time going home. Getting from downtown where my bus from I-90 goes is fine, the Link Rail would overshoot my destination, but get me to the U and then I'd have to backtrack on the 48 which probably would be crammed. Going home would reverse this and be much more time wasting than getting the fairly frequent 43 or the less frequent 12 from that area.	3/6/2015 10:28 PM
1081	more frequency, more direct connection possibilities	3/6/2015 10:13 PM
1082	It take me the same amount of time to ride transit as it does to drive my car, because it the same roads. Use transit to get me to the nearest light rail station as quickly as possible.	3/6/2015 10:11 PM
1083	It's difficult to imagine all of the potential benefits and consequences of this plan. I'm afraid that travel time to reach the bus would be a big problem. However, I think there is a huge benefit to knowing a bus will come within 15 minutes, and this outweighs many costs.	3/6/2015 9:17 PM
1084	It seems as if this is all about =NE= Seattle, which doesn't affect/help/harm me one way or another. (I live and mostly travel in -NW- Seattle, so...)	3/6/2015 9:12 PM
1085	because if you split routes into 2 numbers, there is a possibility that half of that route may be deleted in the future. plus it's very confusing to have 2 route numbers for the same ride, it confuses trip planner apps.	3/6/2015 9:03 PM

1086	eliminating 71 causes me to have to make two transfers at minimum to catch the 271 to Bellevue (271 would be my third bus to get to work). This makes me want to purchase a car and drive to work, I don't want this hassle and would be less inclined to ride transit again.	3/6/2015 8:42 PM
1087	It would be far less convenient to catch the bus going out of the neighborhood. It also would be difficult to begin using light rail to the airport, which is a major hope for opening of the new UW station. My larger concern is for neighbors who are mobility-impaired and would be unable to walk to the Alt. 1 bus stops.	3/6/2015 8:35 PM
1088	Because there are not speed and reliability improvements to the 44 implemented, I would likely use it about the same amount and would probably drive as often as I do to the U-District. The 45 would probably result in me using that slightly more than I do currently.	3/6/2015 8:32 PM
1089	I rarely use transit except for work because of the poor frequency during non-rush hours so I would be more likely to use it with greater frequency and access to the train.	3/6/2015 8:19 PM
1090	If transit were more reliable and frequent I'd be more likely to take spur-of-the-moment trips.	3/6/2015 8:19 PM
1091	If service was more reliable and more frequent I would be more likely to use transit on spur-of-the-moment trips.	3/6/2015 8:17 PM
1092	I mostly walk to take the 41; I would like more 41 buses downtown	3/6/2015 8:12 PM
1093	I will DRIVE to west UW and continue to catch the 355.	3/6/2015 8:10 PM
1094	The downtown to Fremont Bridge routes are the most essential for my commute in the northern region, and	3/6/2015 8:04 PM
1095	read the alternatives differences....pretty much lists the drawbacks to alternative 1	3/6/2015 8:03 PM
1096	Bus is my primary mode of transportation, so I will figure out how to use the new routes. However, in the case of the described in item 8 above, I may need to switch to Car2go or taxi.	3/6/2015 8:03 PM
1097	I would be able to get to more places more easily.	3/6/2015 8:01 PM
1098	Why?	3/6/2015 7:57 PM
1099	Shorter wait times at origin and points of transfer.	3/6/2015 7:57 PM
1100	I'm about to finish school and expect my route needs to change.	3/6/2015 7:55 PM
1101	Much better frequency to many destinations I care about, especially Wallingford and Fremont	3/6/2015 7:50 PM
1102	because more frequent buses from light rail stations would decrease travel times.	3/6/2015 7:47 PM
1103	I can always walk or bike	3/6/2015 7:42 PM
1104	It would no longer be easy for me - need service to Montlake, not to U District	3/6/2015 7:41 PM
1105	I would not be able to get to the bus stop	3/6/2015 7:40 PM
1106	Not exactly sure but I'm concerned that I would have a harder time getting to and from downtown. I sometimes come home around 11 pm when I've ushered at one of the theaters(Paramount or The Moore.) Now I'm comfortable walking alone the two blocks from the bus stop at NE 80th St and 40th Ave NE	3/6/2015 7:21 PM
1107	Maybe easier to get to downtown Seattle from the Eastside.	3/6/2015 7:20 PM
1108	Because there's nothing here about NW Seattle	3/6/2015 6:55 PM
1109	Frequent connections, more coverage to more places	3/6/2015 6:53 PM
1110	I would use transit less, as there would be less service to my neighbourhood at NE 75th Street and 35th Ave NE during non-peak hours. I'm actually looking at MOVING to another neighbourhood closer to downtown in order to get better metro service to downtown.	3/6/2015 6:30 PM
1111	Weekend service to Northeast Seattle + suburbs are major for me. More service to Capitol Hill and Downtown mean I won't drive as much	3/6/2015 6:30 PM
1112	It would take dipping into my pocket twice to go to the same area that I now can do on Metro.	3/6/2015 6:22 PM
1113	because I wouldn't be able to walk to the bus stop.	3/6/2015 6:19 PM
1114	Currently, no frequent (every 15- minutes) buses run anywhere near my house. After the change, the 65 will come every 15 minutes! This is awesome! I also like how you removed all day half hour service looping through View Ridge -- almost no one used the bus in this area, and it made the 71 half an hour slower. The frequent 65 is much more important to me than the meandering 71.	3/6/2015 6:17 PM

1115	It really doesn't change access to downtown. It does make it faster but only because Link is faster than the 71/72/73X.	3/6/2015 5:53 PM
1116	I would take the 542+Link combination suggested to Redmond. Wouldn't mind it as an alternative to the 545.	3/6/2015 5:51 PM
1117	More pickups means less waiting time so more chances to ride.	3/6/2015 5:50 PM
1118	See above. There would be no bus out of Madison Park, so I'd drive!	3/6/2015 5:45 PM
1119	Faster to get from Ballard to University.	3/6/2015 5:40 PM
1120	Quicker and easier to get to the U-District.	3/6/2015 5:38 PM
1121	More direct route to get to U-Village from Capitol Hill. Shorter wait times.	3/6/2015 5:38 PM
1122	I would have to transfer from 71 (or lack there of) to either light rail or some other bus. I can take a 71 without transferring now...why would I want to transfer if I don't have to now????? I *knew* this would happen. You will rot.	3/6/2015 5:37 PM
1123	deletion of one of my most frequently used routes!	3/6/2015 5:29 PM
1124	Loss/degradation of multiple options	3/6/2015 5:28 PM
1125	I don't travel very often to UDistrict or neighborhoods in N Seattle	3/6/2015 5:19 PM
1126	The 16 would become out of reach for me. It would eliminate easy access to University Avenue, or, best case scenario, increase travel time by an entire twenty minutes. Diverting the 71 to Sand Point Way does not make sense, since they already have service	3/6/2015 5:17 PM
1127	it's already too difficult to get to the east side and underserved areas, especially evenings and weekends. I work til 7pm, the bus is useless to/from east side for me after work.	3/6/2015 5:12 PM
1128	It depends where the bus stops will be. My daily commute by bus is several miles. If I need to walk too far to get to the bus stop, it may be easier for me to simply walk.	3/6/2015 5:11 PM
1129	I rely on 373x to commute from Victory Heights to UW everyday for work. If this route is being removed from the plan, my commute time will greatly increase.	3/6/2015 5:10 PM
1130	It's more frequent.	3/6/2015 5:09 PM
1131	I will be much more likely to use the light rail than the long bus ride downtown. Also, will use light rail to get to Capitol Hill. Just need to see if there is a convenient way to get to the light rail stations. I could see walking down, weather reasonably willing, but would be nice to have a quick and efficient way to get back up 35th at the end of the day.	3/6/2015 5:08 PM
1132	Shorter wait times are the most important to me.	3/6/2015 5:06 PM
1133	I could use transit to reach the new Light Rail station at Montlake fairly easily	3/6/2015 5:01 PM
1134	I mainly use the bus for going downtown from N. Capital Hill and will use the 10, 12, 25	3/6/2015 4:53 PM
1135	Alternative 1 provides more frequent, direct service between places I want to visit. Places that aren't directly served have frequent connections.	3/6/2015 4:49 PM
1136	I have no choice -- I don't own a car.	3/6/2015 4:48 PM
1137	More frequent service means I need to plan less. I just walk to the stop and get on the bus, and love that the bus takes me to the new light rail.	3/6/2015 4:47 PM
1138	Transit is my primary mode of transportation to work M-F, and I am unlikely to change that.	3/6/2015 4:45 PM
1139	increased 48 service.	3/6/2015 4:43 PM

1140	I work on the NOAA campus at Sand Point and commute from Fremont. With the changes to the route 30, my door-to-door commute went from 35 minutes to roughly 50 minutes because I now have a 15 minute walk from the 75 on Sand Point Way NE onto the campus. As a result, I more often carpool with a coworker to avoid two nearly mile-long walks to the bus stop each day in dark or inclement weather. With the changes to the 16, both my coworker and I myself could more easily and frequently commute to work via bus.	3/6/2015 4:34 PM
1141	the alternative do not address my concern	3/6/2015 4:30 PM
1142	I already use transit as my primary source of transportation	3/6/2015 4:28 PM
1143	I could more easily get to the infrequent places I visit such as ballard, fremont, wallingford by using the new link light rail station to get to university district and catch a bus to those other neighborhoods. But, overall on a daily basis I will not be able to get to the places I actually need to go by bus, including Montlake Community Center and 148th Ave NE in Redmond. Two main routes that I use to get to key places on the Eastside and in Montlake (242 and 25) will be much more difficult to access by public transportation if no buses go there.	3/6/2015 4:26 PM
1144	More frequent and more reliable.	3/6/2015 4:18 PM
1145	Because I think it will be easier for me (disabled rider).	3/6/2015 4:16 PM
1146	I could go more places more often.	3/6/2015 4:14 PM
1147	I use transit all the time anyway but I would be happier about it with alternative 1	3/6/2015 4:12 PM
1148	My major transportation is Metro and Sound Transit.	3/6/2015 4:10 PM
1149	None of these changes appear to include Woodinville where I live.	3/6/2015 4:10 PM
1150	It is designed for commuters. I am an elderly without a car. I use Metro for errands, meetings, visiting friends and family and to reach other neighborhoods.	3/6/2015 4:08 PM
1151	The most viable route for me to and from work is the 64x. It already takes approximately twice as long as commuting by car each direction. As expensive as parking is, time has value, too, and I strongly believe the proposed route change to South Lake Union would make this bus trip longer, especially in the evening.	3/6/2015 4:07 PM
1152	Easier access would encourage me to go out later in the day.	3/6/2015 4:07 PM
1153	Longer walks to more crowded buses does not good transit make.	3/6/2015 4:04 PM
1154	I would cut out the middle-man bus lines 10, 11, & 49.	3/6/2015 4:03 PM
1155	Better connections to place I might like to go where I currently don't go or only go in a car,	3/6/2015 4:02 PM
1156	Easier to get to nighttime and weekend destinations. I already use Metro for commuting.	3/6/2015 4:01 PM
1157	Because I rely on transit for everything I do, and I go all over the city.	3/6/2015 4:00 PM
1158	My route would be gone and takes too long to walk the extra distance to ride a much slower route and still have to transfer downtown.	3/6/2015 3:56 PM
1159	If the 73 becomes less accessible to me, I'll have to start using the Hyde Shuttle for doctor appointments in the U District.	3/6/2015 3:52 PM
1160	I would drive. I would either drive so that I didn't need to transfer buses, or I would just drive all of the way.	3/6/2015 3:51 PM
1161	I would have to walk 10 minutes to the bus stop. I can ride my bike to UW in that same time.	3/6/2015 3:49 PM
1162	I want a quick ride between downtown and Capitol Hill or Capitol Hill and the Seattle Center. The current routes meet this need as is. I objected to the elimination of ROute # 47 which was the most convenient for me. It is still my preference since it avoided the congestion on Broadway. I don't see how the #49 is going to be able to maintain its schedule with this additon	3/6/2015 3:44 PM
1163	The 372 is not as frequent as I would like. This would give me the option to go downtown in less time and take the 312 or ST522 from Downtown easier.	3/6/2015 3:43 PM
1164	More transit per hour	3/6/2015 3:43 PM
1165	Might be moving before implementation, although new home and work would be determined partially by how the buses are configured	3/6/2015 3:43 PM
1166	simpler	3/6/2015 3:42 PM

1167	My needs won't have changed.	3/6/2015 3:41 PM
1168	Other than walking, transit is my preferred mode of getting from Point A to Point B. If Alt.1 proves to be more convenient, I might use transit more often.	3/6/2015 3:37 PM
1169	Right now, if I have to get to north Seattle (aside from UW, which I always take transit to), I drive from my home in Rainier Beach. If there were options from the new Light Rail station, I would most likely choose to take the bus/transit.	3/6/2015 3:34 PM
1170	I need a direct connect to light rail at UW to get to Rainier Beach.	3/6/2015 3:32 PM
1171	My main use of transit is to get to work. It might affect how often I use transit to get downtown and Northgate mall.	3/6/2015 3:31 PM
1172	I would bike more, since transfer wait times usually negate any time saved by taking transit, when compared to bicycling.	3/6/2015 3:29 PM
1173	More frequent buses mean that if I miss one, I'm less likely to say "fuck it" and hop in my car rather than wait a half an hour for the next one.	3/6/2015 3:28 PM
1174	No Car.	3/6/2015 3:27 PM
1175	I have no other option. But as it seems right now, this might increase my total travel time, simply because I'll have to walk farther to get to light rail or wait for the 73.	3/6/2015 3:27 PM
1176	i use it daily now and often on the weekend so hard to increase use	3/6/2015 3:24 PM
1177	access to SeaTac by Link rail	3/6/2015 3:23 PM
1178	Slower, less convenient, fewer available stops/transfer points	3/6/2015 3:21 PM
1179	I have to use transit to get anywhere so I don't really have any options.	3/6/2015 3:20 PM
1180	A more direct and faster route to get from Capitol Hill to U-Village via the UW Link station and the 65.	3/6/2015 3:18 PM
1181	Without specific numbers on routes and times, it's difficult to tell how exactly it would affect me (the change to one key route for me might make the difference in how I ride either on a specific day or all the time)	3/6/2015 3:18 PM
1182	You would have less transit in my area.	3/6/2015 3:16 PM
1183	The higher frequency means more reliable schedules and shorter transfer times.	3/6/2015 3:14 PM
1184	44/5/E & D are my most used routes now and in the imediate future.	3/6/2015 3:10 PM
1185	My main criteria in choosing to ride transit or not are convenience and speed vs. travel by bike or car. I am not sure how alternatives 1 or 2 would affect these criteria, though it sounds like it would most likely increase both convenience and speed (so most likely guess, if I had to guess, is that I would use transit a little more -- only a little more because I use it quite a bit already).	3/6/2015 3:10 PM
1186	I go from either Northgate or UW to Downtown Bellevue the most, so doesn't seem it would impact that.	3/6/2015 3:10 PM
1187	I don't like not being able to ride on one bus north of 92 around to the transit center, This is especially difficult for seniors and others who are mobility impaired. This route as is provides service to several medical facilities, banks, pedestrian entrances to Northgate Mall. Taking that away is inconsiderate and unnecessary.	3/6/2015 3:09 PM
1188	Better service downtown from the line nearest me would make using transit more convenient for me.	3/6/2015 3:07 PM
1189	I would have more options to go where I would like to go.	3/6/2015 3:06 PM
1190	I go with whatever gets to my location at the time I need to be there.	3/6/2015 3:04 PM
1191	I live in Wallingford, but don't travel to other places in north Seattle super frequently anyway, so my use of transit wouldn't be very affected by changes in north-Seattle-to-north-Seattle buses. The exception would be traveling from Capitol Hill to/from Wallingford, which is currently annoying on transit at night. Depending on how quick/reliable the buses are at night, I could see my transit use increasing for that route.	3/6/2015 3:02 PM
1192	It would amke a few connections easier that I am currently working around by driving to Northgate for example to begin my journey.	3/6/2015 2:59 PM
1193	More frequent service, seemingly wider service area. I have to walk 10 min on both sides of my commute (20 min total) currently	3/6/2015 2:59 PM
1194	am going north maybe 4-5 times a month	3/6/2015 2:59 PM

1195	We are getting older and prefer not to drive so much. More frequent service means not having to stand at bus stops for so long. We want to be able to stay in our own home and still get around the city easily.	3/6/2015 2:58 PM
1196	Either Alternative means going from super convenient options to merely 'pretty good' options.	3/6/2015 2:57 PM
1197	It's a 15-minute walk from the 77th Street NE/Sand Point Way stop into NOAA. If the 30 is discontinued and no direct service is available directly to NOAA, I would have to consider driving or changing jobs.	3/6/2015 2:56 PM
1198	I would shift from a university way through route to one connecting to the light rail.	3/6/2015 2:56 PM
1199	It would allow faster service and more transit options more frequency.	3/6/2015 2:56 PM
1200	Farther walking distance to certain routes would likely encourage me to drive for non-commuting purposes.	3/6/2015 2:56 PM
1201	Transit time would be greatly increased - no access from Northgate = no access from the north end at all. All other routes go down Westlake or I5. I would have to transfer either to the 70 (although that is difficult because there are no good routes from NE Seattle to U-district.	3/6/2015 2:53 PM
1202	I don't have a car and depend on transit completely, so I don't really have a choice to use it less.	3/6/2015 2:53 PM
1203	No car	3/6/2015 2:53 PM
1204	More frequent & faster service to downtown	3/6/2015 2:51 PM
1205	The SR-520 proposals are a disaster for Eastside riders who need to go downtown.	3/6/2015 2:49 PM
1206	I always have to use transit anyway.	3/6/2015 2:48 PM
1207	I use it every weekday now, so I really can't use it much more. That said I'd think taking a bus to the stadium station and then light rail to downtown might be faster than my current trip on the 76, especially when I-5 is backed up.	3/6/2015 2:47 PM
1208	Eliminating my route (12).	3/6/2015 2:46 PM
1209	Because I commute from Mountlake Terrace to South Lake Union, I don't think the Alternative 1 changes will impact me directly	3/6/2015 2:45 PM
1210	I don't drive. My first choice for transportation is Metro.	3/6/2015 2:45 PM
1211	I already use transit frequently, but this would improve my trips.	3/6/2015 2:44 PM
1212	Much easier and more trustworthy transfer, faster overall trip time thanks to light rail and transfer effectiveness.	3/6/2015 2:44 PM
1213	It takes 45-60m to get to 23rd alongside Denny if I have to ride the 8 at peak. I'd much rather pay a company like Uber to take a less congested route.	3/6/2015 2:44 PM
1214	Knowing I don't have to wait as long for a bus is nice, especially when I have to take two buses and factor in the connection times - more buses more often means less waiting in-between bus connections.	3/6/2015 2:42 PM
1215	It would depend on how much route 16's time between Queen Anne and Northgate mall changed.	3/6/2015 2:42 PM
1216	More frequent service, service on weekends for 372, it just looks good to me. I do wonder about Park and Ride if 372 only starts in Lake City for weekend service to the U.	3/6/2015 2:41 PM
1217	I don't want my route to go through Fremont. I'll drive instead.	3/6/2015 2:41 PM
1218	Primary use is currently a van pool - transit is my back-up, but is used often enough that I need it to work well	3/6/2015 2:40 PM
1219	I use transit for most of my travel to and from work. I am not able to use it any more than I currently am. I think I will enjoy travel more with these changes, however.	3/6/2015 2:40 PM
1220	I go from Wallingford to North Seattle College	3/6/2015 2:40 PM
1221	I would consider moving to one of those neighborhoods if ease of transit to my workplace in Bellevue was updated.	3/6/2015 2:40 PM
1222	I don't yet know how close network locations would be from my home.	3/6/2015 2:38 PM
1223	More routes to North Seattle? Yes please! Especially if they're more frequent and take less travel time. Traveling to Northgate from Capitol Hill takes forever. Heck, traveling to U-District takes a while.	3/6/2015 2:36 PM

1224	It is already difficult to get around Seattle, with shortened routes and more transfers. (For example, my daily commute between Capitol Hill and Downtown requires a transfer for a simple, two-mile commute.) If routes are eliminated to reduce "duplication" this will get even worse.	3/6/2015 2:36 PM
1225	I don't know what life holds for me in two or more years as to where I will be living.	3/6/2015 2:34 PM
1226	I would be connected to NE neighborhoods with one bus rather than a 2 or 3-bus transfer.	3/6/2015 2:33 PM
1227	I live on the 75, and having increased frequency will make it more convenient to take the bus.	3/6/2015 1:13 PM
1228	Link provides a good off-peak speed boost for travel to and from downtown.	3/6/2015 1:11 PM
1229	I currently use the 73 from Jackson Park/Pinehurst to the U District. It looks as if this route will be changed.	3/6/2015 1:04 PM
1230	Because the buses would come more often, I would be more inclined to leave my car behind and use transit.	3/6/2015 12:01 PM
1231	I would probably use it the same since it's my primary mode of travel, but it would be more convenient.	3/6/2015 11:48 AM
1232	I would have a more legible and frequent service network to get around the places I most frequently travel between in the city. Given the option between slow one-seat rides to limited destinations, and fast multi-seat riders to a larger set of destinations within the same travel timeframe, I choose and fully endorse the latter!	3/6/2015 11:47 AM
1233	too many changes to get where i need to go.	3/6/2015 11:17 AM
1234	No midday, late night or weekend service along 15th Ave NE. I don't necessarily mind having to travel farther in order to access a bus to commute to UW; however, I could see myself driving more frequently depending on my health or inclement weather.	3/6/2015 10:49 AM
1235	I would probably need rides home from capitol hill less (I could take the new super frequent UW Station to Northgate Transfer center). I would probably give up going to Greenlake or Wallingford by bus though. I would take a bicycle instead. :(	3/6/2015 10:32 AM
1236	It would provide more frequent service throughout more of the day and night which makes transit more usable. It would also connect with Link, enabling faster trips across the Ship Canal.	3/6/2015 10:14 AM
1237	Increased frequency! I hate having to deal with timetables - frequent service means I won't need to.	3/6/2015 10:14 AM
1238	I would try taking Link from downtown to uw station then route 67 or 45 to Roosevelt where I work. Currently I drive.	3/6/2015 10:12 AM
1239	transfer times are currently prohibitive. With more frequent service, I can catch a bus without having to plan out my trip in advance, which gives me enough flexibility to get home easily without having to bring my car.	3/6/2015 10:05 AM
1240	Service at 25th and 65th is currently sporadic. Making the 372 run every 15m and connect to the light rail will drastically improve service to the area. Adding the 16 restores access to Fremont + Seattle Center that use to be available on the 30.	3/6/2015 9:29 AM
1241	Changing the route 73 to peak only would eliminate my ability to take transit for any purpose other than going to work, and I would have to drive at non peak times. Please keep the 73 as all-day service.	3/6/2015 9:17 AM
1242	Because the current direct access would be changed to at least one transfer, maybe more. Very inconvenient.	3/6/2015 9:15 AM
1243	Because in moving the 31/32 from Stone Way to Wallingford Ave, you make the bus stop too far away for me. I would more likely use Car2go or Uber to get to work at the university.	3/6/2015 9:09 AM
1244	I have no way to get my kids home other than them walking 4 miles.	3/6/2015 9:07 AM
1245	Parking is not much of an option at the UW.	3/6/2015 9:02 AM
1246	I currently don't go to North Seattle often as I live in Lower Queen Anne/Uptown and the time it takes to get there coupled with traffic and frequency of service make trips undesirable. I previously took a Spanish class at a private language school at NE 45th St and Union Bay PI NE. At the time, I lived in Belltown. It would take me ONE HOUR to get home on transit as classes let out at 8:30 p.m.-9:00 p.m. and I took this class during UW's summer session. I no longer support this local business as I cannot get there in a timely manner. Were a restructure to occur and increase frequency and access, I would like take this course again.	3/6/2015 8:47 AM
1247	Northeast Seattle would be much less of a day trip.	3/5/2015 11:44 PM
1248	Routes in northeast Seattle would generally be made more frequent, and getting to the Eastside from the U-District would be easier without having to make a transfer at Montlake.	3/5/2015 10:39 PM

1249	Because I don't like the fact that my direct route # 72 would be cancelled and there is no indication on the proposals that its replacement would connect to Light Rail at Husky Stadium.	3/5/2015 10:24 PM
1250	What used to be 1 to 1-1/2 hr. trips have become 2 to 3 hour trips without the 30. Alternative 1 does not give me a good enough connection to light rail to shorten that back down.	3/5/2015 8:36 PM
1251	Because of the more frequent service	3/5/2015 6:52 PM

Q10 How would you improve Alternative 1 in north Seattle – keeping in mind that the goal of this network concept is to have a consolidated, frequent network of service?

Answered: 1,143 Skipped: 5,416

#	Responses	Date
1	start earlier so that if you have to combine 3 buses into 1 there isn't a large flux for the peak times even if they are more frequent-the earlier and more frequent offers more options and people to potentially space out which bus they catch e.g. if you offer a 5, 510, 520, 530 and the 530 is always packed i may try to take the 520 -at least it's not super earlier (like 30min) so i'm more inclined to still get up early just to catch a bus only 10min earlier; offer more buses, maybe not consolidate 3 routes into 1 maybe only 2 into 1 OR none -offer larger or more park and rides b/c now you are condensing or taking away routes that service outlying areas that make more stops in 'random' places-if you have to increase the travel time for people now or distance to their bus stop, now they have to drive somewhere, like a park and ride-park and rides are already super crowded by peak time, so account for that many more cars coming to them	4/2/2015 7:29 AM
2	I can offer no alternative with your goal in mind. I can, however, offer that as a rider, I do not share your goal.	4/2/2015 2:11 AM
3	I'm fairly new to Seattle, so I am not sure I can speak to provide a more consolidated, frequent network of service. I would suggest extending the hours of transportation in high commuter areas on nights and weekends. Students work in all hours of the day and it is frustrating feeling that one has to take a taxi home past a certain hour.	4/1/2015 9:54 PM
4	I like the concept. Go forward with Alternative I	4/1/2015 7:40 PM
5	Add shorter frequent bus routes within the areas where service is farther away to make access to the new more frequent services easier.	4/1/2015 6:12 PM
6	Losing route 25 means I would have to walk to Sand Point Way, a 15 - 20 minute walk.	4/1/2015 5:05 PM
7	I'm a little torn about the 65 not going onto the UW campus, from the perspective of connecting to the stadium light rail station. The good part is it'd be a shorter walk to the light rail station. The downside is that it would get stuck in that awful traffic on 25th/montlake. It might be better to have the longer walk, especially with the pedestrian bridge being built.	4/1/2015 4:05 PM
8	I would like to see more use of restrictions on single-occupant automobile use in heavily congested areas. The *very* large number of cars currently filling certain streets during rush hour slows everybody down--public transit included. To better achieve the goal of more frequent service, if it's to be timely and reliable (and not just "more buses stuck in the same ol' traffic jams"), give buses the clear priority: their own lanes, or even better: devote one or more roads, or significant stretches of road, between downtown and the U-District exclusively to public transit. Consolidating service along those dedicated paths would reduce fuel/energy being wasted while idling in heavy traffic, as well as save riders time and frustration. This means that our fares could be leveraged more effectively (less of it having to pay for fuel/energy), in addition to dramatically reducing the now-daily irritation that gives rise to feelings of, "Why am I paying so much every day for ...this??"	4/1/2015 3:23 PM
9	I believe Alternative #1 is a great concept after light rail opens stops at Roosevelt. Please delay until 2021.	4/1/2015 12:01 PM
10	I think being able to utilize Light Rail where possible is excellent as it reduces road traffic congestion and in commuter hours is far more convenient for everyone - traffic is reduced on the roads as there are less buses, whilst commuters using LR get to avoid sitting in traffic!	4/1/2015 10:34 AM
11	?	4/1/2015 8:48 AM
12	I might take the general thrust of it even further. Reduce overlap and make people transfer more in exchange for more frequency. Added amenities at fewer/busier stops would be a real selling point.	4/1/2015 1:28 AM
13	Keep the 73 on the existing route to UW, but instead of having it continue to down town, loop back north on either Brooklyn Ave or 12th Ave to connect with the UW light rail station and then reroute back to 15th on either 43rd or 45th.	3/31/2015 10:33 PM

14	I would just like some of the existing routes to go a bit further north or south so the area between 50th and 65th and between Roosevelt & 15th has what less of what looks like a gap in service. Also more reliable service along Eastlake, into South Lake Union and carrying on to the Seattle Center.	3/31/2015 10:09 PM
15	Extend service from eastside 255 to Magnuson Park	3/31/2015 9:53 PM
16	continue 255 service north to Magnuson	3/31/2015 9:29 PM
17	Pressure UW to allow proposed shortest-distance connections between bus stops and UW station.	3/31/2015 9:28 PM
18	Keep route 71 as is	3/31/2015 7:05 PM
19	Improve connections from smaller areas to the major hubs so that the service is optimized. It doesn't help as much to have increased service in a major network if the connection from my home is still slow.	3/31/2015 6:56 PM
20	Do something about a bus that goes to the University village and say 65th to Montlake and North Capital hill.	3/31/2015 6:25 PM
21	_Increase_ routes and frequencies from Northgate P&R and from 15th Ave. NE/NE Northgate area to -University -Seattle Center -Downtown We're talking at minimum rtes 73, 72, 41, 25, 48, 16	3/31/2015 5:32 PM
22	Keep 31/32 on Stone Way	3/31/2015 4:54 PM
23	Keep the 43 running.	3/31/2015 4:35 PM
24	I am excited about the alternative 1 plans specifically for the 48 (or soon to be 45) as I am a UW employee who has suffered with the September 2014 cuts to the 48 that have not been reinstated. I am concerned that the new plans for the 45/48 do not include increased buses during peak time, as the current frequency of routes during peak time IS NOT ENOUGH. In the morning, the bus is very crowded with high school students going to Roosevelt high school, and then becomes almost a shuttle for UW students along 15th ave, picking up 7-10 UW students at each stop, looking for a quick ride to campus. The buses are hugely OVERCROWDED. They also have had the frequency reduced, so the wait time in the morning is usually 10-15 minutes (depending on delays.) The afternoon service is even worse- with such bad delays in the afternoon that buses will often be 10-20 minutes delayed, and I have missed a bus that was too full with passengers and had to wait another 10-20 minutes later. I have had to leave my house earlier, and get home much later, all because of these bus cuts. My work day has had about 45-60 minutes added to it because of these cuts. You guys also cut the 48X, a HUGELY popular morning route for UW students and staff (and Roosevelt HS students) that before the cuts actually could have used a few more express buses. The afternoon route would have been more popular I'm sure, but it was ill timed at 5:30, not quite the peak time. We need the 48 Express back! The new City of Seattle services plan to only add ONE morning bus to the 48 route, which is not enough to bring service back to where it was before the cuts (which was still already crowded and delayed conditions.) I would really like to see Metro replace the routes that they cut in September. Thank you!	3/31/2015 4:06 PM
25	We do need busses in the Ravenna neighborhood again. There are buses for rush hour but none during the day or on weekends. This is very hard on the elderly and infirm, both of whom are in that area.	3/31/2015 4:02 PM
26	Continue the 255 up to Magnuson Park Connect Roosevelt & 45th and Convention Place Station area	3/31/2015 3:56 PM
27	Realize that some people need to go east and west in this city and eliminating those routes really makes using transit difficult. Alt 1 has NO buses that go east/west from 65th to Northgate/125 which is crazy. 65th is already crowded enough as is Roosevelt. By cutting the 68 specifically makes all those people that come from the north end sit in the traffic we've avoided.	3/31/2015 3:53 PM
28	A priority should be given to improving the efficiency of transferring between the bus and light rail station at the Husky Stadium. The bus stop that is currently in front of the UW Medical Center should be moved closer to Montlake Blvd.	3/31/2015 3:38 PM
29	Alternative 1 or any variation would benefit from an improved transfer experience at the University of Washington Link light rail station; in the near-term, the eastbound/southbound bus stop in front of UW Medical Center should move as close as possible to Montlake Blvd. to minimize the walk distance for those transferring to/from the light rail station; in the longer term a solution such as that described here, "Improving Bus-Rail Integration at UW Station", should be studied, funded and implemented: http://seattletransitblog.com/2015/01/30/improving-bus-rail-integration-at-uw-station/	3/31/2015 3:38 PM

30	The network is great, but I offer the follow suggestions for fixing the Stevens Way quagmire: 1) Metro's alternative 1 concept for route 65 proposes running the route through the campus in a counter-clockwise live-loop. This is a good step towards mitigating this bus-rail interface disaster and I urge metro to consider the same routing for route 372 so that transferring passengers headed towards Lake City can use the 65 and 372 interchangeably without trekking onto campus. 2) I realize that live-looping the 372 might not be practical - if that is the case, I offer this: provide a peak hour/peak direction only version of rt 372 along its current route and a local service on 25th ave between Lake City and the UW Only. Replace 372's local midday service along SR-522 provided by an extension of another route (234 or 331 come to mind) . 3) For routes 31/32/75, I urge metro to consider routing these service onto Pacific/Montlake Blvd during nights and weekends (periods when the majority of riders are not headed to campus destinations) I realize that having a separate night routing is bad for route legibility, however forcing passengers to navigate a transfer that requires 2 pages of written instructions to find is also pretty bad for legibility. 4) I urge metro staff, the executive, the sounding board, the council, and all other involved parties to immediately start pushing hard to get HOV lanes in place on Montlake Blvd ASAP. Metro was seriously negligent to not use this last 10 years to lobby hard for this key improvement once it knew the station would be located where it is. While I support Alternative 1, it is really clear to me that it only functions half as well as it could thanks to the lack of access to the station from the north via Montlake Blvd. The fact of the matter is, even after LINK opens to Northgate, UW station will still be the most logical place to intercept riders on north-south buses on 25th ave, 35th ave, and Sand Point Way. It's time to get moving on making Montlake Blvd work for Metro.	3/31/2015 3:29 PM
31	I think it would be really helpful to connect Capitol Hill, Fremont and Ballard or Ballard, Fremont and UW.	3/31/2015 3:29 PM
32	Extend Rt. 76 northward up 35th Avenue NE, at least to 95th Avenue NE.	3/31/2015 3:28 PM
33	Better service to NW Seattle.	3/31/2015 2:50 PM
34	Look for places where the stated concerns of "experts" in specific problem areas can be mitigated; hybridize where it makes sense to do so to keep the service human.	3/31/2015 2:16 PM
35	Keep the 43 and the 11. If you do away with the #43 and 11, you'll have to increase the number of buses for the 48 and 8 (and decrease traffic along Denny Way). Metro will also have to figure out how to provide service to those on and around 23rd, particularly those who are nowhere near 23rd and John.	3/31/2015 1:42 PM
36	Any bus route coming from Captiol Hill down Montlake is the only change I would advise	3/31/2015 1:37 PM
37	try to get something similar to route 72	3/31/2015 1:34 PM
38	the only route to connect Ravenna and Lake City currently is 72 and it is a major through way for many commuters from Bothell, Lake City and North Seattle locations like mine in Monroe. Community transit is increasingly limited and having options is why I appreciate Metro transit so much. My hope is to find a way to preserve this line. Perhaps a reroute in Ravenna along less neighborhood roads?	3/31/2015 1:26 PM
39	I'm not sure - you can't have consolidation without reducing the number of places people can catch the bus, which by definition makes it less convenient for people who don't happen to live/work near a remaining station.	3/31/2015 12:58 PM
40	1. Extend new route 255 to Magnuson Park 2. Connect Convention Place area to Roosevelt & 45th	3/31/2015 12:49 PM
41	Maintain route 43 service level	3/31/2015 12:39 PM
42	Connect the UW Light Rail Station to more NE Seattle neighborhoods (up 35th?).	3/31/2015 12:24 PM
43	Neighborhoods need to be served better. A transit system based on requiring riders to drive someplace in order to connect to a bus or light rail puts more cars on the road, makes parking challenging in neighborhoods close to transit, and marginalizes disabled and elderly people.	3/31/2015 12:05 PM
44	I am concerned that elimination of routes will cause many riders to suffer major inconvenience getting to their bus service, which would outweigh any benefit of increases in frequency of service.	3/31/2015 12:00 PM
45	An East-West Rapid Ride route connecting Ballard to Seattle Children's Hospital and running to accommodate healthcare workers who work 12 hr shifts.	3/31/2015 11:58 AM
46	One of the downsides of rapidride that I've seen is that it appears to consolidate buses, but result in slower service overall. If the travel time improvement estimates provided in the proposal are accurate, I don't have much of a concern, but if it's anything like how the Route B or D functions, my experience has been that while service is more frequent and consolidated, it's also much slower on the whole than the individual buses used to be.	3/31/2015 11:54 AM
47	I struggle to have a vision of this	3/31/2015 11:50 AM

48	Less frequent stops for some routes during mid-day when slower and increasing frequency of stops then in the evenings/mornings to cut cost to allow for more ease and increasing routes or network of bus routes overall.	3/31/2015 11:34 AM
49	• "Continue the 255 up to Magnuson Park" • "Connect Roosevelt & 45th and Convention Place Station area"	3/31/2015 11:29 AM
50	Please consider some E-W routes that do not go through the UW campus hub. it slows travel times way down.	3/31/2015 11:28 AM
51	start bus service by 3:30am to arrive at Children's by 4am shift	3/31/2015 11:28 AM
52	Do not eliminate the Montlake freeway stop.	3/31/2015 11:26 AM
53	I wouldn't remove service without a similarly convenient replacement	3/31/2015 11:23 AM
54	I would not delete services that are regularly full and are not being replaced, such as the 242.	3/31/2015 11:17 AM
55	Continue the 255 up to Magnuson Park. Connect Roosevelt & 45th and Convention Place Station area.	3/31/2015 11:05 AM
56	(1) Make sure the you run lots of feeder bus lines into the Link transit station. (2) Run the Link trains frequently during peak times, and (3) For those buses that commuters rely on for transportation to work make sure they do not take routes that wind all around through the University District.	3/31/2015 10:55 AM
57	Connect Roosevelt & 45th and Convention Place Station area. Continue the 255 up to Magnuson Park.	3/31/2015 10:52 AM
58	Cost efficient shuttle services to get people from their homes or areas most effected by the consolidated to major transit stations.	3/31/2015 10:47 AM
59	We just need one of the connections to Link extending further north. With our apartments, parts of Pinehurst and Jackson park are as dense as much of Northgate. And many of those people depend on transit. I like some of the ideas suggested in this article and tend to agree on option 2: http://seattletransitblog.com/2015/03/15/pinehurst-bus-suggestions-for-alternative-one/ But I'm very open to other ideas. I just feel like our neighborhoods were ignored in the first draft. I'm all for promoting the network of frequent service but there's a balance, especially when it makes it harder to get to investments like our Light Rail.	3/31/2015 10:32 AM
60	Continue the 255 up to Magnuson Park Connect Roosevelt & 45th and Convention Place Station area	3/31/2015 10:04 AM
61	Continue the 255 up to Magnuson Park. Connect Roosevelt & 45th and Convention Place Station area.	3/31/2015 9:52 AM
62	I don't know enough about the plan to make a suggestion. This plan has not been well-publicized. One suggestion would be to continue bus service between Montlake and downtown.	3/31/2015 9:30 AM
63	Keep the 43 bus. It currently picks up a lot of people for whom the light rail line is not a viable option.	3/31/2015 9:12 AM
64	Don't cancel 43.	3/31/2015 8:47 AM
65	Continue the 255 up to Magnuson Park	3/31/2015 8:40 AM
66	More frequent lines to Seattle Childrens from the eastside.	3/31/2015 8:19 AM
67	If the goal is to consolidate service, why not reduce all of the bus stops altogether?	3/31/2015 8:00 AM
68	Continue the 255 up to Magnuson Park Connect Roosevelt & 45th and Convention Place Station area	3/31/2015 7:19 AM
69	Ensure that the rainier vista stops in UW are moved as close to the station as possible	3/31/2015 6:49 AM
70	I'd like more East-West spines, especially north of northgate. Perhaps a two-way loop on 145th to 30th, to 125th to 130th to Greenwood to 145th? Nevertheless 145th and 125/130th are strong enough spines that they should connect the north south spines. East/West routes would strengthen the network and make the north south spines more useful.	3/31/2015 1:51 AM
71	Add a trolley bus route or two that travels within a ~1 mile radius of the UW Link station to more easily connect them with U Village, west UW campus, Montlake/Highway 520. This is a big missing link (excuse the pun). People will have to walk great distances or trunk an extra transfer to get to the Link otherwise.	3/30/2015 11:21 PM
72	Connect Roosevelt & 45th and Convention Place Station area	3/30/2015 11:01 PM
73	Make sure the frequency of buses is kept up throughout the whole day (not just normal work/commuting hours) and all days (not just weekdays). Get buses directly to places in the University District without going through UW campus--I rarely need to go to campus. I just need to get to a transfer point, and I find the long, looping route through campus to be frustrating (and very crowded).	3/30/2015 10:01 PM
74	Why do you HAVE to consolidate? My area has very poor service now, bus stops too far away as it is. We need a bus down 12th Ave. have never had this, the 2, 3 & 4 are not easy to use and so I drive!	3/30/2015 9:32 PM

75	perhaps you could consider that a multi billion dollar transportation project (SR 520) will not be serviced by bus.	3/30/2015 9:16 PM
76	Need service from Bear Creek in Redmond for Sammamish folks to get to Seattle without multiple stops/transfers.	3/30/2015 8:47 PM
77	Have some of the runs from Lake City to UW (372?) run express with only 1 or 2 stops between LC and light rail, as to have changing at UW comparable to changing in downtown (using 522). It currently takes 10 minutes from LC to downtown on 522 (or 312), but close to 30 minutes from LC to UW. Provide alternative to 72 riders who use the 'night owl' by adding after midnight runs to 41 and 372	3/30/2015 8:45 PM
78	Whose invented the goal of consolidated service? Traffic can actually dictate frequency more than other factors, so why have passengers walk farther to access transit in bad weather and dark months? A bad experience.	3/30/2015 8:36 PM
79	Continue 255 up to Magnuson Park	3/30/2015 8:21 PM
80	Personally I would like a reliable way to get from Laurelhurst to the new Husky Stadium light rail station.	3/30/2015 8:07 PM
81	Keep #43 because it serves a large population of riders as is.	3/30/2015 7:08 PM
82	more trolleybuses	3/30/2015 7:06 PM
83	????	3/30/2015 6:51 PM
84	Keep bus lines #25 and #43	3/30/2015 6:47 PM
85	Don't implement it--frequency to places I don't need to go is not as important as access to a bus in the first place.	3/30/2015 6:25 PM
86	Access is more important to me than frequency. Don't eliminate the routes that allow me to function without help.	3/30/2015 6:08 PM
87	More geographic coverage (middle ground between 1 and 2)	3/30/2015 5:46 PM
88	I would try to add a couple more hours to buses that help people leave Capitol Hill late at night. I also feel that the only change in Alt 1 that helps the NW portion of the city is the newly created 45, which doesn't appear to be very different from the existing 48 route. Perhaps if it makes fewer stops and takes less time to get to light rail it would be an improvement, otherwise it does seem to be redundant with routes we already have and would not lead to a significant increase in ridership (assuming this is the goal of this project).	3/30/2015 5:29 PM
89	I would adopt Suggestion 1 from this proposal: http://seattletransitblog.com/2015/03/15/pinehurst-bus-suggestions-for-alternative-one/ . It keeps the existing Route 67 heading straight to Northgate TC on twelve-minute headways, while having a 30-minute bus to Pinehurst avoiding the Northgate traffic mess. I would also ensure the transfer experience at the Link station is as good as possible. The farther people have to walk, the worse they'll consider it. Also, buses must wait for trains; if people miss buses, their experience will be vastly worsened.	3/30/2015 5:26 PM
90	More frequent, small shuttles between light rail and route 74 stops	3/30/2015 5:10 PM
91	Keep 545 non-rush-hours schedule Extend route of 545 (?) to cover loss of 242 Create Rapid ride similar to line E but one that serves destination east of I-5 and along SR522 Extend the hours of 41 and 372 (to Lake City only) to replace night owl runs of 72	3/30/2015 5:07 PM
92	Continue the 255 up to Magnuson Park" • "Connect Roosevelt & 45th and Convention Place Station area	3/30/2015 4:22 PM
93	Continue the 255 up to Magnuson Park Connect Roosevelt & 45th and Convention Place Station area	3/30/2015 4:15 PM
94	Continue the 255 up to Magnuson Park	3/30/2015 3:14 PM
95	Have more frequent service between the north end of the Ave (University Way), where lots of folks live, and the new link station. It would also be great to have this increased-frequency shuttling to the new Husky Stadium Link Station continue into off peak times and weekends, as the transfer between bus and Link will add travel time.	3/30/2015 2:54 PM
96	Do not implement Alternative 1, except any increased routes and frequency. King County population is increasing 1.5 - 2 % a year.	3/30/2015 2:18 PM
97	For a grid, it's missing a decent amount of unbroken east-west routes - east side 65th, west side 85th and 45th. Some of this is geography but it reduces the ability to transfer. Having service both through UW and via Montlake/UW Station is unnecessarily duplicative (although I guess it can't be helped).	3/30/2015 2:18 PM
98	Continue the 255 up to Magnuson Park. Connect Roosevelt & 45th and Convention Place Station area	3/30/2015 1:53 PM
99	Continue the 255 up to Magnuson Park Connect Roosevelt & 45th and Convention Place Station area	3/30/2015 12:30 PM
100	Continue the 255 up to magnuson park	3/30/2015 12:20 PM

101	Continue the 255 up to Magnuson Park Connect Roosevelt & 45th and Convention Place Station area Connect Seattle Children's Hospital with downtown Seattle (Pike or Pine St), via one route	3/30/2015 11:37 AM
102	Continue the 255 up to Magnuson Park	3/30/2015 11:23 AM
103	connect Roosevelt and convention place continue 255 to magnuson park	3/30/2015 11:14 AM
104	I live in Madison Valley and work in Mukilteo. This might be outside the scope of this survey, but I would like more service between Capitol Hill or UW and Mukilteo. I would prefer to not have to drive to work every day.	3/30/2015 10:54 AM
105	Continue the 255 up to Magnuson Park Connect Roosevelt & 45th and Convention Place Station area	3/30/2015 10:48 AM
106	I would continue the 255 up to Magnuson Park. Also I would connect Roosevelt & 45th and Convention Place Station area.	3/30/2015 10:48 AM
107	Continue the 255 up to Magnuson Park	3/30/2015 10:48 AM
108	Continue the 255 up to Magnuson Park Connect Roosevelt & 45th and Convention Place Station area	3/30/2015 10:41 AM
109	Frequent service with direct route from Eastside to Seattle Children's Hospital	3/30/2015 10:20 AM
110	Increased transit options from Capitol Hill to Northwest Seattle (Ballard and Greenwood in particular).	3/30/2015 10:06 AM
111	I'm fine with it as planned.	3/30/2015 9:58 AM
112	Connect Roosevelt & 45th to the Convention Place Station area.	3/30/2015 9:56 AM
113	Continue the 255 up to Magnuson Park	3/30/2015 9:56 AM
114	Include south king county connections - will the alternative and connections link south?	3/30/2015 9:55 AM
115	Don't implement it!	3/30/2015 9:51 AM
116	Go with Alternative 2	3/30/2015 9:45 AM
117	Need to add direct service to SLU without having to go downtown first.	3/30/2015 9:41 AM
118	Get rid of the short #40 buses used during rush hours (pretty much from 4-7PM). These buses are totally inadequate for the number of passengers travelling from Ballard / Fremont to S. Lake Union / downtown	3/30/2015 9:34 AM
119	Continue the 255 up to Magnuson Park Connect Roosevelt & 45th and Convention Place Station area	3/30/2015 9:21 AM
120	Keep service on the same streets. People are not going to like having to walk farther to get to the bus.	3/30/2015 8:36 AM
121	Continue the 255 up to Magnuson Park.	3/30/2015 8:25 AM
122	continue the 255 to magnuson park	3/30/2015 8:25 AM
123	Continue the 255 up to Magnuson Park. Connect Roosevelt & 45th and Convention Place Station area.	3/30/2015 8:22 AM
124	Continue the 255 up to Magnuson Park	3/30/2015 8:21 AM
125	continue the 255 up to magnuson park	3/30/2015 8:20 AM
126	extend Route 255 to another place that does not use Montlake Boulevard NE due to traffic congestion	3/30/2015 7:13 AM
127	the consolidated service would degrade transit service in general and reduce the number of people who would ride.	3/30/2015 6:53 AM
128	continue the 255 up to Magnuson Park	3/30/2015 6:31 AM
129	Given my needs, I'm not sure I would change too much about your concept. I think it is decent.	3/29/2015 10:09 PM
130	"Continue the 255 up to Magnuson Park" · "Connect Roosevelt & 45th and Convention Place Station area"	3/29/2015 10:05 PM
131	I would pursue Alternative 2	3/29/2015 9:20 PM

132	(1) Split the 67 at 100th, with one route going to Northgate TC and the other route going to Pinehurst (145th). This would give the growing Pinehurst apartment district better access to the U-District and Link. Keep the Northgate route on 100th (as it is now) to make it faster and more reliable -- avoiding the Northgate Way traffic. RossB has sketched out proposals: http://seattletransitblog.com/2015/03/15/pinehurst-bus-suggestions-for-alternative-one/ . His suggestion 2 would make both routes 20 minutes. I don't care as much whether one is more frequent than the other, but 20 is almost as good as 15 and much better than 30. Also, the Pinehurst route could perhaps be daytime-only, since the Northgate Way traffic is gone in the evenings. (2) Send the 16 to Ballard rather than downtown. That would make an east-west route even better, and give a direct transfer to Aurora (RapidRide E). The travel time from NE 65th to downtown is really slow: do you expect people to ride it all the way? This suggestion may not be feasible at present because of the need for Wallingford-Fremont-downtown service, but a full crosstown route from NE 65th to NW Market (or NW 65th) should be a goal for the future.	3/29/2015 8:55 PM
133	Continue the 255 up to Magnuson Park	3/29/2015 7:41 PM
134	As long as there was a more direct and frequent service to Seattle Childrens hospital I have no other suggestions	3/29/2015 7:40 PM
135	1. Continue the 255 up to Magnuson Park 2. Connect Roosevelt & 45th and Convention Place Station area	3/29/2015 6:37 PM
136	I would like direct service between Children's Hospital and University Ave at NE 45th via the viaduct without having to go through the University of Washington.	3/29/2015 5:47 PM
137	I don't know	3/29/2015 4:47 PM
138	Divide the current 8 route into 2 different routes (somewhat similar to this plan), but don't eliminate the 11.	3/29/2015 4:41 PM
139	All the suggestions sound good to me. In a perfect world, I'd ask for a route that goes from Central straight to Children's instead of making me transfer at UW, but I don't imagine too many people are asking for that route and transit has been very helpful with my transportation needs so far.	3/29/2015 3:14 PM
140	Nothing at this point for someone that needs good transportation going East-West. I hope it will mean my metro bus routes will have less delays and will be less packed?	3/29/2015 2:55 PM
141	Continue the 255 up to Magnuson Park	3/29/2015 2:48 PM
142	It would be nice if there was a bus that took us more directly to the light rail. With the new system, we'd walk 12 minutes to grab the 44 and then ride that to the light rail. Assuming the 44 comes every 15 minutes or more, that's not bad, but it's a bit more than I would like. That being said, I would rather have to walk a little further and have busses that are more frequent than have a bus that goes exactly where I want to go only once an hour.	3/29/2015 12:57 PM
143	Maintain service levels for routes 25 and 43	3/29/2015 11:36 AM
144	i do not use the bus in north seattle	3/29/2015 11:25 AM
145	Continue the 255 up to Magnuson Park	3/29/2015 11:18 AM
146	Run a line from NE 65th St all the way to Ballard, down around the south end of Green Lake.	3/29/2015 9:55 AM
147	Continue the 255 up to Magnuson Park Connect Roosevelt & 45th and Convention Place Station area	3/29/2015 9:54 AM
148	Bus routes should never be cut. It is more important to wait an extra 5-10minutes than to have to walk further to catch an existing route.	3/29/2015 12:49 AM
149	Continue bus route 43 as is and put bus stop of 43, 48 and 25 busses (if still running) closer to the light rail station. Or at least provide a large Park and Ride area, so one can park car close to station	3/28/2015 9:15 PM
150	Don't make me have to use multiple routes to get to downtown.	3/28/2015 8:17 PM
151	Continue the 255 up to Magnuson Park Connect Roosevelt & 45th and Convention Place Station area	3/28/2015 7:57 PM
152	For me I am always trying to figure out how to travel between Maple leaf and Children's Hospital as this is where I work. Anything to improve this commute is a bonus for me.	3/28/2015 7:49 PM
153	Bus along 65th to go south on 25th to Husky light rail stadium station. (if and when that station actually opens to the public). Be aware that all people are not commuters going downtown or to the U. District. The 71, for example, now goes to library, community centers, PCC and QFC grocery stores as well as walking distance to Wedgwood banks, coffee shops, post office etc.	3/28/2015 7:33 PM
154	Connect Roosevelt and 45th and Convention Place Station Continue 255 to Magnuson	3/28/2015 4:42 PM
155	1. Continue the 255 up to Magnuson Park 2. Connect Roosevelt and 45th and Convention Place Station area	3/28/2015 3:10 PM

156	continue the 255 up to Magnuson Park	3/28/2015 2:52 PM
157	I would start the 67 earlier in the morning to meet the needs of 73's current early riders. The first southbound service should depart from Roosevelt & Northgate Ways around 4:50am. I would also start running the 347 and 348 even earlier in order to have make successful transfers @ that location.	3/28/2015 2:35 PM
158	More options for accessing Seattle Children's Hospital from major transit connection locations	3/28/2015 1:43 PM
159	• "Continue the 255 up to Magnuson Park" • "Connect Roosevelt & 45th and Convention Place Station area"	3/28/2015 1:07 PM
160	It looks well considered and meets our family's needs well.	3/28/2015 12:12 PM
161	Just because the link is coming to the north end of time you can not forget that it cannot get everywhere and there are people who cannot drive fir various reasons and they need to use the bus to go to the grocery store ppharmacy scool the doctors etc when you take away neighborhood buses you make lives more difficult. You are also neglecting those people who work weekends bus sidnificant,y cutting weekend buses	3/28/2015 12:09 PM
162	bus service along the 25th Ave NE/Montlake corridor w/o the UW detour	3/28/2015 10:49 AM
163	don't know	3/28/2015 10:43 AM
164	continue the 255 up to Magnuson Park and connect Roosevelt & 45th and Convention Place Station area	3/28/2015 9:50 AM
165	Split up long routes and begin them at the Link station in hopes of running at regular intervals.	3/28/2015 9:47 AM
166	Continue the 255 up to Magnuson Park Connect Roosevelt & 45th and Convention Place Station area	3/28/2015 8:42 AM
167	Continue the 255 up to Magnuson Park" Connect Roosevelt & 45th and Convention Place Station area"	3/28/2015 8:09 AM
168	More 24 hour bus service.	3/28/2015 7:56 AM
169	See comments above.	3/28/2015 7:27 AM
170	Continue the 255 up to Magnuson Park	3/28/2015 6:01 AM
171	Some sort of neighborhood circulator jitney bus service running clockwise and/or counter-clockwise FREQUENTLY, serving U-District and Stadium light rail stations, U-Village, Children's Hospital, and the south end of Ravenna Park along NE 55th.	3/28/2015 4:46 AM
172	I need frequent service between Fremont and Ballard (extending to Shilshole Marina), Fremont and Northgate, Fremont and University District, and Fremont and Downtown Seattle. Also frequent service between University District and Downtown Bellevue.	3/28/2015 2:31 AM
173	run north south east west routes along major arterials. make university way into bus/pedestrian only or use buses on 15th or roosevelt only not university way	3/28/2015 1:38 AM
174	direct service from wedgewood to u district, downtown	3/28/2015 1:32 AM
175	More connections to freeway bus routes (i.e. 45th street freeway station for community/sound transit connections).	3/27/2015 10:49 PM
176	Continue the 255 up to Magnuson Park.	3/27/2015 10:18 PM
177	Re-route #372 to follow Montlake Blvd. to UW Link station, then West along Pacific Ave to U. District (instead of going on to UW campus - Stevens Way).	3/27/2015 9:05 PM
178	continue the 255 up to magnuson park	3/27/2015 8:52 PM
179	Continue the 255 up to Magnuson Par and connect Roosevelt & 45th and Convention Place Station area	3/27/2015 8:09 PM
180	Keep local, neighborhood, and weekend service.	3/27/2015 6:35 PM
181	NOT SURE--I THINK A "HYBRID" APPROACH BETWEEN ALTERNATIVES 1 AND 2 IS NEEDED, BUT I WANT TO SEE HOW THAT PENCILS OUT BEFORE I COMMIT TO AN ALTERNATIVE.	3/27/2015 6:30 PM
182	Have cross town busses at major intersections to meet North/South routes for transfers.	3/27/2015 5:30 PM
183	More 44 buses during peak times	3/27/2015 5:27 PM
184	I could almost accept a transfer to a train at Husky Stadium if there was a one-bus ride there from Olympic Hills. perhaps keeping the 73 but terminating at Husky Stadium would work. Same for the 71 and perhaps 72. But is the train going to be able to handle all these people? You are basically making all of NE Seattle who uses transit converge on Husky Stadium and take the train. Kind of a drag when classes are in session or there is a game.	3/27/2015 5:07 PM

185	continue the 255 to magnuson park connect roosevelt and 45th and convention place station area	3/27/2015 4:54 PM
186	Make no changes to the 545 schedule.	3/27/2015 4:44 PM
187	Continue he 255 up to Magnuson Park	3/27/2015 4:00 PM
188	Continue the 255 up to Magnuson Park	3/27/2015 3:41 PM
189	Maintain service between Montlake and Capitol Hill	3/27/2015 3:35 PM
190	more dedicated row.	3/27/2015 2:43 PM
191	More bike spots on the buses :)	3/27/2015 2:36 PM
192	1. Have more bus routes from NE Seattle with bus stops closer to the new light rail station. (More routes on NE Pacific Place rather than Stevens Way. Or at the very least, bus stops on Stevens Way at Rainier Vista.) 2. Move bus routes off of University Way and onto 15th Ave NE. (Turn the Ave into pedestrian only)	3/27/2015 2:25 PM
193	As long as HUB locations where within a reasonable distance to most neighborhood centers and I-5 exits (for out of city transportation), I think its a great idea.	3/27/2015 2:21 PM
194	I'm all for more frequent service, but the consolidation is going to be a very bad for me - this plan creates a transit desert in my neighborhood (Ravenna/Bryant), The best improvement to this plan (for me) would be to retain local transit service #72 and #73 on 15th NE.	3/27/2015 2:09 PM
195	**ADD MORE SERVICES FROM BALLARD TO THE UNIVERSITY OF WASHINGTON, DOWNTOWN, AND DIAGNOALLY TO CAPITAL HILL. ADDITIONALLY, MORE SERVICE FROM BALLARD TO MAPLE LEAF.	3/27/2015 2:05 PM
196	Change nothing.	3/27/2015 2:00 PM
197	Would prefer more later night routs between lake city and downtown seattle. As long as I can get home around 2am from either ballard or downtown back to lake city then I would be very pleased and use transit more.	3/27/2015 2:00 PM
198	Can't improve it, must choose other alternative. Consolidation is not a good idea.	3/27/2015 1:55 PM
199	I think we should be like Paris, lots of buses running constantly. Inexpensive. People will change their habits, especially if parking spaces are eliminated.	3/27/2015 1:52 PM
200	I don't enjoy the idea of cutting down on some routes and stops because of the link stations, since many people in Wedgwood would have a very far walk or may even have to rely on other methods of transport to even get to a place where the improvements on frequency and efficiency are being made, due to the latest route cuts and revisions. It is also still a concern that routes may be reduced because it takes an hour to get across I-5 from anywhere east of Lake City Way already. It would be best to have a very specific survey of frequent riders in these areas affected on how they rely on Metro to get where they need to go, and the current efficiency of that method, before going forward and cutting down on routes or stops.	3/27/2015 1:49 PM
201	I don't know. I would just like to be able to travel around the area, where ever that may be (Everett to Tacoma). I don't want to spend 2+ hours on a bus getting from 15th and Lakecity way to Phinny ridge on weekends or evenings. I would like to be able to visit west seattle and then go home to 15th and Lakecity way!	3/27/2015 1:43 PM
202	Continue the 255 up to Magnuson Park Connect Roosevelt & 45th and Convention Place Station area	3/27/2015 1:32 PM
203	Provide residential parking permits so the residents near Children's Hospital don't loose on street parking to commuters.	3/27/2015 1:27 PM
204	Continue the 255 up to Magnuson Park	3/27/2015 1:23 PM
205	Connect Roosevelt/45th with Convention Place Station area	3/27/2015 1:20 PM
206	Ensure it's easy to get from the neighborhoods to and from the link station, at the moment the statements are too vague about where buses end in relation to the link station.	3/27/2015 1:18 PM
207	I would want to ensure the 65 and 271 to service the link station and possibly through u village.	3/27/2015 1:16 PM
208	Return the 47 bus	3/27/2015 1:16 PM
209	More frequent west to east connections to Northgate Link Station.	3/27/2015 1:14 PM

210	More frequent express service between NE Seattle and downtown	3/27/2015 1:09 PM
211	Increase the frequency all day of route 44, the major east-west route that connects Ballard, Phinney, Wallingford, U District, and light rail. If the 44 were more frequent, transferring to other routes would be less painful and slow, and it might actually be faster to take the 44 and transfer to light rail in order to go to Capitol Hill or downtown than it is using the current bus routes.	3/27/2015 12:38 PM
212	Connections from UW Station to Capitol Hill, maybe also west of UW. Definitely Kirkland-U Village.	3/27/2015 12:28 PM
213	Make buses come every ten min	3/27/2015 12:26 PM
214	If we use smaller buses on a regular basis-- that is, research peak times for ridership on each bus route and use larger buses then but otherwise minimizing waste -- we could essentially help keep services expansive and inclusive for all.	3/27/2015 12:13 PM
215	I would scrap the concept all together, and redesign the light rail as a "spine" of the system, and use the buses as the "ribs" or branches off of the spine. I would set up larger transfer stations at each stop to facilitate transferring from one route to another. Think of the transit system of Mexico City, where the trains are the mass transit, and buses get people from the train to the farther outlying areas. It is highly efficient and very convenient.	3/27/2015 12:01 PM
216	I definitely want to have bus alternatives running in peak hours from the U-district out to Sand Point Way (NOAA in particular).	3/27/2015 11:24 AM
217	Add more service for ST route 545. Re-establish metro route 265.	3/27/2015 11:24 AM
218	add more parking to south sound link stations to make it more accessible for people going to UW area	3/27/2015 11:12 AM
219	Continue the 255 up to Magnuson Park	3/27/2015 11:12 AM
220	Looks like the plan would work well for me.	3/27/2015 11:06 AM
221	1.) Make sure that there are safe routes for bicyclists traveling to/from the same location as the increased bus service. Greenways are good. Bike lanes are not enough--buses have to cross the bike lane twice every time they stop. Dedicated bike lanes with a physical barrier (like on Broadway) is MUCH safer for bicyclists. 2.) Connect Roosevelt and 45th and Convention Place Station area	3/27/2015 10:59 AM
222	Continue the 255 up to Magnuson Park Connect Roosevelt & 45th and Convention Place Station area	3/27/2015 10:47 AM
223	More east-west travel in North Seattle	3/27/2015 10:46 AM
224	Continue the 255 up to Magnuson Park. Connect Roosevelt & 45th and Convention Place Station area.	3/27/2015 10:13 AM
225	I do think the 15th N of N-gate needs some 1 seat access to somewhere other than N-gate transit station.	3/27/2015 10:13 AM
226	I do not have any suggestions for improvement. Anything that increases public transit to my out of the way place of work pleases me greatly and will also improve the lives of the families that live in Magnuson who depend on public transit as their primary mode of transportation.	3/27/2015 10:10 AM
227	Keep[the 43 between montalke (Boyer) and downtown and Boyer and the U district	3/27/2015 10:08 AM
228	Where transit is currently lacking, and I don't see much improvement is in East-West travel. To travel what is equivalent to a 10 minute drive, say Wedgwood to North Seattle Community College takes 100+ minutes and 3 buses. The idea of a consolidated network is good, but you need lines running East-West.	3/27/2015 10:03 AM
229	Continue the 255 up to Magnuson Park and connect Roosevelt & 45th and Convention Place Station area	3/27/2015 9:57 AM
230	Continue 255 up to Magnuson Park. Connect Roosevelt & 45th and Convention Place Station area	3/27/2015 9:53 AM
231	Continue the 255 up to Magnuson Park Connect Roosevelt & 45th and Convention Place Station area	3/27/2015 9:51 AM
232	• Continue the 255 up to Magnuson Park • Connect Roosevelt & 45th and Convention Place Station area	3/27/2015 9:45 AM
233	Continue the 255 up to Magnuson Park Connect Roosevelt & 45th and Convention Place Station area	3/27/2015 9:41 AM
234	Continue the 255 up to Magnuson Park. Connect Roosevelt & 45th and Convention Place Station area.	3/27/2015 9:30 AM
235	Continue the 255 up to Magneson Park Connect Roosevelt & 45th and Convention Place Station Area	3/27/2015 9:30 AM
236	Continue the 255 up to Magnuson Park" Connect Roosevelt & 45th and Convention Place Station area"	3/27/2015 9:11 AM
237	• "Continue the 255 up to Magnuson Park" • "Connect Roosevelt & 45th and Convention Place Station area"	3/27/2015 9:08 AM
238	Continue 255 up to Magnuson Park Connect Roosevelt and 45th and convention place station areas	3/27/2015 9:01 AM

239	Continue the 255 up to Magnuson Park Connect Roosevelt & 45th and Convention Place Station area	3/27/2015 8:56 AM
240	not sure am just happy this is all happening	3/27/2015 8:47 AM
241	Continue the 255 up to Magnuson Park	3/27/2015 8:41 AM
242	Continue the 255 up to Magnuson Park Connect Roosevelt & 45th and the Convention Place Station area	3/27/2015 8:36 AM
243	Continue the 255 up to magnuson park connect roosevelt and 45th and convention place station area	3/27/2015 8:35 AM
244	Continue the 255 up to Magnuson Park Connect Roosevelt & 45th and Convention Place Station area	3/27/2015 8:24 AM
245	If stops are consolidated and people would have a farther walk to get to their stop, this might cause them to not take transit and instead drive to their destination, causing more disruption to the already crowded streets.	3/27/2015 8:22 AM
246	Please continue the 255 up to Magnuson Park Please connect Roosevelt & 45th with Convention Place Station area.	3/27/2015 8:22 AM
247	Continue the 255 up to Magnuson Park and Connect Roosevelt & 45th stops with the Convention Place station area.	3/27/2015 8:18 AM
248	Continue the 255 up to Magnuson Park Connect Roosevelt & 45th and Convention Place Station area	3/27/2015 8:15 AM
249	Continue the 255 up to Magnuson Park" Connect Roosevelt & 45th and Convention Place Station area"	3/27/2015 8:14 AM
250	Continue the 255 up to Magnuson Park Connect Roosevelt & 45th and Convention Place Station area	3/27/2015 8:11 AM
251	Include Woodinville and Bothell in your discussion.	3/27/2015 8:10 AM
252	Continue the 255 up to Magnuson Park Connect Roosevelt & 45th and Convention Place Station area	3/27/2015 8:08 AM
253	retain routes 25, 70-74	3/27/2015 8:07 AM
254	Continue the 255 up to Magnuson Park and Connect Roosevelt & 45th and Convention Place Station area	3/27/2015 8:02 AM
255	Kenmore buses are currently grossly overcrowded to and from downtown at rush times. There needs to be more buses. They are standing room only before they even leave Kenmore, which is dangerous and greatly reduces advantage of transit over driving.	3/27/2015 7:58 AM
256	make sure that people with disability/mobility issues still have good access to van services to get them where they need to go.	3/27/2015 7:57 AM
257	Continue the 255 up to Magnuson Park	3/27/2015 7:56 AM
258	keep number of stops the same	3/27/2015 7:49 AM
259	• "Continue the 255 up to Magnuson Park" • "Connect Roosevelt & 45th and Convention Place Station area"	3/27/2015 7:43 AM
260	- Continue the 255 up to Magnuson Park - Connect Roosevelt and 45th and Convention Place Station area	3/27/2015 7:37 AM
261	Continue the 255 up to Magnuson Park Connect Roosevelt and 45th and Convention Place Station Area	3/27/2015 7:34 AM
262	North/South service always seems manageable, but for some reason, going east/west on Metro is always tough. Getting in and out of Ballard, from Wallingford to Seattle Children's... those are all tough trips to figure out. I hope that the consolidated routes don't make those trips tougher.	3/27/2015 7:17 AM
263	Continue the 255 up to Magnuson Connect Roosevelt & 45th and Convention Place Station area	3/27/2015 7:14 AM
264	Connect Roosevelt & 45th and Convention Place Station area	3/27/2015 6:57 AM
265	Focus on Seattle Children's as it is a large employer with a lot of traffic generated.	3/27/2015 6:53 AM
266	Continue the 255 up to Magnuson Park Connect Roosevelt & 45th and Convention Place Station area Keep current service for the 26 and 31/32 around Wallingford	3/27/2015 6:47 AM
267	Definitely address access to Seattle Children's. We need more transit options as there are not parking options -- get us out of our cars, you can only do that if transit works.	3/27/2015 6:43 AM
268	Continue the 255 to Magnuson Park.	3/27/2015 6:32 AM
269	Continue the 255 up to Magnuson Park, Connect Roosevelt & 45th and Convention Place Station area	3/27/2015 6:29 AM

270	24 hour service from Northgate or Lake City to SCH/ UVillage/UW-would improve ability to use public transportation for very early or very late shift times	3/27/2015 5:51 AM
271	Continue the 255 up to Magnuson Park	3/27/2015 12:14 AM
272	Continue the 255 up to Magnuson Park Connect Roosevelt & 45th and Convention Place Station area	3/26/2015 11:43 PM
273	Continue the 255 up to Magnuson Park Connect Roosevelt & 45th and Convention Place Station area	3/26/2015 10:55 PM
274	Keep route #48 intact to Mt. Baker for a few more years (yes I sometimes ride it all the way from our Loyal Hts. start to that end to start my work day!). After light rail comes as far north as the Roosevelt stop, it would be easier for us to cope with another curtailing of #48 coverage. A RapidRide line could still be developed for NE Seattle but on a longer timeline. Don't try to make all of these shifts all at once.	3/26/2015 10:29 PM
275	Remove several stops on Aurora between ship canal and downtown on most routes. More bus only lanes. Remove off peak parking on aurora north. More service in Fremont to address significant growth.	3/26/2015 10:16 PM
276	Continue the 255 up to Magnuson Park Connect Roosevelt & 45th and Convention Place Station area	3/26/2015 9:11 PM
277	I would keep some service on lower Roosevelt Way NE - this is quite a dense area already and lots of residential construction is going on. I would also look for better ways to get buses past the congestion on the streets around UW Station (I know this is mostly not within Metro's power, but it is absolutely essential to creating functional bus connections to Link)	3/26/2015 9:00 PM
278	• Continue the 255 up to Magnuson Park • Connect Roosevelt & 45th and Convention Place Station area	3/26/2015 8:32 PM
279	I would at least combine Alternative 1 Route 16 with the ability to transfer to Alternative 2 Route 73 at Roosevelt to offer a 1 transfer minimum walk access to downtown & back.	3/26/2015 7:46 PM
280	keep wait times down for folks coming from downtown trying to get to Redmond	3/26/2015 7:37 PM
281	Continue the 255 up to Magnuson Park, Connect Roosevelt & 45th and Convention Place Station area	3/26/2015 7:31 PM
282	Continue from Seattle Childrens up through Sand Point/Magnusen and through Lake City.	3/26/2015 6:44 PM
283	Continue the 255 up to Magnuson Park Connect Roosevelt & 45th and Convention Place Station area	3/26/2015 6:25 PM
284	Continue route 255 to Magnuson Park	3/26/2015 5:24 PM
285	Continue to offer direct express commute service between downtown and the eastside park and rides	3/26/2015 5:18 PM
286	Continue 255 up to Magnuson Park and connect Roosevelt & 45th and Convention Place Station area	3/26/2015 5:15 PM
287	The more services in Ballard the better. It is very inconveient to take a bus from Ballard both to Seattle Children's where I work now and to downtown where I worked for years. If the commute could be more comparable to driving (30-40 min) vs. closer to an hour, I would be MUCH more likely to do it.	3/26/2015 5:06 PM
288	Continue the 255 up to Magnuson Park	3/26/2015 4:58 PM
289	•Continue the 255 up to Magnuson Park •Connect Roosevelt & 45th and Convention Place Station area	3/26/2015 4:52 PM
290	Continue the 255 to Magnuson park; connect Roosevelt & 45th with Convention Place Station area	3/26/2015 4:50 PM
291	Adding as many connections and frequency as allowable and feasible.	3/26/2015 4:43 PM
292	Easier access from Roosevelt/East Green Lake to Wallingford/Ballard.	3/26/2015 4:42 PM
293	Ensure that good connections remain between Eastlake, SLU and the U District.	3/26/2015 4:42 PM
294	1. Continue the 255 up to Magnuson Park 2. Connect Roosevelt & 45th and Convention Place Station area	3/26/2015 4:42 PM
295	Anything to help prevent bottle necks and passenger overloads at bus stops!	3/26/2015 4:41 PM
296	Continue the 255 up to Magnuson Park Connect Roosevelt & 45th and Convention Place Station area	3/26/2015 4:37 PM
297	It would eliminate the need to drive in to work and I can use my bicycle as a straight shot to the Hill and to work	3/26/2015 4:37 PM
298	Continue 255 up to Magnuson Park and connect Roosevelt and 45th and Convention Place Station. Add more direct connection between Seattle Children's and First Hill.	3/26/2015 4:36 PM
299	Continue the 255 up to Magnuson Park Connect Roosevelt and 45th and the Convention Place Station	3/26/2015 4:35 PM
300	continue the 255 up to Magnuson Park connect Roosevelt & 45th and the Convention Place Station area	3/26/2015 4:32 PM

301	continue the 255 up to Magnuson Park	3/26/2015 4:31 PM
302	Continue the 255 up to Magnuson Park Connect Roosevelt & 45th and Convention Place Station area	3/26/2015 4:30 PM
303	Continue 255 to Magnuson Park Connect Roosevelt & 45th to Convention Place Station	3/26/2015 4:28 PM
304	1. Continue the 255 up to Magnuson Park 2. Connect Roosevelt and 45th and Convention Place Station area	3/26/2015 4:25 PM
305	Continue the 255 up to Magnuson Park Connect Roosevelt & 45th and Convention Place Station area	3/26/2015 4:24 PM
306	Continue the 255 up to Magnuson Park and Connect Roosevelt & 45th and Convention Place Station area	3/26/2015 4:22 PM
307	Continue the 255 up to Magnuson Park	3/26/2015 4:05 PM
308	what I want to give feedback on is moving 76,77 buses out of the tunnel since a lot of people take any of the 71,72,73,76,77, and some nights when traffic is complete crap I take whatever comes first. --Moving the 2 express buses to surface makes no sense.	3/26/2015 3:53 PM
309	Continue the 255 up to Magnuson Park	3/26/2015 3:51 PM
310	Continue the 255 up to Magnuson Park	3/26/2015 3:39 PM
311	Continue the 255 up to Magnuson Park	3/26/2015 3:38 PM
312	Continue the 255 up to Magnuson Park	3/26/2015 3:34 PM
313	Continue the 255 up to Magnuson Park.	3/26/2015 3:29 PM
314	Continue the 255 up to Magnuson Park	3/26/2015 3:27 PM
315	The only way to improve it is to not reduce the frequency of the combined 255/256 service. The trend in ridership definitely supports the current service.	3/26/2015 2:58 PM
316	A balance between Alt 1 and Alt 2, with emphasis on service coverage in corridors used by persons with disabilities, with low incomes, etc.	3/26/2015 1:24 PM
317	Not sure. Haven't studied it in detail.	3/26/2015 12:47 PM
318	East side service all the way to Seattle Childrens and more frequent.	3/26/2015 12:30 PM
319	None at this moment.	3/26/2015 12:15 PM
320	Continue the 255 up to Magnuson Park.	3/26/2015 12:00 PM
321	Extend services to include a route that begins at Aurora Village and goes to South Lake Union.	3/26/2015 11:43 AM
322	Continue the 255 up to Magnuson Park	3/26/2015 11:29 AM
323	Continue the 255 up to Magnuson Park	3/26/2015 11:20 AM
324	Continue the 255 up to Magnuson Park	3/26/2015 10:50 AM
325	Continue the 255 up to Magnuson Park	3/26/2015 10:10 AM
326	the best thought is that more frequency is good	3/26/2015 10:00 AM
327	Bus 252 should NOT be taken off route. It could go directly to the Light Rail in University District if absolutely necessary. Still not my choice.	3/26/2015 9:51 AM
328	Better transit spots to improve waiting experience if more passengers will be condensed in fewer spots. There is not enough rain coverage at stops and they are often in the splash zone of a wet road way. Better lighting and more arrival time signs.	3/26/2015 9:26 AM
329	Continue the 255 up to Magnuson Park	3/26/2015 9:18 AM
330	I would re-think the idea of service consolidation, given the recent re-engineering of traffic on N-S arterials in the north end.	3/26/2015 8:31 AM
331	Continue the 255 up to Magnuson park.	3/26/2015 8:31 AM
332	Continue the 255 to Magnuson Park	3/26/2015 8:22 AM
333	If I do need to make three transfers, continue the 255 up to Magnuson Park.	3/26/2015 8:06 AM

334	Keep the 71 on its current route at 30min intervals until the Roosevelt Link Rail station opens, then use the Alt 2 option. It is our only bus.	3/26/2015 8:05 AM
335	Frequent around the clock service- there are two major hospitals (University of Washington and Seattle Children's Hospital) that need around the clock transportation for employees and patients	3/26/2015 7:57 AM
336	Continue the 255 up to Magnuson Park	3/26/2015 7:50 AM
337	Continue the 255 up to Magnuson Park	3/26/2015 7:41 AM
338	Continue the 255 up to Magnuson Park	3/26/2015 7:34 AM
339	More frequent service to Seattle Children's Hospital, and Sand Point area; and with more routes or at least more connections to hubs like the upcoming light rail or the U District.	3/26/2015 7:07 AM
340	Continue the 255 up to Magnuson Park	3/25/2015 9:55 PM
341	Making sure that the central lines and routes that are the backbone of the service have dedicated transit lanes. I am thinking Montlake at peak times is a nightmare to get through and having a consolidated service using that road would just slow everything down. What I am saying is that other routes that normally go in other directions might be consolidated onto montlake or 15th and previous commute times would increase in duration.	3/25/2015 9:10 PM
342	I think the ultimate goal is to increase service frequency and have a wider network.	3/25/2015 8:49 PM
343	Continue 255 to Childrens Hospital and Magnuson Park.	3/25/2015 8:20 PM
344	Continue the 255 up to Magnuson Park	3/25/2015 8:14 PM
345	route through downtown, not SLU.	3/25/2015 7:58 PM
346	At LEAST bus even OCCASIONALLY between Bryant and Greenwood. REINSTATE the small bus that used to run between NE across 65th to Ballard.	3/25/2015 7:55 PM
347	Continue the 255 up to Magnuson Park	3/25/2015 7:43 PM
348	Have a dedicated lightrail. The buses are still restricted based on traffic.	3/25/2015 5:54 PM
349	Keep service on 75th and 80th streets for local riders to access.	3/25/2015 5:26 PM
350	Continue the 255 up to Magnuson Park.	3/25/2015 4:46 PM
351	Don't use Alternative 1 at all.	3/25/2015 4:42 PM
352	Continue the 255 up to Magnuson Park	3/25/2015 4:24 PM
353	I really really like the increased frequency in service and the reduced number of routes. I am concerned about frequent transfers, though, as even buses that are currently high frequency are often very very late (I have had 45 minutes waits for buses that are scheduled to arrive every 15 minutes)	3/25/2015 4:18 PM
354	Increase routes along Lake City Way Increase 372 and/or 72 at peak hours	3/25/2015 4:14 PM
355	Continue the 255 up to Magnuson Park	3/25/2015 4:12 PM
356	Continue the 255 up to Magnuson Park	3/25/2015 4:09 PM
357	Continue the 255 up to Magnuson Park	3/25/2015 3:47 PM
358	Continue the 255 up to Magnuson Park	3/25/2015 3:41 PM
359	continue 225 to Magnuson Park	3/25/2015 3:40 PM
360	Continue the 255 up to Magnuson Park	3/25/2015 3:29 PM
361	Continue the 255 up to Magnuson Park	3/25/2015 3:20 PM
362	Don't eliminate on-campus stops at UW	3/25/2015 3:15 PM
363	Continue the 255 up to Magnuson Park	3/25/2015 3:09 PM
364	Continue the 255 up to Magnuson Park	3/25/2015 2:55 PM

365	Retain some Eastlake/Roosevelt service (Whether this is actually on Roosevelt is less of a concern than keeping something on this North South trajectory rather than forcing a transfer). Extend the 255 to Magnuson as that is one of the fastest growing neighborhoods in NE Seattle (outside the U District and Roosevelt)	3/25/2015 2:54 PM
366	Continue route 255 all the way to Magnuson Park	3/25/2015 2:52 PM
367	Continue the 255 up to Magnuson Park	3/25/2015 2:51 PM
368	Continue the 255 up to Magnuson Park	3/25/2015 2:51 PM
369	Continue the 255 up to Magnuson Park & more frequent services in other routes	3/25/2015 2:50 PM
370	continue the 255 up to magnuson park	3/25/2015 2:46 PM
371	Continue 255 to magnuson park.	3/25/2015 2:32 PM
372	In both alternatives, the current 68 route goes away, so I prefer Alternative 1 since it proposes more frequent service to the neighborhoods I need to get to, and better route options.	3/25/2015 2:31 PM
373	nothing.	3/25/2015 2:27 PM
374	Continue the 255 up to Magnuson Park.	3/25/2015 2:24 PM
375	Continue the 255 up to Magnuson Park	3/25/2015 2:23 PM
376	Continue to 255 up to Magnuson Park	3/25/2015 2:22 PM
377	Continue 255 up to at least Magnuson Park.	3/25/2015 2:13 PM
378	Continue the 255 up to Magnuson Park	3/25/2015 1:58 PM
379	Continue the 255 up to Magnuson Park	3/25/2015 1:51 PM
380	Continue route 255 to Magnuson Park	3/25/2015 1:47 PM
381	If the 255 went all the way to Magnuson Park (or even a little further than that on Sand Point Way).	3/25/2015 1:47 PM
382	frequency of service is key	3/25/2015 1:47 PM
383	Continue 255 up to Magnuson Park.	3/25/2015 1:46 PM
384	Continue the 255 up to Magnuson Park	3/25/2015 1:44 PM
385	Continue the 255 up to Magnuson Park.	3/25/2015 1:44 PM
386	It should only take 30 minutes to get from Seattle children's/bryant area to childrens' bellevue. Any thing that makes this proposed route which is only 11 miles, take more than that lenght of time would decrease the likelihood of my using it. (the current system takes more than 90 minutes and involves transfers which is prohibitive).	3/25/2015 1:43 PM
387	I'm not sure.	3/25/2015 1:42 PM
388	Continue the 255 up to Magnuson Park	3/25/2015 1:42 PM
389	Continue the 255 up to Magnuson Park	3/25/2015 1:39 PM
390	Continue the 255 up to Magnuson Park	3/25/2015 1:36 PM
391	Continue the 255 up to Magnuson Park	3/25/2015 1:35 PM
392	Continue the 255 up to Magnuson Park.	3/25/2015 1:33 PM
393	Continue the 255 up to Magnuson Park	3/25/2015 1:33 PM
394	na	3/25/2015 1:31 PM
395	Continue the 255 up to Sand Point/Magnuson Park	3/25/2015 1:30 PM
396	Much more money needed, much more to keep up with population growth. too long of a time between planning and implementation that prevents already needed changes Newer residents need to take a greater burden of the cost associated with these changes.	3/25/2015 1:30 PM
397	Continue the 255 up to Magnuson Park.	3/25/2015 1:30 PM

398	Continue the 255 up to Magnuson Park	3/25/2015 1:29 PM
399	Continue the 255 up to Magnuson Park	3/25/2015 1:29 PM
400	The concept is good, the current situation stinks.	3/25/2015 1:28 PM
401	Continue the 255 up to Magnuson Park	3/25/2015 1:26 PM
402	Continue the 255 up to Magnuson Park.	3/25/2015 1:25 PM
403	Continue the 255 up to Magnuson Park	3/25/2015 1:25 PM
404	Continue the 255 up to Magnuson Park	3/25/2015 1:23 PM
405	Continue the 255 up to Magnison Park	3/25/2015 1:23 PM
406	Continue the 255 up to Magnuson Park	3/25/2015 1:23 PM
407	continue the 255 up to magnuson park	3/25/2015 1:18 PM
408	Have the 255 continue up to Magnusen Park to allow for a stop at Seattle Children's Hospital!!! One bus to work to be amazing and make me use the Metro ALL THE TIME!	3/25/2015 1:17 PM
409	Continue the 545 and 12 buses	3/25/2015 1:00 PM
410	Continue the 255 up to Magnuson Park	3/25/2015 12:57 PM
411	Continue the 255 up to Magnuson Park	3/25/2015 12:54 PM
412	Continue the 255 up to Magnuson Park	3/25/2015 12:51 PM
413	Continue the 255 up to Magnuson Park	3/25/2015 12:43 PM
414	It would be great if the 255 route would continue up to Magnuson Park.	3/25/2015 12:43 PM
415	Continue the 255 up to Magnuson Park	3/25/2015 12:39 PM
416	Continue the 255 up to Magneson Park.	3/25/2015 12:39 PM
417	It would be nice to continue the 255 to Magnuson Park	3/25/2015 12:38 PM
418	Continue the 255 up to Magnuson Park. Higher frequency trips until 8:00PM.	3/25/2015 12:37 PM
419	Continue the 255 up to Magnuson Park	3/25/2015 12:37 PM
420	Continue the 255 up to Magnuson Park	3/25/2015 12:36 PM
421	Continue the 255 up to Magnuson Park	3/25/2015 12:29 PM
422	Continue the 255 up to Magnuson Park	3/25/2015 12:28 PM
423	: "Continue the 255 up to Magnuson Park"	3/25/2015 12:27 PM
424	Continue the 255 up to Magnuson Park	3/25/2015 12:27 PM
425	Continue the 255 up to Magnuson Park	3/25/2015 12:27 PM
426	Direct route from eastside (Kirkland) to Seattle Children's Hospital would be wonderful!	3/25/2015 12:26 PM
427	Continue the 255 up to Magnuson Park	3/25/2015 12:22 PM
428	More frequent travel opportunities from Kenmore and Bothell on 522 to U District, Downtown Seattle, Capitol Hill, etc.. 522 has been getting more and more congested so having frequent travel opportunities would get less cars off the road and more convenience to us public transportation.	3/25/2015 10:56 AM
429	Increase route times for 373	3/25/2015 10:53 AM
430	Maintain excellent, direct access to downtown from the U-District until U-District light rail station opens around 2021. Route 70 is not direct, so it does not count. Walking to the UW station from the U-District is not a realistic option.	3/25/2015 10:45 AM
431	Uh, don't change the 373's actual route. Change it's frequency, if you must, but don't change it's route.	3/25/2015 9:15 AM
432	I don't know	3/25/2015 8:56 AM

433	Create a Lake City to University link station route.	3/25/2015 8:39 AM
434	running more buses to places I don't intend to go is of no help. who does the "efficiency" really help? the user/rider or Metro? what's good for Metro may not be good for the rider.	3/25/2015 7:22 AM
435	Have another route to go from downtown Seattle to S Kirkland P&R.	3/25/2015 6:39 AM
436	Express busses from the east side should still run downtown, detouring into the U district, and reducing the number of express busses overall makes no sense.	3/24/2015 8:38 PM
437	I recommend King County has more statistical analysis done using the ridership data readily available (tapping of ORCA cards) to predict the peak time/other time demand and arrange the bus schedules accordingly. According to my observation, there are too many empty buses starting and ending at UW. If frequencies can be reduced and covered areas can be extended, ridership might improve. Again, data analysis can tell the right story!	3/24/2015 7:39 PM
438	Can't think of a way to improve it. Sounds great!	3/24/2015 6:00 PM
439	do not change routes 255, 252, or 257. Or if the light link rail went to all the way to Kirkland, I would happily ride that.	3/24/2015 5:46 PM
440	Key is frequent LINK service. If there's as much as 13 minute interval for LINK (actual runs, not simply as scheduled), then it's bad.	3/24/2015 4:46 PM
441	Can you look at whether remaining service is routed in the most convenient way for disabled riders in outlying areas to reach it (try to keep walking to 1/4 mile or no more than 1/2 mile, look at location of sidewalks, look at how much grade people will need to walk/wheel up to get to transit)? I would prefer to have less consolidated service even if it is sometimes less frequent. Convince Sound Transit to add a 522 stop right before/after the express lanes at Lake City Way and 20th NE/85th.	3/24/2015 4:27 PM
442	no opinion	3/24/2015 3:48 PM
443	I don't care if it's "consolidated" or not. Retain the present #11 and let the City of Seattle buy more frequent service on it.	3/24/2015 3:43 PM
444	Maintain some of the lines that reach further out geographically, but at less frequency to make up for the increased frequency of the lines on main streets. People who live further away will not want to walk 20-40 minutes just to catch a bus, however, they may be willing to wait that long to catch a ride if a bus will be coming within a 5 minute walk of their home.	3/24/2015 3:41 PM
445	I don't like your use of the word "consolidate". It sounds terrible. It sounds expensive. It will not provide the easy access we already have. I think you are wasting our taxpayers' money .	3/24/2015 3:18 PM
446	I'm missing route 68 - a direct connect from UW to Northgate/North Seattle College	3/24/2015 3:14 PM
447	I am excited about the idea of a consolidated and frequent network of service, but not if that network leaves 1/2 to 1 mile gaps between routes/bus stops. It seems that a few more routes being included (like one or two more north/south routes (15th Ave. NE, for example), and a couple more East/West routes would make a great improvement to the current plan. *I have no problem with making transfers/connections if I don't have to walk more than 1/4 mile to do so, wouldn't have to wait more than about 10 minutes at the transfer point, and there were covers and seats at those stops. Transfers are a good thing in a well-planned transit system.	3/24/2015 1:16 PM
448	Montlake gets very busy due to traffic. Route between U-village and the new station should be able to leverage a bus lane.	3/24/2015 1:00 PM
449	Address the biggest service hole on your map - the area where I live which now has decent all-day service. Run travel time comparisons for, say, NE 75th and 50th NE, or for NE 80th and 45th NE. Eliminate the service overlap and duplication between Rts 16 and 75 in Sand Point by running Rt 16 up along the current Rt 71 routing in View Ridge and Wedgwood (the E/W connection to Magnuson Park is about as important as the E/W connection to Golden Gardens!). Pay attention to topography in considering where you are asking people to walk farther. Keep in mind that the U District is a major destination for people who decided to live in NE Seattle, and it isn't the same as Stevens Way or Campus Parkway, which are on the far edges of the district. And take off your blinders regarding traffic congestion in the Montlake and Pacific area, which will seriously inhibit OTP for your supposedly slightly improved Rt 65; that just won't cut it! - WAIT until Link gets extended a bit farther north, so you can propose a better network.	3/24/2015 10:49 AM
450	Do the best to keep fares the same for changing routes.	3/24/2015 10:01 AM
451	choice of either bus or rail	3/24/2015 9:36 AM
452	Direct access for Laurelhurst commuters to the UW stadium lightrail stop.	3/24/2015 9:13 AM

453	Route 48 needs more buses between UW and north Seattle--they do not come as frequently as listed on the bus schedules. It would be nice to have the 48x back, but include it more than 1 or 2x per day--it was too infrequent for it to be well utilized. We'll need more Park and Rides within Seattle.	3/24/2015 8:09 AM
454	more frequent connection between Eastside and UW	3/24/2015 6:55 AM
455	Why do you hate route 242? It's hardly underused. It doesn't go through the U district, so it's not affected by the new Link station. And the alternates you suggest (taking the 41 to the 542) don't actually work.	3/23/2015 10:29 PM
456	There is a group of about 15 Whidbey Island students that travel every week day from Whidbey Island to and from the Seattle Waldorf High School at Magnuson Park. Currently no reasonable public transportation options exist, so the Waldorf School bought and operates a bus to/from the Lynnwood transit center to transport the kids. Your Alternative 1 appears to provide better service between the UW and Magnuson Park, potentially providing a link.	3/23/2015 9:57 PM
457	Agreement to monitor the busses servicing the UW Stadium station and ability to get on busses leaving the U district headed downtown. Concern with reliable bus service to an area already congested (Stadium).	3/23/2015 9:18 PM
458	Keep the 71 running from downtown thru the U Dist. or provide another route that has a one seat ride from View Ridge to the U District.	3/23/2015 8:19 PM
459	Keep all-day service between south Kirkland and SLU	3/23/2015 5:45 PM
460	The 255 should continue past Seattle Children's hospital up to Magnuson Park. I would prefer that the 75 would pass directly by the LINK light rail station instead of up on Stevens Way. The walk is too far for passengers heading into north Seattle.	3/23/2015 4:05 PM
461	Keep 545 service on evenings and weekends	3/23/2015 1:36 PM
462	Scrap it! It is supposedly designed for more frequent service, thus making bus riding more attracting. But it decimates my bus service in Wedgwood, makes it more difficult to get to a bus, and requires transferring for most rides which because of standing and waiting is very difficult for me. Do NOT take the 64 out of downtown! Do not eliminate or change the 71, the only direct non-rush-hour bus that goes between Wedgwood and downtown without transferring. Transferring involves standing and walking, which are very difficult for me.	3/23/2015 1:12 PM
463	I want to see more East-West routes. It's hard to get to Ballard from NE Seattle.	3/23/2015 1:05 PM
464	I don't see light rail as an alternative to what currently exists. The proposed station in the U-district is far enough out of the way as not to be a consideration, especially in the early mornings & in the evenings. Consequently, I don't think that attempting to modify current service significantly because of the light rail is worthwhile.	3/23/2015 11:25 AM
465	I think it is important to continue having bus routes to all areas, not just the most frequently used bus stops.	3/23/2015 11:01 AM
466	Continue route 44 to the University Link station. One bus ride to the link station	3/23/2015 10:40 AM
467	Don't know.	3/23/2015 10:11 AM
468	Retain the 71 and 72!	3/23/2015 9:41 AM
469	Keep the 252 and 257 routes. Eliminating these routes will increase the congestion on the 311 route (even with the added frequency) and create a bottleneck at the Montlake Link station where all the express buses from the Kirkland area would transfer a majority of their passengers.	3/23/2015 8:36 AM
470	Shift the 67 to the more direct line of 5th Ave NE and put some lesser route on upper Roosevelt Way which bypasses NTC (like the 73 did while the Thornton Creek Bridge was being rebuilt) but with a new terminal (like the future 130th or 145th St station areas?). This doesn't need to be a major route (unless upper Roosevelt has higher demand than I realize, possible since still nothing on 15th through Maple Leaf). It IS possible to take consolidation too far, and the consolidated major routes should be as direct as can be managed. The above move would also eventually allow 67 to take over 41's tail to Lake City after North Link opens (or would this make the 48/67 pair too long?)	3/23/2015 8:23 AM
471	Extend light rail to the Kingsgate and Brickyard P&R's. This current solution will increase freeway traffic - not reduce it. Traffic congestion on the East side will be greater with this plan. You have identified riders will need to travel farther to find a transit location! This is planning? I do not see any hard decisions made here. Only bad ones for those who have the smallest voice!	3/23/2015 7:52 AM
472	Have a stop for ST route 522 between Lake City and downtown, maybe I-5 at NE 45 St or Lake City Way & NE 80 St. Or for a Metro equivalent route. Concept is to provide night service between Bothell/Kenmore/Woodinville & NE Seattle. Better night service to Lake City would also solve this.	3/22/2015 10:48 PM

473	Put a few bus/carpool only lanes in a few key congested spots, as well as some bus-priority traffic signals. Some of this will be done already around the montlake bridge, but montlake blvd could use a few too.	3/22/2015 10:38 PM
474	Don't leave northern Seattle out of many of the routes. We also need regular access to the university and farther south.	3/22/2015 10:06 PM
475	I concrete plan to address and acknowledge what points will be missing transportation when it is consolidated and how poor, working class people and disabled needs might be challenged by consolidating bus stops. I believe that metro should have some conversation how changing routes impacts different demographics of transit riders in different ways. It would be important to address this in plans. I.E. it will improve for working class folks who need transportation to run more frequently during early and late morning and Sunday. But might effect disabled folks ability to get to more consolidated areas.	3/22/2015 6:58 PM
476	Ensure that the frequency of the combined route 26 and 26x are not a net decrease in the current number of trips. Also make sure that there's access to the light rail in the university district from Wallingford	3/22/2015 5:29 PM
477	Keep 26 local route	3/22/2015 4:50 PM
478	I would start the 373 earlier in the morning to meet the needs of 73's early riders. The first southbound service should reach NE 145th Street around 4:45am. I would also start running the 347 and 348 sooner for the same reasons.	3/22/2015 2:52 PM
479	Need sidewalks, benches...access for the disabled and elders.	3/22/2015 2:31 PM
480	Given that I make little use of bus service today - in so many ways, it does not work for me - I have no suggestions beyond ensuring that implementation meets vision.	3/22/2015 2:18 PM
481	I appreciate the concept of a consolidated route, but I don't know if you realize just how many people ride the 73 to UW campus or to downtown. Eliminating or moving this route will adversely affect so many people, especially students. Please keep the 73 route as it is.	3/22/2015 1:31 PM
482	Just have both? Why eliminate downtown routes?	3/22/2015 1:23 PM
483	It would force me to drive or bike. Likely drive.	3/22/2015 1:02 PM
484	In general, I do not support Alternative 1--I think it is better to have more routes closer to where people are, rather than a more consolidated network. With that said, there are two things that most concern me personally. The first is the elimination of route 43 with no increase in the frequency of the 48. I ride these two buses to and from work every weekday. They are already often standing-room only and occasionally so crowded that the drivers don't even stop to let more passengers on. Along the stretch of 23rd where the 43 and 48 are the only north-south routes, the two new light rail stations will be a 20-30 minute walk in either direction and not really feasible for commuters. North-south passengers in this area really won't have any option except to wait for a more crowded, less frequent bus. My second concern is the elimination of some of the direct routes between Capitol Hill and other parts of the city (the 43/44 to Wallingford and Ballard, the 12 to downtown and the ferry terminal, the 43 to downtown and Pike Place, the 8 toward Rainier Valley). It is much more convenient to have a single bus going to other neighborhoods than to have to make connections.	3/22/2015 12:00 PM
485	I have no idea. I'm not an expert on bus scheduling. I'd look to cities that have a working bus system and ask whoever designed their system if they have ideas for ours.	3/22/2015 11:32 AM
486	Better streetlights and other safety measures in neighborhoods with service cuts.	3/22/2015 11:21 AM
487	If you're going to revise the 43 or 48, you should focus on maintaining service to the parts of the Hill that aren't going to be well served by the light rail. Folks who live in the northeastern part of the Hill (i.e., along 19th, 23rd) should continue to have frequent bus service to UW.	3/22/2015 9:40 AM
488	Lake City very much needs the Light Rail Station at 130th to live up to its name as an urban hub village. Lake City is one of the fastest-growing areas in the city, and the percentage of people of color has doubled i 10 years. We have many low-income, large ethnic families who need good transit access. This concept includes frequent service along 125th-130th to Bitter lake and Linden. This street is by far the best E-W connector, with better travel times than Northgate Way or 145th.	3/22/2015 8:10 AM
489	Keep Bus 71 on it's current route Wedgwood through the U district and ending at the UW Link station.	3/21/2015 6:17 PM
490	Keep schedules the same all day, every day. Peak/weekend changes are extremely confusing for riders.	3/21/2015 12:34 PM
491	Anything to speed up the 44, including the proposed Ballard->UW subway (especially if it could be routed to downtown).	3/21/2015 11:34 AM
492	it's already looking good. not much else is coming to mind	3/21/2015 10:54 AM

493	The only concern I do have is making sure that frequent, consolidated transit reaches all the way out into far Ballard. I work on 24th Ave NE and commute there from my apartment in Montlake. Currently, the most direct route I can take is the 25/48/43 to the 44 near UW. Since the 44 is the closest only direct bus to that far away in Ballard, my commute takes upwards of 1.5 hours one way for what is a ~20 minute drive. At peak hours, with just the one 44, it can pass me by because it's too full. Thanks!	3/21/2015 9:22 AM
494	We need routes in more areas, not just down the same streets over and over. A lot of us don't have cars and would have to walk very far to get to the streets with bus service. Frequent service won't matter unless you are one of the people who live very close to the few streets with service.	3/21/2015 1:00 AM
495	Have a more direct route from North Seattle College and Northgate Mall to Green Lake/Wallingford/the U District	3/21/2015 12:58 AM
496	Extend the 255 from Kirkland to Fremont/Ballard/SPU (via existing routes 31/32, for example) rather than Children's Hospital, providing connections to major North/South routes on Aurora/SR-99, Dexter/Fremont Ave, and 15th Ave NE, as well as serving major employment areas (and connecting Google's two campuses; you could probably even ask Google to pitch-in to help fund this route).	3/21/2015 12:17 AM
497	Please keep at least one non-freeway route similar to the current 66.	3/21/2015 12:15 AM
498	I think I like the majority of the proposed changes. I don't think I saw anything for closer access to Seattle Center from northern neighborhoods (the 16 and I think the 5 used to go on 5th Ave right on the east side of Seattle Center. It looks like it will still be tricky for me to get to Queen Anne from where I am in Greenwood (as well as many of the northern neighborhoods). I may have misread, but it looked like the new 45 line would end on 15th in the u-district and if you need to go farther south, you'll have to get off there to switch to the 48. I ride the 48 a lot and really like that it can take me all the way to the med center and the east side of Cap Hill if I need to get there. I like to avoid transferring when possible.	3/20/2015 11:32 PM
499	I would run more all-day service on 15th Ave NE if possible. It's a fast corridor with a long history of frequent (10 minute) all-day headway.	3/20/2015 7:55 PM
500	Ensure bus-train transfers at Husky Stadium require MINIMUM walking distances, and that ST trains run frequently and consistently. (Both non-starters for Metro, I know, but the point is that when we transfer we are at the mercy of ST's train headways and their engineers who don't understand walk times / distances.)	3/20/2015 4:25 PM
501	Extend 48/271 to Issaquah TC	3/20/2015 4:09 PM
502	Try to make sure that every neighborhood is connected with the network, even if that connection bus is less frequent.	3/20/2015 3:21 PM
503	It's hard to answer for every line as I only am familiar with the ones I take most often. See above answer as it relates to work transportation and therefore is taken twice a day, Monday-Friday; and sometimes on the weekend. Thank you.	3/20/2015 3:12 PM
504	Not making people travel further to bus stops.	3/20/2015 2:35 PM
505	Retain 255 to downtown Seattle from South Kirkland Park and Ride until Eastside Light Rail is available.	3/20/2015 2:28 PM
506	Leave the north-end hook on route 71 in place. Everything else is great.	3/20/2015 2:13 PM
507	The key will be keeping the buses in sync with the light rail trains. Since more trips will involve a transfer from either the Cap Hill or U-District light rail station to a bus, there should be coordination such that buses all make it to those stations around the time trains leave, and leave those stations when trains arrive. Forming more of a transit backbone could really modernize northern Seattle, and make it more convenient for reaching more parts of Seattle. Seattle has an excellent tech partnership with UW and the One Bus Away infrastructure. However, the data from Metro buses is frequently not present, or inaccurate, or varies wildly. One improvement I would really like to see is better cooperation of King County Metro with One Bus Away to generate better bus data, with less variance while waiting, and more accurate estimates.	3/20/2015 2:02 PM
508	More of a focus on service between central Fremont to 45th in Wallingford. East west service in general is lacking throughout the city.	3/20/2015 1:48 PM
509	I wouldn't. Consolidation of current services is far too destructive to permit. This is a non-starter as long as consolidation is a goal. One way to make service more frequent would be to put pressure on route coordinators to do their jobs, specifically in finding alternate routes as traffic incidents arise over the course of a day. Any bus more than 10 minutes late due to traffic should result in a firing of the associated route coordinator.	3/20/2015 1:29 PM
510	Make sure there are multiple spots along Eastlake Ave	3/20/2015 1:26 PM
511	It's not just about Seattle! You have a million or more Eastside bus riders.	3/20/2015 1:25 PM

512	The basic idea is wonderful, but the increase in transfers is a gamble. These transfer points must be convenient for riders. If not executed well, there will be huge problems (especially at Husky stadium station). If the transfers go smoothly, this will be a very significant and much-needed change for Seattle.	3/20/2015 1:21 PM
513	No extra cost per use, have it covered on the Metro pass system	3/20/2015 12:25 PM
514	North Seattle transit is infrequent for me, so I don't feel qualified to comment on it.	3/20/2015 11:40 AM
515	There are some good ideas here, but you need to think about people who walk. Also, I would keep a route between NorthGate, Green Lake and Redmond as there are a lot of Microsoft employees and contractors who use this service.	3/20/2015 11:04 AM
516	Extend Bus Route 246 to Clyde Hill/ Yarrow Freeway Station.	3/20/2015 8:44 AM
517	I do not like the goal of alternative 1. I think a broader network with more options is important.	3/20/2015 8:26 AM
518	Use the lightrail as an additional asset for public transportation, not a substitute for bus routes. "Consolidated, frequent network of services" should mean "easy, constant access to transportation throughout the day for all citizens," not "Sorry Grandma Smith, we just cut your bus line and now you have to walk 5 blocks up a steep hill to get to your bus, but trust us, once you're on there (given that you didn't suffer a heart attack rushing for the bus) you'll be totally faster, because you can switch to the light rail and... weeh, look how fast we're going!" It is understood that both your alternatives are born out of necessity, because we completely underfund public transportation. And yes, it is a shame that people in King County have decided that they have money to buy organic pineapples all year but not to fund mobility for all citizens. Nevertheless, as it stands both Alternative 1 and Alternative 2 sound utterly suboptimal, inadequate and, pardon the French, like steaming piles of horseshit. Thank you for taking my feedback into consideration.	3/20/2015 8:15 AM
519	improve the design of the bus dropoff zones at Husky Stadium Link station	3/20/2015 8:10 AM
520	I understand the need to remove duplication between Link, the 11, 43, and 49 - however, removing downtown connections from all three bus lines makes it a little too difficult to get to the Hill from the downtown core (especially the northern end).	3/20/2015 7:26 AM
521	coordinate arrival times for transfers on Lake City Way and Northgate	3/19/2015 11:36 PM
522	I don't use Metro in North Seattle.	3/19/2015 9:49 PM
523	I think this is a great proposal. I'm concerned about the routing along University Ave. which is the slowest of the current routes through the U-district. Either routing the buses directly towards 11/Roosevelt or adding other transit improvements along University (bus priority at lights, say) would be necessary to reap the full benefits of the plan.	3/19/2015 9:26 PM
524	Retain #30 from the Sand Point area to and along University Way NE during the day.	3/19/2015 8:04 PM
525	Do not use through routes. Get rid of many as possible.	3/19/2015 7:55 PM
526	I don't want a consolidated, frequent service! I want safe and easy access to bus to get from work at home at night as a woman by myself (with health issues to boot) who wholly relies on the bus!	3/19/2015 7:50 PM
527	I have no particular suggestions for improvement.	3/19/2015 7:03 PM
528	No improvements possible without changing the 'consolidated' concept.	3/19/2015 6:46 PM
529	I really like the proposed plan and would happily accept it as is. I will sing its praises to others as well.	3/19/2015 6:02 PM
530	Why don't we use the concept of shuttles - short neighborhood routes that connect the neighborhoods to the bigger better transit hubs that have lots of service and capacity! And our east to west service (which could play into a shuttle and hub concept) has never been well developed. As an example 145th St. NE. (and 145th Ave. N and 145th Ave. NW) is a major arterial east to west, but service between Lake City Way and Aurora Ave. N. on 145th. is pretty non-existent. I'm sure that will change when light rail starts coming further north, but even from Lake City Way to the I-5 freeway now, that major corridor seems under-utilized	3/19/2015 5:47 PM
531	I think the ideas that are already in place are great.	3/19/2015 5:01 PM
532	I would like to see a route between Ballard and UW/U district that uses Leary, but if transferring between 31/32 and 40 is simple enough that's probably adequate.	3/19/2015 4:55 PM
533	I don't care about north Seattle - whatever you're doing there may or may not be fine. But you're messing up Capitol Hill in terrible, non-reversible ways. STOP IT.	3/19/2015 3:52 PM
534	Parter with other commuting services (like the UW's Health Sciences Express, perhaps)?	3/19/2015 3:32 PM

535	I know that Metro will want to have their bus line start at the end of the Link, but a large % of people will not want to use for some reason or other. I live just beyond the University station, but I will NOT want to use it unless I can transfer easily from the link to a bus route to get to my destination.	3/19/2015 3:16 PM
536	Bring the routes along Sand Point Way that link directly to Husky Stadium station north to Magnuson Park	3/19/2015 2:56 PM
537	The goal is problematic. We have to have a system that's convenient to use, otherwise we won't use it. Please don't implement this alternative!	3/19/2015 2:25 PM
538	I would extend the improved hours to weekends. I would focus on making transfer facilities better for shielding from the wind and rain. The all-glass shelters on NE Campus Pkwy, for instance, are nice, but offer comparatively little protection from the elements. If you want people to accept more transfer, the transfers should be more attractive.	3/19/2015 2:20 PM
539	Better transfers at the University of Washington Station. Seattle Transit Blog has several good ideas about this in the comments to their posts about Alternative 1.	3/19/2015 2:11 PM
540	Don't delete route 72 or move route 73.	3/19/2015 1:48 PM
541	Well, it would probably be along the lines of very carefully identifying the new "hubs" of frequent buses, to ensure that people in all neighborhoods are not forced to walk too far to get to the new high-frequency routes.	3/19/2015 1:05 PM
542	I would like to know how Alternative 1 would impact service from the UW all the way south to the transit station in Mount Baker.	3/19/2015 12:04 PM
543	More frequent service headed north from Northgate - especially up to Mountlake Terrace / Ballinger Way. (347), and to Aurora transit center.	3/19/2015 11:42 AM
544	Look for opportunities to improve/provide east-west routes across north seattle	3/19/2015 11:13 AM
545	As long as there are no stop/service cutbacks on Bus Lines 8, 11, 10, 49, 48, 7, Rapid Ride D/C, 43 -- I am o.k. with changes, Please remember short distance riders who have no car and are totally dependent on Metro Bus Transit like ME!	3/19/2015 10:37 AM
546	The Sounder should stop near the intersection of NW 57th St and 37th PI NW. There's a ton of empty space all around the rail line to build a bus turnaround, bus stops, and even a parking lot. A frequent Ballard bus loop could easily be made to go right past there, Golden Gardens, downtown Ballard/hospitals, Ballard Senior Center, Ballard Locks, and anyplace nearby with a large park and ride, etc. This would provide vastly improved transit service to thousands of near downtown neighborhood taxpayers and commuters at a much lower cost than building new rail across bridges and through existing areas. If a good park and ride were included it would also provide a much closer/faster stop-off point for buses used when landslides temporary interrupt the Sounder service farther north. The trains could just run back and forth from the Ballard stop and the buses could go from north back and forth to the Ballard stop.	3/19/2015 10:18 AM
547	I guess I don't agree with a consolidated network. I think everyone should have access to public transportation and not have to walk a mile or more to get to a light rail station.	3/19/2015 10:17 AM
548	Add University Village shopping area (very near the light rail station) as a destination.	3/19/2015 10:06 AM
549	See above...Light rail service being expanded to neighbourhoods. Creating an underground would seriously decrease traffic, CO2 levels, and travel times.	3/19/2015 10:03 AM
550	Keep buses running on 5th Ave NE in Maple Leaf, and make it easy to get a bus to the Northgate Transit Center from 5th Ave NE.	3/19/2015 10:01 AM
551	Either don't cut the 68 or add more additional 372s to prevent the already-frequent leaving people behind at stops.	3/19/2015 9:57 AM
552	I have no suggestions. All proposed changes seem to be in line with what I was hoping for when I replied to the first survey.	3/19/2015 9:39 AM
553	More attention to NE corridor: Lake Forest Park, Kenmore, BOthell, Woodinville, and Juanita and Kirkland. More capacity at park and ride lots in Kenmore and Bothell and others that fill up early. This could be parking structures or additional sites. Easier access to park and rides by bike and better bike facilities. Although I lean more in the direction of Alt. 1 than Alt. 2, I think the best answer to your question of which is preferable is "Both." It should not be an either-or choice. We need more transit of the kind envisioned in both alternatives.	3/19/2015 8:46 AM
554	Make one local all day peak route from further north in Seattle that goes directly to South Lake union without having to go clear downtown and back.	3/19/2015 8:38 AM

555	Have one route from further north than the University District that went local to South Lake Union.	3/19/2015 8:09 AM
556	I have a concern about moving route 31 and 32 service away from Stone Way & 40th Street. The 40th Street corridor attracts heavy ridership to and from the University of Washington campus. The 44 is not a usable alternative, both because of the steep and long walk up the hill to 45th Street and also due to significant reliability and crowding issues during rush hours. I recommend keeping the 26 along 40th Street/Wallingford Avenue/35th Street and keeping the 31 and 32 along 40th Street/Stone Way (as is the current service pattern). I also recommend keeping the 16 as the Aurora Avenue route between Fremont and downtown Seattle.	3/19/2015 7:59 AM
557	I don't really know.	3/19/2015 2:08 AM
558	Have another bus that connects Capitol Hill and Fremont (similar to the 43 frequently turning into the 44).	3/19/2015 1:06 AM
559	lots of north-south routes along major avenues. riders can easily walk or bike east-west	3/18/2015 11:06 PM
560	Transit strongly biased towards N-S routes. Need an increase in E-W transit.	3/18/2015 10:46 PM
561	Route 372 is the main north/south route between 15th ave NE and 35th ave NE to UW. It would be nice to have a stop at NE 82nd St where Ravenna Ave NE and 25th Ave NE merge, b/c those of us who live in the neighborhood not only have to walk down the hills but also have to walk down 25th to the nearest stop. The walk is almost the same amount of time as the bus ride. The walk time would be cut in 1/2 with this stop added. I have missed the bus many times b/c of this walk as it passes me b/f I arrive at the stop.	3/18/2015 10:20 PM
562	reduce fair by .50 cents	3/18/2015 10:14 PM
563	I love alternative 1 except for one item. My primary concern is the traffic associated with Southbound Montlake Blvd. from 45th street to the UW light rail station. In the evening traffic is terrible and would heavily impact the travel time to get to the UW station. I typically use route 65 to get to UW, and would continue to use the 65 to get to the light rail. However, if traffic is terrible, it might be easier (and maybe quicker) for me to drive, which would completely defeat the purpose of the light rail. I strongly urge you to assess ways to improve the route time for bus traffic along mountlake blvd, from 45th, to the access point of the UW light rail station. The benefit of public transportation shouldn't merely be that it can get you places without a car. It should also get you to that place in the same or less time.	3/18/2015 10:01 PM
564	Maintain route 43. Please. This serves many more people than live in the Broadway and John intersection. Please do not delete this service.	3/18/2015 8:54 PM
565	I'd link it to the minimally-served areas West of the freeway: Phinney Ridge/N Ballard/Sunset/Greenwood. A single bus from N 65th and Greenwood to the University district would be great. Service from Ballard/Phinney Ridge to Bellevue would be amazing. Extend it to connect Phinney Ridge/Wallingford with Northgate (currently a 3-bus trip)	3/18/2015 8:39 PM
566	N/A	3/18/2015 8:09 PM
567	Better bus stop, clearly marked with shelter (even a small one) and a light above the unsheltered stop.	3/18/2015 7:40 PM
568	...	3/18/2015 7:37 PM
569	Infrequent stops/locations should still have access even if it is only once and hour during weekdays and minimal day-time hours on weekends. I cannot endorse a transit-only lifestyle if I can't reach distant locations easily.	3/18/2015 7:09 PM
570	Don't consolidate it.	3/18/2015 6:49 PM
571	As long at the link runs as it should I will be using it as my main mode of transportation. Now if for whatever reason I feel like not taking the link, I mean its a 20min walk from the my place and a 17min walk from the ave, I would like to have a backup option in order to get to Downtown, kinda like a contingency. I guess thats what the 74 is for.	3/18/2015 5:37 PM
572	Peak period 45 that runs on 15th Ave in the U District with minimal stops, allowing access to a UW Link transfer without too many stops in the U District.	3/18/2015 5:20 PM
573	I would be wary of dropping service to View Ridge. The 71 is the only late bus that goes that direction, and it doesn't even come by that often. Dropping that route without replacing it with an equivalent or more frequent route would not be a good move. In addition (and this may be part of the plan), I would make a direct bus from downtown to NE seattle that doesn't stop in the University District. I would separate commuters who are just trying to get to campus/the Ave (who hopefully would be re-routed to the light rail) from commuters who are trying to get back home in Ravenna, Bryant. View Ridge. Wedgwood, etc and don't want to make all the U District stops.	3/18/2015 4:37 PM
574	Keep route 43. Keep more 71-3 buses	3/18/2015 4:28 PM

575	The more frequent service you can put on the 44 the better. It is almost always crowded and, especially in the mid-afternoon, serves several Seattle schools which creates ridership bulges when school lets out. A couple of extra trips during these mini-peaks would be most welcome. Fifteen minute service for most of the day is not enough.	3/18/2015 4:12 PM
576	Improve/keep the location of the stops that are convenient and in frequent use of the riders (Don't have farther distances in between stations).	3/18/2015 3:31 PM
577	maintain easy access, even at expense of slower ride to destination	3/18/2015 3:29 PM
578	I have nothing to add	3/18/2015 3:13 PM
579	Stronger Park and Ride options might be helpful. Also, better sidewalks with better lighting to get to and from the bus routes.	3/18/2015 2:44 PM
580	Not route everything via link. The U district is traffic ridden as is. Until the rail network is reliable throughout north seattle it doesn't make sense to deprecate bus routes to force usage of rail.	3/18/2015 2:43 PM
581	I could not tell from the maps if there is a direct connection to the light rail if I took route 75 to the U district.	3/18/2015 2:42 PM
582	Keep the 73 on its current route and adjust the times to work in concert with the 373 & 77. Or change the 77 to also run at non-peak times.	3/18/2015 2:37 PM
583	Don't change anything. There IS NO LIGHT RAIL yet.	3/18/2015 2:34 PM
584	The only service cut I see that would cause a major headache for commuters is the loss of service in Laurelhurst. There is no close service proposed in alternative 1.	3/18/2015 2:27 PM
585	More express routes between long distant locations - less residential stops.	3/18/2015 2:20 PM
586	Either keep the 242 (my preference) to serve those on 148th in Redmond or at least increase the frequency of 542 trips during peak hours. Have the 65 run until at least 1 AM.	3/18/2015 2:02 PM
587	Increase access to South Lake Union. Keep 252 for Kingsgate P&R to SLU/Seattle access (On weekday evenings, 252, 255, and 311 often have no capacity--people stand everywhere possible and still can't squeeze behind the yellow line. I'm not sure how anyone could suggest reducing of any of these routes).	3/18/2015 2:00 PM
588	route 45/67/48 further down Ravenna to 15th instead of University Ave. this would bring students (who already use the current 45 a lot) closer to the University 15th is much less congested and as it has two lanes would offer opportunity for cars to pass stopped busses. Adding traffic to the already congested Ave would not be good and might make it more pedestrian friendly.	3/18/2015 1:59 PM
589	Once there is light rail to Northgate, I will feel differently. Then will be happy to take a bus to Northgate and use light rail to UW or downtown.	3/18/2015 1:51 PM
590	How long will it take to get from NE 65th St and 35th Ave NE to the UW link light rail/stadium? Looks like I'll have to loop all around the U District before I get there. Will the route 65 change on football game days? That's a huge problem right now. I just need to get to the game and I can't get there from my neighborhood without having to walk alot and I have a disability so it defeats the whole purpose if you change the route. I'd like to take the light rail to the airport. That's the goal. Do I leave my car at northgate? How many buses is that?	3/18/2015 1:39 PM
591	I can't tell from the description if this will improve transit between the UW and SLU, but that would be a priority for me. UW currently has a shuttle that makes this trip every 20 minutes, but they are considering implementing a fee service which would lead me to driving instead since no sufficient transit system is available.	3/18/2015 1:37 PM
592	Decrease the number of stops on the routes. The stops are too close together, it makes the whole trip too slow. I love the distance between the Rapid Ride stops.	3/18/2015 1:35 PM
593	bringing expert from Europe, Japan, East-coast anywhere that has a good public transportation.	3/18/2015 1:32 PM
594	Don't cut the 73. Cut 77 if you must leave us with only one bus that goes south of Northgate.	3/18/2015 1:24 PM
595	I'm not sure how much this is addressed by Alternative 1, per se, but in general traveling east-west by transit is more difficult than traveling north-south. I appreciate that the new light link will make it much easier to travel north-south, so it would be nice if that allowed metro to refocus resources into east-west travel. As a student who lives in Sandpoint, I almost never travel south of the water, but I frequently travel west to reach school, my work, and socialize with other students.	3/18/2015 1:23 PM

596	I use 271 & 556 routes to go between UWMC and Issaquah, NOT north Seattle. I use 271 most because of frequency of buses. 556 route is faster but not available during complete commuting hours. Park & rides are full in Bellevue and Eastgate, making my commute very logistically challenging. I'm happy to walk, bike to make connections to light rail or bus. I just need better parking, more frequent direct routes similar to 556.	3/18/2015 1:21 PM
597	My main concerns right now (purely selfishly) are improved frequency of service for Ballard/U-district and Ballard/Downtown/Seattle Center. The hope with improved frequency is that buses will not be as crowded and missing a bus will not be as stressful when trying to get to work on time.	3/18/2015 1:20 PM
598	Make sure that you keep route 197, commuter bus from south Puget Sound to UWMC. Many employees of the hospital and UW campus use the 197 to commute every day, and the buses are all full. We wish we did not have to stand up as frequently for the 25 to 35 mile long commute!	3/18/2015 1:12 PM
599	it seems that the new 45 route helps solve a lot of the problems of the current 48. Namely, it's a long, cumbersome route through some very condensed, high-traffic neighborhoods. Taking the 48 local in summer through Greenlake is murder. Anything that helps improve east/west commuting through Seattle would be great!	3/18/2015 12:48 PM
600	im not opinionated on this. i am concerned with beacon hill to cap hill to uwmc/u district. i like that alternative 1 reduces transfer times. transfers are so annoying, especially when you have to wait more than 15 minutes.	3/18/2015 12:46 PM
601	Increase Tax Revenue-Income Tax-So we can get it ALL!!!	3/18/2015 12:42 PM
602	I think the consolidation is too much. Mass Transit needs to be more like a circulatory system with trunk routes and branch routes to provide service to areas commensurate with their demand.	3/18/2015 12:25 PM
603	No suggestions.	3/18/2015 12:19 PM
604	Go further North.	3/18/2015 12:19 PM
605	Just make sure the buses run when they say they will.	3/18/2015 12:18 PM
606	Smaller buses that run more frequently. It seems to take a long time to load the double buses, and if I miss one, I have to wait a half hour when I can easily drive to my destination in 10 minutes, resulting in my driving rather than busing.	3/18/2015 12:16 PM
607	I feel like Alternative 1 is very good given it's goals. Given my commute and use case, I very much like these changes.	3/18/2015 12:16 PM
608	Poor connections to UW Link See my question 7 comments above. The light rail service was I thought supposed to be the point of these changes and it is all but ignored. Railed transit service beats any bus service. Feed the light rail!!!	3/18/2015 12:10 PM
609	Each option comes with benefits and drawbacks. You can't make everything happen, so it may be a matter of selecting the option and watching to see how riders do with some of the limitations that come with the new system and whether the benefits outweigh these limitations.	3/18/2015 12:08 PM
610	CONSIDER East/West routes!!!!	3/18/2015 12:07 PM
611	Consolidate routes on major arterials especially up north up to shoreline. 15th ave, greenwood ave, maybe even 3rd ave NW!! Frequency of buses is key. The more frequent the better. This equates almost instantly to reliability.	3/18/2015 12:06 PM
612	I would have to see exactly how the changes would affect me to give good improvement tips.	3/18/2015 12:06 PM
613	I would eliminate route 76 and keep route 71 to maintain frequent service to downtown Seattle	3/18/2015 12:06 PM
614	Move stops on Stevens Way to Rainier Vista.	3/18/2015 12:05 PM
615	the 372X is the bus i use the most. During rush hours it is ALWAYS overloaded far beyond capacity, with many UW riders getting off at U village. i think the 372 should not stop close to UW, or it should increase in frequency to alleviate crowding issues.	3/18/2015 12:04 PM
616	Keep route 72. or make 372 stop at University Way and 45th or very close to there.	3/18/2015 12:04 PM
617	Keep route 70's northern end as it is.	3/18/2015 12:02 PM
618	See comments above	3/18/2015 12:01 PM
619	I would return route 65 to its former route straight down 35th to 45th instead of the jog it now takes to Sandpoint/Children's Hospital (which is already served by route 75), thus improving frequency and efficiency of transit time for nearly all users of that route from northend to UW.	3/18/2015 12:01 PM

620	I just honestly do not like this alternative. This basically get rid of many options for people in Wedgwood area. If there is a frequent line going along NE 75th and go down to U-district area then I may change my mind. I use 71/76 a lot so deleting part of 71 going near Wedgwood and deleting 76 completely don't really appeal to me.	3/18/2015 11:55 AM
621	I think the north south connections are sufficient - what is needed are more E-W connections. Especially important would be a connection between Greenwood and Ballard! I'm not sure about NE Seattle (Wedgwood, Laurelhurst, etc...), as this area seems quite domestic and I am not sure what the main thoroughfares are here.	3/18/2015 11:55 AM
622	Dedicate part-time parking lanes on non-major streets to bus-only lanes.	3/18/2015 11:53 AM
623	Fix the transit isolation issue created by the lack of direct service between College Way N/Meridian Ave N and Wallingford and Green Lake (concept for routes 16 and 26X)	3/18/2015 11:52 AM
624	Again, as I do not live in North Seattle, there is not much comment I can make in improving this service.	3/18/2015 11:50 AM
625	Have the transfers from Light Rail to bus be in sync; for example, a bus will wait for the Light Rail to arrive at the station and disembark before leaving. Maybe give priority to commuters who are transferring from Rail to bus; make it impossible for someone to walk to the station and catch a bus there (they would have to walk to a stop before or after the station)..	3/18/2015 11:49 AM
626	I like this idea, but I would love to have a better idea for connecting Wallingford to Northgate/Northwest Hospital/North Seattle Community College. Seems like that piece is missing. I really love the way the 16 runs right now. Seems like the 44 could just continue from 45th over to sandpoint if that's the missing piece...	3/18/2015 11:48 AM
627	Do not decrease or get rid of certain lines.	3/18/2015 11:47 AM
628	Make sure already infrequent or inconvenient areas (like Sand Point and Laurelhurst) continue to get at least the level of service they already get. I used to live near Sand Point Way and it was awful trying to get anywhere with the 75 running once every 30 minutes.	3/18/2015 11:47 AM
629	It is IMPERTIVE to maintain diverse and regular buses between Northgate and the outerlying areas (Greenlake, Fremont/Wallingford, downtown, UW Medicial Center). This is true now, and will become even more important once the Northgate light rail opens, since people will need to get to and from it efficiently, else they will not use it. Also, since light rail does not service Ballard, Fremont, Greenlake etc., access will still be necessary via bus. Curtailing the 16 would be a major disadvantage in Alternative 1 as it misses every light rail stop other than Westlake Center, downtown.	3/18/2015 11:45 AM
630	nothing	3/18/2015 11:45 AM
631	Don't change route 373X.	3/18/2015 11:44 AM
632	You have an impossible job trying to balance costs, resources, and keep a majority of riders reasonably happy! I'd go with Alternative 2 though.	3/18/2015 11:41 AM
633	If you want to consolidate, awesome--but please bear in mind that much of Capitol Hill is an UNSAFE location during dark morning/night hours, even if it's fine during the day. Same with the UW Campus--to avoid walking through the UW Campus in the dark in the mornings, I would need to walk down Pacific Place to 15th with extremely hazardous traffic--or I could choose the Burke-Gilman trail, which is dark with a lot of bushes for creeps to hide in. PLEASE RETAIN ROUTE 43 AT LEAST UNTIL THE BROOKLYN STREET STATION OPENS. That won't help my Capitol Hill morning trip, but at least it will help me get from the bus to work safely. A high number of people work in the UW Tower; I can't be the only one. Can you not create a gap-filling route on the Hill that would get people safely to the Capitol Hill station, at least during early/late hours? The 43 is always full, no matter the time of day I take it. Many people ride only 1-2 stops before deboarding, rather than going from Capitol Hill to another neighborhood.	3/18/2015 11:40 AM
634	Add a route to go straight across 45th street between 15th and 25th Ave NE instead of sending most busses through campus (much traffic).	3/18/2015 11:38 AM
635	Create a stop so route 316 can drop riders off at 45th Ave NE and the Freeway on its southbound service. Route 316 has a 45th Ave NE and the freeway stop (#5419) on its northbound service. A bus lane on the northbound freeway exit for Ravenna Blvd (#170?) would help move along the #316 to get it back in service quicker.	3/18/2015 11:36 AM
636	I would like to see the travel time from Pioneer Square to 45th and Brooklyn be as fast or faster than currently. This might be possible by taking link light rail to husky stadium and then getting on a "very frequent" bus to University Way, but it is unclear if this would work in the proposed model. In my experience with public transit, increasing the number of transfers usually increases travel time.	3/18/2015 11:35 AM
637	This plan would be ideal if there is also adequate infrastructure in place - including buses with comfortable and ample seating, and stops with plenty of cover from outdoor elements.	3/18/2015 11:34 AM

638	Keep the 73 all day long.	3/18/2015 11:32 AM
639	I would eliminate fewer routes and opt for 15 minutes between busses. 10 minutes is not helpful when there is significant added walking time to/and from stops that are fewer and farther between where I need to go.	3/18/2015 11:31 AM
640	Keep route 12 or have some sort of bus service in lower capitol hill and central district to connect with light rail station on Broadway and John	3/18/2015 11:31 AM
641	Have the 44 run about as frequent as it is now. Re-establish the 28 during off peak time.	3/18/2015 11:29 AM
642	Implement more express options. It takes a long time to get around Seattle and it is compounded with stopping every couple of streets. If the bus comes more frequently, then maybe passengers won't mind skipping an express option when the next bus is around the corner. I don't mind a little more walking, if my on-bus travel time is reduced.	3/18/2015 11:28 AM
643	Something needs to replace the old 48E that was retired. I frequently take the 48 to find that it's totally packed with little traffic getting on or off near Greenlake. I suggest the new route 45 include an express component that serves the North Seattle to UW commuting crowd with additional southbound service in the morning and northbound service in the afternoon. This express service should limit stops between the U-district and 85th/Aurora.	3/18/2015 11:25 AM
644	Keep route 43 for the people that live outside the 0.5 mile radius of the Capitol Hill Link Station.	3/18/2015 11:25 AM
645	Why go through campus at all? Run all buses down 15th or 25th. Campus is such a bottle neck, and if you need to go to the north end of the Ave you encounter a great delay from the Wedgwood area unless you can get the 71.	3/18/2015 11:25 AM
646	Not sure that I like the rerouting idea for the 67 - I think it will be more inconvenient to get to and be a longer bus ride. Light rail will not impact my commute until 2021.	3/18/2015 11:24 AM
647	As above. Love the express idea, but you need an excellent feeder system.	3/18/2015 11:24 AM
648	Please keep the 71 the same and add extra capacity.	3/18/2015 11:24 AM
649	Fewer stops and shorter rides	3/18/2015 11:20 AM
650	General feedback. I ride a bicycle and supplement that with bus service. I would like to see more "Express" type services and am willing (and able) to travel further to a bus/rail stop in order to reduce overall commute time.	3/18/2015 11:20 AM
651	I think it's great already!	3/18/2015 11:20 AM
652	Infrequent special pickups for elderly (may already be in place)	3/18/2015 11:19 AM
653	The current major drawback to using transit is the infrequency of buses. Every 1/2 hour is a non-starter. A fleet of smaller buses that run every 10 min would make metro the obvious travel option.	3/18/2015 11:14 AM
654	More buses, more frequently...not less!	3/18/2015 11:13 AM
655	North Seattle to city of Seattle in most popular areas.	3/18/2015 11:10 AM
656	build a street car route from international district to central district via Jackson St. to Capitol Hill. The route 14 is terrible.	3/18/2015 11:03 AM
657	We don't need more frequent service on the 242, the cadence is just right. Six buses between 6am and 9am running to Overlake. Six buses between 3:30pm and 6pm running to Ridgecrest. The concept of a "consolidated, frequent network of service" sounds great, but if it means killing a popular, targeted, highly efficient route, then your concept is making things worse, not better.	3/18/2015 10:53 AM
658	More service on 15NE	3/18/2015 10:27 AM
659	If bus service has to be consolidated, force students that live within walking distance of campus to walk, leaving the limited bus service to commuters who need it to reach downtown. Or wait to consolidate bus service till the Roosevelt and North U stations are completed.	3/18/2015 10:07 AM

660	As I discussed in the previous question, missing buses is my biggest concern with transit. I like where this plan is going, and I think the only changes I would make would be to improve the responsiveness of stoplights to pedestrian traffic. I have on several occasions missed buses as a result of lights not changing for several minutes, which can be quite frustrating when you're on the way to a meeting. Related to that, I also would like to see improvements in how full buses are handled. The driver should still stop at the stop, open the doors, and let waiting people know that the bus is full. Customer service has been unhelpful on occasions when I have called in after a bus has blown by a stop without pause, and they never have a concrete answer on whether the next bus will also blow by the stop. I hope improvements to the system will include better tracking of these skipped stops and additional buses or longer buses added accordingly. --BEFORE the next schedule revision if at all possible. Maybe consider these like special event extra buses.	3/18/2015 9:59 AM
661	Dedicated bus lane on Denny!	3/18/2015 8:47 AM
662	Keep route 43, even if infrequent	3/18/2015 8:00 AM
663	I would reduce the number of buses between DT Seattle and UW - the Transit Tunnel is already too overcrowded with buses during these times, and the Link should take over the passengers traveling between those locations with the help of higher capacity and more frequent trains. It would be nice to see every Link station turned into a hub of its own	3/18/2015 1:05 AM
664	Planners need to keep in mind that 1/2 mile walk to/from the Capitol Hill Station is not easily navigable for many people, especially the disabled. People live all along Pike/Pine and the intersecting avenues, all of which are situated on a hill. Telling someone who has trouble navigating steep streets to walk 1/2 mile uphill is NOT OK. Density in this area demands more frequent service than the #10 can ever possibly provide, and maintaining at least one of the two University District routes (43, 49) maintains easy, one-seat connections within Capitol Hill. Having to change buses to travel within a neighborhood as small as Capitol Hill is not reasonable. I am also concerned that Route 16 is being stretched and played with to the point of being unrecognizable. This should be a new route. You cannot add new service to three new neighborhoods and call it the same route. it is fundamentally different. This route has changed so much over the years, from constantly changing stop locations at the Ferry Terminal to moving the route around all over the place in Northgate. Just leave it alone. If more service is required in other neighborhoods add new routes or increase frequency elsewhere. I am tired of not knowing where this route goes or how long it will take to get there.	3/18/2015 12:16 AM
665	Keep 45/48 through route.	3/17/2015 9:33 PM
666	Increasing frequency of east, west routes at all times of the day, night to ease travel to these neighborhoods. E line is awesome for north, south frequency.	3/17/2015 9:30 PM
667	Create dedicated bus lanes on Montlake Blvd? During peak times, it can often take 25 minutes+ to get from University Village to Husky Stadium.	3/17/2015 7:54 PM
668	I would have the route 70 keep or extend it's current U-district routing with any extension going up to NE 65th st to fill in service lost on the 66 I would also not delete route 12, instead I would run it at it's current peak frequency with 30 minute off-peak frequency. I believe this route will gain riders with the deletion of the 43.	3/17/2015 7:47 PM
669	Keep Route 71 and at least run it as a shuttle from View Ridge/Sand Point to the Greenlake Park and ride every 15 minutes (See alternative 2). That allows it to serve its present population and connect to many bus routes that go down 35 NE, 25th NE, 15 NE, and Roosevelt. It also makes sense as in that format it will become an important route when the Roosevelt light rail station is functional.	3/17/2015 7:10 PM
670	Presumably there's not a lot of ridership from NE Seattle (east of Wedgwood) to the UW, given the hills and the lack of routes, but ridership definitely won't increase unless routes are available.	3/17/2015 5:37 PM
671	Reduce the number of stops. Seattle public transport could be great but between the high number of stops and the high number of crossings and traffic lights it runs really slow.	3/17/2015 5:32 PM
672	More East-West channels of transport are always looked for, which is understandably difficult with Seattle's geography, but is currently under-served. I think getting as close to a grid with short service lines as is possible would increase the efficiency and frequency of service, rather than having longer routes.	3/17/2015 3:59 PM
673	It probably would benefit me, I just worry about taking service away from already undeserved areas that typically have populations with lower income and older riders; both demographics that need transit. It would also hopefully encourage more people to live outside of central Seattle.	3/17/2015 3:51 PM
674	I would retain the 72 or alter bus routes so some other bus comes through the U District area (by the Ave. or 15th) on it's way to Lake City.	3/17/2015 3:35 PM
675	Shelters at stops, not just benches. real time next bus arrival time signs	3/17/2015 3:23 PM

676	Maintain 545 service so there is a direct route from Capitol Hill to Overlake Transit Center at all hours.	3/17/2015 2:15 PM
677	The south end of Wallingford avenue is growing fast, with the construction of new offices and apartment buildings. If a faster connection to downtown is not considered for 2016, it should be reviewed in the next revision.	3/17/2015 1:34 PM
678	I would add Link light rail to Husky Stadium, and leave existing transit service the way it is, except for routes that cross the Montlake Bridge.	3/17/2015 1:01 PM
679	I would a single route that connects east Green Lake with Phinney Ridge. I would add a single route that connects Phinney Ridge with Wallingford. I would also add a single route that connects Greenwood/Phinney Ridge with Eastlake/SLU, especially during peak hours. Add more frequent east-west routes.	3/17/2015 11:53 AM
680	Faster transit between Ballard and the University District (and if it extended down to Capitol Hill, that's always great, too). There needs to be an express bus that goes East-West in North Seattle. Really, if there was a loop bus that had just one stop in each neighborhood (Capitol Hill, University District, Wallingford, Fremont, Ballard, Magnolia, Downtown, and Back up to Capitol Hill--or something along those lines), I would use it regularly.	3/17/2015 10:20 AM
681	Keep it streamlined and stick to the main roads.	3/17/2015 9:33 AM
682	Use alternative 2	3/17/2015 9:25 AM
683	I would be more cautious about eliminating bus routes. Some could still run, just not as frequently, which would overall help to consolidate travel.	3/17/2015 8:28 AM
684	Combine both alternative 1 & 2 options for more choices.	3/17/2015 7:07 AM
685	There's a laudable amount of improved east-west transit - the new 16 alignment, the hopefully increased reliability of the 48N/45, increased service on the 31/32 - but I think a lot of people are going to wish you went a little farther. I understand that there's probably little more you can do about it for now, but I was purposefully hoping the 44 would run a little more often to help make that Ballard connection smoother.	3/17/2015 1:21 AM
686	I recommend to revise or delete bus route 49 10 due to many riders in University District will be using streetcar and/or light rail more often in next 5-6 years	3/17/2015 12:24 AM
687	Have the 545 run off peak hours as normal. You can keep the other stuff if you want.	3/17/2015 12:07 AM
688	Change route 75 to go the UW husky stadium light rail station. Change route 16 so that the night & weekend segment (on NE 70th is used at all times).	3/17/2015 12:04 AM
689	keep 242. it is often full	3/16/2015 10:57 PM
690	Keep weekday service unchanged for the 545 or if not possible, and instead reduce off-peak service (but don't remove it). I don't know the details of where those resources would be going instead, but that is an important line which many people use on a daily basis. I get the vision is consolidated frequent service, but I don't think that is going to be efficient in the case of the 545.	3/16/2015 10:55 PM
691	Seattle voters voted in favor to raise their taxes to help Metro and we the voters were told that service would be maintained if we voted in favor of raising out taxes. This came directly from Metro and local politicians but proposed Alternative 1 is the opposite and is eliminating the service we have today. In other words Metro and all of the politicians lied to the voters. That is BS. Maintain the service that is now and add to it because that is what Seattle voters were promised. Of course we should have known that you can't trust politicians and the bureaucrats at Metro and Alternative 1 is prime example of the lies the voters were told.	3/16/2015 9:54 PM
692	Utilize the University of Washington's backroads - Children's hospital transit vans do it effectively, and it would be an amazing time-saving link between NE Seattle neighborhoods and the ULink station.	3/16/2015 7:13 PM
693	Cross-town milk runs like the new 45 will still get bogged down in places like Green Lake Way and (is it 12th now instead of 15th)? Don't burn up all the time saved by the backbone rail by wasting it wandering around instead of taking the direct route. I never understood why the 48X was cut -- it was a good route for those wanting to get past all those 5 block student rides in the U district and avoid meandering around Greenlake where nearly no one enters/exits. Take a direct route with the 45, like the 44 does.	3/16/2015 6:10 PM
694	I would keep Route 71 as is.	3/16/2015 5:12 PM
695	High frequency is the best, particularly getting traffic onto the light rail	3/16/2015 5:10 PM
696	Keep the weekday service off-peak for 545 (I'm willing to accept that weekend service may be cut)	3/16/2015 4:59 PM

697	I wish the 255 went to OTC instead of to Kirkland because then it'd be door-to-door service for me, but I assume you've looked at who uses which routes.	3/16/2015 4:44 PM
698	Work with Microsoft to change their Connector pickup locations. My current closest stop is Bellevue & Pine. Many employees choose public transit because both the 545 and Connector have the same pickup. If more employees preferred the Connector then perhaps 545 usage would drop. (Although personally I think it would be best for the city to have good public transit for all rather than relying on a separate private service).	3/16/2015 4:17 PM
699	More routes connecting Northgate and Overlake Transit Center.	3/16/2015 4:13 PM
700	don't reduce number of buses. There's always people standing.	3/16/2015 4:06 PM
701	Realize that frequency may not save commuters time, especially for people who rely on public transportation, and can't drive to a light rail station.	3/16/2015 4:04 PM
702	Keep route 11	3/16/2015 3:41 PM
703	The bus stops too frequently. Too many riders use cash. Can you offer 5% off as an incentive for ORCA card users to drive the migration to the ORCA card?	3/16/2015 3:37 PM
704	Keep 372 as express as possible! I know there will have to be some stops added to compensate for the 68/72 going away but please no closer than the metro guidelines state. I would suggest running some 16 as express or limited south of 45th during peak times. This would alleviate the concerns of existing Wallingford 16 riders about a slower trip on dexter. I know riders on 15th will be upset about losing 73 service. I wonder if it would be possible to split some 67 hours into partial 73s -- run from UW up to 110th then over Northgate. This would connect the same origin/destination pair as the original service with a larger walkshed.	3/16/2015 3:32 PM
705	Connections are going to be very difficult to get to the 542. The routes feeding to it from the North from 15th Ave NE seem to be cut. Need a stops along 15th Ave NE - NE 65th St, NE 70th St or NE 75th St.	3/16/2015 3:22 PM
706	Look at flow of riders to avoid bottle necks with overcapacity bus creating slowdown in the network (and all bus behind late). Look at flow of riders to coordinates transfers (this is the age of data, please use it)	3/16/2015 3:15 PM
707	If I understand it correctly the hardest part for me right now is going from Capitol Hill to Fremont this sounds like I would have to make 3 transfers instead of 2 but if buses ran much faster and less waiting this might not be so bad but I will dislike 3 transfers if buses freq doesn't change.	3/16/2015 3:09 PM
708	I would not remove route 242. While I support a change to 542/242 service, I do not want the 242 line removed.	3/16/2015 3:01 PM
709	I like frequency better than a wider spread of service. I can walk a bit so getting to near the place I am headed is OK by me and not waiting too long for a bus is great.	3/16/2015 2:28 PM
710	More frequent ST 542 during peak hours.	3/16/2015 2:23 PM
711	make sure there are easy and frequent stops in Green Lake park and ride	3/16/2015 2:14 PM
712	Have the 542 pick up at the Stadium (so no walking) and ensure that the load is balanced (no crowds building up waiting for bus/rail)	3/16/2015 2:00 PM
713	I am open to having to connect via the light rail if bus service providing connections to the light rail station is made more frequent and direct. I think it's important to stress that the routes be made as direct as they can while also balancing the retention of local stops. If it is going to take people longer to transfer and then take the light rail, it will not create much of an incentive.	3/16/2015 1:57 PM
714	Make 542 all day clear to Greenlake P&R (i.e., don't change the route based on time of day)	3/16/2015 1:34 PM
715	n/a	3/16/2015 1:22 PM
716	More bicycle space on buses to offset lower coverage area.	3/16/2015 1:14 PM
717	Keep the 242. It's a commuter/peak hours only service. More connection to the existing 65th park and ride lot	3/16/2015 1:03 PM
718	Do not reduce 545 service, even in off-peak hours	3/16/2015 1:03 PM
719	I'm assuming you're removing this north route because the ridership is sparse until Northgate. If so, move the 242 route to the east (to 15th NE). By having it run within 1-2 blocks from the highway, you're losing potential riders to automobile transit. Move it to 15th, where there are far more eastside commuters.	3/16/2015 12:53 PM
720	I would try to identify not just where riders are going using the transit system currently. But where are drivers going at off peak times where routes could be improved or frequencies could be increased to increase ridership and potentially increase the amount of money brought in from riders.	3/16/2015 12:52 PM

721	Maybe combine 16 and 26 to provide even more frequent service on that route to CenturyLink field from Greenlake, especially around Sounders games.	3/16/2015 12:50 PM
722	I would be happy as long as ST 545 kept late night hours.	3/16/2015 12:47 PM
723	Keep the 43, or get the 47 reinstated quickly. The 49 is very slow going up and down Capitol Hill. Though maybe increasing the frequency would help.	3/16/2015 12:44 PM
724	The planned loss of Montlake freeway stop in either alternative is a serious, major commuting impact. Perhaps another alternative would fill that gap? For example, what about a freeway stop on west side 520 near where 520 crosses under the new 10th ave lid? Most of the buses which use the Montlake stop could just as effectively use this (with the exception of 43/48 connections to 520 routes from 23rd/24th ave), and you could make very minor revisions to further connect the 49, 10, and 12 routes to this stop for a net improvement to connectivity.	3/16/2015 12:43 PM
725	general improvement of on-time service. Schedule, schedule, schedule.	3/16/2015 12:39 PM
726	Ensure there is a bus from downtown into Fremont and Wallingford every 10 minutes from 6:30 am until 1am	3/16/2015 12:39 PM
727	Keep 242 or provide some option that doesn't make my commute from Maple Leaf to Redmond significantly longer	3/16/2015 12:35 PM
728	Use alternative 2.	3/16/2015 12:31 PM
729	1) I would ensure that transfers to and from Link are made as painless as possible - off-board payment for all routes when transferring from Link to a bus. 2) Bus lanes for any route that suffers more than 20% schedule delay during peak times covering every segment of the route where congestion is experienced.	3/16/2015 12:30 PM
730	I personally thing the 542 should leave from a Park & Ride and not an are with no parking.	3/16/2015 12:29 PM
731	The transfers from eastside onto Link at UW would be greatly facilitated by transit only lanes and/or new Montlake transit only bridge. Also, perhaps taking more space from Husky stadium parking lot for bus transfer facility or layover could help make a transfer from eastside express bus to Link for downtown Seattle and Capitol Hill destinations more time effective, and enable more SR520 routes to be truncated at Husky Stadium, which in turn also reduces downtown Seattle bus traffic.	3/16/2015 12:16 PM
732	I don't think this can be fixed: you have to transfer at least once to get almost anywhere! Direct routes are far more convenient and nicer to ride, and this remove almost all direct options. The connections to the light rail are great, but often I want to bus places that aren't right next to the rail stations downtown.	3/16/2015 12:14 PM
733	1. Better options to get between the North West neighborhoods and the U-District: There is currently no direct way for me to get from Fremont to the U District without either going downtown or to Northgate. Therefore I do not benefit from the increased 542 service at the expense of the 545 reductions. If a route is added that goes between these neighborhoods, existing Metro riders will be able to keep similar commute times/ number of transfers under new routes. EG: I would now take this new route between Fremont and the U District, then catch the 542 to Redmond. 2. Revert the Fremont revision to the 16 to keep alignment with the 5.	3/16/2015 12:14 PM
734	Keep the 545 an all-day, all-night route.	3/16/2015 12:14 PM
735	I think it may benefit some, but for those people that rely on the 242 to get from Northgate to Microsoft, I think it does not make it easier for them to commute.	3/16/2015 12:00 PM
736	Improve the frequency of the 542 to make up for the transfer. This may be impossible, but with no net change to the bus schedule, the walk to the light rail system and the wait on the train (depending on traffic to get there) would likely just end up in a longer trip.	3/16/2015 12:00 PM
737	I would switch the route reductions. I would increase 545, and reduce 542. If needed, add a new route between downtown and the link stop in Broadway/E John to allow commuters a connection to the University district.	3/16/2015 11:59 AM
738	If route 242 is deleted, is it feasible to extend route 542 to at least Northgate Transit Center via I-5 or 5th Avenue (if the latter, making limited stops along the way)? That way, Northgate to Overlake wouldn't require a transfer.	3/16/2015 11:55 AM
739	Better east-west connectivity. Even during peak bus service, the buses running these routes are packed and will continue to be until there are more numerous and more frequent routes.	3/16/2015 11:55 AM
740	Keep the 545 service in non-peak hours to allow travel between Overlake Transit Center and downtown	3/16/2015 11:54 AM
741	545 needs to run more frequently from 730 to 9AM. I find myself having to stand far too often on this bus in the morning. Keeping the route from capitol hill to Redmond allows me to live without a car.	3/16/2015 11:54 AM
742	Reduce transfer times, both during peak and off-hours.	3/16/2015 11:53 AM

743	Maybe have 1 run each way at lunch time. If I am working half a day then getting home via bus is long and challenging and really forces me to drive today.	3/16/2015 11:52 AM
744	Keep the 545 as it is or make it more frequent - it is already packed.	3/16/2015 11:52 AM
745	Need late option, an extra 65 @ 1:20 AM would be nice.	3/16/2015 11:51 AM
746	stop all of the NE seattle routes from the slow and painful trip into UW, which is not an easy walk from the light rail station and is even farther from connections at the montlake bus station. right now everything in that area is biased to uw, and this makes things even worse	3/16/2015 11:51 AM
747	1. Route 542 Westbound shouldn't deviate into Overlake Transit Center during peak hours. 2. Route 542 during non-peak hours, it would be ideal to see the route extend up to 65th and Ravenna Park and Ride.	3/16/2015 11:50 AM
748	no change	3/16/2015 11:49 AM
749	I would expand the hours for the 545 to something more like 7am-11pm during the week.	3/16/2015 11:46 AM
750	keep the 242	3/16/2015 11:46 AM
751	Do Alternative 2	3/16/2015 11:46 AM
752	Keep 545. Currently I take 545 to 44 to get home to Stone Way and vice version.	3/16/2015 11:46 AM
753	Don't get rid of the Montlake freeway station so you don't have to come up with these tortured transfer scenarios in alternative 1 or 2. You should instead be touting how you will have direct bus service to downtown with an easy stop at Montlake, and when 520 has light rail in the future, that will be done via light rail.	3/16/2015 11:45 AM
754	I would make all routes to Northeast of Seattle start at the University District and increase the frequency to beyond only every 6 minutes for the light rail.	3/16/2015 11:43 AM
755	don't cut 545 off peak	3/16/2015 11:41 AM
756	A better way to connect caphill to the 542 without the 545 going to CapHill	3/16/2015 11:38 AM
757	More frequent light rail, less frequent buses.	3/16/2015 11:36 AM
758	I'm hoping for more options to go from Fremont/Wallingford to Capitol Hill / First Hill. Right now there are few routes which make this viable.	3/16/2015 11:35 AM
759	Don't eliminate 242.	3/16/2015 11:33 AM
760	Several alternatives: Don't detour 255 or make 256 a non-rush hour route. Have 545 stop by South Kirkland Park and Ride.	3/16/2015 11:02 AM
761	I am an Olympic Hills (north of Pinehurst) resident, and the 73 is my bus. It goes from my house to UW and downtown in a single ride. There is no way I could support elimination of the 73. As far as I can tell, the proposed replacement is a two-bus ride to UW, or a two-bus-plus-train ride to downtown. Are you kidding me? The bus transfer occurs in the middle of nowhere, and there is a long walk between the bus and the train. If I had a one-bus ride to UW station, I could almost handle this change. I don't want the 73 going away, peak or non-peak. It is heavily used all day. Simply maintaining the peak-hour 77 is not an adequate replacement. The 347/348 is often full before it reaches my neighborhood and would be a poor substitute for the 73. It seems to me that current riders of the 71 will be in the same predicament.	3/16/2015 10:57 AM
762	Use 15th instead of the Ave in the University District. The Ave is slow and should be pedestrian-focused, not bus-focused. Every time I get on a bus it takes forever to go down the Ave. The 48 is fast going down 15th, all buses should do that. The plan seems to take buses off 15th, which is, in my opinion, the best street for N/S transit between UD and northern areas. Roosevelt/12th are okay as well.	3/16/2015 10:53 AM
763	North of 65th has very few routes available to it. This could be marginally expanded while still working on consolidating routes to major thoroughfares	3/16/2015 10:46 AM
764	Simpler is better, encourages those unfamiliar with transit to understand the routes.	3/16/2015 10:12 AM
765	Keep Route 43 from Link Light Rail's Capitol Hill station to a stop at UW Medical Center or Husky Stadium.	3/16/2015 9:13 AM

766	I believe a grid system of public transportation, along with faster trains, is a key to bringing Seattle in step with the 21st century and creating a foundation upon which the city can grow. "If you build it, they will come". Your current antiquated spoke-and-wheel system that channels everything through downtown is fine for a city that is focused in the downtown core and just has a few small suburbs on its outskirts. However, Seattle is not that city any more. It's a metropolitan city with people going crosstown and every which way at all hours of the day. Metro needs to not just keep up but lead the way. Build a highly efficient grid system - add a gas tax or increase the vehicle tab fee if you have to, to pay for it - but create a modern, efficient, and especially, a FAST public transportation system, and you'll start seeing people leave their cars at home and take public transit instead. There's less than no need to channel every route through downtown. It unnecessarily concentrates traffic in one location and slows people down. Create routes that cut through the areas outside downtown instead, and you'll see neighborhoods and businesses grow up around your new routes. I'm from Canada. Toronto, Ontario (where I grew up) has one of the best transit systems in all North America. New York City, of course, probably boasts the very best transit system. We need to study these cities and base our transit plan on these models.	3/16/2015 8:46 AM
767	keep geographic coverage in south Wallingford by keeping busses to downtown on Wallingford Ave N and N 40th Street	3/15/2015 10:23 PM
768	Any one of the suggestions here: http://seattletransitblog.com/2015/03/15/pinehurst-bus-suggestions-for-alternative-one/ , but I would prefer suggestion 2.	3/15/2015 8:57 PM
769	Expand light rail, expand rideshare programs	3/15/2015 8:21 PM
770	Link the bus lines with the light rail service coming to UW, Roosevelt, and Northgate. Overlap both bus and light rail schedules during peak hours (6am-9am; 3pm-6pm) to give commuters more options on weekdays and weekends. Make sure there are special schedules for both buses and light rail during the holidays so everyone can enjoy them. Also, have a night owl service on light rail and buses for third shift workers.	3/15/2015 5:03 PM
771	I need direct transport from Pioneer square where I live directly to Redmond. Currently, the 545 route goes through ALL downtown Seattle and then to CAPITOL HILL, which adds 15min to my commute every day. Plus there is no Wi-Fi on the bus, which is terrible for my productivity.	3/15/2015 12:35 PM
772	Greater frequency would be nice, in general, for getting people to use transit.	3/15/2015 12:01 PM
773	Look at different ways of routing or scheduling in the neighborhoods that are losing service on streets (Maple Leaf, etc.)	3/15/2015 8:30 AM
774	Frequency improvements to Madison Park and Madison Valley areas by #8 will mean that I may take public transportation more often as it will now be useful for short distances too. (e.g. Arboretum & Madison Street location to Capitol Hill). Otherwise it's difficult to wait up to 30 minutes for something that will be a few minutes drive. But if it's only a 10 minute wait it may be worth it for short trips. If overall travel time is less in Alternative 1 I won't mind a transfer to get from downtown to Madison Park area. Frequency improvements will make encourage me to take the bus to get light rail to the airport.	3/14/2015 10:29 PM
775	Keep the #71 bus from Wedgwood/Bryant Ravenna to downtown Seattle until the light rail station opens in Roosevelt. The impact is just too much. The Husky Stadium light rail station is just too far and inconvenient to expect people to transfer there to get to downtown Seattle. Keep in mind that not only will there be a transfer, but to get to the light rail station will require getting to the 65 or 372, which for many people is a much longer walk as well.	3/14/2015 10:08 PM
776	The route 48 link between UW Link Station and Mt. Baker Station (along 23rd) serves a vital link between North Capitol Hill and access to the Light Rail. Currently, I take the 48 to Mt. Baker Transit Center to access the Light Rail (northbound or southbound). Once the Link Light Rail is complete, from Downtown, I envision taking the service all the way to UW then transferring southbound on the 43 or 48 and getting off on North Capitol Hill (Aloha). Alternatively, when I return from the Airport, I plan to get off at the Mt Baker Station, then catch the 48 northbound, as this will take less time, then all the way to UW and then south bound.	3/14/2015 3:52 PM
777	Thanks for outlining for us what seem to be the disadvantages of Alternative 1. If routes are changed significantly, it can negate benefits from increased frequency of service. From Lake City I go primarily to the University District Retail Core (The Ave not University Village), the University campus to use the libraries, the Roosevelt Area, Northgate, Downtown and Green Lake. It looks like my access to the University District Retail Core and Roosevelt would be decreased (I'd have to transfer more) in Alternative 1, and transferring slows everything down. I would like to see the Route #72 retained since it is my most direct connection to the University District Retail Core and to connect with Route 48 on 65th NE. I also often travel to the University District through Wedgwood, stop, and then get back on the bus to go either to the University or Downtown or connect with the #48. I also go to church on 35th Ave NE and often ride the bus back and forth from church activities. Decreasing frequency on the routes 65 during the evenings and weekends present problems for me taking transit. It looks to me like Alternative 1 would be more disruptive plan than Alternative 2.	3/14/2015 2:57 PM

778	re-instate all day route 30 service, weekends too. Have routes that travel directly to link station at Husky Stadium (until the station at the Ave is finished)	3/14/2015 11:48 AM
779	The frequent 16 route through View Ridge will be great, but the fact that the westbound routing shifts from 65th to 70th on nights and weekends will be confusing. I understand that the reason is to provide a turn around and layover spot when the NOAA campus is closed. But why not consistently route westbound on 70th at all times? It would not be difficult for westbound riders near that portion of 65th to walk to 70th, and it would be easier for riders north of 70th who are losing the 71. Plus, consistency!	3/14/2015 11:39 AM
780	Don't know.	3/14/2015 11:30 AM
781	Even more frequent service so increased transfer won't be a pain for people in the deleted service area and longer walk to bus stop is going to worth it.	3/14/2015 11:24 AM
782	I wouldn't know about north Seattle I live in Kirkland, WA. and I go the 520 BR. on the RT.277 most of the time from my home .	3/13/2015 6:09 PM
783	Most of the changes are great! More frequent service in Northeast Seattle would allow for much easier travel throughout the north half of the city. I would leave Routes 26/28 serving Fremont and the Dexter corridor, and have Route 16 retain its Aurora routing, rather than moving the 16 to Fremont and Dexter and putting the 26/28 on Aurora. I might also like to see the 45 continue on 65th Street all the way to Sand Point, creating a true crosstown route that will enable more gridded connections and fewer transfers for people traveling between Northwest Seattle and Northeast Seattle. I feel less strongly about this change, and it might work better after the Roosevelt Link station opens so that a quick connection to the U-District would be maintained.	3/13/2015 5:14 PM
784	Needs to branch out a bit.	3/13/2015 4:52 PM
785	install a light rail station in between 65th & Roosevelt and Northgate, say at 85th and Roosevelt or 85th and 5th Ave NE.	3/13/2015 4:40 PM
786	have 15 minute service from Bryant to link light rail	3/13/2015 3:59 PM
787	N/A	3/13/2015 3:52 PM
788	I would take busses off of the Ave. They should either go on Roosevelt, 11th, Brooklyn, or 15th. The 16 and 26 shouldn't go downtown, instead they should be east/west connectors for North Seattle. Service to downtown from NorthGate should remain on Roosevelt/Eastlake with 10 min headways all day.	3/13/2015 3:43 PM
789	I can't think of any way to improve it for my use without consolidating LESS. Consolidation must make things more efficient for Metro, but it makes sure makes it harder for passengers to use.	3/13/2015 3:31 PM
790	Keep some service on 15th NE, otherwise more frequent service and better connections.	3/13/2015 1:51 PM
791	Woodinville Park and Ride has space to park if you delete route from Bothell UW and Woodinville PR, there are no space to part on Bothell UW.	3/13/2015 1:26 PM
792	N/a	3/13/2015 1:01 PM
793	Routes across town is most important.	3/13/2015 12:39 PM
794	Wi-Fi on buses	3/13/2015 12:36 PM
795	Your plans in no way have helped or will help.	3/13/2015 12:07 PM
796	Add a shuttle bus service every 7 minutes from 65th and Sand Point Way to Montlake Blvd and 520 via Sand Point and Montlake Blvd. This would increase rideship because of the availability of parking along this route. Both 520 and the Link station at Montlake have no parking.	3/13/2015 11:22 AM
797	Add shuttle buses to run from 65th and Sand Point Way to Montlake bridge via Montlake Blvd running every 7 to 10 minutes. This would increase ridership because this route offers more parking for a Link station and bus transfer station with no parking.	3/13/2015 11:17 AM
798	I would have two or three shuttle type buses travel from 65th and Sand Point Way along Montlake Blvd to the Link at Montlake so that riders could catch a bus along that route every 10 minutes. This would allow easy access to the Link as well as bus traveling along 520 to any number of places, buses at Pacific Ave, buses at the 45th St viaduct and 25th Ave, at Princeton as well as 75th St. NE. I think it would greatly increase ridership because stops along this route have more parking available.	3/13/2015 11:10 AM

799	Collaboration with Sound Transit to optimize service to and from the consolidated Metro service will be very helpful to those of us coming in from further away. I'd love to not deal with traffic & parking if the travel times are reasonable.	3/13/2015 10:15 AM
800	Looks great overall!	3/13/2015 8:48 AM
801	Preserve 25 and increase frequency. This will become an even more vital neighborhood link once the UW light rail station is active.	3/13/2015 7:27 AM
802	Make route 44 more frequent and direct (fewer stops) to connect more efficiently to the UW Link station.	3/13/2015 7:12 AM
803	Increase all day neighborhood connections to the Light Rail. Alt 1 is a system that would only work in a place with large park and rides at the in-city light rail stations, which Seattle does not have.	3/13/2015 6:54 AM
804	Not sure, I'm a fan.	3/12/2015 11:07 PM
805	372 needs to go further on weekends! Particularly if deleting the 72.	3/12/2015 10:36 PM
806	Keep the core routes that allow people throughout the community to access service.	3/12/2015 10:14 PM
807	Go from Wedgwood direct to husky stadium	3/12/2015 9:24 PM
808	I would remove the wasteful jog the 65 bus does over to 40th and then back to 35th. The 65 bus should go straight up 35th from Sand Point Way, as it used to. I would move the 372 and 65 closer to the light rail station. It is insane to have buses that are designed to work well with light rail then make people walk unnecessarily far to make the connection. This is a public government disaster. I want to know who is responsible for this stupidity.	3/12/2015 8:49 PM
809	No ideas at this time.	3/12/2015 5:35 PM
810	Wait until the 65th Street Station opens...then it could work.	3/12/2015 4:33 PM
811	Keep route 11 servicing Madison Valley and Madison Park.	3/12/2015 4:08 PM
812	Retain the 11 and 43 routes	3/12/2015 3:52 PM
813	Better service in Kenmore. The buses are frequently full and so is the park and ride. Too many transfers to get to where I need to go. Even with regular, heavy commute traffic, it takes me 30-45 minutes. By bus, with 2 transfers it takes 1.5 hours each way. There's no incentive to take the bus when comparing a 45 minute commute each way to a 1.5 hour commute each way.	3/12/2015 3:46 PM
814	Frequent, short-run feeder bus runs to dedicated transit paths like light rail. Then pile on the number of cars on the light rail line.	3/12/2015 3:37 PM
815	The people who live on the steep grades in the east part of Maple Leaf (ca. 40,000 people) don't have good access to off-peak service under Alternative 1 because of the GRADE. They don't even have sidewalks, and hiking up a 33% grade for more than one block is pretty strenuous (let alone two or three blocks or more...). Lake City Way is also not rationally connected to Maple Leaf (and frankly it's icky as well), so it's hard to imagine how those people are going to access transit readily. In the end, most of them will have to keep using cars. Pity.	3/12/2015 2:35 PM
816	Use alternative 2 instead	3/12/2015 2:21 PM
817	I would leave the current schedule and route till the link station at Northgate is open. This way, people can just travel to Northgate station to catch light rail, rather than transfer a couple of time just to get anywhere between North terminal of route 73 to Roosevelt area.	3/12/2015 1:56 PM
818	Add back service to some areas using Seattle Prop 1 funds.	3/12/2015 1:50 PM
819	Having a connection point to the link South of UW. It would be acceptable if the bus just stopped at convention place and i could catch the link from there to my place of work. My biggest issue is having to go west across the bridge, then north to connect to a southbound transit option.	3/12/2015 1:34 PM
820	I tend to plan my trips on transit carefully to take advantage of the schedules. The extended routes can be great for odd trips. From example, on the occasions that I've had to travel from Madison Valley to Greenlake, existing routes like the 48 make that trip possible. My concern with Alternative 1 is that throughroute coverage decreases significantly. You may have to take a local bus to the rail, take the rail to the next station, then take another local bus to your destination. Whenever I have to transfer *twice*, I start thinking about driving instead.	3/12/2015 1:10 PM

821	Keep routes extended to the S Jackson St area. It's hard to tell, but it looks like more of the bus service ends in mid-downtown area. I really like how there's a transit hub associated with the King Street Station (Sounder & Amtrak) / International District Light Rail Station / Pioneer Square area. Please make sure bus service continues to extend to this hub. Make sure there's enough service connecting Eastlake (Lake Union area) to downtown Seattle (including all the way to Pioneer Square) and Eastlake (Lake Union area) to U-district. The 70 may accomplish this (if it extends to Pioneer Square / International District), but it's hard to tell if this will help the capacity. It seems like both the 70 and 66 are in high demand during peak times, and not just for people traveling through the Eastlake area - lots of people get off at the major stations (Lynn St, Harvard, etc.) along Eastlake (Lake Union area).	3/12/2015 12:43 PM
822	make the 8 on Denny more reliable!	3/12/2015 12:21 PM
823	The biggest sticking point is the transfer situation/layovers at the University Link station. It would be worth sacrificing a few parking spots to enable faster transfers in order to help keep the network on time and out of congestion.	3/12/2015 11:37 AM
824	Have the 73 or other route give Pinehurst folks direct service to UW.	3/12/2015 10:58 AM
825	more buses for routes that are already overly packed, especially if they are packed before getting to areas where the new trains would reduce load. The 71 and 76 (especially the 76) are always packed well before they get to the Roosevelt area.	3/12/2015 10:58 AM
826	Easier connection between Northgate and northwest Seattle, in view of future Northgate link station too.	3/12/2015 9:14 AM
827	I'd like to suggest that you don't switch the 16 and 26 north from Wallingford to Northgate. I frequently change buses at Ravenna. I don't see anyone changing from the 16 to the 26 to access east Wallingford. Most of the folks on the 16 north of Ravenna are heading to downtown. If you want to break the 26 off from the 131, it would make sense to send it east on 65th so it is two local serving routes. I don't think anyone will travel west on 65th into Wallingford. If they are going downtown they will change to a bus headed south in Roosevelt (this will eventually be useful when the Link station opens in Roosevelt). It is only a few minutes different between the 16 on Aurora and the 26 on Dexter now so which one makes that route is not important (routing on Aurora will change when the tunnel opens anyway - hopefully back to Seattle Center east). The time loss is in going through Fremont but that serves a different purpose. The 31/32 riders in south Wallingford will have to change in Fremont to go downtown. If you have more than a 10 minute wait at a change point, that is a bad design and will discourage use of that routing. Getting to Seattle Center using the 32 is a pain in the neck and takes too long. I notice we are driving to the Seattle Center more now without the 16 access.	3/12/2015 9:04 AM
828	Exploring alternative routes.	3/12/2015 8:28 AM
829	Sidewalks to get to the transit! There are too many roads without sidewalks which make it unsafe for pedestrians. All of 95th for example and the spur of 25th Ave NE that leads from Wedgwood to the main drag of Ravenna/25th Ave. From the west side of Wedgwood, we have to walk to the bus on narrow streets without sidewalks and its so uncivilized and dangerous. Pedestrian connections along Sand Point Way near Magnuson Park are also horrible and many people live in the park, or across the street from the park.	3/11/2015 9:58 PM
830	Would be awesome to have a route going down 15th from Maple Leaf, through Ravenna to the UW campus (serving transfer to U Link). Folks living at 19th and NE 80th have a long walk east to 25th or west to Roosevelt way	3/11/2015 9:31 PM
831	I'm not qualified to answer, as I don't know the issues in those neighborhoods.	3/11/2015 7:54 PM
832	I understand the point of cutting the 545 hours, but it'd be nice if morning peak could at least reach to 10AM. The bus is always packed in the mornings (granted, lots of those folks get on at Cap Hill and could easily take the light rail instead...)	3/11/2015 7:32 PM
833	still need better East-West service throughout the entire region. the new 16 line is an improvement, but it's still ridiculously difficult to get "across" North Seattle.	3/11/2015 4:51 PM
834	Maintain a connection from North Seattle/Jackson Park/Shoreline to the Eastside. One connection is doable, two connections is unrealistic. I don't understand why route 242 is being considered for deletion, it services Shoreline to Redmond and the new light rail will have no effect on that route.	3/11/2015 4:08 PM
835	keep route 41 and other express busses zipping up and down the freeway, for those who live farther up north	3/11/2015 1:53 PM
836	keep routes that link to the light rail and downtown frequent and fast (i.e., least amount of stops as possible)	3/11/2015 1:51 PM

837	Consider that there may be many residents in northeast Seattle who would not be inclined to ride the bus to get to the UW Link station. They may prefer driving to the station and parking there in order to ride the rail. If there isn't adequate parking for them, they may decide to drive all the way to their destination, rather than taking the bus. So plan for adequate parking there to reduce possible congestion down the road.	3/11/2015 1:38 PM
838	My biggest concern is that there are not good bus connections to the UW light rail station. It would be great if some fast busses went straight to the light rail station, perhaps down 25th or 35th avenues.	3/11/2015 1:21 PM
839	I live in Wallingford and work between Pioneer Square and the Stadium district. Alternative 1 appears to truncate the 26X route at Yesler, as opposed to continuing on another few blocks to its existing terminus at S Main. I'd prefer to see the terminus continue to be S Main St. to avoid a longer walk from the bus to the office.	3/11/2015 12:46 PM
840	I would keep the alternative 1 in place with keeping Meridan as the the route for the 16, though all other options look good.	3/11/2015 12:27 PM
841	Nothing	3/11/2015 12:01 PM
842	Overall, I like the griding, re-thinking and frequent service. My only beef is the new unreliability the plan builds into the new 67 and new 48. Split them, layover in the montlake triangle, call it good. If they're not trolleys, there is still layover space on the south end of the ave.	3/11/2015 11:37 AM
843	Please don't take away the route 16 access to North Wallingford, specifically Meridian Ave. We use this to go downtown and my brother who lives downtown uses it regularly to get to our house. If you change this, we would have to walk 10 blocks to a bus stop and my brother would lose his access to our house.	3/11/2015 11:31 AM
844	Consider East/West connections more.	3/11/2015 11:19 AM
845	Very much like airline service, people would rather have a direct route rather than connecting. Less stops is also like how far away a garbage can is located to deposit your trash - people give up if it's not conveniently located enough.	3/11/2015 10:49 AM
846	Trust traffic/transit experts to make it work based on community input	3/11/2015 10:47 AM
847	KEEP THE 48 AS IS. Metro doesn't seem to realize that a lot of people have to transfer a lot to go from South Seattle anywhere.	3/11/2015 10:44 AM
848	Retain the 73 up to 145th St or at least 125th.	3/11/2015 10:19 AM
849	It seems like Madison Valley to the UWMC and pill hill are being forgotten in your plan. A LOT of medical folks live here and need access for work. In addition, we like to shop downtown and at U Villiage. We have already been very limited with bus service-this plan reduces services even more for us. I actually bike to work more than I take the bus-I can get places faster-but I am not getting any younger.	3/11/2015 9:44 AM
850	Push the easternmost stop in Laurelhurst to the top of the Children's campus rather than the bottom of the hill, bringing it closer to people in Laurelhurst and eliminating ~250 of elevation gain for people walking to the top of the hill. That will make the service far more usable for the elderly & less-able folks in the neighborhood, in addition to making it easier to other users & driving up ridership.	3/11/2015 9:24 AM
851	Make a solid transfer between Sand Point Way and the rail station.	3/11/2015 9:24 AM
852	no recommendations at this time	3/11/2015 8:47 AM
853	Have buses running on 25th st. Go straight to connection point to 271 for easier transfer to east side.	3/11/2015 8:39 AM
854	Have the 65 & 75 go straight to the station at husky stadium. People going to campus can take a ski lift up Rainier Vista from there (imagine how romantic the views!), and the buses can continue up Pacific to get back to their usual routes. If the ski lift idea doesn't work (imagine the revenue from tourists on weekends!) you could have shuttles at U Village and at the Link stations to get into campus.	3/11/2015 8:05 AM
855	Well, stealth surveys aren't they way. If you want to make over transit then get out the brass band and loudly announce the plans. A year is not very much time especially when it doesn't look like you are having meetings in the impacted areas. No Bellevue isn't impacted, but that is where the meetings are.	3/10/2015 9:50 PM
856	We need to keep enough transit access to ensure that light rail is used.	3/10/2015 9:17 PM
857	Reliability needs to improve, and service needs to be better in synch with One Bus Away app. Everyday, there are buses in Wallingford and Fremont that One Bus Away says is coming, but they do not actually come.	3/10/2015 9:13 PM
858	Leave it as proposed.	3/10/2015 8:48 PM

859	I would add a 16x route during peak times that uses Aurora to go downtown from Wallingford. I really like the concept of the 16, but I understand the loss of very fast downtown service will be difficult for Wallingford. I hope that City of Seattle money could add this route somehow, or that there is room elsewhere in the restructure for it. The alternative doesn't improve the 44, although I realize there is very little that can be done without seperated ROW. This route would be our feeder service to Link, which would be very helpful for airport trips, and even capitol hill trips. Right now though, it's so slow that it probably makes more sense to go downtown.	3/10/2015 8:27 PM
860	A better routing plan that includes localized services in neighborhoods that takes into account the SAFETY of women, children and the elderly!!!!	3/10/2015 7:32 PM
861	No ideas	3/10/2015 6:59 PM
862	Institute shortest possible walk from route 75 stop on Stevens Way (or elsewhere) to University Stadium Link station.	3/10/2015 5:40 PM
863	No further ideas	3/10/2015 5:26 PM
864	I can't think of anything	3/10/2015 4:39 PM
865	Have a regular route on 15th or 25th that has a stop that is much closer to the UW light rail station than Stevens Way.	3/10/2015 4:35 PM
866	Throw out the entire existing map and start over with fresh routes that feed light rail, or run north-south in areas away from light rail. Current routes lack logic.	3/10/2015 3:56 PM
867	do not have feedback about this--i'm willing to walk farther for more frequency	3/10/2015 2:59 PM
868	Increase frequency of 26 bus at ALL points along route. 30 minutes is too long considering need and density	3/10/2015 2:46 PM
869	Shift some routes to 15th Ave NE (or even Roosevelt Way NE) instead of University Way NE between the Ship Canal and NE 50th St to avoid congestion.	3/10/2015 2:31 PM
870	keep the 11 and 12	3/10/2015 12:47 PM
871	Servi8ng more people is more important than cosolidation.	3/10/2015 12:25 PM
872	Faster access to downtown. Spedivially 16 from Wallingford to Downtown Seattle.	3/10/2015 11:46 AM
873	stay on Aurora 99 between Fremont and Downtown.	3/10/2015 11:18 AM
874	The concept ignores all those who live on the 25 route between Montlake Blvd and Eastlake. So we would have to drive. More people used to ride it when it came more often--though I notice more people riding it now that we have 'One Bus Away' so are spending less time at the bus stop in order to not miss it.	3/10/2015 11:17 AM
875	Bus service that goes directly or very close to the light rail station from Wallingford and Ballard area.	3/10/2015 11:11 AM
876	Add more park and ride places.	3/10/2015 11:09 AM
877	Bus service to Magnolia needs to be more frequent. It is reliable to get to work in the morning, but during commuting times in the afternoon it is unreliable, with buses not coming for over 30 minutes, and then three buses arriving at the same time.	3/10/2015 9:54 AM
878	Change your goals. You say Alternative 1 would improve productivity and efficiency. These are not important goals for a public service. More important is that I take public transport rather than drive my car. Your narrow minded changes may improve the productivity and efficiency of some segment of the Metro bus system, but at the expense of reduced productivity and efficiency of society as a whole as more cars from Madison Park contribute to congestion on the roads towards downtown Seattle.	3/10/2015 9:48 AM
879	keep buses going (or put in the Seattle Lake Union Transit link up through the end of Broadway).	3/10/2015 9:30 AM
880	It seems pretty good for my needs, but I am concerned for those in areas that are losing nearby service.	3/10/2015 8:18 AM
881	Give me a SUBWAY, TRAIN, OR LIGHT RAIL for the Eastside. That's what you can do.	3/10/2015 8:13 AM
882	Improve connections at UW Station by routing buses near Husky Stadium (http://seattletransitblog.com/2015/01/30/improving-bus-rail-integration-at-uw-station/)	3/10/2015 1:09 AM

883	The Dexter corridor is a high-growth area with new apartment complexes currently under construction and planned for construction. This is an area that needs more service, not less service. It will soon face the kind of transportation gridlock that is currently experienced in South Lake Union because Metro didn't have the foresight to provide adequate bus service in South Lake Union. Any route that is extremely long and meandering, such as the proposed route 16, does not serve the passengers who are at the end of the route, such as the Dexter corridor.	3/9/2015 10:19 PM
884	Some attention to walking distance from homes to the bus routes is necessary. If it is too far and takes too much time, it makes using transit difficult. Also, for the elderly and infirm, distance to the bus stop is a very important issue.	3/9/2015 10:16 PM
885	You don't include the 522 in the list of routes but I think you should consider it. From Wedgwood, it's faster to take the 65 to 125th and Lake City Way and then take the 522 downtown. I bet even with LINK, the 522 is still a faster option than taking the 65 to Montlake and then LINK to downtown. You should include the 522 in your maps and planning.	3/9/2015 10:03 PM
886	Restore bus 11.	3/9/2015 9:56 PM
887	The 44 will remain just as mired in traffic as it is now. I know Metro's and SDOT's options for improving it are limited, but there is no excuse not to connect properly two of the neighborhoods most needing good transit. The 44 seems to get bogged down between 45th & 15th and 45th & Stone. Metro and SDOT should try to convince Wallingford (again) that providing dedicate bus or at the very least BAT lanes along 45th is in their best interest. Metro, SDOT, and SPD should also work to find a solution to the left turn from 15th onto 45th for Ballard-bound 44's - I have been on a 44 stuck at that left turn for 20 minutes because of westbound traffic (none of them buses) blocking the intersection. If nothing else, Metro police should be able to direct traffic there during peak times to ensure the smooth flow of buses.	3/9/2015 8:44 PM
888	Keep some form of 71-2-3-4 but have them start at the University of Washington Station instead of in the Downtown Seattle Transit Tunnel. Reduce the frequency of the 43 but maintain service (it's a trolley route, it's cheaper than a diesel route). I'd generally keep majority of the rest of the service the same.	3/9/2015 8:40 PM
889	I would look at reconfiguring seats in the buses so there is more standing room at the front. Remove the seats from one side, so there are just seats for those in need, and more standing room at the front for everyone else. This would make it easier for people to get on, off, and get by other passengers.	3/9/2015 8:27 PM
890	Maintain route 11.	3/9/2015 8:16 PM
891	Make sure that bus service serving my neighborhood is not abandoned, made more infrequent, or serving only more distant bus stops. We bought our house with the intention of riding public transit to downtown.	3/9/2015 8:15 PM
892	I would relocate the U-district area "Bus Hub" from Campus Pkwy/15th to the Link Light Rail station, or AT LEAST have some of the buses coming from the north connect to that station. It would reduce commute times from the View Ridge / Magnuson park areas by at least 15 minutes if we were able to have one route to get to the new rail station, AND we'd have access to Cap Hill and all the other great places the Light Rail goes. Why are you not connecting to the light rail? I don't get it. It makes zero sense.	3/9/2015 8:11 PM
893	More frequent 45-271 routes	3/9/2015 7:03 PM
894	Not sure	3/9/2015 5:56 PM
895	Around the clock service for shift workers at the UW medical center, weekends, holidays. Not having to walk far to the bus stop early in the morning or late at night.	3/9/2015 5:42 PM
896	I think it priveleges more able bodied people ie people going to football games and that's annoying	3/9/2015 5:34 PM
897	Just use Alternative 2, and buy some new buses the current ones are falling apart.	3/9/2015 5:22 PM
898	Consider terrain (slope/steepness) and alternative routing options when deciding what stops to keep or get rid of.	3/9/2015 4:27 PM
899	Do not eliminate the #25 route.	3/9/2015 4:24 PM
900	I like the idea of a frequent network of service. Because it focuses on NE Seattle, this proposal doesn't cover all of my trips. I currently take 3 buses from west of Green Lake to Pinehurst. This proposal does not address east-west travel in the north end between Lake City and Aurora either on Northgate or 125th/130th.	3/9/2015 4:22 PM
901	Retain the 43 bus route.	3/9/2015 3:38 PM
902	Consider U-District transfer points very closely on a block-by-block basis. Need safe transfer points at night.	3/9/2015 3:34 PM

903	In a perfect world I would add a Central District light rail station at Union & 23rd or MLK & Union going directly to the other light rail stations. I prefer underground transportation over light rail - BART is a good example and much better than surface light rail.	3/9/2015 3:14 PM
904	Keep both bus lines running at their current schedules, or how is anyone in Montlake/Portage Bay, the closest actual communities to the light rail station, going to get any benefit from it without increased access to the station? Bus service needs to minimally stay the same to make the light rail stop gain it's full potential, otherwise it will be a squandered opportunity for our community to want to take light rail anywhere.	3/9/2015 3:01 PM
905	put more buses on 25th	3/9/2015 2:52 PM
906	I would like for stakeholders to know if people come from the Madrona area there is no easy way to get North to South those who use the current bus already have issues taking away the 48 service is not reasonable since it is the only way for those who live in Madison, Madrona, and surrounding areas to go north without going all the way downtown.	3/9/2015 2:48 PM
907	bus transit should serve as the neighborhood point to the mass transit like link rail. The frequent the better so that people can take bus to the link rail or drive to park that can be a short walk to the link rail.	3/9/2015 2:41 PM
908	It seems to me that Alternative 1 leaves out some significant areas (Madison Valley in particular), it would be unfortunate to have to walk more than a couple blocks to catch a bus.	3/9/2015 2:23 PM
909	Have you considered modifying the route #25 to act as a U.District-to-Capitol Hill shuttle? Start on or near the Ave, go South across University Bridge, then turn east to Furhman/Boyer, up Lynn & West Montlake Blvd E. to Roanoke (by the Montlake Hop-In), take a right onto 24th Ave. southbound, and up over Capitol Hill to Broadway following the current #43 route. This would connect several neighborhoods whose service would be badly curtailed under Alternative 1 (the Boyer corridor, central and south Montlake, and the 24th Ave. hillclimb) and would link those neighborhoods to two key areas: U.District and Capitol Hill, while still eliminating one route. It would basically merge the #25 and #43. Just an idea. One way or another Montlake is getting short shrift in this plan. Walking from Montlake (let alone Boyer/Furhman) to Husky Stadium is not an easy option for some folks, especially given how congested the 520 area is going to be during ongoing construction!	3/9/2015 2:19 PM
910	Consider some of the routes that are going to be deleted. For example, route 72 is to be replaced with 372, but the 372 doesn't stop much in certain areas. Getting rid of the redundancy of routes that go downtown is good, in theory (since the light rail will do that faster and more effectively once people can get to the new stations), but these routes go to more places than just downtown. The 72 is the only bus route that covers a certain area, and it is already infrequent (every 30 or 60 minutes). The 312 is a great option for downtown and back, only if you are going the right way at the right time. Leaving large areas with no service will not make it easier for the bulk of people to get to the light rail stations.	3/9/2015 2:17 PM
911	Frequency is not as important to me as having a route stop near my home! I would not feel safe if the stop or route involved walking any distance at night! PLEASE KEEP ROUTE 11 and 8 the way they are!	3/9/2015 2:07 PM
912	Real, established transit hubs on a more permanent basis so the city can develop around these hubs is a real first step to future growth...	3/9/2015 1:52 PM
913	Not much to improve. Bus service to the Link stations at Capitol Hill & Husky Stadium should be efficient and easy, with a huge number of buses serving those stations.	3/9/2015 1:35 PM
914	Keep a route going all the way North-South from downtown through East Greenlake up to 92nd Street.	3/9/2015 1:21 PM
915	Keep 25, 43, 48 routes running at same interval. Don't cut the 25!	3/9/2015 1:15 PM
916	Don't cut any bus service! I don't see how the 25 route is "duplicative" from Montlake to downtown or elsewhere. Do you want low income elderly populations (my neighbor for one that is also handicapped) to have to travel 2 miles on foot because the route 25 went away because of a supposed "duplicative" bus route to light rail?	3/9/2015 1:01 PM
917	It would be nice to have peak time buses run slightly later in the morning and evening.	3/9/2015 12:46 PM
918	My goal is to get to work (NOAA Sand Point) and back home (adjacent to N Northlake Way in SE corner of Wallingford), so unfortunately our goals do not intersect well.	3/9/2015 12:04 PM
919	Can buses from all parts of Cap Hill use the light rail tunnel to get to downtown faster, but still maintain their Cap Hill stops?	3/9/2015 11:52 AM
920	I like it very much.	3/9/2015 11:50 AM
921	Building a new (Transit Only) ramps on and off of Rte. 520 to get to the new UW Station. Traffic currently backs up at the current ramp onto Rte. 520.	3/9/2015 11:47 AM

922	Go direct from NE 95th down 35th NE to transfer station.	3/9/2015 11:05 AM
923	Finish Northgate link sooner than later.	3/9/2015 10:49 AM
924	Have the 522 bus, or its replacement, stop at the existing stop on Lake City Way NE & NE 82nd Street for all trips!	3/9/2015 10:36 AM
925	Increase service along 145th Street and 15th Avenue NE; need reliable pick up time for downtown route 308 northbound to be able to use it with frequency. Would increase my usage if it can go through the bus tunnel along with route 77.	3/9/2015 10:26 AM
926	A direct bus from NE Seattle on 35th directly to the UW link station is the most important. A more efficient bus schedule and direct access from NE Seattle to South Lake Union and Lower Queen Anne.	3/9/2015 10:02 AM
927	Funnel as many bus routes as possible to the UW light rail station to make LINK the quickest way to get downtown. This would remove some buses from the street that duplicate the light rail option.	3/9/2015 10:02 AM
928	Provide more shuttle routes connecting the western side of the U District and Wallingford/Green Lake directly with the new University Link Station.	3/9/2015 9:58 AM
929	Determine who to shrink the distance needed to travel to reach bus lines.	3/9/2015 9:58 AM
930	Either have the 312 not run just at peak hours, or have the 522 stop at several key points on Lake City Way that are currently only served by the 312 when the 312 is not in service.	3/9/2015 9:55 AM
931	The concept itself is a problem.	3/9/2015 9:50 AM
932	I do not think it has any thing to do with the south ens.	3/9/2015 9:06 AM
933	More connectivity to University Link Station - take advantage of Link's consolidated, frequent service.	3/9/2015 8:31 AM
934	Have the 522 stop along lake city until it gets on I-5.	3/9/2015 7:49 AM
935	I like it as it is, to be honest. I want it tomorrow.	3/9/2015 6:34 AM
936	establish direct bus connections from eastside to major hospitals in downtown seattle	3/9/2015 5:44 AM
937	Provide direct bus access from core Greenwood (85th & Greenwood Ave) and Greenwood Senior Center to NSCC and neighborhoods in Northeast Seattle like Northgate, Lake City, Sand Point, and Seattle Children's Hospital by extending Route 75 from Northgate TC to 85th and Greenwood. Greenwood is not well connected to areas to the northeast.	3/9/2015 2:41 AM
938	Better service connecting Ravenna, Bryant, and Northgate/North Seattle College	3/8/2015 9:58 PM
939	Maintain some alternative that goes through the U District to downtown; provide better alternatives East of 35th Ave NE.	3/8/2015 9:23 PM
940	Consolidate bus stops and provide other transit priority investments on route 44 to speed it up and make it more reliable.	3/8/2015 9:23 PM
941	My goal is the same. I have no specific improvements to suggest in this region.	3/8/2015 9:19 PM
942	easier access of the bus stops	3/8/2015 8:52 PM
943	Link route 75 to Link station at UWMC/husky stadium.	3/8/2015 7:33 PM
944	In contrast to the current service, the #74 will not stop north of NE 74th, and we have to walk on Sandpoint Way on a narrow path, with cars frequently driving 40mph (high pedestrian fatality rates at this speed), very scary, especially at night with poor roadway lighting. So, make sure the #75 continues to stop north of NE 74th.	3/8/2015 6:26 PM

945	My neighborhood overwhelmingly just voted to tax ourselves for more transit. Not higher-volume consolidated onto fewer routes; we asked for more of what we already are using. I am very worried that the alternative 1 proposal seems to be heading in the opposite direction, reducing, eliminating, consolidating. Is the goal of the transit system to serve only those who can travel to a few high-volume routes, like the train, or is the goal of transit to provide maximum higher-density coverage to the region, so people can do more activities without getting in a car? I support, and just voted for the second of these two concepts. Our needs for travel are complex, and extend well beyond peak commute times. We need a system that has the capacity, coverage and frequency required to provide for our complex needs. Alternative 1 seems to take away too much of the local coverage to consolidate service into a few highly concentrated routes. These routes do not have enough infrastructure in terms of park and ride capacity, and local service to help people get from their houses to the bus, and back again with groceries and kids. What I would like to see on the north end is better cross-town service on the east-west arterials, and enough peak-trip service to where I don't have to stand in the bus for 45 minutes at the end of a long day, when I am tired.	3/8/2015 6:25 PM
946	Make sure transit is accessible, especially to people with disabilities and the elderly.	3/8/2015 3:46 PM
947	Reduce the need for multiple transfers because routes were cut. Leave the 66 as is!	3/8/2015 3:00 PM
948	I cannot say, considering I have no budget information available to me.	3/8/2015 1:12 PM
949	perhaps many people in ne seattle don't *need* what you are proposing,	3/8/2015 11:56 AM
950	no clue. walking further to get a bus to the areas mentioned is not a goal I have.	3/8/2015 9:08 AM
951	Reinstate express service (10 min intervals) from downtown to University Way until about NE 55th. Then live-loop it back to downtown to layover. The current 71/2/3 is faster than what is currently being proposed (with the exception of southbound PM peak service).	3/8/2015 3:24 AM
952	Sorry I don't know enough about the layout to comment	3/7/2015 8:06 PM
953	More service from Overlake to UW & north	3/7/2015 8:03 PM
954	More service to the fast-growing SLU, and reverse-peak service on Boren to connect SLU to First Hill	3/7/2015 7:40 PM
955	Honestly it is close to perfect for me.	3/7/2015 5:14 PM
956	Perhaps consider a crosstown shuttle (maybe at NE 95th Street or 110th) so that residents could access buses along Sand Point Way, 35th Ave NE or Lake City Way if they want to get downtown without having to change to light rail in the U District. Students going to Nathan Hale, Jane Adams and other nearby schools could ride the shuttle instead of school buses and perhaps grow up with a public transportation mentality.	3/7/2015 5:09 PM
957	See above. But I do like the concept of consolidating Route 8 & 11 together. The drawback for current Route 8 is that it doesn't go all the way up Madison West-East. Hopefully the new Link will get people where they need to be without having the 8 travel the entire way. I don't use the 11 because it doesn't come down the hill north enough. I think the 8 is a much better Route in general, more useful. Aside from planning/putting in a new Route that runs W-E on Mercer instead of Denny, the 8 absorbing the 11 is a good option. Adding a new Mercer route in the future that connects with Eastlake via (Mercer/Republican) or that may be something else like Mercer/Montlake on 90, might also be worth investigating as an add on to 8/11. I would use the new 8 more often because it goes further East than before, making it much easier for me to access Central Co-Op for instance from down in SLU.	3/7/2015 4:59 PM
958	Can't wait for light rail to reach Northgate & NE 145th.	3/7/2015 3:43 PM
959	More service like 555/556 with direct service to the U District; linking two concentrated ridership centers, Northgate and the U District with high frequency and speed. Direct, faster service to downtown from Northgate, faster than the current 41, until LLR is ready to take the load.	3/7/2015 3:30 PM
960	It really needs someone to listen and act on what all the riders want, not just the transit admins and a bunch of folks who never ride buses.	3/7/2015 3:16 PM
961	Have more routes in NE Seattle head towards the LR station.	3/7/2015 2:56 PM
962	Expanded hours of service between University Station and NE Seattle neighborhoods, especially at night.	3/7/2015 2:45 PM
963	Park and ride. this needs to improve. especially for red line buses. no where to park - that is safe. that's why i don't use it. it would be so much faster, but there is no place to park. so when you consider how fantastic this would be, you have to consider how are people going to get to the bus stops and where are they going to park. because a lot of people will be driving to the bus stop. there is no way to avoid that in this city. widen your focus, it's not just about the bus/light rail. it is also about how people get to it. especially for people who take a route home at night, have to park somewhere or walk somewhere. it is not safe i will be driving my car.	3/7/2015 2:16 PM

964	See above.	3/7/2015 2:06 PM
965	Have buses from the neighborhood to get us to the light rail!	3/7/2015 1:22 PM
966	Maintaining a strong connection to downtown is helpful, perhaps more frequent 41 service could help too, especially during sports events at the Stadiums when more service is needed.	3/7/2015 1:07 PM
967	Living on Capitol Hill and within a mile of the new station, my concern is being able to obtain frequent and direct service to iconic North Seattle destinations from the new University Stadium Station. For example, right now it takes one hour via 43/44 between Central Capitol Hill and Ballard--especially at night this timeframe is of concern. But direct service to businesses in UDist, University Village, Lake City Way and Northgate would make Metro Transit to those places more convenient to utilize.	3/7/2015 12:44 PM
968	Simple way to connect from the UW light rail station to other NE Seattle destinations.	3/7/2015 12:24 PM
969	Ensure evening service from Huske Stadium stop does not force those with destination to Roosevelt and 11th to walk from the Ave or 15th because it's too unsafe. I typically only use transit evenings and weekends to play in other neighborhoods but have ceased using transit when evening service on the 66 was reduced.	3/7/2015 12:09 PM
970	Frequent 15 min service to 92nd St in Seattle (either Ravenna, 25th, 35th, or Lake City Way and 95th)	3/7/2015 11:53 AM
971	Please realize that some of the people who use the routes you want to cut 1) don't drive and use Metro and 2) are older and find it hard to walk great distances and need to be close to bus routes. You, the Mayor, want people to use transit and at the same time YOU keep wanting to cut or reduce the routes that we take. THIS IS NUTS.	3/7/2015 11:24 AM
972	It's great! Build a subway from northeast Seattle to Fremont and Ballard, but that's not a metro bus thing :)	3/7/2015 11:17 AM
973	I'm a little concerned by the stair stepping that the 16 does between east-west corridors duplicating other frequent service on lines 44 and 45.	3/7/2015 10:53 AM
974	Direct stops at the light rail station if possible. Either that or make a stop on the UW campus very close to the station. Expanded hours of service for both buses and trains. Would use this option coming back from SEATAC more often if buses were operating in evening.	3/7/2015 10:25 AM
975	You shouldn't be "consolidating"; you should be adding! More buses, more routes. Don't worry so much about the duplication. Serving the customer should be the priority.	3/7/2015 10:08 AM
976	I would add another east-west connection between NE 65th St. and Northgate Way, such as on NE 80th St. from 5th Ave. NE or Roosevelt Way to 25th Ave. NE/Ravenna Ave.	3/7/2015 10:05 AM
977	More direct service to the University of Washington Link Light Rail from 25th Ave NE (currently a route 68 & route 372) bus rider.	3/7/2015 10:00 AM
978	The main concern I have is the quality of the connection between the 372x and light rail. It seems like there will be a relatively long walk to make this connection. I'm not sure if there are any solutions here given the traffic on Montlake Blvd.	3/7/2015 9:31 AM
979	Aggressively speed up routes 45 & 67 between 65th & the UW station. Consolidate stops north of 50th. Have dedicated bus lanes on Roosevelt/11th/12th. Force all non-transit traffic to turn right every block on University Way south of 50th. Transit Signal Priority as they cross Ravenna Way and 65th, especially for the 3 lights the routes pass through in rapid succession for the left turn southbound.	3/7/2015 8:54 AM
980	Plan frequent, rapid bus routes that run from neighborhood centers in Northeast Seattle to the stadium station. At rush hour (7am-10am, 4pm-7pm) the same bus should come at least every 5-7 minutes. I should not have to rely on a bus schedule to get from Roosevelt to the stadium, and it shouldn't take me more than 15 minutes to get from the Roosevelt neighborhood center to the stadium by bus no matter when I leave (i.e., not having to plan around a schedule). This level of reliability and frequency in public transit is standard in many major cities, even in developing countries.	3/7/2015 8:53 AM
981	If there were routes that were shorter and did regular loops, it would be more reliable and ease of getting the train, less wait and ultimately getting to my destination on time. (like they do in Singapore, it is quite easy to navigate there since there are frequent buses that are always coming and going)	3/7/2015 8:51 AM
982	Give Metro more money to further increase frequency.	3/7/2015 8:44 AM
983	I have no opinion on North Seattle.	3/7/2015 8:28 AM
984	I don't have any ideas for improvement at this time.	3/7/2015 7:54 AM

985	Add bus service from Capitol Hill down 12th Ave to the ID and Beacon Hill	3/7/2015 7:46 AM
986	Have "feeder" buses from local neighborhoods get people from neighborhoods to E-Buses, Light rail. That way fewer people will drive to the main bus lines. Reality check; most people won't walk more than a few blocks to get to a bus.	3/7/2015 7:01 AM
987	increase the number of small hubs, don't rely on so many massive hubs like UW (except for rail stations) or downtown. South lake union is currently a more important area than downtown for a hub. Downtown is busy but hasn't been a destination for play, and less and less for work, in recent years. many people work in south lake union.	3/7/2015 6:40 AM
988	Consolidate the existing bus stops along the routes. Although it's less walk to have a bus stop every other block, it slows down the travel time.	3/7/2015 3:23 AM
989	If implementing continue route 76 but have it stop at NE 45th St. (UDistrict) and I-5 while going southbound in the morning. Currently it bypasses UDistrict on way to downtown Seattle, but stops there going Northbound.	3/7/2015 1:06 AM
990	I would use the 71X-73X during Peak hour only use alternate routes during the day	3/7/2015 12:51 AM
991	Include extending the first hill streetcar to Aloha, or putting back some version of the 47.	3/7/2015 12:44 AM
992	I feel it's worth a try as presently conceived.	3/7/2015 12:14 AM
993	I would have stronger east-west connections north of Northgate.	3/7/2015 12:09 AM
994	Moving bus stops to be as close as possible (1) to each other at transfer intersections, and (2) to actual destinations (such as significant retail centers, schools, and workplaces). Adding reverse commute runs on peak routes. Getting north- and west-bound routes to run remotely close to their schedules.	3/6/2015 11:29 PM
995	I don't know if this is taken into consideration, but service later at night on routes 65 and 75. It's hard to go out at night and get home on transit because the bus routes (especially 65) end so early in the night. There needs to be service until 2 or 2:30 in the morning, at least on weekends.	3/6/2015 11:12 PM
996	Very frequent, fast service to light rail. e.g. small busses every 10 minutes that just zip you to light rail. It's already going to add time transferring from bus to train, it would be frustrating if the busses weren't that frequent. The train might get me from UW to Capitol Hill in 4 minutes. That's not the variable factor. Infrequent, slow, late, stuck-in-traffic busses could make the difference between a 20 minute commute to Cap Hill and a 45-60 minute commute to Cap Hill.	3/6/2015 10:55 PM
997	Keep either the 12 or the 43. The 43 would feed into the Station on Broadway at least. The 12 would give access to the Medical Buildings on Madison. Otherwise how does someone get to those from that quadrant? That is REALLY unkind! To get from the Station on Broadway to pill hill for an elderly person would work how?	3/6/2015 10:28 PM
998	More direct access between laurelhurst and UW light rail station	3/6/2015 10:18 PM
999	lots of through-routes, frequent service Northgate-Green Lake, make connections to ST 512 easier (more frequent 44?), leave some peak 372 trips as express for faster Lake City service	3/6/2015 10:13 PM
1000	Use transit to get me to the nearest light rail station as quickly as possible.	3/6/2015 10:11 PM
1001	Closer connection to UW station from connecting buses.	3/6/2015 9:40 PM
1002	More parking around transit hubs	3/6/2015 9:19 PM
1003	Make it easier for people to get to and from Capitol Hill without having to transfer at 3rd & Pine. That intersection is too close to Belltown to feel safe for a woman travelling alone.	3/6/2015 9:17 PM
1004	At least keep 71 intact during peak hours so that people can get from east of 35th/65th to connections to Bellevue without multiple transfers without having to hike so far, alt 1 gives me at least a half mile of walking uphill, not fun when it rains, and not enough alternatives in case I should miss the 65.	3/6/2015 8:42 PM
1005	Improve speed and reliability of Route 44 by consolidating some of the very close bus stops, and working with City of Seattle to implement some transit priorities on this route. Make 45th a transit-friendly street with transit priorities implemented. Ensure reliability of the route 45 if delays on eastside/SR 520 creates delays with the 271 interline.	3/6/2015 8:32 PM
1006	I would use it to get to the train and then likely to Capitol Hill, Downtown or the airport.	3/6/2015 8:19 PM
1007	see above - focus getting people to light rail stops or park and rides easily so they can take those modes	3/6/2015 8:12 PM
1008	Have a route from Sandpoint area go to the Light Rail station.	3/6/2015 8:10 PM

1009	I have insufficient data to make informed decisions on this matter.	3/6/2015 8:04 PM
1010	increase routes that transfer to Rapid E line.	3/6/2015 8:03 PM
1011	Overall Alternative 1 looks pretty good. For me, adding back the 72 route would be a huge improvement.	3/6/2015 8:03 PM
1012	See you just want to possibly improve your idea. This will not improve anything because people have to walk to a Bus Stop often in the rain. Why we only have one huge link station on Capitol Hill. Instead of more smaller stations. Does anybody who designs these things ever ride them??	3/6/2015 7:57 PM
1013	Is it possible to implement a hub system that facilitates transferring for high-transfer rate exchanges between routes? For example if traveling to downtown on the proposed #8 from Madison Park, I'd need to be sure to catch a 38 somewhere or I end up by Seattle Center. Particularly when connections are being made when it's late and the frequency of service is lower, it would be good if the drivers for #38 waited until the #8 arrived (at certain set stop) before proceeding on its route, and vice versa. Only after they've allowed for an exchange of passengers transferring would they be free to go on with their routes.	3/6/2015 7:57 PM
1014	Build more light rail access, along with a more clearly defined hub-and-spoke network.	3/6/2015 7:55 PM
1015	- Every bus that connects with Link should have a frequency that's a multiple of Link's, and ideally with the same span of service. If Link's all-day frequency will be 10 minutes, then core routes should come every 10 minutes, while route with lower ridership should come every 20 minutes. Why is 20 minutes better than 15? Because of beat frequency. Imagine that a 20-minute bus departs UW Station after every other Link train arrives. A rider coming from Link will either have to wait 0 minutes (if there is a bus waiting), or 10 minute (if there isn't), for an average wait time of 5 minutes. With 15-minute frequency and no timed connection, a rider will have to wait an average of 7.5 minutes -- 2.5 minutes longer. Why pay extra for worse service? - Reroute the 5 through Fremont, and modify the 5X/355 to provide a peak-period connection between Phinney/Greenwood and downtown. This would simplify the network (the 5 would have a straighter route), and it would provide a direct connection between the neighborhood centers of Greenwood, Phinney Ridge, and Fremont. Currently, this connection is almost provided by the 28, but Alternative 1 proposes to take that away. - Delete the 32, a route that largely duplicates the 31 and RapidRide D. Instead, upgrade the 31 to frequent service. Alternatively, truncate the 32 so that it only runs between Fremont and the U-District (basically a turnback version of the 31), and use the savings to upgrade the 31 and 32 to 20-minute service each (combined frequency of 10 minutes). - Modify the 75 to stay on NE 125th St, following the 41's route to Northgate TC. Extend the 40 along Northgate Way/LCW to the 41's current terminus. Terminate the 41 at Northgate TC full-time. This would simplify the network, since every Route 41 would have the same service pattern. It would also bring back a connection between Ballard and Lake City.	3/6/2015 7:50 PM
1016	Not sure yet	3/6/2015 7:47 PM
1017	Please consider adding routes with direct access to Husky Stadium from NE Seattle via 25th Avenue NE and Sand Point Way.	3/6/2015 7:42 PM
1018	More all electric trolley bus lines	3/6/2015 7:42 PM
1019	I would keep Route 66 and 48 the same.	3/6/2015 7:40 PM
1020	As Horace Greeley once wrote, "Go West, young man."	3/6/2015 6:55 PM
1021	I like it as it is	3/6/2015 6:53 PM
1022	Readd the 43, eliminate the southern leg of the 48 and combine parts of that with the 38 (southern end of the 8)	3/6/2015 6:48 PM
1023	Design it like the hub-and-spoke system the airlines have. Use smaller equipment (mini-vans) to provide "feeder" service (such as East/West and North/West shuttle service via mini-vans) along the less frequently used routes to provide access to the hubs.	3/6/2015 6:30 PM
1024	Allow your fair on Metro to carry over to Sound Transit and visa versa.	3/6/2015 6:22 PM
1025	Retain route 71 and other routes through neighborhoods that enable riders to leave the car at home.	3/6/2015 6:19 PM
1026	Reroute the 65 back to its original routing from around 8 years ago. Making it detour all the way to the Children's hospital really slows down the ride from our house to the U district (in fact, biking is faster than the bus!). More frequent service will be great, but the 65 needs to become faster.	3/6/2015 6:17 PM
1027	I would put a transit-only lane down Montlake, from the U-Village to the Link station. (Southbound. Northbound is never congested) Run busses directly to the station. Or at least have an option to go from NE Seattle directly to the station without looping through UW or walking from Stevens Way down to the station.	3/6/2015 5:53 PM

1028	a route between UWMC to North Capitol Hill or Eastlake, traveling up the back side of North Capitol Hill (Delmar Ave Hill) connecting UWMC to Boyer, Delmar, and Seattle Prep High School, Roanoake Park, and Eastlake, or the underserved 12th Ave to 19th Aves of North Capitol Hill	3/6/2015 5:52 PM
1029	Nothing I can see.	3/6/2015 5:50 PM
1030	Keep all the old routes and add the new routes! The survey we filled a few months ago did not indicate that we wanted to exchange one service for another; we asked for more frequent service and for east-west routes. If I have to choose, I would add more routes with the less frequent service.	3/6/2015 5:45 PM
1031	Make 28X more frequent.	3/6/2015 5:38 PM
1032	Keep the friggin 71 and 76 as they are.	3/6/2015 5:37 PM
1033	I think the ST 542 should still make it to the Greenlake P&R - or the new 541 bus could make it to the P&R. The P&R is a practical stop for many people to catch a ride to the Eastside. Once Northgate link is open, taking link between Roosevelt and Husky stadium then transferring to a 545 becomes a palatable option, but as of now the loss of service from the P&R is simply detrimental.	3/6/2015 5:28 PM
1034	I would delay implementation of Alternative 1 until changes in passenger trips can be measured after the Light Rail expands.	3/6/2015 5:20 PM
1035	not sure	3/6/2015 5:19 PM
1036	Maintain 71 between U District and Wedgwood and terminate route at Campus PKWY NE. All other alternates involve dramatically more walking and travel time. Alternate 1 makes travel to University Ave prohibitive from Wedgwood. There's literally nothing there for us.	3/6/2015 5:17 PM
1037	Increasing regular high frequency service on key routes even further	3/6/2015 5:14 PM
1038	i don't favor this alternative.	3/6/2015 5:12 PM
1039	Extend the hours of certain routes to later at night, and make later routes more frequent than they currently are.	3/6/2015 5:11 PM
1040	Alternative 1 means I loose all transit access due removing the only route that I have access to (26). The 26X does NOT cover the Wallingford area.	3/6/2015 5:11 PM
1041	Add direct bus routes to bring commuters from the north end (northgate and north seattle area) directly to the Link Station.	3/6/2015 5:10 PM
1042	increase hours on the 330	3/6/2015 5:10 PM
1043	Two things: 1) Change the 67 temporarily (until North Link) to continue north to Jackson Park from Roosevelt, rather than west/south to Northgate Transit Center 2) Keep most of the new 16, but have it use Aurora (and keep the 26/28 using Fremont/Dexter)	3/6/2015 5:09 PM
1044	any chance of circulator mini buses that run along the spine of 35th Avenue NE - maybe south of 75th or 90th, and take residents to the Light Rail station by the Stadium? Or maybe the bus will now do that. Circulator might cut of the detour to Children's.	3/6/2015 5:08 PM
1045	From NE Seattle there doesn't appear to be a priority to get people to the new stadium link station. For example the 65 prioritizes the UW over Stadium Link station. This makes the 65 a less viable option for getting to stadium link because of the time it takes to service UW campus. Regarding 65, I'd also prefer it continued south on 35th at 55th st. 35th between 55th st and and 5 corners no longer has any service. Seems to me there should be an option directly down 35th ave and connecting with new stadium link station. Thanks!	3/6/2015 5:04 PM
1046	Reinstate the 30/74 all day and weekend service	3/6/2015 5:01 PM
1047	Feed the light-rail for downtown riders, and have fewer buses go downtown.	3/6/2015 4:58 PM
1048	I'd love to see a route along 65th from Ballard to Sand Point to make a more complete gridded network. There is currently a large area in ballard without east-west transit service (a 30 block gap between Market and 85th).	3/6/2015 4:53 PM
1049	Have rapid line along 15th ave ne with faster connection with buses that goes to Eastside from UW.	3/6/2015 4:51 PM
1050	Even more frequency on many of the routes. 10 minutes or less!	3/6/2015 4:47 PM
1051	No ideas for improvement.	3/6/2015 4:45 PM
1052	Better linking of North/NW Seattle to light rail. Add Ballard to U-District light rail.	3/6/2015 4:43 PM

1053	68 is a frequent bus easy to catch because it has more stops along 25th. If this route is deleted, people must catch 372 which doesn't stop as often. I understand that their routes overlap, but both these routes do their own "thing". I catch 68 going to UW (stop closer to my house than 372 stop), and 372 going to work to Kenmore (very fast, reliable transportation, btw). But if 372 is going to be extended to the weekends, I'm alright with it (alternative 2). Weekends it's much harder to get around N/S.	3/6/2015 4:34 PM
1054	Have the 65 bus travel all the way down and turn up at 45th to 35th.	3/6/2015 4:30 PM
1055	I would keep the access to the following roads: 148th Ave NE & NE 31st St in Redmond so people can access 148th Ave NE (and Microsoft Redmond West campus and Nintendo campus), and Boyer Ave in Montlake so people can access the Montlake Community Center. Maybe by modifying 48 or 49 and adding a connection through Montlake to the new University light rail station. And I would keep the stop on route 242 on 148th Ave NE by adding the 541 stop/route to the alternative 1 too, not just alternative 2.	3/6/2015 4:26 PM
1056	Merge the 2 onto Madison as well to create a consolidated, frequent corridor running down Madison (2 + 49)	3/6/2015 4:18 PM
1057	See Above comments	3/6/2015 4:10 PM
1058	Include the eastside more in these ideas. I think I only saw Redmond mentioned. North end is a little underserved. After 6pm we have no express bus services.	3/6/2015 4:10 PM
1059	I would give more weight to the needs of the elderly, the young and the physically handicapped who are not daily commuters.	3/6/2015 4:08 PM
1060	Leave the 64x route alone.	3/6/2015 4:07 PM
1061	I can conduct more business in North Seattle.	3/6/2015 4:07 PM
1062	Restore commuter express service to 15th Ave NE. This cuts off the northern end of well used routes 72 and 73. Instead of abandoning NE Seattle, bring back commuter express buses (like the 79) to take the pressure of the workhorse that the 73 will become, and the 73 - even at the frequencies proposed - will overflow on Roosevelt with 66/67 users also jumping on the "faster" bus.	3/6/2015 4:04 PM
1063	Have multiple bus lines linking passengers more frequently and in sync with the LLR schedules.	3/6/2015 4:03 PM
1064	Improve service between Pioneer Square and Madison Park, if nothing else restore a route that runs back and forth on Madison only.	3/6/2015 4:03 PM
1065	Magnolia seems to be served more than necessary.	3/6/2015 4:03 PM
1066	It is unclear to me where metro stops are in relation to the University Stadium station. The closer that connection will be the more use it will get.	3/6/2015 4:01 PM
1067	Recognize that "consolidation" means people having to walk farther, which is not always painless or possible. Either commit to adding new branches (not just thickening the trunks) when you get more resources, or find another way to address this basic issue. You did a lot of great maps. There's one more I'd like to see: a heat map of "walk times to get to at least two relatively distinct bus lines." If you can make that map look reasonable for plan 1 when compared with current state, I'm sold.	3/6/2015 4:00 PM
1068	Keep the 12.	3/6/2015 3:56 PM
1069	Ditch it.	3/6/2015 3:52 PM
1070	Really, this plan needs to be obliterated. The way to improve alternative 1 is to massively reduce the need for transfers, or have buses that run every 5 minutes. However, I do like the idea of consolidated frequent service. I would walk a little further to get to a route that ran more frequently. For transfers, waiting more than 5 minutes for the connecting bus make the transfer very undesirable.	3/6/2015 3:51 PM
1071	Making sure that your not losing service to certain areas.	3/6/2015 3:49 PM
1072	Why not run Route 72 and Route 73 like a shuttle to and from the U.Dist. Light Rail Stop? Theoretically, a shorter route could have 2x as frequent service.	3/6/2015 3:37 PM
1073	Having good connections between north seattle and capitol hill would be great - it's hard to get to capitol hill from Ravenna by transit. I usually just drive.	3/6/2015 3:37 PM
1074	As mobility impaired, and on a tight budget, I have limited use for link rail. I avoid it at all costs.	3/6/2015 3:36 PM
1075	I am unsure that providing long routes through several neighborhoods to get to downtown (i.e. proposed route 16) is the best way to maintain ridership.	3/6/2015 3:32 PM

1076	Not sure -- can't see how slow the new 16 route will be. But would rather have more direct route from Sand point to UW Link station for transfer to both downtown and 44 for heading toward Ballard	3/6/2015 3:32 PM
1077	If routes 68 and 72 are being cancelled, then the 372 should be a local bus from 25th Ave NE and NE 55th through Lake City Way NE and NE 125th St, that way people along Lake City Way and 25th Ave don't have to walk a considerable distance to reach the 372. As it is, there are gaps of 10-12 blocks, some of which would involve walking uphill to reach a bus stop.	3/6/2015 3:31 PM
1078	Keep a few more local routes but improve efficiency by having those locals terminate at LINK, P&Rs or TCs, or at least feed those points more directly. Or expand express routes. e.g. extend 542 to Northgate until north LINK is completed.	3/6/2015 3:29 PM
1079	Can't.	3/6/2015 3:27 PM
1080	Make sure the geographic coverage is comparable to what currently exists. Looks like there will be a lot of walking in this alternative.	3/6/2015 3:27 PM
1081	More direct service to Downtown Kirkland	3/6/2015 3:27 PM
1082	would like a bus that runs along Montlake and sandpoint to the light rail station instead of getting clogged in the U district	3/6/2015 3:24 PM
1083	Route 65 stopping right near the Link station (entering UW stadium area) vs north of Pacific Place on Montlake. Or I suppose it may stop on Pacific Place corner near overcrossing?	3/6/2015 3:23 PM
1084	Too late for that.	3/6/2015 3:21 PM
1085	Have more buses that are exclusive to high-traffic areas, i.e. some that are only U District to Downtown without going into other neighborhoods. Making sure the buses coming frequently are ACTUALLY being filled--I ride downtown and in the tunnel you will literally see 4 empty 41's stacked up one after the other, while every single bus to the U District (71, 72, 73, 74) is filled way past capacity to a dangerous extent.	3/6/2015 3:20 PM
1086	Consolidation seems to favor people who live just along the corridors or have access to vehicles to drive to the corridors. Those corridors also seem to be favoring affluent places like Children's Hospital, the UW, and South Lake Union, Wedgewood, Laurelhurst, Wallingford, and Green Lake, at the expense of places like Lake City (pretty much anything north of Wedgewood).	3/6/2015 3:18 PM
1087	don't know	3/6/2015 3:10 PM
1088	I don't like not being able to ride on one bus north of 92 around to the transit center, This is especially difficult for seniors and others who are mobility impaired. This route as is provides service to several medical facilities, banks, pedestrian entrances to Northgate Mall. Taking that away is inconsiderate and unnecessary. Are you paying attention? This is important.	3/6/2015 3:09 PM
1089	A frustrating facet of the existing network and A1 is that getting from Wallingford to the U-Village retail area by transit is awkward. I would frequent that area and therefore spend more on sales tax if there was some sort of direct service down 45th.	3/6/2015 3:07 PM
1090	I don't have any specific suggestions!	3/6/2015 3:02 PM
1091	Not sure.	3/6/2015 2:59 PM
1092	Have direct service to NOAA either with the 30 or having the 74 run both ways. I am somewhat perplexed that the 30 is often identified as having low ridership, but the bus I ride in the morning is usually about 50 - 75% full until 77th and still has 10 - 12 going into NOAA, and the same in the afternoon. Rather than cut this service to NOAA, it would seem that some type of outreach should be implemented since most employees at NOAA are eligible for transit subsidies.	3/6/2015 2:56 PM
1093	Seems like a lot of changes are focused on NE Seattle. I would like to see service from Ballard and Phinney/greenwood to green lake. Green lake is a very popular area to meet up with people, but it's hard when you have to take 2 or 3 buses to get there	3/6/2015 2:55 PM
1094	Direct service along Sand Point Way, NE 45th, Montlake to UW Line Station	3/6/2015 2:55 PM
1095	Add east/west bus service on 65th Street, west of Green Lake	3/6/2015 2:54 PM
1096	Get rid of the 70 and keep the 66 on Eastlake (or move 66 to Fairview) so that north end still has access to Eastlake area.	3/6/2015 2:53 PM

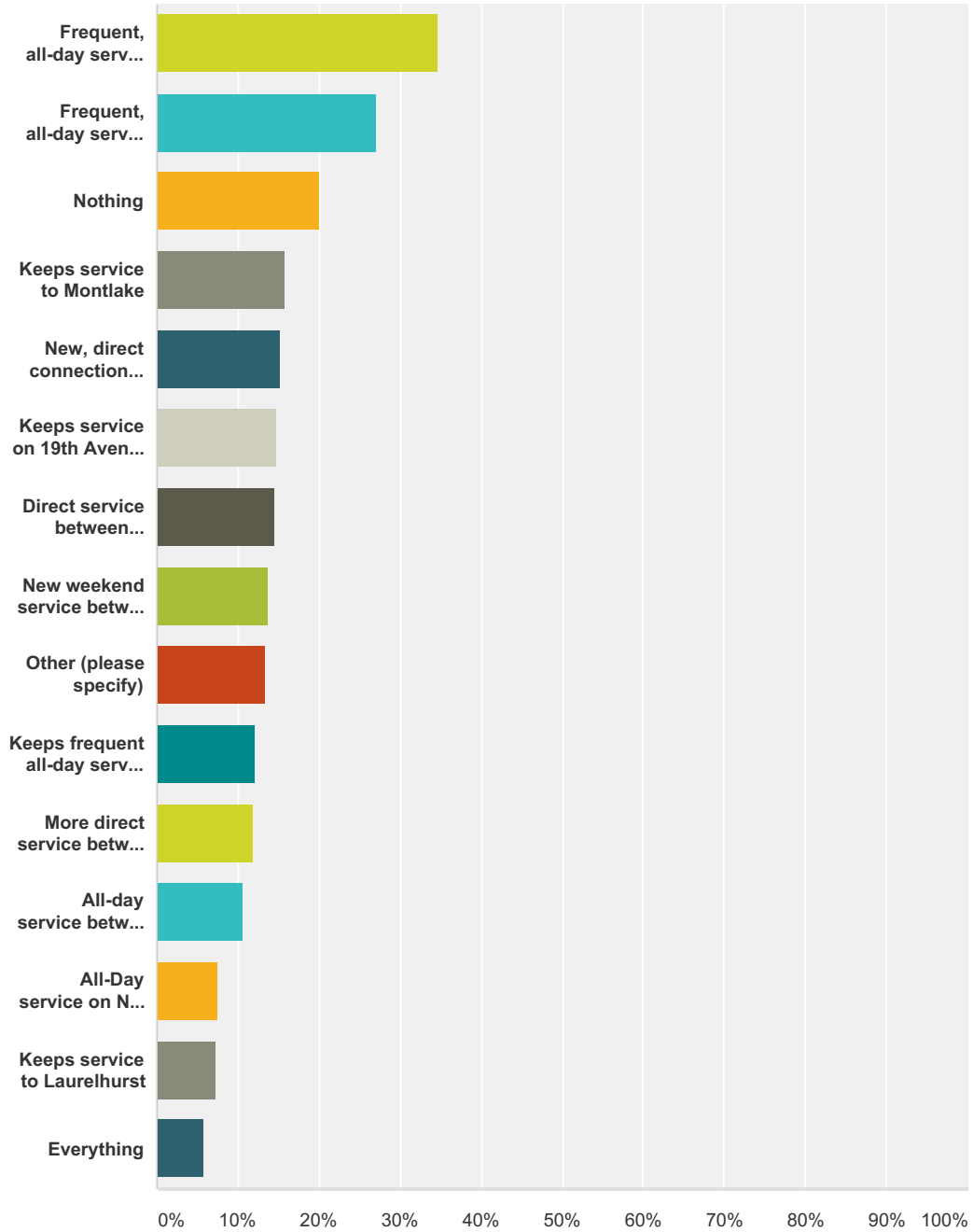
1097	More options for the Eastlake neighborhood. Residents rely on the bus system, and buses are overcrowded often.	3/6/2015 2:53 PM
1098	Keep Metro 255 & Sound Transit 545 just as they are now. And force WS-DOT to retain the Montlake Freeway station. I can walk from Montlake Freeway station to the UW Husky station faster than the bus can deal with congestion there.	3/6/2015 2:49 PM
1099	More East/West focus, particularly to/from Ballard which has become a major urban hub.	3/6/2015 2:48 PM
1100	Routes 8 and 43 being preserved as is!	3/6/2015 2:47 PM
1101	focus on reliability (buses on schedule) and safety (well-lit bus stops on well-traveled streets)	3/6/2015 2:46 PM
1102	Keep route 12.	3/6/2015 2:46 PM
1103	Options that improve East-West service on the corridor north of downtown (Ballard/Fremont) to the East Side (Bellevue/Redmond).	3/6/2015 2:45 PM
1104	I like the concept of service every 15 minutes. If Metro could actually achieve it, it would be great!	3/6/2015 2:45 PM
1105	I'd add an express service from SLU to Capitol hill that doesn't require going alongside Denny or dedicated bus lanes on Denny. Alternatively, if the service could be moved to a side street with less traffic alongside SLU, it would make it faster. If there was service that went from the Capitol Hill link station that wasn't fed through denny, that would work as well.	3/6/2015 2:44 PM
1106	bus #47 was removed...so I walk up to Summit/Olive way to catch the 43. I have heard that in option 1, bus 43 would be eliminated, It currently takes me 30-45 minutes to go from Capitol Hill to SODO, with a transfer. I can drive in about 10. I prefer to take the bus because we are a 1 car family and I like the greener nature of it, however if I have to walk even farther to catch transit, I could have driven to my location much faster and it becomes pointless	3/6/2015 2:43 PM
1107	A direct bus/line from Ballard to Capitol Hill!!!!	3/6/2015 2:42 PM
1108	I'm not sure if this is where this should go, but my only greatest wish is direct transit service between Capitol Hill and Fremont.	3/6/2015 2:42 PM
1109	Do not take the 16 off of Aurora! It's one of the few buses that doesn't require those living on or off of Stone Way to hoof it all the way to 34th & Fremont!	3/6/2015 2:41 PM
1110	I don't know. I want Light Rail in Kenmore!!!! Or a mosquito fleet! I feel left out. I might need to move.	3/6/2015 2:41 PM
1111	Leave 28X/28 alone. Leave it be. Increase 28 service. While I appreciate Metro, this really impacts a significant majority of those in NorthWEST Seattle yet it feels like this is being shoved under the rug. Leave the 28 alone. Stop it. Increase the service, don't reroute it through traffic saturated Fremont.	3/6/2015 2:41 PM
1112	I think the plan is fine	3/6/2015 2:40 PM
1113	No ideas at the moment. Just excited that a consolidated transit system is being considered.	3/6/2015 2:40 PM
1114	Make the streets where buses travel bus-only. Eliminate as many lights and as possible to increase travel time and reduce congestion.	3/6/2015 2:38 PM
1115	Keep major access along 35th NE, NE 75, NE 65	3/6/2015 2:37 PM
1116	Not sure. Sorry!	3/6/2015 2:36 PM
1117	Once again you are missing the point 5 years ago when I started riding the bus it took 30-40 minutes from my door to work, It now averages over an hour. The buses are always late and we do not make the connection downtown that run up the hill.	3/6/2015 2:36 PM
1118	I would loop 75 around to make a stop in front of new ST station in front of Stadium.	3/6/2015 2:36 PM
1119	I would implement a rapid, direct route from North Seattle to South Lake Union.	3/6/2015 2:31 PM
1120	PROVIDE DIRECT ACCESS FROM NE SEATTLE TO THE LINK LIGHT RAIL STATION (NOT JUST UW LOOP 4/10 OF A MILE WALK FROM NEAREST BUST STOP TO LIGHT RAIL STATION) ALL DAY AND ADDITIONAL SERVICE DURING PEAK PERIODS.	3/6/2015 2:12 PM
1121	Not eliminating the 72	3/6/2015 1:08 PM
1122	Keep the #73 on 15th Ave NE throughout the day.	3/6/2015 1:04 PM

1123	Regarding the #68, I see that yet again you are determined to delete this important route between Northgate and the UW Medical Center, despite getting more of our tax and car tab monies in the recent vote which allegedly 'saved' these routes. Now you have the money, I guess 'saved' was just another lie. Funneling most routes from Northgate down Roosevelt completely misses the eastern side of the UW, and access to the hospital becomes more problematic, with only 1 route, the 75 which takes twice as long, left to service that destination. The 75 is also standing room only in the evening throughout the U District and it is sometimes impossible to board it just THREE stops from where it starts the U District to Northgate journey. This would be alleviated somewhat if you used the higher capacity buses at these times. I often cannot get on at Stevens Way at 8:20pm! You have the data to verify this, but still the shorter buses are used - why? Why can you not understand that people who need to attend the hospital do not WANT, and often cannot afford the time for tedious transfers between multiple buses. As it stands with your proposed plans, there is no suitable transfer from Roosevelt to the UW Medical center - a MAJOR regional employer. This proposal also completely ignores the people who take the bus to work at the hospital and UW campus, often until late in the evening. I myself do not finish work until 8pm. I already have to then wait 20 minutes for a #75 to arrive, so I don't get home in Northgate until 9pm. That is one HOUR to travel just 4 miles on the bus. That is already pathetic. To have to do that on the way to work as well is just additional time wasted and frankly makes me want to just drive in instead. As with most low/moderate income and single earners, in order to find affordable housing, we have to continually move further and further away from the downtown core. The U District is extremely expensive, as is Capitol Hill, Downtown, Ballard, Queen Anne & First Hill. Hence people are pushed further north or south. Now your propositions, particularly to the north where light rail has yet to reach, are being screwed out of efficient, regular bus service - the only way of getting to and from the workplace. Stopping and starting most services at the Northgate Transit Center (just like you did with the 66 & 67 a few years back, and are still determined to do with the 16), removes local bus service options for anyone living on, or north of, NE Northgate Way. Do you REALLY consider it appropriate for senior citizens to have to walk (a distance that takes me 15 minutes, and I'm fit!), just to reach the Northgate Transit Center to catch a bus to see their doctor? This would not be quite so bad, ONCE light rail arrives in Northgate in 2021, but no cuts to services should be considered for this area until then at least.	3/6/2015 12:27 PM
1124	Maintaing service on the 12 up Madison and 19th would go a long way to improving the coverage network on East Capitol Hill, though I'm not sure where I would make the tradeoff to do so.	3/6/2015 11:47 AM
1125	Keep 43.	3/6/2015 11:17 AM
1126	The only difference I would recommend is having direct connection from the 45th Street to University Village. I used to live on NE 46th Street and 22nd Avenue NE, and that spot is a transit desert.	3/6/2015 10:59 AM
1127	I'd want to ensure corridors that see a frequency reduction (ie: 15th Ave NE in Maple Leaf) have reliable peak-only service. My experience with the 373X is that it is often 10-15 minutes late and SRO by the time I board at NE 89th St & 15th Ave NE.	3/6/2015 10:49 AM
1128	My personal concerns are small, but adding service back to between Pinehurst and UW Station (73) as a number of people seem to be losing service. Stopping the route at UW Campus instead of downtown makes sense though. Also, I doubt service greater than 30 minutes would be necessary for this link.	3/6/2015 10:32 AM
1129	Areas along NE 65th St would have an awkward connection to Link; the 16 is great, but N-S connections could be tricky. Loss of service on Roosevelt below Ravenna could be problematic. Understand consolidation but the jog is not very direct. Routes on Stevens Way do not get close enough to UW Station for a "transfer" - that's a pretty big walk.	3/6/2015 10:14 AM
1130	The new route 16 is a great addition, but I'd love to see further improvements to east-west service.	3/6/2015 10:14 AM
1131	I like the Alt 1 plan. Once implemented, Prop 1 money can be used to adjust routes or relieve over crowding	3/6/2015 10:12 AM
1132	Make the 373 an all day and weekend route Provide service on Roosevelt Way between Ravenna and 42nd Make the 66x an all-day and weekend route	3/6/2015 10:10 AM
1133	Add a shuttle route from 65th, directly down 25th to Husky Stadium until Link makes it to Roosevelt.	3/6/2015 9:35 AM
1134	Run service later.	3/6/2015 9:29 AM
1135	I use the 31 or 32 at least 10 times a week to get to work at UW and I am really happy that you're not proposing to reduce or eliminate service. However, taking the 31 and 32 off Stone Way and onto Wallingford Ave. doesn't make good sense to me. Wallingford Ave. is operating more or less at population and building capacity, while Stone Way is full of new and in-development apartment buildings that are going to bring more and more people to this street who want/need transit. In short, this proposal shifts the route from a street whose transit needs are only going to grow to a street whose transit needs aren't. The stop where I wait at 40th and Stone is crowded every morning while it's far less so at 40th and Wallingford Ave. I think this change, though seemingly minor, will leave a lot of people along Stone Way without this great bus connection to UW.	3/6/2015 9:27 AM

1136	I would keep the 73 all day long until the Link station opens in NG.	3/6/2015 9:15 AM
1137	Metro needs to realize that the segment of Stone Way (from 35th to 40th St. in Wallingford) that LOSES 31/32 service here is among the fastest growing, developing sections of north Seattle. There are multiple dense apartment buildings going up, and many just opened, and the bus stop that I use most frequently -- Stone Way and 40th -- is busy all day and all night, with people going to/from the university and connecting. If you combine the 26 with the 31/32, as suggested in Alternative 1, you are running service through a lightly-populated corridor (Wallingford Ave) with a transfer station and NO development potential INSTAD of a densely populated corridor (Stone Way) with excellent development already in the works. Please reconsider Alternative 1 to keep the 31/32 on Stone Way.	3/6/2015 9:09 AM
1138	Keep the 73 to Plnehurst.	3/6/2015 9:07 AM
1139	Better service on 19th. And please cut the 48 even shorter/add even more buses to keep times more reliable if the 43 is going away.	3/6/2015 9:02 AM
1140	One thing that Seattle does not have compared to previous cities I've lived in is true crosstown service. Can't we make the 16 or the 44 go from shore to shore?	3/6/2015 8:47 AM
1141	I would get rid of the off-peak 522, and roll its service hours into a 10-minute headway all-day 372. Plus, I would have more routes, especially the 372, stop as close as possible to UW Station.	3/5/2015 11:44 PM
1142	-Perhaps maintaining some base level of service to Wedgwood and Laurelhurst to avoid forcing people to walk very long distances to access a bus stop would be helpful. While a frequent network is important, efforts should be made that moving towards this goal does not involve completely cutting off some people from transit who may not have other options to get around. -The 65's proposed loop in UW is confusing and does not seem to offer mobility benefits. Consider just routing it down either Montlake or Stevens Way (not both). -Through-routes in the U-District may be confusing. It may be worth it to present the entire combination as one route, just for legibility reasons.	3/5/2015 10:39 PM
1143	The job of Metro is to provide bus service to all of Seattle and under Alternative # 1 you are taking service away and that is contrary to what was promised to the voters when the ballot issue was voted on. In other words Metro will have lied to the voters but what else would I expect from a government agency.	3/5/2015 10:24 PM

Q11 What do you like most about Alternative 2 in north Seattle? (choose up to seven)

Answered: 2,286 Skipped: 4,273



Answer Choices	Responses
Frequent, all-day service between the University District and the new University of Washington Link station (concept for routes 43, 44, 48, 70, and 271)	34.60% 791

Frequent, all-day service between Northgate, Maple Leaf, Roosevelt, the University District, and downtown Seattle (concept for Route 73)	27.21% 622
Nothing	19.95% 456
Keeps service to Montlake	15.84% 362
New, direct connection between Sand Point, Wedgwood, Ravenna, and Roosevelt (concept for Route 71)	15.27% 349
Keeps service on 19th Avenue E (Capitol Hill)	14.79% 338
Direct service between Laurelhurst, University Village, and the new University of Washington Link station (concept for Route 62)	14.52% 332
New weekend service between Lake City, Ravenna, and the University District (concept for Route 372X)	13.87% 317
Other (please specify)	13.34% 305
Keeps frequent all-day service on 11th Avenue NE/Roosevelt Avenue NE in the University District (concept for Route 48)	12.16% 278
More direct service between Green Lake and Northgate (concept for Route 16)	11.90% 272
All-day service between Shoreline, Jackson Park, and the University District (concept for Route 373X)	10.72% 245
All-Day service on NE 75th Street, 40th Avenue NE, and NE 55th Street (Concept for Route 68)	7.48% 171
Keeps service to Laurelhurst	7.22% 165
Everything	5.77% 132
Total Respondents: 2,286	

#	Other (please specify)	Date
1	keeps the direct routes, keeps the alternative routes-while direct routes are nice and i don't like to transfer, other routes that take the 'back way' off the highway and stop in towns offer alternatives not only for people that live in downtown kirkland and are not near the p&r for example, but if people want to go out after work or have errands to run, the 255 and 277 offer multiple stops for that purpose. while they take longer and i don't ride them often, they are a nice alternative and get me to the places i need to go that direct routes don't; also if there is ever an accident on 405 and traffic isn't moving, these routes are nice because they use the 'back way' and service a lot more neighborhoods	4/2/2015 7:35 AM
2	creation of route 541 that services the overlake park & ride	4/1/2015 1:40 PM
3	Keeps non-stop service between Downtown and Woodinville during commute hours.	4/1/2015 1:22 PM
4	less change --> less public resistance to it	4/1/2015 1:35 AM
5	New route 541	3/31/2015 10:34 PM
6	Just keep the service to and from montlake	3/31/2015 4:37 PM
7	Keeping the 25 in service	3/31/2015 4:10 PM
8	I like that routes #25 and #43 are maintained in Alternative 2. Both of these routes are important.	3/31/2015 3:45 PM

9	It is important to maintain a direct (single-seat) routing option from Montlake to Capitol Hill (19th Ave., 15th Ave., Broadway / Capitol Hill light rail station) that is currently provided by route 43. If route 43 is eliminated, my transit use would drop considerably as I would have to transfer at 23rd/John for a significant fraction of my trips. Requiring two transfers (bus-to-bus, then bus-to-rail) to access the Capitol Hill light rail station does not make sense. Route 25 provides access to areas (including apartment complexes and businesses) on the south/west sides of Portage Bay that are not otherwise served at all, and route 25 provides access from Montlake to South Lake Union as well as downtown.	3/31/2015 3:45 PM
10	Keeps three of the four routes I currently use in their current configurations (64X, 65, 76)	3/31/2015 3:34 PM
11	If this option preserves the Montlake freestop, it is greatly preferred to option 1.	3/31/2015 11:27 AM
12	Keeps more service to Pinehurst, Victory Heights, Jackson Park, and Olympic Hills along 15th Ave NE	3/31/2015 10:36 AM
13	Easy, accessible service to downtown.	3/31/2015 9:31 AM
14	Faster service between Redmond and Seattle Children's Hospital via a transfer to frequent bus service at Husky Stadium (concepts for routes 65, 255, 542, and 545) □ Direct connection between downtown Kirkland, the University of Washington, Link light rail at the new University of Washington Station, University Village, and Seattle Children's Hospital (concept for Route 255)	3/31/2015 8:21 AM
15	Service on 19th is important to keep!	3/30/2015 9:34 PM
16	Access to buses within walking distance.	3/30/2015 6:10 PM
17	The Route 25 serves customers who cannot climb the hills to the route 49 in Montlake and Portage Bay. With the addition of the Link station at Husky Stadium the route 25 provides neighborhood access to this new amenity.	3/30/2015 2:43 PM
18	Generally, I have concern for any changes from Metro current service, UNLESS THERE IS AN INCREASE/IMPROVEMENT OF SERVICE (additional routes, frequency & buses). ANY PLAN THAT DELETES ROUTE 43 IS UNACCEPTABLE. ANY PLAN THAT REDUCES SERVICE TO ALL NEIGHBORHOODS, INCREASES WALK & WAIT TIME TO/FOR BUSES IS UNACCEPTABLE. Living in the west edge (7th to 8th Ave NE, NE 45th St to NE 47th St) of the U-District, using Light Rail is not really an option I will consider except for novelty from time to time or if going to SeaTac, which I never do. Both Alternatives appear to reduce service to my area of the U-District.	3/30/2015 2:19 PM
19	I like the frequency of buses in Alternative 1 so I prefer Alternative 1.	3/30/2015 11:38 AM
20	Please keep 43! Please don't cut back on time, if possible	3/30/2015 9:54 AM
21	Two-way route 74.	3/29/2015 8:58 PM
22	Not sure why service on 19th Ave E is listed as a N Seattle issue.	3/29/2015 5:36 PM
23	Um.. keeps service on 19th Ave E isn't really about the changes in N Seattle, is it? I think that option was misplaced here.	3/29/2015 5:13 PM
24	Keeps direct from Madison park to capital hill and downtown.	3/29/2015 5:05 PM
25	Keeps route 11 which provides direct service between Madison Park and downtown Seattle.	3/29/2015 4:43 PM
26	Continuation of loop in Olympic Hills neighborhood on route 73	3/29/2015 3:47 PM
27	Direct service to Group Health from Montlake. Direct service between Montlake and University Village.	3/29/2015 1:03 PM
28	For my use of the bus, there weren't any significant differences between what we currently have and alternative 2. So, it would pretty much be status quo.	3/29/2015 12:59 PM
29	north seattle	3/29/2015 11:26 AM
30	Are you aware that Roosevelt which is currently an arterial is about to be turned into a mostly bikes street? Will 15th Ave NE cease to be a major North / south street for buses. That will seriously impact people in the Ravenna area.	3/28/2015 7:36 PM
31	Not gutting local routes.	3/28/2015 9:49 AM
32	I haven't looked closely enough at Alternative 2 to comment specifically.	3/28/2015 7:28 AM
33	Same concerns as Alternative 1 apply where applicable	3/27/2015 5:16 PM
34	Keeps 545 service during non-peak hours.	3/27/2015 4:45 PM

35	N/A	3/27/2015 2:58 PM
36	Bus stops closer together. Important for our aging population, especially near medical centers such as Group Health.	3/27/2015 1:58 PM
37	I think we should be like Paris, lots of buses running constantly. Inexpensive. People will change their habits, especially if parking spaces are eliminated.	3/27/2015 1:52 PM
38	You need a link to allow people to go back and review what was said on the different Alternatives	3/27/2015 1:45 PM
39	I like this alternative better than 1 because it makes fewer painful changes but the changes to the 71 eliminate a lot of service to North View Ridge during the day.	3/27/2015 12:21 PM
40	unsure	3/27/2015 9:09 AM
41	Seems like it may maintain broader coverage, even if frequency is reduced (or is not improved).	3/27/2015 9:08 AM
42	buses use the same traffic lane as other vehicles and they take longer than single occupancy vehicles because the routes	3/27/2015 8:42 AM
43	doesn't include Bothell or Woodinville	3/27/2015 8:11 AM
44	not any issues with this plan, would just prefer alternative 1	3/27/2015 6:48 AM
45	Does not do enough, looks like a lot of missed opportunities.	3/27/2015 6:45 AM
46	Maintains the #48 entire route, which grants me connectivity to a number of neighborhoods I service.	3/26/2015 10:34 PM
47	Not much -- again, Alternative 2 requires more transfers and longer walks to get from my area downtown than the current Metro Transit service provides.	3/26/2015 7:53 PM
48	This plan does nothing for my neighborhood (Greenwood), or, if it does, it's not called out here. It is lame to me.	3/26/2015 6:46 PM
49	not sure	3/26/2015 4:45 PM
50	Maintains more geographical coverage.	3/26/2015 1:25 PM
51	I do not see Route 252 listed as it has nothing to do with North Seattle.	3/26/2015 9:53 AM
52	If the light rail service is so frequent, you can plan accordingly and take the one that will get you to a bus stop near the time the bus will arrive. It doesn't seem like waiting for a bus will be the problem.	3/26/2015 9:12 AM
53	Connection to the Roosevelt Link Rail, assuming that it is open.	3/26/2015 8:07 AM
54	not sure	3/26/2015 2:46 AM
55	I can live with the 30-minute intervals (I use One Bus Away, very helpful) if the connections with the Link Rail are good.	3/25/2015 9:10 PM
56	prefer Alt 1	3/25/2015 3:42 PM
57	again, not sure how it would improve coming from Woodinville	3/25/2015 2:22 PM
58	unsure	3/25/2015 1:40 PM
59	Maintains routes 71, 72, 73, 74	3/25/2015 10:46 AM
60	I guess having all-day service for the 373 would be nice, but I've been getting by fine for years with it's current level of service, so it seems unnecessary.	3/25/2015 9:15 AM
61	Keeps the 545 the way it is with a direct route from downtown Seattle.	3/25/2015 9:06 AM
62	Maintains more geographic coverage	3/25/2015 8:56 AM
63	I don't want to have to xfr to light rail. it will add to my already long commute time.	3/25/2015 7:52 AM
64	keeps direct and efficient service from the Eastside to downtown Seattle. this is a very popular route this is often overloaded.	3/25/2015 7:22 AM
65	Keeps off-peak service to downtown Seattle.	3/25/2015 6:39 AM
66	It doesn't mess with the already very effective express services to the eastside Kirkland/Kingsgate area.	3/24/2015 8:38 PM
67	I like no changes to 255, 252, and 257.	3/24/2015 5:46 PM

68	again, not sure how this impacts the east side	3/24/2015 5:05 PM
69	There would be more frequent off-peak access closer to my house. It might be easier than it is now for me to commute by transit to my workplace if I work off-peak hours. Disabled people in my neighborhood and many others would be more able to access transit, including my husband.	3/24/2015 4:27 PM
70	I like the present bus routes in the region encompassing Capitol Hill--Laurelhurst--Lake City-- Northgate--Green Lake--Fremont, but I want more of it, especially on the Route 25.	3/24/2015 3:43 PM
71	Keeping more routes so walking distance from various points in NE Seattle to a bus stop are not so far as with Alternative 1.	3/24/2015 1:16 PM
72	Sorry, but for my needs Alt 2 is slightly worse than the already-horrible alt 1 (in which I could have a one-seat ride from Wedgwood to downtown, via Fremont!). At least you would keep Rt 43, but otherwise I find little to recommend it over either Alt 1 or the very similar 2014 proposed service reductions for NE Seattle. You guys stole a lot from last year's plans, didn't you? You are jumping the gun by focusing on Stadium Station instead of waiting for the better restructure opportunities that will come later. Are these comments getting truncated???	3/24/2015 10:49 AM
73	Single fare on 255 from Kirkland to Downtown.	3/24/2015 10:01 AM
74	less frequent and what about parking areas for those that want to take rail. I lived in Denver area when the started their light rail and every stop had parking so people would actually be able to get to the station and find parking.	3/24/2015 9:36 AM
75	Route 48 needs more buses between UW and north Seattle--they do not come as frequently as listed on the bus schedules. It would be nice to have the 48x back, but include it more than 1 or 2x per day--it was too infrequent for it to be well utilized.	3/24/2015 8:09 AM
76	Keeps the Rt 71	3/23/2015 8:19 PM
77	Keeps all-day service from Kirkland to SLU.	3/23/2015 5:45 PM
78	Keeps zero-transfer service between Redmond and Downtown Seattle outside peak times	3/23/2015 1:36 PM
79	It keeps the current 64 and 65 routes intact.	3/23/2015 1:12 PM
80	Retention of the 252 and 257 routes.	3/23/2015 8:36 AM
81	Again, where is the conversation regarding the North East riders???????	3/23/2015 7:52 AM
82	Keeps regular service on ST 545	3/23/2015 7:49 AM
83	Keeps #26	3/23/2015 6:22 AM
84	My current routes are not affected	3/22/2015 5:29 PM
85	Keeps local 26 route	3/22/2015 4:50 PM
86	Doesn't cut off Wallingford from the rest of the city!!!	3/22/2015 4:18 PM
87	Reducing the frequency of the 43 would be better than Alternative 1 (eliminating it entirely), but would probably still lead to more crowded buses compared to now.	3/22/2015 12:00 PM
88	I like that in general, the bus lines are long, so you might not need to transfer very often.	3/22/2015 11:32 AM
89	Safer for me. I will not have to walk quite as far through dark streets at night, but this will still be a problem when the 11 and 12 stop going up Madison.	3/22/2015 11:21 AM
90	Keeps 43.	3/22/2015 9:40 AM
91	Increase Bus 76 to 30 minute full day service instead of increasing it at peak hours. Keep bus 71 on it's current route from Wedgewood through the U District and ending at the UW Link station.	3/21/2015 6:17 PM

92	Look, I don't really understand a lot of this stuff as presented, because you're surveying us about random data presented in descriptive form, instead of trying to show it visually, or giving information about travel times between various zones, or anything like that. It's not in a form humans can make sense of reliably. What I like is being able to get between arbitrary parts of the city reliably, and in a short enough time that it's realistically feasible to take the trip, and not having to choose between walking 20 minutes to catch the bus or up 15 stories of hill, and then having to get there 15 minutes early and still end up having to wait an hour. That's just...not usable, except to the extent that you're forced to make do with it for commutes, and then the variability and last-mile costs and having to show up early and so forth...it adds up to far longer trips than you're selling us on paper. So, I'm not really sure how to connect the survey talking about various points with what makes the most progress towards fixing that. But right now, if you use transit, the parts of the city that you can realistically just up and go to, from various points...it's not that good. What improves that, without just squirreling it away in last-mile trip time & effort for poorer neighborhoods?	3/20/2015 5:28 PM
93	Retains 255 bus from South Kirkland to Downtown Seattle.	3/20/2015 2:28 PM
94	Give us more express buses from Woodinville to Downtown Seattle that run more often during the day. Quit using the short buses at night which are so packed they can't even stop for additional riders on 520.	3/20/2015 1:25 PM
95	Please keep the 43 route - while the tunnel is nice, for those who live in the transit 'dead zone' where the 47 once served the 43 makes a better option for downtown transportation options.	3/20/2015 10:16 AM
96	It preserves a greater number of routes, more options, and less travel distance to reach transit.	3/20/2015 8:26 AM
97	If 72 is eliminated I am left without options.	3/19/2015 7:50 PM
98	Changes to 74 would be nice.	3/19/2015 4:55 PM
99	Keeping my current commute static and easy without a transfer required	3/19/2015 3:13 PM
100	While it isn't perfect, it retains the convenience, allowing passengers to get to a bus stop relatively quickly and easily. It would be hard to have to walk in the rain a great distance just to catch a bus.	3/19/2015 2:25 PM
101	Less transfers needed	3/19/2015 1:55 PM
102	Otherwise I don't like how route 72 was deleted or that 73 was moved.	3/19/2015 1:48 PM
103	Increased frequency of 545 rides.	3/19/2015 11:14 AM
104	Please DO NOT ELIMINATE bus service (routes 66/67) on 5th Ave NE. It's too hard to get to the Northgate Transit Center or to Roosevelt, and if you do get to a bus stop on Roosevelt it will take forever to get to the Northgate Transit Center. I've had four hip replacements and I can't walk as far as I'd need to in order to get to a bus stop on Roosevelt or the Northgate Transit Center. It's a really dumb idea to eliminate bus service on 5th Ave NE.	3/19/2015 10:01 AM
105	greater diversity of service of this alternative should be preserved, along with the greater frequency of Alt. 1.	3/19/2015 8:46 AM
106	I do not know the Alternative 2 concept in north Seattle	3/18/2015 10:14 PM
107	43 service reduced.	3/18/2015 8:54 PM
108	Lesser of two evils	3/18/2015 7:55 PM
109	Keeps services that are already useful for riders.	3/18/2015 3:31 PM
110	Maintains integrity of the service to the east side.	3/18/2015 2:43 PM
111	Less change	3/18/2015 2:34 PM
112	Maintaining the 304 route. Large ridership on this most direct way from Shoreline to downtown Seattle.	3/18/2015 2:22 PM
113	Maintains access between South Lake Union and Kingsgate (specifically route 252).	3/18/2015 2:00 PM
114	I don't know. I live in NW Seattle and Alternative 2 seems to apply more to NE Seattle, so needless to say, I find Alternative 1 much more attractive.	3/18/2015 1:42 PM
115	same as Alternative 1	3/18/2015 1:32 PM
116	I use 271 & 556 routes to go between UWMC and Issaquah, NOT north Seattle. I use 271 most because of frequency of buses. 556 route is faster but not available during complete commuting hours. Park & rides are full in Bellevue and Eastgate, making my commute very logistically challenging. I'm happy to walk, bike to make connections to light rail or bus. I just need better parking, more frequent direct routes similar to 556.	3/18/2015 1:21 PM

117	I assume this would help with traffic and encourage people to use light rail	3/18/2015 1:09 PM
118	This is more of a comment on one of the choices I picked: My dentist and doctor are still up in Shoreline, while I work in the U-District. Since the 373 doesn't run during the day, it usually takes me over an hour each way to get there with a transfer at Northgate. I would love to see the 373 run more often, although perhaps it's time to find a different dentist.	3/18/2015 12:24 PM
119	Keeps route 43	3/18/2015 12:22 PM
120	Seems to retain more "cross-town" routes without requiring bus changes.	3/18/2015 12:17 PM
121	Hopefully the 71 will continue to go downtown from Ravenna (along 65th St)	3/18/2015 12:10 PM
122	I see nothing that improves the East/West travel in and out of Ballard.	3/18/2015 12:07 PM
123	Walking time to bus stop stays the same.	3/18/2015 12:07 PM
124	Keeps route 71	3/18/2015 12:06 PM
125	This alternative makes more sense and offers more travel options.	3/18/2015 11:50 AM
126	The 49 doesn't change.	3/18/2015 11:49 AM
127	Shares the goods over a wider geographic area. This system has my vote.	3/18/2015 11:41 AM
128	More wait time for transit is a negative. It becomes unreliable for people's schedules.	3/18/2015 11:40 AM
129	Montlake/Portage Bay connection maintained.	3/18/2015 11:39 AM
130	Keeps routes 49 and 43 which are the only bus options for my area.	3/18/2015 11:31 AM
131	Maintains the 12, 43 and 48.	3/18/2015 11:31 AM
132	See comments in Alternative 1	3/18/2015 11:29 AM
133	It looks to be more like the service I have today which is working for me from Nathan Hale to UW Tower (catch a 64 to 65th Ave NE and then catch the 71). I walk up to the 64 at 15th and 65th in the afternoon and that works fine.	3/18/2015 11:25 AM
134	Geographic coverage for feeders.	3/18/2015 11:24 AM
135	alternative concepts are not clear	3/18/2015 11:21 AM
136	Keeps access to UWMC from the backside of Captiol Hill, makes it not necessary to back track (head west) to Transit Station to get to Medical Center from 19th or 23rd.	3/18/2015 11:16 AM
137	retention of the 73 to northgate	3/18/2015 11:12 AM
138	I'm familiar with this system, so I would be cool with it.	3/18/2015 11:03 AM
139	Specifically, keeps route 43 and service to 19th and E Thomas	3/18/2015 8:00 AM
140	I like that this route preserves service in the Pike/Pine corridor.	3/18/2015 12:16 AM
141	I could take the bus to Magnuson OLA instead of driving each day.	3/17/2015 7:10 PM
142	65 drop off from Wedgwood to University Link Station	3/17/2015 3:16 PM
143	isn't as radical of a change as Alternative 1	3/17/2015 2:23 PM
144	Keeps service on 545 during all hours.	3/17/2015 2:15 PM
145	The unchanged Route 26 is beneficial, though I prefer the overall increased frequency of Alternative 1.	3/17/2015 1:34 PM
146	The more choices available, the better.	3/17/2015 7:07 AM
147	Convenient to get from Capitol hill to redmond at all times, even during off peak hours.	3/17/2015 12:07 AM
148	Keeps 545 service	3/16/2015 10:55 PM
149	The same comments I wrote about Alternative 1 apply to Alternative 2	3/16/2015 9:54 PM

150	I think I prefer this alternative, EXCEPT that it doesn't appear that Route 71 will provide service as is currently does from 65th Ave NE all the way into the downtown and the bus tunnel (and back again). This is an extremely important current route option for me.	3/16/2015 5:12 PM
151	Keeps direct all-day and weekend service between Redmond and Capitol Hill (Route 545)	3/16/2015 4:59 PM
152	My choice to live where I do so I can commute to work by bike + bus is still a good choice. In other words, the changes in alternative 2 are trivial insofar as they affect me at all.	3/16/2015 4:44 PM
153	Keeps 545 route from Montlake to OTC and back, which I frequently take East from 9:30-11:30 AM, and West from 3:00-6:00 PM.	3/16/2015 4:23 PM
154	Route 545 is not restricted in times which would either increase congestion or force commuters onto a slower 542+Rail route.	3/16/2015 4:17 PM
155	Keeps route 11	3/16/2015 3:41 PM
156	No change in the 542 service. I like that it won't affect my favorite route!	3/16/2015 3:14 PM
157	It does not disturb my existing one bus direct-route commute trip to/from home and work.	3/16/2015 2:44 PM
158	No impact on 545	3/16/2015 2:00 PM
159	Not sure this would affect my route.	3/16/2015 1:53 PM
160	The changes are less extreme and jarring to passengers	3/16/2015 1:03 PM
161	I agree with maintaining the reach of our current system (even though I live within walking distance of the major transit hubs).	3/16/2015 12:49 PM
162	ST 545 Peak hour trips would start and end at the Overlake Transit Center to increase service frequency	3/16/2015 12:47 PM
163	A lighter touch sounds like it would leave fewer of the routes I take in jeopardy and require fewer transfers when going to new places.	3/16/2015 12:45 PM
164	Keeps service between downtown & Fremont / Wallingford	3/16/2015 12:39 PM
165	Hate that you are making my commute from Maple Leaf to Redmond take longer	3/16/2015 12:35 PM
166	I like the 545 stop on capitol hill, but if total transit time to OTC is reduced, then it can go away.	3/16/2015 12:27 PM
167	frequency of ST545	3/16/2015 12:16 PM
168	1. 545 is mostly unchanged. 2. 16 does not deviate from the 5 in Fremont.	3/16/2015 12:14 PM
169	New 545 routes terminating at Overlake Transit Center to allow for more frequent service downtown	3/16/2015 11:54 AM
170	No impact to the service hours for ST-545, which directly connects downtown Seattle and Capitol Hill to Overlake Transit Center with no transfers required.	3/16/2015 11:53 AM
171	Keeps 545 service to OTC.	3/16/2015 11:52 AM
172	545 service	3/16/2015 11:52 AM
173	1. Route 542 Westbound does not deviate into Overlake Transit Center.	3/16/2015 11:50 AM
174	More frequent service from Capitol Hill to Redmond on the 545 during peak hours.	3/16/2015 11:50 AM
175	I like that this plan maintains the status quo for the 545.	3/16/2015 11:46 AM
176	Why	3/16/2015 11:45 AM
177	slower pace of change - so we can learn as we go	3/16/2015 11:43 AM
178	More Reliable #48. More reliable #2.	3/16/2015 11:39 AM
179	Keep the ability of getting from Kirkland to Seattle without having to detour via UW.	3/16/2015 11:02 AM
180	I think you should run north/ south busses on 23rd, 19th and 15th as well as MLK Way, Lake Washington Blvd, Broadway, 5th, 1st and 2nd.	3/16/2015 8:46 AM
181	N/A	3/16/2015 7:16 AM
182	Keeps geographic coverage in south Wallingford by keeping the 26 running on Wallingford Ave.	3/15/2015 10:23 PM

183	I need direct transport from Pioneer square where I live directly to Redmond. Currently, the 545 route goes through ALL downtown Seattle and then to CAPITOL HILL, which adds 15min to my commute every day. Plus there is no Wi-Fi on the bus, which is terrible for my productivity.	3/15/2015 12:35 PM
184	I would much rather have a no-transfer ride to a greater number of destinations and have to wait for a bus than having to walk further to catch a bus and having to transfer to reach my destination.	3/15/2015 8:53 AM
185	The route 48 link between UW Link Station and Mt. Baker Station (along 23rd) serves a vital link between North Capitol Hill and access to the Light Rail. Currently, I take the 48 to Mt. Baker Transit Center to access the Light Rail (northbound or southbound). Once the Link Light Rail is complete, from Downtown, I envision taking the service all the way to UW then transferring southbound on the 43 or 48 and getting off on North Capitol Hill (Aloha). Alternatively, when I return from the Airport, I plan to get off at the Mt Baker Station, then catch the 48 northbound, as this will take less time, then all the way to UW and then south bound.	3/14/2015 3:52 PM
186	Same comments as alternative 1	3/14/2015 10:38 AM
187	Doesn't help me at all.	3/13/2015 6:09 PM
188	Keeps service from Whittier Heights to Fremont (Route 28)	3/13/2015 5:14 PM
189	To keep the older routes alive as possible.	3/13/2015 4:52 PM
190	N/A	3/13/2015 3:52 PM
191	both of these alternatives reduce service to my neighborhood (15th Ave NE & NE 73rd). this alternative seems slightly better for my neighborhood in that I can go between link rail station at husky stadium and closest possible bus stop on just one bus	3/13/2015 3:31 PM
192	Woodinville Park and Ride has space to park if you delete route from Bothell UW and Woodinville PR, there are no space to part on Bothell UW.	3/13/2015 1:26 PM
193	Please keep frequent service on route 43, especially during peak times. 43 is our preferred route to downtown Seattle from Montlake, both for commute and for weekend/evening travel.	3/13/2015 12:56 PM
194	I prefer Alternative #1	3/13/2015 7:58 AM
195	Keeps 25 service- provides essential neighborhood access to UW link station from both ends.	3/13/2015 7:27 AM
196	Preserves bus 25. Alternative 2 is the only logical plan to get transit users from neighborhoods to the light rail and express routes.	3/13/2015 6:54 AM
197	I know what I'm getting - no changes to my route.	3/12/2015 5:16 PM
198	I really think this makes more sense until the 65th Street/Roosevelt Station opens.	3/12/2015 4:33 PM
199	That it keeps route 11.	3/12/2015 4:08 PM
200	Retains 43 route	3/12/2015 3:52 PM
201	Right now, there is no connection between Montlake/Capitol Hill to University Village - AND THERE SHOULD BE.	3/12/2015 3:27 PM
202	Without the 15-minute all-day service, Alternative 2 is dead on arrival.	3/12/2015 2:35 PM
203	Keep the 48 route and 44route	3/12/2015 2:14 PM
204	No changes to the eastside - seattle transit options (routes 255, 252, 257, 311)	3/12/2015 1:34 PM
205	Keeps throughroute service on buses passing through the UW.	3/12/2015 1:10 PM
206	indifferent	3/12/2015 8:28 AM
207	no great feelings on this plan, though it does keep the routes I take intact.	3/11/2015 7:32 PM
208	Keeps routes 31/32 on Stone Way and leaves 26/26X as is.	3/11/2015 2:54 PM
209	Maintains route 16 as a viable option for commuting from Wallingford to downtown. If the 16 reroutes to follow the route 26 path south of N 45th St., it will take far too long to get from Wallingford to downtown on the 16.	3/11/2015 12:46 PM
210	slightly better cross town connections- transit is not all about going downtown!	3/11/2015 11:19 AM
211	Maintains the 48.	3/11/2015 10:44 AM

212	no clue what is going to happen to specific routes?	3/10/2015 9:50 PM
213	More frequent service on Route 74	3/10/2015 9:27 PM
214	Keeps a relatively fast and convenient route to get downtown from central Wallingford via Route 16.	3/10/2015 6:10 PM
215	Keeps 545 service from the ID all day	3/10/2015 4:31 PM
216	keeps service to Madison park	3/10/2015 3:35 PM
217	maintains direct service on Wallingford Ave N which we use most frequently, despite the 30 min schedule.	3/10/2015 2:31 PM
218	Covers more areas for transit riders	3/10/2015 2:03 PM
219	direct service from wallingford to south lake union? direct service from wallingford to fremont	3/10/2015 1:44 PM
220	it keeps the 11 and 12 busses.	3/10/2015 12:47 PM
221	Faster service from Wallingford to Downtown Seattle (16)	3/10/2015 11:46 AM
222	I guess it's an improvement, but doesn't do nearly enough.	3/10/2015 9:57 AM
223	It keeps existing Route 11 service to Madison Park.	3/10/2015 9:48 AM
224	It doesn't say above, but my assumption is that route 76 would stay the same.	3/10/2015 9:46 AM
225	I would prefer to have both the 26 and 28 continue to serve the Dexter corridor. Timeliness and overcrowding is currently an issue. Peak buses are always running late and are overcrowded, but between the two routes, the Dexter corridor has better coverage under Alternative 2 than Alternative 1.	3/9/2015 10:19 PM
226	It retains one-bus service to Madison Park.	3/9/2015 9:56 PM
227	Can access 71 from View Ridge.	3/9/2015 8:28 PM
228	Madison's #11 is again not mentioned, although you specifically mention the neighborhood as an affected area.	3/9/2015 8:15 PM
229	Not deleting the 11!	3/9/2015 5:22 PM
230	I like that the #25 bus would not be eliminated.	3/9/2015 4:24 PM
231	This choice keeps the #11 which makes me like it better than option 2.	3/9/2015 3:14 PM
232	Keep both bus lines running at their current schedules, or how is anyone in Montlake/Portage Bay, the closest actual communities to the light rail station, going to get any benefit from it without increased access to the station? Bus service needs to minimally stay the same to make the light rail stop gain it's full potential, otherwise it will be a squandered opportunity for our community to want to take light rail anywhere.	3/9/2015 3:01 PM
233	no buses on 25th	3/9/2015 2:52 PM
234	Fewer gaps in service area, meaning more people will have the option to use transit.	3/9/2015 2:17 PM
235	My main concern is keeping Route 11 the way it is!	3/9/2015 2:07 PM
236	I hate transferring and Alternative 2 means fewer buses at my local stops, but more likely to ride the same one all the way from home to work and vice versa.	3/9/2015 12:52 PM
237	Two-way peak service on 74 to NOAA campus at Sand Point.	3/9/2015 12:04 PM
238	Please keep routes 10 & 11 going from Cap Hill to Downtown during commuting hours. I use those to connect to Route 77. The new light rail station on Cap Hill is too far from my workplace at 17th & Olive. Thanks!	3/9/2015 11:52 AM
239	Expanded hours until midnight for 372X (I leave work at 9p or 10:45p, from Metropolitan Park office complexes @ Howell and Olive St.)	3/9/2015 10:36 AM
240	You have eliminated my ability to use the bus. I live on NE 80th. Distances are too far for me to walk to catch a bus. Congratulations -- I'll be forced to go to work in my car and pay over an hour's worth of wages to pay for parking.	3/9/2015 10:08 AM
241	I believe it is important to keep service as close to people as possible, less travel to bus stops should increase ridership.	3/9/2015 9:58 AM
242	I dont think it effects the south end. I guess we are the Red Head Step-child of Seattle.	3/9/2015 9:06 AM

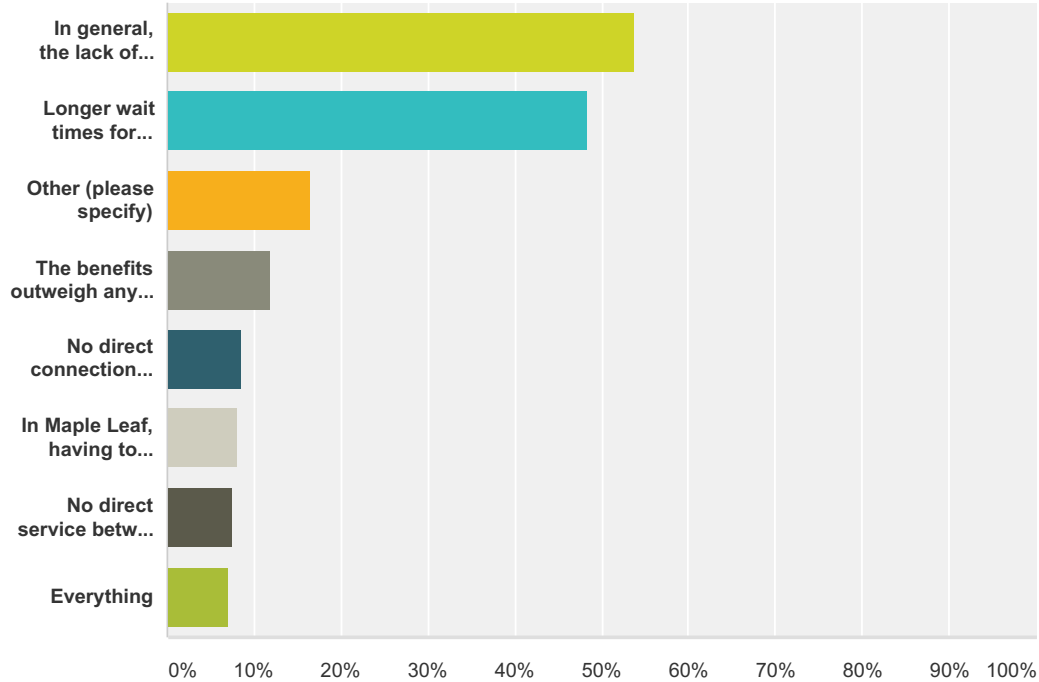
243	I am not sure what to select but basically I want a bus that will take me from 65th and 35th (#64/#76) to Stewart & Denny. Currently the #64 shoots pass this intersection (it used to be a stop) and those of us who work at Denny or north of Denny have to walk 5+ blocks back we just came. The #76 required the same amount of walking. but if I understand the plan correctly the convention center will no longer be a stop when the light rail Northgate route is open. I don't want to transfer between buses/ rail. ALso I would love to get to Bellevus/overlake - a direct bus would be helpful	3/9/2015 8:35 AM
244	2-directional peak service on Route 74X to serve those who commute to NOAA	3/9/2015 2:41 AM
245	Please see my comments regarding airport access in Alternative 1, as they apply here.	3/8/2015 9:23 PM
246	Better than not changing the route network at all. But I like Alternative 1 better.	3/8/2015 9:23 PM
247	I like that it gives people more time to adjust to what the new train station will mean to their commute. It seems that a sweeping overhaul of the north end system is being proposed in disguise - the new train station is not justification enough to make such sweeping changes, especially when some of these changes seem to mirror the immensely unpopular changes/service reductions we just voted against. Alternative #1 is just too much. The ways people will adapt to these changes are not, in my mind, predictable. A more incremental, tactical approach seems wiser.	3/8/2015 6:25 PM
248	Less disruption to current routes involving SLU area- except 66	3/8/2015 3:00 PM
249	Alternative 2 would technically not affect my daily travels in any way. Because I have no information regarding budgeting, I cannot know this for sure, but just given the decreased amount of changes being made, this seems to be a cheaper option financially. That's why I would want to see budgeting information before making any choices or suggestions (as I stated previously in question 8).	3/8/2015 1:12 PM
250	most everything.	3/8/2015 9:08 AM
251	Keep the #16 from Wallingford to Northgate!!! Keep the #73 from U. Dist to 145th St. People live north of 75th st!	3/7/2015 2:06 PM
252	I think the main benefit for me for Alternative 2 is that there is less distance between bus routes. Also it serves more areas of the city.	3/7/2015 1:34 PM
253	Service to the light rail at montlake !	3/7/2015 1:22 PM
254	Provide frequent service for riders in the White Center/Highland Park areas who take Route 60. Buses are way too crowded during peak hours and there are many elderly and disabled riders who struggle to get a seat on the bus.	3/7/2015 12:10 PM
255	HUGE reason is that it "keeps service on 19th Ave E"	3/7/2015 11:46 AM
256	Ok, some things are nice, but it looks like the status quo, which is a jumble of often not that useful routes, and a relict of when Seattle was a different, smaller city. It'd be crazy to do so little to improve the network when link opens up, and changes the shape of the transit network in the city.	3/7/2015 11:17 AM
257	I like that it doesn't cut major bus routes.	3/7/2015 10:08 AM
258	What was alternative two? You really should have put the details on this page. I don't know how you expect people to remember them. Metro needs to provide frequent, reliable service from all northeast Seattle neighborhood centers to the UW stadium station. At rush hour I should be able to walk 10 to 15 minutes to a rapid bus transit center in Roosevelt, and catch a bus within the next 5-7 minutes maximum that delivers me to the stadium station within the next 10 to 15 minutes maximum. Maybe for the next 5 years metro should just have rapid transit hubs at each of the neighborhoods where there light rail stations are going to be built. You can have buses come every 5-7 minutes going between light rail stations. This is what other cities do when their train stations are closed for repairs - they bus people between them.	3/7/2015 8:53 AM
259	I question the item of "keeps service to Montlake". There is currently only very limited direct transit to Montlake during the week with the 243 from my neighborhood. That is not meaningful for use of the light rail at Husky Stadium.	3/7/2015 8:46 AM
260	again hard to imagine exactly what this means without maps of route changes	3/7/2015 6:40 AM
261	again, I don;t travel to those neighborhoods	3/7/2015 3:48 AM
262	Keeps 71 running from wedgewood with stop at 15th	3/7/2015 1:06 AM
263	Maintains the 66x and 25 routes from N Cap Hill to Pioneer Square -- my work commute.	3/7/2015 12:44 AM
264	Maintaining routes that provide service within a few blocks of rider origins and destinations.	3/6/2015 11:29 PM

265	Use transit to get me to the nearest light rail station as quickly as possible.	3/6/2015 10:11 PM
266	keeps 48 as one direct route between Ravenna/Green Lake/ and Mt Baker/Central/Capitol hill	3/6/2015 9:03 PM
267	This option is improvement over current conditions, but it does not provide enough frequency improvements for routes feeding Link stations.	3/6/2015 8:32 PM
268	I don't use these that much.	3/6/2015 8:12 PM
269	Exact same comments as Alt 1.	3/6/2015 8:10 PM
270	It maintains high service to southern Fremont.	3/6/2015 8:04 PM
271	I think I can still get a bus from downtown up Madison to B'way. But much of this plan, like alternative 1, ignores Ballard and Capitol Hill.	3/6/2015 6:55 PM
272	Keeps route 71 as is.	3/6/2015 6:19 PM
273	Well, I need route #11, so I like keeping this route active. We sure have a lot of elderly folks here, as well as high school and college students, and young working people.	3/6/2015 5:45 PM
274	Again, you omitted 71 and 76 from the list...see Alt. 1.	3/6/2015 5:37 PM
275	better than alt. 1, but still lousy (see below)	3/6/2015 5:29 PM
276	Keeps the 542 in its current form	3/6/2015 5:28 PM
277	Maintaining access to transit is a high priority for people who are unwilling or unable to easily get to a major transit hub. Route 11 stays?	3/6/2015 5:19 PM
278	the health of the bus system depends on the size of the region covered and the breadth of hours, for me. Not the frequency of buses during mon-fri daytime work commuter hours. Once every 30-45 minutes is fine if the buses are on time.	3/6/2015 5:12 PM
279	It adds more travel options rather than removing them.	3/6/2015 5:11 PM
280	The 372X route also is a great way for UW Bothell students to be able to get to/from UW Seattle. It is also a great connection with Community Transit service to the north.	3/6/2015 5:09 PM
281	think I likely like Alternative 1 better, but I live near the arterials.	3/6/2015 5:08 PM
282	I may not understand, but hoping that route 75 links w/university of w. light rail station	3/6/2015 4:12 PM
283	See above comments	3/6/2015 4:10 PM
284	Keeps the existing 64X route to and from downtown.	3/6/2015 4:07 PM
285	Retains the route 11	3/6/2015 4:03 PM
286	Better distributed network (not "starving" areas previously fed by bus lines).	3/6/2015 4:00 PM
287	Service on 19th to Capitol Hill is particular helpful given the Miller Community Center and 3 schools. Also, the city has allowed new developments on the corridor with a severe deficit of new parking, which is based on the assumption that people can ride the bus.	3/6/2015 3:56 PM
288	I am intrigued by the proposed 68 route, but I really don't know if I will love it or hate it, until I try it.	3/6/2015 3:51 PM
289	Northgate to Kirkland Direct Service like Bellevue Transit Center	3/6/2015 3:27 PM
290	In general, I prefer this alternative.	3/6/2015 3:21 PM
291	If you are going to take away #72, you need to add more service to #372, including weekends.	3/6/2015 3:16 PM
292	I don't like not being able to ride on one bus north of 92 around to the transit center, This is especially difficult for seniors and others who are mobility impaired. This route as is provides service to several medical facilities, banks, pedestrian entrances to Northgate Mall. Taking that away is inconsiderate and unnecessary. This applies to both alternatives. "More direct service" does not mean better service!	3/6/2015 3:09 PM
293	The Super 73 idea is decent.	3/6/2015 3:07 PM

294	Has direct service to NOAA. Being able to take a bus from NOAA to the University Link Light Rail Station and then the Light Rail to downtown is very appealing to me. Also, coworkers have told me they would use the transit system if it didn't take so long to get to and from downtown with the main bottleneck being the University Way/Campus Parkway section.	3/6/2015 2:56 PM
295	Keeps 520 service as is.	3/6/2015 2:49 PM
296	it's EXTREMELY important to me that there are still the current linkages between south seattle with the 8, as well as service on 19th ave e (which serves Community Doctor, which should be a priority for Metro). The 43 is a LIFELINE to the UD, Ballard, Fremont, and massively improves bus crowding commuting from Downtown to Capitol Hill.	3/6/2015 2:47 PM
297	26/26X/28/28X consolidation	3/6/2015 2:44 PM
298	keeps current services with modifications. Changes can be addressed over time as service on light rail is analyzed for effectiveness and traffic	3/6/2015 2:43 PM
299	At LEAST this maintains SOME semblance of acceptable service between Northgate and UW Medical Center. But again, there are THOUSANDS of people (MANY elderly and infirm)who live on or north of NE Northgate Way, so taking their local service away and terminating it at the Northgate TC is NOT acceptable.	3/6/2015 12:27 PM
300	It's hard to find things to like in this proposal, relative to Alternative 1. While doing the close-to-nothing as proposed is inherently unpleasant relative to the status quo, it's hard to endorse that as a sound decision.	3/6/2015 11:47 AM
301	I'm ambivalent	3/6/2015 10:59 AM
302	I keep my 16 link to Greenlake and Wallingford	3/6/2015 10:32 AM
303	I love, love, love the concept of expanding the 373 to all-day service! Please do this! And keep it on 15th Ave.	3/6/2015 9:17 AM
304	Keeps 31/32 service on Stone Way.	3/6/2015 9:09 AM
305	There is nothing to indicate that route # 372 will connect to Light Rail at Husky Stadium meaning that with the cancellation of # 72 I will not have a direct bus to downtown and that is bull shit.	3/5/2015 10:24 PM

Q12 What concerns you the most about Alternative 2 in north Seattle? (choose up to five)

Answered: 2,139 Skipped: 4,420



Answer Choices	Responses
In general, the lack of frequent service in this network concept	53.81% 1,151
Longer wait times for people connecting between very frequent light rail service and bus service that runs every 30 minutes (concepts for routes 25, 65, 68, and 75)	48.34% 1,034
Other (please specify)	16.50% 353
The benefits outweigh any concerns I might have	11.97% 256
No direct connection between Lake City and Ravenna (concept for Route 72)	8.46% 181
In Maple Leaf, having to travel farther to access all-day service on Roosevelt Way NE (concept for routes 66X, 67, and 73)	8.18% 175
No direct service between College Way N/Meridian Avenue N and Green Lake and Wallingford (concept for Route 16).	7.43% 159
Everything	7.06% 151
Total Respondents: 2,139	

#	Other (please specify)	Date
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1	while i like keeping the routes as they are, i agree more buses and more frequent pick ups/drop offs would be nice; every 30min is too long and if the driver doesn't stop then you either have to wait and hr or take an alternative route; while those alternative routes run more frequently, then they may more stops along the way- either way, now it will take you an hr to get home b/c the driver didn't stop or you have to take a more frequent, slower stop; the direct routes should have more frequent runnings and maybe the slower routes that stop more often should be more infrequent. the 234 and 244 make those kinds of stops but are only every 30. the 311 is popular and direct and should be more frequent	4/2/2015 7:35 AM
2	Removes frequent bus service from NE15th St. at NE 65th St.	4/1/2015 2:54 PM
3	Parking downtown becomes more difficult and expensive and traffic gets worse and worse. With the light rail system going in at Husky Stadium transit becomes a very viable option of getting to work everyday. By eliminating the bus route through Laurelhurst you require people in our neighborhood to either drive to Husky Stadium and pay to park in the large lot there (cost of daily parking plus light rail becomes excessive) or try to find street parking near Children's Hospital to catch the bus there to get to Husky Stadium. Walking uphill a mile (from Webster Point or other) to the bus stop at Children's Hospital is physically and time wise prohibitive for many.	4/1/2015 12:05 PM
4	not ambitious enough; panders too much. I want a frequent all day grid more than I want infrequent service to more places. If it's not frequent, after a half hour trip to UW, I'm almost never going to use it. I'm poor, and Lift is a great improvement, but I keep close tabs on my 2 hour transfer window (ahem, your apps and websites should do this) so I can minimize the number of times I pay two fares. Also, I'd think the restructure for U Link should set the stage for the 2021 restructure for Northgate Link. This alternative seems to set the bar for that too low. Metro needs to wring every savings and advantage possible out of being able to reallocate existing service hours.	4/1/2015 1:35 AM
5	As with Alt 1 - there is a reduction of service to the Pinehurst area... again, it's like the neighborhood doesn't exist int he planning process. The routes I most use are the 73 and 373 to commute to work at the UW. In both plans, I see my commute times increasing and being less efficient overall, leading me to drive, rather than to take the bus or light rail (and if I have to drive to get to the light rail station at Northgate, heck, I might as well drive all the way to UW because the traffic in the Northgate area is worse near the highway and mall than shooting straight down 15th!) Why are there only these two (poorly designed) alternatives offered as an either/or? Neither is really good...	3/31/2015 10:37 PM
6	There are poor transfer options to/from the UW Link station to nearby routes, such as ones connecting at Montlake, west UW campus, and UW hospital. Having to take an extra bus or having to walk 10 minutes from your bus stop to the UW Link station are not good options.	3/31/2015 10:34 PM
7	No direct route to downtown	3/31/2015 7:08 PM
8	no improved connections to Seattle Children's Hospital and out of Haller Lake.	3/31/2015 6:57 PM
9	I still don't see a route that goes from North Capital hill to University Village through montlake	3/31/2015 6:28 PM
10	Continued rotten service between Pinehurst/Victory Heights and the University of Washington (73, 72, 41, 373)	3/31/2015 5:40 PM
11	The lack of increased efficiency in the 48 route. Leaving it alone as is right now should not be an option, because it is not working well for the majority of riders, who are UW students, + employees, and high school students.	3/31/2015 4:11 PM
12	Loss of current Rt. 71 would represent 50% of the all-day routes serving my neighborhood. With no increased frequency on Rt. 65, that would be a significant loss for Wedgwood even though Rt. 71 does not go farther north than NE 85th Street.	3/31/2015 3:34 PM
13	I would be really sad to have this great - very frequent access to UW via light rail only to wait 30 minutes for the 65 or 75 to get to Seattle Children's - being able to take light rail and then hopping a quick bus ride to SCH vastly improves my commute and compels me to take transit exclusively. I think people living in the south will fee that way as well - to be able to get on light rail on the south side to UW will vastly improve commute time - but there needs to be a bus that takes you to SCH!!!	3/31/2015 3:31 PM
14	Route 68 in this proposal is a huge mess. It is the opposite of just about every transit planning best practice ever created.	3/31/2015 3:29 PM
15	Less frequency for route 43	3/31/2015 12:43 PM
16	Having to travel further to access bus service. Having to navigate steep hills to access bus service. Entire large neighborhoods have no transit service at all. The increased time it will take to get anywhere. It appears that my commute will increase by 70 minutes each day.	3/31/2015 12:08 PM
17	It doesn't help me.	3/31/2015 11:59 AM
18	No more 242	3/31/2015 11:23 AM

19	The rail doesn't benefit those living in NW Seattle until more is added. So why alter bus on the W side of I5, or that aren't destined for downtown Seattle?	3/31/2015 11:18 AM
20	Take away route 43 on 24th Ave. E. south of the light rail station at Husky Stadium. We use the 43 to go to Capitol Hill and Downtown Seattle on a regular basis. For us to have to travel a mile north and navigate across the future 520 exchange, to get to the light rail to then take it south, instead of being able to jump on the 43 right in front of our house is ridiculous.	3/31/2015 11:13 AM
21	This will be a system that will not encourage as many daily commuters to leave their vehicles behind and ride public transportation.	3/31/2015 10:57 AM
22	Not focusing on connections to the Light Rail	3/31/2015 10:36 AM
23	I simply think that Alternative 1 is a better option.	3/31/2015 10:23 AM
24	I do not know enough about the overall plan to identify concerns beyond how they impact my neighborhood. I do not live in the north end. I live on 24th Ave. E. between E. Lee and E. Galer. Eliminating #43 will eliminate accessible service to Downtown Seattle and the U District.	3/31/2015 9:31 AM
25	Need routes that run through evenings and night as well as weekends (and weekend evenings and nights).	3/30/2015 10:08 PM
26	Not sure as I don't live in the North End	3/30/2015 9:34 PM
27	Same as in option 1: My regular commute is from Lake City to Overlake business park. I usually take 522-->545 (non rush hours) + 12 minute walk and back on 242-->64X. With the elimination of non-rush hours 545, and 242, my remaining option is a significantly longer commute, changing at the UW + additional walk on the return, or driving (at least to Ravenna P&R)	3/30/2015 8:47 PM
28	I think we need to focus our transit services on efficiently moving the most people in a timely manner instead of trying to serve all people.	3/30/2015 8:08 PM
29	Nothing. It allows me access to bus stops that would be eliminated in Alt. 1.	3/30/2015 6:28 PM
30	Everything that concerns me about Alternative A: loss of 545 mid-day service, elimination of 242 and night owl service of 72.	3/30/2015 5:11 PM
31	It rains in Seattle. It's cold in the winter. It gets dark early in the winter. Everyone knows that. Frequency of service is paramount, or who will use this?	3/30/2015 5:11 PM
32	The configuration in the U-Dist remains very complicated by keeping service along so many different streets.	3/30/2015 3:26 PM
33	Generally, I have concern for any changes from Metro current service, UNLESS THERE IS AN INCREASE/IMPROVEMENT OF SERVICE (additional routes, frequency & buses). ANY PLAN THAT DELETES ROUTE 43 IS UNACCEPTABLE. ANY PLAN THAT REDUCES SERVICE TO ALL NEIGHBORHOODS, INCREASES WALK & WAIT TIME TO/FOR BUSES IS UNACCEPTABLE. Living in the west edge (7th to 8th Ave NE, NE 45th St to NE 47th St) of the U-District, using Light Rail is not really an option I will consider except for novelty from time to time or if going to SeaTac, which I never do. Both Alternatives appear to reduce service to my area of the U-District.	3/30/2015 2:19 PM
34	My needs are not met, would not use the metro system.	3/30/2015 11:41 AM
35	I like splitting the 48 route in alternative 1. I think the 45 will be a more reliable bus.	3/30/2015 10:00 AM
36	no south county connections - bus to Renton, Kent areas would be ideal for those with longer commutes	3/30/2015 9:57 AM
37	I'd rather see buses used more frequently to meet Link light rail, then keep routes we currently have that duplicate it (although, I can understand use of duplicate routes during peak hours, if needed).	3/30/2015 9:56 AM
38	Need to add direct bus service from north seattle and eastside to SLU without having to go downtown first.	3/30/2015 9:42 AM
39	does not use Link enough; I-5 is very congested	3/30/2015 7:15 AM
40	I would like to see direct service from Eastlake to Capitol Hill and more service to downtown from eastlake	3/30/2015 3:14 AM
41	Any impact to Montlake / North Capitol Hill service.	3/30/2015 12:23 AM
42	Nothing concerns me, as I don't live in any of the areas cited.	3/29/2015 9:22 PM
43	Lack of direct and frequent service to Seattle Children's Hospital	3/29/2015 7:43 PM
44	No weekend service for route 62; therefore no convenient way to get to and from downtown from Children's Hospital on weekends. No direct service between Mary Gates/University Village and the AVE at NE 45th.	3/29/2015 5:51 PM

45	Again, I'm in the Phinney Ridge/Woodland Park neighborhood and can't see how this will benefit or not for us. I'm happy for my friends and family members who will be able to use the lightrail from DT to U-district but otherwise, not sure. All in all, I'm happy there is progress in improving rapid transit in the city. Its time that we join the other metropolitan areas that have made this work!	3/29/2015 2:59 PM
46	Frequency is key, especially if there are connections.	3/29/2015 11:34 AM
47	north seattle	3/29/2015 11:26 AM
48	I'm concerned that the 373 week day and 73 weekend services won't start early enough for me to get to work on time. Furthermore, the nearest bus stop (depending on the route) will be moved 0.7 miles away.	3/28/2015 2:35 PM
49	Doesn't address the most pressing issues of access, timeliness, AND crowding at the same time.	3/28/2015 9:49 AM
50	I need frequent service between Fremont and Ballard (extending to Shilshole Marina), Fremont and Northgate, Fremont and University District, and Fremont and Downtown Seattle. Also frequent service between University District and Downtown Bellevue.	3/28/2015 2:31 AM
51	same as other concept: poorer service to wedgewood -no direct link to u district except 65 which is slow -no direct link to downtown	3/28/2015 1:35 AM
52	Lack of direct route to UW Link Station from NE Seattle. Only proposed route 62 from Laurelhurst goes directly past UW Link. That's a limited # of people (mostly wealthy) who get direct service to the station.	3/27/2015 9:08 PM
53	No improvement in service to or from Magnolia, especially on Sundays	3/27/2015 3:38 PM
54	N/A	3/27/2015 2:58 PM
55	frequency	3/27/2015 2:45 PM
56	It looks as if this plan is carrying out the cuts that were proposed last year because of lack of funding - specifically changes to routes 71, 72, 73. Proposition 1 was supposed to provide funding to avoid those cuts. I don't see any reason why they should be cut again just because of the stadium light rail station - I can't see that they have anything to do with the stadium station.	3/27/2015 2:16 PM
57	I think we should be like Paris, lots of buses running constantly. Inexpensive. People will change their habits, especially if parking spaces are eliminated.	3/27/2015 1:52 PM
58	Omg you're planning on getting rid of the connection on 19th Ave E on Capitol Hill? How will I get anywhere? What the what.	3/27/2015 1:33 PM
59	The Laurelhurst community, which I am a member of, tends to only think of what is better for them and fails to acknowledge what is better for the city as a whole.	3/27/2015 1:30 PM
60	Less bus service to Light Link at the University of Washington than Alternative 1. Too many buses still going on I-5 to Downtown Seattle.	3/27/2015 12:46 PM
61	The 71 re-route and lack of daytime service to View Ridge. No daytime service for the 74 OR 30.	3/27/2015 12:21 PM
62	I would scrap the concept all together, and redesign the light rail as a "spine" of the system, and use the buses as the "ribs" or branches off of the spine. I would set up larger transfer stations at each stop to facilitate transferring from one route to another. Think of the transit system of Mexico City, where the trains are the mass transit, and buses get people from the train to the farther outlying areas. It is highly efficient and very convenient.	3/27/2015 12:02 PM
63	Ballard isn't even mentioned. Public transportation from ballard sucks right now. Something has to change.	3/27/2015 11:17 AM
64	If the wait is 20-30minutes to get a bus from light rail at UW to Seattle Children's, most staff will not choose to use transit.	3/27/2015 11:09 AM
65	I live in Montlake and take the 43 downtown and to stops in capital hill. This would be bad for me and for my 79 year old husband who takes the bus home every day between the University and Boyer. Changing buses would be extremely inconvenient as would a longer wait. Connecting to rapid transit in the u district would involve a long walk or a long wait to get there. WE have lived in Montlake for over 40 years and depend on the 43.	3/27/2015 10:09 AM
66	I hope you will create a means for boarding - perhaps "lanes" ala Disneyland rather than everyone crowd to get on the bus and the older and feeble get pushed out of the way by the rude, uncouth who don't know how/refuse to line up and take a turn.	3/27/2015 10:08 AM
67	unsure	3/27/2015 9:09 AM
68	Parking	3/27/2015 7:34 AM

69	decreased/no direct access to Seattle Children's Hospital	3/27/2015 7:27 AM
70	I'd prefer alternative one	3/27/2015 6:48 AM
71	Lack of connection between Ravenna/Bryant and new University station	3/27/2015 6:46 AM
72	Missed opportunities to make real improvements	3/27/2015 6:45 AM
73	Still a need to increase the frequency of "the early 70's" during business hours (#71, 72, 73)	3/26/2015 10:34 PM
74	Less efficiency. No improvement in Aurora/Fremont service to downtown.	3/26/2015 10:18 PM
75	No direct access near Seattle Children's.	3/26/2015 9:26 PM
76	Alternative 2 retains the 71 but requires 2 transfers to get downtown to the bus tunnel via the 73	3/26/2015 7:53 PM
77	No improvement for my commute--West Seattle to Seattle Children's Hospital	3/26/2015 4:48 PM
78	Longer wait times will definitely decrease ridership. We need to figure out ways to keep frequent service to regions even if it means some level of local access may require some walking or other transportation. Better yet, enhance funding to keep frequent service everywhere!	3/26/2015 4:38 PM
79	I am a pretty mobile person and a bad planner, so in general I prefer to walk farther and wait less time for the bus. So if Alternative 1 leads to more frequent service, I think that's the one I'd like.	3/26/2015 3:30 PM
80	Removal of 242, this is a needed direct route between north Seattle and Microsoft. And substituting it with the 542 doesn't work because it only goes as far as Greenlake P&R, and transferring from the 555 is not feasible because it comes so infrequently and is already often at capacity.	3/26/2015 9:50 AM
81	See comments for Alternative 1.	3/26/2015 8:32 AM
82	The shortening of the 71 route, which I use to go to UW campus and downtown, with no mention whether the Roosevelt Link Rail station will be open.	3/26/2015 8:07 AM
83	Does not provide a direct route from the Eastside to Seattle Children's Hospital	3/25/2015 6:33 PM
84	Loss of service on 80th street.	3/25/2015 5:28 PM
85	I use the 71 every single day to get to downtown or the U district. Current levels of service are far too infrequent and changing the route to only run along 65th would make this bus almost completely useless.	3/25/2015 4:22 PM
86	Why are you eliminating all on-campus stops at UW?	3/25/2015 3:16 PM
87	Again, the elimination of a direct route from Maple Leaf to Wedgwood.	3/25/2015 2:33 PM
88	doesn't address getting to Bellevue from Bryant/Seattle Children's	3/25/2015 1:44 PM
89	unsure	3/25/2015 1:40 PM
90	No direct transportation from NE 40th and 520 to Seattle Children's!	3/25/2015 1:24 PM
91	no direct line from UW hospital station to SCH	3/25/2015 12:31 PM
92	I don't see anything on the "concerns" list that mentions the 373... I guess that's good?	3/25/2015 9:15 AM
93	I don't want to have to xfr to light rail. it will add to my already long commute time.	3/25/2015 7:52 AM
94	Not applicable to my travel.	3/25/2015 6:39 AM
95	Failing to leverage the Light Rail as a primary people mover to downtown	3/25/2015 12:26 AM
96	Is 62 long enough route to be productive and sustainable?	3/24/2015 6:28 PM
97	not sure how this impacts the east side	3/24/2015 5:05 PM
98	You probably can't correlate individual responses between Alts 1 and 2, but my concerns about 2 are similar to those for alt 1 - You create a new large doughnut hole of no all-day service (the largest hole on your map, in an area currently WITH all-day service) in the Wedgwood-View Ridge neighborhoods.	3/24/2015 10:49 AM
99	see previous comments on the 242	3/23/2015 10:29 PM
100	Service on 11th Ave NE/Roosevelt Ave NE should connect to South Lake Union and East Downtown (Convention Place area) via Eastlake. Not frequent enough service in heavily-used corridors.	3/23/2015 4:05 PM

101	The new 71 route is a joke. It doesn't run in Wedgwood, it would require one or more transfers to get to it, then to get where I might need to go. The current 71 is the only bus I can take between Wedgwood and downtown Seattle without transferring at other than rush hour. This would be a huge loss for me. Transferring is hard because it usually involves standing and walking, which are extremely difficult for me.	3/23/2015 1:12 PM
102	As mentioned above, light rail isn't a serious alternative. So I would be concerned about reduction of service on the assumption that light rail really is a serious alternative.	3/23/2015 11:25 AM
103	Same concern about 15th-beyond-Northgate getting funneled into the 41, which is a nightmare SB in PM, and Northgate- U District service being on the indirect line of Roosevelt Way (adds what looks to be an extra mile to the route vs using 5th... and it's a slow mile besides)	3/23/2015 8:23 AM
104	see previous statements	3/23/2015 7:52 AM
105	I use the 68 and 75 with incredible regularity. These changes would affect me negatively too much.	3/22/2015 10:06 PM
106	I think in the end, it will benefit more people long term to have more frequent bus service throughout the city, however I think Alternative 2 does address issues of not relying on the light rail as our sole form/ dominate form of transportation in the north end. Which people would have to do a lot more transferring or walking to get to their destinations with Alternative 1. However in the end, for my purpose and benefit, I believe Alternative 1 would benefit me more. Even with my concerns. However, I worry with the light rail as the dominate form of transportation in the north end as the light rail, housing on the light rail line will be more expensive and might push people out who have been living there before.	3/22/2015 6:58 PM
107	Eliminating the number 67.	3/22/2015 4:51 PM
108	Sidewalks....as I pointed out earlier.	3/22/2015 2:31 PM
109	N/A	3/22/2015 1:31 PM
110	Doesn't put emphasis on light rail. Light rail should be the centerpiece of Seattle transit, not just another option.	3/22/2015 11:21 AM
111	Longer wait times for 43.	3/22/2015 9:40 AM
112	I can't figure out how i would get easily downtown during off-peak times! I will have to transfer to get anywhere, now i can't get many places (downtown, U District, Wedgwood) without transferring. I can get to the airport by transferring once. The new alternatives look like a nightmare for getting to the airport.	3/21/2015 10:08 PM
113	These sweeping changes are viable only when the Link station at Roosevelt is open. Service from Hawthorne Hills / View Ridge to Wedgwood becomes impossible.	3/21/2015 6:17 PM
114	As with Alternative 1, going from 65th/Roosevelt Way to Eastlake now requires either taking I-5 to downtown and backtracking, or taking a transfer to a 70 from the U-district. Please keep a current 66 style non-freeway route through Eastlake!	3/21/2015 12:15 AM
115	It's not really an alternative to alternative 1. It is a do-nearly-nothing proposal.	3/20/2015 7:55 PM
116	It is a complete waste of effort.	3/20/2015 2:13 PM
117	People tend to use transit when it's convenient, but in general don't plan their lives around it. If it exists but is super inconvenient, not many people will use it. If it's incredibly more convenient to drive, people will drive.	3/20/2015 2:02 PM
118	I don't see the 242 or 542 listed	3/20/2015 1:57 PM
119	15 minutes =/= very frequent service. That is never acceptable for a peak time frequency if you want this widely adopted while forcing transfers.	3/20/2015 1:44 PM
120	The service reductions that still occur, even in this alternative.	3/20/2015 1:29 PM
121	Eastlake still is not being mentioned in any of these plans.	3/20/2015 1:26 PM
122	This alternative isn't much of an overhaul of existing routes and doesn't reinforce west-east routes.	3/20/2015 11:40 AM
123	No single bus service between NorthGate, Green Lake and Redmond	3/20/2015 11:04 AM
124	I don't use Metro in North Seattle.	3/19/2015 9:49 PM
125	Loss of direct service (#30) from Sand Point to the Upper Ave -- University Way NE above 41st. The Ave is a major shopping center for residents in the Sand Point area. Neither plan maintains a direct connection to it. Please retain the #30 route all day long.	3/19/2015 8:04 PM

126	I don't need more frequent, consolidated service. I need to be able easily access 72, 73, 66/7, etc. at off-peak times at night and on weekends to be able to get home and to work safely between the U-district/Ave and Lake City as a woman traveling by myself at night and easily without long walks as a person with multiple health issues and without a car.	3/19/2015 7:50 PM
127	Giant square of no service between 125th and 145th and between 15th Ave NE and 30th Ave NE. I have to walk five blocks to get to 15th Ave. NE now, but at least I have the option of a shorter walk, to 20th to catch a 73 all day every day. With no service on 20th, this large gap leaves everyone in the center having to walk 7.5 blocks at least to find a bus. As I get older, all that walking distance will make bus riding pretty tough, just when one needs it most, i.e. not driving as much..	3/19/2015 5:47 PM
128	Some redundancy in the routes. 73 seems redundant with Central Link, service between link and U district and U village is redundant with 75. The University link connections seem unnecessary when a number of routes pass through UW just a short walk away. While the new 71 would be nice, it's not nearly as appealing as Alt 1's new 16, which I would use quite a bit.	3/19/2015 4:55 PM
129	Changes to 12, 49, etc - especially when the 8 will still be terribly slow on Denny. YOU CANNOT MAKE PEOPLE TRANSFER TO EVEN MORE CROWDED BUSES OR ONTO UNPROVEN LIGHT RAIL AND EXPECT THEM TO KEEP USING BUSES AND BE HAPPY.	3/19/2015 3:52 PM
130	This does not complement our rail investment and spends too much money replicating service already available.	3/19/2015 12:53 PM
131	What would be the impact of Alternative 2 on service to the South End?	3/19/2015 12:04 PM
132	This is basically a no-change alternative, and that's unhelpful to creating a better network.	3/19/2015 11:42 AM
133	Not making the big changes we might need to be making, to make Seattle a world-class transit used city. Also, Alt1 has better options for the 545 route.	3/19/2015 11:14 AM
134	not much better than the current situation	3/19/2015 11:13 AM
135	If implementing Alternative 2 would cause service/stops on bus lines 7, 8, 43, 48, 49, 10, 11, 12, Rapid Ride D/C - - I am against Alternative 2. Don't forget about people who go short distances or places not covered by Alternative 2 -- who are totally dependent on Metro Bus Transit -- like ME!	3/19/2015 10:37 AM
136	Offers nothing to everyone in my area (Ballard), although we are more needy of service improvements than the UW area.	3/19/2015 10:18 AM
137	Eliminating bus service on 5th Ave NE in Maple Leaf is a really dumb idea. Please DO NOT ELIMINATE bus service (routes 66/67) on 5th Ave NE. It's too hard to get to the Northgate Transit Center or to Roosevelt, and if you do get to a bus stop on Roosevelt it will take forever to get to the Northgate Transit Center. I've had four hip replacements and I can't walk as far as I'd need to in order to get to a bus stop on Roosevelt or the Northgate Transit Center. It's a really dumb idea to eliminate bus service on 5th Ave NE.	3/19/2015 10:01 AM
138	Lack of attention to NE corridor: Lake Forest Park, Kenmore, BOthell, Woodinville, and Juanita and Kirkland.	3/19/2015 8:46 AM
139	South Lake Union is the fastest growing employment neighborhood in Seattle. It has minimal affordable parking and using transit is expected for employees. Many workers there live in north seattle neighborhoods but there is not direct transit except the 70 that doesn't require going downtown first which adds a good 1/2 hour to the commute. I live 5 1/2 miles from work and this plan will make me transfer once and walk at least a mile of that distance to make connection. It's ridiculous.	3/19/2015 8:38 AM
140	Extremely poor service between anywhere in north seattle residential neighborhoods and South Lake Union which is the fastest growing employment area in Seattle and provides virtually no affordable parking for 80% of the employees. Traveling all the way downtown and then coming back adds a good 30 minutes to the commute. I work 5 1/2 miles from the office and would have to transfer at least once and walk almost 1 mile of that distance. Ridiculous!	3/19/2015 8:09 AM
141	I need to know more about this one. I am confused on this one as i don't know the downtown area too well.	3/18/2015 10:23 PM
142	I do not know the Alternative 2 concept in north Seattle	3/18/2015 10:14 PM
143	43 service reduced.	3/18/2015 8:54 PM
144	As for Alternative 1, I am concerned that this alternative doesn't address any of the issues we have in Kenmore, especially the Park and Ride lot that fills up quite early in the morning. Lake City Way is now very congested quite frequently due to the traffic drive-around of people who are avoiding the tolls on the 520 bridge. There are times when we just can't get to Seattle. Park and Ride lots are key pieces to successful public transportation systems in the suburbs.	3/18/2015 8:44 PM

145	Waste of resources, people should migrate to using link more. Link is off the road, a direct route, people are ignorant to think of using alternative 2 and not utilizing a mass transit system that is on a dedicated separated route.	3/18/2015 5:37 PM
146	Route 48 evening rush hour buses are hopelessly off schedule and over-filled in the University district. Alternative #2 does NOTHING to improve this situation.	3/18/2015 5:08 PM
147	Longer wait times/frequency of runs, every 30 minutes instead of every 15.	3/18/2015 3:31 PM
148	"Keeps frequent all-day service on 11th Avenue NE/Roosevelt Avenue NE in the University District (concept for Route 48)" Route 48 does not currently run on 11th Ave NE/Roosevelt Ave NE--it crosses both. Is a change in the route planned?	3/18/2015 3:15 PM
149	The timing of rush hours bus routes from my home in Shoreline to my work at SLU.	3/18/2015 2:44 PM
150	Moving the 73 from 15th Avenue NE to Roosevelt Way NE. Lack of service during non-peak times to Downtown Seattle from 15th Avenue NE.	3/18/2015 2:37 PM
151	any change	3/18/2015 2:34 PM
152	Both concepts reduce the number of option currently available to me either coming or going to work. Killing Rt 16 north of 92nd st is a non-starter for me !	3/18/2015 2:10 PM
153	Removal of 242 route	3/18/2015 2:08 PM
154	The changes to 71 means that the light rail and 65 become the primary connection to downtown for wedgwood, but the 65 still only runs until Midnight. This means leaving downtown after 11 is not supported. Deleting route 242 makes no sense especially since the peak trips for the 542 are remaining the same. The 542 busses are already packed. This will make them much worse. Also, a lot of the 242 ridership comes from 148th in redmond which there will be no bus support for. The evening 242 that I take is packed to standing room only every day. Not having more 542s will make the evening ride very, very crowded as the 542s are also packed both ways.	3/18/2015 2:02 PM
155	Not sure 43 and 44 would keep close access to UWMC with new connection to UW Link Light rail (I assume it would, but not clear it stop would actually change from where it is now and be more difficult for disabled passengers to access)	3/18/2015 1:35 PM
156	same as Alternative 1	3/18/2015 1:32 PM
157	I'm not sure if I'll be able to comment on the Eastside 556, 271 aspect of routes via these surveys. North Seattle isn't part of my commute. Please help me provide more relevant feedback on the routes I use. angelaljacobson@gmail.com	3/18/2015 1:21 PM
158	I like that it isn't investing resources into an area that I don't live in	3/18/2015 1:16 PM
159	More traffic	3/18/2015 1:09 PM
160	I don't think I'll be affected.	3/18/2015 1:00 PM
161	a longer route for the 41	3/18/2015 12:44 PM
162	Removal of route 30 leave no route with fast service to the UDistrict/Ave area	3/18/2015 12:14 PM
163	I see nothing that improves the East/West travel in and out of Ballard.	3/18/2015 12:07 PM
164	I have a car but often take the bus because it is easier and more convenient in many cases. Longer wait times would make me use my car more often and ride the bus less.	3/18/2015 12:06 PM
165	No direct service between Lake City Way and University Way and 45th.	3/18/2015 12:04 PM
166	don't know	3/18/2015 12:03 PM
167	See comments for Alternative 1. Deleting route 70's northern route segment doesn't work for me.	3/18/2015 12:02 PM
168	This does not effect me	3/18/2015 11:56 AM
169	I think this alternative is better as then my arm is not being twisted to take the Light Rail. It affords more options.	3/18/2015 11:50 AM
170	That the 49 will be eliminated (although that would not be in alignment with the concept of this alternative).	3/18/2015 11:49 AM
171	For me, that the 16 won't go further north is a huge issue, unless other routs truly do come MUCH more frequently and will have enough space to take on new passengers (which could is a huge concern, they bypass folks waiting often already, so having to transfer always makes me uneasy for that reason).	3/18/2015 11:48 AM

172	With Alternative 2, you effectively cut Northgate off from the UW Medical Center - a MAJOR regional employer, and MANY employees live in the Northgate area. The only remaining route would be the meandering 75, which is hopelessly inefficient in it's routing through Lake City, Sand Point, Laurelhurst etc., and easily takes 45 minutes just to travel the few miles between Northgate and UW Medical Center.	3/18/2015 11:45 AM
173	It seems "small sighted" and a short term, incremental approach to needed transit changes that Alternative 1 does a better job of addressing. Alternative 1 reduces wait times and decreases route congestion on busy surface streets.	3/18/2015 11:45 AM
174	It deletes route 373X. Why would you delete a route in an area like north Seattle/Shoreline when there is no light rail service north of the University of Washington?	3/18/2015 11:44 AM
175	No bus access to Sand Point/Magnusen Park. UW has an office out there and I am required to travel during the day for meetings sometimes from the UW Tower and Magnusen Park.	3/18/2015 11:38 AM
176	Not sure if service between the University District and downtown will be as frequent as currently provided by 71,72,73 combined. Not sure if these buses will continue to be express - adding stops between campus parkway and downtown would increase travel time considerably.	3/18/2015 11:35 AM
177	It seems to me to be an incremental, band aid to the better and more comprehensive fix that is entailed in Alternative 1.	3/18/2015 11:32 AM
178	30 minutes is far too long between busses for heavily used routes like the 43. This bus is extremely useful to me and decreasing service on this route would give me little choice but to drive more often.	3/18/2015 11:31 AM
179	Again, see comments in Alternative #1.	3/18/2015 11:29 AM
180	Reduced service to UDist that doesn't require at least ten additional minutes to go through campus or a dangerous walk in the pre-dawn morning hours.	3/18/2015 11:25 AM
181	Looses efficiency.	3/18/2015 11:24 AM
182	alternative concepts are not clear	3/18/2015 11:21 AM
183	For me, Alternative 1 gives a better frequency of service.	3/18/2015 11:19 AM
184	No easy way to get to UW.	3/18/2015 11:15 AM
185	Severely degraded service between Shoreline/Maple Leaf/Green Lake, and the Redmond campus of Microsoft. The 542 stops only at 520 and 40th, and 520 and 51st. This significantly reduces the convenience and utility of taking the bus. Why do you keep trying to kill the 242. It was designed specifically to get Microsofties on the West side over to the campus, and it's a huge success--packed buses every day. Just leave it alone!	3/18/2015 10:53 AM
186	As long as I have a way to get from the Ferry Terminal in Downtown Seattle to my job in Redmond the easiest way possible I am okay with whatever.	3/18/2015 9:40 AM
187	loss of service between Redmond-Downtown	3/18/2015 8:20 AM
188	I am concerned about changes to Route 16. This route has changed so much over the years, from constantly changing stop locations at the Ferry Terminal to moving the route around all over the place in Northgate. Just leave it alone. If more service is required in other neighborhoods add new routes or increase frequency elsewhere. I am tired of not knowing where this route goes or how long it will take to get there.	3/18/2015 12:16 AM
189	Same problem as Alternative 1: Congestion on Montlake Blvd needs to be addressed before adding busses to the mix.	3/17/2015 7:54 PM
190	The retention of route 43 seems to be a waste here. It's hard to see what value it retains with the 12 still in place. The route 70 going to UW station instead of the University District and north. Retaining route 25 given it's poor performance.	3/17/2015 7:47 PM
191	The lack of early morning bus service to portions of Bryant and Ravenna. It means that I will end up driving when I have to get to work by 6:30 .	3/17/2015 7:10 PM
192	I have the same issues as before. I'm unhappy that both plans cut service for Lake City and offer me no alternative route to and from work.	3/17/2015 3:35 PM

193	I think that running a bus down 40th Ave NE is a terrible idea. This is a street that at peak commute times is filled with cars and trucks - and the on street parking makes passage through here very tight. 40th Ne also seems to be a major travel street for emergency vehicles - fire trucks and aid cars. Buses will just add too much traffic on an already congested street. This bus also runs along 25th NE as do several of the other lines during peak commute times - have you noticed what travel on that street is like from 8:00 - 10:00 AM and 3:00 PM - 7:00 PM during the weekday commute? It is often a Parking Lot.	3/17/2015 2:47 PM
194	Hard for me to access new light rail station without a transfer	3/17/2015 2:13 PM
195	Continued crowding on route 545 during peak hours	3/17/2015 9:33 AM
196	same as alternative 1, I lose the 242 and would probably drive to work from now on	3/16/2015 10:57 PM
197	The same comments about Alternative 1 apply to Alternative 2.	3/16/2015 9:54 PM
198	See above concerns regarding changes proposed to current Route 71 -- it appears making it necessary to transfer twice if you take it and wish to go downtown.	3/16/2015 5:12 PM
199	No more 242. No direct connection between Northgate Transit Center and 148th Ave NE. Less service routes between North Seattle and Redmond.	3/16/2015 4:13 PM
200	not being able to catch 1 bus from downtown. It's a pain to transfer (no matter how fast light rail is) with all your commuter stuff. And every transfer point increases the chance of missed buses, as buses don't wait and longer wait times.	3/16/2015 4:06 PM
201	This concept still removes a key rout between Green Lake and Redmond 242.	3/16/2015 4:04 PM
202	The loss of the 66x and 67 concerns me. I'm not convinced that the replacement by the 73 would meet my needs better.	3/16/2015 3:14 PM
203	Fewer spaces on ST 542 bike racks after elimination of KCM 242. No good way for people to get from UW light rail to a bus that will take them to Redmond during off-peak hours.	3/16/2015 2:23 PM
204	I depend on route 66, and this alternative would remove this route.	3/16/2015 1:57 PM
205	This would work I think	3/16/2015 1:40 PM
206	This is feedback for both alternatives, deleting the 242 route reduces coverage for users who are connecting at Montlake and who go to 148th and 32nd st. There is NO workaround. Going to green lake park and ride is NOT feasible.	3/16/2015 1:22 PM
207	The 48 (or whatever it turns into) would remain part of my life.	3/16/2015 1:21 PM
208	With the removal of route 242, there is no transit service from North King County to the east side. This will easily add 20-30 minutes, and pretty much removes transit as an option to travel to Redmond.	3/16/2015 12:53 PM
209	Hate that you are making my commute from Maple Leaf to Redmond take longer	3/16/2015 12:35 PM
210	unnecessary duplication of routes	3/16/2015 12:30 PM
211	No direct service from the U-District to Microsoft Campus	3/16/2015 12:29 PM
212	Slower bus service from Maple Leaf towards downtown with all of the buses being directed to University Ave instead of the 66 taking much faster Roosevelt. The 48 will use Roosevelt, but it doesn't pick up from Maple Leaf. The elimination of the 242 will destroy my commute to work: I would need to transfer to the 542 which then drops me off 15 minutes away from my building, instead of having a direct 242 from the house to the office door.	3/16/2015 12:14 PM
213	Still no direct route between the North West neighborhoods and the U District, so we do not benefit from the Light Rail.	3/16/2015 12:14 PM
214	Not using the new network to its full potential	3/16/2015 11:59 AM
215	The loss of route 242	3/16/2015 11:55 AM
216	As challenging as at present to get to NW Seattle from the U District	3/16/2015 11:55 AM
217	Reduces 545 service past OTC.	3/16/2015 11:52 AM
218	71 stops at 11PM instead of 1AM. No direct downtown (only transfer)	3/16/2015 11:51 AM
219	deletion of route 242	3/16/2015 11:51 AM

220	still requires 2+ bus rides from Madrona to Bellevue (my daily work commute)	3/16/2015 11:51 AM
221	1. Removal of Route 242 - further distance to nearest stops in Greenlake and Redmond.	3/16/2015 11:50 AM
222	Removing route 242 would greatly increase my commute, i use this bus 10 times a week. The use of 542 would require me to commute to the greenlake park and ride and you do not have an alternative beyond a mile walk. Additionally this bus is considerably slower when commuting to the east side because it might make its way though the university traffic	3/16/2015 11:46 AM
223	Harder to get to Redmond from Wallingford with less 545 service.	3/16/2015 11:46 AM
224	downtown to Redmond would be harder	3/16/2015 11:35 AM
225	No direct service between Redmond and Green Lake Park and Ride	3/16/2015 11:33 AM
226	Unreliable service, in general.	3/16/2015 10:53 AM
227	I need direct transport from Pioneer square where I live directly to Redmond. Currently, the 545 route goes through ALL downtown Seattle and then to CAPITOL HILL, which adds 15min to my commute every day. Plus there is no Wi-Fi on the bus, which is terrible for my productivity.	3/15/2015 12:35 PM
228	The loss of Route 71 to the U-District without an adequate replacement.	3/14/2015 10:27 PM
229	The 71 bus in alternative 2 is so truncated, it's practically useless.	3/14/2015 10:08 PM
230	The route 48 link between UW Link Station and Mt. Baker Station (along 23rd) serves a vital link between North Capitol Hill and access to the Light Rail. Currently, I take the 48 to Mt. Baker Transit Center to access the Light Rail (northbound or southbound). Once the Link Light Rail is complete, from Downtown, I envision taking the service all the way to UW then transferring southbound on the 43 or 48 and getting off on North Capitol Hill (Aloha). Alternatively, when I return from the Airport, I plan to get off at the Mt Baker Station, then catch the 48 northbound, as this will take less time, then all the way to UW and then south bound.	3/14/2015 3:52 PM
231	Same comments as alternative 1	3/14/2015 10:38 AM
232	N/A	3/13/2015 3:52 PM
233	In general, lack of service to corridor along 15th Ave NE. both of these alternatives reduce service to my neighborhood (15th Ave NE & NE 73rd). I use routes 72 and 73 a lot, and these are going away and/or rerouted so that I will have to walk much further.	3/13/2015 3:31 PM
234	Woodinville Park and Ride has space to park if you delete route from Bothell UW and Woodinville PR, there are no space to part on Bothell UW.	3/13/2015 1:26 PM
235	Any reduction in routes 43 or 48.	3/13/2015 12:56 PM
236	Bus routes take FOREVER when they stop at every other intersection.	3/13/2015 10:15 AM
237	Frequency of key routes to the UW link station such as 25 should be INCREASED.	3/13/2015 7:27 AM
238	Alt 2 is the much superior of two bad plans. Seattle needs to be increasing the number and frequency of neighborhood routes and fully utilizing the light rail that taxpayers have spent a fortune building.	3/13/2015 6:54 AM
239	The Ave is very congested because cars cannot pass stopped buses in several places, Please think about putting more buses on 15th. It would be a block further for me to walk but my trip would be much faster.	3/12/2015 4:33 PM
240	Kenmore, Kenmore, Kenmore. Service to NE Kenmore is not good, requires 2 transfers which effectively doubles my commute time each way.	3/12/2015 3:46 PM
241	Doesn't take advantage of Link connection for downtown commuters	3/12/2015 12:21 PM
242	It's time to improve the network and fully take advantage of rail. Alternative 2 sacrifices frequent service and will move fewer people.	3/12/2015 11:37 AM
243	Reduction in service for routes that are already full before they get to the Roosevelt neighborhood where the trains will take some of the load will be a mess. If anything, the train will increase ridership on routes to get to train stations. We need to increase lines like the 76, which are packed before you get to where the train stations are.	3/12/2015 10:58 AM
244	indifferent	3/12/2015 8:28 AM
245	Still no reliable service between northern U District / Roosevelt / Wallingford / Green Lake and U Village / Children's Hospital.	3/11/2015 4:51 PM

246	No connection between Shoreline/Jackson Park and the Eastside.	3/11/2015 4:08 PM
247	By having routes spread out across more streets, it seems to me that there will be more places of possible congestion; buses slow traffic. I like the idea of having people walk a little further to a limited number of streets that will be impacted by bus service. This should make traffic flow more smoothly on the non-bus streets. But I may be wrong. I'm not the traffic expert. What do the experts in transportation say? What is the experience of cities around the world that get it right?	3/11/2015 1:38 PM
248	Changes don't go far enough	3/11/2015 10:47 AM
249	Putting buses on 12th Ave NE, which is designated as a Greenway.	3/11/2015 10:38 AM
250	As above	3/11/2015 10:23 AM
251	Nothing of benefit really here for Madison valley dwellers.	3/11/2015 9:44 AM
252	You are impacting a large area but it is pretty light on specific routes.	3/10/2015 9:50 PM
253	Reduction of Route 43 (and alternative walk time to nearest light rail stop) means time to get to Capitol Hill or downtown increase to the point where it make more sense to drive.	3/10/2015 9:17 PM
254	Not moving towards the grid structure to connect neighborhoods.	3/10/2015 8:27 PM
255	No fast route between Bryant and Seattle Center	3/10/2015 4:41 PM
256	Looks like there are far more routes, and I'd rather the money be used for other expansion of service in the future	3/10/2015 4:31 PM
257	Although network is more dense, the relatively-low frequency of service n many corridors makes transit a less-viable option for many of my trips to this part of town.	3/10/2015 12:32 PM
258	Need close connection of light rail and a bus going to bryant / wedgwood / viewridge !	3/10/2015 11:09 AM
259	No service between Central Wallingford and Central Fremont.	3/10/2015 9:57 AM
260	Nothing.	3/10/2015 9:48 AM
261	Improving the service directly to South Lake Union for the Northeastern and Northwestern neighborhoods needs to be a priority. Metro has to recognize the employment center that South Lake Union has become and the resulting traffic that creates due to inadequate availability of buses.	3/9/2015 10:19 PM
262	I am not concerned about North Seattle since I don't live there and never go there.	3/9/2015 8:15 PM
263	Again, the 75, 375, and 65 should ALL be connecting to the Light Rail station, NOT going through the UW campus and up the hill. Or at least consider new "downtown worker" routes that operate between 5a-8a and 3p-8p or something, routes that connect NE Seatte directly to the Light Rail station.	3/9/2015 8:11 PM
264	Not happy with the cuts to the 43	3/9/2015 7:38 PM
265	Not working as much around rapid transit light rail and not making routes as efficient r	3/9/2015 7:03 PM
266	the 'lack' of frequency isn't that big a deal - most of us like our existiing bus service and know where the stops are etc. Also please don't mess w the 43 or 49.	3/9/2015 5:34 PM
267	No late-night service along the Roosevelt Way NE corridor through Maple Leaf.	3/9/2015 3:34 PM
268	I don't know what cutting the #11 and replacing it with the #8 would mean for me on a daily basis. Since the bus cuts and stop eliminations, I am spending more time riding the bus because 1. few buses means more people with bus lift and assistance needs are on each bus, making each ride longer. Anywhere from 5 minutes to half an hour. If 3-4 people with wheel chairs, or need the lift get on a single bus much time is taken embarking and disembarking from the bus. My 35 minute ride became a 50 minute ride.	3/9/2015 3:14 PM
269	Keep both bus lines running at their current schedules, or how is anyone in Montlake/Portage Bay, the closest actual communities to the light rail station, going to get any benefit from it without increased access to the station? Bus service needs to minimally stay the same to make the light rail stop gain it's full potential, otherwise it will be a squandered opportunity for our community to want to take light rail anywhere.	3/9/2015 3:01 PM
270	If you want to get people out of SOVs then don't make them go to University Ave. The density of NE seattle warrants more direct routes to the light rail that don't go through the ugly, dirty, dangerous, university district, i.e., University Avenue. Run buses up and down 25th instead of the Ave.	3/9/2015 2:52 PM
271	if this alternative make the service less reliable to commute then it would not serve the rider well	3/9/2015 2:41 PM

272	Any plan that would affect Routes 11 and 8 would be of major concern to me!	3/9/2015 2:07 PM
273	You are cutting the 43 which is a longer wait time for low income households that travel from the Central District that are already time-limited working 2 jobs or taking children to daycares without cars, etc (which we should be promoting with more access options, not cuts).	3/9/2015 1:01 PM
274	I'm worried routes on Cap Hill (specifically routes 10 & 11) will be reduced under the assumption that people will be willing to walk to the new light rail station. I need connection from East Cap Hill to Downtown, or from East Cap Hill to Maple Leaf. Thanks!	3/9/2015 11:52 AM
275	It's just a little boring. I like the boldness of A1. This feels like settling and we shouldn't do that w/ the new link station opening up.	3/9/2015 11:50 AM
276	No direct service from Wedgewood to the UW link station. Too many transfers when it seems so close. Want to get to the airport as a single traveler.	3/9/2015 10:02 AM
277	It seems too much like the status quo.	3/9/2015 10:01 AM
278	I support alternative 2 over alternative 1	3/9/2015 9:58 AM
279	How does it effect the South End.	3/9/2015 9:06 AM
280	Lack of connectivity to Link from NE Seattle. And why is a route serving only Laurelhurst singled out as one of only 2 routes for this particular connectivity? Route 68 is good concept - lots of neighborhoods connected to Link via 25th/Montlake - although infrequent service is a limitation.	3/9/2015 8:31 AM
281	The route for 71 will be a fine idea for me when Link is extended to Roosevelt, but UNTIL THAT TIME: folks in View Ridge and Wedgewood who presently can get downtown without changing buses and to the airport with a single modality change are going to be left with either making two changes (16 to 65 to Link) to get downtown OR a single change with a significant walk (75 to Link). In addition, both 75 and 65 buses can be affected by traffic jams on Montlake. I understand that you have a formidable problem trying to service the University Stadium station from Northeast Seattle, but I frankly doubt that you can make the 65 service work at all during much of typical workdays, given its dependence on Montlake. Perhaps this is an absurd suggestion, but have you considered the possibility of a light vehicle (e.g. big golf cart) shuttle between the ring road on campus and the Link station?	3/8/2015 9:23 PM
282	Same concerns as Alternative 1. See answer to that question above.	3/8/2015 9:23 PM
283	Less reliance on light rail. Seattle traffic will only get worse in years to come.	3/8/2015 8:29 PM
284	Magnuson Park is a regional, frequently used park, with a lot of events (more events than any other park) with highly inadequate parking available for its usage. We need to get more people accustomed to using transit to get to our regional parks. Alternative two would not provide adequate levels of service to encourage people to ride. Also, with the additional workforce housing at Magnuson, in addition to the solid ground housing, many don't have cars and need bus service.	3/8/2015 6:26 PM
285	East-west connectivity.	3/8/2015 6:25 PM
286	This would just be one more improvement for other areas other than Kirkland.	3/8/2015 3:45 PM
287	I am concerned that this alternative does not include a connection between NW and NE areas of Seattle.	3/8/2015 3:40 PM
288	Same as my concerns for Alternative 1.	3/8/2015 2:08 PM
289	It does not affect me in any way.	3/8/2015 1:12 PM
290	Lacks efficiency. Maintains too much overlap in routes, like 43 and 48.	3/8/2015 12:35 PM
291	removal of the 71, removal of the 64 through dt	3/8/2015 11:56 AM
292	Provides less-frequent service than Alternative 1, with longer wait times for transfers.	3/8/2015 9:08 AM
293	Doesn't seem to be a very forward thinking plan	3/7/2015 6:15 PM

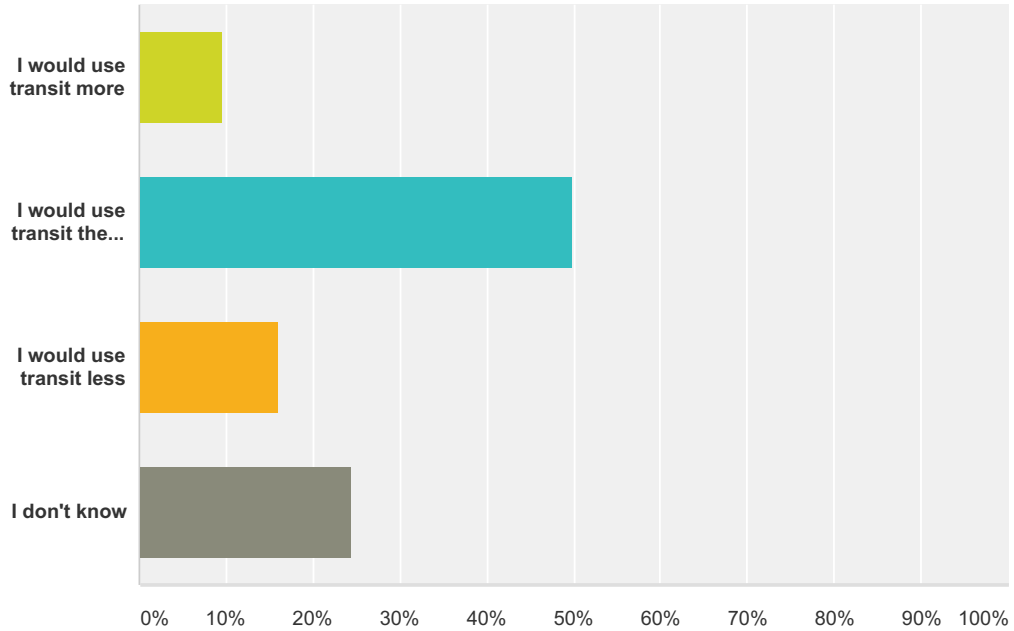
294	I'm not sure 16, 70, 71, 72, 73 and 66X should really be altered at all, except to add frequency There might be a better way or other routes to delete that are short or not very frequent, rather than alter these core routes. Most of those buses seem full during afternoons. I like parts of Alt 2, but I don't like heavy deletion. I think its important to remember people may not want to take the Link from Downtown and have to transfer to a bus rather than get on one bus downtown and make it all the way to Maple Leaf or Northgate. For these people going all the way north, one trip is convenient. They probably won't want to ride the train first, then the bus. Long haul is more important. The new Link is really not far North enough yet to delete service to Northgate. Once that portion is ready and people can take one train from Downtown to Northgate, the 16 should not be changed. Otherwise its less convenient.	3/7/2015 4:59 PM
295	is this really less frequent? depends on which specific bus route is affected.	3/7/2015 2:16 PM
296	Very little change from what we have now leading to too much service with the addition of UW Light Rail. - The problems that plague the network today, e.g. extensive duplication of service in Capital Hill, Northeast Seattle and Central District, will remain in place.	3/7/2015 2:11 PM
297	Cutting Route 66x would strand Roosevelt riders. Car trafficy is only going to get worse. The current spending to improve Roosevelt for bus use would be an insulting waste of taxpayer money if the 66x were to be cancelled. Canceling the 66x is an unacceptable transit loss to the Roosevle neighborhood. Waking from the Ave and 15th NE is unsafe.	3/7/2015 12:09 PM
298	Less connectivity with Sandpoint/Seattle Children's.	3/7/2015 11:52 AM
299	east-west connection between Sand Point and Roosevelt	3/7/2015 11:42 AM
300	This alternative doesn't do enough to take advantage of the new Link service.	3/7/2015 10:05 AM
301	What was alternative two? We need reliable, frequent service from north Seattle neighborhood centers to the UW stadium station (same bus comes every 5-7 minutes), especially at rush hour and commute times.	3/7/2015 8:53 AM
302	See comments above.	3/7/2015 8:46 AM
303	Same as alternative 1	3/7/2015 1:06 AM
304	It just about the same and we need better	3/7/2015 12:51 AM
305	Alternative 2 doesn't fix any of the problems I currently have with how transit operates in north Seattle. Alternative 1 fixes nearly all of them.	3/6/2015 11:12 PM
306	Having to travel further for transit. If you are elderly, or ill or disabled this is not a good plan. Or if the weather is very bad.	3/6/2015 10:17 PM
307	The lack of evening and weekend service to Laurelhurst would limit the usefulness of the UW station.	3/6/2015 8:35 PM
308	See answer to #11	3/6/2015 8:32 PM
309	Exact same comments as Alt 1.	3/6/2015 8:10 PM
310	The apparent disappearance of the 27, 14, and 7.	3/6/2015 8:04 PM
311	Same comment about route 72 as in Alternative 1.	3/6/2015 8:03 PM
312	Builds in old habits, comforting for people who are uncomfortable with changes. However this is a time for re-valuation of all values, for rewriting the routing concepts, for giving the whole system a sense of newness and freshness, so don't coddle the opponents of change who just don't want to be bothered to learn a new and probably better way to get from their points A to their points B and beyond.	3/6/2015 7:57 PM
313	There's not enough direct access from NE Seattle to the Link Station at Husky Stadium via 25th Avenue NE or via Sand Point Way.	3/6/2015 7:42 PM
314	Again, where's Ballard?	3/6/2015 6:55 PM
315	Less consolidated high frequency service in the more used corridors. We need both plans.	3/6/2015 6:04 PM
316	It would not affect me.	3/6/2015 5:40 PM
317	Again, you omitted 71 and 76 from the list...see Alt. 1.	3/6/2015 5:37 PM
318	The loss of the 66 between Downtown and the area around the REI on Eastlake!! The existing 66 (the south end of it anyway) as is MUST BE PRESERVED!!	3/6/2015 5:29 PM

319	The 71 would become out of reach for me. It would eliminate easy access to University Avenue, or, best case scenario, increase travel time by an entire twenty minutes. Diverting the 71 to Sand Point Way does not make sense, since they already have service	3/6/2015 5:17 PM
320	Based on past experience (79, cuts to other routes) Metro is to cut routes that serve my neighborhood no matter what a survey like this captures.	3/6/2015 5:13 PM
321	Later (after 8pm) routes that I use already do not run, or run only infrequently (every hour or so). I am concerned that they would become less frequently.	3/6/2015 5:11 PM
322	Waste of money sending buses into Laurelhurst and west Montlake	3/6/2015 5:09 PM
323	Nothing much to recommend it. Not a forward looking option and doesn't add much connectivity to the new stadium link station.	3/6/2015 5:04 PM
324	Reduced geographic area of service, reducing utility to elderly and disabled riders. The frequency map seems to show slower service to northeast Seattle.	3/6/2015 4:58 PM
325	Shifting the route for 71.	3/6/2015 4:34 PM
326	That the 64 doesn't travel all the way south on 35th to 45th that it turns east at 55th. I wish it turned North to 35th off of 45th.	3/6/2015 4:30 PM
327	Just hope that Route 75 links w/Univ. of Wa. light rail station	3/6/2015 4:12 PM
328	My neighborhood is not represented in the discussion	3/6/2015 4:10 PM
329	It's pretty clear that Metro wants to work with Sound Transit to boost ridership when the UW Link station opens. It's also becoming clear that working with Sound Transit is getting more focus than maintaining quality service north of the U-district.	3/6/2015 4:04 PM
330	It's timid, and maybe it needs to be with half hour wait times. I like the more flexible web-like nature of Plan 1. If you can work in more of that flexibility but hang on to shorter walk times, you've got a winner.	3/6/2015 4:00 PM
331	I don't want to have to transfer bus routes in order to get to my destination. As it is, with the schedule for the #43 and #49, it is sometimes preferable to walk rather than to have to ride a crowded bus.	3/6/2015 3:44 PM
332	The elimination of route 71 extending to downtown	3/6/2015 3:32 PM
333	Inefficiency in having local bus routes that don't do a great job feeding LINK and express buses.	3/6/2015 3:29 PM
334	long trek from 65 on Stevens Way to the Link station	3/6/2015 3:23 PM
335	This seems like a way to mollify those who don't want to spend on public transit.	3/6/2015 3:20 PM
336	Very little benefit for people north of Wedgwood.	3/6/2015 3:18 PM
337	I don't like not being able to ride on one bus north of 92 around to the transit center, This is especially difficult for seniors and others who are mobility impaired. This route as is provides service to several medical facilities, banks, pedestrian entrances to Northgate Mall. Taking that away is inconsiderate and unnecessary.	3/6/2015 3:09 PM
338	Pursuing the status-quo A2 would be the biggest missed opportunity in Metro's recent history. The consolidation of routes and the augmentation of a high frequency grid for Seattle's less dense neighborhoods needs to be priority number one.	3/6/2015 3:07 PM
339	(my same answer as for Alt 1, FYI) I use the stop at Ravenna Blvd and the Ave, primarily during peak times. 71,72,73 all come by frequently. I also can take 74 (I live near 18th & Ravenna Blvd). Alt 1 and 2 both reduce my options via either less frequency or routes. However, I've basically been spoiled by having such convenient options so I understand if I might actually have to look at a schedule to figure out when to expect a bus (regardless of Alt 1 or 2).	3/6/2015 2:57 PM
340	No route 66 = no access from North End to Eastlake business: Fred Hutchinson, SCCA, etc.	3/6/2015 2:53 PM
341	Most routes I looked at won't change at all.	3/6/2015 2:41 PM
342	Plans to expand coverage down 35th Ave NE aren't mentioned, though this is a major run and services ESJ populations around both the university district and nathan hale HS.	3/6/2015 2:38 PM
343	It doesn't change the structure with new opportunities afforded by light rail. Much is duplicative and still infrequent. Doesn't really improve much.	3/6/2015 2:33 PM

344	Montlake Blvd is VERY packed and extreme delays are caused by a few slow-moving cars. Not all service can be delegated to Montlake.	3/6/2015 2:31 PM
345	the lack of integration with University Link. Losing the 66/67 with no real replacement means I'll be walking 1.1M to Northgate to catch the 41 or riding my bike.	3/6/2015 1:11 PM
346	Taking the 73 bus away from the Jackson Park/Pinehurst neighborhood! It is well used north of the Northgate neighborhood by many people, including high school students. I board on NE 120th & 15th Ave NE and there are always already many passengers on board for the southbound trips. It is our best route to the U District.	3/6/2015 1:04 PM
347	Losing the 43. I understand the rationale, though. I just don't like the idea of removing electric trolley bus routes.	3/6/2015 11:48 AM
348	It's hard to find things to like in this proposal, relative to Alternative 1. While doing the close-to-nothing as proposed is inherently unpleasant relative to the status quo, it's hard to endorse that as a sound decision.	3/6/2015 11:47 AM
349	This alternative does not seem very good - it is too similar to the current network and does not take advantage of Link.	3/6/2015 10:14 AM
350	This alternative is weak and timid. We must plan for future riders and maximize Link. High frequency is more important than one seat rides and maintaining the status quo.	3/6/2015 10:12 AM
351	I worry that Alternative 2 is ... the status quo. LINK's opening is a >MAJOR< change, and I feel that Alternative 2 does not address that aspect.	3/6/2015 9:33 AM
352	The loss if the 73 to Pinehurst is devastating. I actively supported Prop 1 to preserve this service. I rely on it for both of my kids to get home from school. Others in my neighborhood rely on it as their main transportation. Please do not cut this important service.	3/6/2015 9:07 AM
353	Longer wait times.	3/6/2015 9:02 AM

Q13 How would your use of transit be affected if Alternative 2 were implemented in north Seattle?

Answered: 2,487 Skipped: 4,072



Answer Choices	Responses
I would use transit more	9.61% 239
I would use transit the same	49.82% 1,239
I would use transit less	16.16% 402
I don't know	24.41% 607
Total	2,487

#	Why?	Date
1	if my direct routes and my alternative routes stay the same, i'll continue to ride because i know they work and get me where i need to go	4/2/2015 7:38 AM
2	See previous answer re:no other option.	4/2/2015 2:21 AM
3	If the wait time remains at 30 minutes, I feel as if my communte would be more or less the same.	4/1/2015 9:56 PM
4	Still plan to use light rail between UW and Capital Hill or downtown	4/1/2015 8:53 PM
5	Without frequent connections to the light rail station, I'm not sure if I would use bus service to the station or rely on someone to drive me there.	4/1/2015 6:05 PM
6	From Laurelhurst, easier connection to Husky Stadium light rail station.	4/1/2015 5:09 PM
7	As above, I chose long ago to use transit daily, and would have to do so even if Alternatives 1 and 2 were scrapped and a hypothetically much worse "Alternative X" were implemented instead.	4/1/2015 3:40 PM
8	Less frequent service at NE 65th St. and 15th Ave. NE	4/1/2015 2:55 PM

9	I would walk to work because my bus route might be discontinued	4/1/2015 1:35 PM
10	Current 311 service works extremely well. Four years of economical, efficient transportation from Woodinville non-stop to Downtown. I can work while commuting and have easy options once downtown for getting to my destinations.	4/1/2015 1:25 PM
11	with the light rail system going in at Husky Stadium and parking downtown (along with traffic!) becoming more of an issue I see my family utilizing Metro bus from Laurelhurst to get to light rail at Husky Stadium. Also my daughter will be attending high school on Capital Hill and we were anticipating her riding the bus down 23rd to a transfer point at Montlake/Uvillage to get her back to Laurelhurst and home at the end of the day.	4/1/2015 12:05 PM
12	Because it seems like it would be pretty similar to now.	4/1/2015 10:40 AM
13	I see little impact to my current usage.	4/1/2015 9:03 AM
14	little addition of frequent all day service	4/1/2015 1:36 AM
15	I would use transit about the same, but spend less time in transit and waiting than I do now and less time than with Alternative 1	3/31/2015 10:53 PM
16	Again, as before, the Pinehurst area is adversely affected by the changes and my commute times seem to be increased and less convenient. I'd just drive instead of taking transit.	3/31/2015 10:44 PM
17	continue to/from work but not as frequent use outside of work hours.	3/31/2015 9:55 PM
18	I already limit my metro use based on long wait times in certain areas; this would not change.	3/31/2015 9:31 PM
19	More geographic coverage means I don't have to take my car.	3/31/2015 9:21 PM
20	I need: -fast service -nearby -affordably If it's going to take me 45 minutes to go 6 miles, I will drive.	3/31/2015 5:43 PM
21	doesn't affect my daily commute	3/31/2015 4:55 PM
22	No service to montlake	3/31/2015 4:38 PM
23	I would still get to use the 25	3/31/2015 4:10 PM
24	I only use transit, can't really increase or decrease, but does affect my mobility and waiting time.	3/31/2015 4:06 PM
25	My most used bus route is stil there. Weekend access is improved as is night access for me. Easier to get to capitol hill as well.	3/31/2015 3:56 PM
26	I'd have to see how it plays out.	3/31/2015 3:35 PM
27	I am transit-dependent.	3/31/2015 2:17 PM
28	With Alternative 2 I like that service levels remain the same or almost the same for the 43, 8, 11, and 48. My biggest issue is that route 43 will be less frequent. There are a lot of people on and around 23rd who take the 43 to downtown. For most of us in the middle (between John and the Montlake Cut), it doesn't make sense to travel to light rail and then catch the bus. We'll see a decrease in service to downtown and it doesn't seem fair. I'm lucky to be within a 7 minute walk to the 11 and 8, but most people aren't. I'm also concerend that there isn't an increse in the number of buses running along the 8 and 11. Both of these buses get really busy.	3/31/2015 1:49 PM
29	I live in Monroe	3/31/2015 1:26 PM
30	It would remain as convenient as it is now (or increase convenience a little since the 373 would run all day instead of only at peak as it currently does).	3/31/2015 12:59 PM
31	Less frequency with 43 means less use for me	3/31/2015 12:43 PM
32	Frequency of service is important to me.	3/31/2015 12:26 PM
33	Again, the wait times due to less frequent (or having to travel further to get service) is a deciding factor in whether I use transit or drive my car.	3/31/2015 12:24 PM
34	I will be forced to drive instead of using transit.	3/31/2015 12:08 PM
35	If this option preserves the Montlake freeway stop it will not change my daily commute by bus to downtown Seattle.	3/31/2015 11:29 AM
36	No 242 means longer trips Ridgecrest to Redmond. So I would drive my truck more.	3/31/2015 11:24 AM
37	Increased travel time from Ridgecrest to Redmond. So I'd take my truck more often.	3/31/2015 11:20 AM

38	Bus service every 30mins would make it too hard to get to work on time	3/31/2015 10:50 AM
39	I don't own a car.	3/31/2015 10:41 AM
40	It doesn't make things better but also doesn't make it worse.	3/31/2015 10:37 AM
41	I would probably drive more.	3/31/2015 9:33 AM
42	This would decrease frequency of route 43 which I use by far the most.	3/31/2015 8:48 AM
43	Preserves the existing routes	3/31/2015 8:00 AM
44	It would make my commute more of a hassle	3/31/2015 6:44 AM
45	Longer wait times	3/30/2015 11:03 PM
46	Experience will give me final judgement--I often have to use transit, whatever it's problems, but I'm often so frustrated that I give up and don't go anywhere unless I absolutely have to.	3/30/2015 10:14 PM
47	Nothing changes for where I live in Wedgwood.	3/30/2015 9:22 PM
48	My regular commute is from Lake City to Overlake business park. I usually take 522-->545 (non rush hours) + 12 minute walk and back on 242-->64X. With the elimination of non-rush hours 545, and 242, my remaining option is a significantly longer commute, changing at the UW + additional walk on the return, or driving (at least to Ravenna P&R)	3/30/2015 8:48 PM
49	Much faster access to Light Rail Station with #2	3/30/2015 8:40 PM
50	Bus would come less frequent	3/30/2015 8:23 PM
51	difficult to predict. We currently use route 43 to go to downtown and the University of W, and the 48 to transfer to light rail to get back and forth from the airport	3/30/2015 8:21 PM
52	Longer walk, without a gain in frequency.	3/30/2015 7:49 PM
53	As it is, the bus routes I need are in place.	3/30/2015 6:13 PM
54	I use transit to get to work	3/30/2015 5:47 PM
55	Not much significant would have changed, from my point of view. The Link station would not be as easy to access.	3/30/2015 5:34 PM
56	Nothing in this proposed alternative would help anyone on the NW corner of the city. All buses remaining the same would mean I ride the bus just as much as before.	3/30/2015 5:32 PM
57	Because you are assuming the Husky Stadium stop as proxy for the entire U district, I would have to drive more. Husky is in the middle of nowhere. You built that stop only for people going to the games--not for anyone else trying to commute to the U District.	3/30/2015 5:27 PM
58	Since you are using the Husky Stadium stop as the U district lightrail (which it is NOT), I would be forced to drive more since Husky Stadium is never where I want to go. I want to go to the U district which doesn't have a stop.	3/30/2015 5:20 PM
59	Same as in alternative 1: I am losing my most frequently used commute options under both options (522-->545 from LC to Redmond, and 242-->64 from Redmond to LC).	3/30/2015 5:14 PM
60	Alternative 2 is more acceptable because it does not delete route 43, but reducing route 43's frequency is unacceptable. I will consider buying a car and driving.	3/30/2015 2:40 PM
61	My primary commute would change to a peak-only route, but I'm a transit-only user.	3/30/2015 2:19 PM
62	Frequency is very important for routes I use for my work commute, as evidenced by how often the 48 is packed like a can of sardines when I try to catch it.	3/30/2015 2:19 PM
63	Same as previous question like this, not enough info	3/30/2015 12:42 PM
64	Alternative 1 is more appealing based on the current routes I ride.	3/30/2015 11:40 AM
65	longeer wait times	3/30/2015 11:16 AM
66	Depends on changes to Route 48.	3/30/2015 10:49 AM

67	I would just adapt to whatever service pattern is provided.	3/30/2015 10:01 AM
68	need direct connections to south king county - this will help keep less cars on the road	3/30/2015 9:58 AM
69	I don't own a car and rely on Metro buses and walking for transportation. I don't know if these changes would increase, or decrease, my use of transit, but it means wait times and transfers will be the same or longer, which will make me less happy.	3/30/2015 9:57 AM
70	We're not north Seattle so don't know how to answer this	3/30/2015 9:56 AM
71	it is not improved much over current	3/30/2015 7:16 AM
72	I am a dedicated transit user and will use it regardless of how well or poorly implemented.	3/30/2015 12:24 AM
73	I mostly only use transit in areas with good connections (either well timed or frequent service) and high frequency arrivals.	3/29/2015 10:35 PM
74	longer wait times would make it harder to get to work on time	3/29/2015 10:14 PM
75	I would still use the 372 to commute, but probably wouldn't use it too much outside of those times - it comes too infrequently in the evening.	3/29/2015 10:11 PM
76	The routes are close to the same, so I would use them the same.	3/29/2015 8:58 PM
77	I wouldn't have a better way of getting to and from downtown from Children's Hospital on weekends. I still wouldn't have a better way of getting to work more directly (I live in Bryant and work on NE 45th and 11th)	3/29/2015 5:56 PM
78	If I could bike quicker than waiting for a transfer I would choose that option.	3/29/2015 5:50 PM
79	Walk and bike almost everywhere. When I take transit is dictated more by my circumstances and destination than the bus routes - that is, I make it work one way or another.	3/29/2015 5:37 PM
80	As I said in this question about Alt 1, I mainly walk and bike. I wouldn't use transit more. And I suspect that my transit experience from the CD/Hill area to North Seattle wouldn't be all that changed with Alt 2.	3/29/2015 5:14 PM
81	Maintains important routes of current bus system while connecting them with Link Light Rail station	3/29/2015 5:10 PM
82	Again, I mostly use transit to get to and from work.	3/29/2015 3:16 PM
83	See answers for the others.	3/29/2015 2:59 PM
84	No big differences between what we have and what this is.	3/29/2015 12:59 PM
85	Would still have access to the 25 and 43 routes	3/29/2015 11:37 AM
86	None of these affects my main usage. I'm not likely to use transit more.	3/29/2015 11:35 AM
87	I would stick to my core commuter routes with some use of transit for other purposes.	3/29/2015 10:00 AM
88	In spite of less frequent service and longer waiting times it still would be better for me than Alt.1 with elimination of routes 25 and 43	3/28/2015 9:23 PM
89	I don't know how early the service would start. Also, I don't want to walk 0.7 miles in the rain.	3/28/2015 2:38 PM
90	Greater coverage across larger areas	3/28/2015 1:05 PM
91	I would continue only using transit for my work commute. I would not be able to take advantage of it for recreation or errands.	3/28/2015 12:14 PM
92	Too many other factors are involved than simply preserving local routes and leaving horrendously crowded and tardy trunk routes to continue failing.	3/28/2015 9:51 AM
93	does not give me enough informtion about the eastside	3/28/2015 8:52 AM
94	Both alternatives are improvements over existing service.	3/28/2015 7:58 AM
95	See above response to Alt. 1.	3/28/2015 4:48 AM
96	poorer service to the places i travel to most	3/28/2015 1:35 AM
97	Bus service from 25th AVE NE & NE Blakeley to either downtown or Capitol Hill is absolutely atrocious currently, and will continue to be just as bad without consolidating these routes and having them run at a higher frequency.	3/28/2015 1:08 AM

98	Because I take transit all the time anyway!	3/27/2015 10:13 PM
99	No choice, dependent on the bud	3/27/2015 6:37 PM
100	I HAVE ALREADY ANSWERED THIS QUESTION	3/27/2015 6:30 PM
101	Less trips to freemont and Redmond	3/27/2015 5:30 PM
102	Not that big an impact	3/27/2015 4:42 PM
103	its the status quo, basically	3/27/2015 2:36 PM
104	I don't drive, so this plan means that I will be walking a lot more, both to get to the nearest bus stop, and because there will be no bus service at all between my house and my destination (e.g. grocery store). It appears that I will also have to transfer more times on some routes the get where I am going.	3/27/2015 2:21 PM
105	This doesn't seem to impact me as much as Alternative 1.	3/27/2015 2:03 PM
106	I tend to avoid northeast Seattle now because of the difficulty of depending on transit in that area. If this plan is chosen, I can't see that fact changing.	3/27/2015 1:54 PM
107	Again, it is my only method of transport.	3/27/2015 1:52 PM
108	I choose not to have a car.	3/27/2015 1:51 PM
109	I have no choice since I don't own a car I suppose you would be taking away my ability to leave my home and to visit/shop/explore	3/27/2015 1:46 PM
110	I would have to figure out how to efficiently get to the Light Rail, University Station.	3/27/2015 1:37 PM
111	The whole plan is too complicated to understand. I want to know what impact is has on regular trips I take, and I can't divine that from the maps provided. Would I take different routes altogether? Would I have to transfer? What about on the weekend? I couldn't figure any of this out.	3/27/2015 1:34 PM
112	I work in downtown Seattle, so I don't have other choices.	3/27/2015 1:27 PM
113	372 service on weekends and more frequently during the day	3/27/2015 1:21 PM
114	Infrequent and unreliable bus service to Light Link at the University of Washington.	3/27/2015 12:47 PM
115	No daytime service on NE 75th in View Ridge during the day. No daytime service for the 30 OR the 74.	3/27/2015 12:21 PM
116	It causes gaps in wait time which makes it longer to get anywhere.	3/27/2015 12:14 PM
117	I would still have my main maost used route, and I can't predict what would change.	3/27/2015 12:02 PM
118	same as alternative 1	3/27/2015 11:26 AM
119	I would probably see if faster connections would be offered by the hospital. If not, I would explore other options. I would wait for about 20 minutes at most.	3/27/2015 11:11 AM
120	My routes will for the most part be unaffected.	3/27/2015 10:50 AM
121	I have no choice but to use transit the same as my commute method for work; but it would be more inconvenient and cause a longer commute time.	3/27/2015 10:45 AM
122	I depend on taking transit to get to and from work reliably and on-time. If there are longer wait times or less predictable bus service, I will be forced to find another alternative.	3/27/2015 10:12 AM
123	I live in Montlake and take the 43 downtown and to stops in capital hill. This would be bad for me and for my 79 year old husband who takes the bus home every day between the University and Boyer. Changing buses would be extremely inconvenient as would a longer wait. Connecting to rapid transit in the u district would involve a long walk or a long wait to get there. WE have lived in Montlake for over 40 years and depend on the 43.	3/27/2015 10:10 AM
124	Most of the changes would likely not impact my commute, especially once the Madison BRT is complete.	3/27/2015 9:09 AM
125	Easier access to the Eastside and UW/Roosevelt	3/27/2015 8:44 AM
126	I still have to bus every day, but it would potentially make my commute longer.	3/27/2015 8:14 AM
127	it would not take me to my place of work	3/27/2015 7:51 AM

128	I might use transit the same or less...if there are less frequent buses at my stop, it will be more convinient to take my car to work rather than taking the bus.	3/27/2015 7:36 AM
129	I WANT to use Transit, but it would really depend on the actual schedules. If I have to wait 30 minutes between connections, then I would most likely use it less.	3/27/2015 7:27 AM
130	No improvement noticeable for me	3/27/2015 6:48 AM
131	Not sure if additional route options will be outweighed by longer wait times.	3/27/2015 6:42 AM
132	Better acces from Greenlake to Seattle Children's Hospital	3/27/2015 3:53 AM
133	I am not sure how to answer these questions. Metro needs to improve the bus frequency and connections between light rail and buses. In my case I want to get to Children's and with the soon to open light rail stations in UW and U District I could take light rail downtown or to Rainer Ave and get a bus home. But if these buses don't run frequently 7 days a week I end up having to drive to work	3/26/2015 11:41 PM
134	I could still rely on the #48. I'm unlikely to increase transit use under any plan because I already integrate it with cycling mode, and weather is the other main variable.	3/26/2015 10:36 PM
135	Less frequent service	3/26/2015 9:44 PM
136	This alternative doesn't make any substantive changes in north Seattle. It would still be really inconvenient to get around anywhere outside the U District in the evenings or on Sundays.	3/26/2015 9:07 PM
137	I have access to a car and could use that if I need to.	3/26/2015 8:58 PM
138	time effectiveness esp as a working mom	3/26/2015 8:34 PM
139	Same comment as under Alternative 1	3/26/2015 7:56 PM
140	It doesn't look like it changes anything for me and my neighborhood, but it could have just not been explained. In general, I really don't like the plan. It feels like a lottery- you better hope that you need the bus exactly when the buses come and to those locations. It seems overly complicated.	3/26/2015 6:50 PM
141	It would reduce my overall commute time if I could stay on light rail from Beacon Hill to UW and I especially like extending the bus routes between UW stadium to Seattle Childrens Hospital.	3/26/2015 6:36 PM
142	long wait times to transfer	3/26/2015 5:07 PM
143	Same as before, I use transit for almost all travel into Seattle and that likely wouldn't change.	3/26/2015 4:50 PM
144	I have to commute to work	3/26/2015 4:46 PM
145	Same as above.	3/26/2015 4:43 PM
146	Less frequent service would make public transportation an untenable option	3/26/2015 4:39 PM
147	It sounds like connections would get worse.	3/26/2015 4:36 PM
148	Frequent service is more useful than keeping the current routes -- ridership is up and it is often hard to get a spot on the bus. With longer wait times, this will not improve, and other modes of transportation are more desirable.	3/26/2015 3:21 PM
149	I use ST 522 (see earlier answer).	3/26/2015 1:27 PM
150	Would give me more options and make it easier to get around.	3/26/2015 1:06 PM
151	I don't see improvements in the routes I could use now but don't because they are infrequent and slow.	3/26/2015 12:50 PM
152	Same reason as Alternative 1, however Alternative 1 seems more appealing.	3/26/2015 12:16 PM
153	because I could take it to work	3/26/2015 10:11 AM
154	As stated previously, my commute is long enough and do not wish to spend more of my time commuting.	3/26/2015 9:54 AM
155	I need to use the bus to get to work, so I am stuck using it the same amount.	3/26/2015 9:52 AM
156	I will still have access to all the stops I currently use but with the added benefit of the Light Rail Service.	3/26/2015 9:13 AM
157	I would still have to get places. It would just be more of a hassle, and probably take longer.	3/26/2015 8:41 AM
158	If frequency decreases on my route (75) I might choose to use transit less.	3/26/2015 8:29 AM

159	No clear benefit	3/26/2015 8:09 AM
160	more options to get to work in timely manner	3/26/2015 7:39 AM
161	I live so close to school that any changes won't effect my normal commutes.	3/25/2015 9:11 PM
162	I would use transit more if it mean I could get to another neighborhood without a transfer.	3/25/2015 8:50 PM
163	My bus route is already very long and cumbersome and it sounds like it would increase wait times for my transfer making it not worth riding the bus.	3/25/2015 6:34 PM
164	loss of local service and frequency.	3/25/2015 5:29 PM
165	I would be forced to find another mode of transportation. I would be unable to use the new network to commute or to get anywhere else I would like to go on a regular basis.	3/25/2015 4:25 PM
166	If transit frequency were adversely affected I would not be able to commute to work as effectively.	3/25/2015 4:15 PM
167	less convenience for commute	3/25/2015 3:43 PM
168	nothing to make it easier to get to downtown from jackson park	3/25/2015 3:17 PM
169	Convinient	3/25/2015 2:50 PM
170	A lot depends on the actual schedules and whether I can make it work with my commute.	3/25/2015 2:34 PM
171	No changes in transit use, would probably not visit North Seattle often.	3/25/2015 2:17 PM
172	This concept wouldn't benefit my commute.	3/25/2015 2:14 PM
173	Every time you eliminate routes, it makes it harder to get a bus. Many shelters have been eliminated or are impossible to use so when it rains or when it's cold and rainy, there are few places to stand. Many people smoke at the bus stops (tobacco and weed) making it unhealthy and unpleasant to stand there. Also, you add routes or change routes initially but later the services that replaced the routes that were cut are also cut so you don't have the service you had initially and the new service is gone. For example: You cut routes because they were replaced by the SLU streetcar because of duplicate service. This weekend, the streetcar will be down all weekend for maintenance and no alternative that I can see for the service this replaced.	3/25/2015 2:05 PM
174	It does not make mass transit any more convenient or accessible for me.	3/25/2015 1:45 PM
175	I'm not sure it would directly affect me	3/25/2015 1:31 PM
176	I could make other connections for things I may want to do that are out of my reach currently.	3/25/2015 1:29 PM
177	A direct route from Kirkland to Seattle Children's would eliminate all the transfers and save so much time which would make it worth it to use the bus for my transportation.	3/25/2015 12:31 PM
178	I'm concerned with travel times. Alternative 2 would have me using the bus system in the same way that I do now.	3/25/2015 11:00 AM
179	In case of emergency, or a shorter work day, I could get home easier instead of having to plan ahead and drive to and from work.	3/25/2015 10:54 AM
180	The changes don't seem major.	3/25/2015 10:47 AM
181	Have to travel farther to reach a bus stop near my house.	3/25/2015 10:21 AM
182	Well, I already use the 373 twice a day, so I doubt I'll ride any more than that, even with changed levels of service. If I ride any less, it's because the 373 no longer serves my neighborhood, and I'll be forced to drive.	3/25/2015 9:15 AM
183	I don't want to have to xfr to light rail. it will add to my already long commute time.	3/25/2015 7:52 AM
184	I primarily use transit to commute to my downtown location of work.	3/24/2015 8:38 PM
185	I don't see much difference coming from the Eastside.	3/24/2015 6:02 PM
186	Since this doesn't bring more frequent service, it won't encourage me to use transit more.	3/24/2015 6:00 PM
187	I'm not completely sure, but for some trips, using transit at off-peak times might be more viable. I might even use transit more, but where there will be reduced frequency or farther walking, I might use transit less.	3/24/2015 4:27 PM
188	cheaper	3/24/2015 3:48 PM

189	I would drive mostly, from the university throughout northeast Seattle.	3/24/2015 3:43 PM
190	Again, I'm reliant on transit and would have to take what's offered.	3/24/2015 3:14 PM
191	You cut off my 71 all-day service and don't replace it with anything remotely as helpful; proposed rt 65 would get only marginal improved freq., and would force me to go through heavily congested areas of delay and long walks to access service all along the way. Again, where are the plans for sheltered walkway between Stevens and Stadium Station? Bus-only lanes on Montlake and Pacific? Cow-catchers on the fronts of buses on Stevens, to gently push away all the oblivious student pedestrians on their cell phones? (we've already tried Rt 65 through there!)	3/24/2015 10:49 AM
192	If I had to transfer to the link it would take my commute from double what it takes in a car to triple or more. I don't have that kind of time to waste.	3/23/2015 9:50 PM
193	The system would not drastically change for how I currently use it.	3/23/2015 9:18 PM
194	It wouldn't effect me as much where I'm currently at, but it could effect me if I have to move from where I'm currently at.	3/23/2015 3:40 PM
195	Since this option directly impacts/reaches the area where I live in shoreline, I would definitely use transit more, and I would be able to eliminate the driving portion of my commute.	3/23/2015 2:44 PM
196	Few changes to buses I use regularly	3/23/2015 1:36 PM
197	Transit would not be a realistic option for me outside of rush hour.	3/23/2015 1:12 PM
198	It doesn't appear to negatively affect my work commute, which is my main concern.	3/23/2015 1:05 PM
199	Your overall footprint is close to the same (current) one.	3/23/2015 12:53 PM
200	As above, no choice about how to travel for anywhere that's some distance away.	3/23/2015 11:25 AM
201	It's still the most practical commute for me.	3/23/2015 10:53 AM
202	Appears that there's direct service between route 44 and the new University link station	3/23/2015 10:40 AM
203	It sounds like it might take just as long as now.	3/23/2015 10:11 AM
204	I would continue to ride the 252, 257 routes.	3/23/2015 8:36 AM
205	Again, I go to the same places.	3/23/2015 8:23 AM
206	see previous statements	3/23/2015 7:52 AM
207	Alternative 2 retains Route 26	3/23/2015 6:22 AM
208	If the 255 were to continuing downtown and no place to catch it from NE seattle after the elimination of the montlake freeway station, this would require an extra transfer for me to get to work in kirkland. The 540 does not run frequently enough or stop in enough places. This would be a transit game changer for me and I would likely use transit much less. Since other eastside all-day routes to Bellevue/Redmond (271/542) have routes that get off at Montlake, it sounds reasonable that a Kirkland route (255) to Childrens as per alternative 1 will fill the gap.	3/22/2015 10:38 PM
209	I'm limited in what my choices are, except to say that many routes I use will be affected.	3/22/2015 10:06 PM
210	I already use transit as my primary form of transportation. I however believe with Alternative 2 it makes the wait time greater.	3/22/2015 6:58 PM
211	I have no alternatives	3/22/2015 5:29 PM
212	My ability to get from the UW campus to home via the 373 would be increased with having all day service.	3/22/2015 4:51 PM
213	No options.	3/22/2015 2:31 PM
214	If it's the same old poor, unreliable, infrequent service, I'd use it 'the same', i.e. pretty much not at all.	3/22/2015 2:18 PM
215	It keeps my bus route the way it is.	3/22/2015 1:31 PM
216	My needs for going to school on transit would not change. I would be able to use it to University Way more often though, which isn't actually all that often.	3/22/2015 11:32 AM
217	No car.	3/22/2015 11:21 AM
218	43 would come less often.	3/22/2015 9:40 AM

219	Still need to get to school no matter what.	3/21/2015 6:31 PM
220	I would drive to food shopping, banking and drug store in Wedgewood. Having a car would probably increase my use of other shopping areas.	3/21/2015 6:17 PM
221	I use transit to commute downtown daily. This would remain the same.	3/21/2015 3:08 PM
222	It would be very frustrating to have such disparate arrival times between the bus and Link services. If I needed to use the Link plus another service, I'd probably choose car2go or uber.	3/21/2015 6:45 AM
223	Depending on how long an Alternative 2 commute from Roosevelt to Eastlake would take, I might end up discontinuing my work in that area.	3/21/2015 12:15 AM
224	Again, because I don't have a car and use it all the time.	3/20/2015 11:32 PM
225	Gotta get to work every day regardless. If ride or wait times got longer, I would ride my bike more often though.	3/20/2015 9:21 PM
226	Alt 2 would not improve on a terrible tangle of slow and infrequent routes in north Seattle.	3/20/2015 7:55 PM
227	Frequency not high enough to overcome the advantages of driving.	3/20/2015 7:15 PM
228	I don't live in north Seattle and can't currently get there very often because transit times & reliabilities suck.	3/20/2015 5:28 PM
229	There isn't a lot that I can benefit from the east side.	3/20/2015 4:09 PM
230	These changes don't affect my usage.	3/20/2015 3:08 PM
231	I'd bike more. It's less convenient for me than the current bus routes.	3/20/2015 2:49 PM
232	because it wouldn't improve anything at all.	3/20/2015 2:13 PM
233	I use the bus to get to Redmond and if it would cut my routes (242 and 542) I would probably just drive in.	3/20/2015 1:57 PM
234	This alternative gives me roughly the same amount of benefit as it does service reduction. As a result, the pros and cons balance each other out.	3/20/2015 1:29 PM
235	I live car-free so my transit use is relatively static.	3/20/2015 1:28 PM
236	Still have to take the bus downtown for work.	3/20/2015 1:26 PM
237	Again, I'll drive my own car in and adjust to an earlier start time for work.	3/20/2015 1:25 PM
238	I expect Alternative 2 would resemble the status quo. Without more frequent service, it won't make it big difference.	3/20/2015 1:21 PM
239	Still need to get places when I don't want to/cannot drive	3/20/2015 11:47 AM
240	Not much changes for me.	3/20/2015 11:40 AM
241	As mentioned for option one this change also makes bus service less usable for people who don't have cars.	3/20/2015 11:04 AM
242	Transit is my only option. I am physically unable to drive a car. I need service to my area of the neighborhood and my best option is retaining the #43 bus route to get downtown.	3/20/2015 10:16 AM
243	There are no specific changes that I notice that effect me.	3/20/2015 8:48 AM
244	Same as above	3/20/2015 8:42 AM
245	My direct route from home to work would be preserved.	3/20/2015 8:26 AM
246	More alternative offers.	3/20/2015 8:19 AM
247	I would use bus service the same as before, but would use Link more often since the new Capitol Hill station is close to where I live.	3/20/2015 7:26 AM
248	It works great.	3/19/2015 9:49 PM
249	I'm reliant on the bus, so it would not change significantly (though I would perhaps take it more often on weekends with the routes consolidated). But I would be a far happier commuter/bus rider (especially with the 372 improvements towards Woodinville!).	3/19/2015 9:26 PM
250	I would be forced to consider how to get to destinations now served by #30 during the day and may have to resort to the use of a car. Having to transfer buses for so short a ride is maddening.	3/19/2015 8:04 PM

251	I have no idea what I would do. I would be up a creek.	3/19/2015 7:50 PM
252	Alternative 2 doesn't introduce any new or improved service that materially impacts my regular commutes.	3/19/2015 7:03 PM
253	With the loss of some close service right in my neighborhood, I would use transit less in off peak times and on weekends	3/19/2015 5:47 PM
254	This plan is very similar to the status quo, and what changes it has would not (except for 71) be relevant to my needs.	3/19/2015 4:55 PM
255	It would not be as convenient as far as timing goes. I would use Car2go more often to get out of my neighborhood. Missing a bus and waiting 15 minutes is much better than missing a bus and waiting 30.	3/19/2015 4:14 PM
256	You mess with the 49, and the 12 and eliminate the 43.	3/19/2015 3:52 PM
257	I mostly commute from North Everett to the U District. I personally do not bus much to places between those points.	3/19/2015 3:32 PM
258	Very likely longer wait times making other transport more appealing.	3/19/2015 3:17 PM
259	see above in question 10.	3/19/2015 3:16 PM
260	I don't want to drive and have to find regular parking in Seattle for my daily commute.	3/19/2015 3:13 PM
261	most likely I would use transit the same	3/19/2015 3:12 PM
262	Regardless of what changes, I am completely dependent on transit to get around so I can't change how often I use it depending on how "convenient". I have no alternatives.	3/19/2015 3:08 PM
263	I would still use transit more because of the frequency & reliability of light rail	3/19/2015 2:56 PM
264	Plan is very similar to existing structure, wouldn't significantly affect my plans	3/19/2015 2:37 PM
265	Alternative two does not represent much of a change.	3/19/2015 2:20 PM
266	I don't own a car, so I don't have any other choices if I want to go longer distances.	3/19/2015 2:11 PM
267	one of the routes was deleted (72) and another was moved farther away (73).	3/19/2015 1:48 PM
268	With the 48 still going to Greenwood, trips to the eastside would remain difficult and I would probably drive if I had to go there.	3/19/2015 12:29 PM
269	It wouldn't improve travel times enough for me to make trips up to that part of the city.	3/19/2015 12:06 PM
270	What would be the impact of Alternative 2 on service to the South End?	3/19/2015 12:04 PM
271	Nothing changes for my routes.	3/19/2015 11:52 AM
272	If the 545 is still that slow, it's not going to help me. Plus, I need to ride it all the way to Bear Creek P-R, so having the bus turn around at Overlake is not good.	3/19/2015 11:14 AM
273	It sounds like the less frequent service would be an issue. The buses I currently ride that come every 10 minutes are much more convenient than the ones that come every 30 minutes. I think decreasing frequency could be a problem.	3/19/2015 11:01 AM
274	I don't use those routes much, now, so can't predict the future. I am without a car so have no alternative but bus service.	3/19/2015 10:59 AM
275	maybe less. It does not improve the problems with route 48 and the elimination f 48X.	3/19/2015 10:27 AM
276	to reiterate my above remarks, I don't think that we should be cutting services. We don't have a very strong route of public transportation and I think the light rail will help build up our transportation goals but I don't see how cutting the buses will help.	3/19/2015 10:17 AM
277	I don't use these routes now because these buses take too long, and generally I can park at the destinations, unlike downtown Seattle.	3/19/2015 10:06 AM
278	Doesn't seem to apply to me.	3/19/2015 10:03 AM

279	Please DO NOT ELIMINATE bus service (routes 66/67) on 5th Ave NE. It's too hard to get to the Northgate Transit Center or to Roosevelt, and if you do get to a bus stop on Roosevelt it will take forever to get to the Northgate Transit Center. I've had four hip replacements and I can't walk as far as I'd need to in order to get to a bus stop on Roosevelt or the Northgate Transit Center. It's a really dumb idea to eliminate bus service on 5th Ave NE.	3/19/2015 10:01 AM
280	It is my primary mode of transportation between home and work. This plan would likely not be any better/faster for me than my current choices, which would be a real bummer after looking so forward to improved commute times.	3/19/2015 9:39 AM
281	I primarily will be using it to commute to and from work.	3/19/2015 9:23 AM
282	Does not really change my transit services very much.	3/19/2015 8:46 AM
283	I'm nearly retirement age. I have arthritis in both hips and one knee and it would HURT LESS to bike or walk most of the time. And that's going to REALLY HURT	3/19/2015 8:38 AM
284	Need it for work. It might mean longer wait times though - it would depend where I'm going.	3/19/2015 7:46 AM
285	I think having frequent service is better just because I know that during peak hours, traffic is insane and there's already a lot of people waiting for metro. Even if light rail is more efficient and faster, it doesn't matter if people can't get there on time to ride it.	3/19/2015 2:08 AM
286	Still need to get to work in U district	3/18/2015 10:46 PM
287	I do not know the Alternative 2 concept in north Seattle	3/18/2015 10:14 PM
288	I don't want to walk 10 minutes (in the wrong direction) to Broadway and John to wait 10 minutes to take a 5 minute light rail trip to the UW stadium so that I can then walk 10 minutes to work (total of 35 mins) when I currently have a 25 minute commute on the route 43. That is regressive.	3/18/2015 8:54 PM
289	It wouldn't help me out at all. I'd still have to drive the same places I do now, because of non-existent bus service or bus routes requiring multiple transfers and all day to reach my destination.	3/18/2015 8:39 PM
290	N/A	3/18/2015 8:09 PM
291	Just as with the first alternative, more frequent service, especially late in the evening/night would increase my use of transit	3/18/2015 8:07 PM
292	I would have to see how it ends up being implemented and how it affects things like Doctor's Appointments and other necessities which is why I use public transit	3/18/2015 7:13 PM
293	The 75 is my main bus route which I need both on weekdays and weekends at non-peak times. Longer waits means I will not be able to make the connections I need regularly.	3/18/2015 7:09 PM
294	see above	3/18/2015 6:42 PM
295	Because I would be forced to.	3/18/2015 5:37 PM
296	Apps such as Nokia Here and One Bus Away, help to plan trips in advance.	3/18/2015 4:52 PM
297	ease	3/18/2015 4:25 PM
298	with lack of frequent service, i will have to drive to places instead of catching the bus/light rail	3/18/2015 3:45 PM
299	I will have to wait and see.	3/18/2015 3:31 PM
300	If it's much more trouble to plan and use transit, it will impact me. Pulling out stops (and making the distance greater between stops thereby) is VERY bothersome.	3/18/2015 3:15 PM
301	I love riding the bus	3/18/2015 3:13 PM
302	No real benefits especially for the future considering the light rail availability when you consider Alternative 1.	3/18/2015 3:03 PM
303	I don't have time to wait. I need to get to my destination quickly and reliably.	3/18/2015 2:46 PM
304	Same as reasons for Alt 1.	3/18/2015 2:44 PM
305	My commute would not be affected while still providing access to NE seattle.	3/18/2015 2:43 PM
306	It would be more difficult to get between downtown & my home in Maple Leaf during non-peak times.	3/18/2015 2:37 PM
307	Concerned that transfers may be difficult or lengthy	3/18/2015 2:20 PM

308	It would be harder for me to get to work in a timely manner.	3/18/2015 2:18 PM
309	I ride the bus to work	3/18/2015 2:02 PM
310	It is difficult to have to travel further to get to transit.	3/18/2015 1:52 PM
311	Stated above.	3/18/2015 1:49 PM
312	I'd be transferring more. It's hard for me to stand and wait with my disability.	3/18/2015 1:39 PM
313	I don't see any benefit to Alternative 2, so I'm not sure how it would change my current use of the transit system.	3/18/2015 1:37 PM
314	Possibly might go from using transit to using UW shuttle for meetings, if the 43 or 44 stop at UWMC was changed to be farther away from medical center than it is now.	3/18/2015 1:35 PM
315	Its still better than the current situation.	3/18/2015 1:35 PM
316	same as Alternative 1	3/18/2015 1:32 PM
317	As noted in my previous response, I have no other transportation options. I do not own a car and most of my transit use is to reach my work and UW campus. I would therefore continue to use transit, despite my dislike of this plan.	3/18/2015 1:23 PM
318	I use 271 & 556 routes to go between UWMC and Issaquah, NOT north Seattle. I use 271 most because of frequency of buses. 556 route is faster but not available during complete commuting hours. Park & rides are full in Bellevue and Eastgate, making my commute very logistically challenging. I'm happy to walk, bike to make connections to light rail or bus. I just need better parking, more frequent direct routes similar to 556.	3/18/2015 1:21 PM
319	or possibly less; transit needs to accomodate growth and changes in modal trips; please anticipate mode shifts to transit as density and population increase and roadways and parking undergo capacity management	3/18/2015 1:19 PM
320	Some weekend services up to at least Lake City would be helpful because then I could hop on 522 from there.	3/18/2015 1:18 PM
321	I'd like to be able to have good access between Ballard or the UW and the airport. I live in Ballard, so having connection between the 44 bus route and the light rail somewhere along the way would be helpful.	3/18/2015 1:14 PM
322	Right now I only use transit for my home-to-work commute. With this model I would not extend my use of transit and I would still be limited, as now, to not having great routes directly to Childrens or Roosevelt.	3/18/2015 1:12 PM
323	See Above	3/18/2015 12:46 PM
324	if it goes to more places and is more frequent I would use it on my days off because parking is a disaster in downtown Seattle and the eastside.	3/18/2015 12:44 PM
325	I use the bus for certain weekly activities, which will not change.	3/18/2015 12:39 PM
326	I use public transit for my travel within Seattle almost exclusively.	3/18/2015 12:26 PM
327	I would use transit the same amount, but I'd be a happier camper with a shorter bus commute to Shoreline.	3/18/2015 12:24 PM
328	I don't like 30-min wait times. I would use my vehicle or Uber instead for fear of delayed buses or missing a bus. 15 min is tolerable, 30 min alters your whole day in the case of a missed (or delayed) bus.	3/18/2015 12:19 PM
329	It's unclear what impact it would have on my region (Lake Forest Park)	3/18/2015 12:17 PM
330	The less frequent rides don't really help me at all. This alternative is essentially just losing the 72 for me with no benefit.	3/18/2015 12:16 PM
331	I see nothing that improves the East/West travel in and out of Ballard. I want to use transit, but I can't justify the additional time away from my child.	3/18/2015 12:07 PM
332	Longer wait times. It would be easier to drive myself.	3/18/2015 12:06 PM
333	Transit is my only alternative. Your plans both make my commute worse.	3/18/2015 12:02 PM
334	If transit times were increased, getting a car would be more beneficial.	3/18/2015 12:00 PM
335	I almost always use Metro to get to work at the UW from Jackson Park.	3/18/2015 11:59 AM
336	I have been doing fine with the current waiting time. So with more services on NE 75th to U district, downtown, etc, I will be using it more often	3/18/2015 11:55 AM

337	Same answer as above.	3/18/2015 11:55 AM
338	that is my only mode of transportation	3/18/2015 11:53 AM
339	I am a medical professional and need to be able to routinely and predictably get to work at any time of the day. By implementing these changes you will have cut off my access to the majority of the routes that I currently use to get to work.	3/18/2015 11:52 AM
340	I might drive from Lake City to the University instead of taking the bus on some days.	3/18/2015 11:51 AM
341	So long as I work at the UW, my daily commute will largely be the same and conducted the same number of times per week. The Light Rail will likely be far too crowded to justify its use; I'd rather take the bus than get crammed into the Light Rail.	3/18/2015 11:50 AM
342	The 49 between Capitol Hill and U-District won't change.	3/18/2015 11:49 AM
343	Same concerns as with alternative 1- Not a fan of changing the 16 that much. I would love to see services retained North of 92nd, up to 105th. The 345 and 40 do not come often enough for me to feel comfortable that an alternate is possible.	3/18/2015 11:48 AM
344	I will continue to use transit to travel from my home in Bellevue to school at the University of Washington because it is easier, faster, and cheaper than driving.	3/18/2015 11:47 AM
345	limited routes for taking only one bus to destination	3/18/2015 11:46 AM
346	no added benefits to me in this scenario.	3/18/2015 11:45 AM
347	same as I experience now with Metro.	3/18/2015 11:45 AM
348	Alternative 2 is not good for me. My commute on 373x already takes 50 minutes from the Shoreline park and ride to UW campus. Add on the time it takes to drive from home to the park and ride, and I spend 2 hours daily commuting via transit. This already takes too long. I would have to find some other way to get UW campus that would require a bus change and take longer.	3/18/2015 11:44 AM
349	Like I said, I might have to start driving if I can't get to and from work safely.	3/18/2015 11:40 AM
350	Same deal as Alt 1 - I'd still commute by bus, etc.	3/18/2015 11:39 AM
351	No impact on transit routes.	3/18/2015 11:36 AM
352	I take the Water Taxi from Vashon Island to downtown and board the bus at Pioneer Square. Since the water taxi is only once per hour, I don't know if it would still be possible to get to work at 45th Ave NE and Brooklyn efficiently with the proposed cuts to direct bus service.	3/18/2015 11:35 AM
353	I currently use the 71, 72, or 73 to access my job in the U-District every day. I would continue to be able to use transit since the 73 would run during off-peak hours. Without all-day service, I would have to look in to driving to work.	3/18/2015 11:32 AM
354	The 43 is the only bussing option for my area that does not require significant walking time at the start or end of my trip. Less frequency in service on this route would likely increase the number of times I would opt to drive during the week for the sake of convenience.	3/18/2015 11:31 AM
355	I have meetings in Cap Hill/First Hill sometimes, and will drive to work when I have these meetings, like I currently do.	3/18/2015 11:31 AM
356	Because I would have the option of riding the 12 downtown, or taking light rail. To UW, I could either take light rail or 43/48. It expands my transit options rather than restricts.	3/18/2015 11:31 AM
357	My bus route would be the same and that means a bus stop will be near by.	3/18/2015 11:30 AM
358	Ditto	3/18/2015 11:29 AM
359	I'm not sure of the "less frequent" model, when above you just highlighted a bunch of route with "Frequent, all day service".	3/18/2015 11:28 AM
360	Transit that runs often allows me to just assume that transfers will work with limited waiting. If bus service runs every 30 min, I might have an hour extra wait-time for a trip that takes 2 transfers. No good. This limits my ability to hop on buses on an ad-hoc basis without significant advance planning.	3/18/2015 11:25 AM
361	Would have to evaluate my travel options when the plan is finalized to see how I can get back and forth to work from Meadowbrook to the UW Tower.	3/18/2015 11:25 AM

362	Same concerns about option 1 - in addition to fearing that the 73 route will be impacted from coming from downtown and causing further northbound service delays in getting home from work.	3/18/2015 11:24 AM
363	I currently have a reasonable system. However, I need off peak hours when I come back from downtown. It is a pain when all the buses north are cut off.	3/18/2015 11:24 AM
364	Please see same comments as for Alt #1.	3/18/2015 11:24 AM
365	Doesn't seem to affect my routes.	3/18/2015 11:22 AM
366	It would be less convenient for me to use this alternative for my daily commute forcing me to re-think my options.	3/18/2015 11:20 AM
367	Too long to wait. I can walk or drive and park faster than waiting for the bus.	3/18/2015 11:19 AM
368	It depends on whether the bus stop closest to NE 75th St would move, and if route 75 would go directly to the link light rail station at Husky stadium. Right now I drive, because to get from NE 75th and sand point to SLU would take bus 75, then a transfer at UW to a SLU shuttle - for a total of 1 1/2 hrs, while driving takes 20 minutes. If my commute time on bus/light rail would reduce significantly, I would consider not driving.	3/18/2015 11:19 AM
369	Same reason as above.	3/18/2015 11:13 AM
370	my bus would be retained	3/18/2015 11:12 AM
371	Like bussing vs driving	3/18/2015 11:10 AM
372	Because right now it's convenient, and with your change, it becomes a huge pain in the ass.	3/18/2015 10:53 AM
373	Waiting 30 minutes for a bus would be a barrier for me.	3/18/2015 10:47 AM
374	I still have to use transit to commute every day regardless of what happens, but this is a less good option.	3/18/2015 10:07 AM
375	I'm not entirely sure how this would affect my ridership.	3/18/2015 9:59 AM
376	see above. traffic is the biggest problem. It seems unwise to put bus routes on streets near on-ramps.	3/18/2015 9:56 AM
377	Less convenient.	3/18/2015 8:20 AM
378	wait times...love the frequency in alt 1	3/18/2015 1:19 AM
379	I do not use a car to travel around Seattle, but would enjoy faster service and going to businesses in U District more often	3/18/2015 1:05 AM
380	Preserving service in Pike/Pine allows me to get where I need to go with a one-seat trip. I am more likely to use this service to connect to the First Hill Streetcar and other destinations within Capitol Hill than I would be if this route were eliminated.	3/18/2015 12:16 AM
381	I would still be able to use Route 71 as my primary route and now would be able to use Route 68 as my secondary route during the day all week (except I wish it would end an hour later).	3/17/2015 7:10 PM
382	Alternative 2 sounds more like a less drastic approach to Alternative 1.	3/17/2015 6:00 PM
383	My most commonly used routes would not be changed much, if at all	3/17/2015 5:43 PM
384	seems like it would preserve most routes I currently use (though I recognize this isn't all about me).	3/17/2015 5:37 PM
385	Less waiting	3/17/2015 4:59 PM
386	Same answer as I provided for Alternative 1.	3/17/2015 4:43 PM
387	Again, I have few other options and will be forced out of my way to the far less convenient 372 bus.	3/17/2015 3:35 PM
388	Existing transit service provides a one-seat ride from my neighborhood to my office, and the convenience encourages me to make continuing additions to my use of transit.	3/17/2015 1:01 PM
389	I depend on transit for almost all of my transportation needs, and I would continue to do so.	3/17/2015 11:53 AM
390	I don't have a car, so I either use the transit or I walk/bike. I might walk/bike more with this plan.	3/17/2015 10:20 AM
391	More frequent routes	3/17/2015 9:25 AM
392	Less incentive to use transit.	3/17/2015 7:07 AM

393	I don't *need* to use the UW station for anything right now. I might well want to for some trips, but Alternative 2 doesn't provide nearly the incentive to attempt it as Alternative 1 does. Then again, it might still be easier to get to Capital Hill. With Alternative 1 it's easier to see how it might change my behavior.	3/17/2015 1:21 AM
394	Because it would make it more convenient to get to the Microsoft campus on the weekends even during off-peak times.	3/17/2015 12:07 AM
395	The main line I use will be unchanged, so my habits will likely not change much, but with the light rail to U district/downtown, I might use transit to go there more often.	3/16/2015 10:55 PM
396	See my comment about Alternative 1 as it applies to Alternative 2	3/16/2015 9:54 PM
397	Would continue to use transit from Eastlake	3/16/2015 8:48 PM
398	Need bus service to get to work and other places. Like the idea of options this plan provides, although it sounds slower than option 1.	3/16/2015 8:12 PM
399	committed to supporting transit	3/16/2015 6:10 PM
400	Alternative 2 will allow me to keep using transit	3/16/2015 5:46 PM
401	Limited routes and schedules	3/16/2015 5:25 PM
402	See above comments/concerns	3/16/2015 5:12 PM
403	Less frequency means longer connection times and less predictability, reducing my ability to plan workdays and increasing my commute time	3/16/2015 5:10 PM
404	I would use the 545 as I do today.	3/16/2015 4:59 PM
405	I currently use routes 545 and 542 most; they don't really change under alternative 2 so I think I'd continue commuting to work the same as I do today.	3/16/2015 4:44 PM
406	Alternative 2 looks the same for my neighborhood as far as I can tell.	3/16/2015 4:35 PM
407	On days when I had an appointment on pill hill, I'd drive instead of taking the bus.	3/16/2015 4:06 PM
408	Lack of safe options without long walks in the dark and rain.	3/16/2015 4:04 PM
409	I would use transit the same because that's how I get to work. But the changes might make my commute more difficult.	3/16/2015 3:14 PM
410	I intend to use transit the same, but if bike racks are full on ST 542, I will have to find an alternative.	3/16/2015 2:23 PM
411	I use transit when I need to. Wouldn't change my need so wouldn't change my use.	3/16/2015 2:21 PM
412	I am on 25th NE and 55th. I think it would give me more convenient transport to downtown areas on weekends, hence I would drive less to go downtown on weekends.	3/16/2015 2:11 PM
413	I would have no choice but to still use it. It will add about another 30 mins to my travel per day by having to walk from the 545/542 stop to to 148th AVE NE and NE 31th st There is no easy way to connect from the 542/545 to connect to 148th AVE NE without walking.	3/16/2015 1:22 PM
414	If I have to wait for 30~ mins for a bus to come I'd rather just drive.	3/16/2015 1:22 PM
415	If transfer times become longer, I might drive more.	3/16/2015 1:21 PM
416	I'm all for Trains, but the Trains don't go where I need to go and when they do it will be a 90 minute loop instead of a 30 min bus ride.... If I was going in and out of downtown Seattle it would be pretty good.	3/16/2015 1:03 PM
417	The 545 Exists Middy	3/16/2015 12:51 PM
418	None of my routes get better, so there's no change for me in this option.	3/16/2015 12:50 PM
419	I don't own a car and already rely predominantly on transit to get around the city and region.	3/16/2015 12:49 PM
420	I must use transit, I would like the change to ST 545 though.	3/16/2015 12:47 PM
421	because it would take longer. it already takes long enough and efficiency needs to be prioritized.	3/16/2015 12:39 PM
422	Hate that you are making my commute from Maple Leaf to Redmond take longer	3/16/2015 12:35 PM

423	I already use transit everyday during the work week, and since this would not increase my transfers (or travel time) I would continue to use it every day.	3/16/2015 12:31 PM
424	Making a connection adds time to the trip, and can be uncomfortable when waiting outside in the dark at night. 15 min is not enough frequency to make a connection smooth, at least 5 minutes are required for that.	3/16/2015 12:29 PM
425	Currently using the Microsoft Connector and a Metro Van Pool, so unless the trip time is comparable or an improvement, I wouldn't change my commute.	3/16/2015 12:27 PM
426	Wait time.	3/16/2015 12:27 PM
427	This gives the choice from Maple Leaf to Downtown: transfer to light rail and maybe get downtown faster, but you can also stay on the bus the entire route if you'd prefer not to transfer. However I would miss the better connection to South Lake Union and Eastlake with the new 73 taking I-5.	3/16/2015 12:14 PM
428	My existing transit routes would be largely unaffected.	3/16/2015 12:14 PM
429	Because it will add time onto my commute, it will be easier and less time to drive to work.	3/16/2015 12:00 PM
430	I still need to commute from Bainbridge Island to my job in Redmond. I can't move from Bainbridge due to my wife's job and taking a car across the ferry is prohibitively expensive per month and does nothing to help the traffic situation. No matter what alternative is chosen, I will still commute at minimum 10 trips per week.	3/16/2015 12:00 PM
431	For commuting purposes my use of transit wouldn't change, ditto for most non-work transit use. The revised 71 route would give a one seat bus option to Sand Point for soccer games in Magnuson Park.	3/16/2015 11:55 AM
432	Because I moved here for it and even if you make it suck, I'm stuck here now.	3/16/2015 11:51 AM
433	still requires 2+ bus rides from Madrona to Bellevue (my daily work commute)	3/16/2015 11:51 AM
434	I primarily use public transit to get to/from work in Redmond.	3/16/2015 11:50 AM
435	Unsure on impact right now.	3/16/2015 11:49 AM
436	I predominantly take the 545	3/16/2015 11:49 AM
437	Loss of the Montlake station makes it very difficult to get from Overlake to Fremont / Wallingford.	3/16/2015 11:47 AM
438	This change will make my commute via the metro take considerably longer and inconvenient	3/16/2015 11:46 AM
439	Harder to get to Redmond from Wallingford with less 545 service.	3/16/2015 11:46 AM
440	Longer walk times to the Husky Stadium station	3/16/2015 11:45 AM
441	I would still be more connected but it would take a lot more planning.	3/16/2015 11:40 AM
442	I would be forced to connect at Montlake to travel between Redmond and Green Lake. The addition of Lightrail service between the U District and downtown is irrelevant to my commute.	3/16/2015 11:33 AM
443	I would get angry with the service and use taxis instead.	3/16/2015 11:30 AM
444	Less reliable, less consolidated. The problem with our bus system is that you have a choice between two bus stops, both 10 minutes away, and a gamble about which bus is going to come, how late, if ever. With Alternative 1, both of those buses would come to the same stop and service would be more frequent. More frequent=more reliable=more people being able to stand our crappy bus system=more \$=more buses=even better service...right?	3/16/2015 10:53 AM
445	Some routes getting cut is a concern, but the light rail opening should mitigate that some.	3/16/2015 10:46 AM
446	As I don't have a car, I'll need to continue using transit.	3/16/2015 9:13 AM
447	As mentioned above, I bike commute. However, it's nice having the option to take the 16 directly without having to go through downtown.	3/16/2015 8:44 AM
448	Lower frequencies mean transit is less convenience and I would be forced to seek more expensive options to get where I need to go.	3/16/2015 7:23 AM
449	n/a	3/16/2015 7:16 AM
450	I use transit as my main way of getting places in Seattle	3/15/2015 8:21 PM
451	I work in North Seattle it's easier to use mass transit, especially since my employer subsidizes its cost. If there is no transit connection (either by bus or by light rail), then I will carpool with my neighbors.	3/15/2015 5:03 PM

452	Route 75 is already unbearably packed. I can never find a seat, and sometimes get passed by, when UW is in session.	3/15/2015 2:34 PM
453	Route 75 is already unbearably packed and often must leave riders behind. It would be a major problem for many if this continued or worsened.	3/15/2015 1:55 PM
454	As stated above, this doesn't change my primary travel much (I use the 74 for my commute). But I like that it retains the #71.	3/15/2015 12:01 PM
455	Less frequent service makes it less usable.	3/15/2015 9:14 AM
456	This alternative maintains the routes closest to my house that get me to downtown and many other destinations without walking or a transfer.	3/15/2015 8:53 AM
457	Bus transit is my only way of getting to my workplace at the University of Washington Medical Center.	3/15/2015 8:25 AM
458	It doesn't really affect the routes that I use the most	3/14/2015 10:27 PM
459	I would be far less likely to use the bus to get to downtown Seattle with the modification of the 71 to end in Roosevelt. All other services remain just as infrequent as they are currently.	3/14/2015 10:08 PM
460	I worry about walking to the Roosevelt station from my home. The station opens in 2021, I will be 70. I worry that my options of entertainment will be more limited in the evenings due to infrequent service across town.	3/14/2015 4:48 PM
461	I am happy with my present links between Uptown and the U. District, but I would take light rail if it significantly shortened my travel time. I am also concerned with how far I have to walk between bus stops.	3/14/2015 3:11 PM
462	More routes would remain the same on Alternative 2. I wouldn't have to learn new stops or do more transferring. The cut in bus service from Lake City to the University District Retail Core (the Ave) and the Roosevelt District because of the loss of the Route #72 is definite negative on both plans.	3/14/2015 2:57 PM
463	I would still use the 76 for my View Ridge to downtown commute, but the loss 71 without the frequent 16+65 grid would make me less likely to use transit on weekends or evenings.	3/14/2015 11:39 AM
464	Unsure.	3/14/2015 11:30 AM
465	Same comments as alternative 1	3/14/2015 10:38 AM
466	Currently I don't use transit in that area due to infrequent and indirect routes requiring several transfers.	3/13/2015 6:38 PM
467	I'm not sure what you are wanting to do other then take away our buses.	3/13/2015 6:09 PM
468	Not much would be changing on routes I use often, so I would ride just as often as I do now.	3/13/2015 5:14 PM
469	Since most of the routes I ride wouldn't change mostly. Getting from downtown to university district would take longer though.	3/13/2015 4:52 PM
470	N/A	3/13/2015 3:52 PM
471	I don't drive, so I still have to use transit, but I will have to walk more, and I will have to allow more time to get anywhere because of the walking time, and because of having to transfer more times.	3/13/2015 3:31 PM
472	No choice, I gotta get to work, right.	3/13/2015 1:51 PM
473	I need it	3/13/2015 1:01 PM
474	I don't know	3/13/2015 12:36 PM
475	This alternative doesn't sound like it would offer me much of anything in the way of enhancements over how I ride today.	3/13/2015 9:46 AM
476	Long wait times, less effective in reaching Cap Hill	3/13/2015 7:58 AM
477	Reduction in frequency with no alternative means I would have to drive.	3/13/2015 7:27 AM
478	I primarily use transit for commuting to work.	3/13/2015 7:07 AM
479	Reduction of frequency of neighborhood routes would make it necessary to use my car.	3/13/2015 6:54 AM
480	76 for peak rides only.	3/12/2015 11:11 PM

481	I go everyone on the bus currently.	3/12/2015 11:07 PM
482	I can access service with alternative 2, while alternative 1 results in my isolation from accessible service.	3/12/2015 10:14 PM
483	not sure how this would be different than what we have now	3/12/2015 9:24 PM
484	I certainly wouldn't use the light rail station, with terrible bus connections and long waits. I guess I'd do what I'm doing now.	3/12/2015 8:49 PM
485	It would be more convenient.	3/12/2015 5:35 PM
486	I use transit a lot now and hope to continue to be able to do so.	3/12/2015 4:33 PM
487	Depends on the frequency of route #11	3/12/2015 4:08 PM
488	I already use transit very little, given that I work from home.	3/12/2015 3:37 PM
489	It's even worse access than what Maple Leaf has currently.	3/12/2015 2:35 PM
490	Because of less 373 run - I do not want to wait at bus stop for a long time. AS for 73, cutting the bus route short at north end will be problem since number of neighborhood do not have adequate side walk + light to walk after sun set. With crime rate going up in that area, i would not want to walk in dark, on street. I rather would drive.	3/12/2015 1:56 PM
491	Alternative 2 doesn't help me get to my destinations more conveniently.	3/12/2015 1:50 PM
492	I already use transit 5x a week for commute to and from work It would keep my schedule easy without and transfers.	3/12/2015 1:34 PM
493	I would still use transit the same amount - to travel between my workplaces and to travel to/from home and work.	3/12/2015 12:43 PM
494	I hate waiting for a bus that only comes 30 minutes.	3/12/2015 11:46 AM
495	I don't know if I would use transit less, since I already ride somewhat regularly, but it certainly wouldn't allow me to take advantage of living near Capitol Hill Station as much as Alternative 1 would. It's time we make major improvements to improve bus reliability and get places more efficiently. Alternative 2 just doesn't accomplish that.	3/12/2015 11:37 AM
496	While not ideal, I find a way of getting where I want to go even if it takes longer.	3/12/2015 10:58 AM
497	Possibly more direct route to work	3/12/2015 10:06 AM
498	It wouldn't affect my travel time and options by much	3/12/2015 9:14 AM
499	No change in the routes I use.	3/12/2015 9:04 AM
500	Service is less = use transit less	3/12/2015 8:01 AM
501	I currently commute to Fremont by bus and would likely continue to do so. If connecting to the link station were inconvenient (due to long transfer times), I would be much less likely to use it.	3/11/2015 10:14 PM
502	Because I live downtown and don't travel to outlying areas that often (save for Redmond), there really aren't any major changes for me with this plan.	3/11/2015 7:32 PM
503	This alternative seems like it would result in slower travel times overall. If I can ride my bike to my destination faster, then why take a bus?	3/11/2015 4:35 PM
504	I would end up driving from Shoreline to Redmond basically everyday, the only transit option I see would require stringing 3 buses together, which would take over 2 hours and not be at all practical.	3/11/2015 4:08 PM
505	I don't want to wait too long for the bus	3/11/2015 1:53 PM
506	I would be less inclined to ride a bus if I knew that I might have to wait at a bus stop for a long time. It would be more tempting for me to just hop in my car. Or walk.	3/11/2015 1:38 PM
507	I need to get to work and will use whatever bus/light rail service is fastest.	3/11/2015 1:21 PM
508	I commute via bus.	3/11/2015 12:46 PM
509	Again, the changes to the 16, it is the route I use most being close to Meridan and it's direct link to downtown.	3/11/2015 12:27 PM
510	Because my service levels aren't directly affected on my work-commute. Overall, random or supplemental rides don't account for a sustainable nor forecastable amount of transit use on my part.	3/11/2015 11:37 AM
511	These changes don't effect me as much	3/11/2015 11:31 AM

512	this alternative doesn't really apply to me	3/11/2015 11:14 AM
513	As above	3/11/2015 10:23 AM
514	Because it would be impossible to get anywhere on time, and impossible for my kid to use Metro to get to school and back.	3/11/2015 10:19 AM
515	Living on Beacon Hill, my primary transit mode is Link. Without frequent connections to local bus service at ALL stations, my use of transit is limited to destinations within 1/4-1/2 mile of the stations. Frequent transfers opens up a much larger part of the city. I won't rely on infrequent connections (3/hour or less), and will choose other, non-transit modes to get there.	3/11/2015 10:12 AM
516	Direct connection to light rail would get me to take the bus / rail combo more often than I might otherwise. But only if the service were sufficiently frequent that I wouldn't end up sitting & waiting for Laurelhurst bus forever.	3/11/2015 9:24 AM
517	Depends on connections between 271 and 68 or 372	3/11/2015 8:39 AM
518	71 across 65th street will be great, but every 30 minutes is not quite enough for it to be really convenient. I'd use it occasionally.	3/11/2015 8:05 AM
519	No clue on how this is going to impact the 311, and no mention about the 522 is it going away?	3/10/2015 9:50 PM
520	See above answer for alternative one.	3/10/2015 9:28 PM
521	Loss of Route 43 (and alternative walk time to nearest light rail stop) means time to get to Capitol Hill or downtown increase to the point where it make more sense to drive.	3/10/2015 9:17 PM
522	372X is same in both alternatives.	3/10/2015 8:48 PM
523	No major changes to my destinations.	3/10/2015 8:27 PM
524	Better options and reliable service.	3/10/2015 7:32 PM
525	No improvement over status quo	3/10/2015 6:59 PM
526	I believe when the light rail is active (particularly when the University District station is completed), I'll be using the 44 to connect to the light rail to get downtown, or to the airport, more frequently than I would have.	3/10/2015 6:10 PM
527	see above	3/10/2015 6:00 PM
528	Despite no change in frequency of route 74 & 75, connection with Link light rail at University station will make transit work better for trips to points south of downtown.	3/10/2015 5:40 PM
529	I have more options to walk or bike to UW light rail station and travel times will be faster between there and Swedish hospital where I work 12 hr shifts, like most nurses at that work place.	3/10/2015 5:26 PM
530	The routes I use transit for now are still supported.	3/10/2015 4:41 PM
531	I am dependent on Metro Transit for all my travel throughout King County, so I'd have to go on using for everything.	3/10/2015 4:39 PM
532	I will use the light rail more than I use the bus due to speed of getting downtown, and that will be true regardless of whether Alternative 1 or Alternative 2 is put in place for me to get from home (77th NE and NE 37th Ave) to the University Link station. However, Alternative 2 will make it much less convenient to get to the Link station and therefore I will not be able to use light rail as much as with Alternative 1.	3/10/2015 4:20 PM
533	Long waits and transfers	3/10/2015 3:56 PM
534	Less frequent bus arrivals makes it more convenient to drive rather than bus.	3/10/2015 3:52 PM
535	It appears that the 16 and 26 bus do not continue service along third or fourth Avenue far into downtown thus requiring more connections.	3/10/2015 2:46 PM
536	As I don't have a car, I would still rely on transit the same as I do now.	3/10/2015 2:31 PM
537	Alternative 2 is vastly inferior as a functional transit network to Alternative 1. I hope Alternative 1 is the selected alternative.	3/10/2015 1:25 PM
538	Tough to judge something I've never done.	3/10/2015 12:25 PM
539	I depend on the 16, despite the inefficiencies of the on-time factor.	3/10/2015 11:18 AM
540	It is mainly the current system.	3/10/2015 10:40 AM

541	Because it keeps Route 11 service to Madison Park.	3/10/2015 9:48 AM
542	I can get the 311 from where I live and get into downtown Seattle without all the drama and foolishness of Alt 1. Whatever happen to simple, simplicity. I will not be forced to take Alt 1 just to pay for and justify the Link system that don't make no sense.	3/10/2015 8:13 AM
543	My use is occasional in this area, not for commuting	3/10/2015 5:46 AM
544	Longer wait times	3/9/2015 10:03 PM
545	What we have now sucks. Metro can do better, and Alt 1 shows how.	3/9/2015 8:44 PM
546	While it doesn't really matter to me which Alternative is implemented, I'd like to see more people use transit, and cutting and spreading service to cover larger areas with less routes doesn't seem encouraging to promote ridership.	3/9/2015 8:40 PM
547	It seems like it would not be a big change from the status quo.	3/9/2015 8:27 PM
548	You don't provide enough information.	3/9/2015 8:15 PM
549	Would keep my commute just as difficult	3/9/2015 7:03 PM
550	Currently out of regular travel bounds	3/9/2015 5:56 PM
551	again it would depend on ease of access and around the clock bus routes from maple leaf/northgate to the UW medical center for SHIFT WORKERS	3/9/2015 5:42 PM
552	I am really looking forward to light rail and the street car ADDING to my existing ability to use transit!	3/9/2015 5:34 PM
553	Because i commute by bus & utilize the 8 & 11 routes heavily.	3/9/2015 5:22 PM
554	Have to get around the sound somehow	3/9/2015 4:36 PM
555	The #25 would connect me with the Light Rail Station and with downtown! Perfect.	3/9/2015 4:24 PM
556	I'm committed to using transit.	3/9/2015 4:22 PM
557	More time consuming.	3/9/2015 3:26 PM
558	I can't predict the future so I can't see what these changes will mean for me. I didn't think eliminating my #11 bus stop on 1st Ave would significantly to my commute and it does - negatively. More time consuming for me. I have to sketchy people. It's a super crowded bus stop which sucks, my previous bus in front of the hammer man was pleasant and beautiful - no more of that. I am ready to commute as a single person in my car.	3/9/2015 3:14 PM
559	I would use transit the same because of lack of alternative, but I dislike waiting lengthy times for transit.	3/9/2015 3:12 PM
560	I would probably have to find a new place to live that was on a bus line. :(	3/9/2015 3:01 PM
561	Service not necessarily reliable to access.	3/9/2015 2:48 PM
562	Long wait times might be the straw that pushes me into the car more.	3/9/2015 2:19 PM
563	I would use transit about the same amount, I imagine, though I might use the routes a bit differently. It would be nice if NE Seattle could have routes with frequency better than 30 minutes or worse. It is almost pointless to try to bus on Sundays.	3/9/2015 2:17 PM
564	I already use transit to get to work in Fremont. This concept would not improve my commute. It would stay about the same...	3/9/2015 1:40 PM
565	Without increasing efficiency, I'm more likely to use transit the same or less.	3/9/2015 1:35 PM
566	I would have access to UW light rail station	3/9/2015 1:20 PM
567	The 43 would run less frequently, so with less options to the U-district or Cap Hill, I'm driving	3/9/2015 1:01 PM
568	I'd still use transit because it's cheaper than parking near my work.	3/9/2015 12:46 PM
569	Essentially, the 74 becoming a two-way service would effectively replace the 30, which I currently rely on during peak hours to get me to work and back, and the addition of the 71 would provide added options.	3/9/2015 12:04 PM

570	The new light rail station doesn't help me get to downtown faster (with the extra walking added in), and doesn't help me get between East Cap Hill & Maple Leaf at all.	3/9/2015 11:52 AM
571	I'd still use the UW Link station to go to the airport.	3/9/2015 11:50 AM
572	I would depend on overall travel time.	3/9/2015 10:45 AM
573	I still have to get to work 5-6 days per week, and use Metro each time.	3/9/2015 10:36 AM
574	longer transfer times	3/9/2015 10:26 AM
575	Have to get to work everyday no matter what.	3/9/2015 10:18 AM
576	You have eliminated my ability to use the bus. I live on NE 80th. Distances are too far for me to walk to catch a bus. Congratulations -- I'll be forced to go to work in my car and pay over an hour's worth of wages to pay for parking.	3/9/2015 10:08 AM
577	I prefer the transit method but it could be annoying if I can't access the link unless I continue to go Downtown first. Alternative 2 doesn't take into account most people's refrain from taking public transportation, it takes too long, so the more buses to direct places, more often is the only thing that will get more people on the buses.	3/9/2015 10:02 AM
578	I would use transit less than if Alternative 1 were implemented.	3/9/2015 10:01 AM
579	Because I live on the most eastern portion of Maple Leaf, during weekends or non-peak bus times I have to take the 72 or 73 to get to/from downtown. If that service moves to Roosevelt I'd have quite a long hike up hill to reach all day bus service.	3/9/2015 9:55 AM
580	Not much change except for UW link connection. Wait times are problematic.	3/9/2015 9:52 AM
581	From where I live the bus service would be more compatible with my needs.	3/9/2015 9:50 AM
582	This alternative would not really affect me at all.	3/9/2015 9:22 AM
583	Most of my trips are between NW Seattle and downtown (including points in between); my occasional transit trips to NW Seattle, UW, and Capitol Hill would probably not be affected by this alternative.	3/9/2015 9:17 AM
584	How does it effect travel form & to Seattle from the South end	3/9/2015 9:06 AM
585	Again - if there is no bus I drive -for example tryingto get to Belluvue from Bryant neighborhood.	3/9/2015 8:35 AM
586	My primary routes (74, with 71, 72, 73 and 76 as alternates) are unchanged, and no service additions help me.	3/9/2015 8:31 AM
587	It changes very little as far as connectivity, and doesn't integrate the new light rail station particularly effectively.	3/9/2015 8:16 AM
588	I typically take the 48 from Greenwood to other areas of the region (Central District, transfer to Kirkland), so I would just keep doing that.	3/9/2015 8:02 AM
589	It doesn't make any of the benefits in Alternative 1 and leaves out the frequency enhancements along most routes, plus there are no new connections from the Central District.	3/9/2015 6:34 AM
590	There aren't a huge amount of changes. It doesn't really take advantage of the new light rail connection very well.	3/9/2015 2:41 AM
591	I use transit to commute to work.	3/8/2015 9:45 PM
592	It will take me longer to get downtown and to the U District (not campus) and the service will be considerably less reliable than what I use now.	3/8/2015 9:23 PM
593	Not enough improvement for Ballard to UW/U-District.	3/8/2015 9:23 PM
594	See above.	3/8/2015 9:19 PM
595	More access to a disabled person	3/8/2015 8:52 PM
596	My commute from Ballard to Sand Point would not be affected so I would use transit in the same way I do now.	3/8/2015 3:40 PM
597	None of my bus routes are listed as changing.	3/8/2015 1:12 PM
598	fewer routes mean I'm less likely to use the bus or light rail	3/8/2015 11:36 AM
599	Alternative 2 doesn't appear to impact the routes and stops I use regularly.	3/8/2015 10:22 AM
600	It's hard to follow exactly what the changes are and how it will affect my travel. I avoid trips now where I have to transfer downtown, or in Int dist or where I'd need to transfer more than once.	3/8/2015 9:08 AM

601	Better service between my area and downtown	3/8/2015 7:17 AM
602	Alt 1 just seems like Metro randomly picked bad ideas and created a package out of it. I do, however, like the idea of revising the 73)	3/8/2015 3:24 AM
603	Because I may have access to bus service (convenient distance to bus stops and not having to take 5 different buses to get 10 miles) that didn't previously exist.	3/7/2015 11:25 PM
604	Infrequent buses get slower everyday as more traffic comes from new residents and jobs. Need to consolidate with frequent network plan.	3/7/2015 7:40 PM
605	Alt. 2 provides more frequent service on more routes.	3/7/2015 6:20 PM
606	I'd use it the same because I've still got to get to work.	3/7/2015 5:14 PM
607	Service to my neighborhood does not improve.	3/7/2015 5:09 PM
608	It hasn't happened yet so I do not know how it will affect me. What really happens is not what is proposed in most cases.	3/7/2015 3:16 PM
609	availability. I would only use it though if i could get to/from it to my car to drive home....if it is not safe, i will be driving.	3/7/2015 2:16 PM
610	There's very little change to transit.	3/7/2015 2:11 PM
611	Once again, it doesn't affect my primary transit routes.	3/7/2015 1:07 PM
612	The frequency of bus service from/to UTransit station	3/7/2015 12:44 PM
613	same thoughts as for concept 1	3/7/2015 12:19 PM
614	Because I could not safely get to my home near NE 56th St and Roosevelt Way NE from these public transit options. Also, long wait times for connections defeats the purpose of a single north south rapid transit route. If people have to wait unreasonable lengths of time, they'll drive.	3/7/2015 12:09 PM
615	better connection to UW link station using route 68	3/7/2015 11:42 AM
616	There wouldn't be a bus that I could use. I can't walk the distances and would have to use a car thus spending more of the retirement income for other than my food and medicine.	3/7/2015 11:24 AM
617	It doesn't change anything, but transit has the potential to be much more useful to me under alternative 1.	3/7/2015 10:53 AM
618	Nothing would really change.	3/7/2015 10:43 AM
619	The service frequencies wouldn't improve enough to make new choice trips practical for me. My commute would still be well served, though.	3/7/2015 10:05 AM
620	Transit still avoids the need for parking and gas	3/7/2015 9:34 AM
621	I wouldn't have easy access to the light link rail station so I would not see much benefit. Also the less frequent route 71 along 65th street would make it painful to get downtown during off peak hours.	3/7/2015 9:31 AM
622	I'm hoping route 73 will be more consistent than the combined 72/73 today; the 72 is often late while the 73 is usually on time, so the intended spacing often doesn't work out in practice.	3/7/2015 8:54 AM
623	What was alternative two? We need reliable, frequent service from north Seattle neighborhood centers to the UW stadium station (same bus comes every 5-7 minutes), especially at rush hour and commute times.	3/7/2015 8:53 AM
624	Nothing functionally changes in the network beyond the light rail extension for those who live in other neighborhoods. The alternative 1 changes spread out much broader through the city network to greater effect.	3/7/2015 8:44 AM
625	I don't use transit now and this alternative would not encourage me to use it.	3/7/2015 7:54 AM
626	The frequency of the buses I use wouldn't change from today, so I would bike instead to get where I need to go on time.	3/7/2015 7:46 AM
627	If more buses available, especially on the weekend, will go out more.	3/7/2015 7:01 AM
628	This is roughly the same as the current situation.	3/7/2015 6:28 AM
629	No direct service	3/7/2015 1:06 AM
630	I generally use the route 40 sometime the route 44	3/7/2015 12:51 AM

631	It's basically the same service for me.	3/7/2015 12:44 AM
632	i would not use transit more. Time constraints from Alternative 2 could cause me to use transit less often.	3/7/2015 12:14 AM
633	I use the printed schedules when taking less frequent routes, although that's often hapless for those busses coming from downtown.	3/6/2015 11:29 PM
634	If alternative 1 was implemented, my general level of disappointment at the lack of progress in Seattle transit would increase.	3/6/2015 11:12 PM
635	I don't have a car and need to use transit.	3/6/2015 10:17 PM
636	nothing improves	3/6/2015 10:13 PM
637	Use transit to get me to the nearest light rail station as quickly as possible.	3/6/2015 10:11 PM
638	If it takes too long to get somewhere, I will use another method of transportation even if it costs more.	3/6/2015 9:17 PM
639	It would make it quick and easy to take transit to downtown, easier yet if there were evening service.	3/6/2015 8:35 PM
640	Again - I'd use transit a similar amount because my most useful route -- the 44 -- is not improved. But - this alternative is less useful than Alt. 1.	3/6/2015 8:32 PM
641	Alt 2 just maintains the inefficient status quo.	3/6/2015 8:19 PM
642	This is pretty much the same inefficient network we currently have.	3/6/2015 8:17 PM
643	I don't use these buses to begin with	3/6/2015 8:12 PM
644	It doesn't aid in reducing the time during my commute.	3/6/2015 8:10 PM
645	The apparent disappearance of the 27, 14, and 7.	3/6/2015 8:04 PM
646	alternative 2 changes seem more modest....so we would create less chaos after implementation ...if reality doesn't actually improve.	3/6/2015 8:03 PM
647	Same comment as in Alternative 1.	3/6/2015 8:03 PM
648	I tend not to use it now, since I just moved to the Madison Park area and don't have a clue as to the trip timing to go back and forth between home and my frequent destinations. If I knew I would not have to wait more than 15 minutes during peak times and won't get stranded downtown at some ungodly early hour (like 12) when I want to come home, then I'd use transit more, without feeling I needed to carry cab fare in my wallet just in case.	3/6/2015 7:57 PM
649	Again, I expect my routes to change once I'm out of school.	3/6/2015 7:55 PM
650	It's basically no different from the current network.	3/6/2015 7:50 PM
651	I would drive more because the buses are less frequent, making travel times too long/inconvenient	3/6/2015 7:47 PM
652	My use of transit would increase if there were direct access connections to Husky Stadium from NE Seattle via 25th Avenue NE and Sand Point Way.	3/6/2015 7:42 PM
653	I can always bike or walk	3/6/2015 7:42 PM
654	I would now be able to ride the bus to my sister's home.	3/6/2015 7:40 PM
655	Well it sounds like more runs during off peak hours would remain if I understand the plan correctly.	3/6/2015 7:21 PM
656	Harder to get places. Longer waits for buses	3/6/2015 6:53 PM
657	I would still be able to walk to my bus stop and get all the way downtown without transferring, important for an elderly person. Getting home at night would remain safe and convenient.	3/6/2015 6:19 PM
658	Though the bus network wouldn't improve much, I would use it more simply because of the light rail extension.	3/6/2015 6:17 PM
659	Less reliable and frequent service makes it much more likely for me to get a car.	3/6/2015 5:51 PM
660	Less pickup times means I have to either not go anywhere or walk.	3/6/2015 5:50 PM
661	Plan 2 keeps my bus route.	3/6/2015 5:45 PM
662	Less frequent service / longer wait times are a dis-incentive to you transit.	3/6/2015 5:38 PM
663	Duh...see above	3/6/2015 5:37 PM

664	deletion of one of my most frequently used routes!	3/6/2015 5:29 PM
665	I would have access to more geographic locations with fewer transfers.	3/6/2015 5:19 PM
666	Transit time to University Ave would increase by 20 minutes. That's double commute time from Wedgwood.	3/6/2015 5:17 PM
667	more coverage to outlying areas, more convenient locations to get to/from bus.	3/6/2015 5:12 PM
668	It depends how frequently the later (after 8pm) routes would run.	3/6/2015 5:11 PM
669	Route 372X would be great.	3/6/2015 5:09 PM
670	Doesn't offer much improvement over current state.	3/6/2015 5:04 PM
671	It presently takes (usually) about half an hour (dependent on traffic) to reach the airport by car during offpeak hours. Presently, taking at least 2 buses to get Downtown from my house then taking Light Rail to the airport would take a LOT longer, so I never do it. If Alternative 2 really increases wait times on bus routes to get to the University Light Rail station, taking it to the airport would remain unfeasible.	3/6/2015 5:01 PM
672	There isn't anything particularly compelling about Alternative 2. In fact, it *reduces* my service compared to today.	3/6/2015 4:49 PM
673	I have no choice -- I don't own a car.	3/6/2015 4:48 PM
674	Transit is my primary mode of transportation to work M-F, and I am unlikely to change that.	3/6/2015 4:45 PM
675	no significant changes to 48	3/6/2015 4:43 PM
676	I already use transit as my primary source of transportation	3/6/2015 4:28 PM
677	The main route that I use to get to key places on the Eastside (242) will be much more difficult to access by public transportation if no buses go there.	3/6/2015 4:26 PM
678	Insufficient reliability as traffic worsens in Seattle over time, especially compared to Alternative 1.	3/6/2015 4:18 PM
679	I would like to wait and see the progress made from the public discussions before I would decided on this matter.	3/6/2015 4:10 PM
680	Neighborhood not part of the alternative	3/6/2015 4:10 PM
681	Because it would not offer convenient travel to stores, medical appointments, the library, my exercise facility, my family and my friends.	3/6/2015 4:08 PM
682	I would continue to drive to destinations in NE Seattle	3/6/2015 4:07 PM
683	It's worse, but less so than Alt 1.	3/6/2015 4:04 PM
684	If I had to travel that far, it would be worthwhile to ensure that transit is offered frequently at peak and non-peak times for customer satisfaction.	3/6/2015 4:03 PM
685	Doesn't really affect my current travel patterns	3/6/2015 4:02 PM
686	Because I rely on transit for everything I do, and I go all over the city.	3/6/2015 4:00 PM
687	I would try to use transit less because trips would take longer and be less convenient with longer wait times	3/6/2015 3:58 PM
688	I would still have the route I use regularly as well as access to the extended light rail.	3/6/2015 3:56 PM
689	I would have more availability on the weekends to use it.	3/6/2015 3:43 PM
690	My needs won't have changed.	3/6/2015 3:41 PM
691	As I mentioned, transit is my preferred way of getting around. Access to downtown is key.	3/6/2015 3:37 PM
692	See above	3/6/2015 3:32 PM
693	Again, my main use of transit is between home and work.	3/6/2015 3:31 PM
694	It likely won't change things too much in my neighborhood, although if I miss the bus, I'd rather drive than wait half an hour for the next one since most places I'm trying to go are about half an hour away and it doesn't make sense to sit there when I could be getting there when the next bus gets there.	3/6/2015 3:28 PM
695	No car	3/6/2015 3:27 PM
696	I have not other option.	3/6/2015 3:27 PM

697	Slower, less convenient, fewer available stops/transfer points	3/6/2015 3:21 PM
698	I don't have a choice, but I would be significantly less happy with travelling if I had longer wait times.	3/6/2015 3:20 PM
699	longer wait times are a dis-incentive	3/6/2015 3:18 PM
700	Depends on the specific routes and times changed.	3/6/2015 3:18 PM
701	It really depends on the frequency of what you offer.	3/6/2015 3:16 PM
702	Longer waits and more complicated transfers.	3/6/2015 3:14 PM
703	44/5/E & D are my most used routes now and in the imediate future.	3/6/2015 3:10 PM
704	see above	3/6/2015 3:10 PM
705	because I primarily go from UW or Northgate to Bellevue	3/6/2015 3:10 PM
706	I don't like not being able to ride on one bus north of 92 around to the transit center, This is especially difficult for seniors and others who are mobility impaired. This route as is provides service to several medical facilities, banks, pedestrian entrances to Northgate Mall. Taking that away is inconsiderate and unnecessary.	3/6/2015 3:09 PM
707	I go with what ever get me there	3/6/2015 3:04 PM
708	Same reason as for Alternative 1: I don't travel from north Seattle locations to other north Seattle locations very often.	3/6/2015 3:02 PM
709	I wouldn't change any of my commute.	3/6/2015 2:59 PM
710	I would use the 12 going to 19th...wish it still looped around to Pike!	3/6/2015 2:59 PM
711	For people over 70, less convenience means less likely to use it.	3/6/2015 2:58 PM
712	I would have to figure out how to get to Eastlake from Broadview without the option of taking the 66 from Northgate.	3/6/2015 2:53 PM
713	I don't have a car and depend on transit completely, so I don't really have a choice to use it less.	3/6/2015 2:53 PM
714	No car	3/6/2015 2:53 PM
715	Less frequent service	3/6/2015 2:51 PM
716	I have to use transit anyway (I work in Redmond generally)	3/6/2015 2:48 PM
717	You would keep the route I use.	3/6/2015 2:46 PM
718	I wouldn't decrease my use, but I wouldn't journey to new neighborhoods using transit that I use a car to access now.	3/6/2015 2:45 PM
719	I don't drive. My first choice for transportation is Metro.	3/6/2015 2:45 PM
720	I don't think this would really encourage me to go out anymore	3/6/2015 2:44 PM
721	I need to take the bus to the U.W. regardless if the bus rides were more or less frequent.	3/6/2015 2:43 PM
722	The improved frequency without drastic route changes.	3/6/2015 2:41 PM
723	Looks like nothing much will change from my point of view	3/6/2015 2:41 PM
724	You're leaving 28X alone.	3/6/2015 2:41 PM
725	Again--my primary transit is a van pool. Alternative 2 would keep using transit the same irritation it is now--never quite sure if/when a bus will arrive and whether there will be a seat, etc.	3/6/2015 2:40 PM
726	it doesn't look like this plan will impact me much, but I don't like the idea of cutting service and not coordinating between transit companies.	3/6/2015 2:40 PM
727	I'd continue to drive to the park and ride due to the lengthy ride time for more door-to-door bus options.	3/6/2015 2:38 PM
728	use transit for medical appointments mainly.	3/6/2015 2:38 PM
729	As bus routes are eliminated and shortened, I prefer to drive than to transfer.	3/6/2015 2:36 PM

730	when it takes more time to ride the bus oand light rail then it does now, I will drive. What use to be a 90 minute round trip for the bus is nowwell over 2 hours. My time is worth more then the savings of taking the bus or light rail.	3/6/2015 2:36 PM
731	It wouldn't really change anything for me.	3/6/2015 2:33 PM
732	BETTER CONNECTION TO LINK LIGHT RAIL STATION FROM NE SEATTLE.	3/6/2015 2:12 PM
733	less frequent = less reliable	3/6/2015 2:04 PM
734	Nothing will change for the primary route I use, the 75	3/6/2015 1:13 PM
735	Especially since there is so much traffic in NE Seattle partly due to I-5 I would use the buses a lot less because I think the buses would be a lot more unreliable and less frequent.	3/6/2015 12:01 PM
736	Less frequent service, less legible system	3/6/2015 11:51 AM
737	The minor connectivity changes to Link would provide a small, but not insignificant, improvement in corridors that I utilize the most, though relative to Alternative 1, the improvements would be a drop in the bucket.	3/6/2015 11:47 AM
738	No late night or weekend service on 15th Ave NE.	3/6/2015 10:49 AM
739	There are basically no improvements.	3/6/2015 10:14 AM
740	This alternative has all the problems of the current system. Why would I use it more?	3/6/2015 10:14 AM
741	I rely on transit, so I'd find a way to make it work (the same way I make the system work for me now).	3/6/2015 9:33 AM
742	The increases in 372X service make life easier, but it seems to make transfers to Ballard more difficult. It also stops service earlier than the 71.	3/6/2015 9:29 AM
743	Expanding the 373, along 15th Ave, would allow me to take this route more often.	3/6/2015 9:17 AM
744	I have no way to get my kids home from school except for them to walk 4 miles.	3/6/2015 9:07 AM
745	Again, parking is an issue at the UW	3/6/2015 9:02 AM
746	It's basically no change in service.	3/6/2015 8:47 AM
747	I don't travel to northeast Seattle or Capitol Hill as much as I would like. Alt 2 wouldn't change that.	3/5/2015 11:44 PM
748	Getting to Northgate (especially the north part) would be slightly easier.	3/5/2015 10:39 PM
749	See previous comments	3/5/2015 10:24 PM
750	The lack of frequent service in this network concept and Longer wait times for people connecting between very frequent light rail service and bus service that runs every 30 minutes (concepts for routes 25, 65, 68, and 75)	3/5/2015 6:52 PM

Q14 How would you improve Alternative 2 in north Seattle – keeping in mind that the goal of this network concept is to keep more coverage while still taking advantage of connections with new light rail service?

Answered: 614 Skipped: 5,945

#	Responses	Date
1	i would add more frequent direct buses and maybe the buses that run more frequently now but make more stops or are considered redundant-maybe make those only every 30min-i notice they are less crowded anyway, but people utilize the extra stops...people are using them so they should be kept but if they aren't as crowded run them less frequently. if you force those people on to another route because their current route is cut, the new services that are direct and/or more frequent will become overcrowded or business may be lost b/c now these people lost their close bus stop and may not want to walk or drive to the nearest bus stop. maybe driving to the nearest bus stop isn't an option for them whether parking availability or access to a car	4/2/2015 7:38 AM
2	There is a proposed excess of express service while cutting local service, I would suggest the opposite approach. Local access is especially necessary if you expect people to take advantage of the light rail. Frequency and reliability mean little if the desired areas are ultimately not serviced.	4/2/2015 2:21 AM
3	Not sure.	4/1/2015 9:56 PM
4	Go with Alternative 1	4/1/2015 7:41 PM
5	It's obviously not prudent to run mostly-empty full-sized buses four times each hour, during off-peak periods, but if smaller shuttle buses were used for more frequent service, it would mean less passenger wait-time between rides, less fuel/energy consumption per trip, and for whatever it's worth: less wear-and-tear on the roads.	4/1/2015 3:40 PM
6	Keep frequent bus service on 15th Ave. NE	4/1/2015 2:55 PM
7	?	4/1/2015 9:03 AM
8	Better bus connectivity to the UW Link station is a necessity. There are so few lines that go to the UW Link station. It would be very helpful to have a free trolley that fills the gaps between the UW Link station and the Montlake corridor, U-Village, and west UW campus where the majority of student residences are.	3/31/2015 10:53 PM
9	See the idea presented for Alternative 1. Of course, a very frequent (every 10 minutes) direct bus to the light rail station in Northgate could change things, but ONLY if it entailed not having to cross streets (i.e., not having wait for crossing signals and traffic to stop) with the bus dropping off at point of entrance to the station. It would also have to stop at existing stops where service to the UW and downtown was being reduced or removed for bus service... and the combined trip of this feeder bus plus the light rail ride to the UW with any wait time should be equal to or less than the existing total commute time for a one-seat ride from the existing pick-up stop to destination stop... otherwise, people will opt for driving part (to the light rail station to park) or all of the way...	3/31/2015 10:44 PM
10	not sure.	3/31/2015 9:31 PM
11	I keep harping on trying to provide easy bus service to the University Village from North Capital Hill, or the Lite rail station to the University Village.	3/31/2015 6:29 PM
12	Look: I have a master's degree and was on high honor roll in the sciences at an Ivy League School. I DON'T KNOW. This survey is too complicated, and I don't have an hour to spend going back and forth between numerous conflicting options. Now, if I took one of your buses to the University District 6 miles away, I *would* have an hour with nothing to do but go back and forth between the poorly worded options, but then, there is no WiFi.	3/31/2015 5:43 PM
13	Keep the 43	3/31/2015 4:38 PM
14	No specific thoughts.	3/31/2015 4:06 PM
15	I would somewhat hybridize alternatives 1 and 2 by retaining existing routes 12, 25 (at least the south part) and 43 (at least from UW station to the south), while generally restructuring routes along the lines of alternative 1.	3/31/2015 3:48 PM

16	I honestly prefer Alternative 1 to Alternative 2. I would prefer we go with Alternative 1, but keep routes #43 and #25 as they are in Alternative 2.	3/31/2015 3:47 PM
17	Try to avoid gutting the service we currently have with Rt. 71. :-D	3/31/2015 3:35 PM
18	Look for places where the stated concerns of "experts" in specific problem areas can be mitigated; hybridize where it makes sense to do so to keep the service human.	3/31/2015 2:17 PM
19	No change to Route 43 - keep level of service as is.	3/31/2015 1:49 PM
20	needs some route similar to 72	3/31/2015 1:35 PM
21	maintain 43 frequency	3/31/2015 12:43 PM
22	If this alternative preserves the Montlake freeway stop, I would not want to change anything.	3/31/2015 11:29 AM
23	Don't delete routes without a similarly convenient replacement! Especially full routes!	3/31/2015 11:24 AM
24	The light rail won't benefit those living in NW seattle until it's extended further north and west. This is especially true for those destined for the East side of lake Washington. So don't delete routes like the 242, which is regularly full and not being replaced!	3/31/2015 11:20 AM
25	Keep route 43 on Metro as is.	3/31/2015 11:14 AM
26	Light rail doesn't help the north end, maybe changes should be more to the buses/areas where Light rail will help	3/31/2015 10:50 AM
27	Honestly, I'd prefer something closer to Alternative 1 as long as it can address the lack of service north of Northgate way for Pinehurst, Victory Heights, Jackson Park, and Olympic Hills	3/31/2015 10:37 AM
28	Continue bus service between Montlake and Downtown and the U District. How else are people supposed to get to the train?	3/31/2015 9:33 AM
29	Increase the frequency of 43.	3/31/2015 8:48 AM
30	Continue the 255 up to Magnuson Park	3/31/2015 8:22 AM
31	Need service at night and on weekends (including weekend nights).	3/30/2015 10:14 PM
32	What light rail?	3/30/2015 9:35 PM
33	Alternate bus arrival times between the 71 and 65 bus routes.	3/30/2015 9:22 PM
34	Same way as suggested for Alternative 1.	3/30/2015 8:48 PM
35	Run a 15 minute shuttle service from the Link Station to University Village, Laurelhurst/Seattle Children's Hospital, and through to Magnuson Park. Also run this later at night, as going to downtown for the concerts, sports, etc., ends closer to 11:00pm, not 6:00pm, and needs service on weekends, too.	3/30/2015 8:40 PM
36	Reliable connectivity with both systems is key. Quality = quantity = satisfaction = guaranteed.	3/30/2015 6:38 PM
37	I don't need light rail. The only improvement I can think of is to have Metro merge with light rail and Seattle Transit into one administration and stop spending a fortune on three different agencies? If you want to make improvements, this would be the most cost-effective way to go.	3/30/2015 6:29 PM
38	I don't need Light rail service but I do need access to buses within walking distance from my home (which is now two blocks from a bus stop). Why doesn't Metro merge with light rail and Seattle Transit into one administration and stop spending a fortune on three different agencies? If you want to make improvements, this would be the most cost-effective way to go.	3/30/2015 6:13 PM
39	I would enable the 271 to share some stop with the downtown-bound SR 520 routes.	3/30/2015 5:34 PM
40	The only way for someone on the west side of the city to get to light rail would be through very slow, very unreliable west-east connections that make far too many stops. I think this proposed alternative completely leaves all of NW Seattle out of the range of light rail.	3/30/2015 5:32 PM
41	I know it is years away, but start linking to the actual U district lightrail stop. Run more buses from Husky stadium- since it is in the middle of nowhere, there is no way to get anywhere from it. Make this temporary until the actual U district lightrail opens.	3/30/2015 5:27 PM
42	How about linking to the U district lightrail? I know it is several years away, but I would put those connections in now. Also, people who want to go to the U district are NOT necessarily going to Husky Stadium! There is no service from Husky stadium, so once you end the lightrail there, you are stuck there.	3/30/2015 5:20 PM

43	Same as I indicated for Alternative 1.	3/30/2015 5:14 PM
44	Increase frequency of service	3/30/2015 5:11 PM
45	Find more ways to connect the north end of the "Ave" (University Way) and 15th with the new Husky Stadium Link Station and/or with Downtown Seattle with more frequency, including during off peak times (evenings and weekends).	3/30/2015 3:00 PM
46	The Route 25 currently provides service to downtown. With the addition of light rail this is duplicated and it makes sense to reprioritize its use. However I would recommend refashioning it to become a feeder service to the new Husky stadium station. I would recommend a loop that connects Delmar, Harvard Ave E, Boyer to the new stadium. I would also create a more direct linkage to University Village using Montlake Blvd. The new stadium station provides new opportunity for people to use Transit who haven't used it before. To remove the route 25 at this time seems premature because the new station will create new service demand.	3/30/2015 2:49 PM
47	Generally, I have concern for any changes from Metro current service, UNLESS THERE IS AN INCREASE/IMPROVEMENT OF SERVICE (additional routes, frequency & buses). ANY PLAN THAT DELETES ROUTE 43 IS UNACCEPTABLE. ANY PLAN THAT REDUCES SERVICE TO ALL NEIGHBORHOODS, INCREASES WALK & WAIT TIME TO/FOR BUSES IS UNACCEPTABLE. Living in the west edge (7th to 8th Ave NE, NE 45th St to NE 47th St) of the U-District, using Light Rail is not really an option I will consider except for novelty from time to time or if going to SeaTac, which I never do. Both Alternatives appear to reduce service to my area of the U-District. I strongly suggest you should consider: Alternative 3 - Make no changes until it can be determined how the Light Rail University Extension affects transit and riders. No one actually knows how the Light Rail extension will affect NE Seattle. It appears to me Metro & Sound Transit are attempting to decrease service and force people to us Light Rail. With a 30-40K increase in population in King County each year, with say 10-15K increase in autos each year, why would you decrease any bus service? Light Rail will not outgain the population growth of the Seattle metropolitan area. Light Rail is just another option. Metro service will need to increase service to keep up. Or, the increasing "parking lot" we have on our roads will continue.	3/30/2015 2:40 PM
48	Having service both through UW and via Montlake/UW Station is unnecessarily duplicative (although I guess it can't be helped). Not a big fan of Alternative 2.	3/30/2015 2:19 PM
49	?	3/30/2015 10:49 AM
50	coverage could be expanded is you make more south county connections	3/30/2015 9:58 AM
51	I will connect to light rail when going north to Northgate	3/30/2015 9:56 AM
52	Don't know	3/30/2015 9:35 AM
53	make it more like alternative one	3/30/2015 7:16 AM
54	I think that the scheduling of buses could be adjusted. for example, the 10 and 12 buses come at roughly the same time and so staggering them would allow greater choices for riders.	3/30/2015 6:56 AM
55	I would like service direct from Eastlake to Capitol Hill. And more service to downtown.	3/30/2015 3:15 AM
56	I have no idea.	3/29/2015 9:23 PM
57	Provide regular, frequent service from Eastside to Seattle Children's or at least Montlake to Seattle Childrens	3/29/2015 7:44 PM
58	Have new route 62 operate on weekends. Introduce a service that directly links Children's Hospital to the "Ave" via NE 45th without going through the University of Washington.	3/29/2015 5:56 PM
59	Unknown .	3/29/2015 4:19 PM
60	Casual hull service should have a stop every 2 blocks, like the buses used to.	3/29/2015 12:51 AM
61	more frequent service times, buses coming every 15-20 min is important	3/28/2015 11:41 PM
62	1. continue current service 2. move bus stops for routes 25, 43 and 48 busses close to UW rail station (Husky station)	3/28/2015 9:23 PM
63	Looks great if your only goal is to go where the rail service goes. Unfortunately, most of us don't live that way. Improvement suggestions already listed apply to this one as well.	3/28/2015 7:37 PM
64	I would start the 373 earlier in the morning to meet the needs of 73's current early riders. The first southbound service should reach NE 145th Street around 4:45am. I would also start running the 347 and 348 sooner for the same reasons. The weekend 73 would have to start as early as the current 73. Also, the 347/348 would have to start even earlier than that so that passengers can make the connection to the University District.	3/28/2015 2:38 PM

65	Use route 16 from Alternative 1.	3/28/2015 12:14 PM
66	don't know	3/28/2015 10:44 AM
67	Break up long routes and begin each segment at the Link station in hopes of having busses at regular intervals.	3/28/2015 9:51 AM
68	Servie between seattle childrens bellevue and sandpoint	3/28/2015 8:52 AM
69	More 24 hour bus service.	3/28/2015 7:58 AM
70	I need frequent service between Fremont and Ballard (extending to Shilshole Marina), Fremont and Northgate, Fremont and University District, and Fremont and Downtown Seattle. Also frequent service between University District and Downtown Bellevue.	3/28/2015 2:31 AM
71	direct service to u district and downtown	3/28/2015 1:35 AM
72	Re-route #372 along Montlake Blvd., past the UW Link Station, instead to going onto UW campus (Stevens Way). This would give lots more people in N. Seattle direct access to UW Link station (not just the people who live along the proposed route 62.)	3/27/2015 9:11 PM
73	COMBINE SOME ASPECTS OF THIS WITH SOME IN ALTERNATIVE 1	3/27/2015 6:30 PM
74	Run buses more often	3/27/2015 5:31 PM
75	Still keep number of 271 buses running in the evenings from alternative 1	3/27/2015 5:30 PM
76	Difficult to say as everytime I try to look at Alternatives 1 or 2, this survey crashes!	3/27/2015 3:39 PM
77	implement alternative 1	3/27/2015 2:46 PM
78	I certainly want to keep more coverage, but this plan does not provide it for my neighborhood. The improvement for me would be to retain current routes/service for 71, 72 and 73.	3/27/2015 2:21 PM
79	not sure	3/27/2015 2:03 PM
80	Of course, if possible, increasing frequency would be good. But many, convenient bus stops are more important to more people than speed, to my way of thinking.	3/27/2015 2:00 PM
81	I would use Alternative 2 as a gradual phasing in of Alternative 1, which would give a clearer example of the routes that need to be kept in order to make travel more efficient with new Link stations.	3/27/2015 1:52 PM
82	again, you need a link to allow people to review what was said to be able to answer this question	3/27/2015 1:46 PM
83	Increase services (Access Program?) for those Laurelhurst residents with disabilities or are over the age of 65 between Laurelhurst and the University Light Rail.	3/27/2015 1:37 PM
84	To have the 65 and 271 service the link station.	3/27/2015 1:19 PM
85	More frequent stops, shorter wait times	3/27/2015 1:18 PM
86	n/a	3/27/2015 1:15 PM
87	Use Alternative 1.	3/27/2015 12:47 PM
88	See my answer to Alternative 1-- increase the all-day frequency of route 44, the major east-west route connecting many dense neighborhoods to light rail.	3/27/2015 12:42 PM
89	Keep the 71 route as is to give View Ridge daytime service. Keep at least one of the 30 or 74 in the daytime.	3/27/2015 12:21 PM
90	If we use smaller buses on a regular basis-- that is, research peak times for ridership on each bus route and use larger buses then but otherwise minimizing waste -- we could essentially help keep services expansive and inclusive for all.	3/27/2015 12:14 PM
91	I would scrap the concept all together, and redesign the light rail as a "spine" of the system, and use the buses as the "ribs" or branches off of the spine. I would set up larger transfer stations at each stop to facilitate transferring from one route to another. Think of the transit system of Mexico City, where the trains are the mass transit, and buses get people from the train to the farther outlying areas. It is highly efficient and very convenient.	3/27/2015 12:02 PM
92	connections from the U-dist light rail up to Sand Point/Lake City	3/27/2015 11:26 AM
93	Faster connection to Seattle Children's from Light rail.	3/27/2015 11:11 AM

94	1.) Make sure that there are safe routes for bicyclists traveling to/from the same location as the increased bus service. Greenways are good. Bike lanes are not enough--buses have to cross the bike lane twice every time they stop. Dedicated bike lanes with a physical barrier (like on Broadway) is MUCH safer for bicyclists. 2.) Have major bus hubs be close to light rail stations.	3/27/2015 11:01 AM
95	More frequent service	3/27/2015 10:48 AM
96	As most of the things in this current model do not affect me - I am not attached to the coverage it offers. I think more frequent direct service utilizing out new light rail is the best way to go, even it means some neighborhoods loose a few bus stops immediately outside their doors.	3/27/2015 10:13 AM
97	I live in Montlake and take the 43 downtown and to stops in capital hill. This would be bad for me and for my 79 year old husband who takes the bus home every day between the University and Boyer. Changing buses would be extremely inconvenient as would a longer wait. Connecting to rapid transit in the u district would involve a long walk or a long wait to get there. WE have lived in Montlake for over 40 years and depend on the 43.	3/27/2015 10:10 AM
98	Make Route 17 all day.	3/27/2015 9:29 AM
99	don't know	3/27/2015 9:01 AM
100	Connect Roosevelt & 45th and Convention Place Station area	3/27/2015 8:17 AM
101	not sure	3/27/2015 8:09 AM
102	For those of us headed to Children's Hosptial from North end (Kenmore, Woodinville), having fewer 65s and 75s is a problem	3/27/2015 7:59 AM
103	have frequent stops at Seattle Children's Hospital throughout the day	3/27/2015 7:51 AM
104	Connect Ravenna/ Bryant to new light rail station, run a route all the way down 25th to the station	3/27/2015 6:48 AM
105	not much you are offering here	3/27/2015 6:45 AM
106	Increase frequency on #71.	3/26/2015 10:36 PM
107	Instead of Route 74 becoming a two-way service turing peak periods, I would suggest the Route 74 become a two-way service which would run all day. This Route serves the Sand Point, View Ridge, Ravenna & U District extremely well and then goes towntown to the bus tunnel -- an excellent service which would service these areas without causing an increase in transfers and walking distance between transfers.	3/26/2015 7:56 PM
108	don't know	3/26/2015 7:38 PM
109	I wouldn't implement this plan. I would overhaul the transit system in general so that all public transportation is under the same agency. It's dumb how many options we have that are controlled differently. Coordination between those options is frustrating. Examples: King County Metro Rapid Ride South Lake Union Transit The Sounder The Lightrail The Monorail Pierce County Transit	3/26/2015 6:50 PM
110	I live right next to the Link Rail station in Roosevelt and would like to use Transit to go anywhere in North Seattle/Downtown directly, including Wallingford/Ballard.	3/26/2015 4:48 PM
111	I need a connection from UW Link station to Seattle Children's	3/26/2015 4:48 PM
112	Sometimes, especially late at night, I'd rather have more frequent/reliable coverage of certain bus lines than a wide coverage area with routes only coming once per hour or so	3/26/2015 4:45 PM
113	Can't you keep the large coverage while increasing frequency of service on the major routes.	3/26/2015 4:39 PM
114	more frequent bus service	3/26/2015 4:27 PM
115	Analyze which routes are used greatest by persons with special transportation needs -- reduce coverage only as necessary to improve frequency.	3/26/2015 1:27 PM
116	More 65 service to the UW station, dealing with the snail paced 64 buses and there very long 70 buses in order to get to north Wedgwood.	3/26/2015 12:50 PM
117	Continue the 255 up to Magnuson Park	3/26/2015 10:50 AM
118	Continue the 255 up to Magnuson Park	3/26/2015 10:11 AM
119	I would be taking light rail as the option becomes available	3/26/2015 10:02 AM

120	Don't get ride of Eastside connections such as 242 unless you're prepared to connect the Northgate TC to the light rail or Eastside (Overlake) another way.	3/26/2015 9:52 AM
121	Not sure if the whole concept is worthwhile for northeast, until the new stations open in 2021. Why should I think that busing all the way out to Husky Stadium and waiting for a Link train will get me downtown faster than a direct rubber-tire service? Why should I imagine that taking 73 down to 65th street and waiting 15 minutes (of longer) for a 71 will get me from Maple Leaf to Ida Culver / Ravenna nearly as fast as the current single-seat 68? Which alternative is more robust in the face of the city's campaign to reduce traffic capacity on its arterials? Metro connections aren't reliable now, and are bound to get worse.	3/26/2015 8:41 AM
122	No change to the 71 until the Roosevelt Link Rail station opens	3/26/2015 8:08 AM
123	could take light rail to avoid traffic	3/26/2015 7:39 AM
124	n/a	3/26/2015 7:35 AM
125	Increase frequency and create stops at the link on every possible route.	3/25/2015 8:50 PM
126	BUS FROM BRYANT TO BALLARD.	3/25/2015 7:58 PM
127	More frequent and local routes.	3/25/2015 5:29 PM
128	I would just go with alternative 1. Alternative 2 is a step down from current levels of service.	3/25/2015 4:25 PM
129	Change route endpoints to converge on or near new light rail stations, then provide shuttles to and from these nexus points as needed.	3/25/2015 4:15 PM
130	I'd choose Alternative 1.	3/25/2015 4:12 PM
131	dd	3/25/2015 3:43 PM
132	Don't eliminate on-campus stops at UW	3/25/2015 3:17 PM
133	I am sure the 73 service would be popular but it doesn't satisfy my perceived need for continuous service between downtown, SLU, Eastlake, Roosevelt, etc. That should be included somehow.	3/25/2015 2:58 PM
134	frequent service	3/25/2015 2:50 PM
135	Keep a Maple Leaf/Northgate to Wedgwood/U Village route.	3/25/2015 2:34 PM
136	Move a few stops but don't wholesale eliminate routes	3/25/2015 2:05 PM
137	Reinforce and establish ridership along the north-south light rail corridor between UW and Shoreline.	3/25/2015 1:57 PM
138	need route to Bellevue from Bryant that takes 30 min	3/25/2015 1:45 PM
139	More frequent service between UW Station and Seattle Children's and farther north.	3/25/2015 1:35 PM
140	na	3/25/2015 1:32 PM
141	Not applicable	3/25/2015 1:31 PM
142	I want alternative #1 please	3/25/2015 12:31 PM
143	More frequent travel opportunities. The Bothell and Kenmore (and West Kirkland) have high volumes of traffic. Making public transportation easier for folks (this includes more park and rides or alternative places to park in general) will encourage more use and less individual car usage.	3/25/2015 11:00 AM
144	More frequent service on major routes.	3/25/2015 10:47 AM
145	Ensure Maple Leaf remains connected to the areas around it.	3/25/2015 10:21 AM
146	Couldn't tell you.	3/25/2015 9:15 AM
147	I don't know	3/25/2015 8:56 AM
148	No comment.	3/25/2015 6:39 AM
149	Use Option 1. Leverage the light rail stops as a hub	3/25/2015 12:26 AM
150	I don't care	3/24/2015 8:38 PM
151	Go with Alternative 1	3/24/2015 8:02 PM

152	It's sort of hard to tell the difference between the two alternatives. The maps are awfully busy and confusing. It would be more helpful to list each Route and then show the difference between Alternative 1 and Alternative 2.	3/24/2015 7:19 PM
153	Not interested in improving Alternative 2. I like Alternative 1.	3/24/2015 6:00 PM
154	Extend light link rail to Kirkland.	3/24/2015 5:46 PM
155	Keep some off-peak service on 15th NE --it looks like everything will be on Roosevelt or 25th NE. Convince Sound Transit to add a 522 stop right before/after the express lanes at Lake City Way and 20th NE/85th.	3/24/2015 4:27 PM
156	Light rail is not intended for short runs like buses make. It's intended to make long runs between downtown Seattle and distant neighborhoods faster than buses. It should not be used in planning bus service except in scheduling efficient meetings. Your "network concept" needs to be re-conceptualized.	3/24/2015 3:43 PM
157	Increased frequency	3/24/2015 3:14 PM
158	Frequency of the bus routes in NE Seattle are mostly every 30 minutes at best, and sometimes 1 hour all day long (Sundays). Increasing the frequency to at least every 20 minutes, and extending that to every 30 minutes on nights/weekends would make the system more useful.	3/24/2015 1:16 PM
159	Transfers increase difficulties enormously, please make routes long and so very few (if any) transfers are needed.	3/24/2015 1:10 PM
160	You are jumping the gun regarding Link connections, as Stadium Station is a poor transfer environment; wait until Link gets a bit farther. Meanwhile, your proposal fails to provide, or even retain, service coverage in the NE Seattle doughnut hole you seem to be intent on creating, with or without the recent vote to "retain" service in Seattle. The Route 71 (current routing) has a good service design that has, until now, withstood the tests of time and served the NE area well (including the much deeper Seattle Transit cuts in the late 60s). Cut it off from downtown, if you must, but drop the needless extension to Magnuson Park, and retain the 71 service through View Ridge and Wedgwood.	3/24/2015 10:49 AM
161	parking garages or expanded lots for cars at stations is important. If people can't get there and find parking, then they may as well just take the bus	3/24/2015 9:36 AM
162	Route 48 needs more buses between UW and north Seattle--they do not come as frequently as listed on the bus schedules. It would be nice to have the 48x back, but include it more than 1 or 2x per day--it was too infrequent for it to be well utilized. We'll need more Park and Rides within Seattle.	3/24/2015 8:09 AM
163	More frequent Eastside-UW connections, not just peak hours. Light rail does not benefit Eastside commuters.	3/24/2015 6:55 AM
164	Keep the 71 bus running through Wedgwood and View Ridge as it currently does. This allows non-transfer bus service all day between Wedgwood and downtown, while looping through the U District. It's very difficult for physically disabled to stand and wait and transfer.	3/23/2015 1:12 PM
165	You actually need both. Unless you have more streetcars, dedicated bike lanes for scared people like me to bike, and more light rail stops, I'll be driving 2 miles to work daily or walk 20 min to a stop, wait for a the light rail, take a one stop to downtown, walk up to work on the hill. Basically a bus ride and walk to work that would have been no more than 20 min now is close to 45 min - I might as well walk since walking via google maps is 54 min and I don't have to wait for a train/rail/streetcar!	3/23/2015 12:53 PM
166	Drop the notion that light rail is a serious alternative for a significant number of people now using the bus. Keep in mind that while it may be so many minutes between the U-district & either Capitol Hill or Downtown, how many minutes must be added to get to the U-district station from any given person's starting point?	3/23/2015 11:25 AM
167	Maybe split the 48 into two shorter routes? Would decrease the number of late buses that tend to stack up in rush hour.	3/23/2015 10:53 AM
168	Continue route 44 to the University Link station. One bus ride to the link station	3/23/2015 10:40 AM
169	Don't know.	3/23/2015 10:11 AM
170	Northgate-U District route (this time 73) moves to 5th again, for the same reason I mentioned it in Alt 1 If this includes an all-day 373, shift that to Roosevelt (15th between Northgate Way and about 80th doesn't feel like it needs full-time service)	3/23/2015 8:23 AM
171	see previous statements	3/23/2015 7:52 AM
172	Have a stop for ST route 522 between Lake City and downtown, maybe I-5 at NE 45 St or Lake City Way & NE 80 St. Or for a Metro equivalent route. Concept is to provide night service between Bothell/Kenmore/Woodinville & NE Seattle. Better night service to Lake City would also solve this.	3/22/2015 10:48 PM

173	Incorporate the 255 plan from alternative 1, as that both increases coverage and frequency to both downtown and the eastside, for neighborhoods where good downtown and eastside service is hard to use.	3/22/2015 10:38 PM
174	Please don't neglect Northgate and its ability to reach to larger areas of Seattle. I don't want to feel isolated.	3/22/2015 10:06 PM
175	Increase frequency of the 26x and ensure an easy connection tips to the university district from Wallingford	3/22/2015 5:29 PM
176	Neither alternative provides good connections from lower Wallingford to Link. If you want people in Wallingford to ride Link then extend one of the 30 routes that goes via 40th to swing by the Link station via Pacific instead of routing through the UW campus a quarter mile away, on the other side of a massive, pedestrian-unfriendly three-way intersection. This seems like a no brainer - what do you have against Wallingford residents?	3/22/2015 4:18 PM
177	I have no suggestions for this. Without the increase in frequency of Alternative 1, I see Alternative 2 as "same [stuff], different day". If the connections to new light rail services have the same unreliability and high latency of today's service, the new services are mostly irrelevant to me.	3/22/2015 2:18 PM
178	More buses on route 73. It is always crowded when leaving downtown or the U-District to head to North Seattle neighborhoods.	3/22/2015 1:31 PM
179	Bus stops go through light rail stations, but until you have more stops or streetcars, you need the buses	3/22/2015 1:23 PM
180	Why not have both? Try it out. You cannot have too much mass public transit.	3/22/2015 1:02 PM
181	I think it is important to keep more coverage and to keep in mind that even with the two new light rail stations, there will be a lot of distance between stations where buses are still the only feasible transit option. As I mentioned above, the 43 and 48 on 23rd are already often overcrowded during peak hours, and reducing the frequency of the 43 without increasing the frequency of the 48 in those hours would probably make this worse for passengers on this stretch.	3/22/2015 12:00 PM
182	Again, I would look for outside influence from cities that have working (And excellent) bus systems.	3/22/2015 11:32 AM
183	If you're going to reduce the 43 service, you need to do a better job of staggering the 43 and 48 times so that the 2 different buses don't arrive at the same time leaving a gap of 30 minutes without any bus.	3/22/2015 9:40 AM
184	Connect Wedgwood (that means 35th Ave between 75th and 85th) to View Ridge / Hawthorne Hills and the U District.	3/21/2015 6:17 PM
185	Keep schedules the same all day, every day. Peak/weekend changes are extremely confusing for riders.	3/21/2015 12:34 PM
186	i think we should be adding more and being less modest w/ the changes if possible so im a stronger advocate for option 1	3/21/2015 10:54 AM
187	Not sure if this plan included removing some service from Montlake (?) but please don't do that! There are more college students sharing houses here than you might think.	3/21/2015 9:22 AM
188	The best option would be increasing frequency of busses while maintaining the current geographical coverage. I'd rather increase service given the choice of only one.	3/21/2015 6:45 AM
189	Please keep the 16 on North College Way/Meridian Ave.	3/21/2015 1:00 AM
190	More frequent service	3/21/2015 12:58 AM
191	Please keep at least one non-freeway route similar to the current 66.	3/21/2015 12:15 AM
192	I'm really not sure. All of the neighborhoods that I wrote about needing access to for Alternative 1 would still apply here.	3/20/2015 11:32 PM
193	I wouldn't improve Alt 2. I would scrap it.	3/20/2015 7:55 PM
194	Not bother with it.	3/20/2015 2:13 PM
195	Just go for Alternative 1. It's better.	3/20/2015 2:02 PM
196	Have a direct route to Microsoft's Redmond campus	3/20/2015 1:57 PM
197	Looks like the County is pushing the person taking the survey towards alternative 1. Surely a more expensive option. How about the County does alternative 1 at the same cost as alternative 2 while reducing overhead in other areas?	3/20/2015 1:48 PM
198	Stop the small amount of consolidation and revision that remains in this alternative. This is almost beneficial to the region's transportation, and moving more in this direction could actually result in improvements.	3/20/2015 1:29 PM

199	Make sure there are still multiple stops along Eastlake Ave.	3/20/2015 1:26 PM
200	You cannot make one neat little package work for everyone. You're catering to Seattle and screwing the Eastsiders. We do not all live in the same demographic areas. My taxes have been paying for lightrail for years in King County I have never used. I take a bus to and from work in downtown Seattle (Westlake) to Brickyard PNR five days a week. That's 10 times a week. Now, you're asking me to be flexible and create an even longer commute than what I'm enduring already. I want to get on a bus and go home and get there without it taking over an hour. I only live 15 miles from downtown Seattle, seriously! Quit catering to Google and Amazon.	3/20/2015 1:25 PM
201	I understand the hesitation to make big changes, but Alternative 2 is leaving too much of a bad system in place. We need the kind of changes in Alternative 1. I would suggest making Alternative 2 at least a bit more like Alternative 1. The biggest issue is frequency. Long waits mean many people choosing to drive, and a worse experience for those like me who put up with it. Also, ideas like making the 26 express and rerouting the 16 are important. Long local routes are too unreliable. We need more expresses.	3/20/2015 1:21 PM
202	Pay for it with the same pass system that covers Metro busses.	3/20/2015 12:25 PM
203	As much of a grid as you can make out of it, still keeping decent frequencies	3/20/2015 11:47 AM
204	I would keep the direct rout from Green Lake to Redmond as the light rail service doesn't solve that in any way, and there are no other good options in this plan.	3/20/2015 11:04 AM
205	Extend Bus Route 246 to Clyde Hill/ Yarrow Freeway Station.	3/20/2015 8:44 AM
206	Nothing comes to mind.	3/20/2015 8:26 AM
207	Increase the frequency of Route 71, all day and weekend service.	3/20/2015 8:06 AM
208	I have already figured out all the ways that I will get to use the new light rail service. Using existing buses, walking and using the new streetcars. I am excited about the present new alternatives that will be available (with Alternative 2). Alternative 1 takes away my flexibility and does not offer any benefits.	3/19/2015 9:49 PM
209	I think this achieves the goals of the concept very well. I'm concerned about the routing of 73 along University Ave. which is the slowest of the current routes through the U-district. I think adding other transit improvements along University (bus priority at lights, say) would be necessary to reap the full benefits of the plan.	3/19/2015 9:26 PM
210	Retain #30 from the Sand Point area to and along University Way NE during the day.	3/19/2015 8:04 PM
211	I suppose this is less disastrous than alternative one because of geographic coverage/less route cuts or consolidation, but please please keep direct service 72 between u-district and lake city!! Including nights and weekends even if it is every 30 minutes or every hour.	3/19/2015 7:50 PM
212	Please add more explanation about Ballard	3/19/2015 7:48 PM
213	I have no particular suggestions for improvement.	3/19/2015 7:03 PM
214	Make it more like alternative 1. :)	3/19/2015 6:02 PM
215	Why don't we use the concept of shuttles - short neighborhood routes that connect the neighborhoods to the bigger better transit hubs that have lots of service and capacity! And our east to west service (which could play into a shuttle and hub concept) has never been well developed. As an example 145th St. NE. (and 145th Ave. N and 145th Ave. NW) is a major arterial east to west, but service between Lake City Way and Aurora Ave. N. on 145th. is pretty non-existent. I'm sure that will change when light rail starts coming further north, but even from Lake City Way to the I-5 freeway now, that major corridor seems under-utilized.	3/19/2015 5:47 PM
216	I would prefer Alternative 1. I think an interconnected service is the best idea.	3/19/2015 5:01 PM
217	There seems to be a lot of redundancy in the UW area, and It seems like some of that could be combined to free up resources to provide better service between NE and NW seattle. I would eliminate the southern part of 73, and connect it with U Link station. I would eliminate 43 entirely, as it's completely redundant with 48 and 8.	3/19/2015 4:55 PM
218	Same things I said before - get your head out of your ass and stop thinking that connections to light rail are the fucking answer. They work for some, but if people live in Capitol Hill or Montlake you can't cram everyone into the light rail station - it'll make it miserable for everyone. And you can't expect people to walk 7-10 blocks just to take a bus that then forces them to take a transfer. I don't know what idiot came up with this plan but he or she needs to have their head examined. It's a terrible idea that radically restructures a section of the system working reasonably well based on conjecture and hype.	3/19/2015 3:52 PM
219	Parter with other commuting services (like the UW's Health Sciences Express, perhaps)?	3/19/2015 3:32 PM

220	alter the bus lines that operate near the UW station and the University station, but do NOT cancel them.	3/19/2015 3:16 PM
221	Reduce network to 1/2 mile "increments" & intersections along arterials in order to increase frequency along major routes	3/19/2015 2:56 PM
222	Try and increase frequency as much as possible	3/19/2015 2:37 PM
223	More frequency	3/19/2015 2:27 PM
224	reduce time between buses during congestion.	3/19/2015 2:25 PM
225	Make it more like Alternative 1.	3/19/2015 2:11 PM
226	Sand Point to downtown needs more service direct.	3/19/2015 1:57 PM
227	The light rail service is too far for me to access so I'm not pleased with the deletion and reroutes of my normal buses when I have to rely on them daily.	3/19/2015 1:48 PM
228	Breaking the 48N from 48S and through routing the 48N to the 271 is a good concept and should be considered for alternative 2	3/19/2015 12:29 PM
229	Do Alt 1 for 545 route.	3/19/2015 11:14 AM
230	Not sure	3/19/2015 11:01 AM
231	No Comment	3/19/2015 10:37 AM
232	Bring back the 48X or cut into two service lines.	3/19/2015 10:27 AM
233	Please DO NOT ELIMINATE bus service (routes 66/67) on 5th Ave NE. It's too hard to get to the Northgate Transit Center or to Roosevelt, and if you do get to a bus stop on Roosevelt it will take forever to get to the Northgate Transit Center. I've had four hip replacements and I can't walk as far as I'd need to in order to get to a bus stop on Roosevelt or the Northgate Transit Center. It's a really dumb idea to eliminate bus service on 5th Ave NE.	3/19/2015 10:01 AM
234	I would offer at least one more route between the UW Link station and University Ave/15th/Roosevelt Way. Only having one bus route servicing that connection is likely to cause an incredible amount of crowding, more so than already exists on the 71/72/73.	3/19/2015 9:39 AM
235	More attention to NE corridor: Lake Forest Park, Kenmore, Bothell, Woodinville, and Juanita and Kirkland. More capacity at park and ride lots in Kenmore and Bothell and others that fill up early. This could be parking structures or additional sites. Easier access to park and rides by bike and better bike facilities. Although I lean more in the direction of Alt. 1 than Alt. 2, I think the best answer to your question of which is preferable is "Both." It should not be an either-or choice. We need more transit of the kind envisioned in both alternatives.	3/19/2015 8:46 AM
236	South Lake Union is the fastest growing employment neighborhood in Seattle. It has minimal affordable parking and using transit is expected for employees. Many workers there live in north seattle neighborhoods but there is not direct transit except the 70 that doesn't require going downtown first which adds a good 1/2 hour to the commute. I live 5 1/2 miles from work and this plan will make me transfer once and walk at least a mile of that distance to make connection. It's ridiculous.	3/19/2015 8:38 AM
237	Have one route from further north than the University District that went local to South Lake Union.	3/19/2015 8:09 AM
238	I think there needs to be more frequent service as well as everything that Alternative 2 has. For me, Alternative 2 affects me more than Alternative 1, especially since most of the bus routes affected by any change in Alternative 1 do not concern me.	3/19/2015 2:08 AM
239	Increase frequency of service along main arterials	3/18/2015 10:46 PM
240	reduce fares by .50 cents	3/18/2015 10:14 PM
241	Connections with light rail just add more time to commutes for people who previously used a single bus route. Bad idea.	3/18/2015 8:54 PM
242	Why do we have to chose between the benefits of Alternative 1 (Frequent service) and the benefits of Alternative 2 (geographical coverage)? Our metropolitan area needs both. I would welcome an increase in my taxes to pay for this improved service.	3/18/2015 8:44 PM
243	N/A	3/18/2015 8:09 PM
244	hybrid between the two that kept a few more routes intact.	3/18/2015 8:09 PM

245	.....	3/18/2015 7:37 PM
246	I don't like alternative to as reasons stated.	3/18/2015 5:37 PM
247	Break apart the 48 route at the UWMC, as in Alternative 1 for example.	3/18/2015 5:08 PM
248	I don't think this is as good of an option as Alternative 1.	3/18/2015 4:37 PM
249	na	3/18/2015 4:25 PM
250	Improve the run of frequency (shorter wait times) every 15 minutes is perfect.	3/18/2015 3:31 PM
251	Tweak runs to connect better with each other!!!! Transferring between buses that "just miss" connecting is one of the most frustrating things about transit. My commute went from not quite a half-hour to nearly an hour the last time the schedule was "improved".	3/18/2015 3:15 PM
252	I have nothing to add	3/18/2015 3:13 PM
253	Utilize routes to access light rail better and more frequently thus giving you ability to have more coverage in areas that don't have frequent / available bus service currently.	3/18/2015 3:03 PM
254	Not sure.	3/18/2015 2:44 PM
255	Lake city to ravenna connection	3/18/2015 2:43 PM
256	All day/night service for current route 30/new route 16 to Sandpoint.	3/18/2015 2:42 PM
257	Keep the consolidated service on 15th Avenue NE. 15th Avenue NE is generally less congested and faster than Roosevelt (this is especially true now with the construction of the Roosevelt station at 65th). 15th Avenue NE is a main thoroughfare and losing service on it seems very short-sighted.	3/18/2015 2:37 PM
258	Light Rail is not here. Float these ideas once it is a reality	3/18/2015 2:34 PM
259	more frequent service	3/18/2015 2:24 PM
260	More express service for end of line or long haul locations. Current light rail stops too often between airport and westlake	3/18/2015 2:20 PM
261	Keep Rt 16 as it is.	3/18/2015 2:10 PM
262	Alter 542 or 545 to take some of the 242 stops on 148th.	3/18/2015 2:08 PM
263	Keep route 242 or at least increase the frequency of 542 during peak hours. Increase the frequency of 65, 75 and have it run until at least 1AM	3/18/2015 2:02 PM
264	Provide better access to South Lake Union from the Eastside via SR520.	3/18/2015 2:00 PM
265	More frequent service.	3/18/2015 1:37 PM
266	Decrease the number of stops to make the route faster.	3/18/2015 1:35 PM
267	same as Alternative 1	3/18/2015 1:32 PM
268	My main concerns right now (purely selfishly) are improved frequency of service for Ballard/U-district and Ballard/Downtown/Seattle Center. Whatever plan we go with I hope there is improved trip frequency in these areas so that buses will not be as crowded and missing a bus will not be as stressful when trying to get to work on time.	3/18/2015 1:20 PM
269	I could see it as an interim plan pending the completion of transit hubs and light rail, or perhaps as a fall back plan if trends change, but I think we need to lead the way to changing residents perception of transit as it fits into the overall plan of where to live and work and how to get from one to the other.	3/18/2015 1:19 PM
270	bring back the 48 express, and an express route to/from Ballard and U-District.	3/18/2015 12:48 PM
271	going to more central hubs and also better park and ride like in northgate need to be made better.	3/18/2015 12:44 PM
272	I live in Capitol Hill for me accessing the 49 is very easy, but i've lived in the Laurelhurst community for many years, and cutting of buses there really hurts. Yes they're less frequently used, but for an old person or anybody really to walk 6 blocks for a bus (especially in pouring rain) is absurd. Do not cut services to less frequented areas (even if it's only every hour on weekends, its needed), have more transit times in more frequented areas, try to find a balance.	3/18/2015 12:42 PM
273	Reduce wait times. Even 20 minutes would be an improvement.	3/18/2015 12:19 PM

274	Go further North.	3/18/2015 12:19 PM
275	My concern is this, I have a bus stop near my house, one a block away to the west and one two blocks away to the east. I do not want to walk 6 blocks to the light rail station that is west of me to go to the UW medical center. I wish that the 43 stays the same	3/18/2015 12:17 PM
276	Please see my response regarding Alternative 1	3/18/2015 12:08 PM
277	CONSIDER East/West routes!!!!	3/18/2015 12:07 PM
278	If possible, keep waiting times down around 65, 75, 32, etc routes where congestion is likely to increase due to the light rail.	3/18/2015 12:06 PM
279	Need frequent service from all neighborhoods to light rail station to make light rail usable. Link on 10 minute headways and buses on 30 minute headways is not a reasonable system.	3/18/2015 12:05 PM
280	I live in Greenwood and work at Husky Stadium so any way of having a direct route would be beneficial, otherwise it might make it worse for me if I had to transfer from bus to light rail.	3/18/2015 12:03 PM
281	Keep route 70's northern end as it is.	3/18/2015 12:02 PM
282	I know you cannot reduce the waiting time too much like option 1, but can 20-25min wait be feasible?	3/18/2015 11:55 AM
283	I understand the trade-off between wider coverage and more frequent service. As somebody who is without a car, I am mindful of the obstacles that can be in place without nearby busses. I am not sure how representative I am - willing to wait longer and/or walk depending on service, willing to adapt to the current configuration. Of course, the best long term plan would be to develop transit options that are not merely slave to traffic, like light rail!	3/18/2015 11:55 AM
284	Fix the transit isolation issue created by the lack of direct service between College Way N/Meridian Ave N and Wallingford and Green Lake (concept for routes 16 and 26X)	3/18/2015 11:52 AM
285	Keep route 75 and 65 running frequently	3/18/2015 11:51 AM
286	Again, nothing to say about North Seattle.	3/18/2015 11:50 AM
287	Nothing to suggest.	3/18/2015 11:49 AM
288	Not a fan of changing the 16 that much. I would love to see services retained North of 92nd, up to 105th. The 345 and 40 do not come often enough for me to feel comfortable that an alternate is possible.	3/18/2015 11:48 AM
289	I'm worried that this alternative would isolate Sand Point and Laurelhurst more than they are already.	3/18/2015 11:47 AM
290	Until light rail comes to Northgate, I see NO reason why ANY services to/from Northgate should be cut or diverted. The 16, 67, 68 would STILL be needed to get from Northgate to UW Medical Center, U Village, Fremont, Greenlake, Wallingford etc. The rejigged 73 is not a suitable substitute for the 68 - people needed to attend the hospital REALLY don't want to be changing buses multiple times, especially the elderly and disabled who are a large population north of NE Northgate Way.	3/18/2015 11:45 AM
291	nothing	3/18/2015 11:45 AM
292	Retain route 373X "express" 50 minute service from Shoreline to Univ of Washington campus.	3/18/2015 11:44 AM
293	You've already doing a great job of planning. Thank you for the chance to take this survey, and good luck with the changes! Mary	3/18/2015 11:41 AM
294	I'd like to reiterate my idea for a bus service that would fill in the gap left by the 43.	3/18/2015 11:40 AM
295	Add more service. The 71/72/73/74 are already very crowded going to downtown from the U-District as it is.	3/18/2015 11:38 AM
296	Keep efficient service between university district and downtown to serve those whose destinations are not within walking distance of Husky Stadium station.	3/18/2015 11:35 AM
297	Keep frequent bus service like the 71, 72, or 73 along the Ave to Downtown until the new light rail station opens up at the UW Tower. The route/corridor is so heavily used, I think it would be a mistake to not keep frequent service along that line.	3/18/2015 11:32 AM
298	Don't know. Alternative 2 decreases frequency for the 43 which is my primary bus for both work and leisure activities downtown.	3/18/2015 11:31 AM
299	NA	3/18/2015 11:31 AM

300	From my perspective I'd improve Alternative 2 by turning it into Alternative 1.	3/18/2015 11:25 AM
301	Alternative 2 looks like a better option.	3/18/2015 11:25 AM
302	It doesn't make sense to go through campus at peak travel times.	3/18/2015 11:25 AM
303	Remember that for Northeast and Northwest Seattle, there is not an positive impact from light rail for people commuting to the main UW campus until the other stations open in 2021.	3/18/2015 11:24 AM
304	Improve the express connection between major linkages and improve feeder/collection systems.	3/18/2015 11:24 AM
305	Frequent, all day service from Greenlake to Northwest Hospital medical center (and UWMC to NWH)	3/18/2015 11:23 AM
306	Maintain multiple alternatives between Northgate and campus - not just near campus.	3/18/2015 11:20 AM
307	Maintain frequency of main routes.	3/18/2015 11:19 AM
308	Same suggestion as above.	3/18/2015 11:13 AM
309	If it were closer to/from home.	3/18/2015 11:10 AM
310	We don't need more frequent service on the 242, the cadence is just right. Six buses between 6am and 9am running to Overlake. Six buses between 3:30pm and 6pm running to Ridgecrest. The concept of a "consolidated, frequent network of service" sounds great, but if it means killing a popular, targeted, highly efficient route, then your concept is making things worse, not better.	3/18/2015 10:53 AM
311	This option seems to limit service way more than option 1.	3/18/2015 10:07 AM
312	I'm not sure; I prefer alternative 1.	3/18/2015 9:59 AM
313	More frequent service.	3/18/2015 8:34 AM
314	Build the Light Rail out to Redmond OTC. Direct connection outweighs transfers every time.	3/18/2015 8:20 AM
315	needs to be much closer to alt 1	3/18/2015 1:19 AM
316	With more frequent trains between DT Seattle and U District, passengers would be able to adjust their travel times to catch the bus with less waiting time (using Internet planners or applications or information screens at the bus stops). But the frequent service on Link should be guaranteed and waiting time for the train reduced to 10 minutes	3/18/2015 1:05 AM
317	Don't f*** with Route 16. Add a new route if more service is required in Green Lake.	3/18/2015 12:16 AM
318	I would consider replacing the 25 Laurelhurst loop with a shuttle (mini bus) instead of a full sized bus.	3/17/2015 7:47 PM
319	Keep the 372 connection to the Woodinville P&R. That would allow me to take the bus to Bothell/Woodinville for work since most of the jobs are in the area where you are cutting service.	3/17/2015 7:10 PM
320	Again, retain the 72 or reroute some other bus to go through the U District on its way to Lake City. Why is the Lake City neighborhood getting shorted in both of these plans?	3/17/2015 3:35 PM
321	I would keep portions of the current 71 which sweeps through neighborhoods north of NE 75th and also serves the View Ridge area. I don't see that the proposed 68 on 40th NE does this very well.	3/17/2015 2:47 PM
322	I am not as interested in more coverage than I am frequency	3/17/2015 2:13 PM
323	more frequent bus 65	3/17/2015 1:19 PM
324	I would a single route that connects east Green Lake with Phinney Ridge. I would add a single route that connects Phinney Ridge with Wallingford. I would also add a single route that connects Greenwood/Phinney Ridge with Eastlake/SLU, especially during peak hours. Add more frequent east-west routes.	3/17/2015 11:53 AM
325	I think the concept behind Alt 2 isn't tenable. We need to aggressively build around University Link and leverage its reliability and speed gains, not maintain the status quo.	3/17/2015 11:38 AM
326	Increase frequency on route 545 during peak hours	3/17/2015 9:33 AM
327	NA	3/17/2015 9:25 AM
328	Combining concepts together based upon the needs of the community and making the entire transit user friendly across the network.	3/17/2015 7:07 AM

329	I honestly haven't really digested alternative 2 that much - in my mind alternative 1 is just clearly superior. That said, if you do end up going with the less enthralling alternative 2, I think that the focus needs to be upped on those east-west connections.	3/17/2015 1:21 AM
330	Do whatever you want with the link light rail, I don't care -- I might use it to go to the mall on weekends occasionally. Just don't mess up the 545's off peak time. Having the 545 run off peak makes it so people don't have to sit in completely clogged traffic on the 520. It's insane to remove the off peak hours.	3/17/2015 12:07 AM
331	Keep route 72 and route it to the UW station or have route 372 go down Montlake Boulevard to the UW station.	3/16/2015 9:54 PM
332	Is there any way to improve frequency of service? 30 minutes is a long time to wait for a connection.	3/16/2015 9:31 PM
333	taking advantage of light rail should mean better cross town routes and letting light rail take the burden of going north/south. My crosstown route will still inefficiently meander through slow streets burning up the time savings rail would have garnered.	3/16/2015 6:10 PM
334	I think Metro needs to provide options for people who want to go downtown using a 1 bus trip and for whom rapidity of service is not a top priority.	3/16/2015 5:12 PM
335	I would not support option 2 - the key is high frequency.	3/16/2015 5:10 PM
336	I'd ask Mitch McConnell to order the US military to storm Olympia and not let anyone leave until taxes were raised sufficiently to pay for a transit system that is both frequent *and* comprehensive.	3/16/2015 4:44 PM
337	extend some trips to downtown.	3/16/2015 4:06 PM
338	Wait and make changes when light rail goes to the east side before making people have to walk extra miles and transfer multiple times to get between key locations like Redmond and Green Lake.	3/16/2015 4:04 PM
339	Maybe keep the 48/271 interline with the originally planned split.	3/16/2015 3:32 PM
340	As I say, Frequency is better than Coverage to me but I think 6 blocks is the max for walking, transferring OK. No coverage within six blocks is not so good.	3/16/2015 2:28 PM
341	More frequent ST 542	3/16/2015 2:23 PM
342	I would not select this Alternative as I think it would spread Metro too thin. The two most common complaints I hear from people that do not use bus service is that the bus does not come frequently enough and that it takes too long to get from place A to B. I do not think this alternative would address either problem.	3/16/2015 1:57 PM
343	There is no planned light rail connection between the north and east sides. I'm assuming you're removing this north route because the ridership is sparse until Northgate. If so, move the 242 route to the east (to 15th NE). By having it run within 1-2 blocks from the highway, you're losing potential riders to automobile transit. Certainly no one is crossing I-5 to catch it. Move it to 15th NE, where there are far more eastside commuters.	3/16/2015 12:53 PM
344	If light rail is faster to get to CenturyLink even when taking a connecting bus from Greenlake, then consider providing a direct bus to the UW lightrail station. Maybe it already does, I didn't actually check because that seems unlikely to be faster than the 26 or 16.	3/16/2015 12:50 PM
345	No changes.	3/16/2015 12:47 PM
346	Make it easy to get from lower Capitol Hill to Bellevue, Ballard, The University District, or Queen Anne.	3/16/2015 12:45 PM
347	Just add more frequent buses on already existing routes.	3/16/2015 12:39 PM
348	Keep 242 or provide some option that doesn't make my commute from Maple Leaf to Redmond significantly longer	3/16/2015 12:35 PM
349	keep 542 to connect the U-District with MS Campus	3/16/2015 12:29 PM
350	Maybe keep the 73 local, and transfer to the light rail if you are looking to go quickly downtown? The 66 currently makes it a short walk to South Lake Union, drops you next to REI, and provides great service to Eastlake. In this new model you could take the 73 quickly downtown but wouldn't be able to access any of those areas without transferring.	3/16/2015 12:14 PM
351	Add a route between the Northwest neighborhoods and the U-District.	3/16/2015 12:14 PM
352	n/a	3/16/2015 12:14 PM
353	The light rail service does not extend to Northgate, so this proposal only extends my commute time by eliminating the 242 route.	3/16/2015 12:00 PM

354	If route 242 is deleted, is it feasible to extend route 542 to at least Northgate Transit Center via I-5 or 5th Avenue (if the latter, making limited stops along the way)? That way, Northgate to Overlake wouldn't require a transfer.	3/16/2015 11:55 AM
355	545 needs to run more frequently from 730 to 9AM. I find myself having to stand far too often on this bus in the morning. Keeping the route from capitol hill to Redmond allows me to live without a car.	3/16/2015 11:54 AM
356	Keep the 545 as it is or make it more frequent - it is already packed..	3/16/2015 11:52 AM
357	Need late option, an extra 65 @ 1:20 AM would be nice.	3/16/2015 11:51 AM
358	Need a bus that goes from Overlake to connect with the 44 that runs all day.	3/16/2015 11:47 AM
359	keep the 242	3/16/2015 11:46 AM
360	Keep 545. Currently I take 545 to 44 to get home to Stone Way and vice version.	3/16/2015 11:46 AM
361	Don't eliminate 242.	3/16/2015 11:33 AM
362	I wouldn't consider Alternative 2.	3/16/2015 10:53 AM
363	Expand rideshare programs, promote light rail	3/15/2015 8:21 PM
364	Cut the bus lines with low ridership, and consolidate the ones with infrequent weekday service (afternoons/evenings only), connect the ones with high ridership to the light rail. Make more direct, non-stop connection between light rail and buses to major destination points (shopping centers, hospitals, schools, libraries, entertainment sites, employers).	3/15/2015 5:03 PM
365	For routes that leave UW campus and go further north in Seattle (75, 372, 65, etc.), I would suggest having only one or two stops on campus and no stops or fewer stops until the bus passes UVillage (and maybe all the way). Many of the over-crowding issues are due to UW students who stay on the bus for 1 or 2 stops because they don't want to walk, making it difficult for commuters who have to go further than UVillage to get on the appropriate line.	3/15/2015 2:34 PM
366	Improve routes from UW that go further (Sand Point, Northgate, Wedgewood, Maple Leaf, or further north) by having them leave from one or two stops on UW campus and not have any stops until after UVillage. Have fewer stops, even. The idea here is to diminish the (large) number of UW students who get on for one or two stops because they don't want to walk in the rain, thus preventing commuters who need to go all the way up Sand Point to Northgate (75) or to Woodinville (372) from getting on a bus that's packed with people who don't really need that route (they could use alternative routes that have the same first few stops).	3/15/2015 1:55 PM
367	I need direct transport from Pioneer square where I live directly to Redmond. Currently, the 545 route goes through ALL downtown Seattle and then to CAPITOL HILL, which adds 15min to my commute every day. Plus there is no Wi-Fi on the bus, which is terrible for my productivity.	3/15/2015 12:35 PM
368	Keeping Route 71 as is.	3/15/2015 8:25 AM
369	Don't change Route 71 until 2021 when the Roosevelt Station opens.	3/14/2015 10:27 PM
370	Keep the #71 bus from Wedgewood/Bryant Ravenna to downtown Seattle until the light rail station opens in Roosevelt. The impact of truncating it to stop in Roosevelt is just too much. The Husky Stadium light rail station is just too far and inconvenient to expect people to transfer there to get to downtown Seattle, given that many people will have to walk longer just to get the bus that will take them to the light rail station.	3/14/2015 10:08 PM
371	The route 48 link between UW Link Station and Mt. Baker Station (along 23rd) serves a vital link between North Capitol Hill and access to the Light Rail. Currently, I take the 48 to Mt. Baker Transit Center to access the Light Rail (northbound or southbound). Once the Link Light Rail is complete, from Downtown, I envision taking the service all the way to UW then transferring southbound on the 43 or 48 and getting off on North Capitol Hill (Aloha). Alternatively, when I return from the Airport, I plan to get off at the Mt Baker Station, then catch the 48 northbound, as this will take less time, then all the way to UW and then south bound.	3/14/2015 3:52 PM
372	Retain service via route #72, at least during the week, or create another route that goes from the bus stop by Fred Meyer to the University District Retail Core (the Ave) and stops on 65th ave NE as it goes south. Are we going to lose a bus stop on 130th outside Fred Meyer? This concerns me because Lake City Way is so hard to cross. This needs to be addressed if all buses are to be boarded on Lake City Way	3/14/2015 2:57 PM
373	Do not know.	3/14/2015 11:30 AM
374	More frequency and more coverage	3/14/2015 11:24 AM
375	I'm not sure about that at all.	3/13/2015 6:09 PM

376	Keep rts 71x/72x/73x the same	3/13/2015 4:52 PM
377	N/A	3/13/2015 3:52 PM
378	Consolidate service from 5th Ave NE and 15th to Roosevelt for 10 min all day headways. Frequent east/west connections between neighborhoods.	3/13/2015 3:43 PM
379	retain route 72, and retain the current configuration for route 73. these routes in their current configuration provide significant local service and do not conflict with the new light rail service in any way that I can see.	3/13/2015 3:31 PM
380	The biggest issue with any revisions will be how the City and transit entities deal with the vehicle traffic. I will only know what route and transit combinations work best once I have some experience riding from home to work and seeing how long it takes. For example, the old bus routes I used to take from West Seattle to Seattle downtown and Capitol Hill (the 21X and the 54X) were very efficient and useful to me-- minimum to maximum ride times were 25 to 60 minutes (60 min on a very, very bad traffic day, which was not often). Now my ride takes 60 minutes minimum, and I can no longer catch the bus near my house. Without considering timed or coordinated light systems and dealing with the freeway car feed (mostly cars getting on) the bus system will just sit in traffic like everyone else. This is a grounded, concrete concern.	3/13/2015 2:29 PM
381	Woodinville Park and Ride has space to park if you delete route from Bothell UW and Woodinville PR, there are no space to part on Bothell UW.	3/13/2015 1:26 PM
382	N/a	3/13/2015 1:01 PM
383	I would focus on improving public transit so that it is more attractive for people to use it.	3/13/2015 12:56 PM
384	Wi-Fi on buses	3/13/2015 12:36 PM
385	Once again ligh rail won't help me and hasn't helped me. I can't even catch a plane to the airport when I have to be there before 5AM.	3/13/2015 12:07 PM
386	Same as Alternative 1. I would add the frequent shuttle from 65th and SAnd Point, along SAnd point way to Montlake bridge and 520 every 5 to 7 minutes. Just have these buses go back and forth along this route.	3/13/2015 11:22 AM
387	More frequent service and longer hours of operation for major hubs.	3/13/2015 9:46 AM
388	Increase frequency of 25 and 43 and other vital neighborhood links to the UW light rail station.	3/13/2015 7:27 AM
389	Increase frequency of neighborhood bus coverage to link rail. This is critical in close in neighborhoods where there are no park and ride stations.	3/13/2015 6:54 AM
390	Create more frequent service corridors and access to link stations.	3/12/2015 11:07 PM
391	372 needs to go further on weekends! Particularly if deleting the 72.	3/12/2015 10:36 PM
392	Increase service between schools and the new rail service. Alternative 1 eliminates services from Stevens, St. Joe's, Holy Names, and more. Alternative 2 keeps it, but it could be higher.	3/12/2015 10:14 PM
393	I would move the bus stops closer to the light rail station at Husky Stadium.	3/12/2015 8:49 PM
394	No ideas at this time.	3/12/2015 5:35 PM
395	Use 15th street instead of the Ave for more buses.	3/12/2015 4:33 PM
396	Glve up on Alternative 2.	3/12/2015 3:37 PM
397	I wouldn't improve Alternative 2: I don't see it as viable at all. It's not a real proposal; it's just the status quo but with less service. But it's still a pig in lipstick.	3/12/2015 2:35 PM
398	n/a	3/12/2015 2:21 PM
399	Again I'll keep current route and schedule till Northgate statio opening. This way, you can centralized bus service from Northgate to different area and may change bus route that is taking similar route as light rail. We have just voted to pay to keep current service in the last election. By doing what your propose actually CUT service to North Seattle residents. I do not understand why you can not wait till light rail connects to Northgate.	3/12/2015 1:56 PM
400	Nothing to say, I like alternative 2 as is.	3/12/2015 1:34 PM
401	I like the idea of consolidating the 70s. With the light rail, we no longer need multiple routes connecting UW, Capitol Hill, and Downtown. Turning the 49 and 70-74 into feeder routes that connect people to rail stations is a good idea. Don't mess with existing service that doesn't route to one of the rail stations. I'm OK with infrequent service for long trips, if I can plan ahead for it.	3/12/2015 1:10 PM

402	Keep routes extended to the S Jackson St area. It's hard to tell, but it looks like more of the bus service ends in mid-downtown area. I really like how there's a transit hub associated with the King Street Station (Sounder & Amtrak) / International District Light Rail Station / Pioneer Square area. Please make sure bus service continues to extend to this hub. Make sure there's enough service connecting Eastlake (Lake Union area) to downtown Seattle (including all the way to Pioneer Square) and Eastlake (Lake Union area) to U-district. The 70 may accomplish this (if it extends to Pioneer Square / International District), but it's hard to tell if this will help the capacity. It seems like both the 70 and 66 are in high demand during peak times, and not just for people traveling through the Eastlake area - lots of people get off at the major stations (Lynn St, Harvard, etc.) along Eastlake (Lake Union area).	3/12/2015 12:43 PM
403	Make it more friendly to get from Bellevue to Wedgewood without having to wait 30 minutes for a connection.	3/12/2015 11:46 AM
404	My improvements to Alternative 2 would be to implement Alternative 1.	3/12/2015 11:37 AM
405	Find a compromise between Alt 1 and 2 that addresses the concern of the majority.	3/12/2015 10:58 AM
406	More coverage in areas where people would catch buses on their way to train stations, not less.	3/12/2015 10:58 AM
407	More frequency.	3/12/2015 9:04 AM
408	During peak times provide less of a network & during off peak times provide more of a network	3/12/2015 8:01 AM
409	I would increase the frequency of the 75.	3/11/2015 10:23 PM
410	Scrap plan 2 and go with the substantial changes in Alt 1	3/11/2015 9:31 PM
411	I like some of the new lines that are introduced, but I like how Alternative 1 simplifies the University District service routes.	3/11/2015 4:51 PM
412	Maintain a connection from North Seattle/Jackson Park/Shoreline to the Eastside. One connection is doable, two connections is unrealistic. I don't understand why route 242 is being considered for deletion, it services Shoreline to Redmond and the new light rail will have no effect on that route.	3/11/2015 4:08 PM
413	If the buses will be coming less frequently, there may be more people who just hop in their car and drive to the rail station, or drive on to their destination. For this reason, ensure ample parking at the rail stations, so at least the drivers will be inclined to use the rail. This should help reduce congestion.	3/11/2015 1:38 PM
414	I would improve bus connections to the UW light rail station. It would be great if some fast busses went straight to the light rail station, perhaps down 25th or 35th avenues.	3/11/2015 1:21 PM
415	Keep the 16 route, add a stop in Fremont and have it run up Dexter.	3/11/2015 12:27 PM
416	not sure	3/11/2015 12:01 PM
417	Make it more like alternative 1 is a great way to make alternative 2 better.	3/11/2015 11:37 AM
418	30 minutes of waiting time is too long. 10 - 15 minutes is about the length of time before I begin to think how long I have been waiting, before I begin to find other ways of getting to where I need to.	3/11/2015 10:49 AM
419	Take a longer term view with more planned approach	3/11/2015 10:47 AM
420	I much more prefer Alternative 1, so uh, make it more like that.	3/11/2015 10:38 AM
421	Keep the 73 running up to 145th or at least 125th	3/11/2015 10:19 AM
422	Have one bus regularly go all along Madison from Lake WA to Pill hill and then veer off to down town (pretty much like present). Have one bus go regularly from Madison/East John to new Capital Hill Light rail (to UW).	3/11/2015 9:44 AM
423	More frequent service on key Children's <=> Light Rail route.	3/11/2015 9:24 AM
424	no recommendations at this time	3/11/2015 8:47 AM
425	Have direct connections between the light rail, buses along 25th (68, 372) and buses to east side (271) for easier transfer.	3/11/2015 8:39 AM
426	Not much room to improve it given the constraints - I much prefer Alternative 1.	3/11/2015 8:05 AM
427	Keep Route 43 service at current frequency to ensure that commuters can get to light rail stations easily	3/10/2015 9:17 PM
428	In general, make it more like Alt. 1, but include/maintain some of the most desired aspects of Alt. 2.	3/10/2015 8:48 PM
429	I don't prefer this alternative.	3/10/2015 8:27 PM

430	I would include multi-neighborhood stops that take into account safety for bus users over convenience of time. Safety should be of paramount importance.	3/10/2015 7:32 PM
431	I would implement Alternative 1 instead.	3/10/2015 6:59 PM
432	nothing to add	3/10/2015 5:26 PM
433	Need a reasonably fast route between Bryant and Seattle Center.	3/10/2015 4:41 PM
434	Can't think of anything.	3/10/2015 4:39 PM
435	Continue Service on 16 and 26 bus far into downtown along third or fourth Avenue	3/10/2015 2:46 PM
436	More bus connections to light rail.	3/10/2015 2:03 PM
437	By consolidating service into fewer frequently-served corridors (i.e. by doing Alternative 1 instead).	3/10/2015 12:32 PM
438	Simply put more people are riding metro, and miles driven in a car are going down. We need to shift money from roads to transit.	3/10/2015 12:25 PM
439	Direct service from Wallingford to husky light rail station	3/10/2015 11:38 AM
440	The UW light rail connection does not improve my transportation, as it's more efficient to go the the Westlake stop and then take a metro bus to Fremont/Wallingford. The buses between Fremont and UW are too infrequent for me to consider going to UW first.	3/10/2015 11:18 AM
441	Need close connection of light rail and a bus going to bryant / wedgwood / viewridge !	3/10/2015 11:09 AM
442	Nothing.	3/10/2015 9:48 AM
443	Specifically increase frequency of bus routes that connect directly with light rail, while keeping other bus routes at lower frequency.	3/10/2015 8:18 AM
444	I do not care about making connections to the light rail service. I shouldn't have to make any connections at all to get to downtown Seattle. Like I have stated before, until light rail comes to the Eastside, leave our service alone. In the evening, I want the 311 to take me straight home to the Woodinville park-in-ride. Please for goodness sake, we are not getting off the freeway to drop folks off at the Brickyard park-in-ride and then get back on the freeway, heading to Woodinville, in which we have to travel through the podunk city just to get to the Woodinville park-in-ride. Why don't we discuss making this route more efficient first, instead of creating some new hot mess express.	3/10/2015 8:13 AM
445	Be very careful about scheduling the timing of routes to minimize wait times.	3/9/2015 10:16 PM
446	I would change Alt 2 into Alt 1. Frequency before coverage.	3/9/2015 8:44 PM
447	I really wouldn't change much than what is proposed.	3/9/2015 8:40 PM
448	Not sure. But whatever can be done to shorten the distance between the buses and trains at UW station would be great. Perhaps consider adding realtime arrival info for trains near the bus stops by UW station, and realtime arrival info for buses in the UW Link station.	3/9/2015 8:27 PM
449	What do you define as North Seattle? Where is your boundary?	3/9/2015 8:15 PM
450	No one in the NE quadrant is getting any advantage of light rail service. How in the world am I suppose to get to the light rail station? This is absurd. All my tax \$ is being pissed away.	3/9/2015 8:11 PM
451	Direct Greenwood to Bellevue bring back the 48x!	3/9/2015 7:03 PM
452	No idea	3/9/2015 5:56 PM
453	it sounds great - preserves what we like about the bus and doesn't add new burdens. I'm a heavy bus user and I know how to get around with the current servuice - having to walk mroe for faster service seems like it oputs long term residents at a disadvantage and is perhaps playing towards a younger audience that you are lrying to lure out of their cars? this FEEDS the existing gentirficaiton and most of us long term residents want to SLOW it down or at least lead newer residents into supporting the existising strengths of our community.	3/9/2015 5:34 PM
454	I don't care, i use the 48 to get to the University district.	3/9/2015 5:22 PM
455	I would keep at least hourly service on the #25 route, but I would like to add Saturday service as well.	3/9/2015 4:24 PM
456	Include a late-night route along Roosevelt Way NE at least once per hour.	3/9/2015 3:34 PM
457	Same as my solution for alternative 1.	3/9/2015 3:14 PM

458	Better coverage for NE Seattle north of the U. District (Lk City, Wedgwood, Sand Pt.) and easy transport to light rail for us in the NE Seattle areas.	3/9/2015 3:07 PM
459	Keep both bus lines running at their current schedules, or how is anyone in Montlake/Portage Bay, the closest actual communities to the light rail station, going to get any benefit from it without increased access to the station? Bus service needs to minimally stay the same to make the light rail stop gain it's full potential, otherwise it will be a squandered opportunity for our community to want to take light rail anywhere.	3/9/2015 3:01 PM
460	Okay with expanded coverage, but make the stops further apart. Every 2 blocks is extremely inefficient and slow, people can walk a bit further to a stop.	3/9/2015 2:51 PM
461	If I was coming from further south catching the light rail is reasonable but if I have to drop my child off in Madrona it makes no sense to go all the way downtown to catch the light rail then transfer to the bus. There has got to be a better way for those that would likely have to take 2 or 3 connecting buses to get north.	3/9/2015 2:48 PM
462	The benefits of the limited places light rail serves do not offset the degraded bus service. Bus service is more useful and valuable than light rail will be in my lifetime.	3/9/2015 2:42 PM
463	more coverage might be good but longer wait time might counter the benefit of the link rail.	3/9/2015 2:41 PM
464	I'm not in favor of Alt. 2 if it means reducing frequency on key routes. I like Alt. 1, it just needs some tuning.	3/9/2015 2:19 PM
465	Adjust some of the routes that go downtown (for example, 72 and 73) so that instead of going downtown in traffic, they go to the Husky stadium. Once they get from north of NE 45th street, they go to campus and then downtown. Why not go from around NE 45th street to the Husky Stadium station instead? My main ideas for improvement of Alternative 1 would be along those lines. There's no need to delete routes that go downtown rather than shifting those portions of the routes to meet the light rail station.	3/9/2015 2:17 PM
466	Don't do it. Alternative 1 is much, much better.	3/9/2015 1:35 PM
467	More frequent North-South routes for buses that are already standing room only.	3/9/2015 1:21 PM
468	Literally keep all the schedules the same. Cutting access along 24th ave E is a failure to see the need to actually INCREASE access so people can take the new light rail station more often (because it is so poorly placed no one actually lives by the UW Hospital --- the nearest Montlake home is already 0.25 miles away, so we need bus access to get there to even use it).	3/9/2015 1:01 PM
469	Peak afternoon/evening travel through U Village and the UW area more often than not means a lot of standing-room-only rides, so increased frequency and use of double-sized buses for routes traveling through these areas at afternoon peak would be a huge improvement.	3/9/2015 12:04 PM
470	Expand, until midnight, the hours 372X runs on weekends.	3/9/2015 10:36 AM
471	maintain service frequency to 15th Avenue NE and 145th street	3/9/2015 10:26 AM
472	You do not want to provide bus service. concepts are great -- but in reality real people will suffer.	3/9/2015 10:08 AM
473	Direct buses to the link stations from all over the city, just like the buses used to be routed to the hubs of the UW and Downtown, now the Light Rails should be the focus, as a hub.	3/9/2015 10:02 AM
474	Keep some routes on 15th.	3/9/2015 9:55 AM
475	By tossing it and implementing Alternative 1 instead.	3/9/2015 9:17 AM
476	improved frequency. Wait time is the worst in the winter and often discourages me from taking public transit.	3/9/2015 9:14 AM
477	Expand light rail throughout Seattle neighborhoods.	3/9/2015 9:12 AM
478	Not sure it effects travel to & from Seattle from the South End	3/9/2015 9:06 AM
479	More connectivity to University Link Station along 25th/Montlake. You are NOT taking advantage of connections with new light rail service.	3/9/2015 8:31 AM
480	establish direct bus connections from eastside to major hospitals in downtown seattle	3/9/2015 5:44 AM
481	I would sacrifice some routes entirely if it would create opportunities for extremely frequent all-day routes elsewhere, especially serving those who would benefit the most from affordable public transit.	3/8/2015 9:58 PM
482	To put this bluntly -- the location of the University Stadium station renders light-rail access from most of Northeast Seattle worthless until Link comes farther north. The restructuring described in both alternatives is, literally, ahead of its time. Don't make these changes until the Roosevelt Station is available.	3/8/2015 9:23 PM

483	See response to Alternative 1.	3/8/2015 9:23 PM
484	So long as service is not eliminated from a region, I believe it is more important to maintain reliable service in high-traffic corridors. I would recommend making most of the changes in Alternative 1 with the possible exception of preserving service in Laurelhurst and Montlake, so long as those routes are sufficiently utilized to provide justification for their existence.	3/8/2015 9:19 PM
485	Increase frequency. Every 30 minutes is not sufficient. While I wait for the bus, and then for the link, I could have just driven to Cap Hill or downtown.	3/8/2015 8:29 PM
486	This alternative doesn't serve the needs of this area nearly as well as alternative one.	3/8/2015 6:26 PM
487	I think the light rail service being built right now really is not going to help my neighborhood. If anything, it is likely to draw a lot more traffic to the Husky Stadium area for people embarking and disembarking. I think the Roosevelt station and Northgate station will be more helpful. I don't really understand what alternative #2 will mean. I just hope I don't need to stand as much when I commute.	3/8/2015 6:25 PM
488	I would add service between Ballard and Sand Point (a direct NW to NE route).	3/8/2015 3:40 PM
489	Service that follows exactly the line of link is excess ie southern route of 8. if cut 66 there would be no route to east side of SLU which services the Cancer Care patients, Plymouth's low-income housing for disabled and disabled veterans, not to mention the tourists going to REI and workers to tech and amazonia.	3/8/2015 3:00 PM
490	Increase east-west service.	3/8/2015 11:16 AM
491	It's hard to know until I see or experience the outcome. My current concern is where would I park my car to take advantage of the northgate light rail. Parking as is @ Northgate transit center is usually full. Will there be enough parking to handle ridership you anticipate and will that parking be close enough to the light rail and given it rains here for months how far would I need to walk in the rain and would there be a place to wait that has coverage. I'm concerned about the bus drivers being overworked , longer routes, not enough breaks for, being stressed resulting in how customers are treated. you are not asking questions that have differentiated this city's service and care from other large cities where drivers are surly because their routes are too long, and not enough time is allowed to reach their destinations with ease. good luck in keeping the important values a trade mark of Seattle along with the speed of service the alternatives are designed to meet.	3/8/2015 9:08 AM
492	No comment.	3/8/2015 3:24 AM
493	A lot of jobs are in the Fremont and West Lake Union area. There should be a good connection between Ravenna and there.	3/7/2015 5:14 PM
494	Perhaps consider a crosstown shuttle (maybe at NE 95th Street or 110th) so that residents could access buses along Sand Point Way, 35th Ave NE or Lake City Way if they want to get downtown without having to change to light rail in the U District. Students going to Nathan Hale, Jane Adams and other nearby schools could ride the shuttle instead of school buses and perhaps grow up with a public transportation mentality. Other shuttles would probably help other neighborhoods especially those where the streets are hilly, there are no sidewalks and corner visibility is poor. Walking a half mile or more to get a bus is not safe in many north-end neighborhoods. When the light rail reaches to Northgate, many north-end neighborhoods will still have issues getting there unless crosstown transit improves.	3/7/2015 5:09 PM
495	How about having only folks who ride buses more than they drive vehicles make the decisions? Or at least participate strongly in the design?	3/7/2015 3:16 PM
496	More NE Seattle routes that end at the LR station.	3/7/2015 2:56 PM
497	Keep frequency the same for route 75.	3/7/2015 2:45 PM
498	Park and ride. this needs to improve. especially for red line buses. no where to park - that is safe. that's why i don't use it. it would be so much faster, but there is no place to park. so when you consider how fantastic this would be, you have to consider how are people going to get to the bus stops and where are they going to park. because a lot of people will be driving to the bus stop. there is no way to avoid that in this city. widen your focus, it's not just about the bus/light rail. it is also about how people get to it. especially for people who take a route home at night, have to park somewhere or walk somewhere. it is not safe i will be driving my car.	3/7/2015 2:16 PM
499	Eliminate route 43	3/7/2015 2:11 PM

500	I think one concern either Alt 1 or 2 is increasing the distance people will have to go to take public transit. That could turn some people. Crossing Roosevelt, 5th and 15th as a pedestrian in some areas is not great. It is hard for motorists to see pedestrians, especially in low light/night. Another potential concern is ensuring that connections and frequency of service are improved. If people feel they have to wait too long or it takes longer in the bus, they will probably take their car. Ensuring strong connections between the light rail and NE neighborhoods will help increase its use and public transit in general. Of course much of these changes are somewhat temporary since the extension of light rail will be going further north and will be improving transit options.	3/7/2015 1:07 PM
501	Make your parallel routes such that they are 1-2 miles apart and even though they run every 30 minutes, their schedules vary by 15 minutes (e.g., one leaves at 1:05; the other leaves at 1:20, &tc.). In this way the Metro bus rider can determine and elect to walk to one or other based on personal schedule s/he is trying to keep utilizing transit bus service.	3/7/2015 12:44 PM
502	Provide frequent easy connection from UW light rail station to NE Seattle destinations	3/7/2015 12:24 PM
503	if the goal is to cater to able bodied commuters , bravo! you have done an excellent job! For your mid day riders -- seniors, mothers with strollers and infants/toddlers and the like, well we've been shafted once again	3/7/2015 12:19 PM
504	Keep Route 66x. Consider that people will be using light rail for more than simply commuting, such as to and from airport and evening downtown and Seattle Center activities. If people have to wait at Husky station for a connection that will then leave them walking a far distance at night or with with luggage they will drive it use a cab/Uber.	3/7/2015 12:09 PM
505	Frequent 15 min service to 92nd St in Seattle (either Ravenna, 25th, 35th, or Lake City Way and 95th)	3/7/2015 11:53 AM
506	Neither plan looks horrid for the north area. But #1 is fatal for North Capitol Hill. I know people who would have to sell houses and move if they had to walk up the steep hills to alternate routes. Distances aren't bad, but the planners don't seem to be thinking "in 3Dimensions" about the hills.	3/7/2015 11:46 AM
507	It wouldn't!	3/7/2015 11:24 AM
508	65 drops off by stadium station.	3/7/2015 10:25 AM
509	I would delete route 62 (as in Alt. 1) and use those service hours to improve the frequency of revised route 68.	3/7/2015 10:05 AM
510	increase the frequency of the buses running route 75. This is a popular route and fills up near campus.	3/7/2015 9:34 AM
511	I would prefer something closer to alternative 1 which provides frequent connection to many routes via the 16 and 372x.	3/7/2015 9:31 AM
512	Add a few 373 stops to make up for 73 not being on the same street (not necessarily all of them, maybe the 373 would take every other 73 stop, today it seems to be every fourth 73 stop).	3/7/2015 8:54 AM
513	What was alternative two? We need reliable, frequent service from north Seattle neighborhood centers to the UW stadium station (same bus comes every 5-7 minutes), especially at rush hour and commute times.	3/7/2015 8:53 AM
514	Make it more like alternative 1	3/7/2015 8:44 AM
515	Scrap it for Alternative 1.	3/7/2015 7:54 AM
516	Make it more like alternative 1, except keep service on 19th Ave and add service to 12th avenue	3/7/2015 7:46 AM
517	Increase weekend service. Increase "Feeder" buses from neighborhoods.	3/7/2015 7:01 AM
518	I take bus service service no matter what	3/7/2015 12:51 AM
519	Implement the 49 changes to make it more frequent and re-routed. Even if you can't do the whole thing, N Cap Hill is still in no-man's land with respect to the light rail stations and needs a way to get there.	3/7/2015 12:44 AM
520	No ideas.	3/7/2015 12:14 AM
521	I would have stronger east-west bus connections.	3/7/2015 12:09 AM
522	Moving bus stops to be as close as possible (1) to each other at transfer intersections, and (2) to actual destinations (such as significant retail centers, schools, and workplaces). Adding reverse commute runs on peak routes. Getting north- and west-bound routes to run remotely close to their schedules.	3/6/2015 11:29 PM
523	I wouldn't - ditch alternative 2 and adopt alternative 1. I want more frequent service.	3/6/2015 11:12 PM
524	set up connections between metro and light rail. But don't make transit more inaccessible.	3/6/2015 10:17 PM

525	implement Alternative 1	3/6/2015 10:13 PM
526	Make it easier for people to get to and from Capitol Hill without having to transfer at 3rd & Pine. That intersection is too close to Belltown to feel safe for a woman travelling alone.	3/6/2015 9:17 PM
527	Consider vans or mini-buses rather than full-size buses for neighborhoods like Laurelhurst that need service but do not have the population of users to fill a full-size bus. Use any cost-savings to extend service times to evenings and weekends.	3/6/2015 8:35 PM
528	See suggestions for improvements to speed and reliability noted in earlier answer.	3/6/2015 8:32 PM
529	I still think its most important to get people to the mass transit stations so they can use that method to get to the large hubs (DT, eastside)	3/6/2015 8:12 PM
530	Have a bus from Sandpoint area go to the Light Rail station!	3/6/2015 8:10 PM
531	add extra rapid E line services that support Sounders/Seahawks/Mariner events.	3/6/2015 8:03 PM
532	Same comment as in Alternative 1.	3/6/2015 8:03 PM
533	I would implement alternative 1.	3/6/2015 8:01 PM
534	Coverage, schmcoverage. People should be prompted to run trip planner for their main trips and most usual times, to compare old and new (alternative 2 and alternative 1) to learn whether they really have lost service, increased walking distances, or gained in speed, service frequency, etc. If they aren't prompted to get real about how the alternatives will affect them, they'll all just bellyache about how it works now and change will make it worse without knowing in fact what the impact on them will be. One should be required to do a comparison for a major trip (more than a mile) using alternative 1 and alternative 2. They can be given help or your staff or programs can do the work for them, but they should pay attention to the facts before they get a chance to waste other people's time at public meetings with their "NIMBY" attitudes and know-nothing obstructionism.	3/6/2015 7:57 PM
535	I fundamentally disagree with the premise behind this network. However, if I had to make it better, here's what I would suggest: - Every bus that connects with Link should have a frequency that's a multiple of Link's, and ideally with the same span of service. If Link's all-day frequency will be 10 minutes, then core routes should come every 10 minutes, while route with lower ridership should come every 20 or 30 minutes. Why is 20 minutes better than 15? Because of beat frequency. Imagine that a 20-minute bus departs UW Station after every other Link train arrives. A rider coming from Link will either have to wait 0 minutes (if there is a bus waiting), or 10 minute (if there isn't), for an average wait time of 5 minutes. With 15-minute frequency and no timed connection, a rider will have to wait an average of 7.5 minutes -- 2.5 minutes longer. Why pay extra for worse service? - Restructure the 5/16/26/28/71 as follows. The 5 takes Dexter to Fremont, then heads north to rejoin its current route. The 16 takes Dexter to Fremont, then 35th/Stone to its current route. The 26 is deleted. The 28 does not cross the Fremont Bridge, but instead takes 35th/Wallingford/40th/Pacific to UW Station. The 71 is extended to UW Station, using 65th/Latona/40th. These changes would create a new connection between Ravenna and UW Station. They would also improve connections between Fremont/Phinney/Greenwood, and would simplify service in general. No streets would lose service, although riders on the 28 would lose their direct trip to downtown. - Delete the 32, a route that largely duplicates the 31 and RapidRide D. Instead, upgrade the 31 to frequent service. Alternatively, truncate the 32 so that it only runs between Fremont and the U-District (basically a turnback version of the 31), and use the savings to upgrade the 31 and 32 to 20-minute service each (combined frequency of 10 minutes). - Modify the 75 to stay on NE 125th St, following the 41's route to Northgate TC. Extend the 40 along Northgate Way/LCW to the 41's current terminus. Terminate the 41 at Northgate TC full-time. This would simplify the network, since every Route 41 would have the same service pattern. It would also bring back a connection between Ballard and Lake City.	3/6/2015 7:50 PM
536	Make the buses more frequent - which is Alternative 1	3/6/2015 7:47 PM
537	Please considsder adding routes with direct access to Husky Stadium from NE Seattle via 25th Avenue NE and Sand Point Way.	3/6/2015 7:42 PM
538	I like alternative two. It meets my needs and allows me to get around with my disability.	3/6/2015 7:40 PM
539	Make it match Alternative 1!	3/6/2015 6:53 PM
540	Your operators are over paid for their level of skills and ability to interact with the public in a healthy way. Get the State of Washington to give King County the authority to roll back their compensation till they can meet performance tested levels of skill and humanity!	3/6/2015 6:22 PM
541	I don't know. Given the time schedules for light rail completions, I doubt it will be much use to me.	3/6/2015 6:19 PM

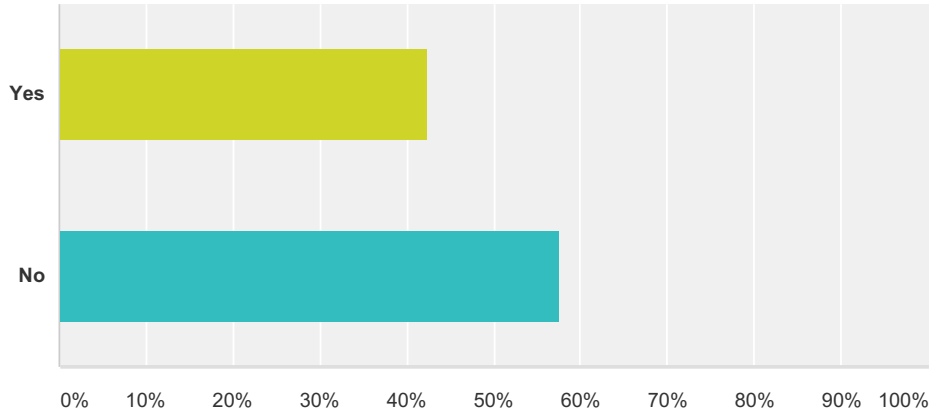
542	I would like to have frequent service, not just more routes going near my house. Frequency, as well as speed, are the two things that most influence my decisions to ride transit vs drive. I happen to live near a "consolidated" route, as you described in Alt 1, so there is really no benefit to me personally in Alt 2.	3/6/2015 6:17 PM
543	I don't know.	3/6/2015 6:04 PM
544	Alt 2 is so incremental that it really doesn't deserve a response.	3/6/2015 5:53 PM
545	I would go with alternative 1.	3/6/2015 5:51 PM
546	Most everything really. I don't like the idea of more waiting times. If one bus is late for some reason, then even more waiting times.	3/6/2015 5:50 PM
547	None I can think of.	3/6/2015 5:40 PM
548	Make 28/28X more frequent.	3/6/2015 5:38 PM
549	Keep the friggin 71 and 76.	3/6/2015 5:37 PM
550	keep the south half of the 66 as is!	3/6/2015 5:29 PM
551	I really think the 545 dogleg needs to be replaced with stops at the I-5 onramp for all trips.	3/6/2015 5:20 PM
552	not sure	3/6/2015 5:19 PM
553	Maintain 71 between U District and Wedgwood and terminate route at Campus PKWY NE. All other alternates involve dramatically more walking and travel time. Alternate 1 makes travel to University Ave prohibitive from Wedgwood. There's literally nothing there for us.	3/6/2015 5:17 PM
554	Bring back the 79!	3/6/2015 5:13 PM
555	Until the light rail service can reach the N. Seattle neighborhoods, the bus service has to remain broad coverage, with express and frequent buses taking commuters to the link rail.	3/6/2015 5:10 PM
556	Actually make some new connections with light-rail service	3/6/2015 5:09 PM
557	I don't like Alternative 2 due to increased wait times.	3/6/2015 5:01 PM
558	I am satisfied with Route 49 to the U District and can transfer, if necessary, to a bus to University Village. I won't use the link from Capital Hill to the U of W on the trolley. I prefer buses as they carry more people are more effective means of transportation.	3/6/2015 4:53 PM
559	have rapidline along 15th ave ne with faster connection to buses to Bellevue from uw	3/6/2015 4:51 PM
560	No ideas for improvement.	3/6/2015 4:45 PM
561	More frequent service along main corridors	3/6/2015 4:43 PM
562	71 is an essential route between downtown to Ravenna/Wedgwood/Sand Point commuters. I probably didn't read everything as well as I should, but please maintain a clear connection between these two destinations.	3/6/2015 4:34 PM
563	Again, have the bus Travel south all the way on 35th to 45th and North from 45th to 35th.	3/6/2015 4:30 PM
564	Keep the advantages that Alternative 1 provides, while making sure no areas with key locations are cut off. Maybe by modifying 48 or 49 and adding a connection through Montlake to the new University light rail station. And I would keep the stop on route 242 on 148th Ave NE by adding the 541 stop/route to the alternative 1 too, not just alternative 2.	3/6/2015 4:26 PM
565	As a person who does not own a car -- just implement alternative 1. Please. It would be a game-changer for public transit in Seattle.	3/6/2015 4:18 PM
566	Add some options for us eastsiders please	3/6/2015 4:10 PM
567	Think it over more carefully and take into account the needs if all of your customers. Since you took away route 30 during the day I do not have convenient, time sensitive access to my grocery store, my library, my grandchildren, my exercise class and other frequent destinations. I suggest the planners ride bus routes before they make decisions.	3/6/2015 4:08 PM
568	Well, I'd look long and hard at what the actual advantages of connecting to light rail are. the UW Link station is in a terrible place with terrible traffic for making connections. I'd likely wait until the 2021 extension of Link to integrate the two systems fully. I'd also start by looking into improved service north of 65th. Both alternatives are the same or worse for timing and both abandon 15th Ave NE creating a longer walk for multiple neighborhoods.	3/6/2015 4:04 PM

569	Haven't really thought that far yet. I don't usually travel that far but can ask students who do to see what they think.	3/6/2015 4:03 PM
570	I think it strikes that balance as well as it can. Anywhere that you can find to squeeze in a few more short, direct connections instead of long-haul routes will improve the flexibility of the web, but I really appreciate keeping distributed coverage.	3/6/2015 4:00 PM
571	Increase frequency of Rte 8 to allow connection with light rail from Queen Anne and Belltown without going through downtown	3/6/2015 3:58 PM
572	Keep the local 73 on 15th Ave. NE - moving it to Roosevelt will be a hardship for everyone in Victory Heights and Pinehurst who walk to catch the bus. Do you really intend for people to drive to a bus stop?	3/6/2015 3:52 PM
573	More frequent service. Given the poor location of the husky stadium station, the light rail will not be very useful until either the university district or roosevelt stations open.	3/6/2015 3:51 PM
574	Cannot have cake and eat it too, so it would be impossible to continue with similar service Consistency and frequency while implementing light rail to bottom-line costs.	3/6/2015 3:36 PM
575	better connection between Sand Point and UW Link station.	3/6/2015 3:32 PM
576	The new route 30/68 hybrid seems to not be all that useful. Along NE 75th St, it's an inefficient way to get the UW, especially for anyone living near Roosevelt Way, 25th Ave, or 35th Ave. Likewise along 40th Ave NE why not just take Route 65 instead. Also, the 71 shuttle along 65th doesn't seem hugely useful, since it seems it's main purpose would be shuttling people between the North-South routes (73, 68, 372, 65, 75) as opposed to travelling to any specific destinations.	3/6/2015 3:31 PM
577	No idea	3/6/2015 3:27 PM
578	Increase frequency of trips toward downtown.	3/6/2015 3:27 PM
579	More direct service to Downtown Kirkland	3/6/2015 3:27 PM
580	again -- why nothing that goes along sandpoint/montlake and connects to the light rail station?	3/6/2015 3:24 PM
581	have 65 stop nearer Link station	3/6/2015 3:23 PM
582	Have more buses that go TO where the rail locations are, then it's just one transfer. This seems like a way to keep it slightly more convenient for people in suburban areas while those actually in the highest traffic zones will suffer.	3/6/2015 3:20 PM
583	The corridor between 35th and Lake City Way, especially north of Wedgwood, needs more consideration. There seems to be a lot of east-west connections being made from the U-District to Wedgewood/Green Lake at the expense of north-south routes.	3/6/2015 3:18 PM
584	Consolidate more routes to focus on frequency and on-time operations instead of prioritizing geographical distribution.	3/6/2015 3:14 PM
585	I would be sure that a route would continue north of 92 around Northgate Way to the transit center.	3/6/2015 3:09 PM
586	I can't improve it. The improvement is to go with A1, having the fortitude to weather all the public complaints that will result from having to possibly walk farther to a line. The general public often undervalues all day frequency when it comes to transit lines.	3/6/2015 3:07 PM
587	Having frequent service from the Link Light rail station up Sand Point Way (including NOAA) that doesn't involve going along University Way. Besides a direct route up Sand Point, another route could run from the Link Station up the west side of University Village to North 50th and then follow the existing route of #30.	3/6/2015 2:56 PM
588	Light rail does not help South Lake Union / Eastlake areas. This plan has no advantages for me, only disadvantages. No access from Northgate to Eastlake without multiple transfers will make me have to consider driving to get to and from work in a timely manner.	3/6/2015 2:53 PM
589	More Eastlake options.	3/6/2015 2:53 PM
590	More frequent, reliable service.	3/6/2015 2:48 PM
591	Frequent service is key.	3/6/2015 2:45 PM
592	Keep the 255/256 treatment from Alt. 1. This would allow for easy transfers between 255 and light rail while still maintaining a 1-seat ride from Kirkland to downtown during peak.	3/6/2015 2:44 PM

593	Don't know, do Alternative 1 instead? ;-)	3/6/2015 2:41 PM
594	None	3/6/2015 2:41 PM
595	Scrap the plan and go with #1.	3/6/2015 2:40 PM
596	I'd like more frequent rides, but I understand there's only so much you can do.	3/6/2015 2:36 PM
597	On time service that gets people to work on time. Currently bus drivers on care if they are downtown before the half hours not about the people who have to catch a nother bus.	3/6/2015 2:36 PM
598	WORK WITH UNIVERSITYOF WASHINGTON TO RUN PEAK PERIOD TRIPS IN THE E1 PARKING LOT(BUS ONLY LANE) DIRECTLY TO CONNECTION WITH LINK LIGHT RAIL STATION.	3/6/2015 2:12 PM
599	ignore it. Do Alt. 1 instead.	3/6/2015 1:11 PM
600	Keep direct north-south routes between Jackson Park or Shoreline and the U District along 15th Ave NE. Feeder routes to Northgate will only cause more congestion and crowds from the Northgate station.	3/6/2015 1:04 PM
601	Why you can't just fuse the 67 & 68 routes to form a loop between Northgate and the UW is something that has baffled me for years. It's such an obvious thing to do, and that way you would maintain the important street links along NE Northgate Way, Roosevelt between NE Northgate Way and 75th, 75th to 25th, and the rest of the loop along Stevens Way, through 11th up to 5th and back to the Northgate transit Center.	3/6/2015 12:27 PM
602	Increase 11 frequency, break 8 at Madison Valley & MLK, and extend to Madison Park.	3/6/2015 11:48 AM
603	To do so little to expand frequency while only preserving token coverage on infrequent portions of the network is practically unconscienable. Any and all possibilities for improving frequency on core corridors, expanding the grid-like nature of the network to improve cross-town trips and network legibility, should be undertaken. If some compromise between Alternative 1 and Alternative 2 is the ultimate destination, one would hope it would lean much, much, more heavily toward the former. Any concessions to retaining the status quo layout of the network (as basically proposed by Alternative 2) should be limited to corridors with the highest density of destinations and residents, AND that already have at least nominally frequent service.	3/6/2015 11:47 AM
604	See my comments for Alternative 1.	3/6/2015 10:59 AM
605	Delete Routes 25/62 and reallocate elsewhere. Revise routing of Route 68.	3/6/2015 10:49 AM
606	Less downtown connections (we should be using link), more neighborhood connections and connections to light rail.	3/6/2015 10:32 AM
607	Delete the 43, split the 48, re-route the 49 to Madison as in Alt 1, cut the 12 to hourly and possibly truncate it at 15th, send the 73 straight down Roosevelt then to UW Station, keep the 48N on 15th (or else move it to the Ave instead of Roosevelt), send the 62 to the 76's terminal, truncate the 11 at Capitol Hill Station.	3/6/2015 10:14 AM
608	dead on arrival	3/6/2015 10:12 AM
609	Keep the Route 73 to Pinehurst!	3/6/2015 9:07 AM
610	Option two seems nice but I cannot think of a way to have my cake and eat it too. Option 1 is probably better overall but option 2 seems less scary because it is less of a change in the near future.	3/6/2015 9:02 AM
611	I'd opt for Alternative 1.	3/6/2015 8:47 AM
612	Route 68 does not seem to provide a lot of additional coverage, so its resources could be re-invested into improving frequency on other routes. Maybe moving the 73 to UW Station instead of downtown would also allow more frequent service, although there is definitely a trade-off between faster service (in some directions) and more frequent service.	3/5/2015 10:39 PM
613	Provide service on Ravenna Avenue at NE 92nd to either connect to the Light Rail at Husky Stadium or don't cancel # 72.	3/5/2015 10:24 PM
614	Improve service frequency and bus-train transfers.	3/5/2015 6:52 PM

Q15 Would you like to give us feedback on changes being considered for the Capitol Hill and Central Area, including Montlake and Madison Valley?

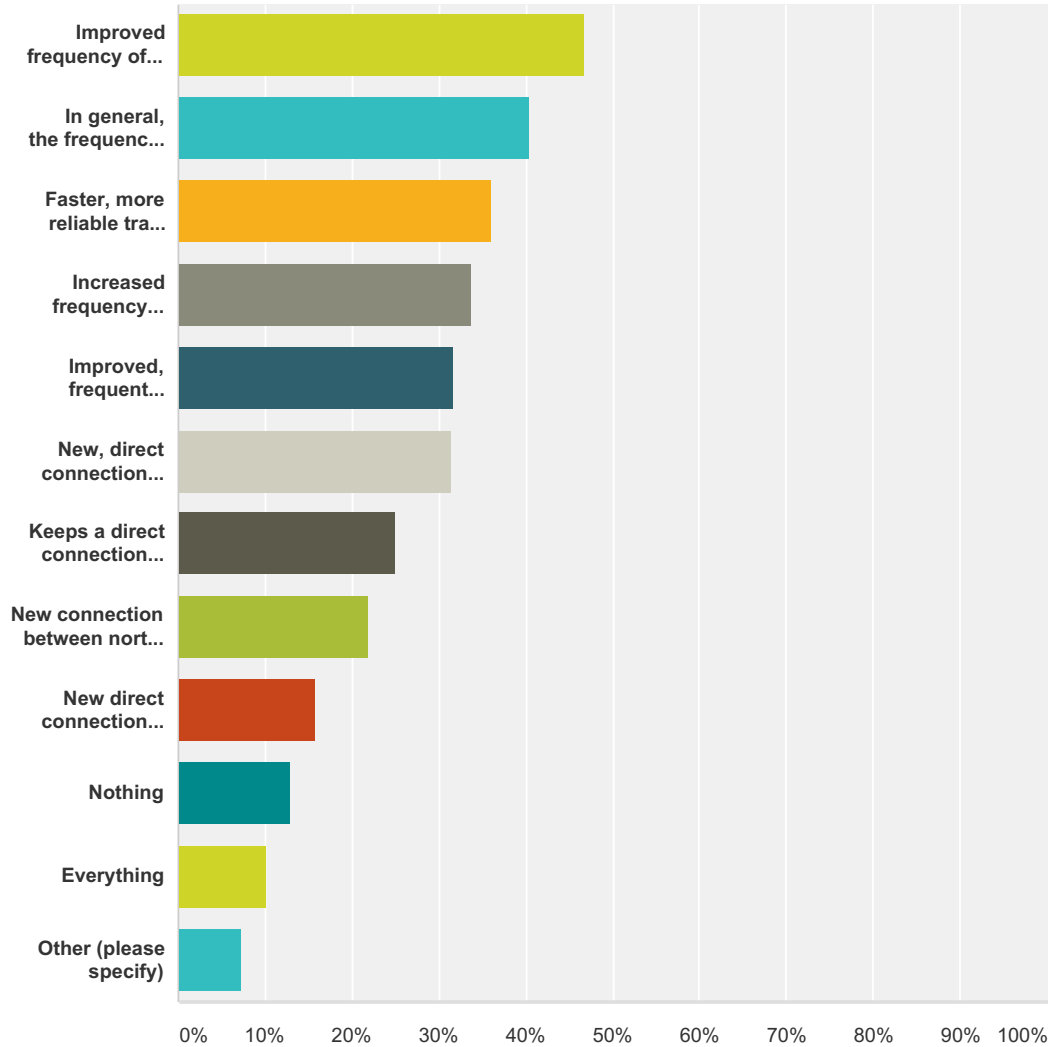
Answered: 4,498 Skipped: 2,061



Answer Choices	Responses
Yes	42.40% 1,907
No	57.60% 2,591
Total	4,498

Q16 What do you like most about Alternative 1 on Capitol Hill and in the Central Area? (choose up to five)

Answered: 1,508 Skipped: 5,051



Answer Choices	Responses
Improved frequency of all-day service connecting Madison Valley, Capitol Hill, Denny Regrade, South Lake Union, and Seattle Center (concept for Route 8)	46.75% 705
In general, the frequency of service in this network concept	40.45% 610
Faster, more reliable travel times between Capitol Hill and northeast Seattle	36.21% 546
Increased frequency between southeast Seattle, the Central Area, the University of Washington, and the University District (concept for Route 48)	33.89% 511

Improved, frequent all-day service along Madison Street between Broadway and downtown Seattle (concept for Route 49)	31.83% 480
New, direct connection between Madison Valley, E John Street, and Link light rail at the new Capitol Hill Station (concept for Route 8)	31.56% 476
Keeps a direct connection between the Central Area – along Martin Luther King, Jr. Way – and Link light rail at the new Capitol Hill Station (concept for Route 38)	25.07% 378
New connection between north Capitol Hill and Madison/Marion corridor (Concept for Route 49)	22.02% 332
New direct connection between Rainier Freeway Station, First Hill hospitals, Seattle Central College, and Group Health on 15th Avenue (concept for Route 9X)	15.92% 240
Nothing	13.00% 196
Everything	10.28% 155
Other (please specify)	7.23% 109
Total Respondents: 1,508	

#	Other (please specify)	Date
1	It's actually less convenient for me, but it does seem reasonable to split the 48 route up -- it's such a long route as it is now.	3/31/2015 11:04 PM
2	I have never been inconvenience by the schedule on the 43	3/31/2015 6:31 PM
3	Keep Route 12 service. Run Route 11 on Madison from Ferry Terminal to Madison Park	3/31/2015 5:11 PM
4	Please keep #12 and #43 buses running to service North Capitol Hill	3/31/2015 4:52 PM
5	You're. Forgetting about the taxpayers in montlake	3/31/2015 4:41 PM
6	There are a few good features, but removing the route 12 is a deal-breaker	3/31/2015 4:05 PM
7	I use the 43 for a non-stop ride downtown all the time. You put the light rail station so far away from the residential homes of the north side of capitol hill it's impractical to walk/wait 20 min for a bus (48) to take me to a train so I can ride to downtown. I could still take the 48 but transfers are a pain.	3/31/2015 10:28 AM
8	See previous comments.	3/31/2015 9:35 AM
9	I need to get (without transfer) from Boyer/Newton to the University and downtown. I am worried the 43 or 48 service will change.	3/31/2015 8:47 AM
10	This option would eliminate service in some areas.... that's not an improvement!	3/31/2015 7:19 AM
11	na	3/31/2015 12:18 AM
12	The connections between central and southern Capitol Hill and Link light rail. That's the line of demand for service to UW via Link; that's what needs to be fed.	3/30/2015 5:37 PM

13	Generally, I have concern for any changes from Metro current service, UNLESS THERE IS AN INCREASE/IMPROVEMENT OF SERVICE (additional routes, frequency & buses). ANY PLAN THAT DELETES ROUTE 43 IS UNACCEPTABLE. ANY PLAN THAT REDUCES SERVICE TO ALL NEIGHBORHOODS, INCREASES WALK & WAIT TIME TO/FOR BUSES IS UNACCEPTABLE. Living in the west edge (7th to 8th Ave NE, NE 45th St to NE 47th St) of the U-District, using Light Rail is not really an option I will consider except for novelty from time to time or if going to SeaTac, which I never do. Both Alternatives appear to reduce service to my area of the U-District. I go to the Group Health area of Capital Hill (I call East Capital Hill) 2-4 times a week. Deleting route 43 or it's current frequency will be a burden for me. Using route 48 & 8 increases walk time 10 min and wait time 10-15 min (I've tested it the past 2 weeks). It takes me an average of 20 min of additional time from leaving my home to reach my destination in the Group Health area.	3/30/2015 2:40 PM
14	Will only work if i can get to light rail from Montlake at convenient intervals	3/30/2015 9:58 AM
15	Increased frequency of ST542, to cover off peak hours, is the only thing i like.	3/30/2015 9:15 AM
16	dividing Route 8 or Route "late"	3/30/2015 7:18 AM
17	I am retired so frequency is not such a big issue for me. I prefer keeping the routes that access my home, 43, 48 and 25.	3/29/2015 6:12 PM
18	I like the breakup of the #8. Remember there is a big hill between Madison Valley and Capitol Hill. I predict people who used to get the #8 on MLK will either walk to Madison (me), or will get the other bus and transfer. Point is the walk is on the flat. The alternate 3 being proposed provides 2 choices for those who catch the #8 on MLK -- walk straight up hill, or walk 4-5 block and catch a bus and immediately get off to transfer. People will quit the bus at that rate.	3/29/2015 12:13 PM
19	I already walk or use transit in the daytime. With Alternative 1 I would use transit for night-time events downtown, Seattle Center, and University District because of the increased frequency.	3/29/2015 10:58 AM
20	Faster, more reliable trips between Redmond / Kirkland and central Capitol Hill via transfer to light rail at new UW station (from routes 255 and 542).	3/29/2015 10:21 AM
21	The number of stops should outweigh frequency. People in the central District can use the Jackson St and International district light rail stations.	3/29/2015 12:58 AM
22	I don't want to see any cutbacks in the 49 going downtown from N. Capital Hill	3/28/2015 11:58 AM
23	Faster, more reliable travel times between Capitol Hil and northwest Seattle.	3/28/2015 9:53 AM
24	What about Madison Park?	3/27/2015 5:11 PM
25	There are some good features, but losing local transit negates those.	3/27/2015 3:48 PM
26	We need more buses on Capitol Hill. Many people are disabled and need the transit.	3/27/2015 1:53 PM
27	This is a dream come true!	3/27/2015 11:36 AM
28	I live in Montlake and take the 43 downtown and to stops in capital hill. This would be bad for me and for my 79 year old husband who takes the bus home every day between the University and Boyer. Changing buses would be extremely inconvenient as would a longer wait. Connecting to rapid transit in the u district would involve a long walk or a long wait to get there. WE have lived in Montlake for over 40 years and depend on the 43.	3/27/2015 10:11 AM
29	I like that it funnels riders to the newly available seats on Link potentially allowing busses to funnel people from smaller neighborhoods and maintain a high level of service to small neighborhoods.	3/27/2015 9:13 AM
30	I am not sure how to answer these questions. Metro needs to improve the bus frequency and connections between light rail and buses. In my case I want to get to Children's and with the soon to open light rail stations in UW and U District I could take light rail downtown or to Rainer Ave and get a bus home. But if these buses don't run frequently 7 days a week I end up having to drive to work	3/26/2015 11:42 PM
31	Frequency of service is key!!	3/26/2015 4:41 PM
32	It would take a lot longer because by the time I got to the Broadway link station I could have walked downtown. A lot of people use the 12 to reach Country Doctor Clinic, and there would be no way for those people to get there if they could not walk far.	3/25/2015 3:36 PM
33	I like the new 49 concept as it adds to the Madison corridor downtown. Southbound passengers have many destinations and this change will not result in most of one load unloading to be reloaded onto another bus. Northbound passengers board at many different locationss as well, and the university District	3/24/2015 11:40 PM

34	It attempts to ensure the new service hours on Link are useful to the entire system. The lack of common understanding between the two systems regarding transfers and locations of stations make it difficult to ensure that there is an actual improvement. The new plan for the 49 has real potential to add to the system and improve rider experience. That is the only real improvement that I see. Otherwise, many passenger loads will be loaded and unloaded unnecessarily often and the loss of the 12 leaves a real hole in the service on Capitol Hill.	3/24/2015 5:29 PM
35	You're trying to sell your plan even as you're offering a "survey" of people's wishes. Your survey seems dishonest, like you're a shill or something.	3/24/2015 3:51 PM
36	New access to light rail is an inherent benefit for the neighborhood	3/24/2015 2:42 AM
37	Makes light rail the centerpiece of Seattle transit.	3/22/2015 11:26 AM
38	There is no 47 service in this alternative, and you have not restored the service levels to central buses such as the 10, 11, 12, 43, 47 and 49. All of these routes have suffered greatly under the management of current King County Metro. The "Capitol Hill to Madison Marion Corridor" is just a reboot of the old 7, which was stupidly removed years ago by King County Metro. It's return is long overdue. Restore multiple bus stops along Pike eastbound for routes heading into Capitol Hill. The current situation of only stopping at 2nd and at 7th is ridiculous, dangerous, and creates more anger and resentment in my opinion of King County metro than most anything else because it shows how little you value central ridership. You're too busy decorating your nice new suburban buses, in an idiot attempt to convince Issaquah and Woodinville they ought to be riding commuter buses. If they wanted it they'd vote for it - which the resoundingly did not. Meanwhile, we that live in the central city of Seattle get services cut after we vote overwhelmingly in favor of more buses.	3/20/2015 5:39 PM
39	Define " all day service"	3/20/2015 3:13 PM
40	My main concern is catching the bus at Pine/Pike and being able to go downtown, or back up to Capitol Hill from downtown. Right now the frequency is very good for that area, between the 10/11/43/49. However, going back up the Hill, I don't feel the frequency is as consistent. It seems a group of buses will come, then a long 10 minute stretch, then another big group. It would be better (and it sounds like Alternative 1 may improve this) if there was less wait between buses going up the hill.	3/20/2015 9:17 AM
41	More frequent service for the route 11	3/20/2015 7:33 AM
42	Would the 49 concept duplicate the First Hill trolley if it ever starts up?	3/19/2015 10:02 PM
43	Current routes and alternatives give me lots of choices to use light rail on Capital Hill.	3/19/2015 9:59 PM
44	This plan has many merits, but it does not work for our bus needs. The 12 takes me to my office (1st and Madison) and also along the medical centers on Madison for appointments. Losing the 12 in Plan 1 will mean I am no longer able to bus to work easily. Also, losing route 43 connection to downtown Seattle would be a big loss. We use this bus for family trips to downtown.	3/19/2015 2:39 PM
45	I like the increased *span* of frequent service on the 8, I'm not a huge fan of the increased frequency during peak hours due to reliability problems on that route.	3/19/2015 11:32 AM
46	No Comment	3/19/2015 10:46 AM
47	Keep 545 running from Overlake Transit Center to downtown area as that is how i get to work please. I know 545 runs through Montlake so please keep that too. It's alot easier and benefits me going to work. Please don't change it.	3/18/2015 10:25 PM
48	This is a terrible idea. For anyone living in North Capitol Hill more than five minutes walk from the Broadway and John light rail station, this will mean longer commute times to the University District. I make this commute every single day. These buses are full every day, and most travelers from the UW to Capitol Hill get off the 43 more than 5 minutes walk before Broadway and John. Moreover, the walk from the UW light rail station will add an additional five minutes to my journey. I estimate that my daily commute from my house (16th and Republican) on the light rail will be 20 minutes LONGER than it currently is using the #43. This is not public transportation progress. It is a light rail boondoggle. Sincerely Robert Wood Professor, University of Washington PS. The same thing happened with bus route 194 which reliably took passengers from downtown Seattle to the airport in 30 minutes until it was cancelled because of the light rail. The trip now takes 40-45 minutes on light rail. Is this progress? The idea is that new transit systems augment the public transportation system, not replace existing components.	3/18/2015 8:55 PM
49	More frequent 49s between the university and Broadway	3/18/2015 5:16 PM
50	I take bus 43 to GH Capitol Hill only from the University of WA.Campus	3/18/2015 4:25 PM
51	As long as the 49 runs from Roy/Mercer to the U District every fifteen minutes, I'm good.	3/18/2015 3:24 PM

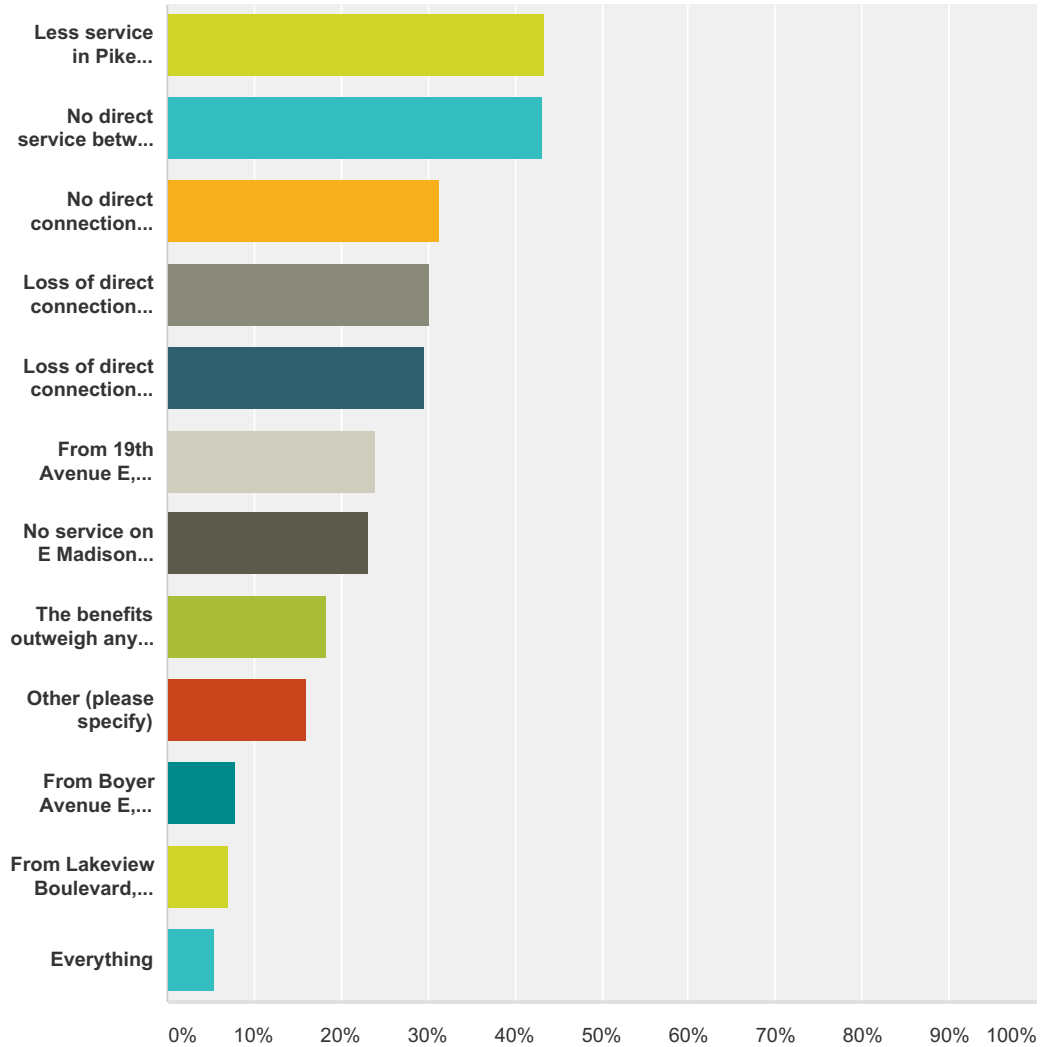
52	not sure	3/18/2015 12:19 PM
53	The eastern side of N Cap Hill gets screwed in this alternative - 12 and 43 gone means I have to transfer to get anywhere. This is a terrible plan for my neighbourhood.	3/18/2015 12:06 PM
54	These are very extensive and important changes - and sitting at work I really do not have time to go over every detail - but I offer this comment and thank you for the opportunity. To reduce service where there is duplication is one thing (e.g. buses coming up from downtown to capital hill) but to take out service entirely can really hurt people on the hill - the most densely populated area and still growing. And the buses can be packed coming up from downtown and packed going to Montlake (all the tech workers) and then the hospital and university workers. Light rail is long overdue but cutting too much until you can track ridership is going to be very hard on a lot of people. Tough job. Thanks	3/18/2015 11:54 AM
55	I gave my feedback already in the previous section; I was so mad about the 43 disappearing I didn't read the question properly.	3/18/2015 11:49 AM
56	My girlfriend works at the Dearborn Goodwill, and gets off work at 1am. The bus comes right at 1am, so she can't make it. Next bus comes at 2am. Any way to fix that? No way can she be safe at that bus stop for one hour, so she has to drive, but would prefer bus.	3/18/2015 11:43 AM
57	Reiterating the everything selection--I absolutely love this alternative! More frequent service; easier to understand network--it's all going in the right direction!	3/17/2015 10:52 AM
58	In Capitol Hills, it nice to have bus route 38 stop at the Hearing Speech and Deafness Center (HSDC) You are making different to the Deaf and Deaf-Blind Communities because bus route 38 provide a better connection between Seattle Lighthouse for the Blind and Seattle Deaf-Blind Service Center at the HSDC....thank you for doing it and hopefully public are strongly support to have alternative 1 into reality	3/17/2015 12:25 AM
59	I am so sorry but the proposed changes are very confusing and I am not sure how this will impact me so I don't have enough understanding to provide feedback	3/16/2015 12:30 PM
60	To make Seattle a world class city, we need more frequent and reliable transportation not only in Downtown, but to the neighboring regions. This is a good step in the right direction, with regards to frequency. Better use of the new network.	3/16/2015 12:21 PM
61	It's absurd that there the ability to have a freeway station at Montlake has been taken away with the 520 design. This was never addressed as to why in the draft EIS. There are nice new freeway stations on the eastside, but you have limited your ability to have connected transit from the eastside to downtown, with a short stop at Montlake, creating this tortured set of alternative plans that require people to transfer. I don't believe that this is a time savings.	3/16/2015 11:47 AM
62	Simplicity. Fewer routes at higher frequencies makes it easier to maintain a mental map of the transit system, allowing more flexibility and spontaneous trips (rather than elaborate route planning via schedule books and the online trip planner). In short, it makes transit use more like biking/driving in that I don't have to plan my life around Metro's schedule. Greater simplicity also makes giving transit a try less intimidating for new riders.	3/15/2015 4:53 PM
63	The route 48 link between UW Link Station and Mt. Baker Station (along 23rd) serves a vital link between North Capitol Hill and access to the Light Rail. Currently, I take the 48 to Mt. Baker Transit Center to access the Light Rail (northbound or southbound). Once the Link Light Rail is complete, from Downtown, I envision taking the service all the way to UW then transferring southbound on the 43 or 48 and getting off on North Capitol Hill (Aloha). Alternatively, when I return from the Airport, I plan to get off at the Mt Baker Station, then catch the 48 northbound, as this will take less time, then all the way to UW and then south bound.	3/14/2015 3:55 PM
64	What ARE the alternatives for the Capitol Hill area? I haven't seen them, I don't know what they are--where and how can one review them? I can't vote on them because I don't know what they are!	3/14/2015 8:39 AM
65	It looks like the 8 already provides a direct connect to the Link station on Capitol Hill	3/13/2015 11:20 PM
66	The 8 has serious timing problems. Shortening the route would increase efficiency, and the increased frequency would mean less crowding.	3/13/2015 6:41 PM
67	I still don't see anything about the buses from Kirkland.	3/13/2015 6:12 PM
68	What is Alternative 1 ?	3/13/2015 2:52 PM
69	There needs to be pick ups into Madison PArk. The seniors rely on that mode of transportation. It is not right to cut that service out and force people to use their cars	3/13/2015 2:42 PM
70	The fix of swapping the 545 to be a peak-only service and the 542 to be all-day, directly to light rail.	3/13/2015 10:16 AM

71	After providing desperately needed capacity on the city's most chronically overcrowded lines (hello, RapidRide), my biggest wish for Metro is to improve frequency and service hours between downtown and the heart of Capitol Hill. This sounds like it would achieve that goal.	3/13/2015 9:53 AM
72	Keep the 48 route from rainier valley to rainier beach	3/12/2015 2:18 PM
73	I live in Columbia City and work at Swedish Medical Center. I was eager to take the route #9 to work, but then found it was impossible because there is no weekend service or evening service after 7 pm.	3/12/2015 10:26 AM
74	You need to keep the quality of service you currently have for the number 9 and 60(on Broadway and the 49(to downtown from Broadway) but I don't believe this will be done as these buses aren't even listed . You've also made a comment that we in the future will know where the busses stop and the times. Don't we know now? You have listed bus stops and bus schedules. Busses don't stop where there are no bus stops.	3/12/2015 9:36 AM
75	The alternative plans are very confusing--difficult to comprehend	3/11/2015 11:46 AM
76	I hate everything about it. I like NOTHING about this plan and am mad I voted to fund it. It appears all benefits move to Broadway & everyone else is screwed. We don't need more transit to the retail core, it's everything else. You are also cutting mobility to elderly and less physically able.	3/11/2015 7:53 AM
77	No bus near madison park..we are not all rich with nice cars you know.	3/11/2015 12:53 AM
78	There should be some direct route from the Central District to the downtown shopping district. This appears to be missing in both Alternative 1 and Alternative 2. The current #2 routing is excellent.	3/10/2015 2:58 PM
79	I am really excited to see the 8 split off to go to Madison Valley and a separate bus for Rainier Valley. Need to figure out how to speed up the 8 on Denny. (No easy task, I know)	3/10/2015 2:45 PM
80	Alt 1 is very bad for my neighborhood. I live near 19th and Aloha. This proposal would get rid of both the 12 and the 43. I take the bus down to Montlake to connect to the 545/542. Today I can take the 43 or the 48. this proposal gets rid of the 43 so I have 1/2 as many ways to get to Montlake. This makes what is currently a convenient route into an inconvenient one. Getting rid of the 12 is also terrible for us as it is the way to get to the south end of downtown and the Seattle U area. The ULink is not a replacement because we don't live anywhere near either the Capitol Hill or University District ULink stations. This proposal basically takes what is a very friendly bus neighborhood, removes 1/2 the buses (the 12 and the 43) and doesn't replace them with anything. Please come up with something else.	3/10/2015 2:04 PM
81	I am not qualified to comment since I have only just perused the Alternative.	3/10/2015 10:52 AM
82	simpler transit system by removing unnecessary inefficient routes	3/10/2015 9:15 AM
83	Why decrease bus service when the goal is to have MORE people take public transit? My son rides the bus to high school: O'Dea on First Hill.	3/10/2015 8:15 AM
84	It's hard to believe that consideration is being given to eliminating the direct Madison Park/Downtown route that is so full mornings and evenings. This is a major commuter route and gets people who could afford to drive out of their cars!	3/9/2015 4:41 PM
85	Everything I read (or don't read) indicates that the 11 will no longer travel to Madison Park. If that is the case, there will be issues...	3/9/2015 3:09 PM
86	Keeping Route 11 the way it is now.	3/9/2015 2:16 PM
87	Need to keep the 25 & 43 running at their current schedules, or how is anyone in Montlake/Portage Bay, the closest actual communities to the light rail station, going to get any benefit from it without increased access to the station?	3/9/2015 12:40 PM
88	Please keep access from 15th & Pine to downtown (currently Routes 10 & 11 / revised Route 8?). I use that to connect to Route 77. It would be too far to walk from my workplace at 17th & Olive to the new transit station at Broadway & Denny. Thanks!	3/9/2015 11:52 AM
89	I am worried about what these changes will do to traffic to and through First Hill.	3/8/2015 6:31 PM
90	I like the increased frequency on the #8 (new #38). That's great.	3/8/2015 10:34 AM
91	Anything that makes it easier to travel to and from UW	3/8/2015 10:20 AM
92	Totally unacceptable because it ends the route #12	3/7/2015 11:52 AM
93	Don't cut bus routes! We need them!	3/7/2015 10:11 AM

94	number 8 is not affected to the central area; it looks like it goes at least to Madison Park anyway	3/7/2015 3:57 AM
95	mobility is a big question for me. I would NOT like longer distances between stops.	3/7/2015 12:43 AM
96	greater frequency would be great! Like when I was in Chicago.	3/6/2015 6:00 PM
97	I live in Madison Park. With the 15 minute or better service from Madison Park to the Capitol Hill light rail station, I won't have to time the bus when leaving to work, I can simply go walk to the bus stop and grab whatever bus comes next. Frequency is key. Then, taking light rail from Cap Hill to UW will be a snap. Love Alternative 1. I can also zip downtown super fast this way and have my choice of exits in the bus tunnel far faster than I can today. Great stuff.	3/6/2015 5:35 PM
98	I am not sure I understand the changes or know enough about the impacts	3/6/2015 5:20 PM
99	Route 8 definitely needs more frequent and more on time service. It's very unreliable now, leaving early or late on a regular basis.	3/6/2015 4:32 PM
100	I am concerned that you will change the express bus to the hospitals on capital hill. How can I take the light rail when there is no place to park?	3/6/2015 4:06 PM
101	Removes service on 19th Avenue E.	3/6/2015 3:58 PM
102	I live in Madison Park and you expect me to take 3 buses to get anywhere! I don't drive and I'm a senior and you want me to transfer twice, please think about what you asking!!!	3/6/2015 3:56 PM
103	I said no to this section and it directed me here anyway	3/6/2015 3:48 PM
104	Montlake Freeway Station to Kirkland direct	3/6/2015 3:29 PM
105	I would like a connection from Capitol Hill to University Village	3/6/2015 3:22 PM
106	I am worried that the Central Area is in the shadow of all the new transit and that if you take away some of our stops, we will have even less service than we do now. We do NOT have a quick, direct bus downtown!!! The 4 take forever as does the 14. The 27 has been almost eliminated! The only place we can get to quickly is the U district.	3/6/2015 3:08 PM
107	Faster frequency of Eastlake to Downtown and UDistrict through the 70 bus.	3/6/2015 2:43 PM
108	This bold plan is great. Frequency equals freedom, especially is this area with lower car ownership and all day/night ridership. Show up at the bus stop and go, no schedules.	3/6/2015 10:21 AM
109	need to maintain something on madison east of broadway or 15th. i dont see that listed anywhere here but i live on 27th... walking from 27th to 15th seems like a lot to ask to hop on a bus downtown. unless im just missing something here.	3/6/2015 8:37 AM

Q17 What concerns you the most about Alternative 1 on Capitol Hill and in the Central Area? (choose up to five)

Answered: 1,404 Skipped: 5,155



Answer Choices	Responses
Less service in Pike Street/Pine Street corridor (concept for routes 11, 43, and 49)	43.52% 611
No direct service between the University District and the top of Capitol Hill (concept for Route 43)	43.30% 608
No direct connection between the 24th Avenue E corridor and the new Link Capitol Hill Station (concept for Route 43)	31.27% 439
Loss of direct connection between Madison Valley and downtown Seattle (concept for routes 11 and 8)	30.20% 424
Loss of direct connection between the 24th Avenue E corridor and downtown Seattle (concept for Route 43)	29.70% 417

From 19th Avenue E, having to travel farther to access service on 15th Avenue E, 23rd Avenue E, E John Street, E Thomas Street, or E Madison Street (concept for Route 12)	24.00% 337
No service on E Madison Street between Broadway and 16th Avenue (concept for routes 11 and 12)	23.15% 325
The benefits outweigh any concerns I might have	18.30% 257
Other (please specify)	16.10% 226
From Boyer Avenue E, having to travel farther to access service on 24th Avenue E or Harvard Avenue (concept for Route 25)	7.83% 110
From Lakeview Boulevard, having to travel farther to access service on Broadway or Eastlake Avenue E (concept for Route 25)	7.12% 100
Everything	5.34% 75
Total Respondents: 1,404	

#	Other (please specify)	Date
1	Generally, I am concerned that Metro seems very high on the idea that express service and service with transfers (sometimes multiple transfers) is a substitute for local service. I don't think it is -- at least, not a very satisfactory substitute. For example, if I want to get to 19th & Galer (current end of the 12 line), how do I do that with the 12 gone? Walk from the 48? Have you ever walked up that hill? Or down from the 10 on 15th. Not a big deal, unless you have trouble walking (ill, mobility impaired), or you're carrying a heavy load (couple bags of groceries, perhaps), or have small children in tow. How about if I want to go from Montlake to Group Health? Right now the 43 is a direct run. So now I'll have to take the 48 and transfer to the 8. More standing around waiting for the bus -- especially as you can't be sure you'll make the transfer unless you get there plenty early. And if I have to be sure I get there at a specific time, I have to allow for two buses running late, so I have to leave even earlier, since I might miss the transfer connection. Faster, more frequent service is great, but it's not faster if you have to walk farther and/or make more transfers to get where you want to go. And people are much less inclined to use transit if it's not convenient -- enough with the Tayloristic talk of "efficiency"! Express services are good, but cutting routes so that the system goes fewer places isn't my idea of "more transit".	3/31/2015 11:04 PM
2	Loss of service on 19th. Loss of direct connection from MLK to Seattle Center. Current proposal does not provide for a direct transfer between the 8 and 38. Note:If the 8 and 38 overlapped along John between Broadway and 15th, it would provide the opportunity to get off and on at the same stops to transfer between the routes. If this were done with the 38 traveling north on Broadway to Aloha and the 8 turning around at Group Health, the 11 could continue its current route and the 8 would be shortened so it might be more reliable.	3/31/2015 10:12 PM
3	Please keep #12 and #43 buses running to service North Capitol Hill	3/31/2015 4:52 PM
4	I'm writing to express my disapproval in any alteration of the current 12 route. It's a vital link for working parents with children at Stevens Elementary, St. Joes and Holy Names to downtown Seattle. Please keep the 12 as is. Eric and Tina Anderson 931 20th Ave East	3/31/2015 4:48 PM
5	The 43 is the only way I can get to capital hill or downtown.	3/31/2015 4:41 PM
6	Please maintain a direct route linking the UW Light Rain Station to Capitol Hill. I cannot believe that Metro is seriously considering making people take 2 buses to get from the UW Light Rail station up to Capitol Hill. What about all the people who live in between these two destinations? What about older people who cannot drive and will be forced to wait out at bus stops or walk blocks to connections?	3/31/2015 3:58 PM

7	<p>On Broadway: While I support all of Metro's alternative 1 proposals on Capitol Hill, I would like to point out that there is absolutely no way that Broadway (especially south of Pine) has the physical capacity to support the both the Streetcar and the 49 at 10 minute frequencies in addition to the the existing 9 and 60 . You are courting disaster by attempting it. Already with just the 9 and the 60 it can sometime take quite awhile for two busses to be able to stop @ Broadway and Pine. This brings up another point: Metro is always talking about reducing duplication but in this case you are heaping it on. The 9 no longer needs to exist. All of it duplicates the streetcar or the 7. All of it. The route 49 of alternative 1 also makes the entire northern quarter of route 60 duplicative. Considering the congestion issues on Broadway that I mentioned a moment ago, it is even odder and less reasonable to not reconsider there routes right now in this phase. Additionally, it is simply a wasted opportunity. Rather than send every bus in Seattle down Broadway, why not use those resources to provide first-time service on Boren or 12th, both long-standing requests of the community?</p>	3/31/2015 3:31 PM
8	<p>I will have to go all the way to uw to get to the east side. That is pretty stupid.</p>	3/31/2015 2:53 PM
9	<p>43 is a pivotal route to downtown. Please do not eliminate.</p>	3/31/2015 12:45 PM
10	<p>Losing the 43 sucks. If you have ever ridden the 48 and the 43 during peak times the long busses are standing room only all the time.</p>	3/31/2015 10:28 AM
11	<p>See previous comments</p>	3/31/2015 9:35 AM
12	<p>it will take me at least 30 minutes to walk from my home in Montlake to the UW light rail station. I am willing to do that for a ride to the airport, but not to go downtown - that's longer than it takes me now to get downtown on the 43 bus. In bad weather, this is an especially bad option.</p>	3/31/2015 9:15 AM
13	<p>No attention to service to downtown after 5 p.m. Service drops off quickly after 5:30. Improved daytime service is not useful for commuters. More attention to commuter hours.</p>	3/31/2015 8:58 AM
14	<p>I need to get (without transfer) from Boyer/Newton to the University and downtown. I am worried the 43 or 48 service will chang</p>	3/31/2015 8:47 AM
15	<p>I really enjoy the fact that the 11 is right outside my apartment and is accessible from downtown and Capitol Hill. That concerns me that I'll have to walk a significant distance to get to the lightrail</p>	3/31/2015 8:24 AM
16	<p>Transfers present problems for the disabled. The 43 provides connection to hospitals, shopping, restaurants from. Central Capital Hill to U District.</p>	3/31/2015 6:51 AM
17	<p>Keep the 12 and the 43. We live in between link stations. We aren't helped by the train. Don't cut the buses that service our neighborhood.</p>	3/30/2015 9:26 PM
18	<p>Elimination of route 12 service on 19th would not be adequately replaced by service on 24th and 15th. In many places, there is significant hill-climbing needed. Recent construction of higher-density housing along 19th has added ridership on route 12.</p>	3/30/2015 8:49 PM
19	<p>reduced availability for wheelchair people.</p>	3/30/2015 8:28 PM
20	<p>Put the trolley buses back on Madison from lake to the sound</p>	3/30/2015 7:08 PM
21	<p>This survey is very complex and sophisticated, and I worry that the riders who truly need bus service might not have the language skills or knowledge, or even access to participate in this survey. Yet, this is the population that RELIES on Route 43. In other words, this survey is written for people who work at UW and want to make sure our easy public transit is maintained. This survey is not written for segments of residents in the Central District and neighborhoods south who rely on transit that runs on 23rd Ave S and MLK, yet this is a very large group who use bus transit. ---Just a concern.</p>	3/30/2015 6:38 PM
22	<p>The 8 would be the only Thomas/John service connecting to Link, and it is hugely unreliable in the PM peak thanks to Denny Way congestion. The route should be split at Capitol Hill Station to insulate Capitol Hill from Denny, or else aggressive transit-mobility-promoting measures should be put in place on Denny - perhaps the ideas outlined in http://seattletransitblog.com/2011/12/06/the-denny-dilemma/ .</p>	3/30/2015 5:37 PM
23	<p>The loss of the ability of the 43 to go downtown via East John Street. The lightrail is too expensive to do this run.</p>	3/30/2015 5:29 PM

24	Generally, I have concern for any changes from Metro current service, UNLESS THERE IS AN INCREASE/IMPROVEMENT OF SERVICE (additional routes, frequency & buses). ANY PLAN THAT DELETES ROUTE 43 IS UNACCEPTABLE. ANY PLAN THAT REDUCES SERVICE TO ALL NEIGHBORHOODS, INCREASES WALK & WAIT TIME TO/FOR BUSES IS UNACCEPTABLE. Living in the west edge (7th to 8th Ave NE, NE 45th St to NE 47th St) of the U-District, using Light Rail is not really an option I will consider except for novelty from time to time or if going to SeaTac, which I never do. Both Alternatives appear to reduce service to my area of the U-District. I go to the Group Health area of Capital Hill (I call East Capital Hill) 2-4 times a week. Deleting route 43 or it's current frequency will be a burden for me. Using route 48 & 8 increases walk time 10 min and wait time 10-15 min (I've tested it the past 2 weeks). It takes me an average of 20 min of additional time from leaving my home to reach my destination in the Group Health area.	3/30/2015 2:40 PM
25	Service being focused on downtown via Madison Street instead of Pike/Pine.	3/30/2015 2:22 PM
26	Loss of Route 43	3/30/2015 1:10 PM
27	frequency of ST545 is reduced. There is no direct connection from Amtrak/Boltbus on 5th and King, to Bellevue/Redmond, especially on weekends.	3/30/2015 9:15 AM
28	There are significant coverage gaps for the north side of Capitol Hill. I would have expected more service in the area east of Broadway, west of MLK and north of the Pike/Pine linking this area with the trolley and the Broadway station. My assumption is that the cost of light rail to Capital Hill is the loss of the 11, 12 & 43. Losing the 43 makes some sense as the route directly competes will light rail but the loss of the 11 & 12 significantly reduces options for people (read: sick and elderly) who live on Capitol Hill and regularly go to First Hill	3/30/2015 9:07 AM
29	loss of bus 11 to Madison Park	3/29/2015 9:19 PM
30	Already with the loss of the 47, living in the Bellevue/Summit neighborhood has added a 10-15 minute walk each way. Losing the 43 + the loss of Pike/Pine service means it's more likely I'll give up and just walk directly downtown rather than walking the additional five blocks up the hill to Link. It has never worth the time and effort to walk five blocks straight up to the 49 at Roy, and with the 49 being diverted to Madison that slow trip is even longer. It's yet another significant loss to a dense neighborhood. Coming home is fine; walking downhill is always easier. But going out is going to suck.	3/29/2015 7:40 PM
31	This area is the most densely populated in the city and lots of stops are necessary. There should be no reduction or cutting of stops in this area. Many parts of this area have no parking, so maximizing the NUMBER of stops is essential. People should not have to walk more than 2 blocks to catch a bus. Look at Chicago and San Francisco.	3/29/2015 12:58 AM
32	No connection to Madison Park, where we begin all metro trips.	3/28/2015 4:02 PM
33	no direct service to Group Health on Capitol Hill	3/28/2015 1:30 PM
34	This feels like a significant reduction in transit options in one of the most densely populated and rapidly growing areas of Seattle.	3/28/2015 9:56 AM
35	It seems like the Montlake commuter doesn't have many options, a huge downgrade from living in Montlake today.	3/27/2015 9:12 PM
36	No 545 service outside of peak hours	3/27/2015 4:46 PM
37	It makes sense to funnel riders in North Seattle to Link, because those are long trips and passengers will benefit immensely from the improvement, even with the added transfer. But on Capitol Hill, Central District and Madison Valley, the trips are much shorter -- we're not all going downtown, and the added transfer is a big pain. Please retain at least a major bus route up and down Madison Street along its entirety. Besides isn't Seattle doing a BRT on Madison? You should be talking to them.	3/27/2015 3:51 PM
38	From our end of 19th, it is seven long blocks to Thomas (8) and up a VERY steep hill to 15th (10). Impacts kids and parents at Stevens school quite drastically.	3/27/2015 3:48 PM
39	no direct connection between the central area and south lake union!	3/27/2015 3:34 PM
40	We often travel to Madison Park where my mom lives. She also rides many times per week to get to QFC, drugstore and hospitals on S. Capitol Hill. She is 88 and will be seriously impacted if this alternative is implemented.	3/27/2015 2:40 PM
41	Loss of 43 is a real issue. 48 + Madison Ave service does not allow you to reach the same locales on Capitol Hill. Real concern! Access to the Light Rail Station from Montlake as planned by WSDOT is horrible, due to poor at grade connections, and use of out of way tunnels and bridges and also, the loss of the direct connection to downtown from 520/Montlake will not be replaced. 43 is the main tie to downtown. Keep it.	3/27/2015 2:27 PM

42	I live in Montlake and take the 43 downtown and to stops in capital hill. This would be bad for me and for my 79 year old husband who takes the bus home every day between the University and Boyer. Changing buses would be extremely inconvenient as would a longer wait. Connecting to rapid transit in the u district would involve a long walk or a long wait to get there. WE have lived in Montlake for over 40 years and depend on the 43.	3/27/2015 10:11 AM
43	It's difficult to say at this early stage but I think most of my concerns about routes 8, 11 and 43 will be addressed by the Madison BRT project.	3/27/2015 9:13 AM
44	I don't see my route (27) on the maps at all	3/27/2015 9:03 AM
45	Loss of #48 through-service down Montlake - 23rd through Capitol Hill, Montlake, Central, alongside Madronna and to Mt. Baker.	3/26/2015 10:38 PM
46	There should be some way to frequently connect major sections of the city - e.g., U district and Capitol hill.	3/26/2015 4:41 PM
47	More frequent service sounds lovely in theory. But in practice if I have to walk further and transfer, it will take more time, not less, and be much less accessible. Tools like One Bus Away already let me meet a less-frequent bus without long wait times.	3/26/2015 9:02 AM
48	hopefully the 9x service to Rainier Valley/Beach is not affected (preferably improved)	3/26/2015 2:49 AM
49	It will be impossible for people using Country Doctor Clinic to get there without the 12, without walking a distance that may be difficult for people seeking medical care.	3/25/2015 3:43 PM
50	Capacity on LINK to absorb the revisions. 43's are regularly crush loaded.	3/25/2015 1:39 PM
51	Lack of service on 19th. The issue of transfers between	3/24/2015 11:40 PM
52	Will it lead to inefficiency due to the number of passengers, strollers, wheelchairs, not-totally-abled persons having to exit one form of transportation to enter another. Disruptions of service and need to better outline how it would work for students, elders, and disabled who might not feel safe with transferring. Will transfers be direct like stepping of one mode and onto the other. What will be involved? Friends and family members who are occasional users and may not have an Orca Card or may not have it with them at times will have a difficult time with transfers unless Link finally accepts the paper transfers. It is not the riders fault that the Orca programmers and technology is not able to serve the need. I am not comfortable forcing so many unnecessary transfers and very concerned that there is a company whose specialty is transit has not developed a system that allows for easy transfers between Metro and Sound Transit.	3/24/2015 5:29 PM
53	No north-service on 12th Avenue.	3/24/2015 3:30 PM
54	Removes a direct connection to downtown Seattle from Redmond outside of peak times (concept for route 545)	3/23/2015 1:38 PM
55	I live in Madison Valley and work downtown. I don't want to have to transfer on Capitol Hill to get to work, only 2.5 miles away from my house!	3/23/2015 11:20 AM
56	Breaking the route 48 into 2 routes requiring a transfer near the UW station.	3/22/2015 11:01 PM
57	I would have to walk alone, at night, through poorly-lit neighborhoods to the new stations, instead of catching a bus right in front of my apartment.	3/22/2015 11:26 AM
58	Consolidating the 8 and 11 doesn't make sense. We don't take the 8 to get downtown. We take the 8 to get to Seattle Center, Lower Queen Anne.	3/22/2015 9:47 AM
59	I am 70 years old and use Rte. 43 constantly to go downtown. I am right on 24th street and about a mile away from both the new Link centers as I am right in the middle. This plan would make it impossible for me to go downtown on public transportation any more.	3/21/2015 7:41 PM
60	less service in the pike/pine corridors would be very detrimental i think	3/21/2015 10:57 AM
61	Loss of route 25.	3/20/2015 8:33 PM
62	Loss of route 25 from Boyer and 14th.	3/20/2015 8:29 PM
63	No restoration of Route 47 (former 14 to Summit Ave)	3/20/2015 5:39 PM
64	Decreased service between 545 and Capitol Hill	3/20/2015 1:02 PM
65	Changing the 49 to go down Madison while removing the 43 at the same time makes it difficult to get to north Broadway (John to Roy) from downtown, especially from places farther from Westlake Station (such as the Convention Center or Boren)	3/20/2015 7:30 AM

66	The 8 already gets bogged down in traffic, adding more busses into that traffic jam doesn't seem to be terribly effective. Improvements will need to come from SDOT.	3/20/2015 12:41 AM
67	Please keep the 43	3/19/2015 10:27 PM
68	Increasing frequency during peak hours on one of Metro's most unreliable routes (concept for Route 8) The whackadoodle routing between 23rd & Madison and Broadway (concept for Route 38)	3/19/2015 4:05 PM
69	The 49 running down Broadway is bad too	3/19/2015 3:58 PM
70	This plan clearly favors people who live in more upwardly mobile neighborhoods and hurts people who live further away from the proposed transit hubs. It reduces service.	3/19/2015 2:33 PM
71	It seems like the 8 will continue to run into a lot of traffic on Denny Way. I think that working with the City of Seattle on traffic mitigation options to keep the 8 running faster and more on time would help.	3/19/2015 2:14 PM
72	Transfers required to get somewhere	3/19/2015 1:57 PM
73	The Capitol Hill routing for 38 seems very roundabout to me, I'm not sure that portion is worth while compared to going straight into downtown.	3/19/2015 11:32 AM
74	If any of Alt. #1 changes would cutback service/stops now available on Routes 7, 8, 10, 11, 12, 43, 48, 49, Rapid Ride D/C -- I am against Alt. #1. Don't forget people who are dependent on these lines for short trips are areas no longer covered -- like ME.	3/19/2015 10:46 AM
75	It is already soooo difficult to get to Children's and to Magnuson Park (where someone who lives in my house works). My son goes down to Madison Park to hang out at the beach during the summer all the time - we go to Seattle Center as a family to enjoy festivals, museums, plays, etc -	3/19/2015 9:09 AM
76	It sounds like people who don't live on major roads will have to travel farther to get buses. I worry about people with lack of mobility and people who can't afford to move being squeezed out of the system so we can focus on more efficiency. It seems regressive.	3/19/2015 8:07 AM
77	The loss of the 43 connecting into the 44 (which gives easy access from Capitol Hill to Fremont).	3/19/2015 1:08 AM
78	There significant service gaps in service with Alt 1. Areas east of 15th Ave lack direct connections to downtown. The new 38 would make much more sense if it went downtown instead of turning north on Broadway to Roy, which is not really a destination. The lack of service on Madison, especially connecting downtown and destinations east of Broadway, is also missing.	3/18/2015 9:33 PM
79	This is a terrible idea. For anyone living in North Capitol Hill more than five minutes walk from the Broadway and John light rail station, this will mean longer commute times to the University District. I make this commute every single day. These buses are full every day, and most travelers from the UW to Capitol Hill get off the 43 more than 5 minutes walk before Broadway and John. Moreover, the walk from the UW light rail station will add an additional five minutes to my journey. I estimate that my daily commute from my house (16th and Republican) on the light rail will be 20 minutes LONGER than it currently is using the #43. This is not public transportation progress. It is a light rail boondoggle. Sincerely Robert Wood Professor, University of Washington PS. The same thing happened with bus route 194 which reliably took passengers from downtown Seattle to the airport in 30 minutes until it was cancelled because of the light rail. The trip now takes 40-45 minutes on light rail. Is this progress? The idea is that new transit systems augment the public transportation system, not replace existing components.	3/18/2015 8:55 PM
80	In general the lack of service areas. I would have checked more than five if I could.	3/18/2015 6:51 PM
81	loss of 43 and 66 mean northwest Capitol Hill (Lakeview, Melrose, Bellevue, etc) will be caught in between routes to go north - will have to walk pretty far to either 10th/Broadway, Capitol Hill Link station, or Fairview	3/18/2015 5:16 PM
82	43 is a very well-used route and its service is not replicated in Alternative 1	3/18/2015 4:31 PM
83	As long as the 49 runs from Roy/Mercer to the U District every fifteen minutes, I'm good	3/18/2015 3:24 PM
84	Lack of east side connectivity	3/18/2015 2:46 PM
85	You CANNOT eliminate the 43 route. That would be devastating to those who commute to the UW that way and cannot easily access the Link station on Broadway or the 48 route.	3/18/2015 1:42 PM
86	longer distances to get to the bus	3/18/2015 1:17 PM

87	Given travel times of the current 12 between 19th Ave and Colman Dock, I'm worried about the reliability of the 49 when it has to contend with downtown traffic on Madison/Marion. I do like the direct connection to the ferry terminal, but not at the expense of unreliable buses.	3/18/2015 11:51 AM
88	This idea stinks even worse than I thought it would. There are a lot of old and disabled people on the Madison corridor; the 11 and 12 are always packed to the gills. How are they supposed to get to their doctors' appointments in the Pill Hill area?	3/18/2015 11:49 AM
89	The buses used for Route 48 "throw" the passengers around more than the buses used for Route 43. Will there be an improvement in the equipment on Route 48? I often prefer to take the 43 between Capitol Hill and the University District because I am petite and the seats on the 48 seem to be tilted toward the front of the bus. I have to hang on for dear life. I'm sure this won't get any better as I get older.	3/18/2015 11:44 AM
90	With the loss of connections going across town, it seems that there would be more congestion on routes that remain. It is unclear from the description given what capacity looks like.	3/18/2015 11:25 AM
91	Overall, quicker transportation within Capitol Hill to get from the South End to other parts of Seattle	3/18/2015 11:18 AM
92	It's disappointing that you are not doing anything to the 8 in SLU. Denny is a mess, and the buses take FOREVER to get up to Cap Hill during rush hour. And it's really my ONLY option, which forces me to drive. Can't you move the bus off of Denny?	3/18/2015 9:59 AM
93	Loss of single direct route from South Lake Union to the Central Area (concept for routes 8 and 38)—this means two transfers coming from Fremont, or else continuing to downtown to pick up the slow and unreliable route 2 (destination MLK & E Union). However, *the benefits outweigh any concerns I might have*.	3/18/2015 4:14 AM
94	First and foremost, the loss of a direct connection from Madison Park to the Pike/Pine corridor. Connecting to the light rail station on Broadway diverts far out of the way of most of what I'm trying to access. (Pike/Pine, downtown)	3/17/2015 11:50 PM
95	I depend on the 48 as it is. It is an easy way for me (with my bike) to get from my home in Crown Hill to my jobs in the CD, Capitol Hill, Madrona, Montlake, and yes, Mercer Island. If the 48 is broken up, I will just ride more or drive.	3/17/2015 8:27 PM
96	I live north of downtown. The 49 bus I currently take appears to go down Broadway to Madison, then turns west, so it skips the whole of downtown. The alternative seems to be to transfer to the Link, but that will probably significantly add to the time required to get downtown.	3/17/2015 7:33 PM
97	The 545 won't be running during the hours I go to work (9a-11a)	3/17/2015 2:16 PM
98	Alternative 1 provides service that is unnecessarily frequent, at a cost that requires the destruction of good existing bus commuter service elsewhere.	3/17/2015 1:08 PM
99	Change on route 8 in Central Area... No connections between Central Area and Mercer corridor in South Lake Union, while riders from Woodinville(!) get a one seat ride... instead we are getting more service to a no man's land Rainier Valley? WHY? what job in Rainier Valley will pay enough wages to afford housing in mostly residential 98122(cap hill/central district)??	3/17/2015 12:51 PM
100	More walking for the disabled	3/17/2015 11:53 AM
101	Ability for road capacity and traffic congestion to accommodate more frequent service.	3/17/2015 10:52 AM
102	Inability to understand your survey full of jargon.	3/17/2015 8:19 AM
103	It makes it inconvenient to get to Redmond in off peak hours.	3/17/2015 12:10 AM
104	No direct off-peak service from Redmond to Capitol Hill (concept for Route 545)	3/16/2015 5:08 PM
105	Plan is confusing, but from my understanding my commute from the currently Montlake station to Overlake transit center would be less frequent making me more likely to just drive.	3/16/2015 3:35 PM
106	I go a lot to Fremont so it sounds like my commute will be longer. IF this is wrong then it will just be better.	3/16/2015 3:11 PM
107	My home-work commute is a one way bus trip via 545. I picked my home based on this optimal route. I often work past peak-hour times, so I really dislike the idea of a commute that requires a transfer and makes my overall commute time longer.	3/16/2015 2:47 PM
108	How do you get from Capitol Hill and Redmond?	3/16/2015 2:13 PM
109	Impact on 545	3/16/2015 2:08 PM

110	The 15th Ave & E John corridor seems to have gotten a very bad short shrift here. What's the impact on Route 10?	3/16/2015 12:52 PM
111	Less service on Pike/Pine is a deal breaker.	3/16/2015 12:45 PM
112	I am so sorry but the proposed changes are very confusing and I am not sure how this will impact me so I don't have enough understanding to provide feedback	3/16/2015 12:30 PM
113	Unnecessarily adding 20-30 minutes commute time for people who use the downtown area as their 'hub' for connecting routes. Say you commute Redmond - Renton or Redmond - Downtown. Now, unless you adhere to peak times, you would have to go to University District via 542, cross the bridge (6 mins walk), wait for your link (6 mins), and ride to downtown (16 mins).	3/16/2015 12:21 PM
114	The Madison > Downtown route is KEY for me. I ride it every day. I would be required to walk 6+ blocks to Broadway to catch the 12. Please keep the 12 along Madison.	3/16/2015 12:16 PM
115	Loss of all day one seat service from Bellevue & Olive in Seattle to Redmond	3/16/2015 12:16 PM
116	Having to take more buses and make more transfers.	3/16/2015 12:13 PM
117	Loss of 545 outside of peak hours	3/16/2015 12:03 PM
118	Losing a bus line between Montlake freeway station and top of capitol hill - long walk up from light rail stop to the 15th Ave area	3/16/2015 12:01 PM
119	Reduced 545 service between Redmond and Capitol Hill during off-peak hours.	3/16/2015 11:55 AM
120	Changing the 545 to peak hours only would probably force me to not use public transit as much to get to and from work.	3/16/2015 11:50 AM
121	The removal of a stop that is used heavily (Montlake freeway station). This freeway station needs to be built into 520's redesign -- oh, that's right -- the redesign doesn't exist other than the railroaded version being implemented.	3/16/2015 11:47 AM
122	Loss of Montlake station.	3/16/2015 11:47 AM
123	Loss of 545. Like I said in other concepts, this is a huge issue for me.	3/16/2015 11:40 AM
124	Reliance on The 8 is Late to move central Capitol Hill residents to the light rail connection. Removal of routes serving 19th Ave on Capitol Hill (there's a big gap between 15th and 23rd). And, it's unclear if the 49 is going to still travel down Broadway or do you only pick it up in N. Cap Hill. That seems like a potential mistake, unless the increased frequency of the 9 is going to get people to the light rail station. Again, it's hard to make educated responses here because the new service improvements are not included in this map/survey.	3/16/2015 10:57 AM
125	It is incredibly clear that you are pushing alternative 1. I live in the CD and am dependent on having close bus stops. This is the first time I've been asked for input and I highly doubt the longtime residents of this community even know about these changes. Also - NOTHING has been mentioned about the 23rd avenue corridor project that is going to seriously impact our streets for two years. Coordination between government entities should be a matter of course. Look at: City transportation plans, development for this area (bringing hundreds into affected route areas), and your transit plans. LEAVE ROUTES alone until some of this has stabilized!!! Special mention re: route 8 - how can you even consider changing this massively-used bus??? It clearly works without slogging through a transit center.	3/16/2015 10:49 AM
126	Both alternatives will increase crowding on the 49 due to elimination or reduced schedule of the 43.	3/16/2015 7:29 AM
127	No more 545 leg to capitol hill in the morning, providing a direct line from our more dense neighborhood to one of it's biggest employers? I'm confused..	3/15/2015 6:25 PM
128	My primary concern is that you won't have the guts to actually pursue these changes. That said, I am also concerned that you are not going far enough with respect to frequency. In Vancouver, BC, their "B-Line" bus routes come every 2 minutes during peak times, and slow down to 5 minutes during off-peak, and they are still not frequent enough. The fact that we seem to consider 10 minutes headways to be "high frequency" really just reveals how low our standards are with respect to high-quality urban transit service here in Seattle. Alternative 1 provides fewer single-seat rides than alternative 2 (or the status quo). Everyone, including me, hates transfers, but there is a big difference between transferring to a route that comes every 5 minutes and a route that comes every 15 minutes. In addition to potential transfer troubles, I am also concerned about crowding. Alternative 1 will attract NEW riders, people like me who do not currently use transit regularly because the service quality (frequency, speed, etc) is too low. To accommodate this induced demand, you will need more frequency than you are currently planning.	3/15/2015 4:53 PM

129	Loss of direct service from Madison Valley/ North Capitol hill to ferry docks. This is highly impactful to those who commute to and from Bainbridge and work on Cap and firt hill.	3/14/2015 8:12 PM
130	The route 48 link between UW Link Station and Mt. Baker Station (along 23rd) serves a vital link between North Capitol Hill and access to the Light Rail. Currently, I take the 48 to Mt. Baker Transit Center to access the Light Rail (northbound or southbound). Once the Link Light Rail is complete, from Downtown, I envision taking the service all the way to UW then transferring southbound on the 43 or 48 and getting off on North Capitol Hill (Aloha). Alternatively, when I return from the Airport, I plan to get off at the Mt Baker Station, then catch the 48 northbound, as this will take less time, then all the way to UW and then south bound.	3/14/2015 3:55 PM
131	In this alternative, there is no access to Madison Park/Beach--no service for residents there? Or for folks wanting to recreate there?	3/14/2015 8:39 AM
132	I often take the 11 to downtown, Belltown and the stadiums. If I have to transfer, I'll be more likely to drive.	3/13/2015 11:20 PM
133	Identified, existing, eastbound bunching & increased load on #8 through reliably congested E John St corridor from CHS to Madison Valley & on. Separately; would like direct lake to Sound bus service on Madison through central financial & municipal offices district. (Courts, library, major office buildings.) Of course Rt #11 is lightly used by downtown office commuters; it's not convenient to the densest office area in rainy Seattle. One seat rides are very attractive to business commuters.	3/13/2015 9:18 PM
134	no direct access from central district to first hill medical centers	3/13/2015 4:18 PM
135	What is Alternative 1 ?	3/13/2015 2:52 PM
136	Please keep frequent service for route 43.	3/13/2015 1:01 PM
137	No concerns directly on my part as I live near the 49 and the new Cap Hill station, but I wonder generally if having a more consolidated system screws (poorer) people who live farther out from the core, and not on a major street.	3/13/2015 10:16 AM
138	What are the benefits for disabled riders?	3/12/2015 4:06 PM
139	Keep the 11, 12, 8 route	3/12/2015 2:18 PM
140	No opinion	3/12/2015 2:12 PM
141	- Reliability of eastbound 8 from SLU to Capitol Hill via Denny Way during PM Peak -- I-5 congestion on Denny is a major, major, problem. The Link-to-EB 8 transfer must work as good or better than the slow-if-mostly-reliable 11. - That dogleg in the current 8/future 38 at Yesler/23rd/Jackson is still there. Get rid of it!	3/12/2015 12:45 PM
142	Loss of route 12 that services Country Doctor Community Clinic at 19th Ave E and Republican. It's a very popular bus stop for patients.	3/11/2015 8:51 PM
143	The potential longer walks to the bus stop for some folks in my neighborhood	3/11/2015 1:30 PM
144	The through-routing of the 48 and 67 is ABSURD! This solves zero problems associated with the 48-45 split and merely places these montlake issues upon the 48 and 67. Separate these two routes like you did with the 48-45 and previously with the 43-44, 49-7, etc. etc. The on-time performance will FINALLY increase for the 48 and the 67 has a fighting chance of remaining 10 minute new headways instead of 3 buses bunched up going north on the ave and roosevelt.	3/11/2015 11:39 AM
145	The 48 does not continue to North Ballard. The 9X's service time is not expanded to include evenings and weekends.	3/11/2015 10:50 AM
146	The University Light Rail Station is too far to walk fro Boyer and 24th in bad weather, or when i need to get somewhere early. Your revisions do not allow any convenient options for Montlakers to get downtown efficiently. The University Light Rail stop is not efficient focus, neither is it convenient. You will lose riders and not serve our public with these changes. i have been an ORCA card holder and regular bus rider for over 15 years, and feel sad to be losing services i value and rely on. Our planet needs people to use public transit more. Why are you making it harder?	3/11/2015 10:33 AM

147	As I mentioned before, I am afraid that the transit will not meet my needs (i.e. leaving at 3 p.m. and getting to the Eastside on time not to pay for additional full-time child care) but will ruin my existing solution, which is driving. Again, don't want to be selfish, but it is not a question of 5, 10, or even 20 minutes. I can't pay for child-care by the minute. I have to pay by the month. To get me to switch, I need a solution which beats my car. A parking pass is 5% the cost of child care. Add in fuel, even at \$5/gallon, and I am still not there. Child care is so expensive and my time = child care so that is the opportunity costs I am trying to overcome. 5+ minutes after school = I have to pay for on-site care or care with transport = \$700/month per kid for after school. I have two kids. Doesn't matter if you are "getting close". For me it is all or nothing, unfortunately, because I just cannot leave my kids sitting there. It is not legal. I voted in 1996 for transit, and here we are 20 years later and I feel like the goal of every individual transit faction in Seattle is to make me miserable using any other faction's form of transport, so no matter what I do, it doesn't work well. It makes me very unhappy. Transit and my commute are the worst part of my life and I have student loans so that is saying something.	3/11/2015 8:59 AM
148	I am concerned about all the cuts to service however, # 12 is my single biggest issue. The routes on 15 and 23rd DO NOT replace the 12. The 12 is the only bus that crosses the hill & goes to SOUTH downtown. Is this passes, I will drive every day because I can afford to. I voted for transit dollar to save the 12 (down 19th). The hills between the routes are steep. The blocks between the streets are very dark. I have had issues with safety crossing the hill at night. If you cut the 12, I will NEVER vote another \$ for transit. My services are being cut & I'm paying more.	3/11/2015 7:53 AM
149	No service to madison park area. no bus east of mlk on madison. not being able to pick up kids at McGilvra elementary aftercare program.	3/11/2015 12:53 AM
150	This concept forces people to walk in a high crime area (drugs, armed crimes and assault) - this is incredibly poorly planned and places people in danger! I can't believe planners would be so dismissive of safety!	3/10/2015 7:39 PM
151	Alt. 1 makes it considerably harder for me to go downtown. I currently have 3 bus routes to choose from; the 2 most convenient will be eliminated and I would be limited to the #10 which is a substantial walk away. Taking the 8 and switching to LINK is not a feasible option--connections are always a huge loss of time.	3/10/2015 5:14 PM
152	Continued delays of the 8 along eastbound Denny Ave	3/10/2015 3:57 PM
153	Alt 1 is very bad for my neighborhood. I live near 19th and Aloha. This proposal would get rid of both the 12 and the 43. I take the bus down to Montlake to connect to the 545/542. Today I can take the 43 or the 48. this proposal gets rid of the 43 so I have 1/2 as many ways to get to Montlake. This makes what is currently a convenient route into an inconvenient one. Getting rid of the 12 is also terrible for us as it is the way to get to the south end of downtown. The ULink is not a replacement because we don't live anywhere near either the Capitol Hill or University District ULink stations. This proposal basically takes what is a very friendly bus neighborhood, removes 1/2 the buses (the 12 and the 43) and doesn't replace them with anything. Please come up with something else.	3/10/2015 2:04 PM
154	Loss of Downtown service for Summit riders except for an infrequent and Prop-1-funded Route 47. This could be mitigated by routing the 10 on John/Olive instead of Pine and taking the proposed 38 Downtown.	3/10/2015 1:20 PM
155	The route 12 should be retained at least for peak-only service. This is a very well-used route during commuting hours. Inbound trips are often standing room only by the time it reaches 15th Ave.	3/10/2015 11:25 AM
156	The elimination of Route 12 along 19th Ave E is significantly difficult for elderly persons who physically cannot make the walk up E Galer St to the 15th Ave E option (route 10). It also requires more dangerous walking for Stevens Elementary access, Interlaken Park, and Miller Community Center access.	3/10/2015 10:54 AM
157	I am not qualified to comment since I have only just perused the Alternative.	3/10/2015 10:52 AM
158	Not sure what the concept is for route 25, but it is used daily by my daughter, a student at TOPS K-8	3/10/2015 9:59 AM
159	in general, I am concerned about the lack of a plan for moving neighborhood residents who are near light rail but outside the half mile walking radius to the light rail stations. Seattle has unique geographic barriers that require creative solutions, rather than all simple north-south or east-west routes. It's baffling to provide light rail service without planning for nearby residents to access to the stations. We are encouraging people to live out in Northgate and Tukwila and use park and rides, because they will get downtown faster than most people living in the central Seattle area.	3/10/2015 9:15 AM

160	- "Alternative 1", deleting Route 25 service and combining the 43 and 48 to a less frequent schedule (every 10 minutes rather than the 7 minutes we get down 24th ave today) - "Alternative 2", which preserves the 25, but the 43 is further cut to once every 30 minutes from the current 10 to 15 minute frequency (and the 48 remains the same). We need to comment *to keep both bus lines running at their current schedules*, or how is anyone in Montlake/Portage Bay, the closest actual communities to the light rail station, going to get any benefit from it without increased access to the station? A quick Google Earth distance measurement shows that the nearest home in Montlake is already a quarter mile away from the stop. The "Hop In" (aka Montlake Blvd Market) is a half-mile away. Bus service needs to minimally stay the same to make the light rail stop gain it's full potential, otherwise it will be a squandered opportunity for our community to want to take light rail anywhere.	3/10/2015 8:15 AM
161	I don't see why the 49 has to go all the way down to Madison and then go down Madison. I also don't see why the 43 has to be deleted. It's a trolley route it's cheaper than a diesel or hybrid route.	3/9/2015 8:53 PM
162	Loss of direct connection from MLK to Group Health Capitol Hill complex and north Capitol Hill.	3/9/2015 6:15 PM
163	Service hours described are mostly for peak times and the plans don't address offering service as an alternative to taxi for late night (especially Friday/Saturday nights). Depending on frequency of trains a barely-missed connection would have a 10-minute trip penalty, so a 5-minute savings (on ideal trip) may actually be 5-minutes longer.	3/9/2015 5:41 PM
164	takes away existng strengths and feeds gentrification (younger riders who can walk furhter and see the bus/light rail as an alternative to cars_	3/9/2015 5:36 PM
165	This is straight-up a stupid idea. More density is coming in the form of townhouses & apartments east of capitol hill everyday.	3/9/2015 5:26 PM
166	In addition to eliminating a direct commuter route to downtown for people who can otherwise afford to drive, what becomes of direct transportation for the workers who commute to Madison Park/ Washington Park?	3/9/2015 4:41 PM
167	The 43 serves my neighborhood and connects me to Group Health on 15th, Broadway and the new light rail station, South Lake Union by walking down Denny, First Hill, and most importantly downtown. The added frequency of service on the 48 and 8 routes would be more than offset by the need to transfer to get to Capitol Hill and getting Downtown would involve transferring on Madison which is more congested.	3/9/2015 3:54 PM
168	See above. Please clearly outline what both of these alternatives will mean for transit users in Madison Park.	3/9/2015 3:09 PM
169	I LOVE the current No. 8 which takes me from Olive and MLK Way directly to Group Health and to South Lake Union and to Seattle Center and to northern Denny Regrade. It is an extremely useful route that my husband and I take all the time. Under Alternative 1, we'd have all this taken away from us. The only way we could have these connections is to transfer from the 38 to the 8. BOO!	3/9/2015 2:44 PM
170	Please see comments under previous section (N.Seattle). I didn't realize the survey was in two (or more?) sections! In short, we need the link from Montlake to 15th Ave. NE.	3/9/2015 2:40 PM
171	For the majority of senior riders they need an easy direct route to medical services on first hill. Preferable without a stop in the new broadway station	3/9/2015 2:25 PM
172	Connection between Madison Valley and Madison Park!	3/9/2015 2:16 PM
173	No direct connection between my Central District home and work in South Lake Union, as currently available on the Route #8.	3/9/2015 1:31 PM
174	Less frequent buses along 24th ave E (you say "more frequent service") but it isn't (every 7.5 mins on average to every 10 mins). Most importantly ---- and you are skirting the issue with your options --- you don't have "elimination of the 25" as an option here (you rather say "concept for route 25 --- you need to be more transparent).	3/9/2015 1:17 PM
175	Reducing the number of busses that ACTUALLY go Downtown and pushing people to take Link Downtown will dramatically increase the amount of time allotted for travel.	3/9/2015 12:36 PM
176	Do not kill the route 11 link between Madison Valley and Madison Park. There are large numbers of families, elderly people, businesses, and employees that rely on the public transportation link to these areas. Families that seek to commute from the 98112 zip code rely on route 11 for getting to/from work, school, and capitol hill medical facilities. Large populations of elderly/retired people use the transportation for access to essential services around the city. Employees that work at businesses in the neighborhoods depend largely on public transportation. And local businesses get significant inbound traffic from people visiting the neighborhoods, especially during the spring/summer/fall months.	3/9/2015 12:25 PM

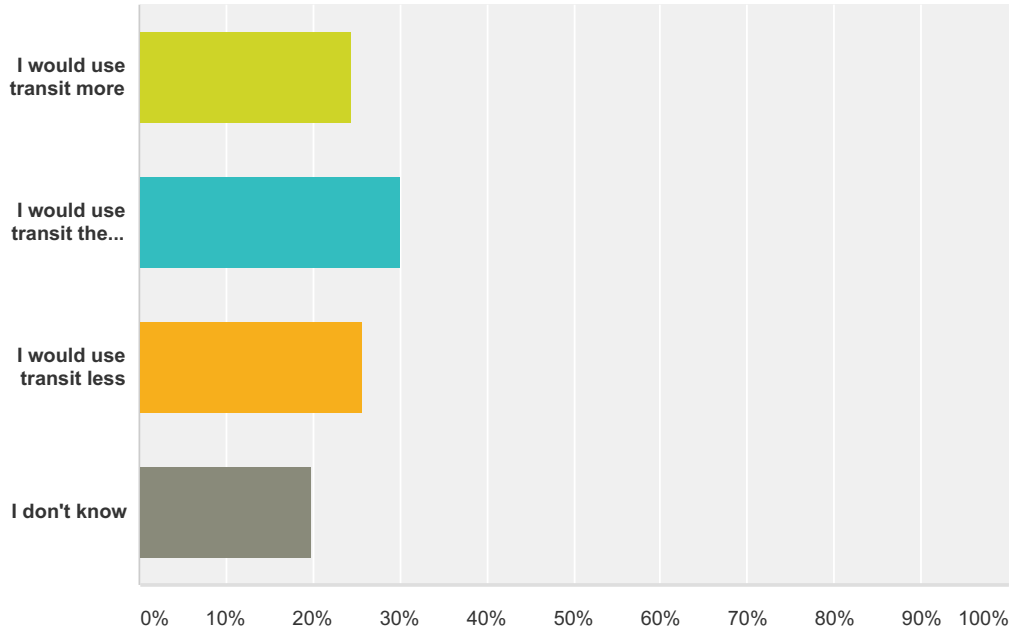
177	I'm worried routes on Cap Hill (specifically routes 10 & 11) will be reduced under the assumption that people will be willing to walk to the new light rail station. I need connection from East Cap Hill to Downtown, or from East Cap Hill to Maple Leaf. Thanks!	3/9/2015 11:52 AM
178	Making sure that this station will be "safe" in that there have been a number of crimes occurring lately in this neighborhood and the fact that this station will be underground, my concerns are around rider safety and staffing of appropriate security personnel.	3/9/2015 11:51 AM
179	It also removes the weekend #43 that becomes a #44, requiring me to walk several additional blocks to the transit station and make a change in the UDistrict. I'm also having trouble visualizing how the connections will work. Right now, one of the biggest frustrations as a transit user is missing a connection by minutes. This might not be an issue if the frequency is more frequent. I'm also a little worried about walking distances for some of my neighbors. There are a lot of senior citizens and people with disabilities in the neighborhood. Changes in the bus lines often fail to take the topography of the neighborhood into account, creating physical challenges for those who have trouble with steep grades but aren't disabled enough to qualify for Access.	3/9/2015 10:49 AM
180	Doesnt effect bus route 193.	3/9/2015 9:13 AM
181	loss of direct service between Madison Park and downtown.	3/8/2015 9:24 PM
182	I don't fully understand the options being considered.	3/8/2015 8:34 PM
183	Many of the routes seem more convoluted. I don't have enough information to know if these will make people's commutes shorter or longer.	3/8/2015 6:31 PM
184	Current service to Montlake and Douglas Truth library branches is more direct via stops on 15th and John	3/8/2015 5:09 PM
185	Feasability of increasing frequency on the Denny corridor. More frequent buses do no good if they are bunched up.	3/8/2015 4:14 PM
186	I'm very concerned about losing direct connection between Madison Valley and downtown. This doesn't seem to make any sense. The #11 is routinely full during peak commute times between Madison Valley and downtown. We have a lot of density - and it's only increasing. It would be absurd to have to transfer - from the 38 to the 10 - just to get downtown. Please don't do this. I would like to see the current #11 route preserved AND I would like direct bus service from Madison Valley all the way down Madison Street. These two lines would serve a real need.	3/8/2015 10:34 AM
187	Loss of service along Olive Wy E to/from downtown & the U-District.	3/8/2015 3:33 AM
188	Lack of service to/from North Capitol Hill. Make 25 go up Lakeview to Boston, then down 10th to Roanoke and Harvard to Boyer and to UDist to serve North Capitol Hill/Seattle Prep students and U students renting on North Hill.	3/7/2015 7:58 PM
189	No longer direct link between Capitol Hill and Greenlake (Route 48).	3/7/2015 5:38 PM
190	This plan assumes people go to a limited number of places. Not everyone goes from Capitol Hill to the UW. You now have a large number of tech workers on the Hill that need transportation to places like Bellevue or Redmond and need to change at Montlake. I see this plan adding 20 min minimum to my commute time.	3/7/2015 4:02 PM
191	I am elderly (88) and can take the 11 from near my apartment to get to Broadway for Dr. appts, shopping etc. It is challenging for me to take more than one bus.	3/7/2015 3:01 PM
192	Again it makes it harder for older people and the handicapped to reach a bus. I would probably have to stay home more because of this.	3/7/2015 1:45 PM
193	Changes to Rt 8 appear to mean either losing a direct connection between SE Seattle and Seattle Center or increasing time it takes to make that already long, roundabout trip.	3/7/2015 11:59 AM
194	The route #12 concept is devastating to people toward the 19th & Galer intersection. Distances are not bad to the #10. but event he #43 which can be reached by a downhill walk now, would not be available. I know several people who would sell houses and move (they do not have cars) because of inability to climb the steep hill to the #10. Walking to John/Thomas is far for them, and not safe at night. That #12 is our lifeline.	3/7/2015 11:52 AM
195	Both the #11 and #8 buses are generally very full--regardless of the time of day. Eliminating the #11 from 23rd to 15th alienates all of the residents (including elderly and disabled) who rely on the #11 to get to their homes as well as Trader Joe's and the Central Co-Op via one bus.	3/7/2015 10:22 AM
196	Please don't cut the bus routes! Not everyone can easily get to a light rail station. You know we have old people living in the city?	3/7/2015 10:11 AM

197	While the 8 might gain some reliability from separating it from its run up and down MLK, it will still be painful in Denny traffic.	3/7/2015 9:42 AM
198	Residents east of 15th Ave are ill-served by these changes	3/7/2015 7:54 AM
199	how do I get form Queen Anne to Central district area without #8?	3/7/2015 3:57 AM
200	Getting downtown will be slow from N cap hill (corner of Bellevue/Bellevue/Bellevue). I will have to walk 5 minutes to the 49, wait for the bus for up to 10 minutes, then take it to the lightrail station, another 5 minutes, then wait for a train for up to 10 minutes, then take it downtown (2-3 minutes?). Over 30 minutes and I could walk in 45! Bringing back the 47 would fix this, but I'd be happy with some other solution.	3/7/2015 1:08 AM
201	Without the 43, people along the 24th Ave corridor will have to take three buses/light rail to get downtown (43 to the 8 to the rail).	3/6/2015 10:19 PM
202	loss of direct service between Central District and South Lake Union/Denny Regrade	3/6/2015 10:00 PM
203	You do not have enough data to make these major changes and decisions. You need to see what happens as people adapt to using the light rail, take more surveys, see what usage is really like, and see the state of metro and sound transit funding at that time. Safety issues are also a concern. If I had to choose between getting a bus right near where I live and taking it to another neighborhood without transferring (even if it took longer), I'd choose that over walking in the dark alone to the light rail even if once I got to the light rail it would be faster. You just don't have enough data yet on ridership. You have models and it's not enough for the major changes in Alternative 1. I also recently voted for more Metro funding and what I'm going to get for it is bus cuts?! That is a massive betrayal. Don't call it efficiency when it's cuts. Messing with the 49 to that extent and the 43 is insane. Plus increased frequency of the 8 does nothing to address that Denny is a traffic jam with people getting onto 99 and I5 and all the Seattle Center activity. There will be 3 number 8s arriving simultaneously instead of 2. Then a huge gap until the next one. Unless you can have some bus only lanes on Denny, it's a joke that you could increase the frequency of the 8 in a way that justifies other cuts. Yes the 8 should be better in frequency, but without addressing Denny traffic, you won't succeed. More frequent routes in Alternative 1 won't make sense unless they are the right routes. Plus we already voted for more frequent routes, such as 43 & 49, and bringing back the 47. We haven't even seen those come into play.	3/6/2015 8:27 PM
204	- Complexity of First Hill service - Complexity of the new 38 - Lack of service on 12th Ave - Lack of a direct connection between 15th Ave service and Capitol Hill Station	3/6/2015 8:16 PM
205	Loss of route 11 is HUGE. That route goes to Bailey Boushay House.	3/6/2015 5:22 PM
206	I am not sure I understand the changes or know enough about the impacts	3/6/2015 5:20 PM
207	Less service between Summit and downtown (relegated to the infrequent daytime-only 47)	3/6/2015 5:13 PM
208	I am concerned about the loss of service on 19th Ave. It has a growing number of businesses, new buildings (sans parking) not to mention several schools. It's also an uphill climb to services on 15th Ave, which is difficult for anyone with reduced or impaired mobility. John Street and Aloha St. are the main walking arterials, but the rest of the neighborhood from 19th does not have well-populated side streets, which means it sometimes feel unsafe walking there in nighttime going east or west of 19th. Aloha is narrow with few places to cross the street, and cars have a tendency to drive quickly, so it doesn't feel like a great walking route to services on 15th or 23rd. I would be sorry to see the burgeoning 19th Ave micro-neighborhood end up with a transit arrangement that would induce me to drive during late or inclement days.	3/6/2015 4:45 PM
209	In general having to travel further to a stop.	3/6/2015 4:34 PM
210	The main route that I use to get to Montlake Community Center (25) will be much more difficult to access by public transportation if no buses go there.	3/6/2015 4:30 PM
211	Making 8 go to Madison Park instead of down MLK is a big problem for me.	3/6/2015 4:26 PM
212	Loss of the 12 leads to long walks up or down steep hills, not manageable for many of the regular bus commuters	3/6/2015 4:22 PM
213	Keep the status quo as it is currently.	3/6/2015 4:20 PM
214	See my comments on part 1, which are general to the whole system. The economic disparity issues I raised there will be even more pronounced south of Cap Hill.	3/6/2015 4:03 PM

215	We still need the 47 or a similar route brought back to Capitol Hill. There is an entire service area that does not have bus access. If you remove the 49 and 43 under Alternative 1 from serving adjacent areas then there is no service at all to Downtown. It is a 25 minute walk for me to access the the nearest downtown bus terminal - Convention Place. It will be at least a 15 minute walk to access the Capitol Hill Light Rail -- and rather pointless to go there and wait 10+ minutes to catch the train downtown. In bad weather the walk sucks. It's horrible for people with disabilities and elderly -- many of whom absolutely relied upon the 47 for their downtown work commute. This bus absolutely needs to be bought back at least during peak hours 6 am to 10 am and 3 pm to 7 pm.	3/6/2015 3:56 PM
216	I am 73 years old with severe arthritis, I do not drive. The loss od the 12 and 43 makes it very difficult for me.	3/6/2015 3:54 PM
217	Same as above	3/6/2015 3:48 PM
218	1) Central District and Capitol Hill residents outside the LINK walkshed who commute to Redmond/Bellevue/etc should be able to take a two-seat ride: local bus to Montlake TC or University LINK Station, then transfer to SR-520 express bus. Instead of cutting both 12 and 43, retain one of these as a feeder for SR-520 buses. 2) This plan reduces access to South Lake Union at a time when more people are commuting there. 8/43 are major routes for SLU/Westlake (ie Amazon) commuters from Capitol Hill and Central District. Some kind of service from these neighborhoods to Denny Way should be retained.	3/6/2015 3:43 PM
219	The 11 is already always late or a no-show. Madison is a GREAT street for buses- wide and often not clogged with traffic. Why don't we have MORE buses going down Madison? The 8 is terribly packed and is always late or a no-show. We MUST increase service along this route. The 8 also gets severely delayed going down Denny way in the evenings- is there a way to ameliorate?	3/6/2015 3:22 PM
220	I think Metro should consider consolidating service on Madison to improve legibility and to prepare for BRT service in the near future. Having a bunch of bus routes change streets multiple times hurts the general public's ability to learn where the routes go in short order.	3/6/2015 3:19 PM
221	Disable and elderly riders are tossed under the bus. Don't give me that line about how great the Access service is unless you have used 10 or more times	3/6/2015 2:53 PM
222	bus #47 was removed....so I walk up to Summit/Olive way to catch the 43. I have heard that in option 1, bus 43 would be eliminated, It currently takes me 30-45 minutes to go from Capitol Hill to SODO, with a transfer. I can drive in about 10. I prefer to take the bus because we are a 1 car family and I like the greener nature of it, however if I have to walk even farther to catch transit, I could have driven to my location much faster and it becomes pointless	3/6/2015 2:45 PM
223	Reduction of 66 Express during weekdays and elimination on weekends. That bus is always full, including on weekends all the way from the ferry terminal to Northgate. Why would that be eliminated with the light rail on Capitol Hill if it doesn't serve it at all?	3/6/2015 2:43 PM
224	the trade off for the losses from deleted Route 43 are worth it, but they are still significant losses. Possibly Prop. 1 money could be used to ameliorate this issue.	3/6/2015 10:21 AM
225	loss of direct connection from the CD to Denny/lower queen anne (existing route 8 vs new route 38)	3/6/2015 10:10 AM
226	Please don't use the route number "Thirty-late".	3/5/2015 11:57 PM

Q18 How would your use of transit be affected if Alternative 1 were implemented on Capitol Hill and in the Central Area?

Answered: 1,490 Skipped: 5,069



Answer Choices	Responses
I would use transit more	24.50% 365
I would use transit the same	30.07% 448
I would use transit less	25.64% 382
I don't know	19.80% 295
Total	1,490

#	Why?	Date
1	See previous answers re: no other option.	4/2/2015 2:26 AM
2	Frequent service	4/1/2015 7:43 PM
3	I'd have more certainty and frequency; could get more places quickly and reliably. I could accept clients further than I can now.	4/1/2015 2:15 PM
4	More connections close to my home to more destinations with higher frequency.	4/1/2015 1:05 PM
5	harder to get to nearby station	4/1/2015 9:41 AM
6	I see little impact on current usage.	4/1/2015 9:05 AM
7	Too many changes to evaluate in a short time; but so far it looks like the areas of increased inconvenience would outweigh the areas of greater convenience.	3/31/2015 11:10 PM
8	Because some of the connections and routes would be taken away, thus I would have less access to my destinations. Frequency is not as important as access.	3/31/2015 10:24 PM

9	more frequent service.	3/31/2015 9:34 PM
10	I would take my car to Madison Park instead of taking the bus.	3/31/2015 9:24 PM
11	The Group Health connection would be gone for us.	3/31/2015 6:31 PM
12	presently it is a one block walk to 24th; walking to light rail at Husky Stadium would be 20 minutes; additionally the current frequency makes transit a viable alternative to using car; .	3/31/2015 5:59 PM
13	I'd be forced to switch to driving almost entirely.	3/31/2015 5:03 PM
14	No way to get to the transit center	3/31/2015 4:41 PM
15	I have medical appointments in that area, so more of an as-needed basis.	3/31/2015 4:08 PM
16	Losing the 12 makes it almost impossible to get to transit from our neighborhood. Too far to Thomas, too steep to the route 10 and Alternative 1 also removes the 43 from our reach on 23rd.	3/31/2015 4:06 PM
17	The elimination of the 25 and 43 would make a number of trips I make today so much less convenient that I would no longer make them on transit. Often I make shopping trips to Capitol Hill on the 43 in which a transfer (often at night and/or in the rain) with shopping bags would be a major disincentive to use transit. The transfer at 23rd/John involves crossing two busy streets and the operations at that major intersection would suffer from having tons of pedestrians transferring there who would otherwise just stay in their seats. There are zero services at that location, and a lot of traffic; it is basically impossible to make that an attractive transfer location. Route 12 I use less often than 25 and 43, but appreciate it as another option to/from the top of Interlaken Park.	3/31/2015 4:04 PM
18	I use routes #43 and #25 many times a week to travel from the area near the Montlake Bridge to Capitol Hill. If routes #43 and #25 were eliminated, I would be more likely to drive my car and add to the traffic problems. (I actively avoid driving my car alone, but if I have to take two buses to get up to Capitol Hill, I'm going to just jump in my car and drive.) There are elderly people in my neighborhood who take #25 and #43 on a regular basis. I hate to think of these older people having to wait for bus transfers out in the cold rain/at night.	3/31/2015 4:02 PM
19	It would be too far to walk to Thomas and the hill to 15th E is too steep. Without the route 12 I would have to move, or obtain a car.	3/31/2015 3:56 PM
20	I have to commute between Capitol Hill and UW daily.	3/31/2015 3:37 PM
21	loss of service between cap hill and university	3/31/2015 3:34 PM
22	Reducing the 545 at all is stupid.	3/31/2015 2:53 PM
23	I am Transit-dependent.	3/31/2015 2:34 PM
24	My bus stop is at 23d and Republican. The deletion of the #43 directly impacts me. I regularly take this bus to downtown and to the U District (where I connect to Seattle Children's Hospital). If this route is deleted, I'll have to rely on the 48, which is a busy route and often standing room only. I would also have to rely on the 8 to downtown. This is a horrible option. First, it would force me to transfer at Broadway, which I'd rather not do. Second, it would mean I'd have to be on a packed bus most of the time. Have you taken the #8 from Lower Queen Anne to Capitol Hill? It gets really packed at Whole Foods and the bus often gets stuck in traffic on Denny Way. A commute that should be 25 minutes can be an hour on this bus. Even though there would be more bus routes on this plan, it doesn't change traffic. Third, I don't understand why the #43 and #11 would be deleted - they both go directly to the Pike/Pine Corridor, which is where the majority of things are. I go to shows, restaurants, etc there all the time. I love being able to get on the 43 and get to downtown without having to transfer. I prefer the bus over the light rail. I also imagine the light rail will be packed and the last thing I want to do is be on a packed light rail underground. I'm lucky that I'm near Madison and can catch the 8. But what about the other people who live on or around 23rd? Between John and Montlake?	3/31/2015 1:57 PM
25	Additional walking time combined with wait time may outweigh benefit of using metro over driving or simply walking.	3/31/2015 1:06 PM
26	The route (12) I take everyday would be deleted. But, I would consider the 9X as an alternative.	3/31/2015 12:56 PM
27	No way to get from Montlake to downtown or the Capitol hill.	3/31/2015 12:46 PM
28	Same as before. Less wait times, and closer services will get me on transit.	3/31/2015 12:25 PM
29	I don't have a choice. I have to use transit, even if the routes are less ideal and direct for me than they are today.	3/31/2015 12:21 PM
30	I would still have a bus to Capitol Hill from near my home, it would just be a slightly different route and a new number.	3/31/2015 12:17 PM

31	The current route 43 suits my needs perfectly (both route and frequency). I would have to drive to and from school.	3/31/2015 12:09 PM
32	I live at 19th and Howell, so I rely on transit on 19th quite heavily, both for going to the University District and for going to downtown Seattle. So, while the link light rail is walking distance, it's a farther walk than many of the buses that go along Madison or the 19th corridor.	3/31/2015 11:57 AM
33	The 43 serves the neighborhoods(s) that pay taxes and that it drives through. The light rail station serves the stadium, the hospital and dorms of UW. It DOES NOT serve north capitol hill in a practical fashion. Don't kid yourself that it does.	3/31/2015 10:30 AM
34	The main route I take would be altered (Pike/Pine).	3/31/2015 9:55 AM
35	Alternative busses add too much walking/commute time.	3/31/2015 9:41 AM
36	Lack of easy access to the train.	3/31/2015 9:37 AM
37	I don't use the bus and don't intend to.	3/31/2015 9:28 AM
38	I will drive my car downtown before I will walk 30 minutes to get to the light rail station at the UW. It's cheaper for me to drive and park than it would be to spend an hour walking (round trip) and pay round trip fare on the light rail.	3/31/2015 9:17 AM
39	It would delete route 43 which I use by far the most.	3/31/2015 8:49 AM
40	I need to get (without transfer) from Boyer/Newton to the University and downtown. I am worried the 43 or 48 service will chang	3/31/2015 8:47 AM
41	I can't walk as far as this option would require	3/31/2015 7:30 AM
42	I can't walk as far as this option would require.	3/31/2015 7:21 AM
43	Not interested in transferring when my trip is 2 to 3 miles in length.	3/31/2015 7:02 AM
44	I would able to reach destinations which currently are more convenient to drive	3/30/2015 10:26 PM
45	I don't think it would as I currently catch a bus downtown and except for holidays then catch a shuttle to the hospital.	3/30/2015 10:09 PM
46	I like the idea of catching the train from Broadway to get downtown. But it's not clear to me how I will be able to get from North Cap Hill via bus to the train station. By dropping a number of lines that come out to North Cap Hill, will the #8 service be significantly increased? I currently like that the 8 and the 43 stop along John & 19th -- but I worry about only one bus servicing that whole area. As the 8 is OFTEN very late (20 mins +) esp when leaving downtown at the end of the day.	3/30/2015 9:51 PM
47	I wouldn't have easy access to a bus, and I can't get to a light rail station WITHOUT a bus.	3/30/2015 9:28 PM
48	I currently use routes 10 and 12 from north Capitol Hill to downtown. Route 10 provides convenient access to the north end of downtown, while route 12 serves the south end. Elimination of route 12 makes it less feasible to take transit to south downtown (financial district, civic center, public services.)	3/30/2015 9:10 PM
49	One of my children takes #43 bus from Montlake to Bellevue/Pike to school. It's our direct bus route to downtown (without having to go on I5).	3/30/2015 8:55 PM
50	I use route 43 often	3/30/2015 8:04 PM
51	This survey is challenging because I cannot easily go back to study the possibilities of Alternative 1! You should have provided the description of Alternative 1 on each page! My personal concern is to retain transit on Route 43.	3/30/2015 6:40 PM
52	Because it eliminates access to bus stops in my Montlake neighborhood. I cannot walk more than the two blocks I now walk to a stop.	3/30/2015 6:31 PM
53	I would have a problem with accessing buses.	3/30/2015 6:15 PM
54	When I'm going to Capitol Hill, I now need to connect in downtown, and I frequently jog up the hill rather than wait for an infrequent bus. This will put in place actual more-frequent service.	3/30/2015 5:41 PM
55	The routes look pretty good.	3/30/2015 5:30 PM
56	It would depend on the route 49 remaining close to the same in terms of frequency. I take it to work daily. If the times remain the same, I would continue to use it, if it becomes more infrequent. I would not. Taking the light rail to the stadium and transferring would involve more time for me and defeat the purpose of using the light rail.	3/30/2015 5:25 PM

57	The cuts on the 8 and 11 make my commute much longer and sometimes not at all useful. I would be forced into much longer commute times. I would opt to drive.	3/30/2015 5:22 PM
58	It would be less convenient	3/30/2015 4:09 PM
59	Will buy a car.	3/30/2015 2:40 PM
60	Cap Hill is a secondary destination for me.	3/30/2015 2:25 PM
61	inconvenient	3/30/2015 2:13 PM
62	Losing service on 24th Ave corridor means walking to a stop with serious uphill grade--resulting in arriving at work a sweaty mess. It is likely to mean I will use less transit.	3/30/2015 11:18 AM
63	To get from the top of Cap Hill on 15th to the U District would require a transfer on 24th, unlike the direct connection now. The elimination of the 43 route assumes that people can easily access light rail to the U District. Not true for those of us living in the 15th Ave. area. No other option than to walk to 24th or Broadway or transfer from the 8.	3/30/2015 11:15 AM
64	time from montlake to Seattle Children's Hospital needs to improve.	3/30/2015 10:59 AM
65	If I could use more frequent bus service to access light rail, I would use transit more.	3/30/2015 10:58 AM
66	It would depend on which routes were taken away and/or modified. Route 8 is the ONLY bus that connects north and south MLK.	3/30/2015 10:53 AM
67	Anything that increases service from North Capitol Hill to downtown, Seattle Children's, Ballard, and Greenwood would cause me to ride more often.	3/30/2015 10:11 AM
68	I don't own a car and rely on Metro buses and walking for transportation. I don't know if these changes would increase, or decrease, my use of transit, but it'd make transfers and getting around town a lot easier and quicker for me--and therefore, I'd be a happier citizen.	3/30/2015 9:59 AM
69	I am personally served pretty well by both alternatives however the 12, 11, 10 & 43 are go-to routes for me. Having 3 of 4 change or be eliminated will take some getting used to.	3/30/2015 9:22 AM
70	I couldn't get from home to work. couldn't use the bus to commute.	3/30/2015 8:54 AM
71	shorter waits	3/30/2015 7:19 AM
72	It would have to walk further to get to my bus, probably three or four times further. I would still do it, but I'd be concerned about elderly or the infirm who couldn't make it that distance.	3/30/2015 12:27 AM
73	ZOMG: 550 + Link + 8 would hit most of the places I go on a regular basis.	3/29/2015 10:45 PM
74	My old car shd a\soon be off the road and soon I am too old to drive	3/29/2015 10:08 PM
75	Service would be limited while relying on unproven efficiency of light rail.	3/29/2015 9:27 PM
76	It is important for me to not have to walk so far to take the bus	3/29/2015 9:19 PM
77	The changes are tradeoffs: the pros and cons are about the same.	3/29/2015 9:15 PM
78	There comes a point when it's easier to walk the whole way. This is that point.	3/29/2015 7:41 PM
79	To long a walk to UW Light Rail and no easy access to Capitol Hill.	3/29/2015 6:13 PM
80	I might use transit more if I didn't have to fuss with schedules or stand around waiting a long time. I mostly walk and bike and am an opportunistic bus rider - if buses come more frequently, I'm more likely to hop on.	3/29/2015 5:41 PM
81	Though I mostly walk and bike everywhere, I'd likely use transit more if I didn't have to fuss with schedules and worry about timing of transfers. With a more streamlined system and greater frequency, I'd likely resort to taking transit a little more frequently. I don't know that that's a good thing -- since I never drive, so my taking transit is taking a bike off the road, not a car, and makes transit more crowded!	3/29/2015 5:20 PM
82	Loss of connections and coverage due to changes to Routes 11, 8, 43	3/29/2015 5:13 PM
83	Would not send my kids on bus to school on capital hill or let them go shopping downtown on the bus.	3/29/2015 5:08 PM
84	I have to use transit as part of my daily commute, and that would not change.	3/29/2015 4:48 PM
85	I use transit mostly to get to and from work in NE Seattle	3/29/2015 3:17 PM

86	Reduced service on 25 and 43 routes	3/29/2015 11:39 AM
87	I already walk or use transit in the daytime. With Alternative 1 I would use transit for night-time events downtown, Seattle Center, and University District because of the increased frequency.	3/29/2015 10:58 AM
88	From madison park there would be less options ad times for the route 11, or it would be eliminated totally forcing me to use alternative and costly transit options.	3/28/2015 7:02 PM
89	I volunteer in downtown. Alternative 1 would make my trip more complicated. I would have to transfer, and when I reached downtown either have a much longer walk to my destination or take a 4th segment to get there. In all, I would end up taking a bus, train, and another bus to duplicate my current travel. I would also be less likely to use the bus to Group Health on Capitol Hill under this plan.	3/28/2015 1:34 PM
90	The elimination of the 43, revisions to the 8 and addition of the 38 greatly reduces my flexibility to transit home (Madrona) from work (U Washington) at hours after 7pm. Currently, the 43 and 48 provide two opportunities to transit from UW to Capital Hill to either transfer to the 8 or walk from 23rd to Madrona. Alternative 1 reduces the	3/28/2015 1:13 PM
91	More frequent and predictable trips	3/28/2015 1:06 PM
92	Expect to continue my bus travel as before since my family only has 1 car and I hate paying to park in S Lake Union, Downtown, Capitol Hill, and the UW.	3/28/2015 10:46 AM
93	it would increase my route time	3/28/2015 9:56 AM
94	More frequent service. Routes that make more sense.	3/28/2015 1:24 AM
95	I live in montlake; I don't have any good choices.	3/27/2015 9:12 PM
96	I HAVE ANSWERED THIS QUESTION PREVIOUSLY	3/27/2015 6:31 PM
97	Light Rail is unusable for me. My only connection is to Mt. Baker to ride to SEATAC. My 16 minute commute to DT becomes a 45 minute commute for route 12.	3/27/2015 6:13 PM
98	I only use 545 service during non-peak hours	3/27/2015 4:46 PM
99	This is not an area that I would utilize	3/27/2015 4:32 PM
100	Probably try to connect to light rail at one of the two new stations, currently about halfway between them	3/27/2015 4:13 PM
101	The added transfer and destruction of the 12-route makes short trips in between destinations on Capitol Hill, Madison Valley and Central District much less convenient.	3/27/2015 3:52 PM
102	Would be too hard to walk up to 15th so I would either need to move, or to use Uber/taxi much more.	3/27/2015 3:49 PM
103	Required transfer between Routes 48 and 8.	3/27/2015 3:40 PM
104	no direct connection between central area and south lake union	3/27/2015 3:37 PM
105	frequency allows fewer car trips	3/27/2015 2:49 PM
106	No direct way to get to my mom's house.	3/27/2015 2:40 PM
107	efficiency and reliability make it a go to option	3/27/2015 2:37 PM
108	it is really hard to decipher the maps, but it looks as if I will be doing a lot more walking because the consolidation will cut service where I now can take the bus, and/or I will be transferring around more to eventually get where I am going.	3/27/2015 2:33 PM
109	Moving by car would be more tempting, albeit more expensive, and may cost a lot of loss time also. Yet, I would be left with no choice.	3/27/2015 2:29 PM
110	Better ability to predict transit.	3/27/2015 1:59 PM
111	Capitol Hill is a place I travel weekly, but I don't have enough experience on most routes there to say either way which ones would most impact me.	3/27/2015 1:56 PM
112	my only transportation is public. if there is no access then I can't get to where I want to go	3/27/2015 1:48 PM
113	This would be so terrible omigod. I would give up entirely and just take taxis everywhere or move. I shouldn't have to transfer 1-2 times to move 2 miles! What the hell.	3/27/2015 1:41 PM
114	to get to SeaTac	3/27/2015 1:27 PM

115	because I ride the 11 to and from work each day and that route would be removed, I would have no way to get directly home or to work from my home.	3/27/2015 1:08 PM
116	I can't predict what losing route 25 will do to my transit use.	3/27/2015 12:04 PM
117	I would have to walk further to get to my destinations, and i am concerned that the route 2 will be way over crowded. I might use transit less and try to ride my bike, however, a bike is not always a good option when heading to work.	3/27/2015 11:59 AM
118	More frequent service makes driving less desirable	3/27/2015 11:37 AM
119	What's with that crazy streetcar? Is that to replace busses or will it make a more direct ride than is possible today? Seems to be another "deluxe to nowhere" like the SLUT -	3/27/2015 10:10 AM
120	It sounds like the bus lines I use the most, the 10 and the 11, might be made less direct from 15th ave & madison to downtown than they are now. Also, the 12 sounds like it may not connect directly 19th & madison to downtown. This is another useful direct connection. Increasing the frequency of the #8 line is a good idea, connection to Seattle Center and Capitol hill is challenging right now.	3/27/2015 10:04 AM
121	I believe this trip would still be significantly faster than walking.	3/27/2015 9:15 AM
122	Easier access and travel times	3/27/2015 8:45 AM
123	if it there were more convinient bus times, i would take the bus to theater events on Capital Hill.	3/27/2015 7:38 AM
124	More options	3/27/2015 6:50 AM
125	Same reason stated before.	3/26/2015 10:39 PM
126	can visit relatives in Capitol Hill without worrying about parking	3/26/2015 7:40 PM
127	frequent connections to my neighborhood	3/26/2015 5:09 PM
128	because of connections from south seattle to capitol hill	3/26/2015 4:30 PM
129	It would make it very difficult for me to use transit with Alternative 1. It would mean i would need to take multiple connections when as of now, I have one direct route and the wait is almost never that long.	3/26/2015 1:08 PM
130	Loss of route 43 would reduce the ease of getting to downtown or Broadway - it is now a simple trip from my front door. With alt 1 I face at least one transfer, or at least a half mile walk. Route 43 may not be fast, but it gets me where I need to go. The loss of route 12 also means I have one less way to get downtown.	3/26/2015 11:53 AM
131	Much less convenient. By the time I walk half a mile to the bus, I might as well keep walking. Or drive.	3/26/2015 9:05 AM
132	I work downtown.	3/25/2015 9:52 PM
133	The loss of service in the Pike/Pine corridor would be a huge problem for me	3/25/2015 4:49 PM
134	Too damn much trouble, no convenient connection.	3/25/2015 3:38 PM
135	I don't use transit often to travel inside Capitol Hill	3/25/2015 2:19 PM
136	Faster and more frequent.	3/25/2015 1:39 PM
137	I don't use transit much now because of fragmented or infrequent service.	3/25/2015 1:31 PM
138	I use the bus a lot, it just make my life easier.	3/25/2015 12:41 PM
139	there would be no convenient route for me to go anywhere. I would have to walk at least 15 to 20min to go to a bus stop to go downtown, uistrict, or to get to work in redmond. By extending my commute time, I would not benefit from taking the transit ever. I would also have to transfer 3 times (my place -> capitol hill Broadway stations -> downtown/montlake -> overlake transit center) instead of simply taking 2 legs for one trip to get to redmond	3/25/2015 10:29 AM
140	It would likely be about the same. However I might drive to Steven's Elementary on 19th.	3/24/2015 11:40 PM
141	I'm considering moving from Redmond to Capitol Hill and if Alternative 1 were implemented, it would be a positive factor both in me making the move and using transit more in Capitol Hill.	3/24/2015 6:03 PM

142	I think I would use it about the same. Some trips would be longer some shorter. Steven's Elementary would become less accessible by bus. Maybe I would just drive. Getting to Northgate looks faster, but to the northwest area served by the 48 would take longer. I would really miss the 12 along 19th to Stevens School. I would have to transfer more to get downtown from the north part of Broadway. Transferring takes effort and time. I anticipate more anger from friends and family regarding the fact that Link won't accept paper transfers.	3/24/2015 5:29 PM
143	Alt 1 would provide better connections to destinations in and around Capitol Hill by leveraging Link.	3/24/2015 4:10 PM
144	I'd give up my plan to get an monthly card and just use my truck more.	3/24/2015 3:51 PM
145	Increased frequency would encourage me to use transit more.	3/24/2015 3:30 PM
146	The 11 and 43 are the two closest routes to my residence that connect me to downtown Seattle, Madison Park and the U District, which is where I most frequently go.	3/24/2015 12:26 PM
147	I already commute daily, it will just be easier or more difficult	3/24/2015 11:28 AM
148	provided the service was more frequent/reliable and distances not an impediment I would use metro service more. Although the majority of my commute is between west seattle and the downtown corridor, a major criticism of my experience with metro right now is the lack of reliable service and more frequent buses that make the commute less reliable and sometimes result in driving in to work (even though my preference would be to bus in). Hopefully the system would perform better than rapid ride which is feast or famine (i.e. several buses at the same time and then long gaps before the next one).	3/24/2015 8:55 AM
149	I recently moved away from Capitol Hill but still take transit there frequently. I'm not sure these specific changes would impact my plans.	3/24/2015 2:42 AM
150	My commute time would be longer and more tiresome, but I'd still have to go through with it, getting to and from work.	3/23/2015 11:20 AM
151	I take route 49 to Convention Place and then take route 255. This will no longer be possible. How this will affect my use of transit is unclear.	3/23/2015 10:44 AM
152	I already use it all the time. It would just make it faster.	3/22/2015 7:01 PM
153	I will have to walk to the streetcar and then walk downtown. I easily double my transit times	3/22/2015 1:06 PM
154	In most cases, I don't have an alternative to using transit--the routes I use most would likely be eliminated or more crowded, but I would still use them. In some cases, though, I might choose to walk instead.	3/22/2015 12:11 PM
155	No car.	3/22/2015 11:26 AM
156	Generally I would adapt to what becomes available, so it's hard to say how I would use transit since I do not have a car.	3/22/2015 10:27 AM
157	Because why should I use the bus services if it's going to be essentially nonexistent? I'd rather drive.	3/22/2015 3:33 AM
158	Probably wouldn't use. It would just be too complicated and take me much longer. Right now the bus comes frequently, my stop is across the street, and I'm downtown in 20 minutes.	3/21/2015 7:41 PM
159	Madison valley line	3/21/2015 3:18 PM
160	I rely on the 25 bus route in Montlake. I also need the buses on 24th ave E to remain as frequent as they come now.	3/21/2015 11:20 AM
161	im not positive but i think the same, maybe more	3/21/2015 10:57 AM
162	It would be harder for me to get to, since I live in Montlake. My commute to Ballard is already 1.5 hours one way - making it more difficult to get a direct connection on the 24th Ave E corridor and increases in bus fare would make the negatives outweigh the positives.	3/21/2015 9:33 AM
163	These proposed changes don't seem to have too much of an effect on the time it takes me to get to Cap Hill from Greenwood or the U-district - so I don't think I'll be tempted to visit Cap Hill any more or less.	3/20/2015 11:43 PM
164	Because there would be no transit from my home near Boyer and 14th to the places I need to go, UWMC and downtown.	3/20/2015 8:33 PM
165	There is no other alternative routes from Boyer and 14th area to get to Pioneer Square without significant walking/biking.	3/20/2015 8:29 PM
166	I am car-free, using transit more or less isn't really an option.	3/20/2015 8:13 PM

167	Because I would actually be able to get from First Hill to businesses on Broadway without having to walk because the service is so bad. Also I would be able to better get to Capitol Hill from Interbay because of improved service on the 8.	3/20/2015 7:19 PM
168	Because it partly restores bus service to 1992 levels, back when it was Seattle City Metro, and did not suck yet because King County wasn't running it yet.	3/20/2015 5:39 PM
169	It's less convenient for me. Maybe I'd bike to the station and take the train, but I'm not going to bus to the station and transfer all the time.	3/20/2015 2:52 PM
170	My main transportation in the region is negatively impacted. This alternative directly diminishes my transit options. I would have no alternative other than to use transit less.	3/20/2015 1:34 PM
171	I don't have a car.	3/20/2015 1:24 PM
172	better connections more frequently	3/20/2015 11:49 AM
173	I could walk to the new Link light rail station at UW instead of taking 43 from montlake (to get to cap hill) but that would be a longer walk so I might be less likely to do it. It seems like getting to capitol hill from my neighborhood would be made tougher, which is a significant downside to me.	3/20/2015 11:19 AM
174	It will be quicker and easier to use the car.	3/20/2015 8:41 AM
175	My most frequent routes are the 8, 43, and 49. With downtown (Pike/Pine) connections via the 43 and 49 being eliminated (and not easily covered by Link in all cases), I would use transit less often.	3/20/2015 7:30 AM
176	The increase frequency of the 8 later at night will make me much more likely to consider it a viable alternative to driving to the Seattle Center for evening events.	3/20/2015 12:41 AM
177	Luckily, you'd be keeping the 49 and the 8, which I use all the time.	3/19/2015 10:27 PM
178	Looks like it would preserve the routes I use the most and could speed up my commute.	3/19/2015 10:02 PM
179	The value of Metro and the new light rail would be diminished for me and my family.	3/19/2015 9:59 PM
180	I might ride the 8 more often. For the University District, the light rail stations opening will have more impact than either alternative; I currently rarely travel there.	3/19/2015 7:27 PM
181	Alternative 1 provides easier options for recreational trips I take occasionally.	3/19/2015 7:05 PM
182	The increased span of service on the 8 will be nice for getting between the Seattle Center and Cap Hill, although bus downtown + Link might be a better option if there aren't considerable improvements to bus reliability on Denny.	3/19/2015 4:05 PM
183	I would like to explore Capital Hill and the Central Area more	3/19/2015 4:02 PM
184	I will stop taking the bus, likely in its entirety, if Alternative 1 occurs. I'm a real person, with a life and a family. I don't have a fucking hour to transfer 1-2 times and walk in the rain just because you think it makes a prettier map with simpler corridors.	3/19/2015 3:58 PM
185	Capitol Hill is difficult to navigate to and from because things are spread out, so I never know which route to take. Easier access via the Link rail would mean I would know where to go, and it doesn't seem like the routes that would be cut would affect me that much.	3/19/2015 3:36 PM
186	see answer to #10.	3/19/2015 3:24 PM
187	Regardless of what changes, I am completely dependent on transit to get around so I can't change how often I use it depending on how "convenient". I have no alternatives.	3/19/2015 3:10 PM
188	Increased frequency of buses makes transit a more feasible option	3/19/2015 2:44 PM
189	The buses would no longer take me to where I need to go!	3/19/2015 2:39 PM
190	I live across the street from what used to be #27 and has now been diminished to a commuter only service. Despite the fact that hundreds of new housing units are being built, the full service route was cut. I really distrust this entire process.	3/19/2015 2:33 PM
191	I don't own a car, so I don't have any other choices if I want to go longer distances.	3/19/2015 2:14 PM
192	I'm car-less, so must go everywhere by bus, whatever the travel time or level of convenience.	3/19/2015 2:04 PM
193	More frequent service & better connections	3/19/2015 1:31 PM

194	No direct connections would result in longer trips.	3/19/2015 1:17 PM
195	It would make it easier for me to get to places on Capitol Hill that I currently visit very infrequently because of transit hassles. Since this alternative uses the light rail station as a connecting hub, I will be able to easily transfer to get where I want to go if it's out of the capitol hill station walkshed (and because there are places within the walkshed of the new station that I'd like to visit more anyway, I will be on capitol hill more and willing to hop a short busride elsewhere).	3/19/2015 12:13 PM
196	Again, I don't know how these changes would impact bus service further south.	3/19/2015 12:06 PM
197	Easier to get to the light rail station would help me when traveling to the airport.	3/19/2015 11:15 AM
198	these changes may increase my walking distance, but it could also increase the amount of transit.	3/19/2015 10:57 AM
199	I live close to a mile from Broadway and with no alternative to getting to the light rail station, I just foresee having to purchase car to get around instead of depending on the bus.	3/19/2015 10:19 AM
200	I have to. I strongly rely on public transit to get around Seattle.	3/19/2015 10:11 AM
201	A main portion of travel is from the montlake area to UW and montlake to capitol hill. If these routes are decreased or removed I would have to find alternate travel options.	3/19/2015 10:01 AM
202	I already use transit less and use Uber. If two or three of us want to go downtown or somewhere it is cheaper to split an Uber then for all of us to take the bus sometimes or the difference in cost is so small that it is worth it. I also would like to point out the my older son who lives in the U District is going broke from his bus fares.	3/19/2015 9:09 AM
203	With further walks to bus stops, might as well just walk the whole way.	3/19/2015 9:00 AM
204	My transit habits would not change, but improve if Alternative 1 is implemented.	3/19/2015 7:40 AM
205	I hardly go to Capitol Hill, so none of this really affects me.	3/19/2015 2:12 AM
206	Need to know more about this one.	3/18/2015 10:25 PM
207	This is a terrible idea. For anyone living in North Capitol Hill more than five minutes walk from the Broadway and John light rail station, this will mean longer commute times to the University District. I make this commute every single day. These buses are full every day, and most travelers from the UW to Capitol Hill get off the 43 more than 5 minutes walk before Broadway and John. Moreover, the walk from the UW light rail station will add an additional five minutes to my journey. I estimate that my daily commute from my house (16th and Republican) on the light rail will be 20 minutes LONGER than it currently is using the #43. This is not public transportation progress. It is a light rail boondoggle. Sincerely Robert Wood Professor, University of Washington PS. The same thing happened with bus route 194 which reliably took passengers from downtown Seattle to the airport in 30 minutes until it was cancelled because of the light rail. The trip now takes 40-45 minutes on light rail. Is this progress? The idea is that new transit systems augment the public transportation system, not replace existing components.	3/18/2015 8:55 PM
208	Doesn't give me any better way to get to Capitol Hill/Madison Valley from Phinney Ridge, or even from downtown.	3/18/2015 8:42 PM
209	N/A	3/18/2015 8:10 PM
210	Better service between downtown and Capital Hill (assuming that Capital Hill's culture is not completely changed by development)	3/18/2015 4:57 PM
211	more difficult	3/18/2015 3:17 PM
212	I love riding the bus	3/18/2015 3:13 PM
213	Greatly impacts commute	3/18/2015 2:46 PM
214	Less convenient to get to bus for departure, less convenient point of arrival.	3/18/2015 2:44 PM
215	I don't live on Capitol Hill anymore, but a lot of the businesses I frequent are on Capitol Hill. I'm mostly concerned about getting from my work (the UW) to various places around central Capitol Hill--which seems to be mostly addressed. I might just have to walk further to get to places on 15th Ave. Traveling to and from Beacon Hill to Capitol Hill will be addressed once the light rail opens. In the meantime I take the 60 or take the 10 or 11 to the light rail.	3/18/2015 2:25 PM

216	If there was a direct connection between North Capitol Hill and the downtown Madison Corridor (down to the ferries), this would create a beneficial direct link for people traveling from the most dense neighborhood to a major work area (downtown financial). I work on Madison and 1st Ave, so it would be nice (versus having to take 2 buses as in my current situation).	3/18/2015 1:54 PM
217	I would drive to the UW and add more congestion to the streets.	3/18/2015 1:42 PM
218	I often have to get to First Hill as a medical student and improving the frequency of transit to this area would increase my use.	3/18/2015 1:40 PM
219	I don't have a car	3/18/2015 12:49 PM
220	With more frequent Route 48 trips, i will be more likely to catch a bus that gets me to the UW at the right time, plus not thinking about it is positive.	3/18/2015 12:48 PM
221	Less convenient. I'm so tired of having to walk longer and longer distances to catch bus or rail, I'd probably drive or go places fewer times.	3/18/2015 12:41 PM
222	If the link rail connected downtown to the U district, I'd probably be fine	3/18/2015 12:37 PM
223	I would bike	3/18/2015 12:33 PM
224	I frequently visit restaurants/theater/friends in Central Seattle and Lake Union and would prefer not to deal with parking; would use the bus more.	3/18/2015 12:25 PM
225	I have no choice, I don't drive	3/18/2015 12:06 PM
226	It wouldn't run in my neighborhood; how could I use it?!	3/18/2015 11:49 AM
227	I might choose to walk to/from the Link rather than take the 48 if the equipment on the Route 48 is not improved.	3/18/2015 11:44 AM
228	If the long wait times between buses is decreased it would have a huge impact on flexibility of travel. This is important because I am usually traveling with a child and it is easier and safer when we are not waiting 30 minutes between buses. Congestion on Denny Way essentially cuts us off from family in Lower Queen Anne most of the week. More frequent trips for the 8 would hopefully improve that.	3/18/2015 11:41 AM
229	restricts my options and makes me travel farther from home	3/18/2015 11:35 AM
230	The light rail station is extremely out of my way, and may double my commute time. I take the 11/12 and 43/48 to work from 17th and Madison, and it is impractical for me to get to Denny and Broadway when my current commute is so quick when timed correctly.	3/18/2015 11:31 AM
231	With the elimination of route 12, there is no direct or close connection to my home to Capitol Hill. I work at UW and would still need to get to Capitol Hill to right link light rail. No bus will easily do that for me now. I either need to walk many blocks to Capitol Hill or to catch another bus, or walk downtown (in the opposite direction of where I need to get for work), to catch the light rail. I would have to likely drive my car from home to a place I could catch the light rail or route 48 (park somewhere on 24th) because of the elimination of route 12. With the elimination of route 43, I would likely have to wait much longer for a 48 even if I did this.	3/18/2015 11:29 AM
232	I would lose my 12 bus. No good alternatives. I would walk or drive.	3/18/2015 11:26 AM
233	Hard to tell if this will speed up transit between U district and capitol hill -- as it is it can take 30+ minutes, sometimes 60+ minutes to get downtown	3/18/2015 11:21 AM
234	43 is my everyday bus that takes me from the UW to the top of Capitol Hill	3/18/2015 11:18 AM
235	I'm not sure if the light rail will be a viable option for me from North Capitol Hill. I don't know where the station will be, nor do I know where it will drop off downtown (I guess probably westlake station and Broadway, but that's just a guess).	3/18/2015 9:59 AM
236	The two bus services I use most often (pike/pine corridor between 15th and downtown) and the 12 between 17th and downtown on madison are being reduced.	3/18/2015 9:01 AM
237	frequency	3/18/2015 1:21 AM
238	It would be more pleasant to transfer to Link and get to Capitol Hill faster, but I already use Metro to its full extent when traveling within city limits	3/18/2015 1:10 AM
239	Duh. Take away service from where I live and my ass won't be riding the bus.	3/18/2015 12:20 AM
240	I regularly want to go from Madison Park to the Pike/Pine corridor, and there's no direct route anymore.	3/17/2015 11:50 PM

241	I travel the Pike/Pine corridor heavily, and so loss of frequency (with the loss of 49) would make me less inclined to take the bus overall if I was planning to come home later in the evening and needed to go from downtown to Central District.	3/17/2015 9:54 PM
242	See #9	3/17/2015 8:27 PM
243	The route that goes near my house would no longer take me downtown to where I go. It would leave me more than a half-mile from where I need to be.	3/17/2015 7:33 PM
244	I take the 44 & 43 from Ballard to Cap Hill 5 days a week. If the 43 could no longer get me to work I would have to find a different route to work.	3/17/2015 6:18 PM
245	I would adapt to changes because transit is my primary mode of transportation. But if possible, I would not like such drastic changes to occur at one time.	3/17/2015 6:04 PM
246	More options for quickly getting to North and Northeast Seattle areas	3/17/2015 5:46 PM
247	I still need to use it.	3/17/2015 2:38 PM
248	Alternative 1 excesses on Capitol Hill and the Central Area would divert dollars away from other routes to the extent that reductions elsewhere would make our use of transit impractical. I would no longer be able to use transit to go to medical appointment using the lost Central Seattle routes. If sound transit wants to add feeder busses as part of their light rail system, they should do so; they should not steal local transit service from King County Metro.	3/17/2015 1:08 PM
249	Because route 8 will no longer connect me to SLU. No bus from 98122 will serve Mercer Corridor in SLU. Route 4 is not connected to Mt Baker station. Route 14 still makes a time consuming loop to Hanford st, which can be done by simply extending 4 to Mt Baker station and then on to Hanford where the 4 can have its terminus.	3/17/2015 12:51 PM
250	I depend on transit for most of my transportation needs.	3/17/2015 12:00 PM
251	I live in the Pike/Pine corridor and am concerned that a reduction in service in that area would make it difficult to access any transit	3/17/2015 11:35 AM
252	Frequent service, longer service periods, more reliable system--it's easier to understand, and I wouldn't have to make decisions based on whether or not I want to use Uber/Lyft to get home since so many routes go to reduced service at a relatively early time (waiting at Denny/Aurora for an 8 at 8pm for 30 plus minutes is not comfortable/convenient/safe feeling)	3/17/2015 10:52 AM
253	My concerns are mostly about convenience of current trips. I do wish that this plan had done more to create a through-service to Fremont, Wallingford, and Ballard from capitol hill, which would have increased my use of transit.	3/17/2015 10:17 AM
254	I don't have a car, I need to use the bus, so I'd make it work. I might have to walk a bit farther though.	3/17/2015 10:14 AM
255	My primary use of transit is between my home in Madison Valley and my work downtown. With the deletion of a direct route to downtown, I would likely ride my bike more or find some other route to work.	3/17/2015 9:57 AM
256	less frequent trips	3/17/2015 9:26 AM
257	I hate your survey.	3/17/2015 8:19 AM
258	It makes it inconvenient to get to redmond in off peak hours.	3/17/2015 12:10 AM
259	I would use Route 8 more to get to the Seattle Center rather than to walk.	3/16/2015 5:08 PM
260	The 43 is my lifeblood. Without it I would need to resort to alternate transit for my Montlake<->Capitol Hill travel	3/16/2015 4:39 PM
261	Madison corridor access	3/16/2015 4:35 PM
262	Grid would make connections to all parts of Cap Hill easier from wehre I live downtown.	3/16/2015 3:43 PM
263	Tranit from 19th and Madison area to almost anywhere, but especially downtown, would require at least one transfer, multiple waits on unreliable services, and long walks to get to the station.	3/16/2015 2:37 PM
264	the increased frequency would allow me to be more flexible in time constraints.	3/16/2015 2:36 PM
265	Having to change at the Stadium (Rail >> 542) - a walk and a wait, seems ridiculous.	3/16/2015 2:08 PM
266	Makes more places easier and quicker to get to.	3/16/2015 1:53 PM

267	I rely on Route 11 when going from Madison Valley > Downtown. If there were no longer a direct bus downtown there would be less incentive to take transit.	3/16/2015 1:17 PM
268	I don't own a car and already rely predominantly on transit to get around the city and region.	3/16/2015 12:52 PM
269	I rely on transit for getting around Seattle, especially when it's raining. I don't own a car, and don't plan to purchase one. If Alternative 1 were implemented, I would greatly appreciate the ability to make a reasonable transfer, rather than the current 20 min expected wait for a transfer(what I face most of the time). The frequency has to be coupled with reliability. I would love increased frequency on the 8, but not if all of those buses are stuck between Westlake and Fairview.	3/16/2015 12:52 PM
270	Possibly walk downtown rather than take the (deleted) 43. The 49 along Broadway is too slow.	3/16/2015 12:47 PM
271	higher frequency of routes. frequency means freedom for me.	3/16/2015 12:38 PM
272	24th Ave E between Montlake and Capitol Hill seems worse off after Alternative 1 because of the loss of the 43. It's more difficult to get downtown and to the Capitol Hill link station. It's unclear if the increased 48 frequency would make up for that.	3/16/2015 12:32 PM
273	Might need to take alternatives to route 43/44, but will more likely use transit on short trips since it is more frequent.	3/16/2015 12:21 PM
274	Downtown to Pike/Pine corridor wouldn't be as convenient	3/16/2015 12:21 PM
275	The Madison > Downtown route is KEY for me. I ride it every day. I would be required to walk 6+ blocks to Broadway to catch the 12. Please keep the 12 along Madison.	3/16/2015 12:16 PM
276	Needing to transfer will make me drive more often when I am running late	3/16/2015 12:16 PM
277	My decision to use transit is mostly based on the proximity of transit stops, and that doesn't seem to change much under this plan for those living in Central Cap Hill.	3/16/2015 12:13 PM
278	I would have to transfer and walk farther than I have to now to get home/to work.	3/16/2015 12:13 PM
279	The 11 to 545 to get to Redmond required getting to Pine and Bellevue for a single transfer to Bellevue and Olive pickup of 545. With the new proposal, it is two transfers: 11 to 43/48/Link to 545 at Montlake	3/16/2015 12:12 PM
280	#43 is my main link to downtown from my home (22nd / E. Republican). It is also my main link to Montlake station where I transfer to ST545 for work.	3/16/2015 12:05 PM
281	Microsoft offers a shuttle during peak hours. However, outside of peak hours, there would be much more transfers (take the 542 from Overlake Transit Center to UW, then Light rail to Capitol Hill, then 8 to Belltown, instead of just 545 from Overlake Transit Center to Denny Triangle, and 8 to Belltown.)	3/16/2015 12:03 PM
282	It would be more difficult for me to commute to/from work during off-peak hours.	3/16/2015 11:55 AM
283	It depends on how time efficient and reliable these routes turn out to be. These changes may make traffic so bad it's faster to walk a few miles.	3/16/2015 11:51 AM
284	I mainly use the 545	3/16/2015 11:51 AM
285	I use the 545 every day to get to and from Redmond. Because my work schedule is dynamic, I often have to stay late or arrive during the middle of the day. If the 545 schedule were reduced to peak hours I would no longer be able to use it as my primary transit option.	3/16/2015 11:50 AM
286	Longer walk to the Husky Stadium station	3/16/2015 11:47 AM
287	Loss of Montlake station.	3/16/2015 11:47 AM
288	Proximity to transit stops and need to transfer.	3/16/2015 10:49 AM
289	I live on E. Lake Washington Blvd, 3 houses down from Montlake Blvd. It sounds like I won't have access to all of the buses from downtown Seattle to the Eastside. I would be forced to use the 43 which is not a pleasant bus to ride. The population using that bus, especially at night, not pleasant to be around.	3/16/2015 10:46 AM
290	see below	3/16/2015 10:03 AM
291	As I don't own a car, I'll need to use whatever transit is available.	3/16/2015 9:17 AM
292	If transit were faster and more efficient I would prefer it over my car.	3/16/2015 9:03 AM
293	The alternative is buying a car	3/16/2015 7:29 AM

294	I like visiting Capitol Hill for nightlife and shopping	3/15/2015 8:34 PM
295	I may use transit less, because walk, 545 at MSFT will become, walk, train, transfer, 545. I may use the same because of the 23rd on-ramp to eastbound 520 freeway exchange might be a total disaster. Right now, I feel like my commute to MSFT will be worse until the train is done in '23.	3/15/2015 6:25 PM
296	All the fun bars are between Broadway and 15th Avenue. Plus, it will be very inconvenient having to travel farther on 15th Avenue East for infrequent or even unavailable bus service especially when its cold and raining. Leave Route 43 alone; there's nothing wrong with it. Route 43 provides reliable night time service because its one of the few routes that runs late at night and connects all of Capitol Hill with the U-District.	3/15/2015 5:20 PM
297	The commute from 19th & Madison area becomes extremely unattractive with long walks and multiple out of the way connections.	3/15/2015 5:16 PM
298	Current transit service throughout King County is too slow and too infrequent for me. For most trips under 5 miles, biking is faster than busing. For trips over 5 miles, I drive, even though it is more expensive. I would really like to use transit more, especially when it is raining or in circumstances where parking is expensive or traffic is highly congested. I still use transit occasionally, but I never enjoy the experience. Alternative 1 is a step toward a system I might actually want to use.	3/15/2015 4:53 PM
299	Eliminating the 12 would force riders to use the 8, which would not take a quick route up and down Madison.	3/15/2015 4:34 PM
300	With the deletion of the 11, there is greater frequency at the current ending, E42nd and Madison. That means greater reliability during the week at least. I worry about the transfer points.	3/15/2015 2:18 PM
301	Routes I would use 43 and 25 would not be in service.	3/15/2015 12:42 PM
302	My routes would be cut, so Id be walking or renting a car.	3/15/2015 9:59 AM
303	I don't really want to drive on my commute. It isn't a real choice.	3/14/2015 8:12 PM
304	I use either the 43 or 12 everyday	3/14/2015 4:01 PM
305	Uncertain what my future transit needs will be with respect to that corridor	3/14/2015 3:26 PM
306	I generally go through the University District and transfer to either the Routes 43 or 49. If route 43 is cut or rerouted it would mean fewer alternatives for me to travel to Capitol Hill. I know the assumption is that we'll all be taking the light rail to Capitol Hill, but to go to Capitol Hill I might prefer to use a bus that is less crowded.	3/14/2015 3:04 PM
307	I would use it LESS because I wouldn't have access to it!!!	3/14/2015 8:39 AM
308	There would no longer be routes taking me the places I need to go. I would have to walk further and it would be way less convenient.	3/14/2015 4:57 AM
309	Likely would be less compelled to change to transit. More transfers. More convoluted routes.	3/13/2015 9:18 PM
310	I gave up my car and travel frequently to Madison Park and to UW	3/13/2015 7:32 PM
311	The 8 is my mainstay. But sometimes I'll prefer to walk because the buses are so behind or overcrowded.	3/13/2015 6:41 PM
312	Because it eliminates the route I use to go to and from work and all the alternatives are worse (more time in both directions, more walking distance). No benefits whatsoever.	3/13/2015 5:03 PM
313	The loss of Route 11 into Madison Valley and Madison Park would reduce my bus use, even though the changes in Route 48 would increase my use.	3/13/2015 4:07 PM
314	This would make traveling between Broadway and University District faster & more convenient for me.	3/13/2015 4:01 PM
315	What is Alternative 1 ?	3/13/2015 2:52 PM
316	One always has to observe how the actual routes work in terms of time and efficiency.	3/13/2015 2:32 PM
317	Really only concerned with north capitol hill/montlake access here.	3/13/2015 12:38 PM
318	Shorter/faster transit time	3/13/2015 10:59 AM
319	The 8 would actually be a reasonable option, the 49 would come so often I would probably take it short distances (e.g. north/south on Broadway), and the 38 would provide a direct connection (for me) to friends/drinking/brunch up at 12th and Madison :-).	3/13/2015 10:16 AM

320	I'm tired of paying Ubers to get me home after Midnight when I go out on Capitol Hill. I'd rather give you that business, and if I knew it wouldn't be as expensive for me to get home after a night out I'd be more likely to consider Capitol Hill more often.	3/13/2015 9:53 AM
321	Loss of my primary neighborhood links.	3/13/2015 7:34 AM
322	Could not access it.	3/12/2015 10:17 PM
323	Transferring from one bus to another is a waste of time. Frequent and adding number of buses is a fallacy since it will just results in clusters of buses coming at the same time. This is due to drivers are not given consistent motivation/directions to serve customers - they work as individuals to get one bus driven on a route and not to work as a team to best serve needs of customers.	3/12/2015 9:05 PM
324	I am retired and thus my hours are flexible.	3/12/2015 8:43 PM
325	Improve 12th Avenue Service, current Metro destinations in CD/Cherry Hill are practically useless. I choose to walk or other transit modes 99% of the time.	3/12/2015 7:43 PM
326	Route 11 is the only route that runs all the way from Madison Park to downtown Seattle -- I plan to remain in my condo into retirement and beyond and this is the only route that covers the major neighborhoods I would need to travel to if I end up using car transportation less often.	3/12/2015 7:16 PM
327	Inconvenient. I would walk.	3/12/2015 5:55 PM
328	Until it is in place, it is hard to know which buses, etc. really will provide the service needed	3/12/2015 4:06 PM
329	I live on the 24th Ave E corridor, so I would lose my direct connection to downtown and Capitol Hill. I especially rely on the 43 to get home from Capitol Hill nightlife late in the evenings, when no routes run often enough to make a transfer. I don't drive and I bought my house in north Madison Valley partly because of the convenient location to transit. I'd be using transit less because I would have to stop going to Capitol Hill at night.	3/12/2015 3:35 PM
330	Need to frequently travel between Capitol Hill/Montlake/Downtown	3/12/2015 3:29 PM
331	Frequent service!	3/12/2015 2:37 PM
332	I don't often travel to the areas affected by these changes. However, I do like the changes proposed in Alt. 1 to make the network more legible, more frequent and hopefully more reliable.	3/12/2015 1:57 PM
333	Most of my destinations are served by both existing and Alt1 service.	3/12/2015 12:45 PM
334	Madison Valley and the Central District are places I'd like to visit more often but often don't because of bus frequency issues and how far I'd have to walk to catch the buses. Alternative 1 addresses these issues.	3/12/2015 11:40 AM
335	The light rail system provides great convenience for mobilizing through the north-south corridor, but is not as practical for transit through east-west corridor. I do most of my rides from Madison Valley through Pike/Pine to downtown Seattle for both leisure and business. Business as I get my connection to the East side in downtown, and for pleasure as I visit shops and restaurants in downtown and Pike/Pine areas. The convenience of jumping into 1 bus and being able to reach both of those areas (downtown and Pike/Pine) is what provides the value for me instead of driving. Is fast, direct and I don't need to park. If the route where to be eliminated, I would just drive as it would take me longer to get to my connection in downtown to then go to the eastside. As for leisure, I have a young baby, so having to do change of buses, is not really an option. I like the increased frequency of the route 8, but this does not compensate for the extra time it will take to get to downtown. Also, the light rail station is not close enough to Pike/Pine to be a feasible option for walking to those areas for entertainment with my family. I feel that by eliminating the 11, a huge area between Madison and St. John will be left without any convenient bus service to cover it.	3/12/2015 10:57 AM
336	Less service = less use	3/12/2015 8:03 AM
337	Because if I am on Broadway and want to get back to the Udistric having the 49 come more frequently will make it easier.	3/11/2015 10:26 PM
338	I use it every day already	3/11/2015 10:17 PM
339	I'm far enough from UW Stadium that I'd rather drive than take time to get to the subway.	3/11/2015 9:58 PM
340	friends in that part of town, so I currently take the bus to see them but couldn't if changes were made	3/11/2015 9:51 PM
341	loss of #11	3/11/2015 8:11 PM
342	More frequent service would mean taking the bus more than just walking (because the bus isn't coming soon) or using a car share	3/11/2015 7:49 PM

343	no direct route downtown, the 11 is gone. Less frequent access to UW with half hour vs 15 min.	3/11/2015 7:06 PM
344	No Madison Park access	3/11/2015 4:32 PM
345	Better chance of arriving at destination in a timely fashion.	3/11/2015 4:04 PM
346	There are many elderly people living in Madison Valley and Madison Park. Taking away the No 11 bus makes it difficult to get to Safeway, Trader Joe's, Benaroya Hall, Seattle Art Museum, Pike Place Market, medical buildings downtown, Target, Nordstrom's and other stores in the downtown area. GOing the other way, how would we get to the bank from Madison Valley, or the hardware store? In fact it would be a real loss to us, particularly those of us on a limited budget. Parking is far too expensive downtown for many of us. How do you expect us to get there? I can take two buses to get neat the main library or the Polyclinic, but without the No. 11 I couldn't do that at all without a car. 23rd Ave and 24th Ave are up the hill which can be difficult to walk for the elderly. Also on Capitol Hill it is much easier to take a bus as there is nowhere to park there.,	3/11/2015 3:39 PM
347	If service is not fast and frequent we'll just drive.	3/11/2015 3:36 PM
348	I use transit all the time during the week. This won't change. Only the convenience will change.	3/11/2015 1:25 PM
349	I would rather drive downtown than require a transfer. Even though Alt 1 leverages the tunnel for faster CH-downtown connection, it will take much longer overall to walk to bus, wait for bus, go, get off bus, get my kids across a busy intersection at Broadway/John, enter the tunnel, wait for bus, go, get off bus, exit tunnel. I'm insulted by the lack of respect of my time and the nonchalant attitude at forcing my elementary-age kids to unnecessarily cross a major intersection--twice.	3/11/2015 1:04 PM
350	Let's see how it goes	3/11/2015 12:47 PM
351	Because my service levels aren't directly affected on my work-commute. Overall, random or supplemental rides don't account for a sustainable nor forecastable amount of transit use on my part.	3/11/2015 11:39 AM
352	Again, the 48 would be split up and I would need to transfer.	3/11/2015 10:50 AM
353	Loss of route 11 & 12	3/11/2015 10:39 AM
354	as above.	3/11/2015 10:33 AM
355	I travel from Madison Park to Downtown, and then catch any bus (at the Westlake Tunnel station) to the International District Tunnel station, and the reverse travelling home. I am concerned about the congestion on the busses coming over Capitol Hill on the Pike/Pine Corridor. The busses are already packed, so I would hate to see service reduced.	3/11/2015 10:31 AM
356	It would likely take me even longer and require at least one transfer to go 3 miles. I would likely become a single driver because I won't be able to get from Madison Park to Downtown or First Hill easily.	3/11/2015 10:26 AM
357	Treats CHS as a hub, and opens up much more of Capital Hill and the Central District with a single/frequent transfer.	3/11/2015 10:22 AM
358	I specifically chose to live (Mercer/24th Ave) where I could easily catch a bus to Seattle Center, Pike/Pine and Montlake/University. I rely on transit to get to work every day via Montlake, and the ability to use either 43 or 48 is what gives me confidence that when I get to the bus stop, a bus will be by within minutes to get me to Montlake. Increased 48 frequency alone doesn't give me that confidence. Loss of connectivity to downtown corridors is a big drawback as well.	3/11/2015 10:05 AM
359	I need to cut 10 minutes off estimated transit time (right now it is about 40 minutes from SCC to Bellevue P&R using transit, on a good day). If you can do that, great. If not, then I won't use it because I simply cannot afford the child care. On the other hand if I can no longer drive, and transit is not an option, but the roads are clogged, I might just quit my job because I am already exhausting my options by cobbling together backup etc.	3/11/2015 8:59 AM
360	I don't really have a choice. I have to keep using transit to get to and from work. It would just be more or less convenient.	3/11/2015 8:52 AM
361	I would still rely heavily on public transit, but I am concerned about the alternative for route 49. If it's changed, then getting downtown (Westlake) would require a transfer, which will not reduce transit time. Transfers add time because the bus is rarely on time, I would have to wait longer.	3/11/2015 8:49 AM
362	Don't go there too often.	3/11/2015 8:45 AM
363	I am opening a small business in Madison Valley and the 11 is a very important transportation component for my clients. I am opening a therapy clinic in the valley and a few extra blocks to navigate is enough for clients to choose to go somewhere else.	3/11/2015 7:57 AM

364	I would essentially stop taking the bus except for the occasional shopping trip downtown. Alt 1 is less convenient for everyone East of Downtown, less safe (dark), more difficult for residents with mobility issues. Capital hill has lots of subsidized housing that includes elderly and disabled. Lots of my neighbors are elderly.	3/11/2015 7:53 AM
365	I would still use transit, as it is my main mode of transportation and I use it daily to drop my son off at school, get to work, and come , home. However, as I understand the proposal, Alternative 1 would propose to eliminate one of the primary routes I use - the number 12, which currently provides me with direct, one route access, from my work near Pioneer Square to the Central District. Eliminating This route would require me to transfer to different bus routes and increase my commute time.	3/11/2015 7:02 AM
366	Right now I primarily use my bike to get around. If there were more convenient buses between work (belltown) and home (north cap hill) i would bus more. Also, if there were more frequent weekend bus routes, I'd take them with my daughter more to go to the zoo, aquarium, and seattle center.	3/11/2015 5:45 AM
367	NO BUS	3/11/2015 12:53 AM
368	Increases difficultly of getting to Capitol Hill area. Walking or wait times makes it more convient to drive	3/10/2015 9:27 PM
369	I will not walk through a dangerous area to get to Trader Joe's or other areas along East Madison.	3/10/2015 7:39 PM
370	It generally works well with light rail to improve transit mobility	3/10/2015 7:03 PM
371	More frequent 8 running later means I'd be more comfortable taking it to the Seattle Center for events. The Link to 542 connection would probably become my commute trip to/from work.	3/10/2015 6:56 PM
372	The change to route 49 brings me much closer to my work place on Broadway and Madison	3/10/2015 5:30 PM
373	I use routes 12 and 43 the most, and there do not seem to be good replacements in Alt 1.	3/10/2015 5:14 PM
374	I take the 8 from Madison Valley to SLU. I'd now have to transfer, which will be a big frustration and time penalty (in addition to the chronic lateness of the 8 and the 1 mile walk to reach it in Madison Valley). I'd rather just drive.	3/10/2015 4:50 PM
375	More reliability would make it more likely that the 8 would actually run on time.	3/10/2015 3:57 PM
376	more direct service to my employer (SCH)	3/10/2015 3:36 PM
377	I wouldn't be able to get to downtown as quickly and effciently; further walk to shopping district.	3/10/2015 2:58 PM
378	As I don't have a car, I would still rely on transit the same as I do now.	3/10/2015 2:35 PM
379	This proposal basically takes what is a very friendly bus neighborhood, removes 1/2 the buses (the 12 and the 43) and doesn't replace them with anything. Please come up with something else. The ULink is not a replacement because we don't live anywhere near either the U District or Cap Hill stations.	3/10/2015 2:04 PM
380	I only occasionally go to Capitol Hill and Madison Park, so these improvements will not substantially affect my transit usage.	3/10/2015 1:26 PM
381	I use the 11 and 12 the most. I might as well drive without them.	3/10/2015 12:52 PM
382	I live 1.3 miles from where I work, so I haven't been using the buses as often as I did when I worked 3 miles from home. I tend to walk to work and only use the bus for random things that occur usually on the weekend.	3/10/2015 11:55 AM
383	I frequently commute from MLK/Madison intersection to Capitol Hill & SLU. More frequent bus times would be beneficial for me personally, and others since very often the #8 is packed to the gills with standing passengers. More frequent service would alleviate that pressure.	3/10/2015 11:52 AM
384	I live in the Miller Park neighborhood and work downtown. I can bike or walk pretty easily to work, but the direct service provided by the 12 is roughly competitive with those other modes. Using the 10 or 8 would require more walking and a transfer to get to my job location, approximately doubling my trip time.	3/10/2015 11:25 AM
385	The route 12 is a lifeline and I pick it up at its origin. Eliminating it and forcing me up to Route 10 on 15th Ave E would often be a dealbreaker and I would need to drive instead.	3/10/2015 10:54 AM
386	Route 25 is essential to our commute	3/10/2015 9:59 AM
387	I currently walk up a steep hill a quarter mile to Route 49 from Portage Bay to Downtown. With the new route, I would have to transfer at the light rail station. With transfer and wait time and additional walking, this makes the route even less convenient. Theoretically, Route 25 is the best current route, just a few blocks away but the low frequency makes it not an option.	3/10/2015 9:15 AM
388	Key connections b/w Montlake and Cap Hill and Montlake and U-Dist fone :(	3/10/2015 8:57 AM

389	I typically only go that route for doctor appointments on First Hill a few times a year.	3/10/2015 8:20 AM
390	I ride the 12 from 14th/E Madison to 5th/Madison as my regular commute. Door to door is about 1.2 miles and it takes about 20 minutes, costing \$99/month. With Madison losing service under Alt 1, I'd have to use the 2 which is already crowded, stops further from my apartment, and has a slower route. My commute would probably become 30-35 minutes, worse if I had to let a full bus pass me by at 12th/E Madison which I've seen happen.	3/10/2015 6:03 AM
391	I use transit mostly to get to the airport from Madison Park, so the new bus 8 route seems like it would work well.	3/9/2015 10:29 PM
392	Due to the loss of direct service from Madison Park to downtown. As I wrote previously, this alternative essentially tells me to get back in my car.	3/9/2015 9:58 PM
393	While it doesn't really matter to me which Alternative is implemented, I worry about the deletion and consolidation of routes and how it will affect other people.	3/9/2015 8:53 PM
394	No service to Madison Park.	3/9/2015 8:19 PM
395	Now it's very convenient to get to Group Health, the Capitol Hill Safeway and other business in that neighborhood. I might be inclined to drive more to Group Health, since they have an inexpensive parking garage.	3/9/2015 6:15 PM
396	Better service to areas of interest and frequent travel. Less dependence on rideshare	3/9/2015 5:59 PM
397	Increased frequency would allow me to less frequently take a taxi.	3/9/2015 5:41 PM
398	I still need to get around.	3/9/2015 5:36 PM
399	Because cutting route 11 removes my ability to get downtown, i'd have to walk up a big hill.	3/9/2015 5:26 PM
400	I would have to walk further to access transit; I would have to make transfers. I also worry that concentrating ridership in fewer places may mean higher congestion. When traveling at night, I'd be concerned about having to walk further distances (as a woman, it's a safety concern)	3/9/2015 4:40 PM
401	Still need to get around	3/9/2015 4:37 PM
402	I would lose the bus that services my neighborhood.	3/9/2015 4:28 PM
403	I live very close to the Capitol Hill Light Rail station and the UW station is convenient to my commute, but I also enjoy the walk over the top of the hill that I would need to take if I want to get to 19th.	3/9/2015 4:08 PM
404	See above. The need to transfer buses is a major disincentive, especially when the buses are going in the same general direction within the city.	3/9/2015 3:54 PM
405	Obviously more time consuming since we live in Madison Park.	3/9/2015 3:30 PM
406	To make a simple 20 minute trip downtown I would have to make a connection instead of a choice of 43 or 12, both of which would be eliminated.Waiting 10 minutes for a bus and then 10 minutes for a train takes longer than the trip does now.	3/9/2015 3:22 PM
407	I would probably take the light rail to Westlake instead of transferring to a bus at the Capital Hill station to get to the Pike/Pine and Minor area.	3/9/2015 3:18 PM
408	Your concepts are not clear as to how Madison Park will be effected.	3/9/2015 3:09 PM
409	I'm getting older (currently 73), and finding it harder to walk long distances to and from bus stops.	3/9/2015 2:54 PM
410	I would have to see what was the easiest way to get across town would be first.	3/9/2015 2:53 PM
411	I LOVE the current No. 8 which takes me from Olive and MLK Way directly to Group Health and to South Lake Union and to Seattle Center and to northern Denny Regrade. It is an extremely useful route that my husband and I take all the time. Under Alternative 1, we'd have all this taken away from us. The only way we could have these connections is to transfer from the 38 to the 8. BOO!	3/9/2015 2:44 PM
412	More frequent service.	3/9/2015 2:35 PM
413	I don't think any of the changes affect my daily commute from Swedish Cherry Hill down to the stadium district	3/9/2015 2:29 PM
414	I use transit service only because of the convenience of the bus routes to and fromMadison Valley. If this were to be removed I would stop using transit altogether!	3/9/2015 2:16 PM
415	i already use transit for all my transportation, but it would be more hassle free.	3/9/2015 2:16 PM

416	It would be less convenient and a waste of time to transfer buses. I already walk 3/4 mile and spend 45 minutes traveling the 4.5 miles from home to work on the #8 bus. Longer wait times while transferring buses, plus more walking and higher fares does not make sense. I can drive my electric car to work in 12 minutes and it costs me pennies in electricity. Why should I continue to ride the bus when it is less convenient and costs more?	3/9/2015 1:31 PM
417	Currently, getting from Central district area to north Capitol Hill requires a transfer. It's quicker to walk.	3/9/2015 1:25 PM
418	Less frequency along 24th ave e means I'm just going to drive rather than wait.	3/9/2015 1:17 PM
419	Loss of route 11	3/9/2015 12:48 PM
420	It makes no sense to me to have to add 25-40 additional minutes to my commute to compensate for traveling to a bus stop and waiting for a transfer.	3/9/2015 12:36 PM
421	The new light rail station doesn't help me get to downtown faster (with the extra walking added in), and doesn't help me get between East Cap Hill & Maple Leaf at all.	3/9/2015 11:52 AM
422	I don't drive	3/9/2015 11:47 AM
423	I do not own a car and transit is my only option.	3/9/2015 11:21 AM
424	I don't own a car so I don't have much choice.	3/9/2015 10:49 AM
425	Better options and better frequency.	3/9/2015 9:58 AM
426	I could get a connection from downtown to capitol hill/first hill	3/9/2015 9:30 AM
427	Not sure how it effects me.	3/9/2015 9:13 AM
428	Busses are packed getting up and down Madison street - usually standing room only. I used to ride Metro before the direct route 264 was cancelled. It is difficult to make transfers - I wish there was a direct route from the east - side like before.	3/9/2015 9:07 AM
429	I will need to know the exact routes that will be available to make my choice.	3/9/2015 8:25 AM
430	One of my main transit uses other than work is getting to the Madison Valley from West Seattle on weekends. If the 11 is reduced in frequency or eliminated I will just forgo transit all together. It already runs infrequently on Sundays.	3/9/2015 7:44 AM
431	More frequency, more connections, and more destinations.	3/9/2015 6:38 AM
432	probably makes my commute even more complicated and i do not want to walk any further than i already do from 5th and seneca every morning to swedish first hill	3/9/2015 5:47 AM
433	no direct route between Madison Park and downtown.	3/8/2015 9:24 PM
434	More frequent options are better. I don't mind walking a few more blocks to have them.	3/8/2015 8:34 PM
435	If I can get to the link station in capital hill in a quicker/predictable way then my outgoing options improve.	3/8/2015 4:32 PM
436	It seems like my main bus lines would be really impacted. I live in Madison Valley and I rely on buses to get just about everywhere (including work in Bellevue and school at Seattle U). The hills in Madison Valley are killer and it's already a struggle just to get to John/23rd or Madison/25th (for the 43/48 and 11 buses, respectively). If I had to walk further that would diminish my interest in taking the bus. I also like being able to reach downtown from Madison Valley with one bus (43 or 11).	3/8/2015 3:51 PM
437	Because it would be too frustrating waiting on multiple transfers to get to the places I've been using one bus for years!!	3/8/2015 3:04 PM
438	Many more connections required to get from Madison Valley to the downtown financial center and shopping center.	3/8/2015 12:38 PM
439	Alternative 1 would really mess up my commute to work. I currently ride the #11 from Madison Valley to 3rd & Pine. It already takes so long; with a transfer, I'm afraid it would take even longer.	3/8/2015 10:34 AM
440	Recently retired and developing new patterns.	3/8/2015 10:11 AM
441	Currently, I use the 49 and 43 a lot. I would rather have the 49 available a lot more than switch back and forth. However, the 43 gets service to Group Health which I think is a really really important connection - especially for people who might not be as mobile, so I hate to lose it.	3/8/2015 9:15 AM
442	I have no other choice.	3/8/2015 3:33 AM

443	Increased frequency would make it more reliable and less need for car.	3/8/2015 12:05 AM
444	I would use these routes if I could get there from Newcastle.	3/7/2015 11:30 PM
445	More frequency of connections after embarking from/to Capitol Hill Transit Station.	3/7/2015 7:58 PM
446	The main things I care about are conveniently getting to downtown, the U Dist, Int'l Dist./Pioneer Square and First Hill from N. Capitol Hill without having to walk too far, wait too long or transfer to another bus.	3/7/2015 6:53 PM
447	Because I don't drive so I have no choice (other than walking).	3/7/2015 5:38 PM
448	Some of the changes are good ie 8 & 11 combination, but some of them are concerning. Capitol Hill residents are not just going downtown or to UW, so its important to realize they may be traveling to other parts of city using current lines.	3/7/2015 5:08 PM
449	It already takes me double to time to bus than it does to drive. Increasing time and inconvenience will mean I'll be driving.	3/7/2015 4:02 PM
450	Too complicated to switch buses, especially in winter	3/7/2015 3:01 PM
451	Service is simplified making it easier to ride	3/7/2015 2:16 PM
452	It would be harder to reach a bus.	3/7/2015 1:45 PM
453	I use the 48 a lot, so more frequent service would mean I might use it more. But the 8 no longer looks like a good way to get to/from the Seattle Center and Columbia City.	3/7/2015 11:59 AM
454	Because the #12 is my main route, used twice daily. Without that I would need to move to an area with transit in walking distance, or stop working and ride only occasionally. I am not yet ready to want to retire! but can't climb that hill to 15th daily.	3/7/2015 11:52 AM
455	I live on the top of Capitol Hill (16th Ave). Taking transit would now +/- require going to Broadway or 23rd. I'd do it sometimes but quick convenient easy spontaneous access would be more difficult	3/7/2015 11:04 AM
456	I use transit - the route 8 specifically - to get to school (5 days a week), and I would still be able to use it this way, though that route would be called the 38.	3/7/2015 10:47 AM
457	I live on Capitol Hill and make most of my local trips on foot. Alt. 1 would improve the mid-length trips I'm already making, but I probably wouldn't make any more.	3/7/2015 10:46 AM
458	I have never had a drivers license and rely almost solely on the bus to get me where I need to go. It would take longer and more connections for me to get to businesses I frequent several times per week purchasing items I need on an as needed basis. I'd have to haul more on each trip, which is not preferable. When the weather is inclement, it makes it unpleasant to have to walk to alternate bus stops/make transfers when there is nothing broken with the #11 (except the drivers don't seem to have time to use the bathroom, which I know you are working on fixing).	3/7/2015 10:22 AM
459	Fewer buses make it harder to get around.	3/7/2015 10:11 AM
460	Difficulty of access	3/7/2015 9:49 AM
461	Without 43 going from 26 Ave along John St to downtown, my once a month need to catch an MT 111 express bus home to Renton from that area is more complicated. Possibly could take 8 and then walk to connect with 49. Otherwise, my usual weekly travel is not impacted.	3/7/2015 9:46 AM
462	I currently avoid going downtown because the transfers take too long.	3/7/2015 9:39 AM
463	I currently take public transit on my weekends to get around, particularly downtown and currently commute to work by bus 3 - 4 days a week.	3/7/2015 8:53 AM
464	Streamlines service between cap hill and downtown.	3/7/2015 8:49 AM
465	i don't use transit too often (my work depends on my vehicle), but when I do I really appreciate the frequency of and geographic coverage of buses.	3/7/2015 7:55 AM
466	I am transit dependent. I might just travel less if getting to the bus is harder. The light-rail additions are largely inconsequential for me.	3/7/2015 7:54 AM
467	Higher frequencies would be more convenient	3/7/2015 7:52 AM
468	It'll be easier, faster, convenient and more efficient to drive going to and from Capitol Hill from the university area	3/7/2015 3:28 AM

469	I would use it more for everything except getting downtown which will become super-inconvenient for me from N Seattle. I will probably just start taking Uber downtown... Similarly, I would probably start taking an uber from my doctor at 19th at mercer since it'll take me too long to get to work in pioneer square after an appointment.	3/7/2015 1:08 AM
470	I don't own a car so all my trips are via transit.	3/7/2015 12:56 AM
471	mobility is a big question for me. I would NOT like longer distances between stops.	3/7/2015 12:43 AM
472	Travel from my origin to destinations in these areas won't be significantly improved.	3/6/2015 11:43 PM
473	It doesn't directly serve the area I work it or to my medical appointments.	3/6/2015 10:41 PM
474	new connection from Madison/9th to Broadway/Pine	3/6/2015 10:26 PM
475	I don't have a car.	3/6/2015 10:24 PM
476	Without the 43, people along the 24th Ave corridor will have to take three buses/light rail to get downtown (43 to the 8 to the rail).	3/6/2015 10:19 PM
477	no direct service from Central Area(Jackson st) to South Lake Union.	3/6/2015 10:00 PM
478	Frequency increases on Capitol Hill make me think I'd use transit slightly more when in that area of the city.	3/6/2015 9:01 PM
479	I do whatever I can to speed up my commute (I don't drive, just public transportation and walk). I am a data point and you don't know how I'll adjust to the new system because I don't even know what neighborhood I'll be commuting to or from (assuming I can still afford to live on Capitol Hill at all). So your projections as to my behavior have no basis in fact. And multiple that by everybody and you get data based on nothing. Perhaps some more dramatic changes should happen, but not until light rail has been going for much longer on Capitol Hill.	3/6/2015 8:27 PM
480	If transit were more reliable and frequent I'd be more likely to take spur-of-the-moment trips.	3/6/2015 8:20 PM
481	Much better frequency and network design throughout the whole area, and to many neighborhoods that I visit frequently.	3/6/2015 8:16 PM
482	proof is in the pudding....but I suspect a more modest approach would be a wiser beginning.	3/6/2015 8:08 PM
483	I would more easily be able to get to capital hill for food.	3/6/2015 8:05 PM
484	I'm currently rather active in Capitol Hill, often going to downtown or the U-District. This limits both.	3/6/2015 7:57 PM
485	Takes away a bunch of routes I use	3/6/2015 7:45 PM
486	Really really need 24th avenue service, not just to U District - taking away the 43 along 24th would be devastating for me.	3/6/2015 7:44 PM
487	I would take the bus to Capitol Hill more, and not drive as often	3/6/2015 7:44 PM
488	I don't drive, so I'm at the mercy of the bus schedules and routes.	3/6/2015 7:39 PM
489	Better and more frequent connections	3/6/2015 6:54 PM
490	I think it would be about the same overall.	3/6/2015 5:55 PM
491	More frequent service / less wait time.	3/6/2015 5:44 PM
492	Work commute daily twice a day between pike belmont to u district	3/6/2015 5:42 PM
493	Faster, more reliable connections that don't rely on busses not getting stuck in traffic.	3/6/2015 5:35 PM
494	I would not be able to take the bus to where I needed to get without having to transfer and would be more likely to drive.	3/6/2015 5:22 PM
495	I am not sure I understand the changes or know enough about the impacts	3/6/2015 5:20 PM
496	So much faster!	3/6/2015 5:13 PM
497	I live at 23rd & John, so Alternative 1 gives me 3 very frequent routes to choose from. Each of them goes to a different place I'd like to go and connects to either a light rail station or other frequent routes. This proposed network looks great!	3/6/2015 5:02 PM

498	I'm at 15th & Pine and appreciate that the #12 goes straight to downtown. With alternative 1, my particular commute to work on transit would actually get longer. The only reason I'm not taking the bus every day now is that service is so unreliable (so that walking is more reliable). I've had periods of injury where I've had to depend on the #12 bus though, and don't like the idea of it going away while BRT on Madison is just a dream. Also I sometimes need to bus back from the Arboretum and wouldn't be able to do that without the #43.	3/6/2015 4:59 PM
499	I have no choice -- I don't own a car. I wouldn't be happy, though, since this would result in a THREE BUS COMMUTE to and from work. It already takes an hour in the morning and an hour and a half in the evening -- changing Route 8 will make my life a living hell. If the only way to get reliable service on Route 8 is to truncate it, it should still go as far as East Cherry. :(	3/6/2015 4:58 PM
500	I am one of the "tail end of the 12" users. This bus actually gets a lot of use (particularly at commute times). Eliminating both the 43 and the 12 leaves a lot of users out in the cold -- a long walk up to 15th for getting the 10, or transferring at or near 23rd/John (which doesn't make sense given the overall short commute distance to downtown).	3/6/2015 4:56 PM
501	Probably the same, although depending on the difficulty of transit on 19th Ave, possibly less.	3/6/2015 4:45 PM
502	I live at 20th and Republican and go downtown. I currently take either the 12 (at 20th and Mercer) or the 43 (at 19th and Thomas), or ride my bike. Under Alternative 1, I would need to either walk all the way to 15th to catch the 10, or take the 8 and transfer to the light rail at the Capitol Hill station. Both of those would almost certainly be more than either of my current direct routes. I already bike most days, but I would likely bike even more and take transit less if my only transit options involved either a long walk or a transfer.	3/6/2015 4:44 PM
503	I am having a hard time understanding how the changes proposed will effect me.	3/6/2015 4:34 PM
504	I travel by bus between home in Wallingford and work at Group Health on Capitol Hill (only 4 miles) due to the price of parking. Alternatives that eliminate the 43/8 will lengthen my commute time due to having to travel farther to a bus stop/Link Station. This also concerns me regarding safety in winter and after dark (that is more than 1/2 of the year).	3/6/2015 4:33 PM
505	Faster, more reliable buses make using transit easier and more likely.	3/6/2015 4:30 PM
506	Route 8 is currently crowded, frequently late. The idea of improved frequency would have me use it more than other methods of transportation.	3/6/2015 4:29 PM
507	more transfers, therefore longer trip time for me	3/6/2015 4:26 PM
508	Added time to walk much longer distances to catch the bus for my morning commute	3/6/2015 4:22 PM
509	Easier access & more frequent service.	3/6/2015 4:10 PM
510	I might travel to Capitol Hill more often	3/6/2015 4:09 PM
511	I have tried to take the light rail from Tukwila several times only to find there is no where to park. Don't make getting to work even harder. I take the 193 now and have to take any earlier bus every day since the recent changes is order to get to work on time. The buses used to be on time and now the are usually late.	3/6/2015 4:06 PM
512	My route is eliminated	3/6/2015 3:58 PM
513	I agree that the light rail is great for the region, but it's actually useless for my commuting patterns. It doesn't go anywhere near Georgetown. The Cap Hill Light Rail station is too far away from me and in the wrong direction to make it practical - 90% of my commuting goes through downtown. The loss of intermediate access buses on Cap Hill -- 43 and 49 and the very much missed 47 actually makes my commute much much worse. I should probably be choosing Alternative 2 with fewer changes that impact me, but I think that in general Alt. 1 is better for the region, with the exception of a sorely missing bus that actually runs through the capitol hill neighborhood to the core of downtown --pike/pine.	3/6/2015 3:56 PM
514	I currently avoid going to Capitol Hill because parking is so bad and transit takes so long. Opening up the Light Rail station will definitely increase my travel to Capitol Hill. My use of transit beyond the station will depend on where I need to go at the time. So long as the main streets/areas of the Hill are covered, I will likely use them a lot.	3/6/2015 3:54 PM
515	As stated above, I cannot walk as far as necessary with the change.	3/6/2015 3:54 PM
516	I could get to where I wish to go in a more direct, time effective, and predictable manner.	3/6/2015 3:49 PM
517	I don't live there	3/6/2015 3:48 PM
518	My needs will not have changed.	3/6/2015 3:45 PM

519	Connections are less intuitive: you'd have to go backward to go forward. For example, from Group Health in Capitol Hill to Redmond, a rider would bus west to Capitol Hill LINK, then on rail northeast to University LINK, then south and east on an express bus, where before, there was a two-seat ride that was more direct.	3/6/2015 3:43 PM
520	Because I do not drive, and this alternative gets me to most places I wish to go in a timely and predictable manner.	3/6/2015 3:42 PM
521	Whenever I travel into the U District, Seattle, First Hill or Fremont I always use transit now. I travel several times a month into Seattle.	3/6/2015 3:29 PM
522	I currently take the bus LESS than I used to because it is IMPOSSIBLE to get from the Central District to South Lake Union in the evenings (the 8 is backed up for miles) and VERY CHALLENGING in the mornings (the 8 is ALWAYS late or a no-show). I can't spend the little time I have gambling on when the bus is coming to get to work so I'm forced to drive in order to make my day more efficient.	3/6/2015 3:22 PM
523	Easier service to and from First hill hospitals where I work and the rest of downtown and even the U district. I could even go farther for lunch (since we don't have many options at HMC).	3/6/2015 3:21 PM
524	Faster, more direct connections with the light rail station, and the higher frequencies mean more predictable bus schedules and more reliable transfers.	3/6/2015 3:20 PM
525	I mainly use the 49 and that route will be preserved.	3/6/2015 3:19 PM
526	44/5/E & D are my most used routes now and in the immediate future.	3/6/2015 3:15 PM
527	I would find a way to make it work.	3/6/2015 3:13 PM
528	The elimination of #12 has significant negative impacts for my daily commute. Service on 19th Ave E is important.	3/6/2015 3:10 PM
529	Depending how reliable the buses are with the new changes, I might make use of transit from Capitol Hill to north Seattle (and vice versa). Otherwise, I already use transit for most of my other routes already, and these plans wouldn't make me stop using those routes.	3/6/2015 3:09 PM
530	Most of my transit use today is my morning commute, which has become walking from 25th Ave and Madison to 19th and Madison in order to catch the 12 at 7:10, getting off at 5th & Madison, then zig-zagging across 5th 3 times (because so many sidewalks are closed) to 5th and James St where I work. This is about a 25 minute commute (7:00 to 7:25). If you remove the 12 and force to me take the 8 & Link then maybe it will be faster, but only if everything runs on time and transfer wait times are minimal. My next best alternatives are walking to work (33 minutes) or taking a pronto bike from 17th and Pine to Seattle City Hall, which cuts my commute down to 25 minutes. If I find that taking the 8 and Link consistently takes more than 30 minutes I'll just walk everyday.	3/6/2015 3:09 PM
531	Most of my travel needs would still be met.	3/6/2015 3:06 PM
532	If the timing is more reliable I will learn to work with it. If I need to walk further it inhibits regular bus use for everyday errands such as shopping.	3/6/2015 3:06 PM
533	I don't have a car and depend on transit completely, so I don't really have a choice to use it less.	3/6/2015 2:57 PM
534	Lots of missing routes. Service every 15 minutes not good enough to make up for forced connections	3/6/2015 2:55 PM
535	When traveling to these areas the commute is more simplified and more dependable by light rail.	3/6/2015 2:54 PM
536	Better South Lake Union to Capitol Hill is a huge advantage.	3/6/2015 2:49 PM
537	More frequent 8 would be a great boon	3/6/2015 2:49 PM
538	No route 12.	3/6/2015 2:49 PM
539	I am a captive audience.	3/6/2015 2:48 PM
540	bus #47 was removed....so I walk up to Summit/Olive way to catch the 43. I have heard that in option 1, bus 43 would be eliminated, It currently takes me 30-45 minutes to go from Capitol Hill to SODO, with a transfer. I can drive in about 10. I prefer to take the bus because we are a 1 car family and I like the greener nature of it, however if I have to walk even farther to catch transit, I could have driven to my location much faster and it becomes pointless	3/6/2015 2:45 PM
541	I feel like this would benefit me in some ways, but the downsides might outweigh the benefits.	3/6/2015 2:44 PM
542	Because you want to reduce and eliminate one of the vital routes in my neighborhood.	3/6/2015 2:43 PM

543	better connections	3/6/2015 2:43 PM
544	I need bus service to travel wherever I go. However, I DO walk to many places, and will continue to do so - especially if service is curtailed or stalls due to clogged streets.	3/6/2015 2:42 PM
545	The only reason I use transit for my weekday commute is that my employer pays for my ORCA card. For everything else, I drive.	3/6/2015 2:41 PM
546	Because service from my residence downtown would remain the same. I would probably use transit more from Central District to University District. I would probably not use transit more for trips to Capitol Hill because I still live far from the closest light rail.	3/6/2015 2:41 PM
547	See previous answer!	3/6/2015 2:40 PM
548	I would consider combining bike and bus for more frequent commutes, especially ones that involve returning (to Bellevue) after classes and cultural events.	3/6/2015 2:40 PM
549	Easier to get from Fremont to Capitol Hill, which is a 45-minute journey now.	3/6/2015 2:37 PM
550	I use transit so I don't have to use my car so often. If the 12 and 43 were cut I would most likely start driving to work in the northern UDist (a 25 minute walk from the husky stadium light rail station), and driving to the grocery store (trader joes) and gym. I would also have to more often pick my babysitter up (she usually takes the 12). Having routes nearby also lends itself to impromptu trips - going downtown to see a movie at Regal or shopping at nordstrom, going to a festival at Seattle Center, etc. I imagine I would be less likely to take those trips if they involved a good deal of walking or driving.	3/6/2015 2:36 PM
551	No routes would go near my home	3/6/2015 2:36 PM
552	Because I rely on transit. I will have to ride no matter what happens. But it would suck to have to walk farther to get to the stations I need.	3/6/2015 2:34 PM
553	Right now, I have a frequent (every 6 minutes) one seat ride on the 43 from my apartment at John & 18th to my office at 45th & the Ave. Getting rid of the 43 means a much longer walk, a 2 seat ride on unreliable bus routes (8 & 48) or a 3 seat ride via Link. With all of those moving parts and extra effort, I might as well drive. It is faster and without the convenience of a one seat ride or a demonstrably faster two seat ride, transit is unattractive. Beyond my daily commute, between the 12 and the 43 I have ample service downtown. Alternative 1 removes all direct downtown service. After seeing what was proposed after Prop 1 passed, I considered giving up my car. If Alternative 1 is chosen, I will almost never take transit again. Having to transfer to get anywhere plus being served by only one unreliable route is a non-starter.	3/6/2015 12:22 PM
554	It would be a wash between many trips that become much more convenient to further-flung destinations which become shorter due to Link, and trips I make now via transit that cease to be competitive with walking, the latter specifically with the reduction along Madison related to the changes to routes 11 and 12.	3/6/2015 11:58 AM
555	Transit is my primary mode, so I would probably use it the same. However, it would be more convenient.	3/6/2015 11:54 AM
556	Having a direct connection between Upper Broadway (where I live) and Madison Street (where my favorite grocery store's are located, and where my wife has doctor appointments) is huge.	3/6/2015 11:02 AM
557	Buses would be more frequent, and combined with Link would make trips on transit much faster, and way faster than driving.	3/6/2015 10:27 AM
558	easier to access Capital Hill from DT	3/6/2015 10:21 AM
559	increased frequency means I don't need to plan out my trip in advance. This gives me the flexibility to go somewhere and not worry about planning my trip home.	3/6/2015 10:10 AM
560	I currently take the 12 or the 10-to-Link to commute from 15th & Harrison to Pioneer Square. The new rail station and the streetcar will both be clearly superior for this commute than what I do now. I am most leery about taking transit outside of my commute because the service is so infrequent and complex. Anything that gets us away from that is a good thing in my book!	3/6/2015 9:34 AM
561	Walking to the UW from my home might take just as long as walking to 23rd or the Capitol Hill station. I will probably bike more.	3/6/2015 9:29 AM
562	Parking is an issue.	3/6/2015 9:04 AM
563	Better connection with the 8 to Madison Park and N Capitol Hill.	3/6/2015 8:50 AM

564	Having no transit on Madison between Broadway and 16th is HUGE! That's A HUGE HILL. Currently there are multiple routes within a block of my house and you want to take out all the stops near me on the 11 and 12?? The 8 is NOT the same as the 11. And unless you're also adding a bus that goes along madison (between Trader Joe's and Broadway) and then swings up broadway towards light rail, that's a HUGE change in my ability to get places. There are lots of seniors and disabled people, and people shopping at Trader Joe's and Central Co-op who would NOT want to walk extra blocks (or roll in wheelchairs, or cart groceries?) especially when it becomes uphill!	3/6/2015 8:42 AM
565	i would probably drive more. unless im totally misunderstanding things, i dont see many bus options from 27th and mercer/madison area to downtown. is the 11 going away? im not going to walk up to 15th to get on a bus.	3/6/2015 8:37 AM
566	Frequent Grid. I can travel to destinations all over Capitol Hill without a schedule.	3/5/2015 11:57 PM
567	Because of improved route , service and frequency.	3/5/2015 6:55 PM

Q19 How would you improve Alternative 1 on Capitol Hill and in the Central Area – keeping in mind that the goal of this network concept is to have a consolidated, frequent network of service?

Answered: 476 Skipped: 6,083

#	Responses	Date
1	As previously stated, I do not share your goal for service. I find your goal flawed and any concept drawn from it will most likely not meet with my expectations or satisfaction.	4/2/2015 2:26 AM
2	I think your whole premise is wrong. The state of traffic means we want expansion of options not consolidation. Also most concerned about rumors of loss of or less frequency at Montlake freeway station. This is a critical hub and will feed riders to light rail...	4/1/2015 5:33 PM
3	Better connection between 24th and new link station	4/1/2015 4:51 PM
4	Electrify the 8 and 48. Consider shifting the 8 to Mercer St via Fairview or Eastlake to avoid heavy congestion on Denny, especially eastbound in the PM peak. Make the 60 more frequent and truncate the 9 at Jackson St? Take the 47 to CapHill station instead of downtown? Eliminate the jog to 23rd Ave on Route 38?	4/1/2015 2:15 PM
5	Ensure Seattle funds are not redirected to other neighborhoods when this service starts, peak only route 47 and the Madison corridor should still be funded by Seattle voter approved funds, where Capitol Hill always leads the way in approving such measures.	4/1/2015 1:05 PM
6	provide continued service from 24th Ave E.	4/1/2015 9:41 AM
7	?	4/1/2015 9:05 AM
8	I disagree that consolidation should be a primary goal. Ease of use/convenience are more important, I think.	3/31/2015 11:10 PM
9	Keep route 12 and overlap it with Route 49 to provide augmented service on the First Hill section of Madison, but also provide essential access to services, such as Country Doctor, along 19th. Overlap Routes 8 and 38 on John between Broadway and 15th with the 38 going north on Broadway to Aloha to lay over and the 8 turning around at Group Health. Route 8 can then have the service level it needs and the 11 can be geared to the level it might need. Those two routes do not seem well matched. Keep some level of service on Boyer since otherwise it leaves a large gap where people have always had service.	3/31/2015 10:24 PM
10	none.	3/31/2015 9:34 PM
11	My mother-in-law is moving to Madison Park and lack of bus connections will make it more difficult to take advantage of her offer to be a nanny.	3/31/2015 9:24 PM
12	rather than "consolidated" pursue the concept of integrated and frequent; "consolidation" is not applicable to travel on 24th Ave; if the goal is to wean residents from their cars, alternative 1 will encourage use; I am not going to walk 20 minutes in each direction to ride light rail.	3/31/2015 5:59 PM
13	Keep Route 12. Feel distributed service convenient to users is as important as frequent service. If walk times from route stop to final destination is greater with a consolidated network, more frequent service on fewer routes does not help provide efficient transit service to the user. Run Route 11 on Madison from Ferry Terminal to Madison Park/Madison Valley with more frequent service, together with Route 12, to provide better service to First Hill and Downtown. Drop the idea of a very expensive BRT on Madison (\$40 million/mile?!?!?) and just improve frequency and stop upgrades.	3/31/2015 5:22 PM
14	Ensure connections between existing routes is not lost.	3/31/2015 5:03 PM
15	Keep the 43	3/31/2015 4:41 PM
16	No specific thoughts	3/31/2015 4:08 PM
17	Keep route 12 running on Madison. Find some way from North Capitol Hill to downtown.	3/31/2015 4:06 PM
18	Retain routes 12, 25 and 43.	3/31/2015 4:04 PM

19	Do NOT eliminate routes #43 and #25.	3/31/2015 4:02 PM
20	Add back the route 12 service. Consider needs to get downtown .. to PINE or PIKE not just to the Madison part of downtown.	3/31/2015 3:56 PM
21	Eliminate route 9 except for peak hour/peak direction - it is totally 100% duplicative. Use the savings for new connections. Revise the northern end of rt 60 to not duplicate rt 49. One concept that I think could have some merit would be to revise the route to turn off Broadway on Olive or Denny and serve the Summit neighborhood in place of route 47 (route 47 would continue to operate peak only). Demographic data indicates a very strong relationship between work-home destination pairs on first hill and summit respectively and this re-routing could reduce duplication, provide a connection between summit and the Capitol Hill station, and make transit service more cost-effective. As an additional way to reduce duplication between routes 49/60/and the streetcar, revise route 60 to serve Seneca street on First Hill. This would provide additional service to Virginia Mason and could help metro remove route 2 service from the street at a future date.	3/31/2015 3:41 PM
22	Make it easy to reach the light rail station with all bus routes!	3/31/2015 3:37 PM
23	Maintain or increase 545.	3/31/2015 2:53 PM
24	Look for places where the stated concerns of "experts" in specific problem areas can be mitigated; hybridize where it makes sense to do so to keep the service human.	3/31/2015 2:34 PM
25	Keep the #43 and the #11.	3/31/2015 1:57 PM
26	Keep the 12. The lack of service between 19th and 24th north of Aloha and the Harborview Hospital area is an issue. Under Alternate 1 travel times between these areas outweigh the benefit of using the metro. Additionally, travel from this area to central downtown would require a couple of transfers (48 to 8 to light rail) or significant amounts of walking.	3/31/2015 1:06 PM
27	I like the idea of a consolidated, frequent network of service. But, local routes within the neighborhoods need to be preserved/structured for individuals who are not traveling between downtown and the U. Or who would like to use the Light Rail, but do not have easy access to the station (meaning, local routes within neighborhoods that can transport travelers to the Light Rail station).	3/31/2015 12:56 PM
28	Keep route 43!	3/31/2015 12:46 PM
29	Maintain a direct line between the 24th Ave. area (East Capitol Hill/Montlake) and downtown. The loss of that is my biggest concern.	3/31/2015 12:21 PM
30	Retain route 43	3/31/2015 12:09 PM
31	Keep major connections along Madison and 19th so that people who live more towards the top of Capitol Hill have ways to get to the light rail station that doesn't involve a long walk.	3/31/2015 11:57 AM
32	Keep number 43 bus on 24th Ave. E. to Capitol Hill and downtown Seattle	3/31/2015 11:15 AM
33	Keep the 43	3/31/2015 10:30 AM
34	I just don't think you should add transit at the expense of other forms of transit. We need more options overall so that commute times stay the same.	3/31/2015 9:41 AM
35	Keep access from Montlake to U District and and downtown.	3/31/2015 9:37 AM
36	Keep the 43 route.	3/31/2015 9:17 AM
37	Keep route 43	3/31/2015 8:49 AM
38	I need to get (without transfer) from Boyer/Newton to the University and downtown. I am worried the 43 or 48 service will chang	3/31/2015 8:47 AM
39	Don't eliminate the network that is in place	3/31/2015 7:30 AM
40	leave the network in place that is already there; ADD to that; don't eliminate lines!	3/31/2015 7:21 AM
41	Main current 43 service between U and Capital Hill link stations. Provide additional time points for transfers augmenting 8 service to central hill.	3/31/2015 7:02 AM
42	we need a faster more direct route from downtown to seattle children's hospital. The buses are unreliable in arrival times and picking up a connection is difficult. I find I offer opt to walk two miles to make it to work on time bc the first bus downtown is almost always late to the u district. It would be nice to ride one bus straight to montlake	3/31/2015 12:21 AM

43	Maintain current 12 and 43 routes	3/30/2015 10:08 PM
44	don't take away old routes 25 and 43. 25 is critical for Montlake (with 43 as backup on wkends). Would rather have more routes and direct service to destination w/o transfer, even if must have decreased frequency.	3/30/2015 10:03 PM
45	Increase the 10 along 15th and the 8 along John to significantly more frequency -- if really the 43 and 12 are going away.	3/30/2015 9:51 PM
46	It would make transit from North Capitol Hill MUCH worse. Everyone will just drive.	3/30/2015 9:28 PM
47	Find a way to continue route 12 on 19th Ave, even if it is only weekday service, and/or requires a transfer to get downtown. I support the Alt. 1 concept in general, but eliminating service along 19th would be a negative for this urban neighborhood. (I think it's worthwhile to compare route 12 to route 47, which was eliminated last year and is now being restored. In both cases, it looks like a short walk to alternate service on a flat map, but in the "real world" the topography of the area makes it impractical to assume that most users can or will use the proposed alternative services.)	3/30/2015 9:10 PM
48	I think you still need a bus route that runs from U through Montlake, Capitol Hill and to downtown.	3/30/2015 8:55 PM
49	it would cause more transfers.	3/30/2015 8:28 PM
50	Keep the 43 line.	3/30/2015 8:04 PM
51	Retain routes #8,#12 and #43 as close as possible to what they are.	3/30/2015 6:54 PM
52	Don't implement it.	3/30/2015 6:31 PM
53	Don't use it--frequency is not as importance as access.	3/30/2015 6:15 PM
54	I'd increase service in the Pike-Pine corridor - it's in-between Link stations, so bus ridership will probably not significantly decrease there. I'd guarantee a good and safe transfer experience at the Capitol Hill light rail station. I'd split the Route 8 at Capitol Hill station, to insulate Thomas/John service from Denny Way congestion. This will be the only service for Thomas and John St now; they must not be delayed due to Denny Way.	3/30/2015 5:41 PM
55	Frequency is great, but access to transit is more important. Consolidation is of no use to me when my access is cut. I use the 8 to commute south daily, and I use the 8, 11, 12 and 43 on a regular basis. All of these routes will be cut in ways that negatively affect my ability to use metro. I think it's a bad idea. For me, it's an unacceptable alternative.	3/30/2015 5:22 PM
56	consolidated service negates convenient service in the Cap Hill and CD areas	3/30/2015 4:09 PM
57	Generally, I have concern for any changes from Metro current service, UNLESS THERE IS AN INCREASE/IMPROVEMENT OF SERVICE (additional routes, frequency & buses). ANY PLAN THAT DELETES ROUTE 43 IS UNACCEPTABLE. ANY PLAN THAT REDUCES SERVICE TO ALL NEIGHBORHOODS, INCREASES WALK & WAIT TIME TO/FOR BUSES IS UNACCEPTABLE. Living in the west edge (7th to 8th Ave NE, NE 45th St to NE 47th St) of the U-District, using Light Rail is not really an option I will consider except for novelty from time to time or if going to SeaTac, which I never do. Both Alternatives appear to reduce service to my area of the U-District. I go to the Group Health area of Capital Hill (I call East Capital Hill) 2-4 times a week. Deleting route 43 or its current frequency will be a burden for me. Using route 48 & 8 increases walk time 10 min and wait time 10-15 min (I've tested it the past 2 weeks). It takes me an average of 20 min of additional time from leaving my home to reach my destination in the Group Health area.	3/30/2015 2:40 PM
58	Keep regular transit along the 24th Ave corridor.	3/30/2015 11:18 AM
59	Bus schedules need to be highly synched up to ensure that those who have to transfer to other routes don't have long wait times.	3/30/2015 11:15 AM
60	Maintain service or increase service at Cap Hill as that is a growing area that will need service to the east side.	3/30/2015 11:03 AM
61	Add additional buses to 9X connecting Mt Baker to Broadway. (Weekends)	3/30/2015 10:53 AM
62	More transit options from Capitol Hill to Northwest Seattle (Ballard and Greenwood in particular).	3/30/2015 10:11 AM
63	I would not implement it	3/30/2015 9:59 AM
64	The 8 shouldn't go on Denny or there should be an alternate similar route since traffic on denny is horrible.	3/30/2015 9:43 AM
65	I'm a huge fan of making stations the center of communities, using rail as the city's transit backbone and reducing bus routes that compete with rail, like the 43 or 7 for example. I would expect better geographic coverage for north east Capitol Hill, firmly connecting this area to the Broadway station and the trolley.	3/30/2015 9:22 AM

66	I prefer a reliable mode of transit involving as few transfers as possible, instead of fast multiple connections for long distance travel. It will become more difficult for me to reach Bellevue/Redmond using ST545 on weekends/off peak hours.	3/30/2015 9:19 AM
67	Attempt to schedule better transfer frequencies so that riders taking the 43 today can find a decent alternative to get back home and get to work without feeling like the 43/11/10 was just ripped out. Cap Hill is one of the densest neighborhoods and people move there for the reasons of accessibility. I want the light rail, but not at a tremendous sacrifice of access.	3/30/2015 8:43 AM
68	restore Route 43	3/30/2015 7:19 AM
69	Insure Montlake service to downtown Seattle.	3/30/2015 12:27 AM
70	I would use Alternative 2	3/29/2015 9:27 PM
71	William C has drawn up an alternative: http://seattletransitblog.com/2015/03/15/musings-on-capitol-hill-restructure/ . I'm not 100% convinced it's better but it's worth considering. It would give east Madison better access to central Capitol Hill and west Madison. Put a good transfer station at 23rd & John: bus stops close together, with amenities and safety features. Putting the 49 on Madison seems mediocre: neither great nor horrible.	3/29/2015 9:15 PM
72	Reconsider the Summit gap	3/29/2015 7:41 PM
73	Generally, the route proposals are smart and bold and effective. I'd like to see some creative approach that brought in a stop at 19th & John to serve 19th -- and that could be a bus that goes from the top of the Hill and follows the 43 route to the U District, I guess. Mostly my concern is about the challenge in getting to the light rail station for people whose only routes are being eliminated due to redundancy with the light rail stations.	3/29/2015 5:41 PM
74	Generally, I think the new route ideas are brilliant, but I'd like to see an option that gives a stop at 19th & John, at least (to accommodate folks on 19th), and I've heard pretty loudly that folks in Madison Park and Madison Valley really want a direct link downtown even if it's slower. Otherwise, I'd like to see a bus on 12th, but I suspect that's more likely to come through the multi-modal study.	3/29/2015 5:20 PM
75	Maintain direct connection between Madison Valley and downtown Seattle	3/29/2015 5:13 PM
76	Keep some of the changes to the Madison Valley/Madison Park area - namely, divide the current route 8 into two separate routes with some overlap, but keep route 11 in its current form to continue to provide direct service from Madison Park to downtown Seattle/Westlake Center.	3/29/2015 4:48 PM
77	Maintain service on routes 25 and 43	3/29/2015 11:39 AM
78	Consider a frequent, direct route from downtown Bellevue to the UW light rail station.	3/29/2015 10:23 AM
79	Consolidate all transportation entities...metro, sound transit and the streetcar, which is destined to clog traffic on Broadway. It should be the same as a bus and have more stops if you expect people to use it. Quit trying to put Mikes and buses on the same roads or else make buses, bikes and taxis share the same lane as they efficiently do in Paris.	3/29/2015 1:03 AM
80	Keep #43 and #25 as planned in alternative 2.	3/28/2015 1:34 PM
81	There are too few buses, and therefore low frequency, servicing south and central district Seattle, where it would benefit the greatest number of working class people. If the 43 is being eliminated/reduced, then the frequency of #48 should increase by at least two-fold especially at NIGHT (past 7pm) rather than the 30% max that is indicated (midday). The frequency of the 38 at NIGHT (30 min) does not change from what is currently available with the #8 but should increase by 50% (every 15 min).	3/28/2015 1:13 PM
82	Want to continue to be able to easily access Group Health on Capitol Hill from the UW and Central Area; not sure if there is an easy connection from the Central Area?	3/28/2015 10:46 AM
83	don't know	3/28/2015 10:45 AM
84	I would stuff it in a drawer and start with more modest changes in Alternative 2	3/28/2015 9:57 AM
85	If the light rail is dependable, this might work	3/28/2015 9:56 AM
86	Create a direct connection between Capitol Hill and northwest Seattle.	3/28/2015 9:53 AM
87	Maintaining service on 19th AVE E. For instance, any Route 10 starting service before noon would travel south on 15th inbound, and north on 19th outbound, turning on E Galer to travel south on 15th, etc; and reversing this system for all trips starting after 12pm.	3/28/2015 1:24 AM

88	COMBINE SOME ASPECTS WITH ONES FOUND IN ALTERNATIVE 2	3/27/2015 6:31 PM
89	speed light rail to rapid transit speeds which can never happen with the current network	3/27/2015 6:13 PM
90	Have bus lanes!!!!	3/27/2015 5:32 PM
91	Make no change to 545 service during non-peak hours.	3/27/2015 4:46 PM
92	19th Ave kind of gets lost, suggest considering some form of service in this area. Also, if Madison BRT ever happens, this system needs to be integrated into the plan as well, to the extent possible	3/27/2015 4:13 PM
93	Retain all-day, frequent service up and down Madison Street.	3/27/2015 3:52 PM
94	Maintain route 12 and restore route 47 as we expected when we campaigned for the City ballot issue last fall.	3/27/2015 3:49 PM
95	delete 8 between rainier beach and Mt baker station. Keep it the same between Mt baker station and Denny way at Fairview... then let it travel on Fairview and Mercer, instead of Denny.	3/27/2015 3:37 PM
96	dedicated row	3/27/2015 2:49 PM
97	Do Alt. 2	3/27/2015 2:40 PM
98	more spots for bikes on buses :)	3/27/2015 2:37 PM
99	retain current route 12, retain current route 48 so I don't have to transfer from new 45 to 48	3/27/2015 2:33 PM
100	Keep 43 and 48!	3/27/2015 2:29 PM
101	Definitely keep a bus route between the U District and Capitol Hill, because many people may rely on that bus to transfer in between the distance that the University link station to Capitol Hill would take them.	3/27/2015 1:56 PM
102	The 19th Ave corridor and a direct connection to the U District are vital. The idea of replacing the 43 with the 48 is JOKE. Have you ever tried to catch the 48 during peak transit times? It comes every 10-15 minutes MY ASS. More like every half hour IF YOU'RE LUCKY. The idea of breaking the 48 into two separate routes is smart though because the length of the route probably has something to do with it's constant delays. All my friends call it the "forty-late."	3/27/2015 1:41 PM
103	You have to understand that most people who live in the city don't have cars or use their cars to commute to work. It's very convenient for me to step out of my condo building and the bus stop is a few feet away. However, I don't like the idea of having to walk further to get to my stop.	3/27/2015 1:22 PM
104	The 8 could go to John and then Broadway to Pine to downtown.	3/27/2015 1:22 PM
105	Bring back the 47 bus	3/27/2015 1:20 PM
106	keep the 11 or the 43 at good frequencies so there is a way to get to Madison valley/back side of capital hill on a regular basis.	3/27/2015 1:08 PM
107	Keep Route 11! I understand consolidation, but don't sacrifice accessibility to a large area of professional workers who commute downtown. They might decide to drive.	3/27/2015 11:59 AM
108	I lean towards Alternative 2 since several bus lines may be less direct. If the idea is to connect everything more directly to the light rail, then I am not so confident that I will need that connection more than my connections to the downtown area. I would keep the direct connections serviced by the 10, 11, and 12 lines.	3/27/2015 10:04 AM
109	Improvements on Denny NEED to be part of this plan to help prevent the 8 from bunching and completely nullifying the value of frequent service with connections to Link.	3/27/2015 9:15 AM
110	Keep Routes 8 and 43 as they are today. They are both extremely important bus routes for the neighborhood.	3/27/2015 8:25 AM
111	keep up 25,43,48	3/27/2015 8:10 AM
112	I am not sure how to answer these questions. Metro needs to improve the bus frequency and connections between light rail and buses. In my case I want to get to Children's and with the soon to open light rail stations in UW and U District I could take light rail downtown or to Rainer Ave and get a bus home. But if these buses don't run frequently 7 days a week I end up having to drive to work	3/26/2015 11:42 PM
113	Keep continuity and length of #48 line intact at least until the Roosevelt stop opens on Light Rail.	3/26/2015 10:39 PM
114	n/a	3/26/2015 7:40 PM
115	Make sure there is SOME way to frequently get from Capitol Hill to every major section of the city.	3/26/2015 4:42 PM

116	continue improving connections from other areas of the city	3/26/2015 4:30 PM
117	Keep the 43.	3/26/2015 1:08 PM
118	Retain the 43; for those of us midway between the light rail stations it remains the best connection to downtown. The loss of route 12 also leaves a large hole for those in north Capitol Hill; retain it.	3/26/2015 11:53 AM
119	I think the word "consolidated" is an insolvable problem. If you concentrate service in a few locations, you will hang the rest of us out to dry. It would be less intolerable if you at least keep a direct route to downtown (e.g. the 43).	3/26/2015 9:05 AM
120	More frequent service between 8:00 pm to 10:00 pm.	3/25/2015 9:52 PM
121	Put a link station in between the U District one and the Capitol Hill one	3/25/2015 3:44 PM
122	If you are going to have a network of service, you are going to have to add a little net, like from 19th Ave. neighborhood (especially the north part) to a link station.	3/25/2015 3:38 PM
123	Keep 545 stop at Bellevue and Olive, possibly make more frequent, it's always standing room only, once a week we can't fit all the people on it and they have to wait for the next bus.	3/25/2015 1:01 PM
124	not a good idea for alternative 1 at all. especially for people with no cars, which are the people taking this route in the first place	3/25/2015 10:29 AM
125	I don't know	3/25/2015 8:58 AM
126	You need a light rail stop at 520 and montlake.	3/25/2015 6:21 AM
127	Maintain the 12 on 19th Avenue, as the 12 fills a hole in service around 19th and on Madison. Consider which routes make sense in terms of the numbers that would have to transfer and how to ensure that the paper transfer can be used between the different systems. The plan for the 49 probably makes more sense than some in that southbound passengers are not mostly trying to get to the downtown retail core. Capitol Hill areas and Central College are among other destinations. The 10 and the Link would provide service from downtown to Central. Light rail and the 49 would provide service from Capitol Hill to the University of Washington.	3/24/2015 11:40 PM
128	Can't think of a way to improve it. Sounds great!	3/24/2015 6:03 PM
129	Make sure that the 12 is restored. If 49 is really going to change to serve Madison and Marion downtown make sure that is sustainable and won't be disrupted. Those living around 15th Avenue do not have direct connection to the University and would have to transfer to the 49 or the 48 from the 8, 10 or 38. At least the transfer is between Metro buses. The 48 does give 23rd/24th Avenue access to two link stations.	3/24/2015 5:29 PM
130	The lack of a straight-shot route up Madison all the way to at least 15th Ave is a concern. Retaining both the Madison and Seneca (Route 2) corridors two blocks apart seems wasteful. The 38 takes a somewhat indirect route from Madison Valley to Capitol Hill station. Restore 30-60 minute service on Boyer connecting to UW station.	3/24/2015 4:10 PM
131	Keep the #11 and add more frequent service on that route.	3/24/2015 3:51 PM
132	I would put in place a north south route on 12th Avenue. Perhaps on the north end it could have a connection at the Capitol Hill light rail station. The south end --- I'm not sure, but perhaps the Beacon Hill light rail station.	3/24/2015 3:30 PM
133	Go to Alternative 2	3/24/2015 3:21 PM
134	I really do not want to have to transfer on Broadway and John, going deep into the bowels of the earth with hoards of people just to travel one additional stop to get downtown. I like the #11 route the way it is.	3/23/2015 11:20 AM
135	Even partial restoration of the 12 helps fill a Madison gap, particularly near the busy 12th Ave. corridor in the vicinity of Seattle University, and could help relieve delays on the busy (and particularly wheelchair-user-heavy) hospital segment of First Hill, which could otherwise hurt the northbound 49's schedule reliability.	3/22/2015 3:24 PM

136	In general, I do not support Alternative 1--I think it is better to have more routes closer to where people are, rather than a more consolidated network. With that said, there are two things that most concern me personally. The first is the elimination of route 43 with no increase in the frequency of the 48. I ride these two buses to and from work every weekday. They are already often standing-room only and occasionally so crowded that the drivers don't even stop to let more passengers on. Along the stretch of 23rd where the 43 and 48 are the only north-south routes, the two new light rail stations will be a 20-30 minute walk in either direction and not really feasible for commuters. North-south passengers in this area really won't have any option except to wait for a more crowded, less frequent bus. My second concern is the elimination of some of the direct routes between Capitol Hill and other parts of the city (the 43/44 to Wallingford and Ballard, the 12 to downtown and the ferry terminal, the 43 to downtown and Pike Place, the 8 toward Rainier Valley). It is much more convenient to have a single bus going to other neighborhoods than to have to make connections.	3/22/2015 12:11 PM
137	Better streetlights and other safety features along dropped service routes.	3/22/2015 11:26 AM
138	Keep 8 and 11 separate. Keep the 43.	3/22/2015 9:47 AM
139	Keep the 43!	3/21/2015 7:41 PM
140	Keep schedules the same all day, every day. Peak/weekend changes are extremely confusing for riders.	3/21/2015 12:36 PM
141	Keep the 25 bus route going through Montlake, if anything increase the service.	3/21/2015 11:20 AM
142	I'm extremely concerned about what seems to be a removal of connections and the current ease of access to transit in the Montlake area with alternative 1. As I previously said, there are a lot of college students sharing houses here and that will only increase as time goes on. Many of the families I know also use transit. It'd be an easier to sell transit to the more monied families here too if access and reliability increased along the 24th Ave E corridor. The 43/48 always seem healthily full at the stop I use (McGraw/Calhoun). Please seriously reconsider this!!	3/21/2015 9:33 AM
143	I wouldn't get rid of the 43, or at least would keep some service between 23rd/24th Aves and UW and Cap Hill/downtown. It wouldn't affect me too much if it didn't exist because I don't go to that area often. But when I do need to, I really appreciate having it. But, I don't think UW bus riders overall will be happy losing the 43.	3/20/2015 11:43 PM
144	Run the 10 more frequently, or run the 38 all the way into downtown on Pike/Pine to improve connectivity on Pike/Pine corridor. 15 minute headway is not frequent enough, especially considering the amount of density that is coming to this corridor. Headway from 3rd/Pike to Broadway is now about 6 minutes on average with the combined 10, 11 and 49, and 10 minutes with the 10 and 11. Include more frequency for the 47 to compensate for the loss of the 43. Many people riding the 43 or 47 from the Melrose/Bellevue/Summit corridor would much rather not walk up the hill to Broadway or CHS, and it makes transit travel times uncompetitive with giving up and driving or taking a G-d damn taxi. The 47 would compensate for this. It is a major part of the most dense neighborhood in Seattle and the benefits outweigh the costs.	3/20/2015 8:14 PM
145	Connect bus to light rail!	3/20/2015 6:42 PM
146	Put more buses on central Seattle city routes in general, because all the existing routes are over subscribed as it is, as a direct result of years of neglect and bogus arrogant prioritizing of suburbia and trains. You've abandoned the central city, where we actually use buses.	3/20/2015 5:39 PM
147	Do not touch the 43 or the 11. Any reductions to either of these is not only a non-starter, but a Bridge Too Far. It is untenable, and precisely what I feared would be proposed after seeing the damage done to Sea-tac's transit infrastructure.	3/20/2015 1:34 PM
148	Have more shared bike programs connecting the LINK to streets that have bus service cuts. Somehow make Car-to-Go more available along the same lines.	3/20/2015 1:24 PM
149	More stops on the light rail!	3/20/2015 11:19 AM
150	"Consolidated, frequent network of service" is not "ligtrail is a substitute for bus lines." It should be an additional feature of the public transportation network.	3/20/2015 8:41 AM
151	I understand the need to remove duplication between Link, the 11, 43, and 49 - however, removing downtown connections from all three bus lines makes it a little too difficult to get to the Hill from the downtown core (especially the northern end).	3/20/2015 7:30 AM
152	The routing of the 38 looks inefficient and I'm not sure entirely what constituency is well served by it compared to just having it go the quickest path to the Cap Hill light rail station from MLK. (I suppose down Madison *could* be that... but that doesn't seem likely to me, if that is the case then consider me wrong and ignore this comment.)	3/20/2015 12:41 AM
153	Keep the 8 going through the central district, say at least to Beacon Hill or mt baker	3/19/2015 10:27 PM

154	I'm concerned about how to get home after a concert or other event downtown. After the Link Light station, then would the 43 and 8 be running frequently until midnight?	3/19/2015 10:02 PM
155	I would keep the 43 as it is, since a good connection can be made at the Cap Hill Station in-between it and the streetcar. Also it gives people choices incase there are problems with the Link Light Rail Line. I also worry about loss of trolley coaches on the 12 and not using them on the 11. The 11 should be a Rapid Ride line (as identified in the SDOT plans) and the 8 terminate at capitol hill, while retaining the 38 proposal either as a continuation of the 8 along John/Madison to MLK (sharing with the 43) or as its current 38 proposal.	3/19/2015 8:46 PM
156	Increase 38 frequency	3/19/2015 7:46 PM
157	Offer a new route to make it easy to get from Capitol Hill to Fremont/Ballard. It's a huge hassle to get there now.	3/19/2015 7:27 PM
158	I have no particular suggestions for improvement.	3/19/2015 7:05 PM
159	Cannot improve without changing concept of 'consolidation'.	3/19/2015 6:50 PM
160	I'm not sure what a better routing for the 38 would be, and the problems with the 8 won't be solved without solutions that are well outside the scope of a network revision.	3/19/2015 4:05 PM
161	No idea. Your ideas seem sound:-)	3/19/2015 4:02 PM
162	Don't eliminate the 12. Don't eliminate the 43. Don't force people to transfer from the 49 to the light rail. STOP IT.	3/19/2015 3:58 PM
163	all of the lines that serve the area now cross the Capitol Hill Link station cross near the station at JOHN st. and Broadway, so I think the best idea would be to continue that, and maybe adjust the routes between Capitol Hill and the University district.	3/19/2015 3:24 PM
164	Direct connection from Capital Hill to U-District is critical.	3/19/2015 3:10 PM
165	Increase service on the 8 and leave the route as is. Leave more service on Pike/Pine, which are much more vibrant areas for pedestrians	3/19/2015 2:44 PM
166	Keep the 12 and the 43 as currently designed.	3/19/2015 2:39 PM
167	Work on options to improve the 8's timing on Denny Way.	3/19/2015 2:14 PM
168	If the #8 *really* runs more frequently than it does now, then getting, say, from Montlake to Group Health via the "new, improved #48" to E. John St, then transferring to the #8 to Group Health, should be OK, even on a rainy winter day [or night]. Will the bus stop at 23rd & John [on south side of street,on John] be improved? And how about the bus stop on 23rd, just north of John? --if one imagines lots of folks waiting to transfer, especially at night, then these bus stops must accommodate. Thank you.	3/19/2015 2:04 PM
169	Improved connections from CD to Downtown	3/19/2015 1:17 PM
170	Considering the reliability problems with the 8, I'm hesitant to call adding more service to it a good idea without some serious investments from SDOT to get the buses unstuck on Denny	3/19/2015 11:32 AM
171	Show/highlight how the new above-ground light-rail will help with 24th street corridor and pioneer square travel.	3/19/2015 11:15 AM
172	If I'm understanding correctly, the 43 would no longer service U-District to Cap Hill. If that is the case, this is problematic - particularly for folks coming from Microsoft and going to the Hill.	3/19/2015 10:57 AM
173	No Comment	3/19/2015 10:46 AM
174	As someone living in Montlake, the increase in frequency on the 48 is not convenient enough to make up for the loss of connectivity of the 43, which I use more often. I would want a way to get to Capitol hill and downtown that does not require going up to the U District or down to Central District first.	3/19/2015 10:27 AM
175	Don't cancel any of the above bus routes.	3/19/2015 10:19 AM
176	Don't delete the 43, it's necessary to connect the Hill with downtown and the UWMC.	3/19/2015 9:35 AM
177	I would have buses that run all the time. I would let people in the CD be able to get to North Seattle in less then one hour. Transportation in this city is horrible. I have lived in many cities and this is by the far the worse. Why are there trolley lines???? You can't move those as the city changes! Why is there only one stop between downtown and the U with new line??? Why isn't 15th Street and the CD served better. Look at the development around 23rd and Union and down 23rd. Your talking about limiting people's choices. Horrible idea.	3/19/2015 9:09 AM

178	I would like to see an interactive map to provide best answer. I would use service more if it ran more frequently. I frequently walk to another route when wait times or delays are too long. Service should be on time more frequently.	3/19/2015 5:16 AM
179	I don't think Alternative 1 would make a big difference because there's already the Street Car in the International District that will take people to Capitol Hill. As for the Central Area, there's not a vast amount of people taking routes like the 48 so if there's less frequency in service then it's okay.	3/19/2015 2:12 AM
180	Make the new 38 go downtown instead of turning north on Broadway to Roy. Maintain the 12, at least during peak periods.	3/18/2015 9:33 PM
181	This is a terrible idea. For anyone living in North Capitol Hill more than five minutes walk from the Broadway and John light rail station, this will mean longer commute times to the University District. I make this commute every single day. These buses are full every day, and most travelers from the UW to Capitol Hill get off the 43 more than 5 minutes walk before Broadway and John. Moreover, the walk from the UW light rail station will add an additional five minutes to my journey. I estimate that my daily commute from my house (16th and Republican) on the light rail will be 20 minutes LONGER than it currently is using the #43. This is not public transportation progress. It is a light rail boondoggle. Sincerely Robert Wood Professor, University of Washington PS. The same thing happened with bus route 194 which reliably took passengers from downtown Seattle to the airport in 30 minutes until it was cancelled because of the light rail. The trip now takes 40-45 minutes on light rail. Is this progress? The idea is that new transit systems augment the public transportation system, not replace existing components.	3/18/2015 8:55 PM
182	keep good connections between CD and Capital Hill and Downtown while giving better North End connections.	3/18/2015 8:14 PM
183	N/A	3/18/2015 8:10 PM
184	KEEP the 43 !!!!!!!!!!!!!	3/18/2015 4:31 PM
185	need 43 at john and 15th ave east to get to UW	3/18/2015 4:31 PM
186	At least connect #43 southbound to the Capitol hill transit station.	3/18/2015 3:34 PM
187	I have to admit that I find this survey somewhat confusing. I don't exactly understand what is meant by the phrase "concept for..." I did look at the alternative 1 all-day routes but really only looked at routes 43 and 49. As long as the 49 runs from Aloha to the U District every fifteen minutes, I'm good. Loss of 43 is puzzling.	3/18/2015 3:24 PM
188	Keep the 25 and the 43 in service.	3/18/2015 2:56 PM
189	Need direct connection from roughly MLK and Union to both Montlake (for eastside connections), and also, MLK and Union to CapHill Station (for north seattle / south seattle / SeaTac connections).	3/18/2015 2:50 PM
190	Maintain integrity to east side or wait until east link is established to enact bus changes.	3/18/2015 2:46 PM
191	Nothing short of retaining the 12 would make this acceptable. Note also that there would be no downtown service south of Pike/Pine while the 12 serves Madison/Marion, much closer to government buildings, courts, Safeco/Qwest, etc	3/18/2015 2:44 PM
192	I don't have any solutions. I just think you need to consider access to 15th, 19th, and 24th avenues, especially for those who are elderly or have disabilities. I would imagine that this would be of particular concern for those living along those corridors on Capitol Hill trying to get to the UW Medical Center.	3/18/2015 2:25 PM
193	Bring back the 47, and continue it through downtown, down first Ave. Maybe even North to Belltown.	3/18/2015 1:54 PM
194	Anything that can get Eastside commuters from bridges into mass transit to mitigate the chaos on I-5 and I-405 between the bridges, would make life for thousands (if not 100s of thousands) easier. I drive to Bellevue to commute via 271 from Bellevue to UWMC. In the evening, the driving aspect of my commute between Bellevue and Issaquah is a no-win situation. If Westbound I-90 (Bellevue to Seattle) is backed up, which happens ALL the time, Bellevue Way backs up and I can't go Eastbound I-90. Obviously Eastbound I-90 backups affect me too but are less frequent. I cannot drive via I-405 as it is a parking lot both ways at all times. Please help us bridge-dependent commuters get out of our cars! Additionally, we do not have enough parking in South Bellevue P&R or Bellevue in general. Eastgate P&R access is problematic - so problematic that I bike there if I use that P&R. We need more direct frequent, faster service from Eastgate/Issaquah to UWMC - I'm okay making a connection at i-90 or 520 but there are limited options. Think 556 route, with less stops, more frequent, if possible. Even 271 with less stops would be better. I don't mind walking or biking. When will light rail help with bridge traffic and in-between bridge traffic?	3/18/2015 1:45 PM
195	Keep the 43 route.	3/18/2015 1:42 PM

196	Anything that can get Eastside commuters from bridges into mass transit to mitigate the chaos on I-5 and I-405 between the bridges, would make life for thousands (if not 100s of thousands) easier. I commute via 271 from Bellevue to UWMC and the driving aspect of my commute between Bellevue and Issaquah is a no-win situation. If Westbound I-90 (Bellevue to Seattle) is backed up, which happens ALL the time, Bellevue Way backs up and I can't go Eastbound I-90. Obviously Eastbound I-90 backups affect me too but are less frequent. I-405 is a parking lot both ways at all times. Please help us bridge-dependent commuters get out of our cars!	3/18/2015 1:31 PM
197	Not sure I can say. It looks ok and I am a little skeptical about the lack of East West routes.	3/18/2015 12:48 PM
198	why can't there be a win/win situation.	3/18/2015 12:46 PM
199	Keep the bus rates the same, raise taxes on corporations.	3/18/2015 12:33 PM
200	More buses along Pike/Pine corridor which is a major tourist hub for bookstores, restaurants, and retail. Extends tourist dollars to the Hill and not just centered around downtown shopping and the Market.	3/18/2015 12:25 PM
201	Keep route 43, getting rid of this would be one of the stupid things metro could do	3/18/2015 12:19 PM
202	I can accept losing the 12 maybe, but the 43 is a vital, well-used connection. Scrapping it is a terrible, terrible idea. Really bad.	3/18/2015 12:06 PM
203	see above	3/18/2015 11:54 AM
204	Perhaps the extra Seattle money can fill in the gaps geographically (i.e. keep 25/43 at current service levels).	3/18/2015 11:51 AM
205	One of my biggest concerns with Alternative 1 is that service from North Capitol Hill to the Pike/Pine corridor, adjacent to downtown, will be disrupted. I am excited about the light rail, but want to be able to avoid transfers for areas that are just beyond a one mile walking distance.	3/18/2015 11:51 AM
206	There's no improving this idea other than keeping those routes. You are assuming that people want to go from Capitol Hill to some other neighborhood--that isn't how most people use the bus here. They ride 1-2 stops and get off. Personally I don't mind walking one or two stops at a safe time--but as I mentioned, there is a lot of Section 8 housing up here and a large number of seniors who can barely manage the bus as it is; what are you going to do for them?	3/18/2015 11:49 AM
207	Improve the Route 48 equipment	3/18/2015 11:44 AM
208	Most of the changes would have a positive impact on my use of transit, especially with the addition of the First Hill Street Car which will close the gap (geographic and time between buses) between Broadway & Yesler, where the 60 drops me, and 14th & Yesler, which is where I need to pick up my daughter on Saturdays. So I don't really have any suggestions to improve it.	3/18/2015 11:41 AM
209	I don't think there's much that can improve it. I would rather it not be implemented at all.	3/18/2015 11:31 AM
210	Keep route 12 and route 43.	3/18/2015 11:29 AM
211	Keep am/pm rush hour service on the 12 all the way to Interlaken on 19th Ave E	3/18/2015 11:26 AM
212	Need to get from Jefferson/Cherry corridor to the capitol hill link station with ease or to the street trolley....	3/18/2015 11:16 AM
213	Improve light signals' responsiveness to pedestrians wanting to cross the street during off peak hours. / Prioritize pedestrian traffic over vehicle traffic when there are fewer vehicles & pedestrians present.	3/18/2015 10:09 AM
214	Re-route the 8 off of denny. There are a lot of holes. Seems like you need to fill in some routes in cap hill.	3/18/2015 9:59 AM
215	I like the concept of route 38 continuing west down Pine Street to downtown, rather than turning north up Broadway to Aloha. Continuing west down Pine Street would help maintain frequent service along Pine Street, addressing one of my concerns.	3/18/2015 4:14 AM
216	na	3/18/2015 1:21 AM
217	Move the goalpost. Taking away service from Pike/Pine and telling residents they need to walk 1/2 mile uphill is ludicrous.	3/18/2015 12:20 AM
218	Maintain a direct route from Madison Park to downtown via Pike/Pine (EXACTLY what the 11 provides currently)	3/17/2015 11:50 PM
219	Keep service along Pike/Pine the same especially during the evening hours (even though it serves less people, I'm more inclined to ride the bus during the day if I know that I'll have an easy commute home)	3/17/2015 9:54 PM

220	It's all in the timing -- if the Link leaves frequently (say, every 5 minutes), then transferring is feasible. If it leaves every 15 minutes, then I wait up to 15 minutes for the bus, ride for 5 minutes to the Link station, wait 15 minutes for the train, and ride for 5 minutes downtown. Total time: 40 minutes. Total time for me to walk downtown: 35 minutes. Why would I take transit? If the Link leaves every 5 minutes, then the total trip downtown would take 30 minutes, making it a more attractive option.	3/17/2015 7:33 PM
221	Direct transit from Seattle U to UW	3/17/2015 6:58 PM
222	Same as before.	3/17/2015 5:33 PM
223	keep and improve 43	3/17/2015 2:48 PM
224	Keep concept of Route 12	3/17/2015 2:38 PM
225	Don't reduce 545 service on weekdays. Take into account crazy Microsoft working hours!	3/17/2015 2:16 PM
226	Metro service on Capitol Hill and the Central Area should serve local residents first. We don't fund Metro just so they can turn around and give our service hours to make Sound Transit's trains look better.	3/17/2015 1:08 PM
227	Restructure route 8 to operate on Mercer St in SLU. Keep the same routing between Broadway and Mt Baker Station, except use 23rd ave and Rainier Ave between Jackson and Mt Baker Station since route 4 is already serving MLK. Extend route 4 a few blocks south to Mt Baker Station and then east on to Hanford st. This way 14 will not have to make a time consuming loop where not many people get on or off. Absolutely no need for route 8 or 38 to travel south of Mt Baker Station... There are no jobs or services beyond that point. And residents over there will find no use to travel to another residential area, which most of the Central Area is. Not liking 38, unless it connects riders to SLU and the Lower Queen Anne, instead of empty lots of Rainier Valley south of Mt Baker Station. I am not understanding the need for a route from 98122 to have a frequent service to another residential area like 98118 and along MLK duplicating the light rail. There is no employment in Rainier Valley that pays enough wages to afford rents in the 98122 or even in 98144 zip codes... Keep 43(or whatever number you want to give it) between Downtown and 15th ave e, then on to a loop clockwise: 15th ave E > E Galer st > 19th ave E >Madison > 15th ave. You will need to install wires for a few blocks one way on Galer st, but it will pay off ;)	3/17/2015 12:51 PM
228	Add more east-west routes, and add more frequency to existing east-west routes. Especially for route 8, increase frequency to 5 minutes.	3/17/2015 12:00 PM
229	More service in the Pike/Pine corridor	3/17/2015 11:35 AM
230	I appreciate the effort to increase frequency and improve transit times, but I think you misunderstand some of my priorities for commuting. I don't necessarily need more frequent service, or even faster service; I just need a single seat ride that I can plan on, board, and arrive at work. I live in north capitol hill and work in the udistrict -- this plan creates longer walks in the rain (I don't mind them in the sun) or more disruptive connections and transfers (e.g., 8->48 or 8/9->Link).	3/17/2015 10:17 AM
231	I would put route 43 back. I ride the 43 regularly.	3/17/2015 10:14 AM
232	Implement BRT from Downtown along Madison all the way to MLK.	3/17/2015 9:57 AM
233	Use alternative 2	3/17/2015 9:26 AM
234	I don't remember what this alternative is. Fire whoever designed this.	3/17/2015 8:19 AM
235	By not eliminating what's already available on the street surface, and maintaining bus services throughout the day even when colleges are closed.	3/17/2015 7:19 AM
236	just make sure the Madison Street Bus Rapid Transit project get done and begin operating ASAP many people from Deaf and Deaf-Blind Communities in Seattle/King County really need to have better transit connection between Downtown Seattle and HSDC on E Madison Street at 19th Ave E I recommend to revise bus route 38 that should end up the Downtown Seattle via either Madison Street (like replacing the new Bus Rapid Ride) or Pine Street instead of Capitol Hills on Broadway I recommend to revise or delete bus route 49 and revise bus route 10 due to many riders in North Capitol Hills and University District will be using streetcar and/or light rail more often in next 5-6 years	3/17/2015 12:25 AM
237	Keep the 545 running as normal even during off peak hours.	3/17/2015 12:10 AM
238	keeping early morning service (5am) to montlake/520 interchange. if 43 is deleted it don't appear the 48 would come early enough to make my current transfer as i do with the 43.	3/16/2015 5:17 PM
239	Keep the 43. It's an _incredibly_ useful route.	3/16/2015 4:39 PM
240	Keep route 11	3/16/2015 3:45 PM

241	Run the 38 downtown on the existing 10/11/49 path. This will help quell 12 riders worried about losing their direct connection. Probably not all trips on the new 8 need to go to the end of the run, so consider turning back some early to save money for use elsewhere. Also Denny simply must improve to make the 8 transfers reliable. STB has a post with suggestions here: http://seattletransitblog.com/2011/12/06/the-denny-dilemma/	3/16/2015 3:43 PM
242	Madison Park has a beach and cute small business area- it is a fun place to visit. So far it has been easy to get there from capitol hill and spend a sunny day. Although I must say that the people who live there drive and mostly do not use the bus, are clearly not going to give up their cars, and do not deserve transit service. Nothing you do is going to get them out of their cars. So if there is less service there that is OK, but it still is a nice place to visit and it would be great if the bus still went there.	3/16/2015 2:41 PM
243	Have the 542 pickup/drop off at the stadium into a covered lot with a clear path/queuing system avoid a melee during rush hour.	3/16/2015 2:08 PM
244	Retain downtown service along Madison/Pine.	3/16/2015 1:17 PM
245	I think the increased frequency and ability to make reasonable transfers is an important step forward for effective bus transit. The devil is in the details though, and my experiences on East West routes in Seattle has been extremely challenging. The routing that seems to be most effective to get cross I-5 is the Pike Pine corridor served by the 10,11,12,43 & 49. Other options, including the 2,3,4, and 8 are horrendous to ride as they are constantly stuck in traffic and blocked intersections. If the increased frequency is truly going to work on these lines as viable transfers, there are very needed improvements to bus rights of way and signal timing. Otherwise, alternative 1 leaves people waiting for connections that may or may not arrive.	3/16/2015 12:52 PM
246	Don't decrease service on the Pike/Pine corridor	3/16/2015 12:45 PM
247	Rt 8 is increasingly becoming a really important connection between Capitol Hill and SLU, Seattle Center, LQA. Given its growing ridership it is really important that it receives some kind of peak reliability improvements. Whether that be a re-routing on a street less congested than Denny, or whether that means removing stops to avoid some of the most gridlocked section, something needs to be done about it.	3/16/2015 12:38 PM
248	Maintain the 43.	3/16/2015 12:35 PM
249	Keep a bus that goes from 24th Ave E to downtown and the Capitol Hill link station.	3/16/2015 12:32 PM
250	I am so sorry but the proposed changes are very confusing and I am not sure how this will impact me so I don't have enough understanding to provide feedback	3/16/2015 12:30 PM
251	stop running 2 and 3 through downtown. They need to loop and come back up the hill. I can't use them as frequently as I would like because they are reliable.	3/16/2015 12:22 PM
252	Increase service on 545, reduce 542. Once you're downtown, you don't have to walk BEFORE waiting for your Link. This is important, because walk time is wasted time when you're about to connect to another bus. Instead, you get off near Westlake, hop on the Link, go to University. If you're commuting south, you're not affected.	3/16/2015 12:21 PM
253	Keep some portions of Rte 43.	3/16/2015 12:21 PM
254	Keep the Madison 12 Route. All of the residential units in the Hilltop area (15th, 19th, etc.) use that route to get downtown and to pioneer square. Extremely annoying to have to walk 6 blocks to catch the same bus at Broadway.	3/16/2015 12:16 PM
255	Keep the 11 going into downtown and the 545 stop at Bellevue and Olive	3/16/2015 12:12 PM
256	Preserve Rt 43.	3/16/2015 12:05 PM
257	Just one stop on 19th somewhere? Realistically I already walk to the 8 or the 18 anyway if I'm going to use a bus though. The 43 is the bus I use most frequently, but the walking won't kill me, I think.	3/16/2015 12:01 PM
258	Maintain a way to get from top of capitol hill to redmond without needing 3 changes	3/16/2015 12:01 PM
259	Increase peak hour 545 service between Seattle and OTC.	3/16/2015 11:55 AM
260	Change 545 times to 7am-11pm during the week.	3/16/2015 11:50 AM
261	Don't get rid of the Montlake freeway station so you don't have to come up with these tortured transfer scenarios in alternative 1 or 2. You should instead be touting how you will have direct bus service to downtown with an easy stop at Montlake, and when 520 has light rail in the future, that will be done via light rail.	3/16/2015 11:47 AM
262	Keep montlake.	3/16/2015 11:47 AM
263	Keep building out the light rail over time... Eventually decreasing our dependence on the bus system.	3/16/2015 11:39 AM

264	Since Denny Way/Olive/John is such a nightmare now, have the 8 terminate at the light rail station and take people down to SLU and LQA. Then, have a bus that mimics the 43 from the light rail station to serve Montlake, possibly turning down 19th and then Aloha so it doesn't duplicate everything that the 48 does. (Heck, it would also be great if we could have a transit only lane on Denny/Olive/John - then maybe more people would use the bus. The problem is that Denny is key for drivers to the highway, so reducing Denny/Olive/John to one lane for cars could be deadly.)	3/16/2015 10:57 AM
265	Scrap most all of it. Include more than Madison Valley residents in discussion - extend south from CD and use communication methods that work with our neighborhoods.	3/16/2015 10:49 AM
266	leaving the 43 route as it is and leaving all the buses going to the eastside the way they are. having to ride across the bridge and get on a bus heading west seems like a ridiculous route home for me.	3/16/2015 10:46 AM
267	My main use of transit starts on 19th E. Density in the 19th E area is increasing rapidly. With the steepness of Capitol Hill ALL along 19th, walking to 15th or 23d/24th is not viable for many people, including those with young children and physical limitations. IMO, people will walk farther to get directly on light rail; people will transfer from bus to rail for speed; but in our hilly city, a 4 to 5 block steep walk uphill (often in bad weather) will prevent people from using an otherwise very useful bus. This is why we have historically had service on Broadway, 15th, 19th and 23rd, in times of much lower density. It reflects the reality of the topography. Also, population is increasing along all these corridors and it will continue to grow with zoning changes. New construction does not have to have parking. NOW is the time to get people out of their cars in this neighborhood (including the working wealthy who may think they have an alternative), not encourage them back into their cars. This area of the city is rapidly changing and it is not appropriate to take drastic and permanent action based on untested assumptions. A more gradual approach is warranted, as we can continue to fine tune with changes large and small in the future. We want to create permanent and life long changes to how our people get around this part of the city; slamming the door on routes people have used for decades (30 years for me) is not going to get us where we need to go. It is tactic likely to fail.	3/16/2015 10:03 AM
268	I think you should run one bus route each alone: Yesler, Cherry, Union, Madison, Olive continuing as John and then Thomas, and put a streetcar on Denny from Western until it intersects with Olive/John. The routes would just go up and down, all day, every 10-15 minutes, following a more-or-less straight line. (Okay, slightly curved). But just up and back. No milk run service. But all routes should go all the way to Lake Washington Blvd, which would have a route along it, and you would also have buses running along 34th, MLK Way, 23rd, 19th, 15th and 12th, intersecting the east-west routes at easy transfer points.	3/16/2015 9:03 AM
269	Expand rideshare programs; streetcar	3/15/2015 8:34 PM
270	Leave Routes 8 and 43 alone! Link them with the light rail and have frequent day and night time service.	3/15/2015 5:20 PM
271	1.) Even more frequency (target 5-minute headways all day, not 10-minute) 2.) Wider stop spacing (what good is frequency if the bus still putters along at 5 mph because it is stopping every 2 blocks?) 3.) Stations with off-vehicle fare payment at the stops that remain. 4.) Rapid Ride branding (as well as frequency, stop spacing, stations etc) on routes 49, 8, 48, 10, 2. 5.) Extend high-frequency service into the late evenings (1:00 a.m.) and on weekends (people's lives don't take place exclusively from 9 to 5). 6.) Invest in hanging the wires necessary to convert all these high-frequency routes to electric trolley buses. Diesel buses are noisy and smelly. No one likes them. This could be a long-term goal if you can't afford it now and should not be seen as a reason to maintain existing routes. Get the routes right now, add the wires later as resources allow. 7.) Consider routing the 49 down Seneca rather than Madison. This would allow it to connect up to the University Street Light Rail station in downtown, and when combined with route 2, provide a very high-frequency connection between light rail and Virginia Mason for both northbound and southbound commuters. VM got the short end of the stick with respect to the routing of the First Hill Streetcar (just ask them). Routing the 49 on Seneca rather than Madison would compensate. Furthermore, this routing would likely be less annoying to people trying to get from north capitol hill to the southwest corner of Pike-Pine, since Seneca is much closer to Pike-Pine than Madison is. Finally, as the "Main Street" of First Hill, Madison also tends to be more congested than Seneca. In truth, you actually don't need ANY transit service on Madison. Seneca and James provides more than enough east-west service for First Hill and consolidating east-west service on these two streets (which both connect to downtown light rail stations) rather than splitting it onto 3 streets furthers the "consolidated, frequent network" concept.	3/15/2015 4:53 PM
272	Provide a unified version of the 11 and 12 that simply travels up and down Madison, all the way from downtown Seattle (e.g. 1st or 2nd Ave) to Madison Park (e.g. 42nd).	3/15/2015 4:34 PM
273	Making sure transfers between bus and bus really work is important. Frequency can take of that for sure, but trying as hard as possible to make the wait time minimal and the physical conditions (bus shelter, rain protection, wind protection) optimal.	3/15/2015 2:18 PM
274	smaller buses, running more frequently. I do not mind transferring between transit options, if the wait is short.	3/15/2015 12:49 PM

275	Assure there is a feeder bus from 23rd to light rail every 10 minutes to assure commute times from 23rd to the UW are the same on the 43 to the UW and from light rail to the UW.	3/15/2015 11:24 AM
276	Keep a direct route along Madison street to downtown	3/15/2015 10:59 AM
277	Dont cut the areas the buses are already going. The link should add to the buses, not take away from them.	3/15/2015 9:59 AM
278	I am not sure.	3/14/2015 8:12 PM
279	we need to have consistent and reliable access to the bus or light rail in order to use them.	3/14/2015 4:01 PM
280	The route 48 link between UW Link Station and Mt. Baker Station (along 23rd) serves a vital link between North Capitol Hill and access to the Light Rail. Currently, I take the 48 to Mt. Baker Transit Center to access the Light Rail (northbound or southbound). Once the Link Light Rail is complete, from Downtown, I envision taking the service all the way to UW then transferring southbound on the 43 or 48 and getting off on North Capitol Hill (Aloha). Alternatively, when I return from the Airport, I plan to get off at the Mt Baker Station, then catch the 48 northbound, as this will take less time, then all the way to UW and then south bound.	3/14/2015 3:55 PM
281	Restore bus servie to Cap Hill	3/14/2015 3:04 PM
282	Use alternative 2	3/14/2015 11:12 AM
283	If that's the goal it cannot be anything other than a disaster. You need greater geographical coverage	3/14/2015 4:57 AM
284	See the blog @: http://seattletransitblog.com/2015/03/10/alternative-1-capitol-hill-and-first-hill/ Most issues are pretty well evaluated with seemingly rational solutions.	3/13/2015 9:18 PM
285	That's your goal, not mine. Mine is getting to and from work and you are proposing to make that worse in every way.	3/13/2015 5:03 PM
286	People have to have service that is close to them, otherwise they won't make the effort. It has to be easy and reliable and I worry that centralizing service will not make it a more attractive alternative for people.	3/13/2015 3:23 PM
287	What is Alternative 1 ?	3/13/2015 2:52 PM
288	I would maintain frequent service on route 43.	3/13/2015 1:01 PM
289	Wi-Fi on buses	3/13/2015 12:38 PM
290	Create a shorter run of the proposed 38 that runs at peak time in order to get people to the link light rail on Broadway.	3/13/2015 11:34 AM
291	Focus on making it easier to connect from Cap Hill neighborhoods to the city's "main line," 24/7 transit. In my case that would be the C/D line.	3/13/2015 9:53 AM
292	Preserve and INCREASE frequency of vital neighborhood links to the Capitol Hill and UW light rail links. Alt 1 will reduce overall service by making it impossible for riders to reach the main stations with reasonable frequency.	3/13/2015 7:34 AM
293	I like Alternative I but please have the 38 continue past Broadway to downtown and have route 10 use John St to replace what the 43 gave to the Summit neighborhood.	3/12/2015 11:14 PM
294	keep service to all communities in a manner that works for seniors and children.	3/12/2015 10:17 PM
295	More frequent bus service is not going to solve any problems. Transferring and walking long distances punishes those who are unable to walk or can't risk making a transfer since it will mean they maybe late for work.	3/12/2015 9:05 PM
296	I want to be able to access light rail, and connect to bus service to Madison Valley	3/12/2015 8:43 PM
297	Improve 12th Avenue Service, current Metro destinations in CD/Cherry Hill are practically useless. I choose to walk or other transit modes 99% of the time.	3/12/2015 7:43 PM
298	Retain Route 11!	3/12/2015 7:16 PM
299	include 12 bus	3/12/2015 4:45 PM
300	Provide some connection between the Montlake/24th Ave E corridor and the Capitol Hill light rail station. The existing 43 is already a high frequency, high ridership route.	3/12/2015 3:35 PM

301	- Eliminate the 38 dogleg at Yesler/23rd/Jackson. Just do it already! - The 38 to CHS via Pine and Broadway is silly. Run the 38 into downtown! Either follow the 2 on Union and loop back via 3rd (connect to University St Link at 3rd/Seneca) with the 49, or continue on Pine St with the 10 (like the current 11 does). The 38 will serve at least two link stations -- Mt Baker (and points south), and either Westlake or University Street. Say it with me now, "turns onto Broadway are bad, mmkay".	3/12/2015 12:45 PM
302	Keep a direct bus connection from East to West that covers the areas between Madison and St. John and goes to downtown.	3/12/2015 10:57 AM
303	As proposed, Madison Valley and Madison Park will have NO direct service to Downtown! The new route 38 should go downtown. There has never been service between Seward Park, Madrona, Leschi, and Madison Park. Why not link them all with a bus that terminates at the University Station? There should be direct service between Madison Park and the University District.	3/11/2015 10:13 PM
304	Keep 43.	3/11/2015 9:58 PM
305	Improve the ability of the 8 to get through traffic on Denny	3/11/2015 7:49 PM
306	I think the 11 needs to stay. Moving people in and out of downtown is more efficient, particularly when it would relieve congestion at the Broadway/John stop for both bus and light rail.	3/11/2015 7:06 PM
307	Consolidation works against the purported meaning of public transit. It makes it more difficult for people to use it, not easier.	3/11/2015 3:39 PM
308	Do what was promised when I voted. I voted my tax dollars to increase frequency on routes, not eliminate them. http://crosscut.com/2014/11/approval-prop-1-will-your-bus-route-see-upgrades/	3/11/2015 1:04 PM
309	19th Ave service should not be cut. Metro needs to understand that the geography prevents easy walking in this neighborhood.	3/11/2015 12:37 PM
310	Overall, I like the griding, re-thinking and frequent service. My only beef is the new unreliability the plan builds into the new 67 and new 48. Split them, layover in the montlake triangle, call it good. If they're not trolleys, there is still layover space on the south end of the ave. The loss of all service on 19th, boyer and lakeview is a bit troubling.	3/11/2015 11:39 AM
311	If changes to the 49 were made, please make sure it continues as the 7. There are too few buses that connect North Seattle and South Seattle communities. When buses run infrequently, and Metro has continued to take out benches for people to sit on, this means that we can be waiting for up to 30 minutes to transfer to a bus that connects north and south Seattle. it's pretty messed up, considering that UW is in North Seattle. There should be more direct routes to UW from all communities!	3/11/2015 10:50 AM
312	Keep the 25.	3/11/2015 10:49 AM
313	We need to keep route 24 and 43 and 48 and 44 all offering service around north capitol hill regularly, Every 30 minutes is better than obliterating the option of having these routes altogether.	3/11/2015 10:33 AM
314	Keep a direct route from Madison Park to downtown. Other than Amazon employees, no one needs to go between the valley and SLU regularly. Keep the 12!	3/11/2015 10:26 AM
315	Turn the tail of the 38 to run downtown after CHS.	3/11/2015 10:22 AM
316	Keep 11 and keep the frequency of 8.	3/11/2015 9:24 AM
317	More buses up and down Pike-Pine from downtown	3/11/2015 8:52 AM
318	Place a stop in Madison Valley on E. Madison St.	3/11/2015 7:57 AM
319	I would rather have more distributed transit that works for everyone, not just the condos & apts in the Broadway area. The only thing that would fix alt 1, is to remove it and do alt 2.	3/11/2015 7:53 AM
320	A direct route from Madison Valley to south Downtown along Madison would be key. I know this concept is currently being explored with bus rapid transit and I support this concept.	3/11/2015 7:02 AM
321	I love the idea of getting rid of the line on 19th. Does it get used? I'd try to keep a good connection to Redmond routes. A lot of people bus from cap hill to Redmond.	3/11/2015 5:45 AM
322	more connections to the U District and downtown from Capitol Hill	3/11/2015 2:38 AM
323	Continue a bus down to east end of madison st. It is being increase to every 15 mins. now u want to eliminate it?	3/11/2015 12:53 AM
324	Improve transit to light rail stations to maximize light rail usage. Reducing access to light rail will not optimize usage.	3/10/2015 9:27 PM

325	There needs to be a direct link (without transfers) that continue the Route 11 line.	3/10/2015 7:39 PM
326	Keep the 12, run the 10 more frequently.	3/10/2015 7:03 PM
327	You've got to really question whether frequent "network service" is a customer benefit over a small geographic area. The time penalty of a transfer is significant, even if service is frequent. And that transfer penalty can end up being a significant part of the travel time. It ends up being an even bigger deal given the sort of schedule delays you see in congested areas like Capitol Hill, which this plan doesn't do anything to prevent. Here's my logic: It takes 13 minutes to walk to the #8 from my home in Madrona It takes 5 minutes to wait for the bus (rather be early than miss it) It takes ~25 minutes on average to travel from Madison Valley to Fairview It takes 8 minutes to walk from Denny to my office on Republican That adds up to 51 minutes. Which is already very close to the time to walk the whole thing, which is about 65 minutes for me. I can drive it in an average of 18 minutes, at the cost of \$80 per month for parking. Adding a transfer would be another 5-15 minutes on top of that, and even longer at the 90th percentile of poor-schedule performance, plus more time in the rain/cold for much of the year. That gets it very close to walking time, and well-worth the cost of parking. So while frequent service is nice, it's just really difficult to make the case that frequent service outweighs total travel time.	3/10/2015 4:50 PM
328	Consider Route 12 as originating from downtown, East on Madison, then north on 19th to Thomas, then taking the old 43 section on 23rd between Thomas and Husky Stadium. That would fill in the gap on 23rd, Madison and require fewer transfers for those in the Montlake/North Capitol Hill area.	3/10/2015 2:45 PM
329	Shift a route to E Olive Way/E John St to continue to serve that east-west corridor between Capitol Hill and Downtown. Increasing the frequency on the 8 is much needed, but won't do much to improve service without improving flow on Denny Way.	3/10/2015 2:35 PM
330	Maintain more frequent 43 and 48 service.	3/10/2015 2:21 PM
331	Frequent buses are nice but they do not help if they don't take you near where you are or want to go. Rather than removing routes please add capacity and frequency where needed.	3/10/2015 2:04 PM
332	Less cars is better. So any changes to service may have little impact on me as I would check service to those areas in which I am traveling to or from.	3/10/2015 12:05 PM
333	I don't have any specific recommendations. I have 2 goals in mind. I want the buses to primarily serve the low-income citizens of our city who need to most assistance and I want to buses to provide a viable option that gets people to stop driving. So, please establish connections that will most promote these goals.	3/10/2015 11:55 AM
334	I like most of the concept -- just keep the 12, at least for peak-only service! I'd also restructure the 2 as proposed in the past, to make it more reliable downtown (move it from Spring/Seneca to Madison).	3/10/2015 11:25 AM
335	Keep the 43 and the 12	3/10/2015 11:14 AM
336	Keep route 12 as an access up and down on 19th Ave E.	3/10/2015 10:54 AM
337	Not sure.	3/10/2015 10:52 AM
338	Rather than completely eliminating the inefficient routes that serve centrally located urban neighborhoods, such as the 25, replace the routes with a few neighborhood van routes that shuttle residents to the nearest light rail stations. With the 25 for example, the only unique, non-duplicating part of the route is the section that travels around Portage Bay. Instead of the expensive 25 bus operations, Metro could have a small passenger van operate a continuous shuttle route clockwise around the bay, serving both neighborhood residents and UW students, faculty and visitors.	3/10/2015 9:15 AM
339	maintaining some kind of access all day on 19th ave north of madison.	3/10/2015 9:03 AM
340	Keep 43 and 25 with increased frequency	3/10/2015 8:57 AM
341	Keep some sort of transit on Madison! Maintain the 12 to at least 15th. One idea is to run the 12 to 19th and then have it turn onto the 43 route to Montlake and UW Station. The 12 is already very frequent during peak hours, so I value the route proximity more than added frequency, which has diminishing returns. Madison and Pine are far enough apart downtown that they deserve distinct services. Reducing the 10/11 pairing from 15th/E Pine to downtown is also bad. That is a busy corridor off-peak, I use it a lot to get downtown on the weekend. With no 11 to downtown the 10 would need 2x service just to maintain frequency never mind improve it. The 12 has a lot of riders who chose to live in a transit dense area. Taking away their bus is not fair especially since the neighborhood supported Prop 1 strongly.	3/10/2015 6:03 AM
342	Restore direct service from Madison Park to downtown.	3/9/2015 9:58 PM

343	I'd keep the trolley routes but perhaps reduce frequency. Otherwise, keep service the way it currently is being implemented.	3/9/2015 8:53 PM
344	Maintain route 11 for Madison Park.	3/9/2015 8:19 PM
345	I am not a transit expert - I'm not sure.	3/9/2015 6:15 PM
346	No idea	3/9/2015 5:59 PM
347	Add a late-night schedule for social nights (Friday/Saturday) so that I'm not stranded away from home if I go out with friends.	3/9/2015 5:41 PM
348	not do it?	3/9/2015 5:36 PM
349	Consider Alternative 2.	3/9/2015 5:26 PM
350	.	3/9/2015 4:49 PM
351	Do not eliminate #25.	3/9/2015 4:28 PM
352	I don't see any improvements, the concept is exactly the direction I expected you to go in, with some well thought out additions (loving the 38 route!)	3/9/2015 4:08 PM
353	I would retain the 43 and accept the current level of service in terms of frequency on that route. If the 48 is more heavily used, perhaps increase the frequency during peak hours.	3/9/2015 3:54 PM
354	Make the service along 24th/23rd to Link at UW much more frequent than suggested.	3/9/2015 3:22 PM
355	No idea - what is going to happen to transit into Madison Park?	3/9/2015 3:09 PM
356	I would not sever everything south of Madison Street from all the great things the No. 8 does: Group Health, South Lake Union, Seattle Center, northern Denny Regrade.	3/9/2015 2:44 PM
357	Please see comments under "North Seattle".	3/9/2015 2:40 PM
358	Not sure.	3/9/2015 2:35 PM
359	Refocus it back on arterial streets like 23rd/24th Ave E, E Madison, and 19th Ave E.	3/9/2015 2:26 PM
360	Please keep Routes 11 and 8 to and from Madison Valley! This convenient service is the reason I moved to Madison Valley!	3/9/2015 2:16 PM
361	It is difficult for me to connect to/from the Central District and Central and North Capitol Hill.	3/9/2015 2:16 PM
362	Keep the #8 bus route operating from the Central District to South Lake Union and Seattle Center.	3/9/2015 1:31 PM
363	Having a central exchange stop that takes you to other neighborhoods (i.e. greenlake) without having to transfer downtown.	3/9/2015 1:25 PM
364	Keep all the buses on the same schedule --- why are you cutting access and pretending to call it "more frequent service". You are deleting a 43 and increasing the new 48 service, but the net is a loss from 7.5 minutes to every 10 minutes. Stop hiding this math buried in all your "alternative options" as though alternative 1 is somehow better for us but is really what you want to implement to make more cuts. I voted for Prop 1, for what?! For you to make more cuts?! This is a bad trajectory for Metro and will mean full divestment from further funding and access --- you need to stay invested or you will lose the masses.	3/9/2015 1:17 PM
365	Keep at least one route that travels Madison all the way to Downtown.	3/9/2015 12:36 PM
366	Can buses from all parts of Cap Hill use the light rail tunnel to get to downtown faster, but still maintain their Cap Hill stops? Can busses that use the tunnel downtown keep going through the tunnel up to Cap Hill to get more people?	3/9/2015 11:52 AM
367	I think we still need a route that goes through the northeast/top of Capitol Hill, like the 43 and 12 currently do. I use the 43 every day.	3/9/2015 11:47 AM
368	The 43 provides an important connection through Eastern Capitol Hill and Montlake. The Light Rail train will not serve those neighborhoods and it seems short-sighted to cut/reduce that route, particularly as there is no Montlake light rail station. I ride the 12 home nearly every day. If the BRT replaces the 12, then I am less concerned, but this route provides one of the only direct rides from the South end of downtown to Capitol Hill.	3/9/2015 11:21 AM
369	Northwest Seattle needs a line to Capitol Hill	3/9/2015 9:16 AM

370	Not sure how it effects bus route 193	3/9/2015 9:13 AM
371	Make sure that outlying routes can connect to the main street, consolidated routes. If people live outside the area, don't punish them for not smashing like sardines closer into the city.	3/9/2015 8:25 AM
372	11 is an arterial route that connects Madison Valley with the rest of the city. I think reducing it's service will be a horrible idea. It will also have a major impact on the people who are disabled and use it to get to and from Bailey Boushay House by possibly requiring them to take a second bus. If you don't think that is a major inconvenience then I challenge all of the team making the decisions to spend one day in a wheelchair taking public transit.	3/9/2015 7:44 AM
373	I would like to have a more direct connection between Capitol Hill and the western Central Area. Right now getting from 23rd to the heart of Capitol Hill involves at least one transfer, usually at the poorly-designed 23rd and John.	3/9/2015 6:38 AM
374	establish direct bus connections from eastside to major hospitals in downtown seattle	3/9/2015 5:47 AM
375	I don't fully understand what Alternative 1 entails to adequatley answer this question	3/8/2015 8:34 PM
376	I would increase the service of the 8 as well as break up the route in some way. It is very unreliable and is often too crowded to get on when it does arrive. I would ensure the 8 always used the full size (accordion) buses. I would also make sure that there was a direct connection between the top of capitol hill and Madison valley.	3/8/2015 5:10 PM
377	Keep route 8 between 15&John and 23& Yesler service - without transfer	3/8/2015 5:09 PM
378	Getting the madison street rapid ride all the way to the arboretum	3/8/2015 4:32 PM
379	Increase frequency on the 10 at the expense of the (likely to get stuck in traffic) 8.	3/8/2015 4:14 PM
380	Base bus stops on ridership info - how many riders use each stop?	3/8/2015 3:51 PM
381	Leave the 66 alone!	3/8/2015 3:04 PM
382	Retain service on Broadway to Downtown Seattle currently provided by Route 49.	3/8/2015 2:07 PM
383	Some ways for the people in Madison Park and Madison Valley to get the places the use the bus to go: Medical Center on 1st Hill, future Whole Foods at 23rd, Financial Center, and Pacific Place.	3/8/2015 12:38 PM
384	Maintain service along 19th Ave E and Madison between Broadway and 16th Ave E.	3/8/2015 11:19 AM
385	Somehow preserve direct service from Madison Valley to downtown. We deserve direct and more frequent service. Alternative 1 would be a step backwards for all the residents of this densely settled area. Redevelopment is happening like crazy - it doesn't make sense to remove the direct service to downtown that we currently have.	3/8/2015 10:34 AM
386	I would have the 43 go from the U District to the Capitol Hill station along the current route. It could be a bit less frequent than it currently is, but this would allow connections to either station to group health and others on the back side of capitol hill.	3/8/2015 9:15 AM
387	Take the current 49 and have it terminate at Group Health (the same as you are doing with the 9X). Restore the 43 (or service similar to it).	3/8/2015 3:33 AM
388	Increased frequency of route 9.	3/8/2015 12:05 AM
389	Make 25 go up Lakeview to Boston, then down 10th to Roanoke and Harvard to Boyer and to UDist to serve North Capitol Hill/Seattle Prep students and U students renting on North Hill.	3/7/2015 7:58 PM
390	Keep some kind of good service on 15th E, and 19th E. Keeping some portion of service to Madison Valley, at a decent frequency (but maybe peak only or less frequent) Making sure Lakeview Blvd and Boyer aren't deleted because people don't always have time or access to walking up slopes on Capitol Hill to get to their stops. If it wastes time, or if they can't walk uphill, it may deter riders. Capitol Hill needs the most service to everywhere in the city second to Downtown. That's something to consider.	3/7/2015 5:08 PM
391	keep it safe and have places for people to park in order to use it.	3/7/2015 2:20 PM
392	Keep in mind how this affects SE Seattle residents' connections to the central and northern parts of the city.	3/7/2015 11:59 AM
393	Just focus on making Route 8 more frequent during peak hours.	3/7/2015 11:58 AM
394	Put back the #12! MANY of the other features would be good to have.	3/7/2015 11:52 AM
395	My greatest concern is for members of my family to be able to be able to get to the VA from Capitol Hill quickly for work via transit. Perhaps a bus from the Beacon Hill light rail station to the VA?	3/7/2015 11:47 AM

396	Keep Transit activity on/around 15th Ave. Reducing service on 19th Ave is OK (quick walk to 15th or 23rd).	3/7/2015 11:04 AM
397	Given the city's Madison BRT vision, it seems short-sighted to leave a large gap on Madison St. for now. (Route 2's awkward turns to get past Madison don't count.) Perhaps route 10 could use the Madison/Marion couplet and route 49 could stay on Pike/Pine? The transfer experience between revised routes 8 and 48 at 23rd/John will need to be improved (route timing, stop positions and amenities, intersection pedestrian improvements, etc.) to make those two routes an adequate replacement for route 43's local service in that area.	3/7/2015 10:46 AM
398	I would keep the #11& #8 the same as trying to push everyone to fewer options would result in customer dissatisfaction and more crowded (and potentially overcrowded) buses/trains. This phenomenon occurred with the Rapid Ride buses were implemented. Buses were too full to pick up people, who were extremely frustrated with the delays/lack of foresight.	3/7/2015 10:22 AM
399	NO CONSOLIDATION! I voted to provide *more* money for more buses, not for less!	3/7/2015 10:11 AM
400	Don't strand people who live on 19th Avenue, especially elderly people and those who use the Country Doctor Clinic (often with young, sick kids). This is the quieter part of the Hill that has more of both younger and older populations than the Broadway area - walking to the Broadway station might not be feasible. The 12 is a vital route that should not be cut.	3/7/2015 10:02 AM
401	Need to better understand the options. It might be better than the current way I am traveling.	3/7/2015 9:46 AM
402	More frequent bus service on major arterials connecting to Link Light Rail without extending light rail (buses are cheaper and travel on any street; no rails need be laid).	3/7/2015 8:06 AM
403	I don't know how to improve it, but my qualm with decreased coverage in lieu of increased frequency is that walking around the Capitol Hill/Central District at night to a bus stop can already feel unsafe, so having to walk further for a stop makes me feel uneasy.	3/7/2015 7:55 AM
404	Maintain service on 19th Ave E; maintain service from U district to the GHC area	3/7/2015 7:54 AM
405	Preserve service on 19th Ave, add service to 12th ave between capitol hill, the ID, and Beacon Hill	3/7/2015 7:52 AM
406	Probably bring back the 47 or some way for me (1000 Bellevue Place E) to get downtown in 20 minutes or less. Considering I'm a 40 minute walk, that seems reasonable. All of my options are being removed with alternative 1: The 49 no longer goes downtown, the 25 and 66x are being cut, the 47 was already cut. The only remaining alternative is walk to the 49 (5 minutes), wait for it (up to 10), transfer at the lightrail (5 minutes), wait for train (up to 10 minutes), take the ride (2-3 minutes) = up to 33 minutes when the walk is 40 minutes! Also, my doctor is at 19th and Mercer and it would take quite a long time to get to work in Pioneer Square if the 12 is deleted. So maybe having some transit on 19th to connect to some other bus -- maybe connect to the 49 at Madison and Broadway...	3/7/2015 1:08 AM
407	Resources freed up, by shift of passengers from NE to Broadway rail station, should be allocated to connecting the Capitol Hill / Central areas more directly to other parts of the city.	3/6/2015 11:43 PM
408	Make it possible for people living in that Capitol Hill quadrant between 16th and 23rd/24th and Madison have some kind of service down Madison to all the Medical Facilities AND to get to a Link Rail Station without having to backtrack on the 48 to the University. If I am going to the Eastside along I-90 I am NOT going to want to catch the 48 to the U Station and then go to Broadway AND THEN figure out how to get to Pill Hill when I used to be able to catch the 12 to Pill Hill.	3/6/2015 10:41 PM
409	split the 8 but keep the 11	3/6/2015 10:26 PM
410	Keep the direct connections and add the frequency of service.	3/6/2015 10:24 PM
411	Provide bus service for those that connects 24th Ave to the Broadway station without requiring a transfer. For example, for those in the Aloha and 23rd Ave E area that ride the 43, the rail stations are too far to walk. If the 43 is deleted, they will have to take the 48 to John, transfer to the 8 to Broadway, and then get on the light rail to go downtown.	3/6/2015 10:19 PM

412	*Keep route 8 the same between Lower Queen Anne and 23rd and Jackson, change it to travel more direct between 23rd/Jackson and Mt Baker Station via 23rd ave and Rainier ave instead of Jackson and MLK detour. Delete route 8 between Mt Baker Station and Rainier Beach. Create a local frequent stop shuttle on MLK between Mt Baker Station and Rainier Beach station for commuters who live between stations and can't walk to them. *Create a loop on via 15th ave, E Galer st, and 19th ave for route 10 and have it operate on route former 43 wires between 15th/19th corridor and downtown. *Extend route 4 to Mt Baker Station and then to MT Ranier Dr S & S Hanford St using route 14 wires. Delete confusing time consuming detour for route 14 to MT Ranier Dr S & S Hanford St. *Terminate buses under the Mt Baker Station instead of across the Rainier Ave. *Have a direct route between residential Central Area/Capitol Hill and Bellevue/Redmond jobs instead of route 38. Even if it is only for peak hours. There is no alternative while the residential density just doubled in the area.	3/6/2015 10:00 PM
413	Save the 43! Increase the 8!	3/6/2015 9:37 PM
414	Would like to see more frequent service between central district and north capital hill.	3/6/2015 9:18 PM
415	Have bus only corridors or lanes besides 3rd Ave. And do not do Alternative 1 at all until Capitol Hill light rail has been active long enough for you to have genuine reliable data and community input. You can't predict what you should do no matter how you think you can and no matter how many PhDs you have.	3/6/2015 8:27 PM
416	- See my prior comments about beat frequency. For services that begin/end at Capitol Hill Station, 20-minute headways are often better than 15-minute headways. - Implement "Corridor 3". Modify the 49 to continue south on Broadway/Boren all the way to Jackson, then merge with the 36 and continue south to Othello. Delete the 9. Delete the 60 (north of Beacon Hill). This would be a much simpler service pattern, and the savings could be reinvested elsewhere. - Consider modifying the 2 to use Madison, in lieu of the 49. I know this is a very politically sensitive change, but it's the right thing to do. Plus, with the cost savings of deleting the 9 and 49, the 2 could have 10-minute frequency, which would be a nice carrot. - Since the 2-Madison will never happen, consider this instead. Bring back the 11, which would take Madison all the way to Madison Park. Modify the 8 to head south at MLK (like today), but terminating at 23rd and Jackson. Modify the 38 so that, at Jackson, it continues west to downtown. (Basically, the 8/106 restructure that you proposed before.) I believe this is a much simpler service pattern than what is proposed. The 38 takes a shorter and simpler route to downtown (connecting to Link at International District Station). The 11 provides a simple, frequent service to a corridor that is very hard to effectively connect to Link. MLK still has a Link connection (the 8). - Consider modifying the 10 to use Bellevue/Olive/John instead of Pine/15th. This would improve service on the densely-populated western slope, and it would provide a direct connection between 15th Ave service and Link.	3/6/2015 8:16 PM
417	I'm not looking for consolidation.....	3/6/2015 8:08 PM
418	I would not change anything.	3/6/2015 8:05 PM
419	Need the 43 service along 24th	3/6/2015 7:44 PM
420	make it run later so people could take it to C.H. nightlife and home	3/6/2015 7:44 PM
421	not sure	3/6/2015 6:00 PM
422	Lack of service between Capital Hill and the U-District is not a good thing. Lots of people work and travel there for school.	3/6/2015 5:55 PM
423	Keep routes 49 10 and 43 going as they do today in addition to light rail	3/6/2015 5:42 PM
424	I see no way to improve Alternative 1 until I can see how the First Hill Trolley and Light Rail effect my trips.	3/6/2015 5:26 PM
425	not sure	3/6/2015 5:22 PM
426	Garfield High School students in n Capitol Hill do not have easy options to get to school -- not sure how to fix this with a single-seat option	3/6/2015 5:16 PM
427	I would consider two things: 1) finding a way to make the 47 more frequent and have longer hours; 2) finding a way (send the 38 downtown instead of to Broadway?) to add service to Pike-Pine.	3/6/2015 5:13 PM
428	Alternative 1 doesn't seem to make much use of the proposed Madison BRT east of Broadway (from Broadway to 16th). While I don't think that warrants retaining the 12, it would be nice to make better use of that planned investment. Maybe by rerouting the 2 to Madison?	3/6/2015 5:02 PM
429	Keep something on Madison St all the way from the lake to downtown. Circulator through Capitol Hill/Montlake to cut perpendicular over the N-S routes?	3/6/2015 4:59 PM
430	I would keep the 43 and terminate it at the capitol hill light rail station.	3/6/2015 4:58 PM

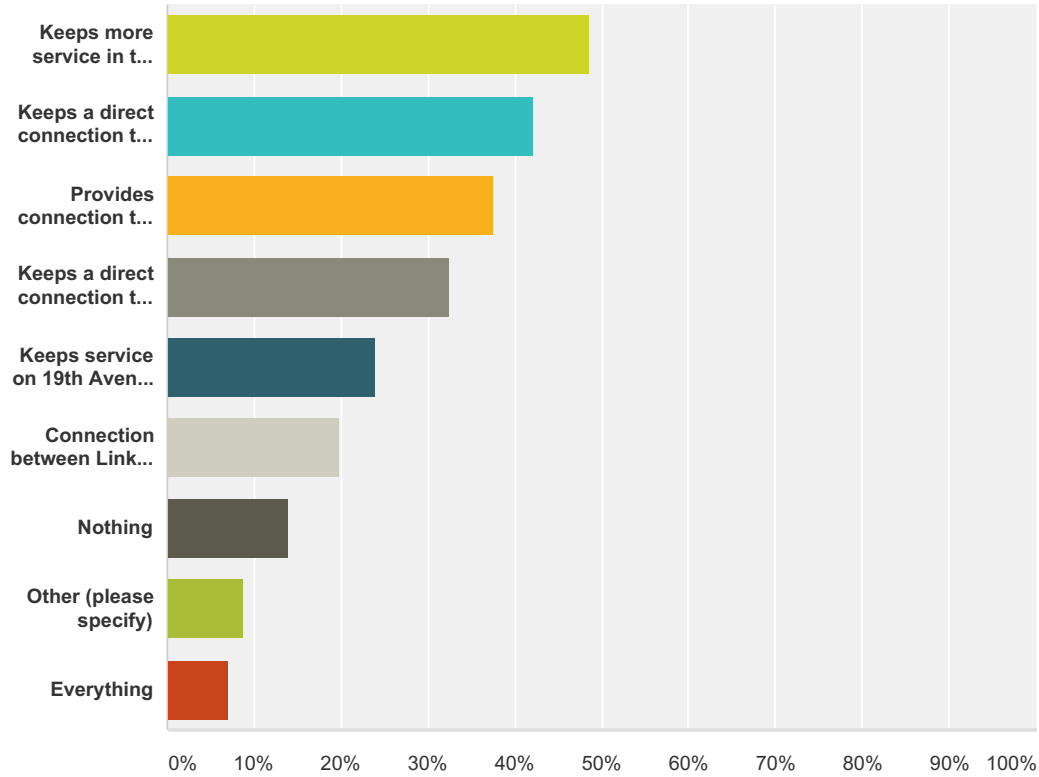
431	Keep the 12 (or something like it) at least during an extended commute time. Keep some surface connection like the 43 b/t Montlake, along 23rd, to downtown. (There's a lot of space between UW and Cap Hill station--you cannot drop service along here just because the two end points are covered by the subway.)	3/6/2015 4:56 PM
432	I would reconsider loss of service on 19th Ave.	3/6/2015 4:45 PM
433	I really like the goal of consolidating lines and increasing frequency, but it would be rough to lose not one, but *both* of my direct routes downtown (i.e., the 12 and the 43). I would be fine with losing the 12 if the 43 were still an option. It seems especially harsh for folks further north than I and closer to 23. To get downtown, they would have to take the 48, transfer to the 8, and then transfer to the light rail... If the 43 were still operating with increased frequency, they would have a direct route to both the light rail and downtown.	3/6/2015 4:44 PM
434	Pike/Pine is essential. It needs more busses, not less. The busses are always packed and it's a very dense area with many residents and many destinations like bars and restaurants.	3/6/2015 4:32 PM
435	Primary concern is the lack of "hub" service from both Capitol Hill and UW Stations. Seems the best alternative would be to "spoke out" service from those destinations as the light rail would continue on to downtown if heading into town. For those riders arriving at either station southbound, they would need to either ride all the way to downtown to catch a connecting route to destinations on Capitol Hill OR walk a significant distance to catch a current route (i.e. To go to Madison Valley, one would need to walk from Broadway and John 6 blocks to Broadway and Pine to catch the 11 to Madison Valley.) it would be easier for some to ride the light rail into Westlake and then walk one block to 4th and Pine to continue to Madison Valley. If a frequent route that travels from downtown to Broadway and John and THEN continues up John to 15th and south to Madison and on to Madison Valley/Central District , that would be ideal.	3/6/2015 4:27 PM
436	Frequency is a key for me.	3/6/2015 4:22 PM
437	Leave the 12 in service	3/6/2015 4:22 PM
438	There needs to be continuous bus service for transportation to all of the hospitals on First Hill and Capitol Hill. I live in the area where HMC, SWEDISH and Virginia Mason are. Service should not be changed at all. People that do not have cars, need public transportation to get to these hospitals.	3/6/2015 4:20 PM
439	I'd want to ensure that service is frequent, reliable, and unencumbered by street traffic. Dedicated bus lanes would be ideal, alongside dedicated bike lanes.	3/6/2015 4:18 PM
440	No feedback.	3/6/2015 4:04 PM
441	Install one bus that goes from 24th to downtown that approximates a route such as 24th to Aloha to Broadway to Roy Steet to Bellevue Avenue to Pine Street to 3rd Avenue downtown. It should run at least every 15 minutes during peak and 20 minutes or 30 minutes off peak.	3/6/2015 3:56 PM
442	There should still be at least one bus option that travels between Capitol Hill (for example, 15th Ave) and down to downtown so that people who don't want to go directly to downtown but want to visit the shops and places along the way don't have to walk up (or down) the hill to get there.	3/6/2015 3:54 PM
443	I do not know.	3/6/2015 3:54 PM
444	Make sure that the 15 minutes or less timing included Saturday and Sunday.	3/6/2015 3:49 PM
445	Keep in mind that this is one of the hilliest areas of Seattle. For accessibility and end-to-end travel time, this is one of the most challenging pedestrian corridors. You will lose people who need to walk many blocks.	3/6/2015 3:45 PM
446	Keep a few more local routes but have them terminate at LINK stations like University and University District so that commuters to the Eastside from dense Seattle neighborhoods have efficient connections. A route going from South Lake Union to University LINK or Montlake TC by way of Capitol Hill LINK, hitting dense neighborhoods in between (hybrid of current 8/43), would keep the hordes of Amazon-Microsoft commuters moving.	3/6/2015 3:43 PM
447	Make sure that Saturday and Sunday service has the 15 minutes or less component.	3/6/2015 3:42 PM
448	More FREQUENT service on the 8 route. Is there an alternative arterial road to use besides Denny Way? Nearly all of the problems with this bus line come from backed up cars on Denny. Additionally, the 8 and the 43 stall because E John street is too narrow. Is there another arterial route to take?	3/6/2015 3:22 PM
449	Very little, I actually really like Alternative 1.	3/6/2015 3:20 PM
450	No input for this area. However, I would like to see weekend transit on the Sammamish Plateau north of the Issaquah Highlands.	3/6/2015 3:13 PM

451	1) Have more direct and frequent routes between Madison Valley and South Downtown (Seattle City Hall, Pioneer Square, International District, etc) 2) Implement BRT improvements on Madison Street from Downtown all the way to Madison Park. If BRT improvements stop at 23rd Ave, then routes should continue from there to Madison Park (on Madison St), UW (north on 23rd), and the Central District (south on 23rd) so that people don't have to get off and transfer at 23rd and Madison.	3/6/2015 3:09 PM
452	Give the Central Area a linking bus to the light rail that doesn't go all the way into Madison Valley like the 8 does (or all the way down to Rainier like the 48 does). We need a direct bus that goes from 23rd and Jackson to Capitol Hill!	3/6/2015 3:08 PM
453	Keep something like the #27	3/6/2015 3:06 PM
454	Keep the 43	3/6/2015 2:55 PM
455	When services are consolidated, this simplifies the options that commuters have getting from point a to b. What not to like with these options!	3/6/2015 2:54 PM
456	Work with SDOT to change the street configuration on Route 8 neat Stewart. This would make route 8 more frequent and more reliable.	3/6/2015 2:49 PM
457	Keep the route 12.	3/6/2015 2:49 PM
458	keep the 43 or bring back the 47 with peak hours only. Have a direct route from Capitol Hill to SODO without a transfer	3/6/2015 2:45 PM
459	Increase the frequency of the 66X through Eastlake instead of eliminating weekend service and reducing frequency. Why is a plan about Capitol Hill and Central Area eliminating service to other neighborhoods that will not be served?	3/6/2015 2:43 PM
460	Maintain service on 23rd Ave E	3/6/2015 2:41 PM
461	No idea. Sorry!	3/6/2015 2:40 PM
462	Keep the 12 and 43. Getting around my own hilly, parking-limited neighborhood is more valuable to me and saves me more time than going anywhere the light rail goes or will go.	3/6/2015 2:36 PM
463	There needs to be better access to 23rd/24th ave	3/6/2015 2:36 PM
464	I would combine alternatives 1 and 2 - increased frequency, better amenities AND better coverage.	3/6/2015 2:34 PM
465	Keep the 43 - DON'T make the same mistake of thinking that once light rail is in place, alternative parallel service is not needed. Whenever light rail is delayed by the usual car or pedestrian crashes in the south, no one can get to the airport. The same thing would happen for people living on the hill and working/studying at the UW Medical Center whenever the light rail breaks down. Also the light rail cannot replace the 43 between Broadway and Pine	3/6/2015 12:33 PM
466	I would keep the 43 and the 12 the way they are now. Keeping them serve more people better than increasing service on the 8 and 48. Especially without other changes to make those routes more reliable.	3/6/2015 12:22 PM
467	I don't know from where I would pull the requisite service hours, but maintaining the service coverage along Madison and the avenues north of it East of Broadway would be a nice perk. Whether doing so would result in a net negative for the rest of the utility of the network is hard to visualize, though it's impacts are likely minor.	3/6/2015 11:58 AM
468	My only suggestion would be to add a direct connection between Capitol Hill and Eastlake.	3/6/2015 11:02 AM
469	Consider splitting the 8 - have the split routes overlap between Capitol Hill station and Group Health. This would improve reliability. Or, get the 8 off Denny as much as possible. Either cut the tail of the 3, or truncate it back to MLK. The 9X will have trouble making the left turn from WB John to SW Broadway. Not sure how to fix this while retaining connection to Link.	3/6/2015 10:27 AM
470	This bold concept is great	3/6/2015 10:21 AM
471	The Madison bus routes are weird and counterintuitive. Having a bus that runs straight up Madison frequently is clearer. I know we're headed for Madison BRT in the future - can we incorporate elements of that now?	3/6/2015 9:34 AM
472	Extend the 10 to merge with the 49 going North. Or: Keep the 12 and have it merge with the now non-existent 43 going North. The area served by the 12 is not served by any other bus going to Downtown and the area is slated to grow denser. Whatever the alternative, you need at least one bus that gets North-East Capitol Hill people to the U District and beyond.	3/6/2015 9:29 AM
473	A route servicing Madison between the gap of the 2 and 38. I'm guessing this is supposed to be the eventual Madison BRT, but if it's not up and running, it would be unfortunate to not have a continuous Madison route.	3/6/2015 8:50 AM

474	What happened to the plan of bus rapid transit up and down Madison?? I would keep more in mind the TOPOGRAPHY of Seattle and less just the number of blocks. 17th is at the top of a hill, people don't want to walk up and then back down a hill from 19th, nor do they want to have the bus stop at 15th and have to walk home up a hill??	3/6/2015 8:42 AM
475	I think realignment as outlined looks good. I wish, as part of the plan, some of the bus stop locations would be reduced so the stops were more spread apart and speed the routes up. Why, on the 11 for example, are there stops at 23rd, 22nd, 20th? between three and a half blocks, couldn't you just have one stop?	3/6/2015 8:37 AM
476	The 10 should serve Capitol Hill Station more directly. To protect the reliability of the eastern portion of the "thirty-late", keep an extra 38 bus on standby near CHS, to plug any major gap resulting from bunching along Denny.	3/5/2015 11:57 PM

Q20 What do you like most about Alternative 2 on Capitol Hill and in the Central Area? (choose up to four)

Answered: 1,315 Skipped: 5,244



Answer Choices	Responses
Keeps more service in the Pike/Pine corridor (concept for routes 10, 11, 43, and 49)	48.75% 641
Keeps a direct connection to downtown Seattle from 24th Avenue E and the top of Capitol Hill (concept for Route 43)	42.13% 554
Provides connection to the new Link Capitol Hill Station from 24th Avenue E (concept for Route 43)	37.49% 493
Keeps a direct connection to downtown Seattle from Madison Valley (concept for Route 11)	32.55% 428
Keeps service on 19th Avenue E (concept for Route 12)	24.11% 317
Connection between Link light rail at the new University of Washington Station and Boyer Avenue E, Furhman Avenue E, and Lakeview Boulevard E (concept for Route 25)	19.92% 262
Nothing	13.99% 184
Other (please specify)	8.67% 114

Everything	7.07%	93
Total Respondents: 1,315		

#	Other (please specify)	Date
1	General easy access to multiple route and destinations.	4/2/2015 2:28 AM
2	less change = easier to adapt	4/1/2015 2:22 PM
3	Keeps a direct connection between Montlake, 24th/23rd and Capitol Hill	3/31/2015 11:12 PM
4	Keeps access to transit for streets where residents, businesses and services have invested relying on transit being available. Access is more important than too much frequency. Without access frequency doesn't matter.	3/31/2015 10:37 PM
5	Does not keep in mind the needs for the taxpayers of montlake	3/31/2015 4:43 PM
6	Biggest is keeping the route 12.	3/31/2015 3:56 PM
7	I take Route 12 everyday, but am intrigued by the option of the new 9X.	3/31/2015 12:58 PM
8	Accessible service to Downtown and U district.	3/31/2015 9:39 AM
9	not relevant to me personally. Do people with babies in prams really want to take a bus?	3/31/2015 9:31 AM
10	I need to get (without transfer) from Boyer/Newton to the University and downtown. I am worried the 43 or 48 service will chang	3/31/2015 8:49 AM
11	Without the 12 and the 43, there are no reasonable bus options for North Capitol Hill. We live in between link stations. We aren't helped by the train. Don't cut the buses that service our neighborhood, leaving us with no public transit options.	3/30/2015 9:30 PM
12	Ugh! You need to repeat the details of Alternative 2! I am too far embedded in this survey to know the finer points. I was so excited to participate in this survey, but the execution is awful. I repeat my concern that if I, a highly educated, concerned bus-riding citizen, cannot navigate this survey, how do others who might rely on it more, yet lack the language skills to complete this task.	3/30/2015 6:43 PM
13	has routes on more streets than the consolidated plan	3/30/2015 4:10 PM
14	Generally, I have concern for any changes from Metro current service, UNLESS THERE IS AN INCREASE/IMPROVEMENT OF SERVICE (additional routes, frequency & buses). ANY PLAN THAT DELETES ROUTE 43 IS UNACCEPTABLE. ANY PLAN THAT REDUCES SERVICE TO ALL NEIGHBORHOODS, INCREASES WALK & WAIT TIME TO/FOR BUSES IS UNACCEPTABLE. Living in the west edge (7th to 8th Ave NE, NE 45th St to NE 47th St) of the U-District, using Light Rail is not really an option I will consider except for novelty from time to time or if going to SeaTac, which I never do. Both Alternatives appear to reduce service to my area of the U-District. I go to the Group Health area of Capital Hill (I call East Capital Hill) 2-4 times a week. Deleting route 43 or its current frequency will be a burden for me. Using route 48 & 8 increases walk time 10 min and wait time 10-15 min (I've tested it the past 2 weeks). It takes me an average of 20 min of additional time from leaving my home to reach my destination in the Group Health area.	3/30/2015 2:41 PM
15	Maintains the 43	3/30/2015 1:11 PM
16	I like the fact that ST545 is going to maintain its service, giving me a quick, single bus route from Boltbus on 5th & King, to Bellevue/Redmond.	3/30/2015 9:23 AM
17	Keeps service to Madison Park via route 11	3/29/2015 9:20 PM
18	A little uncomfortable with the radical shifts proposed in Alternative 1, although I could still favor Alternative 1 if I could be sure I could still get to Group Health from the Central Area/UW without too much hassle.	3/28/2015 10:49 AM
19	Our neighborhood campaigned extensively for the Seattle transit funding issue last fall. Our purpose was to maintain the #12 and hopefully restore the #47 for our friends in the Summit area. When funding was found, we thought we were "done". This is truly scary.	3/27/2015 3:51 PM
20	I do not like the less frequent service. Keep 43 as is.	3/27/2015 2:30 PM
21	I like the idea of keeping the 11 for now but recognize that it will be redundant and need to be reconsidered once the Madison BRT project is finalized.	3/27/2015 9:17 AM
22	Keeps the #48 intact.	3/26/2015 10:40 PM

23	Much better access to bus routes than alternative 1. Frequency is not really helpful if you can't get to the route.	3/26/2015 9:14 AM
24	It is less disruptive. The 12 fills in holes of coverage on Madison.	3/24/2015 11:40 PM
25	Location of the stations makes it difficult to use Link as a good alternative especially in the University District. Husky Stadium is a good location for Husky games, but is a difficult destination otherwise. Alternative 2 is the least disruptive and continues to provide the service people expect. Alternative 1's proposal for the 49 seems interesting and could be an improvement.	3/24/2015 5:29 PM
26	Keeps service on Madison between Broadway and 16th Ave.	3/24/2015 4:10 PM
27	It's o.k., but doesn't seem to provide much in the way of increased frequency.	3/24/2015 3:30 PM
28	Keeps a direct connection to downtown Seattle from Redmond	3/23/2015 1:38 PM
29	Alternative 2 would allow me to commute to and from downtown from home without having to make a transfer! Having to make a transfer when your commute is so short is pretty absurd.	3/23/2015 11:20 AM
30	Nothing changes for me	3/23/2015 10:44 AM
31	Keeps 545 service hours	3/20/2015 1:02 PM
32	keeps the 8 on the same route	3/19/2015 10:27 PM
33	Less transfers required	3/19/2015 1:57 PM
34	Metro still needs to provide the 47 route.	3/19/2015 8:59 AM
35	This is a terrible idea. For anyone living in North Capitol Hill more than five minutes walk from the Broadway and John light rail station, this will mean longer commute times to the University District. I make this commute every single day. These buses are full every day, and most travelers from the UW to Capitol Hill get off the 43 more than 5 minutes walk before Broadway and John. Moreover, the walk from the UW light rail station will add an additional five minutes to my journey. I estimate that my daily commute from my house (16th and Republican) on the light rail will be 20 minutes LONGER than it currently is using the #43. This is not public transportation progress. It is a light rail boondoggle. Sincerely Robert Wood Professor, University of Washington PS. The same thing happened with bus route 194 which reliably took passengers from downtown Seattle to the airport in 30 minutes until it was cancelled because of the light rail. The trip now takes 40-45 minutes on light rail. Is this progress? The idea is that new transit systems augment the public transportation system, not replace existing components.	3/18/2015 8:55 PM
36	As long as the 49 runs from Roy/Mercer to the U District every fifteen minutes, I'm good	3/18/2015 3:24 PM
37	Maintains east side connectivity 545.	3/18/2015 2:46 PM
38	Keeps service to southern half of downtown.	3/18/2015 2:44 PM
39	Not clear what would benefit me.	3/18/2015 1:54 PM
40	not sure	3/18/2015 12:19 PM
41	KEEP 11, 10, 43, and 49!	3/18/2015 11:49 AM
42	Keeps the First Hill hospital group directly connected to the elderly population in Madison Park, who are forced to transfer or walk great distances (for their age) otherwise.	3/17/2015 11:50 PM
43	Keeps the 48 as it is!	3/17/2015 8:27 PM
44	It is far less harmful to local transit service will still making use of Sound Transit's dead end spur to the middle of nowhere.	3/17/2015 1:08 PM
45	Service to Green Lake and Aurora ave on route 48	3/17/2015 12:51 PM
46	There are a lot of school and businesses on 19th with need service. The Miller Community Center is one of the few places that is affordable to take children and to participate in affordable sports and clubs. These need good access. Also - north Capitol hill needs routes that run east west - it is too far to walk, especially after sports, from Miller Community Center to Broadway or from TOPS to 24th. Even for fit adults, it is difficult to walk from the businesses on Broadway or the community college to North Capitol Hill.	3/17/2015 7:04 AM
47	Makes it convenient to get to redmond during off peak hours.	3/17/2015 12:10 AM
48	Doesn't make my commute worse	3/16/2015 3:35 PM

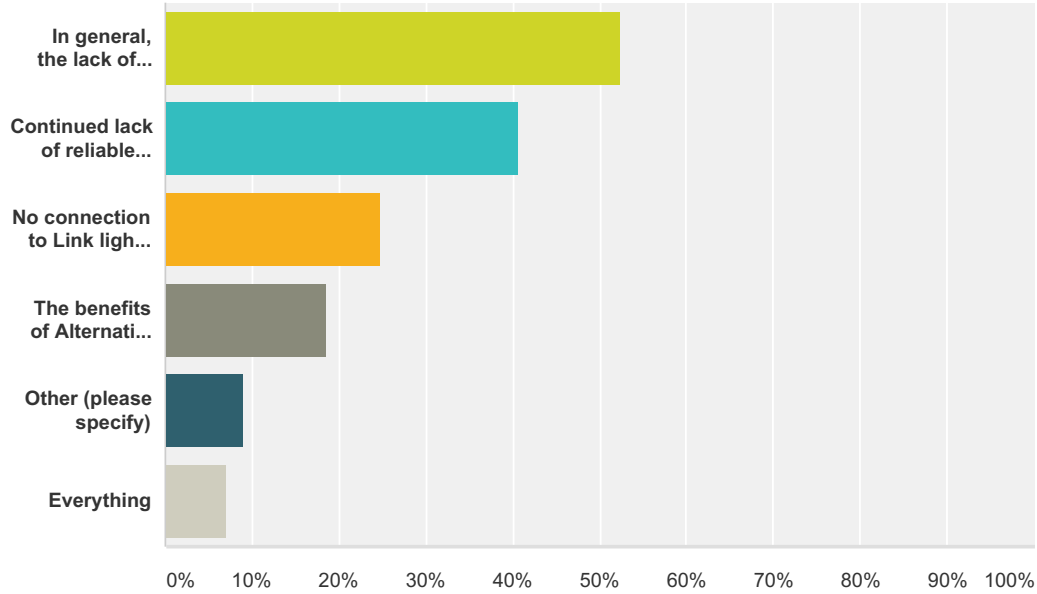
49	It does not disturb my existing one bus direct-route commute trip to/from home and work.	3/16/2015 2:47 PM
50	No impact on 545?	3/16/2015 2:08 PM
51	Keeps the 43 (though unfortunately with reduced service).	3/16/2015 12:47 PM
52	I am so sorry but the proposed changes are very confusing and I am not sure how this will impact me so I don't have enough understanding to provide feedback	3/16/2015 12:30 PM
53	It's important to maintain inbound and outbound downtown coverage and frequency!!! You can't just cut service in downtown to maintain/extend geographic coverage. While it's ideal to extend/maintain coverage to the north/south, it should never come to the cost of reducing downtown-ish area service	3/16/2015 12:21 PM
54	Keeps the 12 on Madison 19th > Downtown link.	3/16/2015 12:16 PM
55	Still makes it possible to get from top of Capitol Hill to redmond without needing 3 different buses	3/16/2015 12:01 PM
56	Increased peak hour 545 service between Seattle and OTC.	3/16/2015 11:55 AM
57	Maintains the status quo for 545.	3/16/2015 11:50 AM
58	It's absurd that there the ability to have a freeway station at Montlake has been taken away with the 520 design. This was never addressed as to why in the draft EIS. There are nice new freeway stations on the eastside, but you have limited your ability to have connected transit from the eastside to downtown, with a short stop at Montlake, creating this tortured set of alternative plans that require people to transfer. I don't believe that this is a time savings.	3/16/2015 11:47 AM
59	KEEPS ROUTE 8 AS IS!!!	3/16/2015 10:49 AM
60	see above under option 1	3/16/2015 10:03 AM
61	Retains the 12 service on Madison.	3/15/2015 4:34 PM
62	Same as with this question re: Alternative 1--I don't know what the alternatives are so I can't speak to what I think about them.	3/14/2015 8:39 AM
63	This is the most important for me.	3/13/2015 11:20 PM
64	What is Alternative 2 ?	3/13/2015 2:52 PM
65	Please maintain frequent service on route 43.	3/13/2015 1:01 PM
66	Service on 19th Avenue is essential. Please send this survey to the many schools which are served by this line - many people drop off their kids at school, park their cars and use this to get to downtown jobs. Holy Names and St Joes. The density of the neighborhood is increasing and it needs more bus service not less.	3/12/2015 9:05 PM
67	These changes don't directly affect me.	3/12/2015 1:57 PM
68	If I don' t have No 11 and No 12, I can't get to the Polyclinic at Madison and 6th..	3/11/2015 3:39 PM
69	Maintains the 48 route	3/11/2015 10:50 AM
70	Service on 19th is my single biggest issue. The routes on 15 and 23rd DO NOT replace the 12. The 12 is the only bus that crosses the hill & goes to SOUTH downtown. The hills between the routes are steep. The blocks between the streets are very dark. I have had issues with safety crossing the hill at night. Connection to the link station is also important as all the people who will be going to the airport will have luggage.	3/11/2015 7:53 AM
71	There should be some direct route from the Central District to the downtown shopping district. This appears to be missing in both Alternative 1 and Alternative 2. The current #2 routing is excellent.	3/10/2015 2:58 PM
72	Alterative 1 rocks.	3/10/2015 2:45 PM
73	This option keeps the main buses to my neighborhood in place 12 / 43. With this approach I can get to montlake and downtown in a convenient way.	3/10/2015 2:04 PM
74	Many students use Route 12 to can access to Holy Names Academy and St. Joseph School. Without this route it will increase the need of using personal vehicles to get to school and the need to park in the neighborhood may increase.	3/10/2015 12:24 PM
75	Not familiar enough with the Alternative to comment.	3/10/2015 10:52 AM
76	Keeps downtown service on Madison east of Broadway	3/10/2015 6:03 AM

77	Keeps access from MLK to Group Health, Safeway and other businesses on north Capitol Hill.	3/9/2015 6:15 PM
78	I will need to do less research into better routes as there are fewer changes.	3/9/2015 5:41 PM
79	keeps spirit of the neighborhood for long term residents	3/9/2015 5:36 PM
80	How does it effect Madison Park? Are you seeing a theme develop here.	3/9/2015 3:09 PM
81	Keeps No. 8 route as is. I LOVE the current No. 8 which takes me from Olive and MLK Way directly to Group Health and to South Lake Union and to Seattle Center and to northern Denny Regrade. It is an extremely useful route that my husband and I take all the time.	3/9/2015 2:44 PM
82	Keeps route #8 running through Central District to South Lake Union	3/9/2015 1:31 PM
83	Please keep access from 15th & Pine to downtown (currently Routes 10 & 11 / revised Route 8?). I use that to connect to Route 77. It would be too far to walk from my workplace at 17th & Olive to the new transit station at Broadway & Denny. Thanks!	3/9/2015 11:52 AM
84	Do we have more service from South End to 1st Hill.	3/9/2015 9:13 AM
85	no comment	3/9/2015 9:07 AM
86	keep a direct route from Madison park and downtown, (11)	3/8/2015 9:24 PM
87	These don't really seem to impact me	3/8/2015 8:34 PM
88	It is not clear to me how these changes will affect First Hill. Are you lumping it into the Capital hill information?	3/8/2015 6:31 PM
89	Keeps 48 service to Greenlake.	3/7/2015 5:38 PM
90	I can get to everything I need, including my daughter's apartment on Capitol Hill, with one bus	3/7/2015 3:01 PM
91	Overall seems fine.	3/7/2015 2:20 PM
92	Alternative 2 would make it easier for me to get out since I wouldn't have to go so far for a bus.	3/7/2015 1:45 PM
93	Keeps direct connection between SE Seattle and Seattle Center with route 8.	3/7/2015 11:59 AM
94	See comments above. the #12 is a lifeline for my neighborhood.	3/7/2015 11:52 AM
95	Maintains connection from the Central District to Seattle Center (without having to transfer).	3/7/2015 10:47 AM
96	More coverage of the area seems much more important than some more frequency of service. With Alternative #1, for example, 19th Ave bus service that currently serves 4 schools and Country Doctor clinic, as well as the residences of many older people, is eliminated. The alternative routes require people to walk long distances, some on steep hills. This will affect many older and disabled people. With reliable schedules and phone apps, people could live with less frequent service. Less frequent service is a lot better than no service and will enable more people to use public transportation.,	3/7/2015 10:33 AM
97	It doesn't cut bus service the way alt. 1 does.	3/7/2015 10:11 AM
98	keep #8 same, more frequent service? every fifteen minutes, I would hope	3/7/2015 3:57 AM
99	Keeps an easy way for N Cap Hill to get to downtown.	3/7/2015 1:08 AM
100	mobility is a big question for me. I would NOT like longer distances between stops.	3/7/2015 12:43 AM
101	Keeps people from having to travel further for transit.	3/6/2015 10:24 PM
102	It doesn't make as major a set of changes as Alternative 1. And by the way, there should be way more than 2 alternatives. You need more data before you can know if/what major changes to make. And it acknowledges the reality that Capitol Hill is more than the few square blocks around the future light rail station. If, after more data, some of the changes in Alternative 1 (or other changes not yet considered), make sense scientifically, and have support among users (including the elderly who use transit), then those can come into play. But a full year of data (as seasonally activity may vary with transit, and the economy has a big impact too), will be needed. I also don't have a lot of faith in how metro and Sound Transit work together, so I don't want to see light rail added and metro makes cuts.	3/6/2015 8:27 PM
103	Keeps direct connection between Madison Park and downtown. We are spoiled here!!	3/6/2015 5:49 PM
104	better than alt 1	3/6/2015 5:34 PM
105	I am not sure I understand the changes or know enough about the impacts	3/6/2015 5:20 PM

106	Also that the connection on Madison from 15th Ave is preserved.	3/6/2015 4:59 PM
107	Not messing up Route 8.	3/6/2015 4:58 PM
108	link light rail connection to SR-520 allows me to get to the eastside more conveniently. and the addition of route 541 will allow me to keep my transit work commute.	3/6/2015 4:30 PM
109	I much prefer keeping route 8 pretty much the way it is now.	3/6/2015 4:26 PM
110	Particularily important to keep the 12 route (which is standing room only right now in the morning and afternoon peak periods). There are 3 schools and a community center along this route on 19th alone, and the city has approved new developments with little or no parking under the assumption of transit availability.	3/6/2015 3:58 PM
111	MIsdirected here	3/6/2015 3:48 PM
112	Older, handicapped and those with children will be able to walk to the bus lines even in a hilly area with terrible parking.	3/6/2015 3:45 PM
113	Keeps connections from Central District and Capitol Hill to SR-520 express buses via Montlake TC or University LINK station.	3/6/2015 3:43 PM
114	I have friends that drive from Madison Park to Seattle. If you take the direct #11, they will not even bother taking it ever.	3/6/2015 3:20 PM

Q21 What concerns you the most about Alternative 2 on Capitol Hill and in the Central Area? (choose up to two)

Answered: 1,236 Skipped: 5,323



Answer Choices	Responses
In general, the lack of frequent service in this network	52.35% 647
Continued lack of reliable service on Route 8	40.61% 502
No connection to Link light rail from Madison Valley	24.92% 308
The benefits of Alternative 2 outweigh any concerns I might have	18.61% 230
Other (please specify)	9.06% 112
Everything	7.12% 88
Total Respondents: 1,236	

#	Other (please specify)	Date
1	I'd much rather have a reliable, fast, frequent grid than infrequent routes to more places. Mt. Baker TC is kind of a joke--across the street from Link with no good connection or wayfinding to and from it. Poor coordination between ST and Metro.	4/1/2015 2:22 PM
2	Please note the statement above is wrong. There are excellent connections to light rail from Madison Valley. Take the 8 south to Mt Baker Light rail station to go to the airport and take the 11 to Pine and Broadway and/or Downtown to Pine and Fourth to access Light Rail north or south. Why would you put such a misleading statement in this questionnaire? Do you not know how your transit system works? Route 43 is redundant with the new Link Light Rail.	3/31/2015 10:37 PM
3	No connection to link light rail to University Village, and the 25th ave corridor.	3/31/2015 6:33 PM
4	presently one attraction of the #43 route is its frequency; a cut back to 15-20 minutes is tolerable; 30 minutes is not	3/31/2015 6:02 PM

5	Keep Route 8 but consider breaking it into two routes, intersecting at Group Health or CHS to improve reliability. Install transit signal priority on Denny	3/31/2015 5:31 PM
6	No way for taxpayers in montlake to get to the transit center	3/31/2015 4:43 PM
7	how much service do you really need to the pike pine corridor?? that is a lot of lines going the same place - that are all walkable	3/31/2015 3:35 PM
8	Reducing the number of trips on the 43 / Reducing the options to downtown for people on and around 23rd.	3/31/2015 1:58 PM
9	Lack of accessible service to Downtown and U District.	3/31/2015 9:39 AM
10	Concerns about service after 5 p.m. to downtown.	3/31/2015 8:58 AM
11	I need to get (without transfer) from Boyer/Newton to the University and downtown. I am worried the 43 or 48 service will chang	3/31/2015 8:49 AM
12	I don't use most of these routes.	3/30/2015 10:10 PM
13	Retain routes #8,#12 and #43 as close as possible to what they are. I am currently disables and these routes take me close to my destinations with minimal walking and transfers.	3/30/2015 6:58 PM
14	Nothing. I can still use buses if the current routes are preserved.	3/30/2015 6:33 PM
15	Nothing, the current system is fine as it is.	3/30/2015 6:15 PM
16	Just because I leave near the lightrail station, doesn't mean I'll be using it to go downtown. Please leave the 43 as it is--it is already a very slow and unreliable bus, but at least it exists.	3/30/2015 5:32 PM
17	Generally, I have concern for any changes from Metro current service, UNLESS THERE IS AN INCREASE/IMPROVEMENT OF SERVICE (additional routes, frequency & buses). ANY PLAN THAT DELETES ROUTE 43 IS UNACCEPTABLE. ANY PLAN THAT REDUCES SERVICE TO ALL NEIGHBORHOODS, INCREASES WALK & WAIT TIME TO/FOR BUSES IS UNACCEPTABLE. Living in the west edge (7th to 8th Ave NE, NE 45th St to NE 47th St) of the U-District, using Light Rail is not really an option I will consider except for novelty from time to time or if going to SeaTac, which I never do. Both Alternatives appear to reduce service to my area of the U-District. I go to the Group Health area of Capital Hill (I call East Capital Hill) 2-4 times a week. Deleting route 43 or its current frequency will be a burden for me. Using route 48 & 8 increases walk time 10 min and wait time 10-15 min (I've tested it the past 2 weeks). It takes me an average of 20 min of additional time from leaving my home to reach my destination in the Group Health area.	3/30/2015 2:41 PM
18	the need is greater in the south end in terms of equity	3/30/2015 10:00 AM
19	ST542 will still operate during peak hours only from Udistrict to Bellevue/Redmond. But 545 will be an alternate solution, as how it is currently.	3/30/2015 9:23 AM
20	Missed opportunity to really make some bold changes and see how they work.	3/29/2015 5:22 PM
21	Doesn't really apply to me	3/29/2015 3:22 PM
22	Fewer opportunities for trips between Kirkland / Redmond and Capitol Hill because some routes don't stop at UW light rail station (545 and 255 don't transfer). Complexity of choosing between 542 and 545 at Overlake Transit Center (some riders may not realize the 542 transfers to light rail).	3/29/2015 10:34 AM
23	Reduced service for the #43	3/28/2015 1:13 PM
24	not sure	3/28/2015 10:46 AM
25	8 is only not reliable because it's on narrow denny way... put it on Mercer between Fairview and Lower Queen Anne. and extend to Ballard's Fred Meyer by the Ballard bridge, instead of so far south beyond Mt Baker station... there is nothing meaningful south of Mt Baker Station...	3/27/2015 3:41 PM
26	frequency	3/27/2015 2:49 PM
27	I'm in for Alternative 1, as long as we keep the 11.	3/27/2015 12:00 PM
28	Lack of frequent service between U district and Capitol Hill	3/26/2015 4:43 PM
29	The addition of Link on Capitol Hill does not enhance service to the degree that should be expected for the expenditure.	3/24/2015 11:40 PM

30	Location of the stations makes it difficult to use Link as a good alternative especially in the University District. Husky Stadium is a good location for Husky games, but is a difficult destination otherwise. It is unfortunate that the light rail does not seem to add to the network as much as it should.	3/24/2015 5:29 PM
31	Please note: Current Route 8 connects Madison Valley to Light Rail at Mt Baker and Route 11 connects Madison Valley to Light Rail at Pine, so the statement above makes no sense.	3/24/2015 4:42 PM
32	Nothing concerns me about your No. 21.	3/24/2015 3:51 PM
33	Generally inefficient connections to Capitol Hill station	3/22/2015 3:24 PM
34	Doesn't make light rail the centerpiece of Seattle transit.	3/22/2015 11:26 AM
35	overall, I feel really indifferent about this Alternative 2 - it doesn't seem like too much would change for me.	3/20/2015 11:43 PM
36	Please allow me to vote twice for "Continued lack of reliable service on Route 8" as a concern for Alt 2. Alt 2 preserves a 100+ year old service pattern that is outdated and awful, especially when a frequent subway will cut travel times dramatically and make it even more awful to connect from a bus to it.	3/20/2015 8:14 PM
37	No restoration of Route 47, and no continuation of Route 49 through downtown to at least King St. Station.	3/20/2015 5:39 PM
38	The station at UW is not where I typically go so I will seldom use light rail to get there unless there is frequent transfer service to get north	3/19/2015 10:27 PM
39	Use transit to go downtown/and return more frequently. Need a reliable alternative to the 8.	3/19/2015 10:02 PM
40	I have already figured out connections to the new light rail service with existing bus serve that is currently available. I am happy with my bus service, just need more frequent times for the number 11 bus.	3/19/2015 9:59 PM
41	Again, I'm not keen a no-change alternative.	3/19/2015 12:16 PM
42	Like Alt1 545 service more. I need to go to Bear Creek P-R, so turning around at Overlake would not help.	3/19/2015 11:15 AM
43	Again, if Alt. #2 would cutback service/stops currently available on bus lines 7, 8,10,11,12,43, 48, 49, 15X, Rapid Ride Lines D/C -- I am against it!	3/19/2015 10:46 AM
44	This is a terrible idea. For anyone living in North Capitol Hill more than five minutes walk from the Broadway and John light rail station, this will mean longer commute times to the University District. I make this commute every single day. These buses are full every day, and most travelers from the UW to Capitol Hill get off the 43 more than 5 minutes walk before Broadway and John. Moreover, the walk from the UW light rail station will add an additional five minutes to my journey. I estimate that my daily commute from my house (16th and Republican) on the light rail will be 20 minutes LONGER than it currently is using the #43. This is not public transportation progress. It is a light rail boondoggle. Sincerely Robert Wood Professor, University of Washington PS. The same thing happened with bus route 194 which reliably took passengers from downtown Seattle to the airport in 30 minutes until it was cancelled because of the light rail. The trip now takes 40-45 minutes on light rail. Is this progress? The idea is that new transit systems augment the public transportation system, not replace existing components.	3/18/2015 8:55 PM
45	Still nothing to assist people in the North Capitol Hill neighborhood near Bellevue + Roy St area. Perhaps extend the 8 or 25 through there? Or bring the 47 back. :)	3/18/2015 1:54 PM
46	not sure	3/18/2015 12:19 PM
47	lack of reliable, on-time bus schedules	3/18/2015 11:26 AM
48	Just because service is being preserved in Pike/Pine does not mean it's OK to cut frequency. I do not think it is prudent to assume that ALL of these riders will migrate to LLR once service launches, particularly those who board/de-board between Downtown and the new Capitol Hill LLR Station.	3/18/2015 12:20 AM
49	Retention of route 43	3/17/2015 7:50 PM
50	Not ruining the 545 route during weekdays	3/17/2015 2:16 PM
51	Route 8 is still on Denny and not on Mercer where all of the employers and services are... It duplicates light rail south of Mt Baker station with unusually high frequency. Route 4 is not extended to Mt Baker station. 14 still makes that long loop to Hanford st where no one uses the bus and houses have like 3-4 cars in front of them. This area can be a terminus for route 4 instead, with lesser frequency.	3/17/2015 12:51 PM
52	The system is too confusing to promote use of transit at this point -- lack of frequent network, lack of reliability.	3/17/2015 10:52 AM

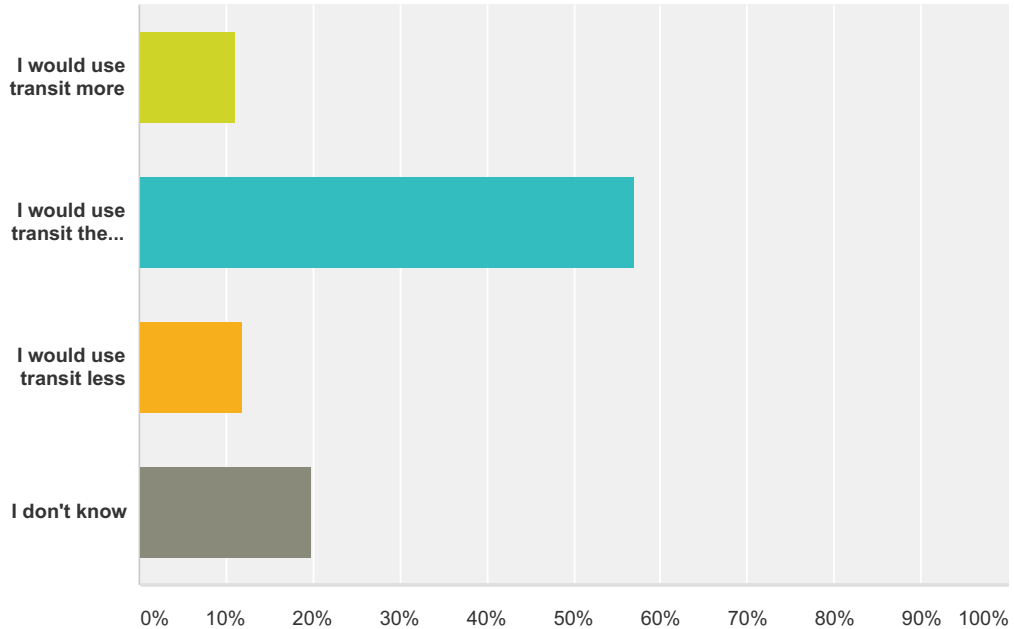
53	This is not a very ambitious or creative proposal. Despite my *personal* concerns about Alternative 1 (outlined above), I believe that Alternative 1 is superior to Alternative 2 for most of the city.	3/17/2015 10:17 AM
54	I think that current frequency of 43 is acceptable	3/16/2015 5:50 PM
55	The number 8 is a super great bus that does not run enough and is packed when there is an event at Seattle Center. It should run more often, and be bigger.	3/16/2015 2:41 PM
56	Assume no impact on 545.	3/16/2015 2:08 PM
57	I am so sorry but the proposed changes are very confusing and I am not sure how this will impact me so I don't have enough understanding to provide feedback	3/16/2015 12:30 PM
58	Not using the new network potential routes more	3/16/2015 12:21 PM
59	The removal of a stop that is used heavily (Montlake freeway station). This freeway station needs to be built into 520's redesign -- oh, that's right -- the redesign doesn't exist other than the railroaded version being implemented. Also, since I get off at 51st street in Redmond, it looks like there is less access to that using the alternatives.	3/16/2015 11:47 AM
60	no montlake station on 520.	3/16/2015 11:47 AM
61	Increase service, don't take route away.	3/16/2015 10:49 AM
62	You are not going to get a second chance to do this. Alternative 1 presents an opportunity to change the conversation about what high quality urban transit service should look like. Implement alternative 1 and no one will ask you to change it back in 10 years. Miss this chance and you look these neighborhoods into mediocre transit service for yet another generation.	3/15/2015 4:53 PM
63	The route 48 link between UW Link Station and Mt. Baker Station (along 23rd) serves a vital link between North Capitol Hill and access to the Light Rail. Currently, I take the 48 to Mt. Baker Transit Center to access the Light Rail (northbound or southbound). Once the Link Light Rail is complete, from Downtown, I envision taking the service all the way to UW then transferring southbound on the 43 or 48 and getting off on North Capitol Hill (Aloha). Alternatively, when I return from the Airport, I plan to get off at the Mt Baker Station, then catch the 48 northbound, as this will take less time, then all the way to UW and then south bound.	3/14/2015 3:55 PM
64	What is Alternative 2 ?	3/13/2015 2:52 PM
65	Not familiar with these specific issues.	3/13/2015 12:38 PM
66	Above it is stated that Madison Valley would not have connection to Link Light Rail. However, under alternative 2 the route 8 will continue to run between Madison Valley and the new Capitol Hill station.	3/11/2015 10:13 PM
67	This doesn't affect me.	3/11/2015 6:52 PM
68	The No. 8 connects to the Link Light Rail, unless you plan to change that also. You could just tighten up the No 8, which is a most useful bus for getting to Seattle Center or, the other way, to Lowe's, Douglas' Truth library, Grocery Outlet and more.	3/11/2015 3:39 PM
69	Alternative 2 also does not do what was promised when I voted for Prop 1. It feels like a bait and switch. Route 8 does not solve with increased frequency. Reliability and frequency are not the same.	3/11/2015 1:04 PM
70	Does not utilize our region's investment in Light Rail. Duplicate service via bus and rail is not a good use of our limited funds.	3/11/2015 10:22 AM
71	I'm not sure about access to 85th & Wallingford under either plan. Kids Citywide take the 48 to Blanchet High School.	3/11/2015 7:53 AM
72	Need for direct route between the central district/madison valley and the downtown shopping district.	3/10/2015 2:58 PM
73	Status Quo	3/10/2015 2:45 PM
74	Not familiar enough with the Alternative to comment.	3/10/2015 10:52 AM
75	The 8 is unreliable, but so is driving along Denny. Not sure what would fix this, but it is a deterrant to taking this bus to work.	3/10/2015 9:59 AM
76	potential for lack of frequent service.	3/10/2015 9:03 AM
77	Such minimal adjustment to routes given the opportunity of the new connections will not allow riders to take advantage of the LINK rail.	3/9/2015 5:41 PM

78	Route 8 is a problem because of the lack of sufficient capacity during rush hour, It may be one of the routes that requires more investment in service. The 43 provides some relief in the morning commute because it is a down hill walk to South Lake Union from Denny and John.	3/9/2015 3:54 PM
79	As Above	3/9/2015 3:09 PM
80	I don't understand why you say Alt 2 would provide "no connection to Link light rail from Madison Valley." The map shows that Route 8 would stay as is. It goes from MLK and Madison to Broadway and John, where there would be a connection with Link Light Rail. Is there something I'm misunderstanding? (Currently, when we have to take the bus to get to Link Light Rail, we take the No. 8 south to the Mt Baker Station.)	3/9/2015 2:44 PM
81	You are making unnecessary cuts and calling them "duplicative".	3/9/2015 1:17 PM
82	I'm worried routes on Cap Hill (specifically routes 10 & 11) will be reduced under the assumption that people will be willing to walk to the new light rail station. I need connection from East Cap Hill to Downtown, or from East Cap Hill to Maple Leaf. Thanks!	3/9/2015 11:52 AM
83	#8, #8, #8. Come ride it one weekday morning. Busses chronically late. Massive demand. Something better needs to happen between Cap Hill and SLU.	3/9/2015 11:03 AM
84	Does 1st Hill get more service from South End	3/9/2015 9:13 AM
85	no comment	3/9/2015 9:07 AM
86	I am most concerned/hopeful that people who currently get on the bus in Downtown and travel east and northeast through First Hill will now get on the bus at the Capital Hill station, and travel from there. I can't tell from the information if the altered bus routes will facilitate or impede this change, and what the changes in traffic patterns may mean for First Hill. I am especially concerned about the lack of park and ride amenities at the station. Will parking/traffic overflow into the adjacent community?	3/8/2015 6:31 PM
87	I like how Alternative 1 improves the #8 - but I just don't want that improvement to come at the expense of the #11.	3/8/2015 10:34 AM
88	same concerns for all - safety getting to/from and parking. i have to drive to any route proposed.	3/7/2015 2:20 PM
89	- Same problems faced today will still persist	3/7/2015 2:16 PM
90	The less frequent service on Alternative 2 is offset by the distances would have to go to reach a bus on Alternative 1.	3/7/2015 1:45 PM
91	This is really just the current network. We can do better.	3/7/2015 10:46 AM
92	mobility is a big question for me. I would NOT like longer distances between stops.	3/7/2015 12:43 AM
93	The potential loss of a direct route to medical appointments and downtown without going round the mulberry bush.	3/6/2015 10:41 PM
94	why are you planning to maintain unreliable service on 8. This question seems like a set up. Make the 8 reliable.	3/6/2015 10:24 PM
95	Fewer benefits compared to Alt 1	3/6/2015 9:01 PM
96	As I state above in a separate question, Route 8 is unreliable at least partially due to horrible traffic on Denny due to I-5 connection, 99, Seattle Center. Address that and it can alleviate that issue within Alternative 2.	3/6/2015 8:27 PM
97	Doesn't alleviate all the 'bus bunching' on the pike/pine corridor	3/6/2015 5:44 PM
98	I am not sure I understand the changes or know enough about the impacts	3/6/2015 5:20 PM
99	This would be a wasted opportunity!	3/6/2015 5:16 PM
100	I live near 23rd & John, and Alternative 2 actually *reduces* my service (reduced frequency on the 43) while providing no new benefits.	3/6/2015 5:02 PM
101	I like keeping the 43, but the rest of Alternative 2 seems pretty weak and unambitious.	3/6/2015 4:44 PM
102	Wow!	3/6/2015 3:48 PM
103	Less efficient, more costly.	3/6/2015 3:43 PM
104	Alternative 2 doesn't benefit my travel at all.	3/6/2015 3:29 PM
105	This alternative sucks.	3/6/2015 3:22 PM

106	As I stated before, pursuing a conservative restructure like A2 would be the biggest missed opportunity in Metro's recent history. The principle of augmenting a high frequency grid and ensuring that everywhere in the city is accessible with a one transfer ride between two 15 minute or better bus lines is on worth pursuing. I would encourage Metro to retain the mental fortitude in order to resist all the public feedback that wants its existing coverage-oriented service preserved. The people want frequency, some of them just don't know it yet.	3/6/2015 3:19 PM
107	The Route #8 improvements are the main attraction of Alternative 1 for me.	3/6/2015 2:49 PM
108	What about direct connections from the squire park area to the light rail station? The 8 doesn't work very well for me since I live west of 23rd and also too far south of Madison to use the routes that travel in that area. I suppose if the 8 was more frequent/reliable I'd walk further out of my way to use it, but as it is now the wait is often too long.	3/6/2015 2:44 PM
109	Similar case as alternative 1. Why on earth are you eliminating a route that will not be served by the light rail or the expanded service?	3/6/2015 2:43 PM
110	It disregards how much traffic will be alleviated through rail by the streetcar and light rail.	3/6/2015 2:37 PM
111	Does not take advantage of Link - why keep the 43?	3/6/2015 10:27 AM
112	It isn't Alt 1.	3/5/2015 11:57 PM

Q22 How would your use of transit be affected if Alternative 2 were implemented on Capitol Hill and in the Central Area?

Answered: 1,355 Skipped: 5,204



Answer Choices	Responses
I would use transit more	11.14% 151
I would use transit the same	57.05% 773
I would use transit less	11.96% 162
I don't know	19.85% 269
Total	1,355

#	Why?	Date
1	...	4/2/2015 2:35 AM
2	It's my primary commuting method. I don't own a car, so I'll rearrange my commute regardless of which alternative is chosen. It's just that some alternatives will be more or less convenient. A real question is how easy the access will be between the new U District station and the main campus.	4/1/2015 4:53 PM
3	Link would get me to Capitol Hill and Husky Stadium/UWMC much more quickly and reliably. Beyond that, the bus restructures wouldn't add much for me.	4/1/2015 2:23 PM
4	Nothing has improved under this concept.	4/1/2015 1:08 PM
5	Because I could access the Capitol Hill Light Rail station and still access Seattle Center.	3/31/2015 10:44 PM
6	currently, use of transit in this area is limited by lack of frequency of service; this would not change with this concept.	3/31/2015 9:35 PM
7	Keeping service to Madison Park / Madison Valley will mean I don't have to drive my car!	3/31/2015 9:25 PM
8	No way for older and disabled taxpayers to get to the transit center	3/31/2015 4:44 PM

9	Used for medical appts.	3/31/2015 4:09 PM
10	I would add the Link service to my available options	3/31/2015 4:07 PM
11	Possibly more, since I would use the new Link service as well.	3/31/2015 3:57 PM
12	I'm Transit-dependent.	3/31/2015 2:35 PM
13	I understand the reason for pushing light rail, but light rail won't benefit all of us. The changes proposed directly impact my route. I'd have less access to downtown and would end up on busier buses.	3/31/2015 2:00 PM
14	Reduced frequency of 43.	3/31/2015 12:47 PM
15	Same.	3/31/2015 12:26 PM
16	I have no choice. I have to use transit.	3/31/2015 12:22 PM
17	It wouldn't change transit very much for me.	3/31/2015 12:19 PM
18	The reduction in frequency would increase the amount I would need to use my car.	3/31/2015 12:11 PM
19	Connections from where I live to the light rail station are important for days when I don't have the time or ability to walk.	3/31/2015 11:58 AM
20	Accessible, convenient service to Downtown and U District.	3/31/2015 9:40 AM
21	The frequency of route 43 would drop.	3/31/2015 8:51 AM
22	I need to get (without transfer) from Boyer/Newton to the University and downtown. I am worried the 43 or 48 service will change	3/31/2015 8:49 AM
23	It provides me reasonable access to central capital hill without transfer.	3/31/2015 7:06 AM
24	I am waiting to see if it is going to be feasible time wise to use the light rail.	3/30/2015 10:12 PM
25	though disliking the decreased frequency	3/30/2015 10:08 PM
26	I worry about enough service to the Broadway train station from North Capitol Hill area.	3/30/2015 9:54 PM
27	Because the bus lines that I use would remain instead of disappear.	3/30/2015 9:31 PM
28	Bus use would be the same, but improved access to Light Rail would increase use.	3/30/2015 8:57 PM
29	If I understand, there would be minimal change in the 43 and so my ridership would remain the same. I may have read alternative 2 wrong?	3/30/2015 8:06 PM
30	I simply want route 43 to be maintained.	3/30/2015 6:44 PM
31	Nothing significant would change.	3/30/2015 5:44 PM
32	Because you would be taking the bus I rely on and getting rid of it.	3/30/2015 5:34 PM
33	The cuts in service make my commute nearly impossible, certainly much longer. I would need to drive. Additional cuts create significant inconvenience for me.	3/30/2015 5:27 PM
34	Generally, I have concern for any changes from Metro current service, UNLESS THERE IS AN INCREASE/IMPROVEMENT OF SERVICE (additional routes, frequency & buses). ANY PLAN THAT DELETES ROUTE 43 IS UNACCEPTABLE. ANY PLAN THAT REDUCES SERVICE TO ALL NEIGHBORHOODS, INCREASES WALK & WAIT TIME TO/FOR BUSES IS UNACCEPTABLE. Living in the west edge (7th to 8th Ave NE, NE 45th St to NE 47th St) of the U-District, using Light Rail is not really an option I will consider except for novelty from time to time or if going to SeaTac, which I never do. Both Alternatives appear to reduce service to my area of the U-District. I go to the Group Health area of Capital Hill (I call East Capital Hill) 2-4 times a week. Deleting route 43 or its current frequency will be a burden for me. Using route 48 & 8 increases walk time 10 min and wait time 10-15 min (I've tested it the past 2 weeks). It takes me an average of 20 min of additional time from leaving my home to reach my destination in the Group Health area.	3/30/2015 2:41 PM
35	Cap Hill is a secondary destination.	3/30/2015 2:26 PM
36	I'm used to it.	3/30/2015 11:16 AM
37	Depends on the modification to the routes. Increased routes, probably use more.	3/30/2015 10:54 AM
38	if the wait times were longer and didn't match my schedule, I would be more likely to take an uber or cab.	3/30/2015 10:12 AM

39	I don't own a car and rely on Metro buses and walking for transportation. I don't know if these changes would increase, or decrease, my use of transit, but it sounds like wait times and transfers could take longer, and the travel time from NE Seattle to Capital Hill/First Hill/Central District is already very long.	3/30/2015 10:01 AM
40	I travel from Renton and Kent	3/30/2015 10:01 AM
41	Continued reliable services between UDistict-Bellevue/Redmond-International District	3/30/2015 9:25 AM
42	similar to current	3/30/2015 7:21 AM
43	I mostly use transit that is frequent or has very reliable transfers	3/29/2015 10:47 PM
44	The routes are close to the same, so I'd use them the same.	3/29/2015 9:15 PM
45	Because it's basically unchanged.	3/29/2015 5:42 PM
46	Because Alternative 2 makes no changes to the system!	3/29/2015 5:23 PM
47	It keeps my main bus routes - 11 and 8 - the same	3/29/2015 5:15 PM
48	I can access the light rail services given the existing service map/frequency. If anything, I may use transit more because there will be an additional option (Capital Hill light rail to UW) for me to get from home/work.	3/28/2015 1:13 PM
49	Concerning for the lack of transit service in more outlying areas (e.g. Madison Valley)	3/28/2015 1:07 PM
50	Don't like to drive and park in these congested areas.	3/28/2015 10:49 AM
51	I would use light rail the most, trying to get to NE Seattle, (Children's)	3/28/2015 9:58 AM
52	Still not very easy to move around.	3/28/2015 1:25 AM
53	I already use transit exclusively, this would let me continue, assuming the frequency of 43/25 didn't drop too much.	3/27/2015 9:14 PM
54	I HAVE ALREADY ANSWERED THIS QUESTION	3/27/2015 6:31 PM
55	Currently take the 12 every day, would probably continue to use the 12, or may consider a transfer to one of the light rail stations (43 or 48)	3/27/2015 4:15 PM
56	I would expect to make more use of the Link service.	3/27/2015 3:51 PM
57	no improvement for me	3/27/2015 2:50 PM
58	Its the status quo	3/27/2015 2:38 PM
59	There aren't many significant changes that would impact my use.	3/27/2015 1:59 PM
60	I don't travel widely enough in Capitol Hill to know.	3/27/2015 1:58 PM
61	I depend on mass transit for my work and personal life. If you you cut availability you can be affecting my livelihood and my social life	3/27/2015 1:50 PM
62	The 43 only coming every 20 minutes during peak times? Are you kidding me? I'd be better off walking the 2+ miles. Maybe I'll just buy a car. This is not an improvement.	3/27/2015 1:45 PM
63	Not good for my area	3/27/2015 1:29 PM
64	Only option.	3/27/2015 1:24 PM
65	If my routes (11 or 43) were still intact, I would continue to use them.	3/27/2015 1:10 PM
66	I use transit up and down the hill from downtown Seattle - don't often travel North to South on the hill.	3/27/2015 10:11 AM
67	Improved service along the #8 line would allow me to take that route more. Right now, I try to avoid it because of the frequent delays. Frequent service along the pike pine corridor would keep me using these service routes daily.	3/27/2015 10:09 AM
68	My trip form Madison Valley to Downtown Seattle would still likely be significantly faster than walking.	3/27/2015 9:20 AM
69	Better connections and eliminates needing to drive	3/27/2015 8:46 AM
70	Because of reduced service.	3/27/2015 8:29 AM

71	I always pick transit whenever possible. If short of time or walk is too far (especially since one has to usually walk on both ends of transit route), I would alter trip.	3/27/2015 8:12 AM
72	Les frequent service to major sections of the city	3/26/2015 4:43 PM
73	Much easier for my family and I to get where we need to go with this method.	3/26/2015 1:09 PM
74	The addition of light rail to the network will make access to downtown slightly faster (I hope), but the reduction in frequency of route 43 offsets that potential gain.	3/26/2015 12:00 PM
75	I work downtown.	3/25/2015 9:54 PM
76	Don't use transit often to travel inside capitol hill	3/25/2015 2:20 PM
77	Anything is better than the current situation	3/25/2015 1:31 PM
78	I don't own a car and would have to figure out a way to adopt to Alternative 2.	3/25/2015 11:11 AM
79	I would have access to the lightrail station from south east capitol hill much quicker and easier. especially since I don't own a car, efficiency and the convenience of being able to carry things and get to places I need to get to is greater than alternative 1 plan.	3/25/2015 10:30 AM
80	Most of my current service would not be disrupted and the service to light rail and tunnel transit would be enhanced.	3/24/2015 11:40 AM
81	Very little disruption and some added connections to tunnel transit and SODO on Link.	3/24/2015 5:29 PM
82	This alternative offers no real improvement in connectivity.	3/24/2015 4:10 PM
83	It's pretty much what I have now.	3/24/2015 3:30 PM
84	capital hill is more assessible via tranist	3/23/2015 10:43 AM
85	I already use it all the time.	3/22/2015 7:01 PM
86	Sounds like it keeps 43.	3/22/2015 3:04 PM
87	No car.	3/22/2015 11:26 AM
88	Because I would actually be able to get some place from my house.	3/21/2015 7:41 PM
89	Keeps the buses in the areas I need them	3/21/2015 11:20 AM
90	same reason as above	3/20/2015 11:43 PM
91	As the reliability of the 8 gets worse every year, it will eventually be faster to walk this corridor than take the 8. Wait, never mind, it is already faster to walk than take the 8. Doing nothing to improve the 8 is a crime. I can't believe something to help the 8 wasn't included in Alt 2.	3/20/2015 8:14 PM
92	Look, I can't use transit more or less. I'd just be more irritated.	3/20/2015 8:13 PM
93	Because the 8 sucks and Alternative 2 would not improve it.	3/20/2015 7:19 PM
94	It is a complete abandonment of downtown and central bus service in favor of stupid wrongheaded solutions created by King County metro to serve regions other than the central city -- trying to con people that don't want bus service into riding, while abandoning we who do want more routes.	3/20/2015 5:39 PM
95	Transfers suck.	3/20/2015 2:52 PM
96	My transit options would be maintained.	3/20/2015 1:34 PM
97	I don't have a car.	3/20/2015 1:24 PM
98	I hope it would be more, if there were two choices for more frequent service to downtown. #11 and #43	3/19/2015 10:02 PM
99	I will use it to get to the light rail on Capital Hill and the Univ. of Washington.	3/19/2015 9:59 PM
100	I already drive to the Seattle Center instead of taking the 8 if I'm going to anything in the evening, that might not change (although a bus -> link connection might change that...)	3/19/2015 4:05 PM
101	If you manage to get your heads out of your ass and keep a reasonable amount of bus service for north capitol hill and montlake i would actually keep using the bus.	3/19/2015 3:58 PM

102	This seems like an okay concept, just less convenient than Alternative 1. I would rather the routes be reliable and frequent than not have to travel as far to get to them.	3/19/2015 3:36 PM
103	see answer to #10.	3/19/2015 3:24 PM
104	Regardless of what changes, I am completely dependent on transit to get around so I can't change how often I use it depending on how "convenient". I have no alternatives.	3/19/2015 3:10 PM
105	Similar to current plan	3/19/2015 2:44 PM
106	I don't own a car, so I don't have any other choices if I want to go longer distances.	3/19/2015 2:14 PM
107	No car [same reason as for Alt. 1]	3/19/2015 2:04 PM
108	Prefer alt 1, but still would be more service	3/19/2015 1:31 PM
109	I use light rail as my primary transit, and that would increase as I went to capitol hill more for events and things. But without tying a frequent bus network to the station, I'm less likely to hop a bus to go to other parts of capitol hill/central district that are outside of the station walkshed.	3/19/2015 12:13 PM
110	The most impactful changes in Alt1/2 for me are to the east side routes,	3/19/2015 11:32 AM
111	I live in Montlake, and having this connection to both Capitol Hill and the light rail would probably mean I go around town more often.	3/19/2015 10:27 AM
112	I have to.	3/19/2015 10:11 AM
113	The routes I use would remain the same.	3/19/2015 9:00 AM
114	Does not concern me.	3/19/2015 2:12 AM
115	This is a terrible idea. For anyone living in North Capitol Hill more than five minutes walk from the Broadway and John light rail station, this will mean longer commute times to the University District. I make this commute every single day. These buses are full every day, and most travelers from the UW to Capitol Hill get off the 43 more than 5 minutes walk before Broadway and John. Moreover, the walk from the UW light rail station will add an additional five minutes to my journey. I estimate that my daily commute from my house (16th and Republican) on the light rail will be 20 minutes LONGER than it currently is using the #43. This is not public transportation progress. It is a light rail boondoggle. Sincerely Robert Wood Professor, University of Washington PS. The same thing happened with bus route 194 which reliably took passengers from downtown Seattle to the airport in 30 minutes until it was cancelled because of the light rail. The trip now takes 40-45 minutes on light rail. Is this progress? The idea is that new transit systems augment the public transportation system, not replace existing components.	3/18/2015 8:55 PM
116	Doesn't help me get anywhere in those neighborhoods from my home, or even from downtown.	3/18/2015 8:42 PM
117	N/A	3/18/2015 8:10 PM
118	Convenient for traveling downtown for entertainment, shopping	3/18/2015 4:57 PM
119	Less impact	3/18/2015 2:46 PM
120	Only slightly more, easier to get to airport.	3/18/2015 2:44 PM
121	Lack of frequency! I would probably stick exclusively to light rail travel and walk to final destination.	3/18/2015 2:25 PM
122	See above.	3/18/2015 1:54 PM
123	Using transit with Link would decrease my waiting time and travel time.	3/18/2015 1:40 PM
124	I would have better options coming home from Redmond getting to Capitol Hill. Right now it's either 545 through traffic on I5 or get off at montlake, wait a random amount of time for the 43 (or 48 if I'm willing to walk 2 miles)	3/18/2015 1:20 PM
125	No car	3/18/2015 12:49 PM
126	I don't travel over Capitol Hill much, just once or twice a month. I think that Route 43 would still get me to where I need to go with this alternative. Light rail will not get me where I need to go when I visit Captiol Hill.	3/18/2015 12:48 PM
127	It's convenient.	3/18/2015 12:41 PM
128	I would bike	3/18/2015 12:33 PM
129	I would have more choices.	3/18/2015 11:54 AM

130	I use the 8 often, so I would continue to use it, with the continued aggravation it brings as it is now.	3/18/2015 11:41 AM
131	It would broaden my transit options rather than restrict them. Light rail provides fast and reliable service, I also want my normal buses for less travel to light rail and more options.	3/18/2015 11:35 AM
132	It keeps my transit to work bud	3/18/2015 11:26 AM
133	The 8 is the perfect route for me, but the crowdedness and lateness during rush hour makes me want to take it much less....	3/18/2015 11:16 AM
134	I prefer alternative 1. When transit starts getting to frustrating, I start riding my bike more and considering buying a car.	3/18/2015 10:09 AM
135	frequency!	3/18/2015 1:21 AM
136	It would be more pleasant to transfer to Link and get to Capitol Hill faster, but I already use Metro to its full extend when traveling within city limits	3/18/2015 1:10 AM
137	I would still have access to my routes, which is important. I would use it MORE if it weren't for the cuts to frequency, which is stupid.	3/18/2015 12:20 AM
138	Because that's how I use it now.	3/17/2015 11:50 PM
139	See #9!	3/17/2015 8:27 PM
140	See previous answer in Alternative 1.	3/17/2015 6:04 PM
141	I still need to use it.	3/17/2015 2:38 PM
142	I continue to increase my ridership because the existing one-seat local and commuter travel is convenient. If the existing service continues I will continue increasing my ridership. If you destroy local transit in an effort to divert local transit dollars to Sound Transit's light rail excesses, then I'm done with you.	3/17/2015 1:08 PM
143	I depend on transit for most of my transportation needs.	3/17/2015 12:00 PM
144	I feel like my use of the 8 is the only thing that would be effected (I don't really care about this route personally though I agree it is not reliable)	3/17/2015 11:35 AM
145	It wouldn't change much so it would remain about the same.	3/17/2015 10:52 AM
146	Makes it convenient to get to redmond during off peak hours, specifically the weekend.	3/17/2015 12:10 AM
147	I would continue to use 10 and 49 the way I currently do.	3/16/2015 5:08 PM
148	Alternate 2 seems to be the same as what I have currently from what I can tell	3/16/2015 4:39 PM
149	Easier access to Capitol Hill from downtown.	3/16/2015 3:10 PM
150	I walk a lot anyway and use the bus when I have far to go, not enough time or pedal power, or the weather is bad.	3/16/2015 2:41 PM
151	Existing 10/11/12 service meets my needs from 19th & Madison area. Alternative 1 is devastating to my needs.	3/16/2015 2:37 PM
152	Route 8 is the main route from Madison Valley to South Lake Union.	3/16/2015 1:17 PM
153	I use the 43, 10, and 8 to get from downtown to 15th Ave.	3/16/2015 12:52 PM
154	I don't own a car and already rely predominantly on transit to get around the city and region.	3/16/2015 12:52 PM
155	The 43.	3/16/2015 12:32 PM
156	I am so sorry but the proposed changes are very confusing and I am not sure how this will impact me so I don't have enough understanding to provide feedback	3/16/2015 12:30 PM
157	Still frustrated by unreliable and infrequent busses, but would continue to use due to wide breadth of network.	3/16/2015 12:21 PM
158	It depends on how time efficient and reliable these routes turn out to be. These changes may make traffic so bad it's faster to walk a few miles.	3/16/2015 11:51 AM
159	Longer walk to Husky Stadium station	3/16/2015 11:47 AM
160	no montlake station on 520.	3/16/2015 11:47 AM
161	I will continue to use whatever transit available to me as I don't own a car.	3/16/2015 9:17 AM

162	Do not own a car.	3/16/2015 7:29 AM
163	I visit Capitol Hill via whatever transit is available	3/15/2015 8:34 PM
164	Route 8 connects all the bars and clubs between Queen Anne to Capitol Hill. It's a life-saver especially when you're too drunk to drive and the incimate weather prohibits you from walking around. Cutting back service will hurt businesses along the corridor and make it more difficult for tourists to see what Seattle has to offer.	3/15/2015 5:20 PM
165	I would use transit about the same because alternative 2 makes very few meaningful changes relative to the current system. The current system does not meet my needs as a visitor to Capitol Hill and for the most did not meet my needs as a resident when I lived there. Alternative 2 does not change this, but alternative 1 does (somewhat).	3/15/2015 4:53 PM
166	I might use transit a little less. Not really sure about that. The reality is that this proposal is simply not as conceptually strong as alternative 1. There are details to quibble with for sure, I don't know enough about those, but as far as creating a faster network, alternative 2 is less good than alternative 1. And therefore would induce me to travel more often via Metro less.	3/15/2015 2:18 PM
167	Its where I live!	3/15/2015 9:59 AM
168	Too far from Madison store and shops to a bus stop	3/14/2015 10:54 PM
169	I use the bus everyday to get to work, once in a while to go downtown or to the U district, and on occasion to get to the light rail to go to the airport.	3/14/2015 4:01 PM
170	Fewer changes, more bus access to Captiol Hill from the University District.	3/14/2015 3:04 PM
171	It doesn't eliminate the route options I rely on	3/14/2015 4:57 AM
172	Central Seattle is becoming less practical for SOVs.	3/13/2015 9:18 PM
173	Still have to use the 8 for almost all my transit.	3/13/2015 6:41 PM
174	N/A	3/13/2015 4:01 PM
175	What is Alternative 2 ?	3/13/2015 2:52 PM
176	I just don't know.	3/13/2015 12:38 PM
177	Shorter/faster transit time	3/13/2015 10:59 AM
178	This plan doesn't sound like it offers anything which would make transit to Cap Hill appreciably more accessible for me.	3/13/2015 9:53 AM
179	Improve 12th Avenue Service, current Metro destinations in CD/Cherry Hill are practically useless. I choose to walk or other transit modes 99% of the time.	3/12/2015 7:43 PM
180	Keeps the routes that I use for work.	3/12/2015 5:55 PM
181	My regular routes are the 43 and 48, which currently have some of the most frequent service of any Metro routes. I can't imagine any changes to these routes that would improve transit for me.	3/12/2015 3:35 PM
182	Infrequent service.	3/12/2015 2:37 PM
183	As for Alt. 1, I don't often have a need to go to these areas.	3/12/2015 1:57 PM
184	Well, it wouldn't affect much, would it?	3/12/2015 12:45 PM
185	Most of my transit use relies on the 10/11 to downtown for transfers. I'm sure I'd end up doing the same thing instead of taking advantage of walking to the new Link station.	3/12/2015 11:40 AM
186	I use it every day already	3/11/2015 10:17 PM
187	Nothing would substantially change	3/11/2015 7:49 PM
188	I would have to judge the then current schedule to suit my travel plans.	3/11/2015 6:52 PM
189	I'm old and as I get older I will be using the bus more rather than driving.	3/11/2015 3:39 PM
190	I use transit all the time during the week. This won't change. Only the convenience will change.	3/11/2015 1:25 PM
191	reduced frequency = reduced utilization. We were making moves to reduce to a 1-car family, definitely not now.	3/11/2015 1:04 PM

192	Because my service levels aren't directly affected on my work-commute. Overall, random or supplemental rides don't account for a sustainable nor forecastable amount of transit use on my part.	3/11/2015 11:39 AM
193	as above.	3/11/2015 10:33 AM
194	I rely on Routes 11 and 12, so this won't eliminate them like Alternative 1	3/11/2015 10:26 AM
195	Doesn't provide me with anything beyond what we already have. If anything my use of transit would likely decrease over time as these routes (8, 48) become less reliable in their current configuration as the city gets more dense.	3/11/2015 10:22 AM
196	I would be happy with the continued use of route 49 through Pike/Pine and into downtown. It is also helpful to have route 8 going to the Seattle Center.	3/11/2015 8:49 AM
197	I'll be able to access the train more for longer trips (Northgate, Beacon Hill), and the occasional trip to SeaTac.	3/11/2015 7:53 AM
198	Maintains the current routes that I use regularly.	3/11/2015 7:02 AM
199	Although Route 43 service is preserved, the frequency doesn't seem adequate enough. Car2Go or driving a personal vehicle become better alternatives.	3/10/2015 9:27 PM
200	I would not force riders to walk through high crime areas along 23rd and Madison.	3/10/2015 7:39 PM
201	Similar to the status quo for most trips I make	3/10/2015 7:03 PM
202	I don't often travel by metro in this area	3/10/2015 5:30 PM
203	Because it retains my existing travel pattern from Madison Valley to SLU	3/10/2015 4:50 PM
204	It is currently easy to access capitol hill without transfer, but now I would have to bus to the link station and then take the light rail. Easier to drive.	3/10/2015 3:55 PM
205	Lack of direct route between the central district/madison valley and the downtown shopping district.	3/10/2015 2:58 PM
206	As I don't have a car, I would still rely on transit the same as I do now.	3/10/2015 2:35 PM
207	43 bus would not come frequently enough for me to use it reliably	3/10/2015 2:21 PM
208	I would be able to continue to use route 49 between Portage Bay and downtown, with frequent service and without a transfer to light rail	3/10/2015 9:15 AM
209	It might cause me to use transit less if I can catch buses when I need to in the day.	3/10/2015 9:03 AM
210	My usual routes would not be cut or reduced so I'd use transit the same.	3/10/2015 6:03 AM
211	While it doesn't really matter to me which Alternative is implemented, I worry about the deletion and consolidation of routes and how it will affect other people.	3/9/2015 8:53 PM
212	I ride the 11 bus. It appears that the 11 bus is unchanged.	3/9/2015 8:17 PM
213	Would use rideshare less frequently	3/9/2015 5:59 PM
214	I'd still take advantage of the LINK but its extension would only really help me getting to the airport and Downtown. My U-District trips will likely still be better served by 49.	3/9/2015 5:41 PM
215	looking forward to more options on top of existing ones!	3/9/2015 5:36 PM
216	I commute to work on the 8, and use the 11 to travel downtown and to capitol hill on the weekends.	3/9/2015 5:26 PM
217	This would maintain my access to the routes I use	3/9/2015 4:40 PM
218	Still need to get around the sound	3/9/2015 4:37 PM
219	I would now be able to connect to the Light Rail Station by transit and use that to go downtown or to the airport.	3/9/2015 4:28 PM
220	The connections are still there for the central area	3/9/2015 4:08 PM
221	With the addition of light rail and continued bus service to all parts of Capitol Hill, public transportation will meet most of my needs.	3/9/2015 3:54 PM
222	Need answers to my question to understand how the alternatives will effect me.	3/9/2015 3:09 PM

223	I LOVE the current No. 8 which takes me from Olive and MLK Way directly to Group Health and to South Lake Union and to Seattle Center and to northern Denny Regrade. It is an extremely useful route that my husband and I take all the time. Under Alternative 1, we'd have all this taken away from us. The only way we could have these connections is to transfer from the 38 to the 8. BOO! If I'm understanding correctly, under Alternative 2, the No. 8 route would stay intact. That is what I want.	3/9/2015 2:44 PM
224	Easier, more frequency.	3/9/2015 2:35 PM
225	I don't think any of the changes affect my daily commute from Swedish Cherry Hill down to the stadium district	3/9/2015 2:29 PM
226	I would use transit more frequently if there is service to and from Madison Valley.	3/9/2015 2:16 PM
227	If I can continue with my current commute, then I will continue to ride the bus.	3/9/2015 1:31 PM
228	I use 43 to get to John and 19th. Removal of this connection would eliminate my ability to get to that location from downtown with one bus.	3/9/2015 1:25 PM
229	With less frequent buses, I'm going to drive as it will no longer be a more efficient option (because it is the way the operate currently)	3/9/2015 1:17 PM
230	I would still have direct, relatively quick access to downtown.	3/9/2015 12:36 PM
231	The new light rail station doesn't help me get to downtown faster (with the extra walking added in), and doesn't help me get between East Cap Hill & Maple Leaf at all.	3/9/2015 11:52 AM
232	See above.	3/9/2015 11:21 AM
233	Same reason as above.	3/9/2015 10:49 AM
234	Deos it effect travel from South End to 1st Hill.	3/9/2015 9:13 AM
235	Same as above.	3/9/2015 8:25 AM
236	Same as-is for the CD.	3/9/2015 6:38 AM
237	already no direct connections from the eastside to the major hospitals in seattle	3/9/2015 5:47 AM
238	I like having more accessibility to Boyer. However, not sure on the others - I used to take the 8 but moved a few blocks; not sure this impacts me much.	3/8/2015 8:34 PM
239	Same as above.	3/8/2015 6:31 PM
240	I don't know what the wait time would be for transferring on Madison Ave to Central District	3/8/2015 5:09 PM
241	I would have to transfer a bunch to get to the places I go from Madison Valley.	3/8/2015 12:38 PM
242	Recently retired and changing my patterns of activity.	3/8/2015 10:11 AM
243	If I could get there from Newcastle	3/7/2015 11:30 PM
244	It would depend on frequency of connection from/to Transit Station nearest to my destination.	3/7/2015 7:58 PM
245	I have no alternative since I do not drive.	3/7/2015 5:38 PM
246	Please don't cut the 43	3/7/2015 4:02 PM
247	my route doesn't change	3/7/2015 3:01 PM
248	I could still reach a bus route about as easily.	3/7/2015 1:45 PM
249	I would use it to get to LINK and the U of W which I don't do frequently with current options.	3/7/2015 11:52 AM
250	Plan continues to serve my immediate area (16th Ave)	3/7/2015 11:04 AM
251	I use transit - the route 8 specifically - to get to school (5 days a week), and I would still be able to use it this way.	3/7/2015 10:47 AM
252	Same service, same level of use.	3/7/2015 10:46 AM
253	I have never had a drivers license and rely almost solely on the bus to get me where I need to go. It would continue to allow me to get to businesses I frequent several times per week purchasing items I need on an as needed basis.	3/7/2015 10:22 AM
254	The buses will be there to use, not cut.	3/7/2015 10:11 AM

255	It depends on how easy it is to transfer between the buses and light rail.	3/7/2015 9:39 AM
256	Alternative 2 does not effect my commute as much as alternative 1. My primary bus route is the 48.	3/7/2015 8:53 AM
257	I like the idea of concentrating transit on fewer streets with more frequent service (more buses).	3/7/2015 8:06 AM
258	See previous answer to this identical question!	3/7/2015 7:54 AM
259	No significant change from today	3/7/2015 7:52 AM
260	#8, if cut less in service, I would have to find a different route	3/7/2015 3:57 AM
261	Since nothing is really changing for me.	3/7/2015 1:08 AM
262	I don't own a car so all my trips are on transit.	3/7/2015 12:56 AM
263	mobility is a big question for me. I would NOT like longer distances between stops.	3/7/2015 12:43 AM
264	It would possibly limit the number of times I COULD make No suggestions presently.use of transit in a day.	3/7/2015 12:21 AM
265	It doesn't make my destinations in the areas any more efficient / easy for me.	3/6/2015 11:43 PM
266	Because it would be a hassle and less direct than driving. For the same price I can drive and get there much faster and more directly. It feels like the pressure on the 48 would be intense and it would always be crowded and trying to do too much for too many and it wouldn't at all get me to medical appointments. Parking for medical appointments is very costly. But I'd rather pay than change buses several times.	3/6/2015 10:41 PM
267	no real changes	3/6/2015 10:26 PM
268	because it's not great, just like alternative 1 is not great either...	3/6/2015 10:00 PM
269	Not much difference between the alternatives from my perspective and use.	3/6/2015 9:01 PM
270	I suspect I would have more options available to me for transit combinations so would use transit more efficiently but I don't know.	3/6/2015 8:27 PM
271	Less frequency, no improvements.	3/6/2015 8:16 PM
272	because the routes I already use would most likely remain the same.....	3/6/2015 8:08 PM
273	Use the 8 bus route every day	3/6/2015 7:45 PM
274	there would be nothing to make me use the bus more, but no reason to use it less, either	3/6/2015 7:44 PM
275	I don't drive.	3/6/2015 7:39 PM
276	use transit mainly for work in Madison Valley and home on Capital Hill or going down to Queen Anne or up to Ballard, Wallingford, Northgate, etc...Fremont	3/6/2015 6:00 PM
277	About the same again. I would just have to wait longer for some routes or go somewhere else.	3/6/2015 5:55 PM
278	Additional flexibility with the 545 will make it easier to use.	3/6/2015 5:26 PM
279	I am not sure I understand the changes or know enough about the impacts	3/6/2015 5:20 PM
280	Nothing I currently use on Cap Hill would change.	3/6/2015 5:13 PM
281	Alternative 2 reduces service where I live, making it take longer to get to the Capitol Hill light rail station (and other destinations).	3/6/2015 5:02 PM
282	Get to keep existing uses (that won't involve light rail anyway) PLUS new trips on light rail.	3/6/2015 4:59 PM
283	I have no choice -- I don't own a car. It would	3/6/2015 4:58 PM
284	Same as before, I'm unable to conceptualize the difference.	3/6/2015 4:34 PM
285	Ease of use and frequency of service.	3/6/2015 4:10 PM
286	I would continue to drive to Central Seattle	3/6/2015 4:07 PM
287	I would still have the main route I use, plus I would have access to the extended light rail.	3/6/2015 3:58 PM

288	Same as previous question - I currently avoid going to Capitol Hill because parking is so bad and transit takes so long. Opening up the Light Rail station will definitely increase my travel to Capitol Hill. My use of transit beyond the station will depend on where I need to go at the time. So long as the main streets/areas of the Hill are covered, I will likely use them a lot.	3/6/2015 3:54 PM
289	I don't drive and I still need to get places regardless of the bus schedule and locations.	3/6/2015 3:49 PM
290	NOT	3/6/2015 3:48 PM
291	My needs will not have changed.	3/6/2015 3:45 PM
292	I don't see any advantage for my travel. However, I do not drive and need bus and LightRail to get to most of the places I need or want to go. Therefore, I would use whatever was available. If the First Hill Trolley ever comes to fruition, that would solve many of the drawbacks from Alternative 2.	3/6/2015 3:42 PM
293	Montlake Freeway Station to Kirkland direct	3/6/2015 3:29 PM
294	I always use transit when I travel into Seattle in any case.	3/6/2015 3:29 PM
295	I would use transit less because it would continue to be terrible and unreliable.	3/6/2015 3:22 PM
296	Doesn't provide much benefit	3/6/2015 3:21 PM
297	Because it doesn't do as good a job connecting with the light rail station, the bus service actually becomes less useful to me.	3/6/2015 3:20 PM
298	Not much will change for me.	3/6/2015 3:19 PM
299	44/5/E & D are my most used routes now and in the immediate future.	3/6/2015 3:15 PM
300	I would find a way to make it work.	3/6/2015 3:13 PM
301	I don't think Alternative 2 would be fast/reliable enough for me to increase transit usage where I'm not already using it. However, it wouldn't decrease it either.	3/6/2015 3:09 PM
302	Most of my travel needs would still be met.	3/6/2015 3:06 PM
303	I don't have a car and depend on transit completely, so I don't really have a choice to use it less.	3/6/2015 2:57 PM
304	Presently, my prefer travel alternative is using Rail options for the majority of my travel needs. Buses are available but lack the timeliness features offered by rail.	3/6/2015 2:54 PM
305	No advantage to take me out of a car from South Lake Union/Denny Triangle to east Capitol Hill.	3/6/2015 2:49 PM
306	Again nothing big to draw me in more, but it won't be that bad overall	3/6/2015 2:49 PM
307	Again, I'm not sure that the benefits outweigh the downsides for me.	3/6/2015 2:44 PM
308	I need bus service to travel wherever I go. However, I DO walk to many places, and will continue to do so - especially if service is curtailed or stalls due to clogged streets.	3/6/2015 2:42 PM
309	Metro seems to be becoming a Link station shuttle service. Sometimes I want to go to places other than a Link station. Driving is much more convenient.	3/6/2015 2:41 PM
310	Depending on the specific coverage, I would be less likely to use service due to a greater walking distance to transit point.	3/6/2015 2:41 PM
311	I imagine the 43 connection to the light rail might have me using the lightrail if it is more convenient for longer distance trips - e.g. going to the airport - whereas the prospect of a 20 minute walk with baggage up a hill to the cap hill station makes that unlikely.	3/6/2015 2:36 PM
312	While transit might still be viable to get downtown, making the 43 every half an hour rules it out as a commuting option for me.	3/6/2015 12:22 PM
313	So many of my trips in this area are either accomplished by walking or transit, that it's hard to see minor changes having much of an impact. Unlike with Alternative 1, however, there wouldn't be an increase in connectivity to areas that are NOT reachable on foot from Capitol Hill and the Central Area.	3/6/2015 11:58 AM
314	Unreliable service on the "late".	3/6/2015 11:53 AM
315	No real changes.	3/6/2015 10:27 AM

316	I would use the bus less, because i will switch my commute to rail. This plan doesn't address my existing concerns about the bus network - slow, too infrequent, stops too much, complicated - so I would not use it often.	3/6/2015 9:34 AM
317	Parking is an issue.	3/6/2015 9:04 AM
318	No significant changes.	3/6/2015 8:50 AM
319	The bus network around Capitol Hill wouldn't change much, so my travel patterns wouldn't change much.	3/5/2015 11:57 PM

Q23 How would you improve Alternative 2 on Capitol Hill and in the Central Area – keeping in mind that the goal of this network is to keep more coverage while still taking advantage of connections with new light rail service?

Answered: 283 Skipped: 6,276

#	Responses	Date
1	I cannot offer much to improve this option. This is more in-line with what I desire from metro, which is readily accessible service.	4/2/2015 2:35 AM
2	Electrify the 8, 11, and 48.	4/1/2015 2:23 PM
3	I would support Alternative 1 as it actually changes the network.	4/1/2015 1:08 PM
4	See comments on Alternate 1 - as an option to split the 8 on Capitol Hill and overlap with the 38. This might be good if it increased reliability of the 38 on MLK, but only if frequency was not lost. Extend the 49 to Madison to boost service on the First Hill section of Madison and be able to match the Route 12 service level to the need east of Broadway and on 19th, so we can keep service on 19th.	3/31/2015 10:44 PM
5	Keep the 43	3/31/2015 4:44 PM
6	Improve connections to downtown (5th and Pine for example) from capitol hill outside the reach of route 10	3/31/2015 4:07 PM
7	Look for places where the stated concerns of "experts" in specific problem areas can be mitigated; hybridize where it makes sense to do so to keep the service human.	3/31/2015 2:35 PM
8	Keep the same number of routes for the 43.	3/31/2015 2:00 PM
9	The current route 12 schedule works for my needs.	3/31/2015 1:11 PM
10	If you want to promote less driving and congestion on the roads the Light Rail service between downtown and the U is great, but you still have to provide transit within neighborhoods in order for people to feel like they can still get to their destinations (if not right near the light rail stop). I think it is safe to assume most riders will only switch to Light Rail when it benefits them, so you have to design it so that it can benefit all riders. Maintaining good coverage with connection to Light Rail stations would help in that goal.	3/31/2015 12:58 PM
11	Maintain frequency of 43.	3/31/2015 12:47 PM
12	Preserve direct lines from 24th Ave. area and Madison Valley area to downtown. Population seems to support that continued need.	3/31/2015 12:22 PM
13	Retain route 43 at its current frequency of service.	3/31/2015 12:11 PM
14	Your light rail service is on the other side of a major bottleneck - the montlake bridge. There is nothing you can do to fix that. Removing the 43 to downtown for residents of North Capitol hill is clearly done by folks who don't live here and aren't impacted by it - looking only at numbers. We, who live along 24th's corridor pay very high taxes when metro levy's are passed. Students (who the station primarily serves) don't.	3/31/2015 10:33 AM
15	Provide bus service from Montlake to Downtown.	3/31/2015 9:40 AM
16	Increase frequency of 43.	3/31/2015 8:51 AM
17	I need to get (without transfer) from Boyer/Newton to the University and downtown. I am worried the 43 or 48 service will chang	3/31/2015 8:49 AM
18	if the goal is more coverage, don't eliminate or increase difficulty of access!	3/31/2015 7:32 AM
19	the light rail service is barely available to those in Montlake, we need at least the network that is already in place.	3/31/2015 7:26 AM
20	I just want light rail service to Seattle Children's hospital	3/31/2015 12:22 AM

21	don't decrease freq of routes 25 and 43.	3/30/2015 10:08 PM
22	Way more frequency of buses that remain. Maybe this is more Alt 1 concern -- but I worry about families who need to take the metro bus out to Steven's Elementary.	3/30/2015 9:54 PM
23	By not eliminating the only buses that connect this neighborhood to light rail!	3/30/2015 9:31 PM
24	I really dislike light rail. particularly because it discriminates against wheelchair people.	3/30/2015 8:31 PM
25	Why doesn't Metro merge with light rail and Seattle Transit into one administration and stop spending a fortune on three different agencies? If you want to make improvements, this would be the most cost-effective way to go.	3/30/2015 6:33 PM
26	This is an area where more frequent buses would be helpful.	3/30/2015 6:16 PM
27	I'd split the 8, to provide more reliable connections. I'd also reroute either the 10 or 12 to the light rail.	3/30/2015 5:44 PM
28	Don't assume people who live near the lightrail don't need the bus anymore! Improve on-time service; when people call to complain because they were stranded for an hour by the bus, don't blow them off; make a ride from Capitol Hill to downtown the same cost as the bus or keep both the bus and the lightrail.	3/30/2015 5:34 PM
29	The new light rail service is of little use for me on a regular basis. It doesn't serve the places I travel most.	3/30/2015 5:27 PM
30	As I mentioned earlier, frequency of service is everything	3/30/2015 5:16 PM
31	Generally, I have concern for any changes from Metro current service, UNLESS THERE IS AN INCREASE/IMPROVEMENT OF SERVICE (additional routes, frequency & buses). ANY PLAN THAT DELETES ROUTE 43 IS UNACCEPTABLE. ANY PLAN THAT REDUCES SERVICE TO ALL NEIGHBORHOODS, INCREASES WALK & WAIT TIME TO/FOR BUSES IS UNACCEPTABLE. Living in the west edge (7th to 8th Ave NE, NE 45th St to NE 47th St) of the U-District, using Light Rail is not really an option I will consider except for novelty from time to time or if going to SeaTac, which I never do. Both Alternatives appear to reduce service to my area of the U-District. I go to the Group Health area of Capital Hill (I call East Capital Hill) 2-4 times a week. Deleting route 43 or its current frequency will be a burden for me. Using route 48 & 8 increases walk time 10 min and wait time 10-15 min (I've tested it the past 2 weeks). It takes me an average of 20 min of additional time from leaving my home to reach my destination in the Group Health area.	3/30/2015 2:41 PM
32	Keep Montlake service as is	3/30/2015 10:01 AM
33	Include direct connections for Renton, Kent, Seatac, Federal Way	3/30/2015 10:01 AM
34	See my comments for Alternative 1. I would prefer a solution that ties neighborhoods to their transit stations, uses rail as the backbone for transit and serves neighborhoods with excellent geographic coverage.	3/30/2015 9:27 AM
35	Divide Route 8 or Route late	3/30/2015 7:21 AM
36	Direct connection with Eastlake	3/30/2015 6:56 AM
37	If ridership on the new light rail was consistently high and bus ridership reduced at the end of a 1-year period, I would revisit maintaining all of the service in Alternative 2.	3/29/2015 9:30 PM
38	Take route 9X off Broadway and move it to 12st	3/29/2015 9:21 PM
39	A half-hourly 43 is too infrequent to be useful: you might as well delete it at that point.	3/29/2015 9:15 PM
40	Connect Madison Valley to Link Light Rail	3/29/2015 5:15 PM
41	Keep route 11, but divide the 8 into two routes - one that goes between Rainier Beach and Capitol Hill or 23rd and one that goes from Capitol Hill/23rd to the Seattle Center. This would help improve the reliability of service along the current route 8 while maintaining direct service from Madison Valley to downtown.	3/29/2015 4:51 PM
42	See previous comments	3/29/2015 1:04 AM
43	Maintain current frequency of route 43 to promote ease of transfer to light rail.	3/28/2015 1:37 PM
44	Improvements to the reliability and frequency to the #8 are severely needed.	3/28/2015 1:13 PM
45	don't know	3/28/2015 10:46 AM
46	Connect Capitol Hill to northwest Seattle.	3/28/2015 9:54 AM
47	COMBINE SOME ASPECTS OF THIS WITH SOME FOUND IN ALTERNATIVE 1.	3/27/2015 6:31 PM
48	better connections to light rail.	3/27/2015 6:14 PM

49	Have buss lanes on major streets like Broadway, John St, 23rd ave, 15th	3/27/2015 5:33 PM
50	Add back the route 47 which was cut in February. Many people in that area have no cars.	3/27/2015 3:51 PM
51	implement alternative 1	3/27/2015 2:50 PM
52	Keeping it the same is perfect for me, my husband, and my mom - our little 11-Connected Family. It allows my mom almost complete independence for all her needs and appointments with Dr. at Swedish.	3/27/2015 2:41 PM
53	Keep 43 and its current schedule.	3/27/2015 2:30 PM
54	Use Alternative 1.	3/27/2015 1:59 PM
55	I think it is best to consolidate routes with new Link connections coming in, but that it is best to also keep at least one bus route between neighborhoods in case there is a need for more specific stop locations.	3/27/2015 1:58 PM
56	The geographic coverage is already pretty good. Just have everything come more often everywhere. Dump some money into lobbying the legislature to get us the funding we need to make that happen. This survey is making me feel like everything is terrible. Every situation is lose-lose-lose.	3/27/2015 1:45 PM
57	Same as alternative 1	3/27/2015 1:24 PM
58	Shorten wait times, provide more direct connections	3/27/2015 1:22 PM
59	I feel like the Capitol Hill light rail station will be conveniently accessed enough using the current bus routes 10 and 11 from my home.	3/27/2015 10:09 AM
60	The reliability of route 8 vis-a-vi Denny Way will still need to be addressed.	3/27/2015 9:20 AM
61	can't wait for light rail so exciting	3/27/2015 8:48 AM
62	Increase service to its current levels. Link rail with one stop on Capitol Hill is not an alternative for the convenience of boarding a bus near one's home. I was always afraid rail would be used as an excuse to reduce bus service. Rail should be treated as an addition to the system, not a replacement for some of its components. Aren't you planning for growth?	3/27/2015 8:29 AM
63	I am not sure how to answer these questions. Metro needs to improve the bus frequency and connections between light rail and buses. In my case I want to get to Children's and with the soon to open light rail stations in UW and U District I could take light rail downtown or to Rainer Ave and get a bus home. But if these buses don't run frequently 7 days a week I end up having to drive to work	3/26/2015 11:42 PM
64	improve connections to link light rail service	3/26/2015 4:31 PM
65	Maintain the frequency of route 43 at its current level.	3/26/2015 12:00 PM
66	Put the 48 on the wire.	3/26/2015 9:16 AM
67	More frequent bus service between 8:00 pm to 10:00 pm (especially Route 49).	3/25/2015 9:54 PM
68	I don't know	3/25/2015 8:58 AM
69	I would implement Alternative 1's idea for the 49. This along with the 12 would provided needed service on Madison.	3/24/2015 11:40 PM
70	Not interested in improving Alternative 2. I vote for Alternative 1.	3/24/2015 6:03 PM
71	Metro should avoid forcing transfers where most passengers will want to transfer to another bus or link. It is a waste of time in the system for all to be loaded and unloaded twice. While the loss of the 49 to downtown would not be desirable to some, Capitol Hill and Central College tend to be major destinations. Most on the southbound 49 do not necessarily want to go downtown. The University of Washington is a major northbound destination. Those who have to transfer downtown to the 49 to get to Broadway or Central could use the 10 or Link to get to Central College. I would consider the Alternative 1's plan for the 49.	3/24/2015 5:29 PM
72	Split the 8 at Capitol Hill station to increase reliability for the southern part of the route. Truncate the 11 to Capitol Hill station to allow for increased frequency elsewhere. Reroute the 43 to use the 9's current terminal at 10th and Aloha instead of going downtown so it Link's local shadow service; use the savings to increase frequency.	3/24/2015 4:10 PM
73	Add more frequent runs on Rt. 11 and MAKE THEM RUN ON TIME!	3/24/2015 3:51 PM
74	I would add a north/south route on 12th Avenue.	3/24/2015 3:30 PM
75	Make sure you retain the trolleys and their current schedules.	3/24/2015 3:21 PM

76	One more East West connection across N Capitol Hill	3/23/2015 4:05 PM
77	You need both systems until you have a reliable streetcar and more rail service. Right now by taking it away you will anger voters. I for one will never vote for transportation again if I have to walk at this point. If you have dedicated bike lanes that might work, but you are basically telling everyone in Madison Park, capitol hill, madison valley to walk to work or bike up the hill. Good luck. The rents are high enough, you will not lose the entire population based on transit. Plus my kids will no longer have Metro on buses, nor are there school buses. If you don't have bus for regular people, are there going to be school buses in Seattle now?	3/23/2015 12:56 PM
78	I don't think people who live in Madison Park and Madison Valley need to use light rail on their way into downtown Seattle - that's what buses are good for. Light Rail is fine for people who live close to those hubs, but it's not a substitute for people who live in other outlying areas. Square peg, round hole.	3/23/2015 11:20 AM
79	Look, people can't walk up hills that easily and there are hills in the Capitol hill Madison valley area. If you wish to increase ridership and traffic congestion moving away routes would be disastrous.	3/22/2015 1:06 PM
80	I think it is important to keep more coverage and to bear in mind that even with the two new light rail stations, there will still be large distances between stations where buses will be the only feasible option. The 10, 11, 12, and 43 are all important connections between east Capitol Hill/Madison and downtown, and they will continue to be the best way to move east-west even after the new light rail stations open.	3/22/2015 12:11 PM
81	Make sure 43 and 48 arrival times are staggered so that wait times for a bus are shorter.	3/22/2015 9:47 AM
82	Keep schedules the same all day, every day. Peak/weekend changes are extremely confusing for riders.	3/21/2015 12:36 PM
83	not sure	3/20/2015 11:43 PM
84	I wouldn't improve Alternative 2. I would throw it out. Throw out this stinky, leaking diaper of a plan!	3/20/2015 8:14 PM
85	I would add more normal buses and let the train service evolve organically by providing many more connections to it by all existing bus routes. I would stop cutting existing services to central bus stops throughout downtown and Capitol Hill - - you killed the 9, you killed the 47, you ruined the 7 (or 49 now) and gave nothing back. I want more bus service. The trains are fancy San Francisco Muni like tthat you overpaid for, and now are ruining core bus service in order to afford. Its ridiculous that you even have to ask the public for input like this. It shows how far divorced from reality current King County Metro is. Our central city buses are regularly packed full, run late, and still you cut services.	3/20/2015 5:39 PM
86	Pretty please, is there any way the 8 could run south to Union or Cherry on MLK instead of out to Madison Park? That would preserve service btw Madison Valley and Cap Hill....	3/20/2015 4:32 PM
87	I would maintain even more of the present system than alternative 2 currently does.	3/20/2015 1:34 PM
88	Minimize waiting times between buses as much as possible.	3/20/2015 1:24 PM
89	light rail service is a great addition to the over all transit plan. for those with physical limitations, "walking" the several blocks to the transit stop is not a viable option.	3/20/2015 10:20 AM
90	I would prefer using the 8's routing in Alternative 1 for Alternative 2, while modifying or eliminating the 11 to attempt to remove service duplication.	3/20/2015 7:30 AM
91	Get rid of the 43. What's the point of the 43? It's already a highly redundant route (albeit high ridership) route, so nixing it has almost no noticeable impact on geographic coverage. For most combination of points along the 43 it'll be better served by another bus and/or a transfer onto Link anyways. Might as well get rid of it and use those service hours somewhere else. Use the alt 1 49 routing, as there will be more then enough capacity on Pike/Pine anyways.	3/20/2015 12:41 AM
92	I think that keeping the coverage is important. There are a lot of seniors and disabled people in the city who would be disadvantaged by the deletion of routes.	3/19/2015 10:27 PM
93	what about a smaller circulator bus which would circle from MLK to Madison to Pine then turn around near 12th and Pine to go back down to MLK and Madison.	3/19/2015 10:02 PM
94	The connections to the light rail stations will work fine as currently served.	3/19/2015 9:59 PM
95	I have no particular suggestions for improvement.	3/19/2015 7:05 PM
96	Kill the 43. It's currently a duplicative, but defensible route. The addition of the light rail station ends up dividing the segments of this route where even if you're on the 43 it's probably faster to transfer at Cap Hill station anyways, and there's other routes that serve most of those segments. The Alt 1 49 routing should be brought over.	3/19/2015 4:05 PM

97	You need to fix the 8 - especially before you consider major changes that put even _more_ people on the 8 b/c its the new transfer corridor. If you can't fix the 8 it's fucking useless to tell people that's the main bus they're going to ride up and down the hill on and expect people to use it. Denny is a cluster-fuck, and it's not getting better. If you can't fix that, any plan that relies more heavily on the 8 is stupid.	3/19/2015 3:58 PM
98	The #8 bus MUST be maintained, for the elderly and handicapped in the Rainier valley.	3/19/2015 3:24 PM
99	Make it more like Alternative 1.	3/19/2015 2:14 PM
100	One would have to run certain buses more often, but I'm not sure that is allowed under this alternative. Appears than METRO is clearly leaning toward Alt. 1.	3/19/2015 2:04 PM
101	I would like to See full BTR from the Ferry dock to Lake washington along Madison	3/19/2015 12:54 PM
102	Kill the 43, adopt the 49 changes from Alt 1. I live on the 43 route and take it often, but once the light rail is in for most trips on the 43 will be redundant with not just two buses but the light rail as well. It's hard to justify the 43's existence, especially once the Montlake Flyer stops are removed.	3/19/2015 11:32 AM
103	Show/highlight connection between Madison Valley and Pioneer Square - not clear how above-ground new light rail will impact that.	3/19/2015 11:15 AM
104	The 8 is a mess. My friends and I joke that the only way to fix the 8 from QA to CH is to build a gondola. I know, this isn't helpful feedback. I'm at a loss.	3/19/2015 10:57 AM
105	Make sure current service/stops on bus line s7,8,10,11,12,43,48,49, Rapid Ride Line C/D are maintained!!!	3/19/2015 10:46 AM
106	More Service. Service up to Children's without a transfer.	3/19/2015 9:09 AM
107	Current bus service on Capitol Hill is excellent and allows people to get around the neighborhood efficiently. The Sound Transit addition will be a fast way to go from downtown to Broadway and John and Montlake. This will benefit commuters more than residents.	3/19/2015 7:22 AM
108	N/A	3/19/2015 2:12 AM
109	This is a terrible idea. For anyone living in North Capitol Hill more than five minutes walk from the Broadway and John light rail station, this will mean longer commute times to the University District. I make this commute every single day. These buses are full every day, and most travelers from the UW to Capitol Hill get off the 43 more than 5 minutes walk before Broadway and John. Moreover, the walk from the UW light rail station will add an additional five minutes to my journey. I estimate that my daily commute from my house (16th and Republican) on the light rail will be 20 minutes LONGER than it currently is using the #43. This is not public transportation progress. It is a light rail boondoggle. Sincerely Robert Wood Professor, University of Washington PS. The same thing happened with bus route 194 which reliably took passengers from downtown Seattle to the airport in 30 minutes until it was cancelled because of the light rail. The trip now takes 40-45 minutes on light rail. Is this progress? The idea is that new transit systems augment the public transportation system, not replace existing components.	3/18/2015 8:55 PM
110	N/A	3/18/2015 8:10 PM
111	just leave a connecting bus like the 43 on John st and 15th ave east connecting to UW	3/18/2015 4:31 PM
112	As long as the 49 runs from Roy/Mercer to the U District every fifteen minutes, I'm good. I guess I'm pretty myopic.	3/18/2015 3:24 PM
113	Need direct connection from roughly MLK and Union to both Montlake (for eastside connections), and also, MLK and Union to CapHill Station (for north seattle / south seattle / SeaTac connections).	3/18/2015 2:50 PM
114	Maintain frequent connectivity to 19th and 24th corridors.	3/18/2015 2:46 PM
115	No changes needed.	3/18/2015 2:44 PM
116	Put in more frequent service on the connection streets to the hill from the cd, like union and Madison. The 8 is way too infrequent for the amount of riders at rush hours.	3/18/2015 2:38 PM
117	I have no idea. Smaller, but more frequent buses?	3/18/2015 2:25 PM
118	As I've noted, we need to have service for the people who are in the north capitol hill neighborhood (centered around Bellevue and Roy). When I was injured 2 years ago I could still get to work via the 47. If I was still injured now, there is no way that I could easily get up the hill to the 49 or 10 min walk away (if you're healthy) to the 43 (especially in the winter, it's a problem). We feel a bit abandoned as a neighborhood, and new apartments are going up every month! Thanks.	3/18/2015 1:54 PM

119	Anything that can get Eastside commuters from bridges into mass transit to mitigate the chaos on I-5 and I-405 between the bridges, would make life for thousands (if not 100s of thousands) easier. I drive to Bellevue to commute via 271 from Bellevue to UWMC. In the evening, the driving aspect of my commute between Bellevue and Issaquah is a no-win situation. If Westbound I-90 (Bellevue to Seattle) is backed up, which happens ALL the time, Bellevue Way backs up and I can't go Eastbound I-90. Obviously Eastbound I-90 backups affect me too but are less frequent. I cannot drive via I-405 as it is a parking lot both ways at all times. Please help us bridge-dependent commuters get out of our cars! Additionally, we do not have enough parking in South Bellevue P&R or Bellevue in general. Eastgate P&R access is problematic - so problematic that I bike there if I use that P&R. We need more direct frequent, faster service from Eastgate/Issaquah to UWMC - I'm okay making a connection at I-90 or 520 but there are limited options. Think 556 route, with less stops, more frequent, if possible. Even 271 with less stops would be better. I don't mind walking or biking. When will light rail help with bridge traffic and in-between bridge traffic?	3/18/2015 1:45 PM
120	Keep the 43 route the same	3/18/2015 1:42 PM
121	Anything that can get Eastside commuters from bridges into mass transit to mitigate the chaos on I-5 and I-405 between the bridges, would make life for thousands (if not 100s of thousands) easier. I commute via 271 from Bellevue to UWMC and the driving aspect of my commute between Bellevue and Issaquah is a no-win situation. If Westbound I-90 (Bellevue to Seattle) is backed up, which happens ALL the time, Bellevue Way backs up and I can't go Eastbound I-90. Obviously Eastbound I-90 backups affect me too but are less frequent. I-405 is a parking lot both ways at all times. Please help us bridge-dependent commuters get out of our cars!	3/18/2015 1:31 PM
122	Keep service the same, tax corporations to pay for it.	3/18/2015 12:33 PM
123	keep route 43 the same, I do not want to walk further to get to a stop	3/18/2015 12:19 PM
124	Stop thinking about people going from Capitol Hill to other neighborhoods and start thinking about how people use the bus locally. In addition, think of the extra number of cars going from Madison Valley to downtown. Light rail is great; I would be super-happy to not deal with the stupid Montlake/520 junction anymore. But this is a walking neighborhood where people take the bus when they have heavy packages and/or are not able to walk far. Have your planners even been here? I'm shocked that Alternative 1 would even be considered.	3/18/2015 11:49 AM
125	Improve the equipment on Route 48.	3/18/2015 11:44 AM
126	Frequency of service is a huge need, no matter how you configure the routes and connections.	3/18/2015 11:41 AM
127	Make more direct access available from East CD/Leschi area to Link Light rail	3/18/2015 11:40 AM
128	Light rail and north capitol hill are not well connected to the bus.	3/18/2015 11:26 AM
129	Not sure; I prefer alternative 1.	3/18/2015 10:09 AM
130	Don't adjust service the day LLR starts. Give it a few months. Then make adjustments.	3/18/2015 12:20 AM
131	Add more frequent service. The light rail is currently useless, and will be until it begins running. Make changes to the bus service once it is in place and the effects have been numerically assessed.	3/17/2015 11:50 PM
132	Move route 8 to Mercer corridor in SLU. Delete route 8 between Rainier Beach and Mt Baker station. This segment can be served by a local shuttle that will connect riders to stations.	3/17/2015 12:51 PM
133	Need more east-west routes and more frequency on these routes, especially route 8.	3/17/2015 12:00 PM
134	Alternative 2 is a missed opportunity. While I know a hybrid of these two options will be selected in the end, something more similar to Alternative 1 will bring the best benefit to the region and show forward thinking as we grow and expand our transit system.	3/17/2015 10:52 AM
135	NA	3/17/2015 9:26 AM
136	Your survey is terrible.	3/17/2015 8:19 AM
137	Maintaining surface street bus services throughout the day and allowing choice options whether or not someone chooses to use the new link service or not, and to combine alternate options as best possible for a win win for everyone.	3/17/2015 7:19 AM
138	Do whatever you want with the light rail. I don't care. Just don't screw up the 545 during off peak hours.	3/17/2015 12:10 AM
139	Just go ahead and cut the 43. It will already be faster for most people to backtrack on the existing 48 and take link to downtown, and the additional waiting time due to the lower frequency will make this problem worth.	3/16/2015 3:43 PM
140	Either make the Light Rail <> 542 interchange as painless as possible; or leave the 545 as is...	3/16/2015 2:08 PM

141	More frequent service on route 8, especially during peak hours.	3/16/2015 1:17 PM
142	Improve frequency from downtown & Seattle Center to 15th Ave	3/16/2015 12:52 PM
143	Make it easy to get from lower Capitol Hill to Bellevue, Ballard, The University District, or Queen Anne.	3/16/2015 12:45 PM
144	I am so sorry but the proposed changes are very confusing and I am not sure how this will impact me so I don't have enough understanding to provide feedback	3/16/2015 12:30 PM
145	I am open to changes in commute options. Planning to take the bus more.	3/16/2015 11:51 AM
146	Don't get rid of the Montlake freeway station so you don't have to come up with these tortured transfer scenarios in alternative 1 or 2. You should instead be touting how you will have direct bus service to downtown with an easy stop at Montlake, and when 520 has light rail in the future, that will be done via light rail.	3/16/2015 11:47 AM
147	keep montlake station on 520. I take 44 to 545 and vice versa to go from Stone Way to Redmond.	3/16/2015 11:47 AM
148	Keep building out the light rail over time... Eventually decreasing our dependence on the bus system.	3/16/2015 11:39 AM
149	Provide preferential bus service (lane?) on Denny Way.	3/16/2015 10:49 AM
150	Expand light rail, expand rideshare programs	3/15/2015 8:34 PM
151	Connect Madison Valley to Light Rail via First Hill/Broadway Streetcars.	3/15/2015 5:20 PM
152	My strong preference for alternative 1 should be clear, but if coverage is necessary, I would pursue this approach: Split the routes into 2 "tiers": primary and secondary. For primary routes, pursue a strategy similar to alternative 1: more frequency, wider stop spacing, greater service span, electric trolley wires, stations, etc. For secondary routes, drop frequency to 30 minutes (or run peak only). Organize the secondary network as a feeder system that brings people to the primary network. The main purpose of the secondary network is to serve the niche market of people who strongly prefer waiting to walking or who live in live in low-density single family areas that are essentially auto-dependent, but for whatever reason want / need to use transit anyway. Use branding to advertise that these are two different, complementary networks. Most people can focus their effort on understanding the primary network and even those who use the secondary network don't need to worry about the whole thing, just "their one route" that gets them from their house to the primary network. This split approach allows for the simple mental map advantage of alternative 1 and the creation of a few high quality urban routes while maintaining suburban-level transit quality for those who need it.	3/15/2015 4:53 PM
153	I would add more of alternative 1's thinking into alternative 2 to make it better.	3/15/2015 2:18 PM
154	More frequent service on route 11	3/15/2015 10:59 AM
155	not sure, but I do think we need to continue to offer the service to the people both north and south of the city center, in order to make it truly a working system.	3/14/2015 4:01 PM
156	The route 48 link between UW Link Station and Mt. Baker Station (along 23rd) serves a vital link between North Capitol Hill and access to the Light Rail. Currently, I take the 48 to Mt. Baker Transit Center to access the Light Rail (northbound or southbound). Once the Link Light Rail is complete, from Downtown, I envision taking the service all the way to UW then transferring southbound on the 43 or 48 and getting off on North Capitol Hill (Aloha). Alternatively, when I return from the Airport, I plan to get off at the Mt Baker Station, then catch the 48 northbound, as this will take less time, then all the way to UW and then south bound.	3/14/2015 3:55 PM
157	Alternative 2 is fine with me.	3/14/2015 3:04 PM
158	No changes needed	3/14/2015 4:57 AM
159	Improve Rt #8 & John / Denny traffic constriction. By my estimation "traffic calming" measures in central Seattle have produced as many newly dangerous car-pedestrian conditions as they have solved. I support reduced speed limits in central Seattle. I have witnessed more dangerous driving & pedestrian behavior under newly constricted lanes and revised sidewalk & intersection schemes that project pedestrians further into former traffic lanes.	3/13/2015 9:18 PM
160	I would like you to keep in mind that my goal is to get to and from work as I am now and to have you not implement a plan that makes that worse. Alternative 1 fails to meet my needs. Alternative 2 meets them.	3/13/2015 5:03 PM
161	N/A	3/13/2015 4:01 PM
162	What is Alternative 2 ?	3/13/2015 2:52 PM
163	more frequent busses along rt 11	3/13/2015 2:38 PM

164	In general improve public transit so more people find it an attractive alternative to using their cars.	3/13/2015 1:01 PM
165	Wi-Fi on buses	3/13/2015 12:38 PM
166	More frequent service, longer hours of service.	3/13/2015 9:53 AM
167	Increase frequency of neighborhood routes to the light rail. Alt 2 is the only plan that makes sense to move people from neighborhoods onto the main routes in a city that built transit with the concept of not having park and rides. Routes 25 and 43 are vital links to my neighborhood.	3/13/2015 7:34 AM
168	Increase services on routes that serve schools, such as Stevens, Holy Names, St Joe's, etc.	3/12/2015 10:17 PM
169	What if you take an incremental approach? Why do you need to risk making changes BEFORE you know what transit users like? dislike? Why not wait until AFTER the light rail is running, then consider the travel patterns with light rate, instead of trying to predict transit users behaviors/likes/ dislikes? Computer models are notoriously wrong and why upset us for no reason, other than your theories?	3/12/2015 9:05 PM
170	It would be great if one could transfer between light rail and bus lines without additional costs. In many cities, this is a reality.	3/12/2015 8:43 PM
171	Improve 12th Avenue Service, current Metro destinations in CD/Cherry Hill are practically useless. I choose to walk or other transit modes 99% of the time.	3/12/2015 7:43 PM
172	Light rail service is essentially a north-south benefit. The concern for those of us who live outside that corridor is how to get service across or to the north-south corridor.	3/12/2015 4:06 PM
173	Ditch it. Alternative 1 is better.	3/12/2015 2:37 PM
174	n/a	3/12/2015 2:23 PM
175	- Eliminate the 38 dogleg at Yesler/23rd/Jackson. Just do it already! - Flip the 10 and 12 between 15th and 19th: 10 to 15th via Madison/Marion, 12 to 19th via Pike Pine.	3/12/2015 12:45 PM
176	I would implement the route 8 connection to light rail station; and maintain 11	3/12/2015 10:57 AM
177	The route 11 current "shuttle" schedule is inadequate; the busses cannot stay on time. Simply add vehicles to maintain reliability. Turn-around time downtown is very slow - perhaps turn around on 5th or 6th rather than on 2nd Ave?	3/11/2015 10:13 PM
178	Don't know.	3/11/2015 6:52 PM
179	I'll use the link light rail to the airport IF there are other people on the platform. The only time I tried it to see what it was like, mid-morning from Mt Baker, it was quite scary as there wasn't a soul around except for a couple young men loitering on the pedestrian bridge over Rainier.	3/11/2015 3:39 PM
180	New light rail service is great if you live within walking distance of a LR station. Stop trying to force those who can't walk that far to suffer through a connection.	3/11/2015 1:04 PM
181	Maintain the 19th, boyer and lakeview at some level, and do more alternative 1 realignments...the 43 is pretty worthless in the new light rail world, but north cap hill/montlake/arboretum connections to central cap hill are important, because there are things to do, eat and drink there, and nothing in those other spots.	3/11/2015 11:39 AM
182	Expand service on the 9 to include evenings and weekends. Ensure that the 49 continues as the 7.	3/11/2015 10:50 AM
183	Give up the idea that Link Light Rail is improving public transport options for the Montlake community. Continue to assume that older Montlake riders rely on buses and need regular options to get around the city.	3/11/2015 10:33 AM
184	I don't know enough about this plan. The Transit Blog has only covered Alternative 1 in detail	3/11/2015 10:26 AM
185	Nothing	3/11/2015 7:53 AM
186	Definitely take out the route on 19th and increase frequency on other routes. In general, spacing stops more than 2-3 blocks apart, say 5-7, would speed up travel and not be that much longer to walk.	3/11/2015 5:45 AM
187	more frequent service	3/11/2015 2:38 AM
188	keep #11 on madison east to west end.	3/11/2015 12:53 AM
189	Improve transit (and frequency) to light rail stations to maximize light rail usage. Reducing access to light rail will not optimize usage.	3/10/2015 9:27 PM
190	I would not force riders to walk through high crime areas along 23rd and Madison.	3/10/2015 7:39 PM

191	Alternative 2 is not worth considering.	3/10/2015 7:03 PM
192	Direct route between central district and madison valley to the downtown shopping district. These are in-city neighborhoods that are only a few miles from downtown & it would be ridiculous to not be able to get directly to the downtown shopping district quickly and efficiently without the need for transfer.	3/10/2015 2:58 PM
193	I wouldn't implement Alternative 2	3/10/2015 2:45 PM
194	Service on Denny Way still needs to be improved with or without frequency changes.	3/10/2015 2:35 PM
195	43 needs to come more frequently - Light Rail does not preserve local neighborhood access, which is what I use.	3/10/2015 2:21 PM
196	A	3/10/2015 2:04 PM
197	Alternative 2 is terrible, making no substantive improvements and cutting frequency on the 43.	3/10/2015 1:20 PM
198	Not sure.	3/10/2015 10:52 AM
199	The idea of cutting back Route 25 to eliminate the redundancy with other routes is a good idea but doesn't go far enough. The infrequent service alone prevents it from being successful. There is no reason for it to have to go all the way downtown as this duplicates many other routes. The critical gap in service it should provide is as a neighborhood circulation route to the nearest light rail station. It could instead be operated as a small van route, operating as a continuous shuttle clockwise around Portage Bay, helping both residents and UW students, visitors and faculty easily reach the UW light rail station as the majority of such people are further than the half mile walking distance to the station.	3/10/2015 9:15 AM
200	I would keep it about the same, maybe increase the reliability of the 8, and maybe split the 48 in the University District and electrify the 48 from about 15th ave NE and NE 45th st to Mt. Baker Transit Center.	3/9/2015 8:53 PM
201	No idea	3/9/2015 5:59 PM
202	I'm not sure I can; I think the main problem with Alternative 2 is that some of the routes are prone to congestion at peak and other traffic issues that LINK avoids and has unnecessary redundancy with the new route.	3/9/2015 5:41 PM
203	the basic idea sounds great	3/9/2015 5:36 PM
204	On the #25 route, do not reduce the frequency of the buses which are now once per hour! And add Saturday hourly service.	3/9/2015 4:28 PM
205	I really can't make a recommendation on this.	3/9/2015 4:08 PM
206	Choose certain routes that see the most service e.g. 43 which is frequently full and make those more frequent.	3/9/2015 3:22 PM
207	refer to my previous responses	3/9/2015 3:09 PM
208	Probably look at the 43 & 48 services and see how to combine or merge the efforts without taking away a bus. Maybe make the 43 less frequent or turn into a 48 when it gets to 23rd.	3/9/2015 2:53 PM
209	As I said above, the No 8 route, as currently configured, would connect with Light Rail at Broadway and John.	3/9/2015 2:44 PM
210	Definitely need connection to Link Light Rail from Madison Valley and Madison Park. This is important and would increase the amount of people who would use transit.	3/9/2015 2:35 PM
211	More frequent service on Route #8.	3/9/2015 1:31 PM
212	Make no cuts to the 43. At least keep options for a stop at the light rail station	3/9/2015 1:17 PM
213	If you want to use light rail more we need more parking at light rail or more busses from Park-N-Rides to light rail.	3/9/2015 9:13 AM
214	Scrap it and do Alternative 1.	3/9/2015 6:38 AM
215	establish direct bus connections from eastside to major hospitals in downtown seattle	3/9/2015 5:47 AM
216	Drop 19th ave! there are other options.	3/8/2015 8:34 PM
217	Consider park and rides at the station. Consider bicycle park and rides at the station. Consider it to be one of a series of sunbursts, radiating traffic into the adjacent community. Consider how trashy and unkempt Broadway is right now - it is going to need a big boost for people to consider this to be a desirable destination. More policing, more MID-like cleaning and efforts at increasing the civility of that part of Seattle.	3/8/2015 6:31 PM
218	Keep 8, but terminate at 23rd and Jackson	3/8/2015 5:09 PM
219	Keep 11 or merge it with the madison street rapid ride Make 8 higher frequency option	3/8/2015 4:32 PM

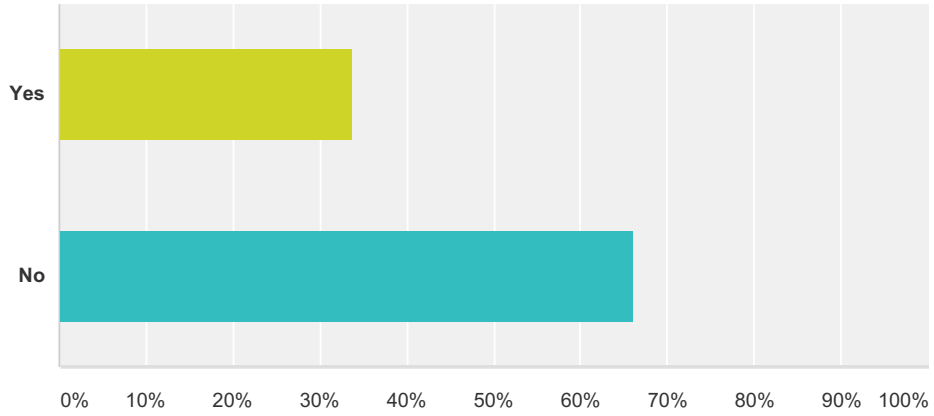
220	Make it look more like Alternative 1	3/8/2015 4:14 PM
221	Service that follows exactly the line of link is excess ie southern route of 8. if cut 66 there would be no route to east side of SLU which services the Cancer Care patients, Plymouth's low-income housing for disabled and disabled veterans, not to mention the tourists going to REI and workers to tech and amazonia.	3/8/2015 3:04 PM
222	Too much redundant, overlapping service, like Routes 43 and 48.	3/8/2015 12:37 PM
223	One way you could improve Alt 2 is to incorporate some of the improvements suggested in the other alternative for the #8. I think we can keep the #11 AND improve the #8.	3/8/2015 10:34 AM
224	No Comment	3/8/2015 3:33 AM
225	Make 25 go up Lakeview to Boston, then down 10th to Roanoke and Harvard to Boyer to UDist to serve North Capitol Hill/Seattle Prep students and U students renting on North Hill.	3/7/2015 7:58 PM
226	Just be sure, if you discontinue the 9X that the link rail follows the same route. People from N. Capitol Hill need to get to the hospitals without having to transfer too often.	3/7/2015 6:53 PM
227	Most of the changes are ok for Alt 2, and I would still combine 8 & 11 to make the better West-East route, and maybe keep Pike/Pine the same, except consider extending either 10 or 12 to be the new Madison Valley extension instead. Right now there are too many buses on Madison that follow the same route to a point. One is fine as long as its frequent and connects with everything. Pike/Pine however could use same or more routes.	3/7/2015 5:08 PM
228	safety walking to/from & a place to park once i get there....none of these routes are within walking distance for me.	3/7/2015 2:20 PM
229	Just focus on making Route 8 more frequent during peak hours.	3/7/2015 11:58 AM
230	n/a.	3/7/2015 11:04 AM
231	Bringing in any actual changes from Alt. 1 would be an improvement.	3/7/2015 10:46 AM
232	Given that most of my frequent travels are on the improved section as show in question 12, it appears to work well for me specifically.	3/7/2015 9:46 AM
233	Scrap it for something more like Alternative 1.	3/7/2015 8:06 AM
234	Make it look more like Alternative 1	3/7/2015 7:52 AM
235	keep #8 and #10 same	3/7/2015 3:57 AM
236	Make the 49 and 8 more frequent.	3/7/2015 1:08 AM
237	Resources freed up, by shift of passengers from NE to Broadway rail station, should be allocated to connecting the Capitol Hill / Central areas more directly to other parts of the city.	3/6/2015 11:43 PM
238	Either have new bus routes from the Station on Broadway or leave either the 12 or the 43 AND service up and down Madison.	3/6/2015 10:41 PM
239	split route 8 at Madison	3/6/2015 10:26 PM
240	Keep more coverage and add connections to light rail.	3/6/2015 10:24 PM
241	Wait for data on actual usage before making changes. As I state above in relation to Alternative 1. I only want very minor changes in advance of light rail launch on Capitol Hill as you don't have enough data. And Alternative 2 is less extreme.	3/6/2015 8:27 PM
242	As before, I fundamentally disagree with the premise of Alternative 2. Regardless, I do think it's possible to do better while still aiming for the same goals: - Same comments about beat frequency. - Delete the 43, and bring back the 47. If the 47 is running, then the 43 has no unique stops, meaning that it does not meaningfully improve the coverage of the proposed network. Bringing back the 47, on the other hand, would greatly increase coverage. - Merge the 49 with the 9. This would not sacrifice any coverage (since the 49 has no unique stops west of Broadway), and it would simplify the network, while also improving connections to Capitol Hill Station.	3/6/2015 8:16 PM
243	stop the gentrification of capitol hill ....so I would keep the reasons I go there to begin with.	3/6/2015 8:08 PM
244	I would use alternative 1.	3/6/2015 8:05 PM
245	increase frequency of #8 and make it run later	3/6/2015 7:44 PM

246	Make it like Alternative 1	3/6/2015 6:54 PM
247	I can't think of anything.	3/6/2015 5:55 PM
248	Na	3/6/2015 5:42 PM
249	1) Add a 545 stop at the I-5 onramp and remove the dogleg. 2) Build a Denny Way aerial cable car to replace or augment 8 service.	3/6/2015 5:26 PM
250	Focusing on regular and more frequent service along main corridors	3/6/2015 5:16 PM
251	Find some way to make routes more frequent. Split the 8.	3/6/2015 5:13 PM
252	Can't tell if route 43 stops at Husky Stadium - I think it could (rather than going up to 15th Ave NE).	3/6/2015 4:59 PM
253	Make a bunch of changes that make it more like Alt 1.	3/6/2015 4:56 PM
254	Realistically, I don't think holding onto the 12 really makes sense. I'd rather see the 12 replaced with more frequent service on the 10, 8, and 43. It would also hopefully allow for the sidewalks to be widened on 19th Ave E, which could make it a much more pedestrian-friendly street.	3/6/2015 4:44 PM
255	More frequent service on #8 and more service on Pike/Pine.	3/6/2015 4:32 PM
256	Make it more like alternative 1, but keep access to boyer Ave/montlake community center.	3/6/2015 4:30 PM
257	Increase frequency of service to be comparable with Alternative 1, even though I know it's not feasible.	3/6/2015 4:18 PM
258	No feedback.	3/6/2015 4:04 PM
259	Yeah, so I'd mostly keep Alt.1 but with the connector between 24th and downtown that I suggest. Sort of a bit of a combination between Alt 1 and Alt 2 is definitely needed in the capitol hill area.	3/6/2015 3:56 PM
260	Direct service from Madison Park on it's same route as today, but provide 20 minute service all day long!	3/6/2015 3:56 PM
261	?	3/6/2015 3:48 PM
262	Keep the terrain in mind whenever thinking of consolidating lines. In flat areas, walking is a lot less taxing.	3/6/2015 3:45 PM
263	Keep the idea from Alternative 1 of terminating express buses at LINK stations (e.g. SR-520 buses terminating in the University District), but keep Alternative 2's retention of local connections to the routes.	3/6/2015 3:43 PM
264	Don't Know. Isn't that your job?	3/6/2015 3:42 PM
265	Consolidate more routes to increase frequency on major routes.	3/6/2015 3:20 PM
266	I can't improve A2, but can recommend and advise the selection of A1. However, the Madison corridor issue is one I think needs to be addressed by consolidation and simplification.	3/6/2015 3:19 PM
267	No input	3/6/2015 3:13 PM
268	Give the Central Area a linking bus to the light rail that doesn't go all the way into Madison Valley like the 8 does (or all the way down to Rainier like the 48 does). We need a direct bus that goes from 23rd and Jackson to Capitol Hill! Give us a direct, quick bus that is reliable and doesn't take forever to get downtown. When I catch the bus on the weekend from Downtown to the Central Area it can take an HOUR to get home.	3/6/2015 3:08 PM
269	See item 11.	3/6/2015 2:54 PM
270	the 8 is CLEARLY an issue (aka the L-eight) but it's a lifeline - I know it's unreliable but that's partly due to a total lack of service during non-peak hours and the fact that it covers a massive stretch of land - the only way to solve that sounds like combining FREQUENT routes, or just sucking it up. There just isn't another equivalent to connect the Hill to the southeast end.	3/6/2015 2:51 PM
271	I'd still axe the 12, since there's sufficient supplemental service nearby, and pour the benefits into increasing the 8 frequency.	3/6/2015 2:49 PM
272	Maintain or add more frequent service along 23rd Ave E or MLK for N/S trips	3/6/2015 2:41 PM
273	extend the 10 down to 19th.	3/6/2015 2:36 PM
274	Again, I just do not see the benefit in trading 43 and 12 service for more 8 and 48 service. When NorthLink opens, I could maybe see getting rid of the 43 since Link would serve two of the major stops around UW for the 43. But until then? Absolutely not.	3/6/2015 12:22 PM

275	See Alternative 1 for some GREAT ideas!	3/6/2015 11:58 AM
276	More frequent 11 service, break the 8 at MLK in Madison Valley and extend to Madison Park.	3/6/2015 11:54 AM
277	If you keep Route 25, perhaps have it offer a direct connect through Capitol Hill also via Lakeview Avenue E.	3/6/2015 11:02 AM
278	Delete the 43. If the 49 is staying on Pike/Pine, then cut back the 10 to turn north on Broadway and use the old 9-Local's terminal wire. Don't send it downtown - the objective is coverage, and this is retained via a connection with Link. The 49 can be the heavy lifter on Pike/Pine.	3/6/2015 10:27 AM
279	I think it does that. I just hope people understand that the trade-off here is a few blocks of walking for significantly less convenient bus service. Personally, I would choose to walk the extra couple blocks every time.	3/6/2015 9:34 AM
280	Include the 8/11 thing from Alternative 1.	3/6/2015 9:29 AM
281	I'd opt for Alternative 1.	3/6/2015 8:50 AM
282	Maybe have the 11 swing up Broadway towards/past the light rail and then go either downtown via Olive, or duplicate the 8 towards Seattle Center?	3/6/2015 8:42 AM
283	Truncate the 10, 11, 12, 43, and 49 at CHS. Split the 8. Add a new circulator route on Pike/Pine between Westlake and CHS.	3/5/2015 11:57 PM

Q24 Would you like to give us feedback on changes being considered for the Eastside, including service that travels on State Route 520 and State Route 522?

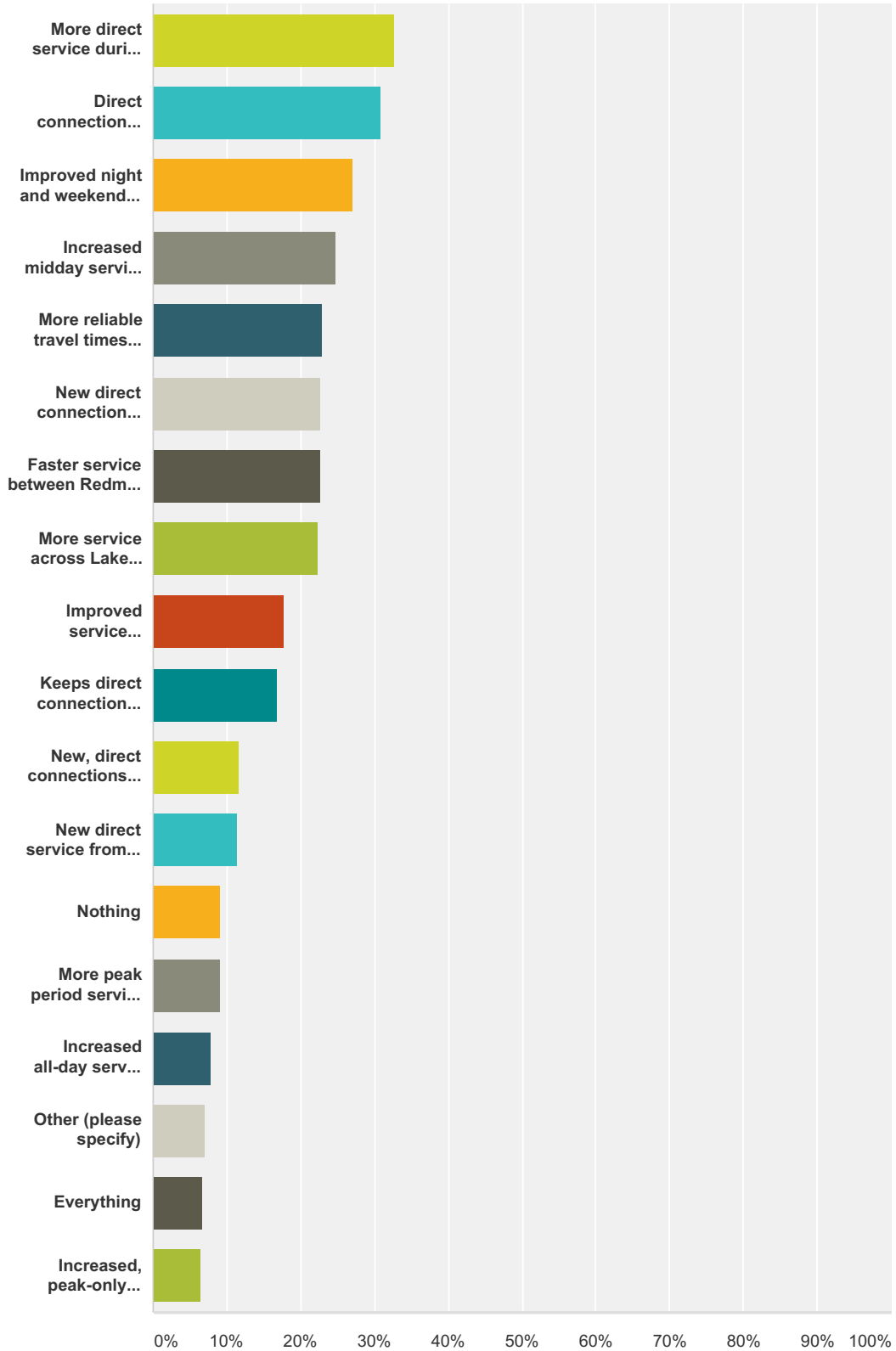
Answered: 4,107 Skipped: 2,452



Answer Choices	Responses
Yes	33.87% 1,391
No	66.13% 2,716
Total	4,107

**Q25 What do you like most about
Alternative 1 on the Eastside? (choose up
to 10)**

Answered: 1,165 Skipped: 5,394



Answer Choices	Responses
More direct service during peak shoulders (on either side of peak periods) from Redmond to downtown Seattle to help address overcrowding (concept for Route 545)	32.79% 382

Direct connection between downtown Kirkland, the University of Washington, Link light rail at the new University of Washington Station, University Village, and Seattle Children's Hospital (concept for Route 255)	30.90% 360
Improved night and weekend service between Eastgate, Bellevue, and the University District (concept for Route 271)	27.04% 315
Increased midday service between Redmond, the University of Washington, the UW Medical Center, and the University District (concept for Route 542)	24.89% 290
More reliable travel times between Redmond and the south end of downtown Seattle, via a connection to Link light rail (concept for Route 542)	22.92% 267
New direct connection between Eastgate, Bellevue, Ballard, Greenwood, and Green Lake (concept for through-routing routes 45 and 271)	22.83% 266
Faster service between Redmond and Seattle Children's Hospital via a transfer to frequent bus service at Husky Stadium (concepts for routes 65, 255, 542, and 545)	22.66% 264
More service across Lake Washington from downtown Kirkland (concept for routes 255 and 256)	22.32% 260
Improved service frequency between Bothell, Kenmore, Lake City, and the University District (concept for Route 372)	17.77% 207
Keeps direct connection between downtown Kirkland and downtown Seattle during peak commute times (concept for Route 255X)	16.82% 196
New, direct connections between South Lake Union, Woodinville, Totem Lake, and Kirkland (concept for Route 311)	11.76% 137
New direct service from Bear Creek Park-and-Ride to the University of Washington and Link light rail at the new University of Washington station (concept for Route 542)	11.42% 133
Nothing	9.27% 108
More peak period service across Lake Washington from the Woodinville Park-and-Ride, Brickyard Park-and-Ride, and Totem Lake Freeway Station (concept for Route 311)	9.18% 107
Increased all-day service to Issaquah Highlands (concept for Route 207)	7.90% 92
Other (please specify)	7.12% 83
Everything	6.70% 78
Increased, peak-only service across Lake Washington from Houghton Park-and-Ride (concept for Route 540)	6.52% 76
Total Respondents: 1,165	

#	Other (please specify)	Date
1	It is not clear if the plan takes I to consideration people who need to catch the 271 in montlake at 520	3/31/2015 4:47 PM
2	more service on Mercer Island and to connect to light rail	3/31/2015 10:26 AM
3	Issaquah to the UW station? There are a lot of us in BELlevue and Issaquah who would use this service.	3/30/2015 8:54 AM
4	More peak service for route 167	3/30/2015 8:42 AM
5	I really hope you are not going to bypass the Kirkland Transit center with peak only 540 route	3/30/2015 7:50 AM
6	more direct service from Bothell to Bellevue	3/28/2015 2:55 PM

7	Would like to see a bus stop on Hwy 520. That you can walk to South Kirkland Park and Ride(Like evergreen pt and 68 st)	3/27/2015 1:23 PM
8	I *MIGHT* have a chance to get a seat on the bus (311) if I can queue up before the crowds of downtown folks arrive on the train, but I'm not optimistic	3/27/2015 1:03 PM
9	Maybe, and I mean *MAYBE* I'll have a chance to get a seat on the bus (311) before the downtown folks arrive for their connection up to Totem Lake. I usually have to stand if I catch the bus at Montlake on 252, 257, 311, or 255 during peak hours. Right now, if I want to reliably have a seat, I still have the 277 option (deleted in future for all options) Frankly, that's about it for those of us traveling between UW and Kingsgate.	3/27/2015 12:34 PM
10	Route 372 must be preserved and improved. The riders on that route have no alternatives with no light rail coming to that area. Route 540 must be preserved, and extended up to NE 116th. Right now it originates in downtown Kirkland, and it has no parking!	3/26/2015 4:17 PM
11	direct connection from Kirkland to Roosevelt off 45th in the University District	3/26/2015 3:30 PM
12	There are a lot of health care workers trying to ride transit to Seattle Children's hospital from Kirkland and the number of connections is prohibiting that from being a viable option for transit on a regular basis.	3/26/2015 9:18 AM
13	direct bus from Bellevue to Seattle Childrens Hospital	3/26/2015 8:56 AM
14	service from south kirkland park and ride to Seattle Children's. More frequently leaving from both areas.	3/25/2015 6:12 PM
15	Direct route to Seattle Children's from north end of lake washington (bothell park and ride or kenmore park and ride)	3/25/2015 2:43 PM
16	Absolutely need to improve 542 frequency and reliability of service. Please extend 542 service hours past 6:30 as last departure time from Seattle to Eastside. This is forcing dozens of passengers to 545 which doesn't even stop at Montlake and 520 due to overcrowding. We are being asked to wait up to 1 and a half hours to get on a bus heading to the Eastside. This is absurd.	3/25/2015 1:26 PM
17	Direct connection to Seattle Children's would be great.	3/25/2015 1:15 PM
18	Pls consider a direct express route for those us who live in Issaquah.	3/25/2015 12:59 PM
19	Direct Route 255 connection to Husky Stadium and other UW sports venues.	3/25/2015 11:32 AM
20	I don't want to change buses and take the risk of standing for half my trip	3/25/2015 8:13 AM
21	I don't want to have to xfr to light rail. it will add to my already long commute time.	3/25/2015 8:12 AM
22	I don't want to have to xfr to light rail. it will add to my already long commute time.	3/25/2015 7:54 AM
23	Improved service on the 372, only if more stops are added between Lake City Way and 25th Ave. NE.	3/24/2015 1:20 PM
24	weekend, midday 542	3/24/2015 11:51 AM
25	again, need more parking for commuters, currently Redmond TC parking is full after 7:15am as well as Bear Creek P & R. parking facilities or lots need to be expanded.	3/24/2015 9:39 AM
26	Other than potentially improving the nightmare that the 255 is currently, I think this option is absolutely terrible.	3/24/2015 7:47 AM
27	I'd like rapid ride added along Rt 202 between Woodinville & Redmond Transit Center --- Rt 202 is extremely crowded during office hours. You also need to improve crosswalks and bus stop locations along Rt 202	3/23/2015 5:14 PM
28	Why is direct service to Children's Hospital a priority?	3/23/2015 10:25 AM
29	PLEASE give us back our 243!!!	3/23/2015 9:43 AM
30	This isn't a territory I know that much about, except parts of 522	3/23/2015 8:26 AM
31	My primary concern is my daily (direct) commute from the Kirkland Transit center to Westlake (Seattle)... I don't see any other place to put this so I'll add it here. One frustration about using the LightRail to go to SeatTac is how early the bus system shuts down. When your flight lands at 11 pm and you have to pick up baggage, get to Westlake and hope to catch a bus, it's just too late. Most city's run some bus service till 1 am or so.	3/22/2015 6:11 PM
32	I could use more frequent and off-peak travel on 255 via 108th in Kirkland to commute for work. But it does not outweigh my other concerns for Alternative 1	3/22/2015 4:21 PM
33	increased number of trips for 311	3/20/2015 6:04 PM

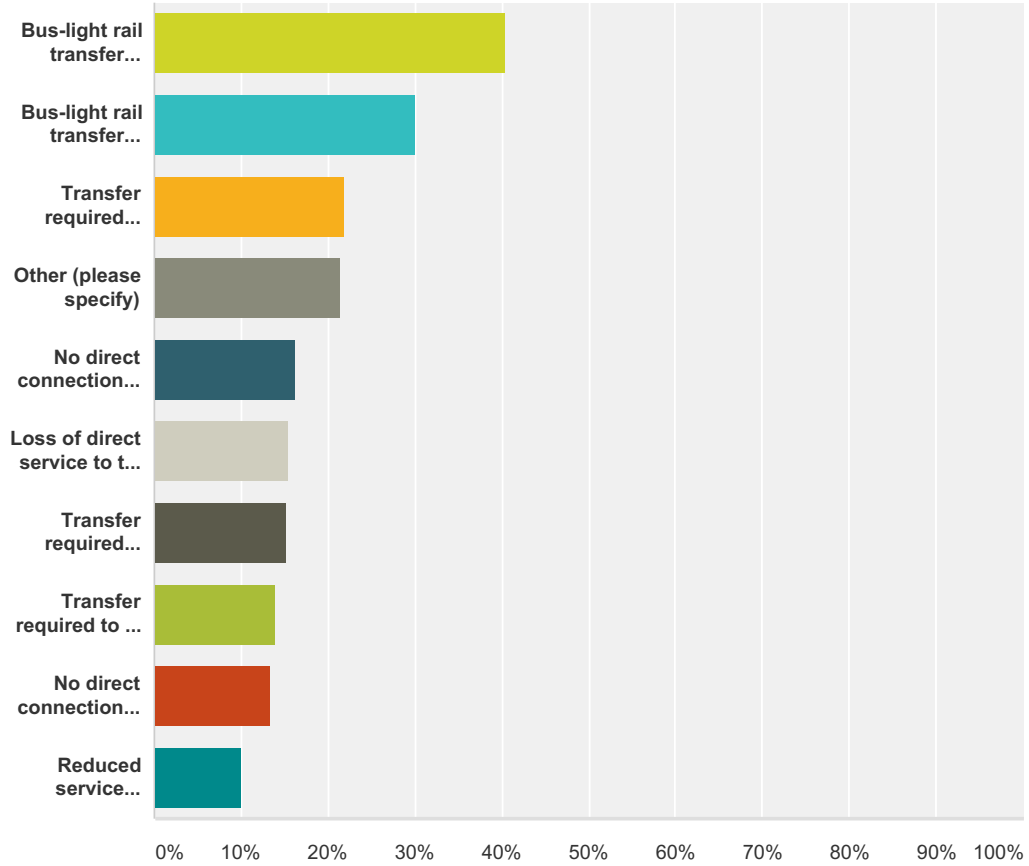
34	This is not a time saver, this would add on at least 30 minutes to my commute. I only live 15 miles from downtown Seattle. You're taking away the only express bus from the Brickyard PNR. Quit catering to Google and Amazon. I'm furious and so are the other 311 riders	3/20/2015 1:35 PM
35	I read the description of the two alternatives but didn't see this level of detail to be able to answer differently, specifically about route 271.	3/19/2015 3:55 PM
36	If we could moves the bus stops on NE 40th ST and NE 51st Street to lower level (similar to 92nd AVE) would save 10-15 minutes by avoiding the traffic.	3/19/2015 10:40 AM
37	Please keep the 545 running through there. Sorry i have to repeat this because this is the only way i get to work and i don't drive. I'd greatly appreciate it. You guys do great work but i'd love that you keep the 545 going from Overlake Transit Center in Redmon to Downtown area etc.	3/18/2015 10:26 PM
38	Kingsgate park and ride to university	3/18/2015 4:18 PM
39	I shouldn't have picked this but I don't seem to be able to go back.	3/18/2015 1:39 PM
40	Services have gone so useless, After over 25 years of using buses, I'll be driving from next month and canceling my bus card.	3/18/2015 1:35 PM
41	Not perfect. The 265 was perfect. Taking the 265 that went up First Hill is sorely missed.	3/18/2015 12:50 PM
42	For Route 271, Alternative 1 is by far the better choice. Please, let's start using Alternative 1. Thank you.	3/18/2015 12:45 PM
43	In general, the ability to transfer buses from/to different destinations on either side of the lake at the 520 freeway stops, made possible by good service frequency.	3/18/2015 12:12 PM
44	Please consider adding additional routes from Redmond, including Overlake Park & Ride, to UWMC. I take 3-4 buses instead of just 2 to get home now that the Metro 250 route has been cancelled.	3/18/2015 11:43 AM
45	I take route 311 from Brickyard; I work in lower Queen Anne. Alternative 1 would require me to take to THREE (3) different buses/trains, and more than likely MORE than DOUBLE my commute time both coming in to work and returning home. I already have an hour and a half commute each way. Is this proposal Metro's way of saying "stay on the Eastside; we don't want you here"????	3/18/2015 10:07 AM
46	Increase auto capacity	3/16/2015 4:09 PM
47	Hate that you are making my commute from Maple Leaf to Redmond take longer	3/16/2015 12:36 PM
48	Ballard Redmond link	3/16/2015 12:04 PM
49	Less frequent stops at 51st street is undesirable.	3/16/2015 11:50 AM
50	Connect Ballard and Redmond not just Bellevue	3/16/2015 11:44 AM
51	I live in Fremont and, in general, in northern seattle, getting to Redmond/East side requires taking a very inefficient v-shaped trip down to downtown seattle and then back up to 520 or hopping on several buses that would attempt to take you in a straight(er) line home but in all likelihood will take longer because you missed a connection (ex - 542 -> 44 -> 16). Would be great if we could fix that!	3/16/2015 11:38 AM
52	More buses going across the bridge to carry bikes	3/16/2015 11:36 AM
53	The fact that bus 256 is only planned to be a rush hour bus and that there's a need to detour to UW to be able to get downtown (and home) using the new tram line: "To downtown Seattle, use Route 256 during peak periods or transfer to Link light rail at University of Washington Station."	3/16/2015 11:14 AM
54	255 is the only bus that frequently connects Kingsgate and Downtown Seattle. Why change the 255 Route to Children's Hospital? Create a new service from the Eastside to the University. Changing buses during the travel to Downtown Seattle adds more time. We need frequent all-day service between the Eastside and Downtown Seattle! You proposal will create slower connection from the Eastside to Downtown Seattle	3/16/2015 7:20 AM
55	This hard to understand on what you are trying to do with the buses. Where is the Rt. 277?	3/13/2015 6:21 PM
56	Woodinville Park and Ride has space to park if you delete route from Bothell UW and Woodinville PR, there are no space to part on Bothell UW.	3/13/2015 1:28 PM
57	More transfers are not an issue for me if the service is more reliable & I don't risk standing on a corner for half an hour or more by missing a tight connection.	3/13/2015 10:26 AM

58	We need a bus from Kirkland to Seattle to run as late as midnight. 11pm is too early. sometimes I get off work at 11pm in kirkland	3/12/2015 9:26 PM
59	I don't understand the proposed changes to 545 included in this text: Keep existing alignment and convert span to two-way extended peak-period-only service. AND even in the text above.	3/12/2015 5:29 PM
60	More space at the Kenmore park and ride! It's frequently full. Buses from this area are always full, and standing room only. Better service to NE Kenmore. NE Kenmore to South Lake Union = 2 transfers and likely 1.5 hours each way. It's faster to be drive in a SOV than take the bus.	3/12/2015 3:54 PM
61	Do not eliminate the Montlake Flyer Stop...make it better,	3/12/2015 2:53 PM
62	Looks like Woodinville gets neither new or improved service.	3/10/2015 10:15 PM
63	South lake union for the 311? How do I get to downtown. Your concept seems to be of another world. You need to get out to Woodinville and tell us what the plan for 311 and 522 is. You have a lot of work to do	3/10/2015 10:00 PM
64	More 545 service is always better.	3/10/2015 4:35 PM
65	weekend service of 545 important, may not need 15 minute frequency but still well used.	3/10/2015 2:44 PM
66	Getting rid of the flyer stop is going to be terrible for folks who commute from the east side to cap hill, the u district etc. Today the 545 and the 542 do great work in this area. Reducing this to just the 542 is going to make what is a very easy commute into a very inconvenient commute. We need another solution for this.	3/10/2015 2:06 PM
67	peak service for the 271 should be extended from 7pm to 8pm	3/10/2015 9:26 AM
68	More service for Bothell necessary.	3/9/2015 10:04 PM
69	Opportunity to increase off-peak frequency of trips to/from Redmond and Downtown Seattle	3/9/2015 5:52 PM
70	I am not seeing direct connection between Bryant area (north seattle) and Bellevue.	3/9/2015 8:38 AM
71	I don't go to the east side very often.	3/9/2015 7:53 AM
72	More frequent service between kirkland and downtown seattle during peak and non-peak hours.	3/8/2015 3:59 PM
73	as long as this consolidation has minimal impact on cars. how is the impact to car traffic being addressed? safety getting to/from; parking at the stop location.	3/7/2015 2:23 PM
74	I commute from NE 56th and Roosevelt to and from Eveegreen hospital in Totem Lake (NE Kirkland) and the one time I used public transit it was a 3 bus two plus hour trauma - not helped by the fact that 66 was unreasonably late. I've never done it again and cannot envision transit that would work for my work schedule.	3/7/2015 12:20 PM
75	The concept of frequent all-day service between Eastgate-Issaquah-Issaquah highlands is brilliant, however as characterized for Alternative 1 principles (more frequent service), however, the details for the 207 shows far less service, going from the 30 minutes to 60 minutes, and eliminating early morning service, eliminating evening service, and eliminating weekend service, which our family of five relies on. The route is superb, but the frequency cuts would be devastating to our family.	3/7/2015 10:25 AM
76	In general, more frequent service to east side reduces car traffic and increases discretionary ridership.	3/6/2015 5:23 PM
77	I'd like to see improved service from Children's to Bellevue - is Kirkland really a priority as a destination over Bellevue?	3/6/2015 5:13 PM
78	The extra Bear Creek service is a huge winner for me, as I visit someone who lives in Outer Redmond and it's always a slog. There have been many non-peak times where it seemed like there Just Wasn't A Bus To There when trying to travel the east side. It looks like this solves some of those issues.	3/6/2015 4:14 PM
79	Improved efficiency and improved LINK ridership due to express routes terminating in University District.	3/6/2015 3:52 PM
80	Direct service Northgate to Kirkland	3/6/2015 3:31 PM
81	I would rather see routes from Redmond (545 and 542) stop at the U-District station and riders connect with the U-Link train instead of busses wasting time on surface streets in Seattle. It should provide more frequent service back and forth to Redmond if that time savings were plowed back into service on the same corridor. Having ridden the 545 for about a year in the past, I know how much time was wasted trying to navigate through pedestrian filled crosswalks and dealing with the narrow lanes along the entire downtown route. Getting on light rail where it's available is key to efficient use of our transit resources and will allow more frequent busses.	3/6/2015 3:27 PM
82	simplify routes and increasing frequency builds ridership and make use easier	3/6/2015 10:34 AM

83	Anything that reduces peak service on the 255 is nothing short of incompetent. The bus is packed at 7 a.m. and 95% of these people are going downtown not the U-District. The new 256 helps zero with this problem. In non-peak hours the commute becomes a two connection trip which will push travel times in excess of 90 minutes after evening peak. No way. This plan guarantees that I will stop using transit and drive.	3/6/2015 7:55 AM
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Q26 What concerns you the most about Alternative 1 on the Eastside? (choose up to five)

Answered: 827 Skipped: 5,732



Answer Choices	Responses
Bus-light rail transfer required to travel between Redmond and downtown Seattle during weekday off-peak hours (concept for Route 545)	40.51% 335
Bus-light rail transfer required on weekends between Redmond and downtown Seattle (concept for Route 545)	30.11% 249
Transfer required between Link light rail and bus service during off-peak commute times between Kirkland and downtown Seattle (Concept for Route 255)	21.89% 181
Other (please specify)	21.40% 177
No direct connection between Woodinville and the University District (concept for Route 372)	16.20% 134
Loss of direct service to the center of the University District and the UW campus from South Kirkland (Concept for Route 540)	15.36% 127

Transfer required between Issaquah and downtown Bellevue and the University District outside of peak commute times (concept for Route 271)	15.24% 126
Transfer required to get between neighborhoods north of Totem Lake and downtown Seattle (Concept for routes 277 and 255)	13.91% 115
No direct connection between Overlake and neighborhoods north of the University District (concept for Route 242)	13.30% 110
Reduced service frequency between Issaquah and the Eastgate Park-and-Ride (concept for Routes 207 and 271)	10.04% 83
Total Respondents: 827	

#	Other (please specify)	Date
1	Loss of direct service from Kingsgate P&R to downtown Seattle - currently this is a no-transfer ride during peak commute times	4/1/2015 1:44 PM
2	Loss of non-stop service from Woodinville to Downtown with multiple stops.	4/1/2015 1:40 PM
3	The potential slow connections at the Light Rail station, the station locations for the 271, 542, etc are WAY too far from the actual station and can require long waits at busy crosswalks. This is unacceptable for a network that is BUILT on using connections. MAKE THE CONNECTION WORK. The Seattle Transit Blog even proposed a great idea for connections at the station using a loop around the station box. Work with the UW to make these connections feasible.	4/1/2015 1:12 PM
4	I am greatly concerned if this alternative eliminates the Montlake freeway stop.	3/31/2015 11:32 AM
5	Difficulty of transfers between UW Link Station and Montlake Freeway station for 545	3/31/2015 8:42 AM
6	Lack of bus connection between Montlake and the Eastside. Please, no decreases in the 542 or the 545.	3/30/2015 9:33 PM
7	still no good connection for Sammamish...need better connection from Bear Creek Park and Ride to UW light rail and then connection to Seattle Childrens.	3/30/2015 8:50 PM
8	No guarantees about the transfer experience at Husky Stadium - it's a wonderful concept, but in execution, will we need to cross multiple busy roads and maybe miss our bus while waiting for a stoplight? Also, I'm concerned about congestion on the Montlake exit ramp	3/30/2015 5:46 PM
9	No direct route to Children's Hospital	3/30/2015 10:22 AM
10	Annual talk of cancelling route 167 even though there are plenty of commuters during peak times in the morning and afternoon - please do not cancel this route	3/30/2015 8:42 AM
11	placement of Route 255 in traffic congestion on Montlake Boulevard NE; the ST network does not get simpler in Overlake and Redmond.	3/30/2015 7:25 AM
12	Distance between bus stops and station at UW Station.	3/29/2015 9:20 PM
13	I would love a direct connection between Woodinville and Seattle Children's Hospital.	3/29/2015 1:45 PM
14	Why is the southend being ignored???	3/28/2015 10:57 AM
15	Access to bus service to Eastside from Montlake is damaged by WSDOT plans. We need connections to express service at 520.	3/27/2015 2:32 PM
16	no direct connection to downtown Seattle, already bad enough that the 265 was cancelled being the only direct line to Swedish	3/27/2015 1:13 PM

17	- There's really no benefit to anyone traveling from Totem Lake to either downtown Seattle or the U-District. The consolidation of the express routes leaving from the Kingsgate Park & Ride (252,257) with the one leaving from the freeway stop (311) means that passengers will be queuing up and arriving at a narrow platform that doesn't have the capacity to handle all of these people. I take the 311 to that stop fairly often and it's not easy to get through all of the people transferring there at rush hour. There are also stoplights and crossings there that are already quite dangerous will likely be more so since everyone parking at the Park & Ride will need to cross a couple of streets to the freeway station - The Kingsgate park & ride is already overflowing. People who took 252 or 257 aren't going to wait for a local bus to get them to the freeway stop. They're going to drive to the Kingsgate Park & Ride. It doesn't have the capacity for all of them.	3/27/2015 1:03 PM
18	- The Totem Lake freeway stop can't handle the volume of passengers that will be funneled through there if you eliminate 252 & 257 from the Park & Ride. The sidewalk there is very narrow and I have a hard time getting through other folks waiting to get on or off the buses stopping there. There are serious safety issues with the stoplights and crossings in that area as well once all of those people are rerouted from waiting/arriving inside the park & ride to that freeway stop. - I have no reason to believe that consolidating these routes into 311 will provide better service unless you add more frequency during peak hours. According to your charts, there will be an equal number or less number of peak trips once you add up the numbers for these routes (plus you have to add the deleted 277 folks) and more people will be without a seat. There are already a lot of people standing in the morning and evening on these routes between Kingsgate and downtown.	3/27/2015 12:34 PM
19	The 255 is my bus. I live in a neighborhood north of Totem Lake. Right now if I'm downtown late, I ride the 255 and then walk a third of a mile. If alternative 1 happens, I'll have to catch a 235 if it runs late enough and if I'm comfortable waiting by myself late at night or walk 2.75 miles.	3/27/2015 12:00 PM
20	No re-establishment of metro route 265. It used to serve daily commuters to Seattle from 148th Avenue and Bellevue/Kirkland.	3/27/2015 11:32 AM
21	Connection convenience between buses like the 545 and 542 and the Link. I think transferring to the Link has tremendous potential to improve the commute from the Eastside to downtown and especially to the ballparks as long as the transfer mechanism is convenient. If the bus drops off at the U-Link station this would be a great success, but if it drops off a half mile away under the freeway or even a few stoplights away I wouldn't be inclined to take it.	3/27/2015 11:13 AM
22	nothing	3/27/2015 7:21 AM
23	Compared to 545, ridership on 542 is abysmal. It makes no sense whatsoever to cancel 545 off-peak hours and have people switch to 542. Instead, you should extend the peak hours of 545 to at least until 9.30 and have it even more frequent around 8-9AM, as well as 4-6 PM, by cancelling 542 completely and using those buses to support 545 better during peak hours. 542 riders can take the more frequent 545 and transfer over on Montlake to UW and probably go to their destination faster than what 542 offers. I don't understand why 542 goes as far as Greenlake as I anticipate less than 5% of its ridership uses that to go to Greenlake from Redmond.	3/26/2015 10:04 PM
24	311 no longer going straight downtown	3/26/2015 5:22 PM
25	Route 372 must be preserved and improved. The riders on that route have no alternatives with no light rail coming to that area. Route 540 must be preserved, and extended up to NE 116th. Right now it originates in downtown Kirkland, and it has no parking! Kirkland, and it has no parking!	3/26/2015 4:17 PM
26	It takes up to three transfers for me to get to work at Seattle Children's. It would be so incredibly helpful to eliminate a transfer for my bus route to work. It would also encourage me to ride the bus more frequently knowing that it shortens the amount of time that it takes for me to get to work by reducing a transfer or two.	3/26/2015 2:01 PM
27	no express route across I90 to Seattle from Eastgate P&R - I do use this connection to access downtown Seattle (Uwajimaya and Westlake center) and would consider connecting to light rail in the bus tunnel to either go to the airport or the UW	3/26/2015 11:16 AM
28	I use the 540 from south kirkland to the UW, and my kids do as well. They can walk to stops on 108th Ave NE. It will be a major inconvenience if the 540 is moved to the Houghton P&R, because we can't realistically walk there from our house.	3/26/2015 10:34 AM
29	Eliminating the 252 and 257 will put too much pressure on the 311. If you want to remove both of those buses there should be a 311 that runs at least every 5 minutes during peak hours as all three already have double buses that usually full, often with standing room only. The 311 currently runs a double bus in the morning and many of the buses in the afternoon are only single short buses with everyone packed in like sardines. It seems that you would run the same size buses in the afternoon that you run in the morning, as the same number of people that are going to Seattle in the morning will be coming back at night. I get on at 520 and sometimes the afternoon bus just drives by because there is no room. If you try to combine 252, 257 and 311, it will be an even bigger mess without seats for all the passengers.	3/26/2015 10:33 AM

30	More Seattle Bellevue options needed	3/26/2015 10:22 AM
31	As a commuter from Totem Lake Freeway Station to UW who walks to the bus, I am concerned about the volume of people currently coming into Seattle on 311, 252 & 257. I usually end up standing on the bus and several times have gotten left at the stop by a full bus. Same in the evenings, sometimes worse because while articulated buses come into Seattle in the AM, regular sized buses go out in the evening. Any changes are going to have to have the capacity to to accommodate the current volume plus more.	3/26/2015 10:08 AM
32	Route 252 is not mentioned but for years it has been the preferred commute to Seattle as it is an "express" bus. Transfers are no where near "express."	3/26/2015 9:57 AM
33	No direct connection between Bellevue & Seattle Childrens Hospital	3/26/2015 8:56 AM
34	The main concern is the cancelling of the 257 and 252 route. This will add pressure to an already overcrowded Kingsgate corridor. The Kingsgate P&R is full by 7:30 am, so where will the current riders of 252 and 257 park? 311 is not an viable option as there is no good connection between the freeway stop and the P&R (all riders crossing 116th at a pedestrian crosswalk where cars are speeding, not a safe alternate) and the route will be full by the time it reaches the Totem Lake Freeway stop. For increased connection to Link 311 could stay as proposed without cancelling 252 or 257; these routes need to be maintained.	3/26/2015 8:47 AM
35	THREE transfers to go from Kingsgate to downtown Seattle? You must be joking! That would end my use of transit and put me back in my car.	3/26/2015 7:33 AM
36	Reduced frequency of an option of U-District or Seattle Children's area to Eastgate/South Bellevue which the ride takes long up to 2 hours would not be good for me and my co-workers that I know that also live in my area. We are already sometimes willing to do it sometimes in the interest of using an alternative commute mode, saving money and the environment. We'd use it even less if that option reduced.	3/26/2015 7:14 AM
37	No direct route from Bothell to SCH. Multiple transfers required	3/25/2015 2:43 PM
38	No direct express route for those in Issaquah	3/25/2015 12:59 PM
39	What park and ride available to park our car coming from Sammamish.	3/25/2015 12:31 PM
40	Discontinuing express service from Kingsgate (252 & 257). This will increase my commute time even more, so I'll likely start driving more rather than making multiple transfers to reach King St. Station area.	3/25/2015 12:22 PM
41	By deleting the 257, I will need to drive to a Park and Ride to catch a bus, and parking space will be a problem. Also, I don't always have a car available.	3/25/2015 11:37 AM
42	The uncertainty about total travel time from Kirkland to downtown Seattle due to the transfer, especially for scheduled events like symphony concerts at Benaroya Hall.	3/25/2015 11:32 AM
43	Loss of the 252 route	3/25/2015 9:38 AM
44	I don't want to change buses and take the risk of standing for half my trip	3/25/2015 8:13 AM
45	I don't want to have to xfr to light rail. it will add to my already long commute time.	3/25/2015 8:12 AM
46	no direct connection between Woodinville and downtown Seattle. also, the likelihood of increased time need to commute to work. this might be more efficient for Metro but it's less efficient for the rider. who should benefit from efficiency?	3/25/2015 7:40 AM
47	Removal of direct connection between North Kirkland/Kingsgate and downtown.	3/24/2015 8:47 PM

48	Concern 1: You're taking my very simple commute (take one bus from the Kingsgate park and ride to downtown, then walk - 311 concept) and potentially adding TWO transfers. That REALLY sucks and I'm going to have to seriously consider alternatives (driving). I get off at Westlake, and it's already pretty far from there to my office. The end of the light rail is even farther, and I would probably want to try to take a bus on that end. Plus there's the transfer to the light rail in the first place. Concern 2: One of your goals was: "Takes the uncertainty and pre-planning out of choosing to ride. Riders would know where to go to catch the bus and would not have to worry about when the bus is coming." I already have this with routes 252/257/311 - I go to the bus stop, wait for one of those, and then get on. I feel like you're taking this away from me since if I'm reading the charts correctly (wtf does 22/22 trips mean? 22 minutes?) the time between buses is increasing? and I might have to start paying attention to that. Concern 3: Please please please do not reduce peak bus service on the new 311 route. As I said above, I'm not sure what 22/22 trips means, but it seems like it might be less than the 3 buses original service (6/6 + 7/8 + 12/11 = ?? 25/25 ??). The buses are super full already during peak times (7:15am-8:00am).	3/24/2015 8:30 PM
49	When the primary eastside hub is Redmond, that doesn't help me, in Kirkland.	3/24/2015 7:39 PM
50	I do not like the changes to 255, 252, and 257.	3/24/2015 5:51 PM
51	Please keep 545 service to downtown Seattle. It appears to be the only direct route that will remain. Expanded service during peak hours is essential as buses are often overcrowded. I would also like to see a direct route from Houghton Park and Ride to downtown Seattle.	3/24/2015 5:48 PM
52	Transfer to LINK for Kirkland to downtown is a concern only because I don't trust LINK to run frequently enough in practice and to not get bogged down going through the tunnel. As an aside, 545 has so many rider who work near Stewart & Yale (Metro Park buildings)--Convention PI "tunnel" stop isn't close enough to their work.	3/24/2015 4:56 PM
53	The afternoon Overlake TC deviation needs to go away. The 271 should operate via 112th St and use the HOV direct access ramps at 108th Ave NE instead of providing local service in Medina; another route such as the 235 should be extended into Medina instead. This would speed up the 271 and also allow for same-stop transfers at the SR 520 freeway stops between the SR 520 routes; presently this is only possible at Montlake, and that opportunity is going away soon.	3/24/2015 4:25 PM
54	Still no option to get downtown quickly via 522 unless you are up at NE 125th and Lake City Way. Adding a couple more stops for people who live/work closer to NE 85th St. or so would help. The 312 is a very useful route for downtown and back, but only if you happen to be traveling in a certain direction at certain times. But a transit systems needs to work for those who are doing something other than commuting between home and work in the downtown area.	3/24/2015 1:20 PM
55	Very curious how transfers would be handled between bus and light rail. Would the fare remain the same, or would there be a significant with the two types of service.	3/24/2015 10:01 AM
56	Elimination of both the 252 and the 257 and replacing those with a 311 which requires a transfer to get to downtown Seattle is HORRIFIC! The 252 and 257 are regularly at capacity and all of us are getting off in DOWNTOWN Seattle. Not having ANY SINGLE BUS option which gets you into directly into downtown Seattle from Kirkland is a TERRIBLE design. Yes, fine, it's good to have options elsewhere. But HELLO... a lot of us still travel to the downtown core. And requiring us to now: 1) park at Kingsgate; slog over to the freeway station; wait for the bus; slog from the freeway station to the new Link station; wait again for the train; ride the Link to downtown which will drop us off BLOCKS from where the office is and into the out-of-date, land of the never-working escalators, smelling of piss tunnel stops vs. one or two blocks from the office at street level; is NOT AN IMPROVEMENT. HORRIBLE HORRIBLE HORRIBLE	3/24/2015 7:47 AM
57	Will new route between downtown Kirkland and UW cover more zones, i.e. cost more?	3/24/2015 7:01 AM
58	cutting service from kirkland to downtown seattle on the 255 is an atrocious idea. tremendously popular route that should be enhanced and not dismembered. Making riders travel deep into the u district to then transfer is a crappy way to treat Kirkland transit riders.	3/23/2015 9:14 PM
59	bus-light rail transfer required at all times between Redmond or Kirkland and downtown Seattle	3/23/2015 5:54 PM
60	Less frequent options for commuting between Kirkland and SLU	3/23/2015 5:47 PM
61	Currently 542 is very convenient, changeover at UW light rail station is not appealing.	3/23/2015 5:14 PM
62	lack of consideration for those riders from Kingsgate and Brickyard P&R	3/23/2015 7:57 AM
63	The 207 is proposed to begin at 6:00 (from Issaquah) and stop at 8:00. (In addition to running only every hour and only on weekdays.)	3/22/2015 9:05 PM
64	No direct route from woodinville to downtown via 520	3/20/2015 6:04 PM

65	MAJOR concern about loss of direct 255 route from South Kirkland to downtown Seattle. MAJOR concern about the change for the 540 bus - Although I only take the 271 infrequently, it is always crowded and I worry about these services. OK for services to change once light rail is available on the East Side.	3/20/2015 2:33 PM
66	increase wait times and more transfers	3/20/2015 2:02 PM
67	The 255 is the slow boat to China. It makes more stops and takes more time to get from point A to point B than I've got time for.	3/20/2015 1:35 PM
68	The 372 bus route serves University of Washington Bothell Campus. Please be aware that many students that live in the city depend on this route as an alternative to ST 522	3/20/2015 10:22 AM
69	The efficiency of transfers to Link Light Rail	3/20/2015 9:08 AM
70	Reduced service to bear creek/north redmond	3/20/2015 9:01 AM
71	The location of the bus stops and the overall time required for the bus-light rail transfer is the most concerning thing to me. The current stops are way too far from the station, and potentially requiring two street crossing seems far from ideal. The 545 having higher frequency then the 542 strikes me as counterproductive towards trying to push as many rides as possible onto Link. The 15 minute frequency at Husky Stadium also creates transfer penalty issues.	3/20/2015 12:53 AM
72	It will take 2 transfers and 3 bus/light rail services to get to downtown. The current schedule of the 252 express is MUCH better! If the current schedule is changed it will become VERY prohibitive of taking the bus to Seattle.	3/19/2015 9:58 PM
73	Current bus service via the 252 is excellent; why would I want to take a 35 minute non-transfer method of travel from Kirkland to Downtown Seattle and trade if for a minimum 90 minute, two transfer system to take a tour thru the UW. Makes absolutely no sense, theoretical or actual. Experience with transfers between buses (ie 236 to 255) is at least 10 to 15 minutes of stand/wait time. Double that for each transfer plus heavy traffic thru the UW area....adds hours per week of commute time.	3/19/2015 6:53 PM
74	I read the description of the two alternatives but didn't see this level of detail to be able to answer differently, specifically about route 271. Oh, no transfers please for 271! And keep the volume of rides up (HIGH) since we don't have a light rail option. (Weekdays)	3/19/2015 3:55 PM
75	The increase in service during the day is not important. I take the bus sometimes during the day and there are very few riders at those times. Increased buses during congested times is important, but more frequent rides during the day isn't needed.	3/19/2015 3:26 PM
76	I wish that this alternative provided a direct connection from northeast Seattle to Downtown Bellevue. I live in Queen Anne and am considering a move to northeast Seattle, but work in Bellevue, and it would be nice to have transit options other than just the 550.	3/19/2015 2:20 PM
77	It doesn't appear specifically on either alternative, but connections from Finn Hill (route 234) to/from University district routes (either 372 via Kenmore/Lake City or 255/256/540/? via 520) are my chief concern for any changes made to the system. To keep my morning commute to UW under one hour, I have to ride 4 routes now (234 / 277 / 252 / first available at evergreen point). Morning commute via Kenmore (234 / 372) is extremely inefficient with current timing of routes.	3/19/2015 10:46 AM
78	DOes nothing to address congestion, air pollution, noise, and safety issues in Kenmore, Bothell, Lake Forest Park, Juanita and Kirkland. Does not address capacity and access issues for Park and Rides in Kenmore, Bothell, and other places in the area.	3/19/2015 8:55 AM
79	only a minor inconvenience to have to transfer from 545 to Link to go downtown	3/19/2015 8:30 AM
80	I like service from Totem Lake/Kingsgate to South Lake Union but I fear that there will be an overall reduction of service with the removal of 252 and 257. Typically, 252 alone is standing room only and now riders will have to combine on the 311. It seems like there won't be enough room on the bus. Also, the I-405 & Totem Lake Freeway Station doesn't seem equipped to handle large volumes of people during peak hours. Furthermore, there will be a lot of people parking at the Kingsgate P&R and then crossing 116th Ave. NE, which is dangerous and inefficient. Also, the detour of 311 through UW is annoying. I would prefer direct access from SR520 to SLU.	3/18/2015 2:33 PM
81	Need late night runs (10pm-1am) for getting home after events in Seattle (plays, shows, concerts, etc). We don't currently take the bus since we can't get home after events due to routes ending too early.	3/18/2015 2:28 PM

82	Deleting route 242 makes no sense especially since the peak trips for the 542 are remaining the same. The 542 busses are already packed. This will make them much worse. Also, a lot of the 242 ridership comes from 148th in redmond which there will be no bus support for. The evening 242 that I take is packed to standing room only every day. Not having more 542s will make the evening ride very, very crowded as the 542s are also packed both ways.	3/18/2015 2:07 PM
83	We need increased service from the neighborhoods people like to live in (Capitol Hill, Ballard) and their workplaces (SLU, Bellevue, Redmond). Simple.	3/18/2015 1:58 PM
84	Given the frequent service on ST 522, losing the MT 372 connection between the U District and Woodinville can be coped with. I say this, however, as a Lake City resident. If I understand the change projected for the 372, the change will have an impact on commuting UW Seattle campus employees who live beyond the Bothell Park and Ride.	3/18/2015 1:56 PM
85	less buses and routes, FULL buses (most of the time we can't even get on and buses even drive by sometimes because they are TOO full, all these and more are making it impossible to use bus anymore. I had been commuting by bus from east side to everywhere in metro Seattle area for past 25 years and I have to stop now.	3/18/2015 1:35 PM
86	Please, please, PLEASE do not introduce a transfer to get from Seattle to Redmond/Bellevue. These communities are inextricably linked via Microsoft	3/18/2015 1:26 PM
87	I will say it again. First Hill was left out of all of the planning. U of W is in the mix, but what about Swedish and Virginia Mason, not just for the employees, but for the patients.	3/18/2015 12:50 PM
88	Running the 271 through Medina. Put it on 520 so it can interchange with other eastside routes. Gets stuck in afternoon traffic getting onto 520 from Medina.	3/18/2015 12:12 PM
89	I use the South Kirkland Park and Ride on a daily basis. Rerouting the 540 and/or 255 routes would make it impossible for me to use this site.	3/18/2015 11:15 AM
90	Severely degraded service between Shoreline/Maple Leaf/Green Lake, and the Redmond campus of Microsoft. The 542 stops only at 520 and 40th, and 520 and 51st. This significantly reduces the convenience and utility of taking the bus. Why do you keep trying to kill the 242. It was designed specifically to get Microsofties on the West side over to the campus, and it's a huge success--packed buses every day. Just leave it alone!	3/18/2015 10:55 AM
91	If anyone has bothered to notice, the reason there is not a high ridership to Brickyard on 255 mid-day is that it takes MORE THAN AN HOUR to get there, because there are SO MANY stops in Kirkland.	3/18/2015 10:07 AM
92	I am concerned that there is no mention of the DART. Is that because service is unaffected or because service is being cancelled? If cancelled, will there be an alternate early morning route that will include service to Willows Rd in Redmond?	3/18/2015 9:59 AM
93	none	3/18/2015 1:25 AM
94	Alternative 1 destroys effective commuter transit in favor of trying to make the uncompleted North Link look useful. Leave service the way it is, except for Seattle routes that coincide with the path of the North Link dead end spur to Montlake.	3/17/2015 1:09 PM
95	Getting from Woodinville to Downtown Seattle already takes a long time. At 6:15 in the morning it took 45 minutes for me to get to work. Changing the time by two minutes to 6:17am now takes 55 minutes. Adding a longer route, additional stops, and requiring transfers will take WELL over an hour for me to get to work - and this is BEFORE traffic gets bad in the morning.	3/17/2015 10:20 AM
96	N/A	3/16/2015 9:34 PM
97	Nothing concerns me - I think it is awesome	3/16/2015 5:11 PM
98	Your throwing away money at the wrong problem	3/16/2015 4:09 PM
99	Reduced hours for the 545	3/16/2015 2:22 PM
100	No direct connection between Montlake and 148th Avenue NE between NE 31st ST and NE 40th St.	3/16/2015 1:29 PM
101	Walking to the new light rail station would make my commute longer on the 545 then it currently is.	3/16/2015 1:26 PM
102	Reduced access from the east side to the I5&65th park and ride (542)	3/16/2015 1:16 PM
103	Potential overcrowding on 542/5 routes. I think that even in peak 545 should terminate at UW station, rather than stay on the highway and continue to downtown Seattle. I'd rather have the 545 frequency increased than have it go through downtown.	3/16/2015 1:06 PM

104	Light rail as implemented in Seattle is so horribly slow. 45 minutes from downtown to the airport? 40-50 miles per hour max even on dedicated portions of the line? WTF! If the light rail was *fast* from UW to downtown (i'm talking like about 5-8 minutes), then this becomes a viable alternative for eastside buses. Also "Peak" for Metro/ST has a crappy definition. We need longer "Peak" hours. People don't work fixed 9-5 any more.	3/16/2015 12:53 PM
105	Making the 545 route harder during off-peak or on weekends is a deal-breaker.	3/16/2015 12:50 PM
106	Hate that you are making my commute from Maple Leaf to Redmond take longer	3/16/2015 12:36 PM
107	542 not covering Green Lake Park & Ride	3/16/2015 12:35 PM
108	The Link to ST 545 or 542 transfer at Husky Stadium should be a net positive for all times of day, but only if transit has priority lanes/signaling for getting on/off SR520 quickly, and short walk from Link to bus stop.	3/16/2015 12:27 PM
109	This will greatly increase 520 traffic, as a large number of people will drive instead of take the bus.	3/16/2015 12:26 PM
110	Unnecessarily adding 20-30 minutes commute time for people who use the downtown area as their 'hub' for connecting routes. Say you commute Redmond - Downtown. Now, unless you adhere to peak times, you would have to go to University District via 542, cross the bridge (6 mins walk), wait for your link (6 mins), and ride to downtown (16 mins).	3/16/2015 12:22 PM
111	Reduced 545 service hours - don't want to have to catch the light rail and switch.	3/16/2015 12:21 PM
112	Sorry, I accidentally wrote this in the wrong place. 542- DO NOT divert to Overlake Transit Center. It adds 10 minutes to the commute. It's not that far to walk and it's a safe walk across the overpass. No need to go over there.	3/16/2015 12:15 PM
113	Traffic on Montlake between 520 and Husky Stadium may erase the benefit of faster more frequent light rail service? Especially late at night when traffic through I-5 into Downtown would be presumably much quicker. My total trip time from NE 51st to University Street w/o traffic can be 30 minutes. The transfer/wait time may increase my total lowest trip time. Having an option for a beefier 545X as in Alternative 2 would be preferred.	3/16/2015 12:00 PM
114	Reduced service hours for Route 545, which directly connects downtown Seattle and Capitol Hill to Overlake Transit Center.	3/16/2015 11:57 AM
115	Lack of off peak hours or weekend service for those of us that live on the west side and commute to Redmond for work	3/16/2015 11:55 AM
116	I would have to use transit less if the 545 did not run during the day between Capitol Hill and Redmond.	3/16/2015 11:53 AM
117	Looks like less service to 51st street.	3/16/2015 11:50 AM
118	not seeing West Seattle figuring into the plan.	3/16/2015 11:45 AM
119	many individuals use the 545 to get from seattle to work in Redmond. this would lengthen our commute time significantly	3/16/2015 11:39 AM
120	Crowding on 542 for people getting on at Montlake / Train stop	3/16/2015 11:33 AM
121	Elimination of direct bus service to/from the eastside. Forcing riders to transfer on 520 instead of having direct routes to/from Seattle is not time-efficient.	3/16/2015 10:13 AM
122	I continue to see a systematic abandonment of East/West service servicing the Houghton P&R. Where is route 277 in this plan, replaced with #540? Why does the #25x and 311 busses not stop at the Houghton Freeway station?	3/16/2015 9:12 AM
123	Having to transfer during peak hours to get from Downtown Seattle and Woodinville.	3/16/2015 9:11 AM
124	255 is the only bus that frequently connects Kingsgate and Downtown Seattle. Why change the 255 Route to Children's Hospital? Create a new service from the Eastside to the University. Changing buses during the travel to Downtown Seattle adds more time. We need frequent all-day service between the Eastside and Downtown Seattle! You proposal will create slower connection from the Eastside to Downtown Seattle	3/16/2015 7:20 AM
125	Deletion of routes 252 and 257	3/15/2015 6:36 PM
126	All I see is that you are making it hard all of us who work in the middle of UW campus. It looks like you are making us walk more then we need to. Just remember that a lot of us are standing most of the day.	3/13/2015 6:21 PM
127	Loss of Kingsgate and Juanita peak service with removal of 252 and 257	3/13/2015 5:18 PM

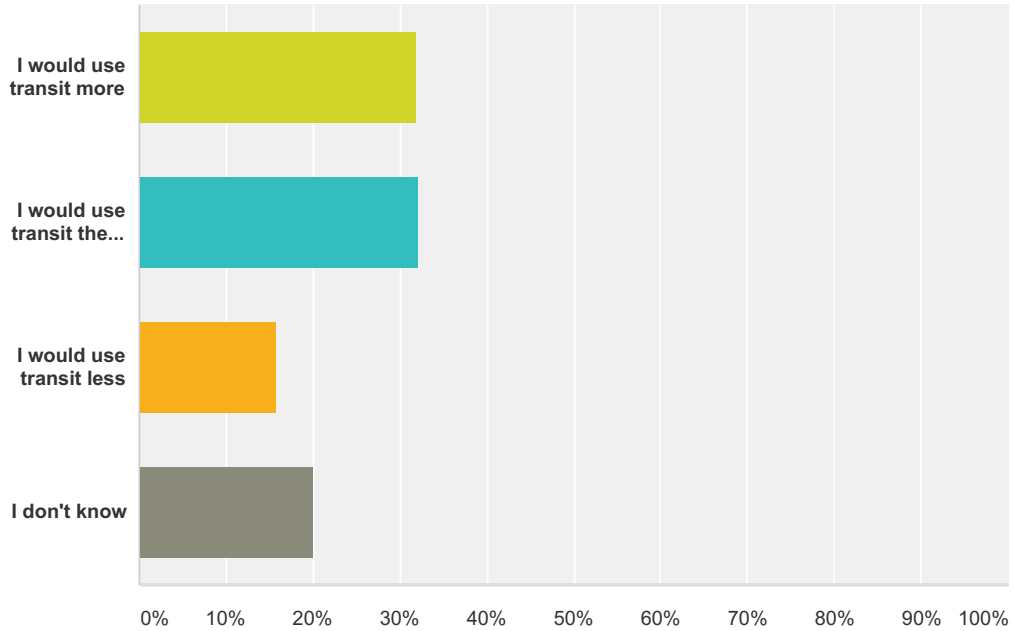
128	neutral - I would be able to use route 542 for all my trips from Northeast Seattle and U District to/from Redmond instead of having to use route 545 and routes 43, 48, and 271 to connect at Montlake	3/13/2015 3:50 PM
129	Woodinville Park and Ride has space to park if you delete route from Bothell UW and Woodinville PR, there are no space to part on Bothell UW.	3/13/2015 1:28 PM
130	Keep well balanced frequency of service.	3/13/2015 1:05 PM
131	I already have to drive to a park and ride after my bus was cut September 2014. Now I might have to transfer, too, as a 545 rider? Taking 4 modes of transportation will not be too appealing (drive, walk, bus, walk?, rail, walk) - especially after years of simply walk, bus, walk.	3/12/2015 5:29 PM
132	No direct connection between NE Kenmore and South Lake Union.	3/12/2015 3:54 PM
133	As it currently stands, it takes me an hour to get from Kingsgate to my work in SODO. Deviating my route north (to UW) would add time and money. It would also make it more difficult to plan trips home when i have to stay late and work. I strongly feel that eliminating routes which go from Kirkland to SODO would create much added stress and it would make taking the bus more of a burden. Since I have to commit to a year bus pass at a time, it would also be incredibly inconvenient for me and take away more of the little time i have with my family.	3/12/2015 1:41 PM
134	no direct service from South Kirkland Park and Ride to downtown Seattle. The so called Transit Center in downtown Kirkland has NO PARKING. It's useless as a transit center hub. This will delay my trip and my current trip includes transferring in downtown Seattle to Magnolia. I have maybe 5 minutes max to try and catch that bus to get to work on time. Any delay will cause me to miss my bus.	3/12/2015 9:52 AM
135	I most often use 311 and (232&)545 to go between Woodinville (Cottage Lake) and Seattle. Metro already removed the portion of the 311 that served Duvall and Cottage Lake. Although this removed service past my house, it was not a busy route, and I agree the route should have been truncated in Woodinville to increase efficiency. However, now I am concerned that not only do I drive to downtown Woodinville to catch the truncated 311, but to reach downtown Seattle, with the forced transfer to Link at UW Hospital, the 311 will take at least a 5 minute detour from 520 to reach the UW hospital Link station, I will then need to walk 5 minutes-crossing a busy street and walk downstairs to the platform, spend another 5 minutes waiting for the train, for a 10 minute ride to downtown - 25 minutes from Montlake to downtown - versus ~12 minutes currently on the 311. The first point, if ST and metro want to truncate Eastside to downtown Seattle bus service at Montlake, and force a transfer to Link at Montlake, it should happen right at Montlake, with a Link station at Montlake, not across the cut. For the purposes of transferring from a bus using 520 to Link, the chosen location of the station is as poor as the location of Seatac Link station. To compound this the transfer facilities at the poorly located station are not designed for quick and efficient transfers. A poorly located and inefficiently designed station should not be used for the forced transfer for people coming or going from the Eastside to downtown Seattle. If the transfer situation at UW Hospital Link station can't be vastly improved, continue running all buses from the Eastside to downtown Seattle all the way to Seattle - without a transfer to Link at UW Hospital.	3/11/2015 11:42 PM
136	Alternatives to get to downtown seattle during off peak all go through University District - transfer to Link light rail. Although the transfer itself isn't a real such a big deal (somewhat of an inconvenience, especially at night - safety concerns) the added time to get back to Kirkland from downtown during non-peak times, especially during weekdays - is an inconvenience). Also going from Kirkland to downtown and getting to the station on Saturdays during UW events (football, commencement, other high attendance) will totally impact times to get to the station while you sit on the Montlake ramp on 520 - I see that as a problem.	3/11/2015 5:03 PM
137	Less capacity on the already overcrowded 545 during the peak	3/11/2015 11:10 AM
138	How is metro planning to accommodate ADA access from the Kingsgate PR for service to downtown Seattle? With no service by any direct to downtown destined route into the PR people will have to park and walk out to the freeway station which is probably a thousand feet. Will people unable to make the walk be forced to use the Brickyard PR?	3/11/2015 10:07 AM
139	The 277 is eliminated.	3/11/2015 8:31 AM
140	Woodinville appears to be left out.	3/10/2015 10:15 PM
141	no comment	3/10/2015 8:53 PM
142	stop wasting service hours going to downtown seattle. all 520 bus service should go to the U district light rail station.	3/10/2015 7:04 PM
143	The benefits of more frequent 545 service during peak times greatly outweighs the annoyance of having to transfer to a Link stop (plus with the long-term Link expansion to Redmond, it won't last forever)	3/10/2015 4:35 PM
144	Overcrowding on 271 with the increased route, since it is already overcrowded.	3/10/2015 3:57 PM

145	- Reliability on the proposed 255 on southbound Montlake Blvd - the time penalty for the proposed 311 for SLU through riders, due to the UDistrict/express lanes deviation.	3/10/2015 1:26 PM
146	Not enough planning for regional transit between North Seattle, UW and fast growing downtown Bellevue. 271 is good for the UW students but more frequent and longer peak service for 555 and 556 is needed.	3/10/2015 9:26 AM
147	Off-peak near-misses of LINK connections will incur a 15-minute penalty and adding the last-train of LINK means that getting the last bus home might still mean you won't fully make it. 545 can already take a long time to get home when working late and missing peak hours.	3/9/2015 5:52 PM
148	Concern about the transfer taking to long, not being reliable - especially when connecting from rail to bus.	3/9/2015 4:42 PM
149	Route 522 would still make no stops between NE 125th st. and downtown. A couple more stops along Lake City way before getting on the freeway would make some of the Alternative 1 changes less useless to people who live/work/shop in that area.	3/9/2015 2:21 PM
150	No longer a direct route to First Hill from Houghton Park and Ride	3/9/2015 11:45 AM
151	I'm concerned about added congestion caused by losing the 252 and 257 routes.	3/9/2015 8:45 AM
152	Transfer required between route 311 and Link, longer commute, and despite the advertising, no apparent increase in service to Kingsgate, merely replacing 3 routes with one. More loss of neighborhood routes. Transit service in the Juanita/Kingsgate area appears to be a low priority.	3/9/2015 7:08 AM
153	there are already no good commuting opportunities from the eastside, the 255 takes forever and does not take me where i need to go nor does the 311, 252, 257	3/9/2015 5:51 AM
154	Any cutbacks to existing routes servicing kirkland. There is insufficient coverage and frequency to kirkland neighborhoods. Make sure you include a plan for increased parking.	3/8/2015 3:59 PM
155	252 and 257 is the ONLY routes i take; it's always full at 7:40 and 8am. You should be extending it's service, not cutting it! Still nothing for supporting Kingsgate Park and Ride and it's lack of parking. We need another more service to other Park and Rides You done nothing to address direct service to South Lake Union. The SLU Streetcar is essentially useless - it doesn't stop often, it gets stuck in traffic, and it's a poor excuse for a lack of express buses from the eastside to SLU.	3/8/2015 8:44 AM
156	The interlining between the 45 and the 271. It seems like a perfect recipe for major delays.	3/8/2015 4:44 AM
157	as long as this consolidation has minimal impact on cars. how is the impact to car traffic being addressed? safety getting to/from; parking at the stop location.	3/7/2015 2:23 PM
158	Would like to have an Express bus from Northgate around the North end of the lake to downtown Kirkland. The buses from d.t. Seattle to d.t. Kirkland are slammed at rush hour.	3/7/2015 2:12 PM
159	Nothing to Totrm Lake / Evergreen Hospital and back for commuters.	3/7/2015 12:20 PM
160	My job requires that I get to the Eastgate Park and ride by 5:45, and the loss of early morning service would be devastating, and force us to drive our only car to Eastgate Park and ride. One of our kids is at Bellevue college, and the reducing in frequency and loss of evening service would eliminate options for evening classes and greatly impact scheduling for classes. Our frequent trips to Issaquah, including evenings would be completely lost.	3/7/2015 10:25 AM
161	I would like to be able to get more direct service between Bellevue and Issaquah from Capitol Hill.	3/7/2015 8:36 AM
162	No direct bus service between the Redmond/Bellevue and Upper Capitol Hill, Central Area. It will require 2 transfers!	3/6/2015 10:30 PM
163	Kingsgate Park & Ride cannot handle the vehicle capacity that would result from eliminating Routes 252 and 257 to consolidate them into a more frequent Route 311	3/6/2015 9:33 PM
164	Bus schedules need to be coordinated with light rail to minimize wait at transfer stations	3/6/2015 7:53 PM
165	Frequency of service between Medina and UW (Route 271)	3/6/2015 7:52 PM
166	Loss of the 542 stop at the Greenlake P&R - it will now be too far for me to walk to the 542	3/6/2015 5:31 PM
167	no concerns, don't travel there often	3/6/2015 5:23 PM
168	No stop at 148th Ave NE in Redmond (removal of route 242)	3/6/2015 4:31 PM
169	None of these are a concern for me. I don't mind transferring and do it frequently.	3/6/2015 3:33 PM

170	Lack of service from Kent Station to Seattle Other than the Sounder outside of narrow commuter hours.	3/6/2015 3:26 PM
171	If transferring from bus to rail, make distance short for older persons- a block or at most 2	3/6/2015 3:17 PM
172	No concerns	3/6/2015 2:41 PM
173	Make all day tickets available as Portland does that will cover both bus & lightrail. Will lightrail be more expensive that the bus trip without the transfer? The Bear Creek Park & Ride is already over maximum capacity for parking on week days - will any parking be added?	3/6/2015 1:11 PM
174	Potential severe transfer penalties (primarily mobility-based) at UW Stadium Station for 520 bus routes. It is not clear that there is a sufficient plan in place with the City, UW, and Metro to coordinate good rail-bus transfers at this station.If this turns out to be a poor implementation, could have negative impacts on all cross-lake trips that don't head directly downtown (which if done well WOULD be a marked improvement, possibly even over the often not-terrible status quo).	3/6/2015 12:06 PM
175	need clear signage/ education of continued (improved) all day service between Kirkland/ Redmond but now via Link light rail transferring at UW station.	3/6/2015 10:34 AM
176	I currently ride the 255 everyday. My concern is regarding Route 256 -- Express service to downtown doesn't make sense for several reasons: Coaches bunch up and become overloaded in the morning when the trips do not have the same terminals. Route 256 does not serve north Kirkland, where many of the 255 riders live. The express service will waste thousands of service hours getting stuck in downtown traffic, where the time would be better utilized to add service hours to the *New* 255..	3/6/2015 10:14 AM
177	The 372 needs to stop much closer to UW Station to be considered a transfer.	3/6/2015 12:10 AM

Q27 How would your use of transit be affected if Alternative 1 were implemented on the Eastside?

Answered: 1,136 Skipped: 5,423



Answer Choices	Responses
I would use transit more	31.95% 363
I would use transit the same	32.13% 365
I would use transit less	15.93% 181
I don't know	19.98% 227
Total	1,136

#	Why?	Date
1	Lack of a direct, no transfer route between Kingsgate and downtown Seattle means that Metro is of NO use to me. I would drive as an alternative.	4/1/2015 1:47 PM
2	Trasnfer now required at South Lake Union to get to downtown.	4/1/2015 1:42 PM
3	Better access between Seattle Children's and Eastside	4/1/2015 1:19 PM
4	My family would lose direct access to downtown Seattle on route 255 and require a transfer at Husky Stadium. This gets much more difficult and time consuming with 2 young kids and variable amounts of gear (diaper bag, stroller, etc). We moved to our home in Juanita 2 years ago enjoying how we could walk to the 255 in less than 10 minutes. I support light rail and enjoy riding it, but a detour to UW is not a desirable alternative for me.	4/1/2015 7:29 AM
5	I would not change my use IF the bus between Kirkland and downtown Seattle continues to run every 15 minutes. If the bus is not as frequent, I will not use it. Since the bus is currently often very crowded, it could probably support both routes 255 and 256 each running at 15" frequencies.	4/1/2015 12:00 AM
6	It seems that I would have to be rerouted downtown before heading eastbound	3/31/2015 5:18 PM
7	Too inconvenient. I would rather pay the tolls and drive daily.	3/31/2015 5:06 PM

8	Not being able to catch the 271 in montlake at 520	3/31/2015 4:48 PM
9	I always have to drive as the bus service is very complicated and too many connections	3/31/2015 3:18 PM
10	I am Transit-dependent.	3/31/2015 2:39 PM
11	Regardless of the bus system, I use it every day. I would prefer it to be more frequent so that I can spend less time everyday commuting.	3/31/2015 11:40 AM
12	I would switch to commuting by car if this eliminated the Montlake freeway stop.	3/31/2015 11:32 AM
13	Ironically when seattle Metro fails me I rely on the sound transit 545 to get me downtown. If you cut the 43 I would end up taking the 545 to downtown more. It's closer to N capitol hill than the light rail station.	3/31/2015 10:41 AM
14	It will be a huge pain to travel from N. Capitol Hill to the Eastside if connectivity at Montlake is reduced. This is a big deal to MANY residents who live in this area and work on the Eastside.	3/30/2015 9:35 PM
15	My regular commute is from Lake City to Overlake business park. I usually take 522-->545 (non rush hours) + 12 minute walk and back on 242-->64X. With the elimination of non-rush hours 545, and 242, my remaining option is a significantly longer commute, changing at the UW + additional walk on the return, or driving (at least to Ravenna P&R)	3/30/2015 8:54 PM
16	Easier to get to Seattle CHildrens, even if I still have to drive 1/2 way from my house in sammamish to seattle	3/30/2015 8:50 PM
17	I would have direct service to Link, with a reliable connection to downtown Seattle and Capitol Hill that does not get stuck in traffic on I-5 and Stewart St.	3/30/2015 5:51 PM
18	No convenient alternative under either option to my current commute (mid-day 545 and 242 afternoon).	3/30/2015 5:22 PM
19	Potential increased access to Seattle Children's Hospital and downtown from Kingsgate Park and Ride, Brickyard, and South Kirkland Park and Ride.	3/30/2015 4:15 PM
20	save time. right now it is 3 bus and 2+ hours. Not ok.	3/30/2015 11:56 AM
21	There is no single bus route that would take me from Boltbus/Amtrack station on 5th & King to Bellevue/Redmond. ST545 would not operate on weekends/off peak hours	3/30/2015 9:32 AM
22	You seem to disregard Issaquah.	3/30/2015 8:54 AM
23	Why would you screw up up a perfectly good 540 because of the link, which doesn't really have any effect on people going from the Eastside to UW.	3/30/2015 7:51 AM
24	more direct connections	3/30/2015 7:26 AM
25	My route would be unaffected (i.e. not improved). Therefore, I am not able to use public transportation to commute to/from work. I was hoping for earlier and better commute between the SE Bellevue Park N Ride to Seattle Childrens.	3/30/2015 5:54 AM
26	I have no alternative, so I'll have to accommodate whatever you guys create.	3/29/2015 8:17 PM
27	Better service to Kirkland (via light rail and new routes) will make many trips more convenient for me in the future.	3/29/2015 10:39 AM
28	Buses go more places	3/28/2015 8:01 AM
29	Bus-Light Rail transfer to get to eastside.	3/27/2015 9:16 PM
30	Better option to get to Seattle Children's	3/27/2015 9:12 PM
31	I HAVE PREVIOUSLY ANSWERED THIS QUESTION.	3/27/2015 6:31 PM
32	Trips to redmond	3/27/2015 5:35 PM
33	I mainly use the 545 during non-peak hours.	3/27/2015 4:48 PM
34	weekend use.	3/27/2015 2:48 PM
35	See the answers to all the other questions	3/27/2015 1:51 PM
36	it is going to be more difficult to get to Swedish and going home, even longer transit time vs. driving time is less	3/27/2015 1:15 PM
37	I live north of Totem Lake on the 255 line. During the day it wouldn't be too much of a problem to have a two seat ride to downtown. At night when the 235 doesn't run as often or late enough, two buses would mean I couldn't do as many downtown activities.	3/27/2015 12:03 PM

38	A bus directly to my place of work would be the best thing ever!! (Seattle Children's Hospital)	3/27/2015 11:21 AM
39	All day frequent service for the 542 would be a major boost to my work commute adding reliability if I need to stay at work late or leave work early. Also extending the 542 to the Bear Creek P&R is an added bonus for me.	3/27/2015 11:14 AM
40	I would use transit to commute to Seattle Children's due to a direct connection!	3/27/2015 11:11 AM
41	It would be better options for getting around and not having to drive places.	3/27/2015 10:28 AM
42	I anticipate that the impending tolls will make commuting by car prohibitively expensive and cause more congestion than already exists.	3/27/2015 9:31 AM
43	This is my work commute and it only make my choices greater and easier.	3/27/2015 8:49 AM
44	If it was easier to get to Kirkland on Lighrail or Bus from Ballard, Fremont, or Wallingford, I would definitely use it.	3/27/2015 7:29 AM
45	Direct connection between Bellevue and Seattle Children's Hospital. It currently takes way too long to use multiple busses.	3/27/2015 12:17 AM
46	I would probably give a go few times, and it turns out this means adding additional to my commute, I will switch to driving.	3/26/2015 10:06 PM
47	I rarely travel to the Eastside.	3/26/2015 9:22 PM
48	Access from Bear Creek to Link light rail and travel from there.	3/26/2015 8:54 PM
49	If I cannot get to my office efficiently or have to transfer, I am more likely to drive	3/26/2015 5:23 PM
50	I currently have to make a few transfers and take a slower route to get to my job in the University District, but with more frequent 542 service, I will make it there in less time. Regardless, I use transit daily.	3/26/2015 4:58 PM
51	I have to.	3/26/2015 4:20 PM
52	EASIER, FASTER	3/26/2015 3:26 PM
53	It would greatly help me knowing that it would take less time to get from point A to point B.	3/26/2015 2:51 PM
54	right now if i bus, it requires a decent wait between connecting bus to the hospital b/c i start at 0600. I used to bus and bike, but my bike was stolen and i am also 3 1/2 months pregnant now - so a direct bus from kirkland to seattle children's hospital would be amazing	3/26/2015 2:06 PM
55	Save on gas and traffic.	3/26/2015 1:52 PM
56	right now I have no way to take the bus from Bellevue Children's to the main Children's campus	3/26/2015 11:33 AM
57	With direct service to Seattle Children's Hospital, I would not have to make a transfer.	3/26/2015 11:27 AM
58	I commute from Bellevue to Seattle Children's Hospital. I currently don't use transit because there is no direct route and it more than doubles by commute time.	3/26/2015 11:24 AM
59	loss of direct bus across I90 to International district and bus tunnel	3/26/2015 11:17 AM
60	It depends how many buses are available to get to work and get home. If I am left too often without a bus I would be very unhappy, but I do not know what the alternative might be.	3/26/2015 10:36 AM
61	540 reroute makes it harder to use	3/26/2015 10:34 AM
62	traffic and bridge toll are terrible	3/26/2015 10:24 AM
63	because I am not interested in driving to work	3/26/2015 10:09 AM
64	I do not want any longer commute than I am doing now.	3/26/2015 9:58 AM
65	I need transit to get to work, so i would need to use it the same, but I would be much more dissatisfied. My commute will take longer.	3/26/2015 9:56 AM
66	More convenient	3/26/2015 8:56 AM
67	My bus routes are getting deleted and there is no good way to commute to DT Seattle- will have to drive.	3/26/2015 8:50 AM
68	more options to get to work on time	3/26/2015 7:41 AM
69	Three transfers to go downtown instead of direct service	3/26/2015 7:36 AM

70	Bus-light rail transfer on trips between Eastside and downtown Seattle would add 20 minutes or more to trip. Peak and all-day routes are at opposite sides of city forcing commitment to one or the other.	3/26/2015 2:50 AM
71	Quicker commute times. Better connections. Service to Seattle Children's.	3/25/2015 8:11 PM
72	Faster /Easier service from Redmond to Seattle Children's	3/25/2015 7:46 PM
73	I might move. Currently I can make it to work or home on time due to 520 now being a toll road. Now I will have major delays as I will have to transfer between bus / link light rail and also drive to a park and ride on Kirkland streets that are currently being used as a branch of 405.	3/25/2015 7:23 PM
74	I would hope to use transit more.	3/25/2015 6:15 PM
75	I rarely can justify the time it would take to make trips to the Eastside by transit because I tend to travel their off peak and I come from North Seattle but this would open up some possibilities.	3/25/2015 3:03 PM
76	I much prefer to use the bus if tiem allows	3/25/2015 3:01 PM
77	Convinient	3/25/2015 2:51 PM
78	better service to/from work	3/25/2015 2:48 PM
79	If I could take a direct route without transferring I would be more inclined to use public transit	3/25/2015 2:47 PM
80	if there is a direct route from S. Kirkland P&R to Seattle Childrens - I would definitely ride more!	3/25/2015 2:40 PM
81	Less transfer/walk time. I curenly walk 2.5 miles each way to Childrens. This is the same amount of time it takes me to transfer and take the bus to Childrens. In the dark winter months, I would prefer not to walk so far.	3/25/2015 2:23 PM
82	Better commute times.	3/25/2015 2:16 PM
83	Please have a direct connection from Seattle to Kirkland. It takes too long from Northgate to get to Kirkland.	3/25/2015 2:05 PM
84	I use it for commuting to and from work.	3/25/2015 2:02 PM
85	my trouble has been the evening commute is up to 1.5 hours from SCH (via route 75) through UDistrict, connecting to 542 to Redmond. I still have another 20 minutes to Sammamish. if the routes, particularly in afternoon and evening, could be more frequent or streamlined, I would use transit more. The am hours are not an issue typically.	3/25/2015 1:59 PM
86	Ease of commute	3/25/2015 1:24 PM
87	quicker getting from the Eastside to Seattle Children's Hospital	3/25/2015 1:17 PM
88	I would use it if it went directly to Seattle Children's.	3/25/2015 1:16 PM
89	I try to ride Metro as frequently as possible.	3/25/2015 1:09 PM
90	more direct access to the places I want to go	3/25/2015 1:02 PM
91	i would take the bus to Bellevue every day	3/25/2015 12:58 PM
92	reduce carbon footprint and my expenses on commute	3/25/2015 12:58 PM
93	I work at Seattle Children's - improved transit access to the workplace would certainly increase my use of transit.	3/25/2015 12:49 PM
94	faster commute time	3/25/2015 12:46 PM
95	Be easier to get to work.	3/25/2015 12:45 PM
96	Saving time	3/25/2015 12:43 PM
97	because I could bus directly from the South Kirkland P&R to Seattle Childrens where I work. I used to bike and bus to work, but my bike was stolen and I am now 3 1/2 months pregnant - so bike ridding will not be possible sooner than later. Right now if I bus, I bus to Montlake and walk 20-25 min to catch a shuttle from E1 to the hospital and reapeat the same thing on the way back. I have been driving a lot b/c I already work 12 hour shifts and an extra 25 min walk both ways is a lot to ask of my pregnant self:)	3/25/2015 12:36 PM
98	faster	3/25/2015 12:34 PM
99	Direct route from Kirkland to Seattle Children's hospital	3/25/2015 12:32 PM

100	Multiple transfers with the elimination of the 252 & 257 would increase my commute time, so I'd likely start driving to work more.	3/25/2015 12:23 PM
101	Transit service will not be easy for me to get to.	3/25/2015 11:39 AM
102	I would go to more Husky sports events for two reasons: 1. Route 255 stops at UW Light-rail station next to Husky Stadium will eliminate a one-mile round-trip walk in bad weather. 2. Evening events with unpredictable end times will be less likely to cause me a one-hour wait for a bus after 10:20 PM or so, because the walk to the bus will be much shorter.	3/25/2015 11:33 AM
103	The route I currently use wouldn't be affected by the change.	3/25/2015 11:13 AM
104	I still have to get to work.	3/25/2015 9:38 AM
105	I would drive more often	3/25/2015 8:50 AM
106	I don't want to have to xfr to light rail. it will add to my already long commute time.	3/25/2015 8:12 AM
107	You so-called effort to consolidate will simply make a normal one-bus direct trip from Brickyard park-n-ride to Downtown Seattle into an indirect, multi-modal transfer situation that will take longer. Yes, it will take longer. Stop screwing the eastside. We're already screwed now with impending tolling on I-405 by the state, and Metro now sees fit to combine the bus system into Link, which will not save the rider any time or effort.. No thanks.	3/25/2015 6:40 AM
108	I would use transit the same but may use 520 route instead of I-90. Depends on which is quicker, used to be able to take 271 and transfer on 520 to downtown seattle, but, lost my transfer pt on 520 and have to take montlake exit, then walk back down to 520. Route 550 is better now.	3/24/2015 8:50 PM
109	Any transfer between bus/light rail will slow down my commute, and introduce a much greater likelihood of a missed connection, either due to traffic or a full light rail car, either of which will result in me being late to work. Which is unacceptable.	3/24/2015 8:47 PM
110	I like the 271-207 detachment idea, though I have concerns that the proposed 207 isn't yet designed so that its ridership/viability would be maximized. For me, having more frequent 271s Bellevue-Eastgate would probably offset the noncompetitive nature of the current 207 proposal. Whether Alternative 1 is a benefit or a detriment to me will depend on the specific timetables and which transfers end up conveniently timed.	3/24/2015 8:44 PM
111	To repeat what I said above, You're taking my very simple commute (take one bus from the Kingsgate park and ride to downtown, then walk - 311 concept) and potentially adding TWO transfers. That REALLY sucks and I'm going to have to seriously consider alternatives (driving). I get off at Westlake, and it's already pretty far from there to my office. The end of the light rail is even farther, and I would probably want to try to take a bus on that end. Plus there's the transfer to the light rail in the first place.	3/24/2015 8:30 PM
112	I need to get to work and back (no car)	3/24/2015 7:49 PM
113	Transit is my way to get around.	3/24/2015 7:39 PM
114	Need better connections between Brickyard Park N Ride and Seattle.	3/24/2015 7:27 PM
115	Better, more frequent and more reliable service between Redmond and Downtown Seattle.	3/24/2015 6:08 PM
116	I might have to start driving to work and stop using metro.	3/24/2015 5:51 PM
117	Added trips for 545 during peak hours	3/24/2015 5:48 PM
118	Hassles with connections. Increased transit time.	3/24/2015 5:05 PM
119	I could go from Kirkland to Ravenna much easier than now; especially weekend and off-peak	3/24/2015 4:56 PM
120	More frequency, better connections, and increased reliability.	3/24/2015 4:25 PM
121	I am not very familiar with most of the routes that are being examined in this section.	3/24/2015 1:20 PM
122	More options make the commuting experience easier, but I would continue to use it for everyday commuting, and not more.	3/24/2015 1:07 PM
123	more 542	3/24/2015 11:51 AM
124	Would depend on the fare structure.	3/24/2015 10:01 AM
125	I would have to see what kind of adage of time it will have on me. I understand maybe during peak times when traffic is bad it may be better but for people who take the first or second buses (311,257,252) before traffic gets bad it will take us more time to get into work.	3/24/2015 8:30 AM

126	work	3/24/2015 8:24 AM
127	It would take much longer to get to and from work. I take the 252, 257, or 311 and they all are direct with no transfers and run constantly from the Eastside to Downtown Seattle. I would have to drive to the park and ride, get on the 311 which will now be packed with people because of cutting the other busses, get off at the UW area and walk two blocks to wait for a rail transit which will be packed as well since all buses I usually ride will be doing the same thing, and then take that into the city increasing my commute time. it just doesn't seem appealing. Additionally there aren't enough parking spaces at the park and rides to accommodate the people using them now. Will new parking structures be built?	3/24/2015 7:47 AM
128	It will be MUCH LESS convenient and probably more expensive. From one direct ride to multiple waits, transfers, and being dropped off blocks from my office (and into the YUCKY bus tunnel with its continually out of service escalators and smell of piss) vs within one block. Not remotely desirable.	3/24/2015 7:47 AM
129	The transfer here is a killer, especially for cases when it's bus to light rail involving a walk between the two. Redmond is a huge employment center and people choose where they live based on existing transit options - this could significantly disrupt that.	3/24/2015 2:55 AM
130	It is unclear how much time this would add to my commute. If alternative 1 added significant time to my commute outside of peak hours I may decide to drive to work instead of using transit.	3/23/2015 10:26 PM
131	would be forced to use a car because of the knuckle-headed plan to chop up the 255 route	3/23/2015 9:14 PM
132	no alternatives	3/23/2015 5:54 PM
133	Longer commute times.	3/23/2015 5:47 PM
134	I have no desire to have to go to the University Link station and transfer to go downtown. Waste of time and effort. The 255 is already overcrowded during rush hour, we need more direct service downtown. Many of the people will chose another route and adding another bus route just during peak times, means the majority of the 255 people will try and take that bus which will be instantly overcrowded. Also taking the 540 away from South Kirkland is crazy, 1/2 of the 540 riders come from the South Kirkland P&R. Most of us are looking for the most direct routes and as a person with mobility issues, I want the least amount transfers possible for my commute.	3/23/2015 5:23 PM
135	Currently 542 is very convenient, changeover at UW light rail station is not appealing.	3/23/2015 5:14 PM
136	Connections, even if they in theory talk about a faster "overall" trip, can never beat the convenience of having to take one trip, one seat, not having to worry about being stranded, waiting for a connection that might never come (or already left).	3/23/2015 1:08 PM
137	I will not use 255 from Kirkland to downtown because of the required transfer	3/23/2015 9:21 AM
138	Eliminating the 252 and 257 routes would increase congestion on the 311 route (even with the increased frequency) and mean that I would almost always have a standing commute, eliminating the option to do work or read on the bus. Also transfers would increase travel time and create uncertainty with total commute time. Together this means that driving would be the only feasible option much more of the time and greatly reduce the incentives to take the bus from the Kingsgate Park & Ride.	3/23/2015 8:46 AM
139	see previous statements	3/23/2015 7:57 AM
140	I don't like more transfers and would drive if the option was 2+ transfers from Ballard to Redmond.	3/23/2015 7:52 AM
141	I will be able to continue using the 255 from NE seattle. With the elimination of the montlake freeway station, it is uncertain how I would get to kirkland otherwise...)	3/22/2015 10:52 PM

142	Simply put: We will be very adversely impacted by the plan for the exchange of the Eastgate-Issaquah 271 for the 207. We are a family of 5 adults, and 1 car, living in Eastgate south of I-90. There are: one weekday daily bus commuter to downtown Seattle, one Bellevue College student who buses to class, and 3 others who frequently use the 271 to travel between our home and the Issaquah TC, weekdays and weekends AND between our home and all parts of Bellevue and the U District and other parts of Seattle. Eastgate can be very congested, as is the freeway between Eastgate and Issaquah, as is Newport Way between Eastgate and Issaquah. We are glad we are able to NOT contribute to the congestion, by taking the bus. I can "understand" the hub system represented by Route 207. It has been lovely to have one bus between home and the UW and BC colleges all these years, but hubs are an efficient way to address service to a variety of areas. However the proposed 207 would completely change our lives: **The commuter needs to catch the 271 westbound BEFORE the first 6:00 run (5:30!) in order to get to Eastgate P&R for the #212 (this has been our new life since the end of the 210 which was direct to downtown Seattle). If there were no 271 equivalent at that time, there will be another car on the road. **The student could not access evening classes by bus, because there would be no bus service after 8:00 in the evening. **We would not be getting to Issaquah by bus on the weekends!! When we ride the 271 evenings and weekends, riders are students and young persons who have no alternatives but the bus! I believe Metro should be there for the people who can't drive.	3/22/2015 9:05 PM
143	It's hard to use service to get to the Eastside. I mostly go there on nights and weekends. Travel time at 7pm on a Friday is currently 77-223 minutes. To really use transit to get to the Eastside I would need to have a 45 minute or less transit time.	3/20/2015 7:25 PM
144	I would probably take the 522 to/from Woodinville/Downtown more often than the 311 since it wouldn't require a transfer. I don't think having to make a transfer would improve my commute.	3/20/2015 6:04 PM
145	Interline 271/48	3/20/2015 4:13 PM
146	Increased service between South Kirkland Park and Ride and the UW Medical Center and increased service between Issaquah and the UW Medical Center would reduce the need for me to drive alone. Direct service between Bear Creek Park and Ride and UW Medical Center would add a commute option for me.	3/20/2015 3:07 PM
147	Too inconvenient.	3/20/2015 2:33 PM
148	The 271 and 372 are already insufficient. Reducing their frequency and connectivity would directly adversely impact my transportation options.	3/20/2015 1:37 PM
149	I would adjust my work schedule to begin earlier and drive my car in.	3/20/2015 1:35 PM
150	I don't have a car.	3/20/2015 1:30 PM
151	Better frequency	3/20/2015 1:24 PM
152	Because the 277 is perfect for the north Rose Hill area. Switching buses can be a hassle and requires more coordination and a much longer commute time. Where it normally takes me 30 minutes to get to and from school, it would now take over an hour.	3/20/2015 1:13 PM
153	trips that require miles of extra walk time and multiple transfers would extend commute times to hours each way.	3/20/2015 11:11 AM
154	Mostly the all day/weekend connection between the 542 and the 44. I also might use the connections to Issaquah Highlands, Kirkland, and Bellevue more often.	3/20/2015 9:08 AM
155	Increased service with 542 to Link makes great sense for off-peak travel to downtown Seattle from redmond. During peak, it will spread the heavy load now on 545 to downtown. off-peak trips on 542 to BearCreek will give me more flexibility and will let me use transit on days when I have a non-peak workday.	3/19/2015 10:21 PM
156	I'm reliant on the bus so it wouldn't change how much I use it. But it would make it so so much easier to commute from Ravenna to Bothell in the morning.	3/19/2015 9:31 PM
157	Would quit or otherwise drive or carpool. Commute times are drastically increasing; makes no sense to add time to use 3 separate transportation methods....ie 236 to Totem Lake transit station, walk a couple blocks to freeway, wait, get on a 311. Then over to the UW, get off, stand and wait for the next train...then finally to downtown. Would rather use a private car. Safety is a big concern at any stop especially at night in tunnels in high crime areas such as the UW and of course downtown.	3/19/2015 6:53 PM

158	To be perfectly honest, i'm not entirely sure what's happening between the two options. However, from what I understand, it seems as though Alternative 1 will make a commute from South Bellevue to University District easier, which is my main concern (as I am a student at UW - Seattle, but my home is in South Bellevue/Renton). There are currently many buses that travel from my two main destinations, but none of them are as direct as I'd like. I usually take either the 167 to Newport Hills P&R, or the 271 & 240 to travel from the University District to Bellevue (transferring in Downtown Bellevue or Eastgate P&R). In short, I would use transit more often if there were less transfers or shorter wait times between transfers in traveling from South Bellevue to the UW.	3/19/2015 6:03 PM
159	I don't have enough info	3/19/2015 3:55 PM
160	Too inconvenient for me to take the 540 if it's re-routed. Convenience is extremely important. I take the bus/train from Kirkland to the Airport because it's convenient. But my return flights often arrive later, and I take a taxi instead of the train/bus because it's more convenient. Convenience is very important.	3/19/2015 3:26 PM
161	I don't want to drive and have to find regular parking in Seattle for my daily commute.	3/19/2015 3:16 PM
162	I don't get over to the Eastside much.	3/19/2015 2:22 PM
163	I don't own a car, so I don't have any other choices if I want to go longer distances.	3/19/2015 2:20 PM
164	Right now no transfer for 255 service. Future requires transfers, which add times and confusion.	3/19/2015 1:51 PM
165	A direct connection from Greenwood to the eastside would mean buses are easier to use	3/19/2015 12:31 PM
166	It would enable me to do late night or weekend research on the UW campus. I use the 542 most frequently and it does not run at these times which limits the amount of time I can do work on campus.	3/19/2015 11:58 AM
167	I'm moving to South Seattle and need to get to Bear Creek P-R, so that would be great!	3/19/2015 11:15 AM
168	I currently have no non-metro options to commute. If Finn Hill connections to UW are compromised enough, I'll no longer use Metro (will purchase a car and drive).	3/19/2015 10:46 AM
169	I will be 65 soon. If I take the bus from Redmond and have to transfer to Link Light Rail, how will that affect the price? As a senior, I will be on a limited income. I enjoy taking the 545 to downtown Seattle, but if I have to start paying more, I will be discouraged from going into the city. In addition to seeing doctors in the city, I frequently see shows (e.g., 5th Avenue Theatre), visit the Seattle Art Museum, Benaroya Hall, McCaw Hall, and Pike Place Market/Waterfront area.	3/19/2015 9:11 AM
170	My habits would stay the same, but a plus would be improved service should they change.	3/19/2015 7:57 AM
171	I need to get where I want to go	3/18/2015 10:19 PM
172	I live in Kenmore, and Kenmore is not mentioned much in any of this questionnaire. Our Park and Ride lots are full to overflowing and turning away prospective bus riders.	3/18/2015 8:53 PM
173	The possibility of bussing from Greenwood to Bellevue (hopefully without transferring).	3/18/2015 8:45 PM
174	Better service to Redmond during peak hours	3/18/2015 5:03 PM
175	Buy less gasoline, not have to pay tolls, fight traffic and don't have to pay for parking. I love Alternative 1	3/18/2015 3:49 PM
176	Less service between work and home (specifically 252).	3/18/2015 2:33 PM
177	Bus to work	3/18/2015 2:07 PM
178	It would make it easier for me to visit my uncle in Redmond.	3/18/2015 1:42 PM
179	Services have gone so useless, after over 25 years of using buses, I'll be driving from next month and canceling my bus card.	3/18/2015 1:35 PM
180	Because you would be making my commute harder	3/18/2015 1:26 PM
181	I'd have to reevaluate how much time my commute would take with the changed routes. The morning commute would probably be the same, but the changes would greatly increase my afternoon commute, since I start the commute before 3 pm.	3/18/2015 1:24 PM
182	I would use it the same amount, but I think it'll be easier and I'll have more flexibility if the bus runs more often.	3/18/2015 1:18 PM
183	I commute to work	3/18/2015 12:51 PM
184	Way less easy to get to U. District. I'd rather walk than transfer to light rail.	3/18/2015 12:50 PM

185	The only way to get to where I am going.	3/18/2015 12:50 PM
186	I hate going over the 520 and I-90	3/18/2015 12:49 PM
187	I would use it similarly but Alternative 1 would give me more options that I could utilize because of work demands (I work at UWMC)	3/18/2015 12:45 PM
188	I need to commute no matter what happens!	3/18/2015 12:27 PM
189	252 currently stops in front of my house (NE 132nd St/ 120th Ave) and operates during times that I commute to/ from UW Medical Center.	3/18/2015 12:15 PM
190	My commute needs to be convenient. I have on campus parking and would only use bus 540 if there were a route on campus.	3/18/2015 12:01 PM
191	I will continue to use transit to travel from my home in Bellevue to school at the University of Washington because it is easier, faster, and cheaper than driving.	3/18/2015 11:57 AM
192	Hard to tell how it will affect my commute. I certainly use transit much less than I used to after the 250 cancellation. It takes longer than before, is overcrowded which requires that I stand with my persistent back pain, and takes 3 to 4 buses instead of the predictable 2 that I took previously. Our transit service is certainly not improving as of late. As a long-time (15+ years) transit user, I'm truly disappointed that service is decreasing and getting worse. I'm tired of the excuses!	3/18/2015 11:43 AM
193	Bothell doesn't seem to exist.	3/18/2015 11:37 AM
194	Having 542 run at such limited times is a real factor. Especially when I need to work past 6 which is fairly frequent. Having to walk down to montlake to catch 545 is unreliable because even in the evening it's SUPER crowded. 545 in general is just a mess, it skips you most of the time on montlake due to over-crowding, and you feel like a sardine in the mornings if you opt for that over 542. I do just about anything I can to avoid 545.	3/18/2015 11:36 AM
195	I still have to commute via bus no matter what changes are made.	3/18/2015 11:16 AM
196	Because right now it's convenient, and with your change, it becomes a huge pain in the ass.	3/18/2015 10:55 AM
197	See above concern. If the DART remains in service, I believe my day-to-day use of transit will be the same. That being said, if Link service has high ridership and commute times improve, I may even use the bus more.	3/18/2015 9:59 AM
198	Transfers are a complete pain.	3/18/2015 8:23 AM
199	There are trade-offs.	3/18/2015 12:28 AM
200	My work schedule usually means I take the 545 from Capitol Hill at around 9:30. Alternative 1 would mean I would not be able to do that. Having to make a transfer would effectively mean I would not be able to take the bus at all, given the peak service only runs from 5am-9am. In the evenings, having service stop by 7pm is probably OK, but would mean I would lose flexibility - if I anticipate I might have to leave work after 7pm, then I would just not take transit at all that day to maintain flexibility	3/17/2015 10:02 PM
201	Route 542 is not a Metro route and route 242 runs along 148th Ave NE so I can use it to get to work.	3/17/2015 7:34 PM
202	Daily commuter to Redmond	3/17/2015 6:19 PM
203	I still need to get to the U-District from Eastgate.	3/17/2015 4:08 PM
204	I still need to use it.	3/17/2015 2:47 PM
205	frequent 271 bus gets me to the Bellevue transit center more reliably.	3/17/2015 1:20 PM
206	I would stop riding transit under Alternative 1 because I would have to walk twice as much and take three different routes to get to work.	3/17/2015 1:09 PM
207	More transfers would generally be required, and if there is bad traffic that increases the chance of missing a connection.	3/17/2015 12:12 PM
208	I would drive in more often or work from home more. The time wasted sitting on the bus would be worth paying to park.	3/17/2015 10:20 AM
209	I would wait to hear about crowding and best route options once it's in place.	3/17/2015 10:15 AM
210	Less frequent routes	3/17/2015 9:28 AM
211	More frequent busses between N Seattle and Bellevue	3/17/2015 7:32 AM

212	Worse 545 service	3/17/2015 12:07 AM
213	I almost exclusively go off-peak. I don't want to increase my commute significantly, so if I don't make peak-hours I won't take public transit.	3/16/2015 11:03 PM
214	I use it 5 days a week already, so I am most interested in the service improvements to increase the speed and convenience of my commute.	3/16/2015 6:32 PM
215	I need to use transit to get from Redmond to Capitol Hill. I would alter my route to use 542 and the Link during off-peak hours.	3/16/2015 5:11 PM
216	I'll still be commuting to work by bike + bus.	3/16/2015 4:49 PM
217	I will use transit the same because it's how I get to work and even if that's more inconvenient that won't change.	3/16/2015 4:46 PM
218	No more route 242. No service connecting North Seattle to 148th Ave NE.	3/16/2015 4:18 PM
219	Better connection frequency	3/16/2015 3:46 PM
220	I would use transit the same because that's how I get to work.	3/16/2015 3:20 PM
221	Transfers.	3/16/2015 3:15 PM
222	Because I would have less options during off-peak hours to get to work.	3/16/2015 2:26 PM
223	I might use it less because I wouldn't trust the 545 would be available if I needed to stay late in Redmond. However, if the 542 or other routes could get me back (not familiar enough with them), I might be fine.	3/16/2015 2:22 PM
224	no choice for my daily commute	3/16/2015 2:21 PM
225	I want as easy access as possible from Overlake Transit Center to the light rail station at UW or Capitol Hill	3/16/2015 2:20 PM
226	The interchange at the Stadium sounds awful and avoidable - why have a 5min walk in between?	3/16/2015 2:11 PM
227	I commute Capitol Hill -> Redmond every day. I will take the bus there every day no matter what unless service is disrupted	3/16/2015 1:58 PM
228	Generally gives me more flexibility for getting to work.	3/16/2015 1:51 PM
229	It makes it less convenient to get to downtown Seattle (since I usually travel there on weekends), but since I usually only travel downtown for special events, that might not be enough to deter me from travelling at all. On the other hand, it does make it easier to visit U District, which I hardly ever go to because it's currently out of the way.	3/16/2015 1:44 PM
230	It would have no choice but to still use it. It will add about another 30 mins to my travel per day by having to walk from the 545/542 stop to to 148th AVE NE and NE 31th st There is no easy way to connect from the 542/545 to connect to 148th AVE NE without walking.	3/16/2015 1:29 PM
231	I commute between downtown Seattle and Overlake on a daily basis (545). It seems like alternative one could possibly decrease by travel time a little but require a transfer if I use 542 and the light rail link.	3/16/2015 1:27 PM
232	Driving is not an alternative for transit during peak times	3/16/2015 1:24 PM
233	ST 545 is the lifeblood between Microsoft and downtown Seattle. If the route required a transfer to Link Light Rail this would lose me as a rider.	3/16/2015 1:20 PM
234	With the 242 gone and significantly reduced 542 access to the I5&65th park and ride it's hard to say if I'll be pushed back into an SOV or not. I hope to make it work, but only empirical experience will know for sure.	3/16/2015 1:16 PM
235	I commute every day on the 242, and with this change I would have to transfer and add 15 minutes of walking to get to work via the bus. Due to the slower nature of the 542 going through the U-district, this would easily double my commute time. The issue isn't just getting to the 542: it is the slowness once you are on the bus, and the lack of flexibility where it drops you at Overlake. Today the 242 circles through the entire Microsoft campus to get you quickly to your destination, instead I would be stuck walking 15 minutes from Overlake to my building every day (including the very unpleasant crossing of 520). Please keep the 242!	3/16/2015 1:01 PM
236	Most my travel is on weekends - so off peak.	3/16/2015 1:00 PM
237	I cannot tell what route I can take that replaces the 242 (direct from my house to my office).	3/16/2015 12:56 PM
238	See above.	3/16/2015 12:56 PM
239	I commute by bus, so I'll have to make do.	3/16/2015 12:55 PM

240	I don't own a car and already rely predominantly on transit to get around the city and region.	3/16/2015 12:54 PM
241	less convenient service	3/16/2015 12:53 PM
242	No mid day 545	3/16/2015 12:52 PM
243	Hate that you are making my commute from Maple Leaf to Redmond take longer	3/16/2015 12:36 PM
244	my main goal is to get from the U-district to Microsoft Campus on weekdays without making a connection, I'll have to walk farther to get to the bus stop, but I prefer that over a connection.	3/16/2015 12:35 PM
245	Might use 545 more if the times work out	3/16/2015 12:32 PM
246	The loss of the 545 from downtown would require me to drive or move out of Seattle.	3/16/2015 12:26 PM
247	Improved 542	3/16/2015 12:25 PM
248	I would probably stop using transit for commuting	3/16/2015 12:22 PM
249	I would likely have to buy a car because of increased bus time to get to Fremont from Redmond.	3/16/2015 12:20 PM
250	Transfers may be a concern depending on travel times	3/16/2015 12:06 PM
251	Still need to get to work via public transit	3/16/2015 12:04 PM
252	I currently work in Bellevue. Transit makes way too many stops on my way to downtown Seattle so I drive. If I work in Redmond, I would use transit again.	3/16/2015 12:03 PM
253	I see situations where the transit tunnel is closed or light rail service is impacted. What alternatives would I have if light rail is unavailable and there is no more 545 operating outside of Peak?	3/16/2015 12:00 PM
254	It would be more difficult to travel to/from Redmond during off-peak hours.	3/16/2015 11:58 AM
255	It depends on how time efficient and reliable these routes turn out to be. Adding transfer time between Capitol Hill and Redmond may cause me to stop riding transit.	3/16/2015 11:57 AM
256	More reliable and frequent 545 runs during peak times.	3/16/2015 11:57 AM
257	I take the 545 to Redmond every day, at slightly unorthodox hours to avoid traffic (10:30 am, 7 pm), as well as occasionally on weekends. Having to take the light rail and transfer to the 542 would add a substantial amount of time on to my commute that would either drive or move. If no-transfer transit wasn't available from a desirable area of Seattle to OTC, I would likely move out of Washington.	3/16/2015 11:57 AM
258	My use of transit for commuting wouldn't change. I would take route 542 instead of route 242.	3/16/2015 11:56 AM
259	More convenient connection via 542 from Redmond to Fremont / Wallingford.	3/16/2015 11:51 AM
260	If it doesn't go to 51st, then the services doesn't take me there.	3/16/2015 11:50 AM
261	I wouldn't have to drive to work when I have circumstances that require me to stay late or drive to Kirkland or Bellevue during the day.	3/16/2015 11:46 AM
262	I would be less likely to use transit on days when I need to travel off-peak between downtown Seattle and Redmond if it means transferring between bus (545) and light rail.	3/16/2015 11:45 AM
263	I *MIGHT* use it more, depending on how hard it is to get from West Seattle to the UW connection, and how early connection is available, as I get to Redmond by 6:30am from West Seattle now commuting by car.	3/16/2015 11:45 AM
264	I work on the eastside	3/16/2015 11:44 AM
265	I walk 500' from ferry and drop off at 51st and Microsoft, no transfers	3/16/2015 11:39 AM
266	It's slower and it already takes a long time to get from Fremont to Redmond with 1 bus switch. I would try harder to wake up on time to take the Microsoft bus.	3/16/2015 11:38 AM
267	I would have to get taxis to make last-minute trips between Redmond and downtown during off peak hours	3/16/2015 11:36 AM
268	I use 545 for commuting to work and my work hours are always during the off peak hours.	3/16/2015 11:34 AM
269	Increased transit time between Kirkland and the first stop off of I-5 where I get off 255 today. Having to get off at Westlake Center after the detour to UW to pick up the train must increase both the travel time and the walk to South Lake Union. I am not interested in route 311 either.	3/16/2015 11:14 AM

270	My transportation to and from the eastside would be taken away from me and it would take me longer to get around. I would find myself stranded a lot. It would take me about 4 hours to get to work. This is not a good idea.	3/16/2015 10:13 AM
271	Convenience of frequency and less crowding on the 255 line	3/16/2015 9:12 AM
272	I may opt to not use transit at all and go back to driving.	3/16/2015 9:11 AM
273	I use it for work. I don't drive so I have no other option.	3/16/2015 8:30 AM
274	Both routes I use will be getting deleted.	3/15/2015 6:36 PM
275	I like the concept of more direct service between the Eastside to downtown to address crowding especially during peak hours and football season.	3/15/2015 5:31 PM
276	Depends on travel time and connection times. Prefer non-connection travel between Redmond and downtown as it is today.	3/15/2015 10:38 AM
277	Easier to catch a bus at the times I need it.	3/15/2015 9:17 AM
278	I would go to Eastside more often if mass transit improved (no car).	3/13/2015 7:33 PM
279	Have to wait and see what your plan is. What the Dollar amount going to be for us to ride the rail as well as the buses?	3/13/2015 6:21 PM
280	I don't travel to the Eastside very often via transit, but the better connections from Redmond and Bellevue to North Seattle without forcing a transfer downtown could make for an easier trip when I do take the bus over there.	3/13/2015 5:17 PM
281	I use it regularly	3/13/2015 1:05 PM
282	More options from Redmond.	3/13/2015 12:41 PM
283	Mid-day commutes to Redmond wouldn't require a ~20 minute walk alllll the way down to downtown from Broadway & Republican. From the 545 heading west, no more guessing whether or not I should get off at Montlake to take the 43 or hope there's an 8 so I don't have to walk 15 mins uphill.	3/13/2015 10:20 AM
284	If transit were a reliable, convenient option to get me to more places on the Eastside, I would use it more often (vs. driving myself or opting not to make the trip)	3/13/2015 10:07 AM
285	The time it would take me to get to Bothell from Capitol Hill would be to much if the 372 didn't run the same way. I would have to use my car which I would also hate to do because of pollution and traffic	3/13/2015 4:03 AM
286	right now it takes too long to get from wedgwood to kirkland and sometimes get off work after the last bus leaves kirkland	3/12/2015 9:26 PM
287	I would have to weigh the cost of driving in by myself, the inconvenience of carpooling, driving to a different park and ride (eastgate), and the inconvenience of another transfer at Montlake. Those are the 4 options that I see at this time.	3/12/2015 5:29 PM
288	The current commute is long enough without adding a transfer to the trip. You already deleted my bus #260 now you want to take away the 257 and the 252!	3/12/2015 3:48 PM
289	My route from on the eastside isn't affected by this change, except that catching the 540 wouldn't be a possibility.	3/12/2015 1:42 PM
290	I must commit to a 1 year bus pass so i would not have much of an option. I would have to weigh if my time is worth it to drive and pay for a spot or spend more than 2 hours a day on a bus, all to travel 20 miles.	3/12/2015 1:41 PM
291	Alternative 1's changes to 520/Eastside routes would allow me to get places on the Eastside quickly from capitol hill. With additional/more frequent buses, I'd also be able to hitch my bike to a bus for travel on the Eastside.	3/12/2015 11:43 AM
292	Since buses (both Metro and Sound Transit) are my only method for getting from home (in Bellevue/Kirkland) to work (Eastlake/downtown Seattle), I have no choice but to continue relying on them.	3/12/2015 10:35 AM
293	I have no choice - I will not drive to downtown Seattle.	3/12/2015 9:52 AM
294	I could take the bus to school during mid-day when my classes don't start until later.	3/12/2015 9:43 AM
295	I have no other choice in getting to work.	3/12/2015 9:20 AM
296	The increased amount of time it will take to reach and later return from downtown Seattle, due to the forced inefficient transfer to Link at the US Hospital station. If this change is implemented, and the speed and ease of transferring between Link and Eastside Metro buses is not vastly improved, do not count on future support from me or many other eastside residents for ST3 or any other transportation taxes.	3/11/2015 11:42 PM

297	I guess I put this in the wrong spot before but having less 545 service will make my commute between Redmond and Seattle Center much more of a hassle, both to get to work and to visit friends on the Eastside. I would want to explore vanpools and other options to see if there are easier ways that don't involve transfers. Again, I do understand why this is the suggestion. But it's irritating to have to change busses and add time to my commute (waiting for the next train, then physically getting from the 542 down to the light rail and then from the light rail station up to the street) to not get any closer to home (since the new stations aren't any closer to the west and there aren't any new east-west alternatives).	3/11/2015 7:43 PM
298	I'm committed to transit for commuting - not sure if the alternatives would get me to ride more for other purposes.	3/11/2015 5:03 PM
299	If the 242 is deleted and no other routes are moved/added to take its place I would end up having to drive from Shoreline to Redmond everyday. My only transit option being to string 3 buses together, taking over 2 hours. A 4-5 hour daily commute is not practical or realistic. I currently take the 242 everyday, and there are no suitable alternatives.	3/11/2015 4:17 PM
300	Transferring at the U-District to get to downtown would be such a pain in the b*** that I wouldn't bother. Having to stand and be squished like a sardine on my peak rides into and out of Seattle would be so uncomfortable it would force me off the bus.	3/11/2015 11:10 AM
301	The elimination of the 252/257 and the changes to the 311 do not help me in anyway as I work in the CBD and not SLU. I lived in the city for 10+ years and on average find that transfers *add* 10 minutes to my commute. In all honestly the 252/257 are extremely reliable (from my POV) due to the toll on 520 and only sit in traffic for more than 5 minutes on the worst of days. Right now metro *saves* me time over driving which is most valuable to me. This change is sufficient that I will likely consider driving several days a week.	3/11/2015 10:07 AM
302	Still not that easy to get from Childrens / Laurelhurst to downtown Bellevue - everything is going to Microsoft.	3/11/2015 9:33 AM
303	I didn't realize you had an Eastside-specific question, so please see other answers (regarding traffic, exact timing, etc.)	3/11/2015 9:03 AM
304	I keep seeing references to riders going from a one-bus to two-bus ride. Most of us in Kirkland already have a two-bus commute and this isn't being taken into consideration. Under these plans we go to a three-segment commute (neighborhood to transit center/P&R, transit center/P&R to UW Link.) Connections are what make commutes intolerable because Metro and Sound Transit publish fictional schedules with infrequent and uncoordinated transfers east of the lake. Let's do basic math. I can drive in under 25 minutes to work or (now) take transit at 70 minutes. Under Alternative 1 that increases to 90+ minutes. No way. Even with a free ORCA pass, I'll be driving.	3/11/2015 8:31 AM
305	Currently I am not commuting to Redmond, but I did for years and may in the future.	3/11/2015 5:50 AM
306	I don't see any improvements for 311 or Woodinville	3/10/2015 10:15 PM
307	I can't imagine all those buses converging on the light rail station in the U district. The noise and the fumes and the buses. Wow, not really will thought out.	3/10/2015 10:00 PM
308	Enhanced 372 service.	3/10/2015 8:53 PM
309	I commute to Redmond every day for work, and I'm not going to stop using the bus barring some extremely dumb changes.	3/10/2015 4:35 PM
310	I am very worried about the bus-to-Link transfer coming to/from 520. The new exits at Montlake may not be done by the time U-Link opens and may not work in any case given Montlake Blvd's traffic. The 255 may get stuck coming from Children's Hospital and be very unreliable.	3/10/2015 3:51 PM
311	Consolidated more-frequent service across the bridges; convenient transfer to rail.	3/10/2015 12:40 PM
312	more 271 service	3/10/2015 9:26 AM
313	Most of my trips to the Eastside would use existing routes. 545 to Redmond and 550 to Bellevue. The only difference being I'd take LINK from Capitol Hill to Westlake to transfer to 550 rather than walking to Convention Place.	3/9/2015 5:52 PM
314	Don't know how long the walk would be. It would be easier to use on the weekends, but if its a pain, I would use it less than I do today. Also, I use it a lot during the mid-day, to Seattle. Also: it doesn't commit enough to the benefits of Link.	3/9/2015 4:42 PM
315	I have no car and I have to ride between Downtown Seattle and Redmond to get to work, so I'd have to make the same number of trips; but instead of being one-seat I'd have to walk farther to Link Light Rail, then transfer to 542.	3/9/2015 3:41 PM

316	I don't live on the Eastside, nor go there often. However, I do use transit in the area the 522 drives through between NE 125th st. and downtown.	3/9/2015 2:21 PM
317	Driving to Redmond is the current default for my partner. A bus would make him use transit more.	3/9/2015 1:43 PM
318	I don't travel to the eastside by transit.	3/9/2015 12:50 PM
319	Currently I ride the 311 directly from the Woodinville P & R to the ID - no transfers. Requiring a transfer at the UW Station to light rail is adding time to an already very long commute. The return commute is adding even additional time.	3/9/2015 12:00 PM
320	I rode the bus until it was eliminated, now I drive. The transit time would be a factor, I am willing to increase my transit time if I don't have to drive, but only to a point. The hassle factor is important too.	3/9/2015 11:45 AM
321	Frequency would stay the same, but would start using 372X on weekdays and weekends to get to work. Would no longer have to burn fossil fuels to drive to Northgate Park & Ride, to use the 41!	3/9/2015 10:50 AM
322	Again, having service between Redmond and NE Seattle in the middle of the day would make a huge difference for me.	3/9/2015 10:03 AM
323	Having to drive further to a Park and Ride or having to transfer would add time to my already overly long daily commute. I already spend over three hours per day commuting in order to use public transit. I do not want to add more time to a trip that would take me 40 minutes each way in a car.	3/9/2015 10:02 AM
324	Because I would have to either drive further to a park and ride or transfer and thus increase my already overly long commute time. Since I already spend three hours or more commuting each day, I am not willing to give up even more of my day.	3/9/2015 9:48 AM
325	I'd have no other choice but to make it work. It might lead to a more dangerous bike-to-bus commute for me, though.	3/9/2015 8:45 AM
326	no bus = I drive	3/9/2015 8:38 AM
327	no direct connections, more travel time, i might as well drive then	3/9/2015 5:51 AM
328	Better connections between northeast and northwest Seattle and the Eastside	3/9/2015 3:01 AM
329	It already takes twice to three times as long to take transit as it does to drive. Buses are already infrequent and only come during peak hours. Impossible to reach Seattle in an hour or less from the Eastside during non-peak times.	3/8/2015 10:25 PM
330	My use of transit is not significantly dependent on its frequency; I use it when other modes of transportation are infeasible.	3/8/2015 9:31 PM
331	I wouldn't have to work and re-work my commuting/work schedule around the insufficient service and parking that we currently have. I	3/8/2015 3:59 PM
332	you continue to remove access to dt Bellevue from NE Seattle	3/8/2015 12:00 PM
333	I rely on daily use of the 271 between the University District and the BTC (my office is located right at the BTC). There would be no reason for me to use transit less. The more frequent/ optimal night and weekend service would improve my commute by allowing me better options for alternative work hours so I can spend time with my family.	3/8/2015 10:27 AM
334	Because I would no longer have convenient access.	3/7/2015 11:42 PM
335	I like using public transit. Someone else drives, I don't have to find downtown parking.	3/7/2015 8:08 PM
336	if i can get to it (and park) and it is safe i will use it.	3/7/2015 2:23 PM
337	I don't use transit to the Eastside and none of the proposed changes would help me do so.	3/7/2015 12:20 PM
338	All the park and rides near me fill up early so i use vanpool instead - this plan does not include more park and ride capacity.	3/7/2015 12:10 PM
339	Our family is a "poster family" of public transit, having only one car, but having great service to get around on the eastside so far, however, the details for the 207 shows far less service, going from the 30 minutes to 60 minutes, and eliminating early morning service, eliminating evening service, and eliminating weekend service, which our family of five relies on. The 207 route is superb, but the frequency cuts would be devastating to our family.	3/7/2015 10:25 AM

340	I sometimes use routes 271 to connect to route 560/566 at the Bellevue Transit Center. If this option was reduced, I might have to drive more or look for an emergency ride home.	3/7/2015 10:00 AM
341	getting to bellevue for work would be easier than it is now. my boyfriend drives in daily as he would have to change buses now. It is much too long of a commute for bus travel now.	3/7/2015 8:58 AM
342	Less likely to go to Redmond if there is an extra transfer due to 545 not going to downtown.	3/7/2015 1:02 AM
343	improved 271 frequency + through-route to 45	3/6/2015 10:53 PM
344	no direct transit service between Redmond and the residential Central Area	3/6/2015 10:30 PM
345	Much easier/more reliable trips to Kirkland	3/6/2015 8:24 PM
346	reduced coverage area...farther to travel to bus stops	3/6/2015 8:14 PM
347	It's already awful to take the bus east except for the 550.	3/6/2015 7:59 PM
348	Because it would decrease the time waiting for buses & allow me to drive less	3/6/2015 7:53 PM
349	nothing would change for the way I ride the busses	3/6/2015 7:48 PM
350	It looks like it would take roughly the same amount of time, any time of the week, to get from the Redmond Transit Center to a light rail station under Alternative 1, so I would use transit the same.	3/6/2015 5:40 PM
351	More frequent service for the 545 will always make its use easier.	3/6/2015 5:30 PM
352	My daily ride is already across SR-520. I'd ride regardless.	3/6/2015 5:17 PM
353	Less coverage times and locations. I need breadth of service, not mon-fri daytime commuter hours.	3/6/2015 5:16 PM
354	Better service to the east side from childrens	3/6/2015 5:13 PM
355	Light rail transfer will probably take longer on 545 redmond to seattle than off-peak 545 bus-only service so I would be less likely to use transit. The main route that I use to get to key places on the Eastside (242) will be much more difficult to access by public transportation if no buses go there, so I will be more likely to drive instead of using transit to commute to work every day.	3/6/2015 4:31 PM
356	I'm not thrilled about the idea of relying on a bus that only comes once an hour (the 207), especially with an additional transfer involved to/from the 271, but Metro is my only option to get to school short of buying a car, so I don't have much of a choice.	3/6/2015 4:25 PM
357	If there are later evening trips to Woodinville being planned it would change my behavior considerably if there are downtown events	3/6/2015 4:19 PM
358	I could visit my friend out by Bear Creek more reliably.	3/6/2015 4:14 PM
359	Does a nice job unifying service between Seattle and Eastside at University transfer point, letting commuters take any bus and transfer to light rail, instead of having to choose a more specific bus route.	3/6/2015 3:52 PM
360	Would use less of off-peak service	3/6/2015 3:49 PM
361	Better connections the eastside would make me consider traveling there more often.	3/6/2015 3:34 PM
362	I use transit as often as possible even now.	3/6/2015 3:33 PM
363	The current system which I use nearly every day has worked well so far, but I think it would be slightly easier with Alternative 1.	3/6/2015 3:25 PM
364	I may use the 372 more.	3/6/2015 3:23 PM
365	44/5/E & D are my most used routes now and in the imediate future.	3/6/2015 3:20 PM
366	My main use of transit to downtown Seattle. The proposed transfer is far too slow and unreliable. Montlake Bridge is a traffic nightmare. Bridge openings are unpredictable. The transfer conditions are unreliable and slow. If the concept had been to terminate SR-520 buses at UW Husky, there needs to be dedicated right of way created to make those transfers reliable. That hasn't been done. Metro might as well tell Kirkland riders to just buy cars and drive, then to subject them to the vagaries of southbound Montlake Blvd. Keep our SR-520 buses on SR-520 to downtown and make WS-DOT retain the Montlake Flyer station. I can walk between there and UW Husky as fast as a bus can make it.	3/6/2015 3:02 PM
367	No car	3/6/2015 2:57 PM

368	The 255/256 connection idea is great.	3/6/2015 2:55 PM
369	Have you seen how much that bridge toll costs? HELLLLLLLLLLLLLLLLLLLLLLLLLLLL	3/6/2015 2:50 PM
370	better service for 372	3/6/2015 2:44 PM
371	I would consider combining bike and bus for more frequent commutes, especially ones that involve returning (to Bellevue) after classes and cultural events.	3/6/2015 2:43 PM
372	Presently I have direct service from Kirkland Park & Ride to my destination. Needing to make a connection would increase my commute time and thus increase the likelihood that I'd opt to drive in order to make it to my destination on time.	3/6/2015 2:37 PM
373	Don't use it frequently; Alt 1 doesn't do anything that would change the number of times I use transit	3/6/2015 2:33 PM
374	Increased service from Issaquah Highlands - it runs too infrequently for me to use it currently (I often work late at UW).	3/6/2015 2:30 PM
375	It would take me longer to commute having to transfer	3/6/2015 12:11 PM
376	In the very near future, my trips across the lake will transition from 520 to I-90, and I am not familiar enough with the AM commute via transit from downtown Seattle to Eastgate (on the 217/554), relative to from UW to Eastgate (on the 271) to comment constructively.	3/6/2015 12:06 PM
377	More frequent service, especially on weekends.	3/6/2015 10:41 AM
378	don't use these routes much	3/6/2015 10:34 AM
379	Less frequent service in North Kirkland would make the trips take longer and I would have to drive more often.	3/6/2015 10:14 AM
380	I travel between Bellevue and Greenwood all the time. I'm very excited about the 271 changes!	3/6/2015 10:13 AM
381	Too many connections and a travel time that would exceed 90 minutes. Connections aren't evil, when there's frequent service like within Seattle. However, on the Eastside, we're stuck with 30 minute feed routes (at best). And because Metro continues to publish fiction for timetables you watch your connecting bus pull away as you arrive at a transit center. A 13-mile trip shouldn't take up 15-20 hours of my week to get to my job five days a week.	3/6/2015 7:55 AM
382	All-day frequencies from the U-District would be improved.	3/6/2015 12:37 AM
383	Better connectivity.	3/6/2015 12:10 AM

Q28 How would you improve Alternative 1 on the Eastside – keeping in mind that the goal of this network is to have a consolidated, frequent network of service?

Answered: 332 Skipped: 6,227

#	Responses	Date
1	Provide no transfer service between Kingsgate P&R and downtown Seattle during peak commute times. The commute is long enough now - forcing a transfer completely negates any advantage to using Metro. I'll put together a carpool rather than transfer to Link.	4/1/2015 1:47 PM
2	Work with Sound Transit and turn the 255 route into a light rail extension. Seriously. I understand that's not realistic right now in this study, but light rail needs to cross 520 to make the Husky Stadium Station a more viable and easily accessed hub for Eastside transit users like me.	4/1/2015 7:29 AM
3	Build a Sounder line on the connecting the city's of Bellevue to lake Stevens.	3/31/2015 5:47 PM
4	direct bus to/from CHRMC/Overlake Hospital Campus instead of going through Bellevue transit	3/31/2015 5:42 PM
5	keep the 255 running eastbound from the university light rail station	3/31/2015 5:18 PM
6	Be able to catch the 271 in Montlake where it stops now on 520	3/31/2015 4:48 PM
7	I love the route 255 connections between the UW station, U Village, and Children's Hospital. I urge Metro to swing into action in terms of applying pressure to get Montlake Blvd transformed into a bus-friendly corridor. The executive and the council truly need to show some leadership and get Montlake Blvd HOV lanes on the radar immediately.	3/31/2015 3:45 PM
8	Look for places where the stated concerns of "experts" in specific problem areas can be mitigated; hybridize where it makes sense to do so to keep the service human.	3/31/2015 2:39 PM
9	I would ask to keep 372 and concentrate on culling lines that congest more within Seattle... some people rely solely on 372 and 72 to get from the Bothell / Woodinville area to the UW Campus. There are no alternatives in this scenario.	3/31/2015 1:32 PM
10	545 needs to be more express and buses from Montlake need to be more frequent to Seattle Children's with only having to walk less than a mile.	3/31/2015 12:10 PM
11	More direct busses connecting downtown cities to Seattle and the University District.	3/31/2015 11:40 AM
12	Keep the Montlake freeway stop.	3/31/2015 11:32 AM
13	I'm most worried about route legibility. Some routes go some places some of the time, which is one of Metro's nasty habits. There are multiple routes all masquerading under the same route number. They're _almost_ the same, but not quite, which is difficult unless you know the route well. Please add letters to the routes. So you'd have a 542G that goes to Greenlake park in ride in addition to everything else. (The letters don't necessarily have to be descriptive, they can just be A, B, C, D if there isn't an obvious differentiator.)	3/31/2015 1:59 AM
14	Maintain the same or greater bus connectivity at Montlake, No reductions in service for the 542 or the 545.	3/30/2015 9:35 PM
15	Add a segment to some 542 runs to make up for loss of 242. Make some of the runs of buses connecting UW Link to neighborhoods north of UW express with very few stops in between. Keep some non rush-hour runs of 545.	3/30/2015 8:54 PM
16	I would do whatever is necessary to give the 271 a direct same-stop transfer to other SR-520 routes. I would give the best possible Husky Stadium transfer, so that as few people as possible will need to cross Montlake Blvd at-grade. These ideas sound excellent: http://seattletransitblog.com/2015/01/30/improving-bus-rail-integration-at-uw-station/ I would ensure no bus is delayed by traffic on the Montlake Blvd exit ramp. I would consider dialing back direct-to-downtown service on the 545 during PM peak, as that is exactly when the jams on Stewart St are worst. Frequently, I've spent much longer waiting on the bus there than it would take to transfer to Link. I would guarantee that buses departing Husky Stadium - especially in the late evening - would wait for Link trains, and publish that someone arriving at downtown stations by a specific time would be guaranteed to catch a specific 542/255/whatever bus.	3/30/2015 5:51 PM

17	Extend route of 242 to overlake	3/30/2015 5:22 PM
18	Extend peak hour service through 8:30	3/30/2015 4:15 PM
19	Direct line from Bellevue to Seattle Children's Hospital	3/30/2015 1:48 PM
20	direct service between eastside and Seattle Childrens Hospital	3/30/2015 1:41 PM
21	i can get to montlake but takes too many buses to get up to Children's and too many hours from when i can leave my house. a 20 min max car route or a 2+ hour bus....	3/30/2015 11:56 AM
22	Add all day direct service to downtown.	3/30/2015 9:47 AM
23	Please do not change St 545 express routes.	3/30/2015 9:32 AM
24	Direct connections from North Seattle/U district to Eastgate.	3/30/2015 8:48 AM
25	Keep options open for connecting southend I-405 transit riders with I-90 and 520	3/30/2015 8:45 AM
26	Keep the 540 as is.	3/30/2015 7:51 AM
27	Extend Route 255 to another place in northeast Seattle that does not use Montlake Boulevard NE	3/30/2015 7:26 AM
28	Glad to see some acknowledgement of the Houghton Park and Ride. Right now, the 245 is the major transfer from the 255 up the 70th Street hill to the east. So it would be ideal if there was some synchronization between the two buses.	3/29/2015 8:17 PM
29	Unknown.	3/29/2015 4:24 PM
30	don't know	3/28/2015 10:48 AM
31	More 24 hour bus service	3/28/2015 8:01 AM
32	Have a direct route to Seattle Children's Hospital.	3/27/2015 10:22 PM
33	Keep the montlake flyer stops.	3/27/2015 9:16 PM
34	mass transit over bridge, park and ride esp evening and weekend	3/27/2015 7:57 PM
35	IN ALL CASES, SOME ASPECTS OF BOTH ALTERNATIVES 1 AND 2 SHOULD BE INCORPORATED.	3/27/2015 6:31 PM
36	Make no changes to 545 during non-peak hours.	3/27/2015 4:48 PM
37	Build the light rail to the east side	3/27/2015 3:58 PM
38	Keep Express service in Montlake	3/27/2015 2:33 PM
39	Please keep the 540 route.Would like to see more frequent service every 15 min. up until 7 pm.	3/27/2015 1:25 PM
40	establish direct connection do Swedish campuses	3/27/2015 1:15 PM
41	You need to provide an alternative express route from downtown to Totem Lake other than just the 311 during peak hours and it needs to go into the Park & Ride, not just the freeway stop.	3/27/2015 1:03 PM
42	Extend the 256 to Juanita via Market St.	3/27/2015 12:36 PM
43	Don't truncate the 255 at Totem Lake, please	3/27/2015 12:03 PM
44	Reinstate route 265.	3/27/2015 11:32 AM
45	Most Eastside commuting assumes that travelers are going to Seattle for work, while there are a fair number who commute the opposite directions. Increasing service West to East for the work day should be considered. Especially with Microsoft, etc.	3/27/2015 10:06 AM
46	Get light rail closer to Renton/Maple Valley to the Eastside and over to SCH & UW area	3/27/2015 8:48 AM
47	To have the 372 drop off closer to Seattle Childrens	3/27/2015 8:14 AM
48	Consolidating 545 and 542 makes sense, but I think it should be 542 that gets cut and that 545 gets service extension, including extending its peak hours to at least 9.30.	3/26/2015 10:06 PM
49	Keep direct service downtown on the 311	3/26/2015 5:23 PM
50	Connect Roosevelt & 45th and Convention Place Station area	3/26/2015 4:29 PM

51	Extend 540 to the North along Market and then 98th--up to NE 116th or NE 124th. Increase the frequency of 372.	3/26/2015 4:20 PM
52	I would create a more direct route in particular for Seattle Children's employees. It would be so helpful to eliminate being routed through the UW campus somehow and being able to go more directly from Montlake to Seattle Children's.	3/26/2015 2:51 PM
53	Direct service from Kirkland/Issaquah to Seattle Children's Hospital.	3/26/2015 11:27 AM
54	Ideally, I'd like a direct service from the Eastgate Park and Ride to Children's hospital.	3/26/2015 11:24 AM
55	direct frequent all day service across I90 into the bus/rail tunnel	3/26/2015 11:17 AM
56	Run the 311 every 5 minutes as you do the buses to Redmond, and they must all be double buses. Although the buses to Redmond are already crammed with people even though they run very often, so I am not sure that would even work.	3/26/2015 10:36 AM
57	keep 540 on 108th ave NE	3/26/2015 10:34 AM
58	A more central park and ride to 520 so that I do not need to go out of the way to get the bus.	3/26/2015 10:24 AM
59	I would take the bus and not drive if there was a direct line from kirkland to seattle childrens	3/26/2015 10:14 AM
60	have enough bus capacity to meet demand....presently, given that I stand on the bus most days a week & have been left behind by a full bus at my stop several times, demand is not being met	3/26/2015 10:09 AM
61	Light Rail on the Eastside is the only answer for a consolidated, frequent network of service.	3/26/2015 9:58 AM
62	Keep 242! And make sure there is a way to move between Overlake and North seattle during mid-day. Currently 545 is the only way to do this, with a transfer to 41 downtown.	3/26/2015 9:56 AM
63	Proposed 311 route could stay as proposed. Do not delete 252 or 257. 255 should still go thru Kingsgate P&R and could end at UW station for transfer to Link.	3/26/2015 8:50 AM
64	Bus service expand beyond the UW and up Sand Point way.	3/26/2015 8:35 AM
65	The current alternative 1 is horrible for anyone living north of Totem Lake. Some sort of direct service from Woodinville / Kingsgate to the UW link station may be acceptable IF the route and rail schedule can be aligned so the wait at the transfer is short. That's assuming everything runs on-time.	3/26/2015 7:36 AM
66	More frequency of connections to hubs like light rail station and/or U-District to Eastgate area. Have a shorter ride (less than 2 hours) from those hubs to Eastgate/South Bellevue area.	3/26/2015 7:15 AM
67	Consolidate multiple Eastside routes for transfers at Evergreen Point or Yarrow Point stations. I'd rather take a transfer on the 520 corridor than have to detour through UW to get from the Eastside to central Seattle. Align Eastside peak routes along the same streets in downtown Seattle to allow taking the first available one for more frequent service.	3/26/2015 2:50 AM
68	Make sure that direct service from Bear Creek P&R is available to UW and downtown Seattle without having to go through Redmond, which adds 15 to 20 minutes in each direction.	3/25/2015 8:11 PM
69	Leave the 255 bus route as it stands now. frequent and no transfers involved.	3/25/2015 7:23 PM
70	There are many medical personel that meet at south kirkland park and ride and travel to UW and Seattle childrens hospital. If we could have a direct bus to these hospitals, I believe ridership would go up.	3/25/2015 6:15 PM
71	Please consider the increase in time for commuting Secondly, when there is a mechanical failure in the tunnel this would impact serverly	3/25/2015 3:44 PM
72	I currently park at Bothell due to the lack of service to Woodinville. Missed connection in Lake City to 75 too many times. I have had to wait up to 30 minutes in Lake City for a bus to Woodinville. Better connections and or direct service from Bothell would be a plus.	3/25/2015 3:04 PM
73	Extend the 255 further north to Magnuson. Make sure as many buses as possible have good connection opportunities at Evergreen Point.	3/25/2015 3:03 PM
74	frequent service	3/25/2015 2:51 PM
75	Working 12 hour shifts, none of us want to take public transit that increases out communte time based on mulitple transfers. If a direct route were available without increasing commute times more 12 hour staff would engage	3/25/2015 2:47 PM
76	Please have a direct connection from Northgate, Seattle to Downtown Kirkland.	3/25/2015 2:05 PM

77	Would have to see the new link rail line to comment.	3/25/2015 1:59 PM
78	More busses from Kenmore to Downtown, they are so crowded.	3/25/2015 1:36 PM
79	Bus must have dedicated lanes and not sit in traffic with all the cars. Need frequent service connections with bus and light rail for at least 6A-9P Safety	3/25/2015 1:27 PM
80	Direct from SR-520 to Seattle Children's from Kirkland	3/25/2015 1:17 PM
81	Keep the 277 running as a direct route from Houghton P&R to the UW. So important to do so for students, staff, faculty of the UW!!!!	3/25/2015 1:09 PM
82	Pls consider taking some of the many 550 buses and use them for other routes. It feels like Bellevue always has 5-6 550 buses that come every 3-7 minutes versus the 1 or 2 that come for others on the Eastside (Issaquah) every 25-30minutes which is quite frustrating b/c these are packed during rush hour (morning/evening). We could use at least 1 or 2 added express buses for us too.	3/25/2015 1:04 PM
83	direct service from issaquah to seattle childrens hospital	3/25/2015 12:54 PM
84	Increase service on route 268 from Bear Creek Park and Ride to Montlake Freeway stop so that riders from Sammamish do not have to spend 15-20 minutes going through Redmond to get to the freeway. I've been at the Bear Creek Park and Ride waiting for the 268 when the 545 comes through. No one gets on the 545 but everyone gets on the 268 to the point of the double bus 268 being standing room only.	3/25/2015 12:46 PM
85	Would make it an Express or at least have it so only one transfer were necessary.	3/25/2015 12:46 PM
86	255 going to Seattle Children's in Bellevue.	3/25/2015 12:45 PM
87	From Seattle Children's Hospital directly to Eastside.	3/25/2015 12:43 PM
88	I really love the idea of a direct route to Seattle Childrens and back from Kirkland. I would use it every weekday I work. Weekends - I would need a route that runs early enough to get me to the hospital by 6am and home again after 6:30 pm.	3/25/2015 12:36 PM
89	ST route between Tacoma and Bellevue	3/25/2015 12:34 PM
90	I prefer Alternative 2. It is the only one that serves my needs.	3/25/2015 11:39 AM
91	Extend new Route 256 (or 255-X?) to off-peak hours. Extend Route 540 into the evening hours.	3/25/2015 11:33 AM
92	in my case, consolidating and providing more frequent service creates inefficiency. who should benefit from efficiency?	3/25/2015 7:40 AM
93	Make all the improvements you want, but leave bus routes from Brickyard park-n-ride to Downtown Seattle alone. Working/middle class people with families that choose to live in decent neighborhoods outside of the ghetto that is Seattle should not penalized and marginalized. Let us get to work without it taking hours.	3/25/2015 6:40 AM
94	sounds good to me.	3/24/2015 8:50 PM
95	Maintain the express services currently running during peak hours. These busses are already crammed full of people, consolidating these busses with other busses at a light rail transfer will not work.	3/24/2015 8:47 PM
96	I have comments specific to the proposed Route 207; however, since it is a single local route, and I see that there's a section for giving feedback on specific routes later in the survey, I'll put those comments there. Otherwise I generally like Alternative 1 as-is.	3/24/2015 8:44 PM
97	I don't mind the idea to consolidate 252/257/311. I probably wouldn't even mind a detour for the 311 to stop at the light rail station. I'm just concerned about the changes to the Seattle end of the service for my commute.	3/24/2015 8:30 PM
98	It's difficult for older and handicapped people - most likely to use bus service - to walk further to catch a different bus now that their service has been cut to make way for Alternative 1. So - find a way to keep some of the outlying service - maybe using the smaller buses.	3/24/2015 7:49 PM
99	Always run 545 between Overlake and Downtown Seattle without a transfer to light rail on weekdays.	3/24/2015 7:48 PM
100	Alternative 1 sounds pretty good the way it is, I like it.	3/24/2015 6:08 PM
101	Keep direct trips between Kirkland & DT Seattle (business district). Transfers to this area are not necessary.	3/24/2015 6:01 PM
102	do not change 255, 257 or 252 or extend light link rail to Kirkland.	3/24/2015 5:51 PM
103	Have some direct services into Downtown for 311	3/24/2015 5:05 PM

104	The afternoon Overlake TC deviation needs to go away. The 235 and 238 crisscross in Totem Lake, for no obvious reason. The 238's current alignment requires a deviation into Houghton P&R; consider re-routing it to allow a straighter route alignment. The 271's deviation into Bellevue College should be deleted, unless Bellevue College and the City of Bellevue commit to improving Snoqualmie River Road for buses. The 271 should operate via 112th St and use the HOV direct access ramps at 108th Ave NE instead of providing local service in Medina; another route such as the 235 should be extended into Medina instead. This would speed up the 271 and also allow for same-stop transfers at the SR 520 freeway stops between the SR 520 routes; presently this is only possible at Montlake, and that opportunity is going away soon. The service pattern for the 542 and 545 is too complicated, with too many different terminals and routings depending on the time of day.	3/24/2015 4:25 PM
105	Reduce the walking distance between bus and light rail at the University District station.	3/24/2015 12:53 PM
106	Have 542 stop at overlake park and ride/village in addition to the stops at 40th.	3/24/2015 11:51 AM
107	Make it more clear how fares/transfers would work between bus and light rail modes.	3/24/2015 10:01 AM
108	again, if you have parking, more will take bus or rail if they can get there and find parking.	3/24/2015 9:39 AM
109	Kind of like what I said in the last one that having the alternative of taking a bus to Montlake then transferring maybe better for peak traffic times but for non peak times like early morning bus riders it will add time for us because we will need to do 2 transfers instead of our direct shot right now. I know it may not be possible but for the early buses maybe have a route that alternates taking you to Montlake or taking you downtown directly on the current route of 311,252, or 257.	3/24/2015 8:30 AM
110	More direct travel no transferring!	3/24/2015 8:24 AM
111	Since there are 3 buses that go basically the same route starting at the Kingsgate Park and Ride - 252, 257, and 311, I would say it would be feasible to eliminate one either the 252 or 257 but still have them go all the way into the city.	3/24/2015 7:47 AM
112	You need to keep some options for direct bus service from north Kirkland into Downtown Seattle that does not require transferring buses or to LINK. Otherwise, feel free to build a LINK station in Kirkland for more seamless service.	3/24/2015 7:47 AM
113	all day service between Kirkland and UW	3/24/2015 7:01 AM
114	A direct, no-transfer route from downtown to Overlake Transit Center (545) is still needed. Maybe it doesn't need as many stops (timing studies can be done to see if south downtown would benefit more from taking light rail to U-District), but the detour and transfer is too much to build into other commutes.	3/24/2015 2:55 AM
115	I would change the peak hour schedule for the 545 to 6-10 am for the 545 route instead of 5-9 am.	3/23/2015 10:26 PM
116	Keep the 255 intact and run more buses more often.	3/23/2015 9:14 PM
117	don't screw up the 255 and 540 routes!	3/23/2015 5:23 PM
118	I'd like rapid ride added along Rt 202 between Woodinville & Redmond Transit Center --- Rt 202 is extremely crowded during office hours. You also need to improve crosswalks and bus stop locations along Rt 202	3/23/2015 5:14 PM
119	Keep 545 service on evenings and weekends	3/23/2015 1:41 PM
120	One Transit Agency for all. Metro buses, ST light rail and trains, and the trolleys. All should work on ONE system (if that is ORCA or whatever I do not know), but when needing to transfer, one should not have to worry about having to "pay again". That only keeps people in their cars. More service frequency is needed across 520 to at least South Kirkland P&R. Today, one can be stuck for a long time on the western side of the lake, with no options of getting across, period. Getting across would at least open up the option to walk or bike home.	3/23/2015 1:08 PM
121	Extend ST 560 to service the Houghton Park/Ride. Those of us who live in the Kirkland area need convenient access to a bus route to the airport. Currently, we must negotiate our way to the Bellevue Transit Center in order to board the 560: very time consuming via bus (at requires 2 buses to get to BTC) and a hassle to have someone drop us at BTC via private vehicle: traffic, non-existent parking.	3/23/2015 10:25 AM
122	Keep direct route between downtown Kirkland and Downtown Seattle Bus Tunnel.	3/23/2015 10:19 AM
123	Bring back the 243!!!	3/23/2015 9:43 AM
124	Keep the 252 and 257 routes.	3/23/2015 8:46 AM
125	Keep routes 252, 257 and 238 as is - NO CHANGES.	3/23/2015 7:57 AM

126	I do not ride the 545 but I notice that it is one the most packed routes. It probably has enough riders to support frequent service under both concepts.	3/22/2015 10:52 PM
127	207: I could tolerate the reduction to hourly service--on weekends and evenings and mid-day. I believe that half-hourly service is crucial during the commute times. I believe that service should begin an hour earlier, and extend until late evening. I believe that service should be extended to weekends. I would suggest that a smaller bus be used, if the reasoning for canceling service is that the bus is not running full.	3/22/2015 9:05 PM
128	Increase number of trips to/from Woodinville on the 522 during peak hours. Too many stop/start in Bothell only	3/20/2015 6:04 PM
129	Extend Interline 271/48 to Issaquah TC via I-90 and not route through all the neighborhood.	3/20/2015 4:13 PM
130	Retain 255 to downtown and 540 to UW.	3/20/2015 2:33 PM
131	I ride the 255 from downtown seattle (Convention Place) to South Kirkland. It seems that this commute would be enhanced by the changes (I almost always ride during peak times). having to transfer during this trip would really suck. However, I am looking forward to attempting to transfer to light rail to get to the capitol hill station, so i can skip traffic on I5. I like the consolidated frequent network idea, although of course it is going to suck for some people that get shafted here. Not everyone is going to all of the sudden start using light rail, and transferring to light rail could still take more time than just driving there straight on a bus.	3/20/2015 2:06 PM
132	I would not alter the current 372 or 271 schedules, and would add Saturday and Sunday service to the 372.	3/20/2015 1:37 PM
133	More express buses from the Brickyard PNR, rider ship is way up on the 311. I had to go to an earlier time bus because the one I had been taking for two years became a sardine can at 6:29am. We pay taxes too, quit giving us the short end of the broom stick. Eastsider's are being treated like we don't matter. Give us more buses from the Brick Yard PNR that run all day and are express. I will not ride a bus or lightrail that takes me 30-40 minutes longer than I'm already enduring.	3/20/2015 1:35 PM
134	Just make sure transfers work well.	3/20/2015 1:24 PM
135	Don't cancel the 277. Everything else looks great.	3/20/2015 1:13 PM
136	Keep the direct connection between Redmond 148 AVE NE 242 and Green Lake, NorthGate etc.	3/20/2015 11:11 AM
137	Extend Bus Route 246 to Clyde Hill/ Yarrow Freeway Station.	3/20/2015 10:38 AM
138	I'm mostly concerned about the logistics of a transfer between buses and the University Link Station. If this is simple, like get off the bus and walk downstairs, this will be a broad success in my opinion. If the bus drops off blocks away I will be more frustrated - especially when it's raining.	3/20/2015 9:08 AM
139	i only ride to montlake & 520, work at NOAA	3/20/2015 7:45 AM
140	I would nix the 545 and 256 and put those hours into increasing frequencies on the 542 and 255 and possibly have these trips terminate at Husky Stadium.	3/20/2015 12:53 AM
141	coordinate transfers	3/19/2015 11:40 PM
142	Include more service between Eastside and Downtown later at night	3/19/2015 11:10 PM
143	My additional improvements would increase service on the 269 to the Sammamish plateau	3/19/2015 10:21 PM
144	With the proposed consolidation of service I don't see how it is possible to make it work. There needs to be some way of getting from the Kingsgate area to downtown seattle in much the same way it happens now.	3/19/2015 9:58 PM
145	I think all routes that serve the Eastside that operate on SR 520 should all terminate at the University of Washington Campus expect the 255 should terminate at Children's Hospital. Routes 542, 555, 556 should maintain routing past U District except the 555 should serve NE 145 ST Freeway Station	3/19/2015 8:00 PM
146	No improvement seen except to provide light rail direct connection from Kirkland to Downtown Seattle if light rail is the key to the this alternative.	3/19/2015 6:53 PM
147	No transfers on 271 and we need the same level of frequency since we don't have light rail options to get to the Eastside!!	3/19/2015 3:55 PM
148	Because it's not convenient, I can't see how to improve this alternative.	3/19/2015 3:26 PM
149	I would add more direct service from northeast Seattle to Downtown Bellevue. Not everyone who lives in northeast Seattle works in the cities north of Bellevue (i.e. Kirkland, Redmond, etc.).	3/19/2015 2:20 PM
150	More frequency of 545 routes would help with transfer time between various Seattle side connection to that route.	3/19/2015 11:15 AM

151	Better coordinate route timing to/from Finn Hill with express routes to/from UW.	3/19/2015 10:46 AM
152	Do not charge extra for the transfer to Link Light Rail.	3/19/2015 9:11 AM
153	Add service to NE corridor: 522 and Juanita Dr. in Kenmore, Bothell, Lake Forest Park, Woodinville, Juanita, and Kirkland. Expand park and ride capacity in Kenmore and Bothell and other locations. Include some of the features from Alt. 2 (should not be either-or) (Raise my taxes, please!)	3/19/2015 8:55 AM
154	More trips from center of Sammamish (along 228th) to Redmond. Route 269 needs expansion; even if it just goes to Redmond and not Overlake	3/19/2015 8:30 AM
155	No matter how much change is made, as long as connection times improve would be greatly appreciated. Over the years, the one constant ire is the lack of decent transfer timing between connections. As traffic gets worse, buses can't always get us to our connection due to the small window of accomplishing this, and 5-10 minutes can be eaten up in no time causing you to miss your connection and having to wait for 20-30 minutes for the next one.	3/19/2015 7:57 AM
156	reduce fair by 50 cents	3/18/2015 10:19 PM
157	In the context of this questionnaire, "Eastside" doesn't seem to include much for Kenmore/Bothell residents.	3/18/2015 8:53 PM
158	...	3/18/2015 7:40 PM
159	Maintain integrity of service during off peak hours.	3/18/2015 2:47 PM
160	Maintain route 252 (access to SLU from Kingstate). Add Carpool lane for buses between SR520E and I-405N. The South Kirkland P&R (i.e. current 255 and 540 routes) are much more preferred than the proposed routes from SR520E to I405N (e.g. new route 540 to the Houghton P&R) because the wait times to get on I405N from SR520E are so long! It's faster to take surface streets during peak hours.	3/18/2015 2:33 PM
161	More hub-hub coverage including late evening trips at least every 30 minutes	3/18/2015 2:28 PM
162	Alter either the 542 or 545 routes to take on some of the 242 stops on 148th.	3/18/2015 2:11 PM
163	Keep 242 or increase frequency of 542 during peak hours.	3/18/2015 2:07 PM
164	I don't know.	3/18/2015 1:56 PM
165	Anything that can get Eastside commuters from bridges into mass transit to mitigate the chaos on I-5 and I-405 between the bridges, would make life for thousands (if not 100s of thousands) easier. I drive to Bellevue to commute via 271 from Bellevue to UWMC. In the evening, the driving aspect of my commute between Bellevue and Issaquah is a no-win situation. If Westbound I-90 (Bellevue to Seattle) is backed up, which happens ALL the time, Bellevue Way backs up and I can't go Eastbound I-90. Obviously Eastbound I-90 backups affect me too but are less frequent. I cannot drive via I-405 as it is a parking lot both ways at all times. Please help us bridge-dependent commuters get out of our cars! Additionally, we do not have enough parking in South Bellevue P&R or Bellevue in general. Eastgate P&R access is problematic - so problematic that I bike there if I use that P&R. We need more direct frequent, faster service from Eastgate/Issaquah to UWMC - I'm okay making a connection at i-90 or 520 but there are limited options. Think 556 route, with less stops, more frequent, if possible. Even 271 with less stops would be better. I don't mind walking or biking. When will light rail help with bridge traffic and in-between bridge traffic?	3/18/2015 1:48 PM
166	Bringing expert from Europe, Japan, East-coast anywhere that has a good public transportation.	3/18/2015 1:35 PM
167	Forget smaller neighborhoods. Focus on improving transit between the large, high-frequency areas during commute hours and shoulders	3/18/2015 1:26 PM
168	We lose the capability of traveling between downtown Seattle and Kirkland other than during rush hours without a lot of hassle if the 255 route is changed. The 255 route has increased ridership from 2:30 pm on, which is before the peak hour window. And is there that great a need to reroute the midday run thru the U-District and up to Children's Hospital?	3/18/2015 1:24 PM
169	Why isn't the 522 listed anywhere in either of these options?	3/18/2015 1:18 PM
170	Add weekend service from 522 to U District, to new light rail stations.	3/18/2015 1:02 PM
171	Option for late night/overnight service and weekends.	3/18/2015 12:51 PM

172	Go up First Hill without a transfer to another bus. Right now I get off at Yale. Walk up the hill. Take the VM Shuttle. At night, I walk down the hill and take the 255 in the tunnel. Just a lot more walking up and down hills. Yes it is good exercise, but sometimes when it is raining, it just isn't a good thing. The sidewalks need so much work, you really have to watch where you are walking. And pass by people who are using drugs or homeless people. My bus stop was across the street from VM. Oh well. It seems like you are more concerned about Seattle then the surrounding cities. We all don't live in Seattle.	3/18/2015 12:50 PM
173	For Route 271, I like the 10 - 15 minute frequency throughout the day especially during UW school days (we could nickname 271 the UW school bus because the majority of riders are UW students during school times). Also, it would be so nice to have newer buses on Route 271. The old 271 buses need to be updated soon, please. Thank you.	3/18/2015 12:45 PM
174	I would use transit more if the 556 bus from Northgate to Issaquah Highlands ran more frequently, like having some of those buses travel after 6:30 PM on Weekdays. Right now, I have to ride the 271 and then transfer to the 554 if I want to stay in the U-District after normal work hours. It takes about 45 minutes longer.	3/18/2015 12:30 PM
175	I like the improvements to 542 but I would not reduce 545. Both 542 and 545 are important and I do not think the Light Rail completely replaces 545.	3/18/2015 12:27 PM
176	Improve frequency of route 540	3/18/2015 12:18 PM
177	Ensure consistent service (peak and off-peak) between UDistrict and Issaquah, not just to Eastgate.	3/18/2015 12:13 PM
178	Put 271 on 520 and find another way to service Medina if the ridership justifies it.	3/18/2015 12:12 PM
179	No suggestions. I would not use light rail.	3/18/2015 12:01 PM
180	Make sure service between Bellevue College and the University of Washington continues to be about every 10-15 minutes (route 271).	3/18/2015 11:57 AM
181	Add route 541 as in alternative 2. Please have more service for overlake village - there are apartments going up there. Or, have the 542 stop at overlake village.	3/18/2015 11:48 AM
182	DO NOT TAKE AWAY STREAMLINED OPTIONS FOR TRANSIT REQUIRING MORE TRANSFERS!!! What benefit is there to those who are able to take a 545 or 542 directly to their destination right now if that is broken up with a transfer and ultimately adding more time to their commute? This is a backwards movement.	3/18/2015 11:43 AM
183	Consolidated away in other areas if that means you actually provide for Bothell more to areas into and out of Seattle.	3/18/2015 11:37 AM
184	I'd leave an occasional bus straight to downtown, but if it's going to be frequent with the light rail, maybe that would suffice	3/18/2015 11:36 AM
185	I would have the link light rail run down 522 to the U District Station. The eastside, especially north and east of Kirkland/Redmond, is generally ignored when considering public transit options. Most people have to drive a good distance to be able to find good transit, or just drive the entire way.	3/18/2015 11:28 AM
186	Add a trip to the 235 so I don't have to wait as long to make a transfer after the 277 is eliminated. If I miss a transfer I'd have to sit around for 30 minutes for the next one and that sucks.	3/18/2015 11:16 AM
187	We don't need more frequent service on the 242, the cadence is just right. Six buses between 6am and 9am running to Overlake. Six buses between 3:30pm and 6pm running to Ridgecrest. The concept of a "consolidated, frequent network of service" sounds great, but if it means killing a popular, targeted, highly efficient route, then your concept is making things worse, not better.	3/18/2015 10:55 AM
188	Make the 311 an Express into downtown from Brickyard.	3/18/2015 10:07 AM
189	There needs to be one or two "trunk" routes connecting major Eastside hubs (Issaquah-Bellevue-Redmond-Kirkland-Totem Lake). With fast, frequent connections, much of the direct service to Issaquah and especially to the Issaquah Highlands/Sammamish can be eliminated (off-peak hours especially). There are already too many routes crisscrossing Lake Washington.	3/18/2015 12:28 AM
190	Increase 545 morning service to 10am, and 545 evening service to 8pm	3/17/2015 10:02 PM
191	I would try and make the transfer to UW Link as low-friction as possible by having westbound passengers drop-off directly in-front of the station on Montlake Ave and move the eastbound pickups as close to the station as possible.	3/17/2015 7:52 PM
192	Keep route 242. Keep route 542 to Greenlake P&R instead of killing the service from the U District to there.	3/17/2015 7:34 PM

193	Maintain a stop at Shelby to preserve ability to transfer to southbound routes before the stadium station for routes coming in from westbound 520, like the 542.	3/17/2015 6:19 PM
194	The only worry I would have is that there is already not enough parking at the Eastgate Park and Ride and reducing the extension to Issaquah might increase the number of people driving from Issaquah to the Eastgate Park and Ride.	3/17/2015 4:08 PM
195	No eastside routes should be changed. We already have a consolidated, frequent network. Sound Transit is simply adding a superfluous stub that happens to cross SR 520. Alternative 1 tries valiantly to make use of the North Link for eastside routes that cross over it. But the concept only succeeds in ruining a perfectly good square peg that we rely on daily, by trying to ram it into the round hole that is North Link.	3/17/2015 1:09 PM
196	For commuter routes, it is important to keep the commuter in mind as they are your customer. As a commuter I want the shortest, quickest, most direct route. A longer route causes stress and transferring causes much more stress as there are more chances for delays, etc.	3/17/2015 10:20 AM
197	Use alternative 2	3/17/2015 9:28 AM
198	Increase choices and options.	3/17/2015 7:29 AM
199	Keep 545 service during off-peak hours on weekdays (I am willing to accept the 545 not operating on weekends)	3/16/2015 5:11 PM
200	Redmond to Downtown is a very popular route. Making it more difficult seems ill advised.	3/16/2015 4:46 PM
201	Make one of the routes that connect North Seattle and Overlake to pass on 148th Ave NE.	3/16/2015 4:18 PM
202	311 routing looks really slow. Maybe run it back on 520 at montlake then exit at Stewart, it can take the routing of today's 309. Also I wish the 311 was bi-directional, since it has to deadhead anyways consider making some of these trips revenue hours. Why do we still need the 268? Axe that and restructure as necessary on the east side.	3/16/2015 3:46 PM
203	Keep Downtown Seattle stops.	3/16/2015 3:15 PM
204	Have a closer interchange 542<->Rail	3/16/2015 2:11 PM
205	More frequent service during peak hours for the 545 route...especially in the evening when there can be no seats. One major challenge is that the OTC stop will often get more access and all subsequent stops are sometimes skipped due to overcrowding.	3/16/2015 1:58 PM
206	Generally I am happy as long as I have a way to get downtown from Redmond - the light-rail transfer from the 545 is a negative but not a huge one. More important is that the 545 runs reliably and frequently without being overcrowded.	3/16/2015 1:43 PM
207	If there are fewer stations, meaning a longer travel time to the nearest station, then I'd consider expanding some of the park & ride stations (depending on how full they are currently) to accommodate more cars. Consolidate the 545 and 542 lines, and have the line end at UW. The 545 seem to run late a lot, particularly during peak times, because of congestion in downtown Seattle. If commute times during peak between Redmond and Downtown are faster when using the light rail link, then this might improve schedule reliability.	3/16/2015 1:27 PM
208	The definition of peak hours is key here. Because Microsoft employees don't have set times to the start and end of the workday, peak is between 7am and 11am in the morning and 3pm to 8pm in the afternoon/evening. If the plan is to use "standard" peak hours of 6-9am and 3-6pm for the increased service for a "revised" route 545, it won't be nearly enough, and lots of folks who today can get a direct route from Overlake Transit Center to downtown Seattle would have to take a transfer under the new proposal, say if they needed to come in to work at 10am or needed to stay at work until 7pm or 8pm (both frequent occurrences for Microsoft employees with schedules that vary each day of the work week).	3/16/2015 1:17 PM
209	I'd keep the peak 242 in the AM, but if the 542 started running earlier again from the I5/65th P&R then I could make it work.	3/16/2015 1:16 PM
210	1) Off-board payment and all-door boarding when transferring from Link to 542/5 routes. 2) HOV on/off ramps from 520 to UW station (I think already planned) 3) Ability to increase frequency on 542/5 routes as needed to meet demand (as more service hours will be freed up when the 545 is truncated at UW this should be possible).	3/16/2015 1:06 PM
211	Keep the 242! Or at the minimum, extend the 542 up to Northgate to continue the current direct service to the eastside.	3/16/2015 1:01 PM
212	keep 545 schedule and frequency same off-peak.	3/16/2015 1:00 PM

213	I'm assuming you're removing this north route because the ridership is sparse until Northgate. If so, move the 242 route to the east (to 15th NE). By having it run within 1-2 blocks from the highway, you're losing potential riders to automobile transit. Move it to 15th, where there are far more eastside commuters.	3/16/2015 12:56 PM
214	Maintain 545 runs during the day. It's very convenient to get directly from Redmond to Downtown Seattle easily throughout the day.	3/16/2015 12:55 PM
215	Do not make the 545 route any slower, harder, or less direct during off-peak or on weekends.	3/16/2015 12:50 PM
216	Keep 242 or provide some option that doesn't make my commute from Maple Leaf to Redmond significantly longer	3/16/2015 12:36 PM
217	Transit lanes between SR520 and Husky stadium Link station. Bus transfer facility at stadium station. Increase frequency of ST 542 to match current frequencies of ST 545 (10 minute instead of 15 minute)	3/16/2015 12:27 PM
218	Keep the 545 and 255 as they are now.	3/16/2015 12:26 PM
219	Increase service on 545, reduce 542. Once you're downtown, you don't have to walk BEFORE waiting for your Link. This is important, because walk time is wasted time when you're about to connect to another bus. Instead, you get off near Westlake, hop on the Link, go to University. If you're commuting south, you're not affected.	3/16/2015 12:22 PM
220	1. Do not change the off-peak 545 or 2. Add a connection between Seattle's NorthWest neighborhoods and the U-District to take advantage of the 542 revisions without affecting travel time for anyone who lives in the North West neighborhoods.	3/16/2015 12:20 PM
221	Rail tunnel under lake Washington--probably not in consideration, but if BART can do it under the bay, why can't we use that solution here?	3/16/2015 12:11 PM
222	Keep the 545 during offpeak hours, though frequency could be once an hour..	3/16/2015 12:06 PM
223	Need a way to get to top of Capitol Hill from OTC without changing bus 3 times	3/16/2015 12:04 PM
224	Change the net same result in the 542 schedule to the current 545 off peak. This means that the additional transfer will just take longer to get to Downtown Seattle to get to the ferry terminal.	3/16/2015 12:04 PM
225	Make 550 truly express or have an express way to the station prior to 520 from Bellevue downtown so I can transfer to the new ST545 route.	3/16/2015 12:03 PM
226	Continue running 545 all day service as option.	3/16/2015 12:00 PM
227	Increase peak hour 545 service between Seattle and OTC.	3/16/2015 11:58 AM
228	N/A	3/16/2015 11:57 AM
229	Leave the 545 as it is - or even make it more frequent. It's already crowded.	3/16/2015 11:57 AM
230	I would maintain extended hours for the 545, such as 7am-11pm.	3/16/2015 11:53 AM
231	Keep some type of connection extending to neighborhoods north of the U-District.	3/16/2015 11:53 AM
232	keep montlake station on 520. I take 44 to 545 and vice versa to go from Stone Way to Redmond.	3/16/2015 11:48 AM
233	I would be okay with requiring bus-light rail transfers from Seattle to Redmond on weekends, but I would like to continue to have direct bus routes on off-peak weekday hours.	3/16/2015 11:45 AM
234	A better solution for Microsoft employees with respect to the 545 who live in cap hill and belltown/QA	3/16/2015 11:45 AM
235	do not increase commute time for workers	3/16/2015 11:39 AM
236	Make it run farther west. From Fremont to use Alternative 1, I would need to take 16 -> 44 -> Light Link rail which is a lot of bus hopping.	3/16/2015 11:38 AM
237	Do not change route 545	3/16/2015 11:36 AM
238	Don't eliminate 242	3/16/2015 11:35 AM
239	Several alternatives: Don't reroute 255 or make 256 a non-rush hour route as well as rush hour, it can be less frequent then and still satisfy the use case. Have 545 stop by South Kirkland Park and Ride.	3/16/2015 11:14 AM

240	Solutions: Don't cut exiting bus service to/from the eastside, and don't require riders to transfer on 520 to get to/from Seattle The network concept as stated is contra-indicated by indicated bus service cuts. Elimination of routes in the early morning during early commute time (i.e., 255) and midday (545) is directly contradictory of what you say you are trying to do. Don't cut them. Also, requiring people coming from the eastside have to de-board a bus on 520 and transfer to get to Seattle takes longer. Connections to buses south of Seattle are already difficult to make due to the lack of cohesion of the Sound Transit schedules; for instance, the 545 already misses the buses to Tacoma by 1-2 minutes. Since these are city-to-city buses it would have been a logical idea to coordinate these schedules. Additional time is added to the trip by making riders have to exit their buses 520, and then wait for the light rail to show up, then finish their trip to/from Seattle. This creates more time for needed travel to/from the eastside. This is supposed to be commuter service, not feeding Metro agenda, right? If you think the rail transfer on 520 to Seattle will take less time than the bus and you are going to move forward with this, make sure the timing of the train catches riders AS they exist the buses (so they don't have to wait) or else you are increasing the travel time of the taxpayers to fund your own agenda, and discouraging use of mass transportation. Make it simple: don't require riders to transfer on 520.	3/16/2015 10:13 AM
241	Invigorate trunk-to-trunk (Freeway-to-freeway) service with bus service simply running up and down the major freeway corridors that have freeway stations. Think of it as freeway-only routes superimposed over your existing route structures as the first of a three-tiered traffic distribution scheme. Easy movement between main facilities in the primary transportation corridors, connection at those facilities to both regional (tier 2) and local service (tier 3). For example, a SR520 route would feature short frequent East/West Stewart & Denny, Montlake, Evergreen, Yarrow Pt. Redmond (only). An I405 N/S might look like Southcenter, Renton, Newcastle, Bellevue, Houghton, Totem Lake, Brickyard, Bothell, Lynnwood. Call these routes the 747s. These feed into the regional routes, think of those as the 737s, and to the local routes, "the puddle jumpers" I think high-level blunt-object freeway station to freeway station service diversifies your structure so that your regional routes can be much shorter and targeted. Each spoke on your network connects to a hub that offers both local, national, and international connections. Please forgive my repeated use of air travel similes, but hey, it's all about transportation :).	3/16/2015 9:12 AM
242	Get the various agencies to cooperate and implement this (http://seattletransitblog.com/2015/01/30/improving-bus-rail-integration-at-uw-station/).	3/15/2015 9:00 PM
243	Keep routes as is for 252 and 257. Route 311 is not a viable substitute for deletion of these two routes. More people will be driving to find parking in already crowded P&R's.	3/15/2015 6:36 PM
244	Sound Transit needs to work out some type of transfer agreement with bus and light rail service. Also, there needs to be more nightly and week-end service because it's not cool getting stuck downtown when you need to get back to the Eastside.	3/15/2015 5:31 PM
245	545 between Redmond and Downtown is a busy route. Keep it unaffected with more buses during peak times and run is a little less frequently during non-peak and weekends, while still offering direct service without needing to connect to light rail. This gives people the option of transiting to light rail during non peak when they cannot wait for direct route.	3/15/2015 10:38 AM
246	Speed up light rail to Eastside via I-90.	3/13/2015 7:33 PM
247	* Increase frequency of the 256 concept to avoid a choke point at the U District LRS during peak hours; with all routes funnelling into the U District LRS, there are certain to be extreme crowds at this station if something is not done. 256 frequency increase will allow for freeway stop transfers at Yarrow and Evergreen from other routes to serve downtown/Tunnel. * If ridership warrants, use the 252 snow shuttle routing to provide service for riders of routes 252 and 257 * Consider tunnel and downtown transfers. Shuffling the 255 to U District will reduce the ability of passengers to directly transfer to a route served by downtown, requiring instead a transfer to light rail between the 255 and the other routes they may use.	3/13/2015 5:18 PM
248	Woodinville Park and Ride has space to park if you delete route from Bothell UW and Woodinville PR, there are no space to part on Bothell UW.	3/13/2015 1:28 PM
249	could add more express lines.	3/13/2015 1:05 PM
250	Wi-Fi on buses	3/13/2015 12:41 PM
251	People do not want to transfer...they want a direct route to take.	3/13/2015 7:30 AM
252	372 needs to go further on weekends!	3/12/2015 10:39 PM
253	Don't make passengers that are already packed on a bus get off and transfer at Montlake unless there's an accident.	3/12/2015 5:29 PM

254	Having a connection point to the link South of UW. It would be acceptable if the bus just stopped at convention place and i could catch the link from there to my place of work. My biggest issue is having to go west across the bridge, then north to connect to a southbound transit option in order to get to my work in South SODO	3/12/2015 1:41 PM
255	Transfers at University Link station should be examined to improve reliability of service.	3/12/2015 11:43 AM
256	I do not fully comprehend Alternative 1, but what I do know is this: As long as this plan is able to keep my ability to get to work and back (in a timely manner) intact, I am all for it.	3/12/2015 10:35 AM
257	Leave the 255 direct to downtown Seattle alone.	3/12/2015 9:52 AM
258	I would rather have a direct service between Redmond and downtown Seattle--Route 268 does that for me and I would prefer that not to change.	3/12/2015 9:20 AM
259	Add a Link station at Montlake, In the meantime vastly improve the design of the UW Hospital station, so buses can stop immediately in front of the Link stations, so passengers can walk between a bus and a link train within one minute.	3/11/2015 11:42 PM
260	I agree with the overall concept of Alt 1 - but I think it makes a simple trip from So Kirkland P&R to downtown more complicated/time consuming then it needs to be during off peak.	3/11/2015 5:03 PM
261	Maintain a connection between North Seattle/Shoreline and the Eastside that requires less than 2 transfers. One connection is realistic, two connections becomes untenable.	3/11/2015 4:17 PM
262	Keep a one-seat direct all-day frequent bus route from Downtown Redmond to Downtown Seattle with enough capacity to accommodate all the people who want to make this trip!!!!!! These 2 urban areas should have a direct fast, frequent all-day everyday transit connection without forced out-of-direction travel and transfers in inconvenient locations!!!!	3/11/2015 11:10 AM
263	Retain direct service during peak hours from Totem Lake and Kingsgate to downtown at current levels. I am also concerned that the elimination of the 252 and 257 would lead to overcrowding at the Kingsgate PR due to people trying to avoid making a 2nd transfer as part of their commute (previously it was none). They would now be required to utilize the 238/235 and other local transit service. Please look at the # of boarding's prior to the Kingsgate PR for the 252/257and assume that *all* these patrons would drive to Kingsgate and park to avoid the transfer, ensure that parking is sufficient to accommodate this "worst case" scenario. At least wait for the completion of the SR-520 work and improved access to Montlake before moving so many buses to this route. The traffic there is crap and these buses will just end up sitting in it.	3/11/2015 10:07 AM
264	Completely reliable & free reasonably priced way across the damned lake with a bike on 520. I can catch a base bus in the morning & there's usually little wait. But I have to pay \$2.50 or more to travel 1 mile back across the bridge in the evenings and I may have to wait 20 minutes or more for the privilege at rush hour. Someday, there'll be a sidewalk, but that will be 2 or 3 years from now. So, take a low-floor bus, rip out the seats, and have it circle from Montlake to Evergreen Point & back hauling bikes & riders.	3/11/2015 9:33 AM
265	Frequent? Are you joking? You reduce buses directly to downtown and force people to make yet another connection at the UW Link station (a location that will require crossing strings and long walks -- something so great to do in a place where it never rains). You make non-peak travel a complete hassle and complicated. What's needed is to improve connections on the Eastside, not send jam-packed buses to UW Link. These plans just solidify Eastsiders reluctance to fund mass transit because we get sub-par service.	3/11/2015 8:31 AM
266	Add Park & Ride in Lake Forest Park or Lake City.	3/10/2015 8:53 PM
267	stop sending peak 255 and 545 downtown. wasteful and slow.	3/10/2015 7:04 PM
268	I wouldn't implement forced transfers at U-Link until it was certain the busses could make it to/from 520. This may mean waiting for the new exits for Montlake or even for the new bridge. It will certainly mean making some changes on Montlake Blvd to give busses priority. And what is the plan during Husky games?	3/10/2015 3:51 PM
269	Add service between Bothell/Woodinville and U District via 520.	3/10/2015 2:45 PM
270	- Improve UW Station transfers by reducing walking distance and convincing UW to give up parking. - Figure out a way to add bus lanes on Montlake Blvd. - If the 311 deviation into the UDistrict ends up not attracting SLU/Uptown riders, add a few trips to the proposed 64/66 and instead route the 311 via 520/Stewart/Denny/Westlake/Mercer (proposed map below) https://www.google.com/maps/dir/47.6446666,-122.2856342/47.6246115,-122.356702/@47.630801,-122.3258929,14z/data=!4m9!4m8!1m5!3m4!1m2!1d-122.3319003!2d47.6185095!3s0x5490153436e85e09:0xe74b5a0dea4dc29d!1m0!3e0	3/10/2015 1:26 PM
271	more regional 555 and 556 service between North Seattle, UW and downtown Bellevue	3/10/2015 9:26 AM

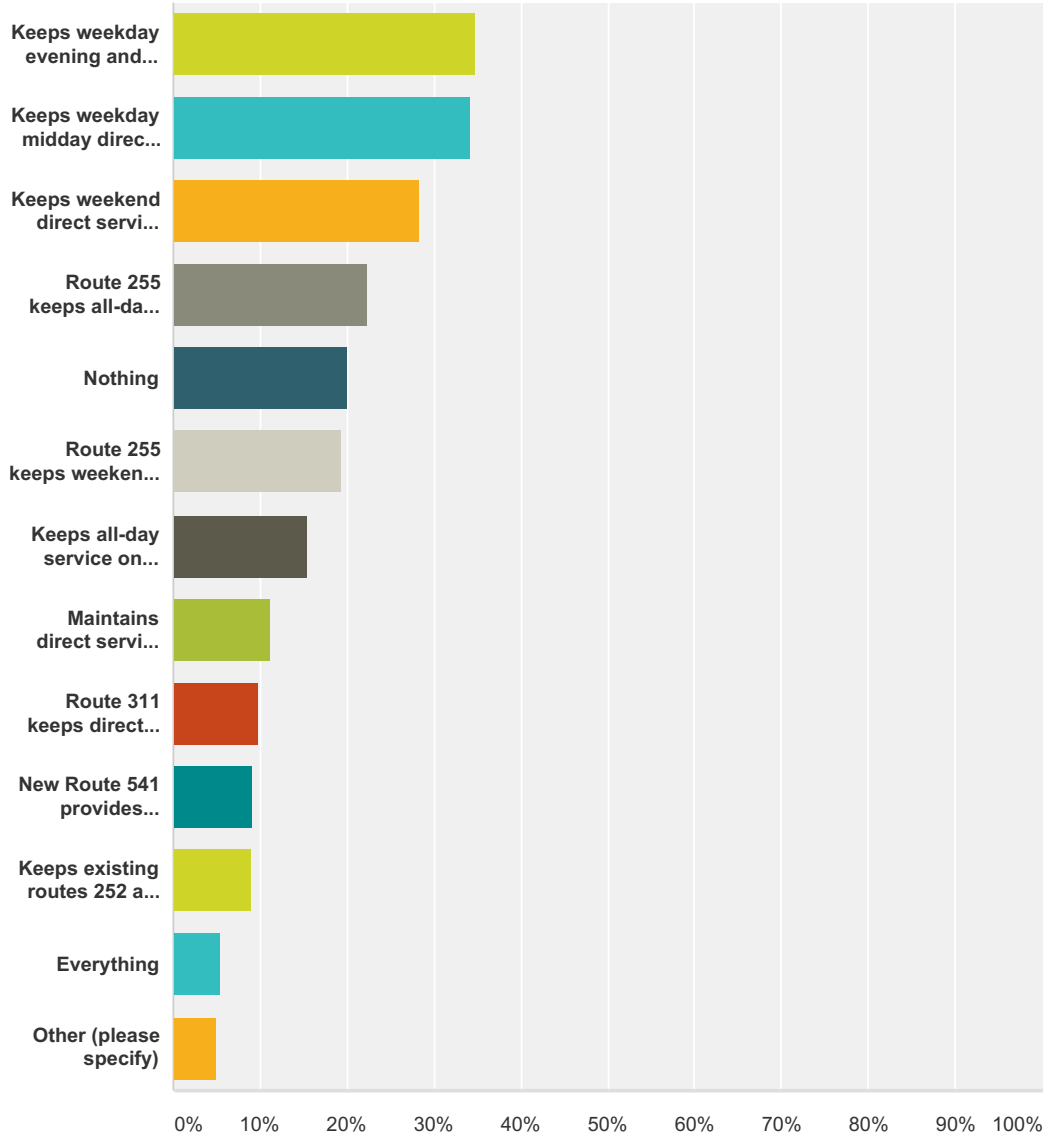
272	More service is needed from the U-District to Wallingford/Femont/Ballard	3/9/2015 10:04 PM
273	Ensure that LINK runs a few trains after the last 542 so that working late still means I can get home (without missing last train). Add some social late-night trips to 542/LINK so that visiting friends in Redmond doesn't strand me, either.	3/9/2015 5:52 PM
274	Actually commit more to the Link/542 connection. 15 minutes isn't really frequent, and 30 minutes in the evening really doesn't work for transfers. it seems like you're straddling the fence, and are in danger of getting hung up on it.	3/9/2015 4:42 PM
275	Keep every 30 min midday service of 545. I don't mind transferring from 542 in the evenings.	3/9/2015 3:41 PM
276	Enhance bus service and not force everything to light rail stations.	3/9/2015 2:45 PM
277	I have no comments for this question.	3/9/2015 2:21 PM
278	Increase the feeds from the eastside into hub points of transfer to link light rail to offer more options for riders. I like having to wait no longer than 15 minutes so please retain frequency.	3/9/2015 11:45 AM
279	Keep the 372 route starting and ending at the Woodinville Park and Ride. Make it a true "Express" by eliminating stops between the UW campus and Lake City Way.	3/9/2015 10:02 AM
280	Keep Route 372 starting and ending at the Woodinville Park and Ride.	3/9/2015 9:48 AM
281	Keep the 257	3/9/2015 8:45 AM
282	establish direct bus connections from eastside to major hospitals in downtown seattle	3/9/2015 5:51 AM
283	Extend route 255 to NOAA campus during peak periods to serve commuters from the Eastside going to NOAA	3/9/2015 3:01 AM
284	There are too many milk-run buses which make transit time from the Eastside ridiculously long, if this plan is focused on TOD and more transit centers, there needs to be one further out, such as in Woodinville since that captures riders past that point who aren't going to drive to Kirkland just to take a slow bus.	3/8/2015 10:25 PM
285	I have no improvements to suggest.	3/8/2015 9:31 PM
286	Parking Keep bus service to/from kirkland/seattle especially 252 and 257 the only express routes Make available to various kirkland neighborhoods	3/8/2015 3:59 PM
287	Try to push Bellevue College into letting the 271 pass through the college instead of wandering around it. Maybe have the 271 serve the 520 freeway stations? granted this doesn't improve much on top of what's already proposed given the lack of transfer opportunity with this plan.	3/8/2015 2:35 PM
288	through route the 271 & 65 continuing to service dt Bellevue	3/8/2015 12:00 PM
289	Direct lines to SLU for 311 / 252 / 257. Or at least consolidate at say Houghton Park and Ride for an express route to SLU.	3/8/2015 8:44 AM
290	255 Night service after Mariner Games and symphony concerts is dismal. We must leave events early to catch the 10:08pm bus, or wait a whole hour for the 11:08. It would be wonderful to have a 10:40 bus.	3/7/2015 8:08 PM
291	as long as this consolidation has minimal impact on cars. how is the impact to car traffic being addressed? safety getting to/from; parking at the stop location.	3/7/2015 2:23 PM
292	Would like to have an Express bus from Northgate around the North end of the lake to downtown Kirkland. The buses from d.t. Seattle to d.t. Kirkland are slammed at rush hour.	3/7/2015 2:12 PM
293	I'd need to be able to get to and from NE 56 th and Roosevelt Way to Evergreen Hospital and be on site between 8 am and 5, 6 or 7 pm.	3/7/2015 12:20 PM
294	Better service to Bellevue College	3/7/2015 11:55 AM
295	Adopt the route 207 as mapped, but retain same frequency as the current 271 between Eastgate-Issaquah-Highlands, or with slight increases in frequency to every 20 minutes through peak hours.	3/7/2015 10:25 AM
296	More service from Renton Transit Center to University of Washington	3/7/2015 10:00 AM
297	I think it is great to provide all day service between NE seattle and Redmond, however I'm some what concerned that we will lose peak trips from green lake park and ride when eliminating the 242. If this was compensated by adding additional trips on the 542 that go all the way to greenlake that would help.	3/7/2015 9:34 AM
298	I would like to be able to travel directly between Capitol Hill and Bellevue.	3/7/2015 8:36 AM

299	more through-routes, make 271 to Link transfers at UW station feasible as a faster route from Bellevue to Downtown Seattle	3/6/2015 10:53 PM
300	Have peak time route between the Central Area and the Eastside/Redmon instead of a new route 38. delete route 8 between Mt Baker and Rainier Beach stations since it duplicates service... Have a small shuttle service for riders who live in between stations on MLK.	3/6/2015 10:30 PM
301	Instead of sending the 255 on a roundabout loop to Children's, have it continue west to Fremont. This would enable a 2-seat ride between Kirkland and virtually all of North Seattle; riders could transfer to the 255 from the 5, 16, 26, 28, and 40, among others. It's similar to how the 45-271 connection dramatically improves trips between North Seattle and Bellevue.	3/6/2015 8:24 PM
302	Quicker routes to light rail going across the lake (520)	3/6/2015 8:16 PM
303	free coffee	3/6/2015 8:14 PM
304	As above minimizing time waiting at transfer stations	3/6/2015 7:53 PM
305	I'd create buses directly from the Capitol Hill Station and the Mt. Baker Stations to the Eastside	3/6/2015 7:48 PM
306	Combine with plan two	3/6/2015 6:07 PM
307	Keep the 542 stop at the Greenlake P&R (and/or have the new 541 stop there)	3/6/2015 5:31 PM
308	I want only two things for the Eastside. 1) Good light rail transfers at UW Station!! 2) Reroute the 271 so it can serve Evergreen Point.	3/6/2015 5:17 PM
309	create a route from children's to downtown Bellevue or down 25th/35th to downtown Bellevue	3/6/2015 5:13 PM
310	Reroute the 271 out of Medina so that it can serve the Evergreen Point freeway station, making an important connection with routes that won't be stopping at Montlake (e.g. 545, 255/6)	3/6/2015 5:09 PM
311	Good afternoon, I would like to have better transportation commute for the Eastside Woodinville, Duval a light rail would be wonderful. Thank you for taking the time to read this.	3/6/2015 4:50 PM
312	Keep the advantages that Alternative 1 provides, while making sure no areas with key locations are cut off. Maybe by modifying 48 or 49 and adding a connection through Montlake to the new University light rail station. And I would keep the stop on route 242 on 148th Ave NE by implementing the new route 541 in alternative 1 instead of just alternative 2. Then it would be perfect. :)	3/6/2015 4:31 PM
313	My greatest concern is whether the 207 and 271 will be carefully coordinated to facilitate transfers between the two (i.e. don't schedule the 207 to leave Eastgate TC right when the 271 arrives) - switching service between Eastgate and Issaquah to a separate route isn't a bad idea, but as a commuter who already spends at least an hour in transit each way every day, I'm not convinced that an hourly 207 will be a reliable substitute for direct service.	3/6/2015 4:25 PM
314	Later, more frequent trip availability. Extend evening trips to 8pm. Add some mid-day trips to 311!!! If one has a doctor appt or other reason to leave early there are minimal options without it taking over an hour to get there.	3/6/2015 4:19 PM
315	The East Side is very sprawly, and people there tend to have cars, but the people there who don't have cars tend to suffer more when bus routes "consolidate" and thus get further away from them. Transfers are fine as long as people can get there at all. See suggestion earlier in survey about doing a walking heat map. Do that here as well.	3/6/2015 4:14 PM
316	Eliminate peak-period service to downtown Seattle, which is always stuck in traffic anyway, as a way of encouraging LINK ridership.	3/6/2015 3:52 PM
317	Keep 255 going to the downtown bus tunnel and keep increasing the frequency	3/6/2015 3:49 PM
318	I would end all 520 routes at UDub and transfers to Light Rail would be issued on those routes to continue to downtown.	3/6/2015 3:27 PM
319	Keep the 255 and 545 as 7 day/week 20 hours/day direct service to downtown Seattle.	3/6/2015 3:02 PM
320	Add light rail from Redmond across Lake Washington to the UW and Downtown	3/6/2015 2:57 PM
321	I think the 311 concept is great, would love to see some reverse peak trips though. Since this is a peak route it has to dead head anyways so maybe only run reverse peak during core peak hours. Maybe have some 372 trips still go to Woodinville, like you have peak-tails on the other routes. Maybe make it express with no stops between UWB and the Woodinville P&R.	3/6/2015 2:55 PM

322	Find a way to bypass the 520/Montlake bottleneck.	3/6/2015 2:50 PM
323	Continue direct service from Kirkland to center of UW campus/u district.	3/6/2015 2:37 PM
324	Don't send 255 downtown at all; truncate it at UW Light Rail station.	3/6/2015 2:33 PM
325	Make all day tickets available as Portland does that will cover both bus & lightrail. Will lightrail be more expensive that the bus trip without the transfer?	3/6/2015 1:11 PM
326	keep the 277. eliminate something else	3/6/2015 12:11 PM
327	Clearly define how bus-rail transfers will be addressed to not penalize the mode-switch at UW Stadium Station.	3/6/2015 12:06 PM
328	Reroute the 271 onto 112th and use the SR 520 HOV direct access ramps at 108th. This enables the 271 to interline with other SR 520 routes at the freeway stations and speeds the route up. Extend another route into Medina to provide coverage. Stop deviating the 271 into Bellevue College - stay on 148th all the time. Do not have the 542 do the Overlake TC afternoon deviation. Extended peak 545s should start/end at Redmond TC as the 542 currently does, and should retain the Overlake TC deviation. Move the 248 down to NE 70th and serve the shopping center at 70th and 132nd. This provides a better connection at Houghton P&R too.	3/6/2015 10:41 AM
329	no comment	3/6/2015 10:34 AM
330	Delete Route 256. Please.... Implement more frequent service on the **NEW** RT 255. My current experience riding the 255 shows me that a lot of time is wasted in the downtown area. It seems like everyday I spend 30+ minutes waiting on the platform for a bus to come. Transferring at UW avoids the horrible downtown traffic saves those many service hours for more productive service in the city of Kirkland.	3/6/2015 10:14 AM
331	255 remains at 10 minute (or better) intervals at peak and continues to offer direct service to downtown. These plans don't do ANYTHING for the 25,000 workers in South Lake Union -- many commuting from the Eastside. You've made a difficult commute even worse under both options.	3/6/2015 7:55 AM
332	First, have the 372 serve UW Station more directly. Second, eliminate the off-peak 522, and roll its service hours into 10-minute headway on the 372.	3/6/2015 12:10 AM

Q29 What do you like most about Alternative 2 on the Eastside? (choose up to five)

Answered: 889 Skipped: 5,670



Answer Choices	Responses
Keeps weekday evening and night service between Redmond and downtown Seattle (Concept for Route 545)	34.87% 310
Keeps weekday midday direct service between Redmond and downtown Seattle (Concept for Route 545)	34.31% 305
Keeps weekend direct service between Redmond and downtown Seattle (Concept for Route 545)	28.35% 252
Route 255 keeps all-day direct service to downtown Seattle on weekdays	22.38% 199
Nothing	20.02% 178
Route 255 keeps weekend direct service to downtown Seattle.	19.46% 173

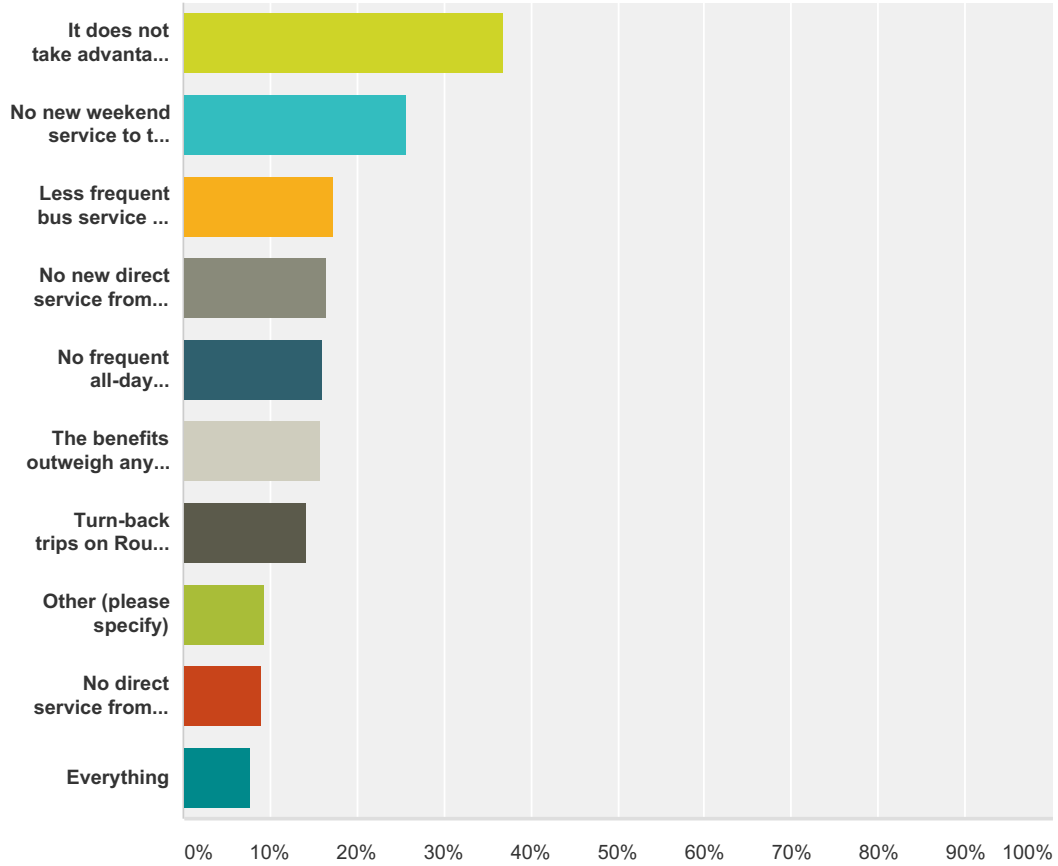
Keeps all-day service on Route 271 from Issaquah to the University of Washington	15.41%	137
Maintains direct service to the center of the University District and the UW campus from South Kirkland (Concept for Route 540)	11.25%	100
Route 311 keeps direct service to downtown Seattle without deviating to the University of Washington	9.90%	88
New Route 541 provides increased peak service to the new Link University of Washington Station via Overlake Village	9.11%	81
Keeps existing routes 252 and 257	8.89%	79
Everything	5.51%	49
Other (please specify)	5.06%	45
Total Respondents: 889		

#	Other (please specify)	Date
1	Non-stop from Woodinville to downtown is the primary benefit of riding (Rte 311) for me. I am likely to return to single occupancy driving if this is changed.	4/1/2015 1:45 PM
2	Too little information given above - will the 540 still originate at the Kirkland Transit Center?	3/30/2015 7:52 AM
3	Does not affect me.	3/30/2015 5:54 AM
4	No opinion on this part.	3/28/2015 9:29 AM
5	The 255 continues to Brickyard	3/27/2015 12:05 PM
6	Need better service to Seattle Children's	3/27/2015 10:29 AM
7	again, direct routes without multiple transfers would be a huge incentive to use public transit	3/25/2015 2:59 PM
8	Must have Park and Rides near bus stations. It takes too much time to get a bus to the bus station, then transferring again to light rail when going from East side to UW and/or Seattle Children's as that would take too long and add to commute time.	3/25/2015 1:31 PM
9	Please include Sammamish in your plans. 50,000 people live in Sammamish and want bus service to the University District and downtown Seattle without going on a milk run through Redmond.	3/25/2015 12:47 PM
10	I can get to a park and ride, but there is no direct connection to Seattle children's hospital	3/25/2015 12:44 PM
11	Express service to Seattle from 252 & 257 are the key reasons I choose metro. Those routes are partly why I bought my house.	3/25/2015 12:25 PM
12	I don't want to have to xfr to light rail. it will add to my already long commute time.	3/25/2015 8:12 AM
13	I don't want to have to xfr to light rail. it will add to my already long commute time.	3/25/2015 7:54 AM
14	Route 311 keeps direct service to someplace slightly close to where I need to be in downtown Seattle	3/24/2015 8:30 PM
15	no changes to 255, 252, and 257.	3/24/2015 5:51 PM
16	I don't know if I read wrong, but doesn't this add new route 541 - that's what I like about this	3/24/2015 11:51 AM
17	Keeps direct bus service from Kirkland park and rides into downtown seattle core.	3/24/2015 7:47 AM
18	Really no improvements for me	3/22/2015 4:21 PM
19	Please keep the 271. It is one of the best, most useful routes Metro has.	3/21/2015 1:03 AM
20	no obvious improvements because the 542 to Link completely replaces what is reduced on the 545.	3/19/2015 10:21 PM
21	Alternative 2 provides non transfer direct service.....and is working; leave it alone. Also, Alternative 2 leaves the 255 (and 236 conn if wanted) for mid day leave early if need to get home for emergencies, medical appointments (Evergreen and Totem Lake family medicine right there) and etc.	3/19/2015 6:53 PM
22	More convenience, easier to walk to bus stops.	3/19/2015 3:26 PM

23	I like that there's a bus that will go as far as Queen Anne, but I wish it linked to Downtown Bellevue, not just the cities north of Bellevue.	3/19/2015 2:20 PM
24	Ambivalent	3/19/2015 12:58 PM
25	Need to know more about this one.	3/18/2015 10:26 PM
26	I like that coverage is not sacrificed just for the purpose of connecting to the Light Rail. The Light Rail is only a means to reduce commute times and if it causes a reduction in coverage (i.e. increase in commute time) then its not worth it.	3/18/2015 2:33 PM
27	Increasing service frequency between the U Distrct and Eastside cities across 520 will help UW students and staff.	3/18/2015 1:56 PM
28	I would think that the buses that are being deleted as in 252 and 257 will cause more crowding on the 255 and the 256. Aren't we trying to make this better?	3/18/2015 12:50 PM
29	The possible 541 may help to make my route more direct. Coming from the Redmond/Bellevue edge (24th ST) where the 250 served, this would be a more direct route than going backwards to catch transfers at SR520/Overlake @ 40th. It would be great if there were more local 249 options during peak hours as the connections in either direction are severely limiting and make for a frustrating and stressful commute to run for a transfer with only two options available in one peak hour.	3/18/2015 11:43 AM
30	Alternative 2 leaves untouched the parts of the transit system I use.	3/16/2015 4:49 PM
31	No change to the 542! That's my favorite route and I love that this would stay a one-seat commute for me.	3/16/2015 3:20 PM
32	Hate that you are making my commute from Maple Leaf to Redmond take longer	3/16/2015 12:36 PM
33	Increase peak hour 545 service between Seattle and OTC.	3/16/2015 11:58 AM
34	More frequent 545 service via Overlake Transit Center turn-backs	3/16/2015 11:55 AM
35	neutral - this alternative does not change the way I would use service from Northeast Seattle and U District to/from Redmond	3/13/2015 3:50 PM
36	Woodinville Park and Ride has space to park if you delete route from Bothell UW and Woodinville PR, there are no space to part on Bothell UW.	3/13/2015 1:28 PM
37	545 times are still similarly predictable.	3/9/2015 5:52 PM
38	Alternative 2 actually commits to getting "Frequent" peak service on the 541/542, making transfers more viable - during the peak at least.	3/9/2015 4:42 PM
39	Expanded hours of service for 372X.	3/9/2015 10:50 AM
40	overall seems fine to me, but I don't use some of the specific bus routes mentioned above.	3/7/2015 2:23 PM
41	Would like to have an Express bus from Northgate around the North end of the lake to downtown Kirkland. The buses from d.t. Seattle to d.t. Kirkland are slammed at rush hour.	3/7/2015 2:12 PM
42	Please see above. Same problem for me as with alternative 1. I commute from NE 56th and Roosevelt to and from Eveegreen hospital in Totem Lake (NE Kirkland) and the one time I used public transit it was a 3 bus two plus hour trauma - not helped by the fact that 66 was unreasonably late. I've never done it again and cannot envision transit that would work for my work schedule.	3/7/2015 12:20 PM
43	None of these affect me.	3/6/2015 5:43 PM
44	better than alt. 1	3/6/2015 5:38 PM
45	Route 542 still goes to the greenlake P&R	3/6/2015 5:31 PM

Q30 What concerns you most about Alternative 2 on the Eastside? (choose up to four)

Answered: 799 Skipped: 5,760



Answer Choices	Responses
It does not take advantage of the investment in Link light rail service to better distribute bus resources	36.92% 295
No new weekend service to the new Link University of Washington station	25.78% 206
Less frequent bus service on Route 271 on nights and Saturdays	17.40% 139
No new direct service from State Route 520 to Children's Hospital	16.40% 131
No frequent all-day connection between downtown Kirkland and UW Link light rail station	16.02% 128
The benefits outweigh any concerns I might have	15.89% 127
Turn-back trips on Route 545 at the Overlake Transit Center	14.14% 113
Other (please specify)	9.39% 75
No direct service from Bear Creek to the University of Washington	8.89% 71
Everything	7.76% 62
Total Respondents: 799	

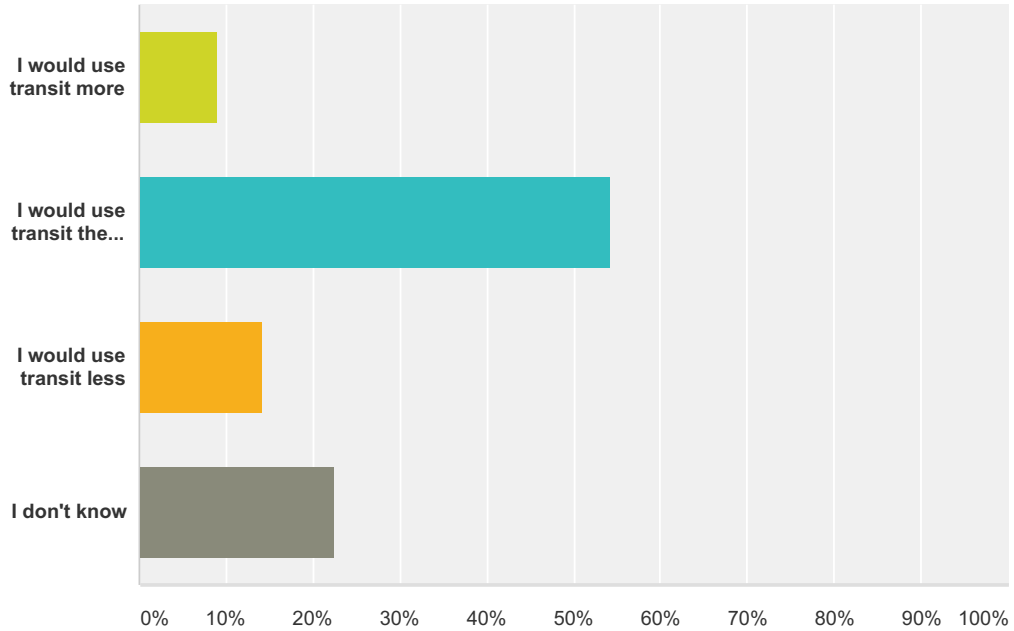
#	Other (please specify)	Date
1	242 Deletion	3/31/2015 11:25 AM
2	Legibility.	3/31/2015 2:01 AM
3	My regular commute is from Lake City to Overlake business park. I usually take 522-->545 (non rush hours) + 12 minute walk and back on 242-->64X. With the elimination of non-rush hours 545, and 242, my remaining option is a significantly longer commute, changing at the UW + additional walk on the return, or driving (at least to Ravenna P&R)	3/30/2015 8:56 PM
4	Weekend SR-520 service is distributed over many infrequent routes	3/30/2015 5:52 PM
5	No direct service to SLU from eastside.	3/30/2015 9:49 AM
6	ST542 does not operate during off-peak hours, but 545 is an alternate option as how it is currently.	3/30/2015 9:36 AM
7	too much service on congested I-5	3/30/2015 7:28 AM
8	Access to bus service to Eastside from Montlake is damaged by WSDOT plans. We need connections to express service at 520.	3/27/2015 2:33 PM
9	cut of existing bus routes 252 and 257	3/27/2015 1:16 PM
10	lack of direct bus service across I90 from Eastgate P&R into the light rail tunnel	3/26/2015 11:19 AM
11	Still need to increase the size of the buses on the 311 run in the afternoon - no small buses should be used.	3/26/2015 10:39 AM
12	See previous comments.	3/26/2015 9:59 AM
13	No direct connection between Overlake and Northgate.	3/26/2015 9:57 AM
14	No Parking at Redmond Park and Rides. The transit center and Bear Creek lots are full by 7am.	3/25/2015 3:06 PM
15	see above	3/25/2015 2:59 PM
16	Please do not have anymore transfers. It takes an hour and 15 minutes to get from Northgate Transit Center to Kirkland.	3/25/2015 2:06 PM
17	I need transportation from Seattle Children's in Seattle to Seattle Children's building on 116th (near Overlake Hospital) also.	3/25/2015 1:31 PM
18	It doesn't appear to have any advantages to me over the existing service.	3/25/2015 11:33 AM
19	I don't want to have to xfr to light rail. it will add to my already long commute time.	3/25/2015 7:54 AM
20	no 242	3/23/2015 10:30 PM
21	dismembering the 255 through Kirkland to downtown seattle and forcing transit riders deep into the u district for a transfer to downtown	3/23/2015 9:14 PM
22	number of trips for 311 stays the same	3/20/2015 6:04 PM
23	I don't see the 242 or 542 listed	3/20/2015 2:02 PM
24	Hard to say that the positives are actually positives when they are already a bare minimum that is lacking	3/20/2015 1:53 PM
25	No direct service between Redmond and Green Lake	3/20/2015 11:11 AM
26	I have no concerns at all with the present service and recommend it.	3/19/2015 6:53 PM
27	I read the description of the two alternatives but didn't see this level of detail to be able to answer differently, specifically about route 271.	3/19/2015 3:55 PM
28	It doesn't appear specifically on either alternative, but connections from Finn Hill (route 234) to/from University district routes (either 372 via Kenmore/Lake City or 255/256/540/? via 520) are my chief concern for any changes made to the system. To keep my morning commute to UW under one hour, I have to ride 4 routes now (234 / 277 / 252 / first available at evergreen point). Morning commute via Kenmore (234 / 372) is extremely inefficient with current timing of routes.	3/19/2015 10:46 AM
29	DOes nothing to address congestion, air pollution, noise, and safety issues in Kenmore, Bothell, Lake Forest Park, Juanita and Kirkland. Does not address capacity and access issues for Park and Rides in Kenmore, Bothell, and other places in the area.	3/19/2015 8:55 AM

30	Kenmore and Bothell seem to have been left out of your planning considerations. There are a lot of commuters using our local highways, and it is often very difficult to get into either Seattle or Bellevue.	3/18/2015 8:53 PM
31	Deleting route 242 makes no sense especially since the peak trips for the 542 are remaining the same. The 542 busses are already packed. This will make them much worse. Also, a lot of the 242 ridership comes from 148th in redmond which there will be no bus support for. The evening 242 that I take is packed to standing room only every day. Not having more 542s will make the evening ride very, very crowded as the 542s are also packed both ways.	3/18/2015 2:07 PM
32	I would prefer having the 556 bus run more often than the 271 bus. The 271 takes far longer and doesn't go to the Issaquah Highlands, and it already runs pretty often. The 556 is fast and direct, but it doesn't run very often.	3/18/2015 12:30 PM
33	Doesn't improve anything in Bothell	3/18/2015 11:37 AM
34	The 277 is still canceled with this option so I'm still screwed.	3/18/2015 11:16 AM
35	Severely degraded service between Shoreline/Maple Leaf/Green Lake, and the Redmond campus of Microsoft. The 542 stops only at 520 and 40th, and 520 and 51st. This significantly reduces the convenience and utility of taking the bus. Why do you keep trying to kill the 242. It was designed specifically to get Microsofties on the West side over to the campus, and it's a huge success--packed buses every day. Just leave it alone!	3/18/2015 10:55 AM
36	Reduce 545 service direct Redmond/Downtown	3/18/2015 8:23 AM
37	Deletes Route 242	3/17/2015 7:34 PM
38	Might not address the constant 4:00 to 5:30 overcrowding on the 545	3/17/2015 3:41 PM
39	545 changes	3/17/2015 8:22 AM
40	No more route 242. No service connecting North Seattle to 148th Ave NE.	3/16/2015 4:18 PM
41	less frequent 545s	3/16/2015 4:11 PM
42	No direct connection between Montlake and 148th Avenue NE between NE 31st ST and NE 40th St.	3/16/2015 1:29 PM
43	Hate that you are making my commute from Maple Leaf to Redmond take longer	3/16/2015 12:36 PM
44	No direct service from MS Campus to U-district	3/16/2015 12:35 PM
45	No real concerns.	3/16/2015 12:26 PM
46	Route 255-- where does it stop in Montlake?	3/16/2015 11:50 AM
47	No 242	3/16/2015 11:35 AM
48	The longer commute time I will have due to rerouting to UW. Show me that it won't be longer and I'd be ok with the transfer.	3/16/2015 11:14 AM
49	When light rail arrives to the Eastside then the investment in link light rail services will pay big dividends. Until then Eastside residents will continue commuting by bus or by car.	3/15/2015 5:31 PM
50	I am very disappointed with all of the people who have been working on this. You all are keeping Kirkland out of your plans. What are we chopped Liver?	3/13/2015 6:21 PM
51	Woodinville Park and Ride has space to park if you delete route from Bothell UW and Woodinville PR, there are no space to part on Bothell UW.	3/13/2015 1:28 PM
52	No service to/from Houghton P&R (unless I read the 540 service change incorrectly) - need service to Houghton P&R.	3/11/2015 5:03 PM
53	No connection between Overlake and neighborhoods north of the University District (concept for Route 242).	3/11/2015 4:17 PM
54	The 277 is eliminated.	3/11/2015 8:31 AM
55	311 and Woodinville are left out	3/10/2015 10:15 PM
56	Long on thoughts, short on details. Start announcing the plans on the bus...	3/10/2015 10:00 PM
57	no comment	3/10/2015 8:53 PM
58	There's a possibility of reduced service as some would transition to a 271 connection where they currently take 545. Traffic on the Westbound 520 bridge would still be bad because drivers wouldn't see improved total travel times by bus (as they might in Alt 1).	3/9/2015 5:52 PM

59	Reduced options for traveling to Seattle (First Hill) from Eastside.	3/9/2015 11:45 AM
60	No direct service from Woodinville Park and Ride to the UW Seattle campus.	3/9/2015 10:02 AM
61	I have concerns, but I'll live with the changes, though I can't go as far as to call them "benefits." I understand that the budget is tight and cuts need to be made somewhere.	3/9/2015 8:45 AM
62	cancelling of 252 and 257, what is the point of having busses going from the eastside then at all?	3/9/2015 5:51 AM
63	252 and 257 need more extended hours, not to be cut. the last stop at Kingsgate is 8am; that is ridiculous. You should be running until at least 9am. There is no parking in Kingsgate P&R. You need another central stop	3/8/2015 8:44 AM
64	as long as this consolidation has minimal impact on cars. how is the impact to car traffic being addressed? safety getting to/from; parking at the stop location.	3/7/2015 2:23 PM
65	Please see above	3/7/2015 12:20 PM
66	We need both plans	3/6/2015 6:07 PM
67	No concerns.	3/6/2015 5:43 PM
68	Lack of transit options to SE corridor like Kent Station outside of narrow commuter hours and the Sounder.	3/6/2015 3:26 PM
69	I don't see a benefit to Alternative 2 compared to how it is now	3/6/2015 2:48 PM
70	elimination of 277	3/6/2015 12:11 PM
71	prefer bold changes and simplify and increase frequency. We need to utilize Link and get buses off very slow Stewart St (i.e. Rt 545).	3/6/2015 10:34 AM
72	Does nothing to improve transit service.	3/6/2015 10:14 AM
73	cropping of 372 before woodinville	3/6/2015 8:40 AM
74	Elimination of Route 277.	3/6/2015 7:55 AM
75	All-day SR 520 service to UW will only work if it is combined with the routes carrying riders going downtown, meaning a forced transfer at UW Station. If some routes continue downtown mid-day, they will be packed with downtown riders transferring to them. Anything short of eliminating off-peak SR 520 service to downtown will pull the rug out from under all-day UW connectivity.	3/6/2015 12:10 AM

Q31 How would your use of transit be affected if Alternative 2 were implemented on the Eastside?

Answered: 992 Skipped: 5,567



Answer Choices	Responses
I would use transit more	9.07% 90
I would use transit the same	54.23% 538
I would use transit less	14.21% 141
I don't know	22.48% 223
Total	992

#	Why?	Date
1	Nonstop from Woodinville to Downtown is the key benefit of riding for me. Alt2 does not change this.	4/1/2015 1:47 PM
2	It retains existing 255 routing. This benefits my family on weekends and me during the week when I work or have meetings in downtown Seattle allowing me to have a quick and direct ride to my car at the South Kirkland P&R near my family's day care.	4/1/2015 7:31 AM
3	Not able to catch the 271 in montlake	3/31/2015 4:50 PM
4	I am Transit-dependent.	3/31/2015 2:40 PM
5	I use bus systems the same every day. If busses come more often, I spent less time commuting.	3/31/2015 11:42 AM
6	The 545 travels from downtown to north capitol hill at times the 43 doesn't So I often use it. I'm not sure how your changes would affect it.	3/31/2015 10:42 AM
7	I'd still be able to take the bus with relative ease from N. Capitol Hill to the Eastside.	3/30/2015 9:37 PM

8	My regular commute is from Lake City to Overlake business park. I usually take 522-->545 (non rush hours) + 12 minute walk and back on 242-->64X. With the elimination of non-rush hours 545, and 242, my remaining option is a significantly longer commute, changing at the UW + additional walk on the return, or driving (at least to Ravenna P&R)	3/30/2015 8:57 PM
9	Nothing significant would change, except for the possibility of walking from Montlake Freeway Station to Husky Stadium	3/30/2015 5:53 PM
10	Not convenient	3/30/2015 1:49 PM
11	if no routes to Seattle Children's that save time... i will not use it.	3/30/2015 11:58 AM
12	Continued reliable services between UDistict-Bellevue/Redmond-International District	3/30/2015 9:37 AM
13	Because its not clear what the new 540 route would be. It would be nice if such surveys included an actual map of the new route.	3/30/2015 7:53 AM
14	no change	3/30/2015 7:28 AM
15	I don't have a car so I have to use transit. But I would travel between Seattle and the Eastside more with Alternative 1.	3/29/2015 9:21 PM
16	If there was a route from the brickyard park and ride to Seattle's Children's Hospital,.	3/28/2015 6:23 PM
17	THIS QUESTION'S ALREADY BEEN ANSWERED	3/27/2015 6:34 PM
18	I depend on mass transit for my livelihood and social life	3/27/2015 1:52 PM
19	does not have much of a choice if I want to get to work on time and not travel for more than an hour. driving time is 25 minutes so public transit gets useless at the point of travelling more than an hour the same route.	3/27/2015 1:17 PM
20	Yay, more Link. But yay, 255 that will get me to Link at all times of the day.	3/27/2015 12:10 PM
21	My routes would be mostly unaffected.	3/27/2015 11:21 AM
22	I wouldn't have to drive from Maple Valley all the way to Seattle Children's.	3/27/2015 8:49 AM
23	no direct service to SCH	3/27/2015 7:53 AM
24	I have to.	3/26/2015 4:20 PM
25	More of a direct route implemented for Seattle Children's from the eastside.	3/26/2015 2:53 PM
26	no plans for a direct route to seattle childrens hospital. Consolidated route times would make it very difficult for me getting home in the evenings as the time i leave the hospital varies.	3/26/2015 2:13 PM
27	It depends upon how Alternative 2 is implemented.	3/26/2015 10:40 AM
28	because I do not drive to work	3/26/2015 10:10 AM
29	I need transit to get to work, so i would need to use it the same, but I would be much more dissatisfied. My commute will take longer.	3/26/2015 9:58 AM
30	I use transit for nearly every trip. Alternative 2 offers the same or better travel times so I would continue doing that. Light rail is additionally accessible with a downtown transfer.	3/26/2015 3:01 AM
31	because there would be no change to my current route of 255	3/25/2015 7:25 PM
32	No direct service to Seattle Children's Hospital	3/25/2015 6:55 PM
33	convinient	3/25/2015 3:22 PM
34	See previous write in answer	3/25/2015 2:25 PM
35	No benefit to my commute.	3/25/2015 2:17 PM
36	Ease of commute	3/25/2015 1:25 PM
37	direct route to Seattle Children's from Kirkland	3/25/2015 1:18 PM
38	Time consuming	3/25/2015 12:43 PM
39	My priority is transit service to my workplace, which Alternative 2 provides the best.	3/25/2015 11:43 AM

40	I still go to work.	3/25/2015 9:38 AM
41	I don't want to have to xfr to light rail. it will add to my already long commute time.	3/25/2015 8:12 AM
42	I don't want to have to xfr to light rail. it will add to my already long commute time.	3/25/2015 7:54 AM
43	more likely to continue to use I-90 route instead. at least until light rail comes to Bellevue in 2023? then I think my stop for 550 will disappear and it'll be faster to take whatever is available on 520 rather than try to get to light rail stop which is farther away and the wrong direction.	3/24/2015 8:50 PM
44	I primarily commute for work, the only thing likely to effect my frequency of using transit is a change in my work schedule.	3/24/2015 8:47 PM
45	As an Issaquah/Bellevue transit user, Alternative 2 is not a big change for my specific transit use cases.	3/24/2015 8:44 PM
46	Just as before - I need to get to work and back	3/24/2015 7:49 PM
47	There are virtually no changes to the Eastside network proposed in Alternative 2.	3/24/2015 4:25 PM
48	Same as my response for this question regarding Alternative 1 for this service area.	3/24/2015 1:20 PM
49	if there is a 541 stopping at overlake village I'd use that more	3/24/2015 11:51 AM
50	It is the quickest and most economical way to travel from Totem Lake area to Downtown Seattle.	3/24/2015 7:47 AM
51	I commute from the Denny Triangle area to Overlake Transit Center on a daily basis. This would at least maintain that service without a detour down to the transit tunnel and an additional transfer in the U-District!	3/24/2015 2:55 AM
52	I commute daily on transit and often use weekend service to shop downtown or go to shows/dinner downtown.	3/23/2015 5:23 PM
53	Direct routing w/o transfer is important - even if the overall trip might take a bit longer.	3/23/2015 1:08 PM
54	Keeps existing routes that I use in place.	3/23/2015 8:46 AM
55	Not having access to kirkland routes with the elimination of the montlake freeway station (route 255) is a game changer. Alternative 1 solves this nicely. Alternative 2 is worse than the current status.	3/22/2015 10:52 PM
56	It doesn't affect me much	3/20/2015 6:04 PM
57	Route 540 between South Kirkland Park and Ride and the UW Medical Center and Route 556 between the Issaquah Transit Center and the UW Medical Center would remain unchanged.	3/20/2015 3:07 PM
58	Convenience.	3/20/2015 2:33 PM
59	I favor convenience when taking public transit so would probably just drive if my routes were impacted	3/20/2015 2:02 PM
60	I don't have a car.	3/20/2015 1:30 PM
61	Insufficient frequency	3/20/2015 1:24 PM
62	it will not be convenient and would leave me out in the cold rain and dark a lot due to multiple waits for transfers	3/20/2015 11:11 AM
63	No real change in my present transit situation	3/20/2015 9:08 AM
64	live downtown seattle, work at montlake @ NOAA	3/20/2015 7:45 AM
65	This is a double whammy, because when you add in the loss of the Montlake Flyer freeway stops that means that there will be no service outside of peak hours at UW station to Redmond... I might as well drive.	3/20/2015 12:53 AM
66	Because I can actually get to work quickly and efficiently.	3/19/2015 9:58 PM
67	The improved service on the 372 would be very appreciated.	3/19/2015 9:31 PM
68	Current service is the best; would use the same...if not increase by utilizing the 236 or 255.	3/19/2015 6:53 PM
69	No transfers on 271 and we need the same level of frequency since we don't have light rail options to get to the Eastside!! (Weekdays)	3/19/2015 3:55 PM
70	I use the 540 and 255, which don't change.	3/19/2015 3:26 PM
71	I don't want to drive and have to find regular parking in Seattle for my daily commute.	3/19/2015 3:16 PM
72	I don't own a car, so I don't have any other choices if I want to go longer distances.	3/19/2015 2:20 PM

73	Nothing changes for my preferred route. The 542 remains the most convenient line, but it does not fit my needs.	3/19/2015 11:58 AM
74	Need better connection between South Seattle (and various routes to downtown or UW) and Bear Creek P-R.	3/19/2015 11:15 AM
75	I currently have no non-metro options to commute. If Finn Hill connections to UW are compromised enough, I'll no longer use Metro (will purchase a car and drive).	3/19/2015 10:46 AM
76	I need to get where I want to go	3/18/2015 10:19 PM
77	Does not affect most trips I take.	3/18/2015 8:45 PM
78	Travel to Redmond from South Seattle is still poor	3/18/2015 5:03 PM
79	I use 252 or 257 daily	3/18/2015 4:18 PM
80	Wouldn't force a transfer through UW which is already congested.	3/18/2015 2:47 PM
81	bus to work	3/18/2015 2:07 PM
82	less buses and routes, FULL buses (most of the time we can't even get on and buses even drive by sometimes because they are TOO full, all these and more are making it impossible to use bus anymore. I had been commuting by bus from east side to everywhere in metro Seattle area for past 25 years and I have to stop now.	3/18/2015 1:35 PM
83	I use it a lot. Don't change it except to make it better	3/18/2015 1:26 PM
84	I'm not sure if there is a difference between Alternative 1 & 2 for me since I live in Bothell and take the 372 it seems like they're both relatively the same.	3/18/2015 1:18 PM
85	I still have to use Metro and Alternative 2 would not be much change, if any, for me. Alternative 1 is much better!!!	3/18/2015 12:45 PM
86	I need to commute no matter what happens!	3/18/2015 12:27 PM
87	I need route 271 to keep functioning the way it is. If it became less frequent (especially between 5pm and 9pm), I would most likely drive more often than taking the bus.	3/18/2015 11:57 AM
88	I can walk to overlake village and take the 541 and transfer to downtown seattle or directly to the Udistrict, yay!!!! The overlake park and ride fills up crazy early. Overlake village serves an area that is much more in the middle of a residential area (and more apts are being built) so many people can walk to it. Please add more service between overlake village and employment destinations (u district,northgate, slu, downtown seattle), via light rail connection or however.	3/18/2015 11:48 AM
89	Same as above: Hard to tell how it will affect my commute. I certainly use transit much less than I used to after the 250 cancellation. It takes longer than before, is overcrowded which requires that I stand with my persistent back pain, and takes 3 to 4 buses instead of the predictable 2 that I took previously. Our transit service is certainly not improving as of late. As a long-time (15+ years) transit user, I'm truly disappointed that service is decreasing and getting worse. I'm tired of the excuses!	3/18/2015 11:43 AM
90	Because you didn't do anything to Bothell it seems.	3/18/2015 11:37 AM
91	Still have to commute by bus.	3/18/2015 11:16 AM
92	Because right now it's convenient, and with your change, it becomes a huge pain in the ass.	3/18/2015 10:55 AM
93	frequency	3/18/2015 1:25 AM
94	There are trade-offs.	3/18/2015 12:28 AM
95	Route 542 is not a Metro route and route 242 runs along 148th Ave NE so I can use it to get to work.	3/17/2015 7:34 PM
96	If overcrowding continues I will likely look to move or switch jobs, I've pushed my job start time back 1 hr in the past 2 years, and the 4pm bus is starting to get overcrowded as well. With my childcare situation 7am is my earliest feasible start time.	3/17/2015 3:41 PM
97	I still need to use it.	3/17/2015 2:47 PM
98	I continue to increase my ridership because the existing one-seat travel between Kingsgate and downtown is convenient. If the existing service continues I will continue increasing my ridership. If you destroy local transit in an effort to pay homage to the ghastly expenditure of light rail dollars, then I'm done with you.	3/17/2015 1:09 PM
99	I would wait to hear about crowding and best route options once it's in place.	3/17/2015 10:15 AM
100	More frequent service	3/17/2015 9:28 AM

101	My peak is not your peak.	3/17/2015 8:22 AM
102	I already use the 545 5 days a week, so I'm pretty much maxed out.	3/16/2015 11:03 PM
103	I would continue to use the 545 the way I currently do.	3/16/2015 5:11 PM
104	I might use the 541 some, but the 545/542 route will continue to serve me well.	3/16/2015 4:49 PM
105	I would use transit the same because that's how I get to work.	3/16/2015 3:20 PM
106	More options is nice, but I would travel the same amount	3/16/2015 2:26 PM
107	It retains all the routes and stops I currently use.	3/16/2015 1:44 PM
108	It probably wouldn't affect my current commute much since I'm going between Overlake and downtown Seattle both ways every day. This doesn't seem to provide quite as much flexibility as alternative 1 if I decided to move somewhere else in the metro.	3/16/2015 1:27 PM
109	I commute every day on the 242, and with this change I would have to transfer and add 15 minutes of walking to get to work via the bus. Due to the slower nature of the 542 going through the U-district, this would easily double my commute time. The issue isn't just getting to the 542: it is the slowness once you are on the bus, and the lack of flexibility where it drops you at Overlake. Today the 242 circles through the entire Microsoft campus to get you quickly to your destination, instead I would be stuck walking 15 minutes from Overlake to my building every day (including the very unpleasant crossing of 520). Please keep the 242!	3/16/2015 1:01 PM
110	See above.	3/16/2015 12:56 PM
111	I don't own a car and already rely predominantly on transit to get around the city and region.	3/16/2015 12:54 PM
112	Hate that you are making my commute from Maple Leaf to Redmond take longer	3/16/2015 12:36 PM
113	no direct service between U-district and MS Campus, I am not willing to make connections	3/16/2015 12:35 PM
114	I already use it daily and would be able to continue to do so.	3/16/2015 12:26 PM
115	My transit routes/ time would be unaffected.	3/16/2015 12:20 PM
116	Still have to get to work	3/16/2015 12:04 PM
117	With the 545 no longer extending to NE 51st; I would need to walk to 40th street or take 542 and transfer at 40th street.	3/16/2015 12:00 PM
118	I primarily use public transit to travel to/from work.	3/16/2015 11:58 AM
119	It depends on how time efficient and reliable these routes turn out to be.	3/16/2015 11:57 AM
120	I would make due with the 545.	3/16/2015 11:57 AM
121	I would not use transit when I need to go past OTC into Redmond at off-peak hours.	3/16/2015 11:57 AM
122	My use of transit for commuting wouldn't change. I would take route 542 instead of route 242.	3/16/2015 11:56 AM
123	Loss of the Montlake station makes it difficult to get from Overlake to Fremont / Wallingford.	3/16/2015 11:51 AM
124	I would use it about the same, however I sometimes use the 545 to travel between Overlake and downtown Redmond during off-peak weekday hours, so I'd no longer be able to do that.	3/16/2015 11:45 AM
125	No 242	3/16/2015 11:35 AM
126	Frequent services of 545 would be beneficial.	3/16/2015 11:34 AM
127	Because I believe my commute will be significantly longer the moment I am in Seattle pas peak and 256 no longer runs.	3/16/2015 11:14 AM
128	My routes would not be cut. I take the buses because I have to. I cannot possibly use transit more than I do. I ride transit 4-6 hours per day every weekday already. Using it more on weekdays would be a very bad thing.	3/16/2015 10:13 AM
129	I don't drive.	3/16/2015 8:30 AM
130	There's no direct connection between bus and light rail services near to where I live. Yet. In a few years, the light rail will arrive, so I'll have to be patient.	3/15/2015 5:31 PM

131	Depends on 545 schedule as that is my primary route for commute and any connectivity options, if 545 does not run all the way to Bear Creek P&R from Seattle due to Overlake turn back.	3/15/2015 10:38 AM
132	Have to see the plans.	3/13/2015 6:21 PM
133	Cause rt 255 wouldn't change.	3/13/2015 5:18 PM
134	Nothing would change dramatically in routes I ever use over there, and I don't travel to the Eastside via bus very often anyway.	3/13/2015 5:17 PM
135	I use it regularly	3/13/2015 1:05 PM
136	Not entirely sure on difference between Alt 1 and Alt 2.	3/13/2015 12:41 PM
137	The only things I like about this route are the "keeps" things - what you're already doing today. How is this an improvement?	3/13/2015 10:07 AM
138	Please please don't delete anymore busses in Kirkland!	3/12/2015 3:48 PM
139	Since buses (both Metro and Sound Transit) are my only method for getting from home (in Bellevue/Kirkland) to work (Eastlake/downtown Seattle), I have no choice but to continue relying on them.	3/12/2015 10:35 AM
140	I primarily use public transit to go between UW and my house in Kirkland. Alternative 2 makes this more difficult for those who live in suburbs and not close to major roadways. If you're trying to get more people to take the bus, the highest concentration of drivers is in suburbia because public transit doesn't adequately cover it. More coverage and convenience in suburbia= more bus riders.	3/12/2015 9:43 AM
141	I have no other choice getting to work.	3/12/2015 9:20 AM
142	If the 242 is deleted and no other routes are moved/added to take its place I would end up having to drive from Shoreline to Redmond everyday. My only transit option being to string 3 buses together, taking over 2 hours. A 4-5 hour daily commute is not practical or realistic. I currently take the 242 everyday, and there are no suitable alternatives.	3/11/2015 4:17 PM
143	Elimination of 277.	3/11/2015 8:31 AM
144	Currently I am not commuting to Redmond, but I did for years and may in the future.	3/11/2015 5:50 AM
145	Don't see any advantage for Woodinville	3/10/2015 10:15 PM
146	big changes little infomation	3/10/2015 10:00 PM
147	??	3/10/2015 8:53 PM
148	This option is just as bad as current service from downtown Seattle to Redmond. Do better.	3/10/2015 7:04 PM
149	My service wouldn't be changed under this option.	3/10/2015 3:51 PM
150	I still use transit as my primary travel means.	3/9/2015 5:52 PM
151	I use the 545 during the mid day. This doesn't change things or maybe would make it worse since I'm traveling east of Overlake.	3/9/2015 4:42 PM
152	I have no car and I have to ride between Downtown Seattle and Redmond to get to work, so I'd have to make the same number of trips; but some trips I'd unexpectedly be booted out at the transit center and have to walk to my stop at NE 51st Street, or have to wait for the next bus there, making me late to work.	3/9/2015 3:41 PM
153	Rarely take transit to cross 520. We drive for convenience.	3/9/2015 1:43 PM
154	when the rubber hit the road and the dust settles on what changes are actually implemented and the hours I would have to access my options.	3/9/2015 11:45 AM
155	Frequency would stay the same, but would start using 372X on weekdays and weekends to get to work. Would no longer have to burn fossil fuels to drive to Northgate Park & Ride, to use the 41!	3/9/2015 10:50 AM
156	Losing direct service from Woodinville P&R to the UW would increase my commute time because I would have to drive further to a P&R or transfer. I would be spending more than my current 3+ hours on my daily commute, a commute that would be reduced to 1 hour in a car.	3/9/2015 10:02 AM
157	travel time is too long, hassel of walking too far to the major hospitals in seattle from bus stop because there is no early connections, i rather drive then	3/9/2015 5:51 AM

158	No improvement to transit service between North Seattle and the Eastside	3/9/2015 3:01 AM
159	My buses wouldn't be cut or reduced so I'd be able to continue commuting by bus.	3/8/2015 10:25 PM
160	As above, my use of transit is not dependent on its frequency. Nonetheless, if Alternative 2 were to be implemented, I would be personally inconvenienced when I chose to use transit.	3/8/2015 9:31 PM
161	Redmond and Issaquah bus stops are way to far for me to walk to.	3/7/2015 11:42 PM
162	if i can get to it (and park) and it is safe i will use it.	3/7/2015 2:23 PM
163	Which is to not use transit at all.	3/7/2015 12:20 PM
164	All the park and rides near me fill up early so i use vanpool instead - this plan does not include more park and ride capacity.	3/7/2015 12:10 PM
165	I would not use transit; I have no interest in transit to Redmond, only Bellevue.	3/7/2015 8:36 AM
166	no major changes	3/6/2015 10:53 PM
167	It's no different	3/6/2015 8:24 PM
168	Bellevue college and Redmond's bear creek will remain (I think) supported under alternative 2 on weekends.	3/6/2015 8:14 PM
169	too much time waiting	3/6/2015 7:53 PM
170	nothing would change for the way I ride	3/6/2015 7:48 PM
171	Being able to transfer to light rail at Westlake Center from a 545 works well for me now, so I would continue doing that.	3/6/2015 5:40 PM
172	It keeps most of my important and frequent stops, especially for my work commute (new route 541 and route 25).	3/6/2015 4:31 PM
173	Since my route wouldn't be cut, I would continue to use it as frequently as I do now :)	3/6/2015 4:25 PM
174	Seems like there would be more non rush hour trips available that wouldn't take an hour to get home?	3/6/2015 4:19 PM
175	Without good bus connections to light rail, transit wouldn't be as useful, so I would expect to use it less.	3/6/2015 3:34 PM
176	I use transit as often as possible even now.	3/6/2015 3:33 PM
177	44/5/E & D are my most used routes now and in the imediate future.	3/6/2015 3:20 PM
178	No car	3/6/2015 2:57 PM
179	Wouldn't improve anything	3/6/2015 2:55 PM
180	Why do you think? I AM A BUS COMMUTER	3/6/2015 2:50 PM
181	Not sure it would directly affect me.	3/6/2015 2:44 PM
182	Nothing here that would make me use transit less, but I would be less happy about having to ride down I-5 on a bus from the Eastside when Link was an option.	3/6/2015 2:33 PM
183	In the very near future, my trips across the lake will transition from 520 to I-90, and I am not familiar enough with the AM commute via transit from downtown Seattle to Eastgate (on the 217/554), relative to from UW to Eastgate (on the 271) to comment constructively.	3/6/2015 12:06 PM
184	Which is to say I wouldn't use transit on the weekend - no improvements, so the network isn't really usable.	3/6/2015 10:41 AM
185	Elimination of Route 277.	3/6/2015 7:55 AM
186	I'd still ride Link, but I would avoid going to the eastside.	3/6/2015 12:10 AM

Q32 How would you improve Alternative 2 on the Eastside – keeping in mind that the goal of this network is to keep more coverage while still taking advantage of connections with new light rail service?

Answered: 200 Skipped: 6,359

#	Responses	Date
1	So long as 252/257 service is maintained, anything else is gravy.	4/1/2015 1:49 PM
2	Long buses on all return trips from downtown to Eastside.	4/1/2015 1:47 PM
3	Again - Make the 255 route a light rail line for the future.	4/1/2015 7:31 AM
4	More frequent weekend service when there are big sporting or other events occurring in Seattle.	4/1/2015 12:03 AM
5	Keep the 271 stop on 520 in montlake as it is now	3/31/2015 4:50 PM
6	Look for places where the stated concerns of "experts" in specific problem areas can be mitigated; hybridize where it makes sense to do so to keep the service human.	3/31/2015 2:40 PM
7	I prefer Alternative 1 as it has more frequent busses and keeps in mind the people who cannot drive to park and rides.	3/31/2015 11:42 AM
8	Many riders can't "take advantage of connections with the new light rail service" because their commute doesn't go through downtown Seattle or parallel with the light rail. This new plan is worse for many of those riders.	3/31/2015 11:26 AM
9	Same suggestions as to alternative 1. For my use, there is no difference between Alternative 1 and 2.	3/30/2015 8:57 PM
10	I would redirect at least some resources to routes connecting to Husky Stadium, and I would also ensure the 271 shares some same-stop transfer with other SR-520 routes so as to let people transfer to it and get to Husky Stadium and Link.	3/30/2015 5:53 PM
11	Direct service from Bellevue to Seattle Children's Hospital	3/30/2015 1:49 PM
12	more routes to Seattle Children's with less bus changes and less time overall.	3/30/2015 11:58 AM
13	Add direct service to SLU and Seattle center.	3/30/2015 9:50 AM
14	make it more like alternative one	3/30/2015 7:28 AM
15	Just bear in mind the transfer from 255 to the 245, as our only means of heading east.	3/29/2015 8:18 PM
16	convenient and frequent buses from Montlake to Seattle Childrens between hours of 6 and 9a.m and 3 and 6:30pm	3/29/2015 7:49 PM
17	Unknown .	3/29/2015 4:26 PM
18	don't know	3/28/2015 10:50 AM
19	More 24/7 bus service	3/28/2015 8:02 AM
20	COMBINE SOME FACETS OF ALTERNATIVE 1 AND 2 TO CREATE A "HYBRID APPROACH" THAT WILL WORK FOR MORE PEOPLE	3/27/2015 6:34 PM
21	Build the light rail on 520 and 405	3/27/2015 4:01 PM
22	establish direct bus route from eastside to Swedish campuses	3/27/2015 1:17 PM
23	I'd like an all-day and weekend express-ish service from Totem Lake to the rail station at UW. I think it's important to provide at least a weekday peak express service from Totem Lake to Downtown to encourage the downtown commuters to explore transferring at UW to light rail (like is proposed in alt1)	3/27/2015 1:12 PM
24	um, see Alternative 1.	3/27/2015 12:37 PM

25	Have an easy Sunday Brickyard to Bellevue Transit Center option. On weekdays, the trip takes 13 minutes via the 535. On Sundays when the 535 doesn't run, the trip takes 50-80 minutes, via a 255 to 234/235 with a transfer at Kirkland Transit Center.	3/27/2015 12:10 PM
26	I said before consolidate 545 and 542, but cut 542 not 545. For this to work light rail station on Montlake and the current highway station should be conveniently placed (if not in the same exact location).	3/26/2015 10:10 PM
27	Extend 540 to the North along Market and then 98th--up to NE 116th or NE 124th. Increase the frequency of 372.	3/26/2015 4:20 PM
28	probably more frequent service times	3/26/2015 2:13 PM
29	Direct service from the Eastside to Seattle Children's Hospital.	3/26/2015 11:26 AM
30	add frequent service across I90 from the P&R please also make sure bus routes planned are easy to understand - stops in opposite directions should be on facing sides of the SAME street - current system is VERY CONFUSING. System is not just for daily commuters - it shouldn't take a PhD to figure out ones connections. Buses with the same number should always serve the same stations - if they don't - give them a different label! I had my children accidentally take a bus to Seattle because it wasn't clear which direction it was headed	3/26/2015 11:23 AM
31	Double buses for the 311	3/26/2015 10:40 AM
32	Alternative 2 really doesn't take advantage of the light rail...so it has a lot of room for improvement	3/26/2015 10:10 AM
33	Keep 242	3/26/2015 9:58 AM
34	The addition of the 256 route has merits but it needs to be switched with 255 i.e. there needs to be a route (can be less frequent) that takes you from Brickyard P&R to downtown Seattle and another route with more frequency that will connect downtown Krikland to UW Link Station where folks can transfer to Light Rail. Provides more options for commuters from the Eastside. Proposed changes for route 311 from Alternate 1 could be added to this alternate to provide the connection to Link.	3/26/2015 9:01 AM
35	If the goal is to take advantage of light rail, maybe think about shortening the 255 and 252 routes to end at the UW light rail station, but keeping the routes as they are on the east side of Lake Washington. That would provide the best coverage to the eastside neighborhoods and also make use of light rail. Transfer times must be short. My commute home at night on route 252 is already over an hour. Making it longer would not be acceptable.	3/26/2015 7:40 AM
36	Shorten long-haul routes during peak hours to maximize the number of bridge crossings each bus can make. Compensate by offering more circulator services between transit centers and outer areas or improve park-and-ride capacity.	3/26/2015 3:01 AM
37	Remember the citizens of Sammamish. Service to Seattle Children's.	3/25/2015 8:12 PM
38	Keep in mind medical personnel hours starts and stops. Even though buses run less often, they can still run us across the lake at these times.	3/25/2015 6:19 PM
39	frequent services	3/25/2015 3:22 PM
40	Please have a direct connection from Northgate to Kirkland. Thank you	3/25/2015 2:06 PM
41	see previous comment	3/25/2015 1:32 PM
42	From Seattle Children's Hospital to Eastside	3/25/2015 12:43 PM
43	I am really hoping to get a direct connection between kirkland and seattle childrens hospital	3/25/2015 12:33 PM
44	I don't see an easy, logical way to use light rail to improve Eastside service. It doesn't make sense to degrade Eastside service just to 'take advantage' of light rail.	3/25/2015 12:27 PM
45	No comment	3/25/2015 11:33 AM
46	restrict one or two north/south and west/east (one or two with hwy access) streets to buses. move cars to the remaining streets (including the remaining west/east streets with hwy access).	3/25/2015 7:40 AM
47	No recommendations.	3/24/2015 8:44 PM
48	I don't mind the idea to consolidate 252/257/311. I probably wouldn't even mind a detour for the 311 to stop at the light rail station. I'm just concerned about the changes to the Seattle end of the service for my commute.	3/24/2015 8:30 PM
49	Seems OK as is	3/24/2015 7:49 PM
50	Not interested in improving Alternative 2. Like Alternative 1.	3/24/2015 6:08 PM

51	Extend light link rail to Kirkland.	3/24/2015 5:51 PM
52	Do not provide weekend service on the 545, and instead offer it on the 542 with a connection to Link. Delete the 545's afternoon Overlake TC deviation.	3/24/2015 4:25 PM
53	I have no informed response for this question.	3/24/2015 1:20 PM
54	Transferring is super stressful, especially on the journey home! Please make all routes longer so we will need to make no transfers (one should be the absolute max!).	3/24/2015 1:19 PM
55	Combine both alternatives. Have an option for doing a direct shot downtown and an option for Montlake and using light rail. I know it may not be possible but for the early buses maybe have a route that alternates taking you to Montlake or taking you downtown directly on the current route of 311,252, or 257.	3/24/2015 8:30 AM
56	no input	3/24/2015 7:47 AM
57	all day service between downtown Kirkland and UW	3/24/2015 7:01 AM
58	You are trying to force connections to the link rail at the University, it should not be thought of as a transfer point to downtown Seattle, we all want direct service downtown. Those of us going the the University District won't want to get off at the link station as we are trying to go the the school and have no desire to walk from the link station, we want to be let off on Pacific, 15th or on campus. Especially those of us with mobility issues.	3/23/2015 5:23 PM
59	I'd like rapid ride added along Rt 202 between Woodinville & Redmond Transit Center --- Rt 202 is extremely crowded during office hours. You also need to improve crosswalks and bus stop locations along Rt 202	3/23/2015 5:14 PM
60	One Transit Agency for all. Metro buses, ST light rail and trains, and the trolleys. All should work on ONE system (if that is ORCA or whatever I do not know), but when needing to transfer, one should not have to worry about having to "pay again". That only keeps people in their cars. More service frequency is needed across 520 to at least South Kirkland P&R. Today, one can be stuck for a long time on the western side of the lake, with no options of getting across, period. Getting across would at least open up the option to walk or bike home.	3/23/2015 1:08 PM
61	No turnback for route 545. This should go all the way till Redmond.	3/23/2015 11:43 AM
62	Extend ST 560 to service the Houghton Park/Ride. Those of us who live in the Kirkland area need convenient access to a bus route to the airport. Currently, we must negotiate our way to the Bellevue Transit Center in order to board the 560: very time consuming via bus (at requires 2 buses to get to BTC) and a hassle to have someone drop us at BTC via private vehicle: traffic, non-existent parking.	3/23/2015 10:25 AM
63	Increase frequency; extend light rail to reduce or eliminate bus transit. Keep the 238.	3/23/2015 7:57 AM
64	Instate the concept of a NE seattle route to Kirkland route from (i.e. 255 alternative 1) in some form. Childrens makes sense because roosevelt and U district already have access whereas there is no good access coming from NE of campus to the eastside.	3/22/2015 10:52 PM
65	Please retain the 271 service, especially between Eastgate and Issaquah!!!	3/22/2015 9:05 PM
66	More trips to Woodinville during peak times	3/20/2015 6:04 PM
67	Hold off until there is light rail on the East side to connect with light rail at UW.	3/20/2015 2:33 PM
68	I would not reduce the 271's service. If anything, I would expand it.	3/20/2015 1:37 PM
69	Then provide light rail from Woodinville though Kirkland directly into Seattle. HELLO!!!!	3/20/2015 1:35 PM
70	Alternative 1 is better	3/20/2015 1:24 PM
71	Keep rout 242 as there isn't any other coverage that makes up for that, so is not a duplicate.	3/20/2015 11:11 AM
72	Extend Bus Route 246 to Clyde Hill/ Yarrow Freeway Station.	3/20/2015 10:38 AM
73	coordinate buses w/ light rail	3/19/2015 11:40 PM
74	Only improvement would be to create Metro only lanes; the worst situation of course is the trip from the 520 interchange onto northbound 405 evening commute. One other possible method is to explore exclusivelyusing the regular 252 "re-route" down to Bellevue to be able to get immediately into the HOV lanes heading north on 405 without idling down the usual northbound direct ramp from 520. This would be after the new lanes/prices/metering, etc are put into effect hopefully reducing the number of cars using the HOV lanes. One other thought, provide two lanes on that direct 520 to northbound 405 ramp assuming that two vehicle "turning lanes" will fit. This at least provides the bus with the ability to bypass stacked traffic from 405 up and back onto 520.	3/19/2015 6:53 PM

75	No transfers on 271 and we need the same level of frequency since we don't have light rail options to get to the Eastside!!	3/19/2015 3:55 PM
76	Routes going from the eastside towards seattle easily connect with light rail because of the Montlake bus stop. Perhaps a covered walkway from the bus stops to the light rail station would be useful.	3/19/2015 3:26 PM
77	If you're going to make direct connections to the Eastside from Queen Anne, I would suggest creating a direct route to Downtown Bellevue in addition to the routing for the new 311.	3/19/2015 2:20 PM
78	Expand the 542 route to run later into the evenings and on Saturday.	3/19/2015 11:58 AM
79	I like Alt 1 better.	3/19/2015 11:15 AM
80	Better coordinate route timing to/from Finn Hill with express routes to/from UW.	3/19/2015 10:46 AM
81	Add service to NE corridor: 522 and Juanita Dr. in Kenmore, Bothell, Lake Forest Park, Woodinville, Juanita, and Kirkland. Expand park and ride capacity in Kenmore and Bothell and other locations. Include some of the features from Alt. 1 (should not be either-or) (Raise my taxes, please!)	3/19/2015 8:55 AM
82	Need expansion of 269 service to provide more frequent trips from Sammamish 228th Ave NE to Bear Creek and downtown redmond. Does not need to go to Overlake.	3/19/2015 8:30 AM
83	reduce fair 50 cents	3/18/2015 10:19 PM
84	I do not have the expertise to adequately answer this question.	3/18/2015 8:53 PM
85	In one of the designs, I would be required to take the 542 back to Seattle from the OTC, instead of the 545. The problem with the 542 is that it is a 10 minute walk away from the current 545 bus stop, and you have to cross a highway, including both a busy/daunting onramp and offramp along 40th street. Not pedestrian friendly. I am completely against forcing tens of thousands of people every day having to hike all the way over to the 542. I hope to god that my bus trip home is from the OTC proper, and not the bus shelter on the onramp of 520, which is where the 542 is today.	3/18/2015 2:54 PM
86	Ensure alternative 2 evolved into taking eastlink into account when appropriate.	3/18/2015 2:47 PM
87	Increase access to South Lake Union from Kingstate.	3/18/2015 2:33 PM
88	More frequent hub to hub or end of line locations (one per major metro area I.e. Westlake/seattle, Redmond, Bellevue,udist, airport)	3/18/2015 2:28 PM
89	Keep 242 or increase frequency of 542 during peak hours.	3/18/2015 2:07 PM
90	Anything that can get Eastside commuters from bridges into mass transit to mitigate the chaos on I-5 and I-405 between the bridges, would make life for thousands (if not 100s of thousands) easier. I drive to Bellevue to commute via 271 from Bellevue to UWMC. In the evening, the driving aspect of my commute between Bellevue and Issaquah is a no-win situation. If Westbound I-90 (Bellevue to Seattle) is backed up, which happens ALL the time, Bellevue Way backs up and I can't go Eastbound I-90. Obviously Eastbound I-90 backups affect me too but are less frequent. I cannot drive via I-405 as it is a parking lot both ways at all times. Please help us bridge-dependent commuters get out of our cars! Additionally, we do not have enough parking in South Bellevue P&R or Bellevue in general. Eastgate P&R access is problematic - so problematic that I bike there if I use that P&R. We need more direct frequent, faster service from Eastgate/Issaquah to UWMC - I'm okay making a connection at i-90 or 520 but there are limited options. Think 556 route, with less stops, more frequent, if possible. Even 271 with less stops would be better. I don't mind walking or biking. When will light rail help with bridge traffic and in-between bridge traffic?	3/18/2015 1:48 PM
91	Bringing expert from Europe, Japan, East-coast anywhere that has a good public transportation.	3/18/2015 1:35 PM
92	Why isn't the 522 listed anywhere in either of these options?	3/18/2015 1:18 PM
93	Need weekend service to new light-rail stations. Need to get people from NE King County to U District, to downtown Seattle, to Sea-Tac.	3/18/2015 1:02 PM
94	I guess the answer is who is going to use the light rail? Where are the riders going who are riding the rail? They aren't going to First Hill..... I don't know. I'm confused. Anytime you have to transfer instead of a direct shot is inconvenient for all the riders.	3/18/2015 12:50 PM
95	more buses from downtown Seattle and the UW to downtown Bellevue	3/18/2015 12:49 PM
96	Implement Alternative 1 ideas to make Alternative 2 better	3/18/2015 12:45 PM
97	I would add the 542 improvements from Alternative 1 to Alternative 2.	3/18/2015 12:27 PM

98	Increase night and weekend service on 271.	3/18/2015 12:13 PM
99	Keep route 271 the way it is currently, do not decrease frequency in the late evening.	3/18/2015 11:57 AM
100	I would like the old metro route 250 to come back and fine if it would only go as far as uw light rail station and allow people to transfer on from there.	3/18/2015 11:48 AM
101	Consider route additions that would be direct to the light rail. I'm not convinced that the new options will reduce transit time for me or other commuters. The park & rides are already over capacity - especially the 40th ST Overlake Transit Center. Adding more routes to get to light rail is great but not extremely helpful when there's no option to park to utilize transit! I already opt to park in MS parking since it's a given that the park & ride will already be full. It's a sad testament that our family was a one-vehicle family for many years and Metro's decisions to reduce transit options have forced us into a two-vehicle family... quite the opposite of what mass transit should facilitate!	3/18/2015 11:43 AM
102	retain frequency of 271 in early evenings (up to 8:30 pm)	3/18/2015 11:19 AM
103	Add a trip to the 235 so I don't have to wait as long to make a transfer after the 277 is eliminated. If I miss a transfer I'd have to sit around for 30 minutes for the next one and that sucks.	3/18/2015 11:16 AM
104	We don't need more frequent service on the 242, the cadence is just right. Six buses between 6am and 9am running to Overlake. Six buses between 3:30pm and 6pm running to Ridgecrest. The concept of a "consolidated, frequent network of service" sounds great, but if it means killing a popular, targeted, highly efficient route, then your concept is making things worse, not better.	3/18/2015 10:55 AM
105	There needs to be one or two "trunk" routes connecting major Eastside hubs (Issaquah-Bellevue-Redmond-Kirkland-Totem Lake). With fast, frequent connections, much of the direct service to Issaquah and especially to the Issaquah Highlands/Sammamish can be eliminated (off-peak hours especially). There are already too many routes crisscrossing Lake Washington.	3/18/2015 12:28 AM
106	Keep route 242. Route 541 needs to run both ways (not just from the Eastside to Seattle in the morning and Seattle to the Eastside in the evening) to increase commuter options to Redmond/Microsoft.	3/17/2015 7:34 PM
107	NA	3/17/2015 9:28 AM
108	Have a realistic peak definition.	3/17/2015 8:22 AM
109	Combine both 1 & 2 alternatives with choices and options.	3/17/2015 7:29 AM
110	I am willing to accept the 545 not operating on weekends.	3/16/2015 5:11 PM
111	Why don't you provide value back to the taxpayers by investing in increasing capacity along the 405 and I5 corridor instead of wasting taxpayers money by investment in mass transit that relatively few people can use or leverage?	3/16/2015 4:09 PM
112	Keep the deletions proposed in Alt 1 and increase frequency on the existing 311 routing.	3/16/2015 3:46 PM
113	Consolidate the 545 and 542 lines, and have the line end at UW. The 545 seem to run late a lot, particularly during peak times, because of congestion in downtown Seattle. If commute times during peak between Redmond and Downtown are faster when using the light rail link, then this might improve schedule reliability.	3/16/2015 1:27 PM
114	Keep 545 downtown seattle Redmond all day every day	3/16/2015 1:24 PM
115	I think you really have to be careful about adjusting route 545. It is very heavily used because so many Microsoft employees live in downtown Seattle and value being able to get back and forth between downtown and Overlake Transit Center directly and with no transfers throughout the day, evenings, and on weekends. Reducing service on route 545, which is so heavily used, and increasing it in route 542, which isn't, seems like you have the priorities backwards.	3/16/2015 1:17 PM
116	Keep the 242! Or at the minimum, extend the 542 up to Northgate to continue the current direct service to the eastside.	3/16/2015 1:01 PM
117	I'm assuming you're removing this north route because the ridership is sparse until Northgate. If so, move the 242 route to the east (to 15th NE). By having it run within 1-2 blocks from the highway, you're losing potential riders to automobile transit. Move it to 15th, where there are far more eastside commuters.	3/16/2015 12:56 PM
118	Make it easy to get from Redmond to downtown Bellevue and from Downtown Bellevue to Seattle and back.	3/16/2015 12:50 PM
119	Keep 242 or provide some option that doesn't make my commute from Maple Leaf to Redmond significantly longer	3/16/2015 12:36 PM

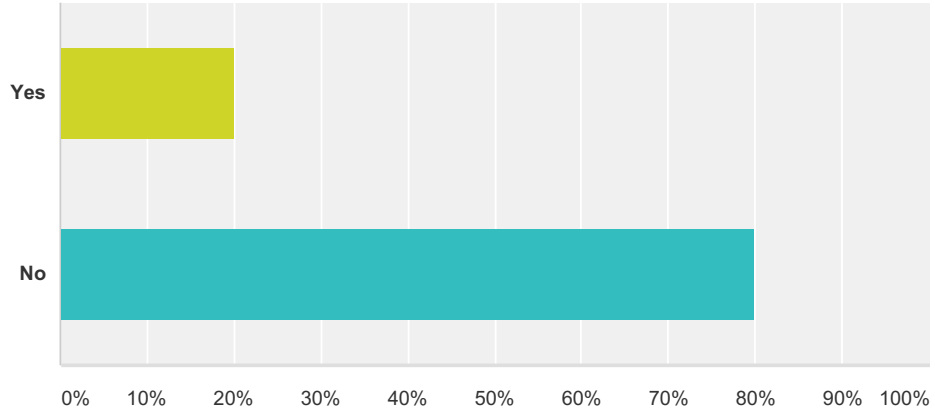
120	keep 542	3/16/2015 12:35 PM
121	Have some peak 545 routes that aren't turn-arounds. Leverage the capitol hill light rail station more than the U-District one.	3/16/2015 12:26 PM
122	Extend 545 to Redmond Town Center for turnbacks. Run 545 all day.	3/16/2015 12:00 PM
123	Target the 545 with more frequent buses during peak hours.	3/16/2015 11:57 AM
124	Leave the 545 as it is - or even make it more frequent. It's already crowded.	3/16/2015 11:57 AM
125	Frequent, all-day service connecting Overlake to Rt 44 (Fremont / Wallingford).	3/16/2015 11:51 AM
126	keep montlake station on 520. I take 44 to 545 and vice versa to go from Stone Way to Redmond.	3/16/2015 11:48 AM
127	I'd continue to have the 545 travel between Overlake and Bear Creek during weekday off-peak hours.	3/16/2015 11:45 AM
128	Keep 242	3/16/2015 11:35 AM
129	Run a (less frequent 256) from Seattle to Kirkland after rush hour. I understand the goal but I am skeptical. Prove that the commute will be the same or quicker with a transfer at UW to 255 and I'd be happy to use that.	3/16/2015 11:14 AM
130	Allow riders to decide if they want to take the light rail; do not force it on them. Keep the buses and allow the alternative.	3/16/2015 10:13 AM
131	255 is the only bus that frequently connects Kingsgate and Downtown Seattle. Why change the 255 Route to Children's Hospital? Create a new service from the Eastside to the University. Changing buses during the travel to Downtown Seattle adds more time. We need frequent all-day service between the Eastside and Downtown Seattle! You proposal will create slower connection from the Eastside to Downtown Seattle	3/16/2015 7:20 AM
132	Addition of route 256- direct service from Kirkland to UW is a good option and should be considered.	3/15/2015 6:36 PM
133	Make week-end link trips between Kirkland, Redmond, and the UW via bus and light rail. This will be very good during peak hours and football season. Also, put ORCA card vending machines at the Kirkland and Redmond Transit Centers.	3/15/2015 5:31 PM
134	Provide 7-day connectivity to Link university of WA light rail station from Bear Creek P&R.	3/15/2015 10:38 AM
135	I don't think any of this will help.	3/13/2015 6:21 PM
136	South King County - Port of Seattle (Sodo) could use more route connections to the eastside, maybe turn rt218 into an all day service and/or revive rt280 but start from tukwila international blvd station?	3/13/2015 5:18 PM
137	Woodinville Park and Ride has space to park if you delete route from Bothell UW and Woodinville PR, there are no space to part on Bothell UW.	3/13/2015 1:28 PM
138	N/a	3/13/2015 1:05 PM
139	Wi-Fi on buses	3/13/2015 12:41 PM
140	More service between major hubs at more times of the day.	3/13/2015 10:07 AM
141	372 needs to go further on weekends! Particularly if deleting the 72.	3/12/2015 10:39 PM
142	I'd look to leave the 255 and 545 alone. They are staples on the Eastside that people have come to rely on when all the other cuts to the Eastside were being made. (250, 260, 265, etc.)	3/12/2015 5:29 PM
143	Nothing to add here.	3/12/2015 1:41 PM
144	I do not fully comprehend Alternative 2, but what I do know is this: As long as this plan is able to keep my ability to get to work and back (in a timely manner) intact, I am all for it.	3/12/2015 10:35 AM
145	I don't think this plan is proving that its "keeping coverage". It concentrates and consolidates instead of expand. Incorporate more, infrequent routes to the suburbs in peak hours to bring commuters to and from work. These infrequent, peak-hour routes can converge at the Link Light Rail stations and bring workers into downtown Seattle, Redmond, etc.	3/12/2015 9:43 AM
146	I would rather have a direct service between Redmond and downtown Seattle--Route 268 does that for me and I would prefer that not to change.	3/12/2015 9:20 AM
147	Maintain a connection between North Seattle/Shoreline and the Eastside that requires less than 2 transfers. One connection is realistic, two connections becomes untenable.	3/11/2015 4:17 PM

148	During non peak hours all routes to downtown could truncate at U-Link as traffic is not as bad in the UW.	3/11/2015 10:07 AM
149	Completely reliable & free reasonably priced way across the damned lake with a bike on 520. I can catch a base bus in the morning & there's usually little wait. But I have to pay \$2.50 or more to travel 1 mile back across the bridge in the evenings and I may have to wait 20 minutes or more for the privilege at rush hour. Someday, there'll be a sidewalk, but that will be 2 or 3 years from now. So, take a low-floor bus, rip out the seats, and have it circle from Montlake to Evergreen Point & back hauling bikes & riders.	3/11/2015 9:33 AM
150	Retain 277.	3/11/2015 8:31 AM
151	Keep some direct service to downtown, the more I transfer the less I like it	3/10/2015 10:15 PM
152	get the word out. Announce it daily on the bus and make the survey easier to find	3/10/2015 10:00 PM
153	Enhance 372/522 service. Add Park & Ride in Lake Forest Park or Lake City.	3/10/2015 8:53 PM
154	keep 520 buses out of downtown seattle.	3/10/2015 7:04 PM
155	Alt 2 is a stopgap in my mind. Fix the 520/Montlake Mess and then use Alt 1 for 520 routes. Keep things as are until you fix Montlake. Then, implement Alt 1.	3/10/2015 3:51 PM
156	Improve the walkway at the Montlake Freeway Station to allow a 545-LINK transfer via the 43 at U-District station.	3/9/2015 5:52 PM
157	Make which 545 trips are turn-back trips really, really, really obvious, through signage or different colors or even a different number.	3/9/2015 3:41 PM
158	Same as for Alternative 1.	3/9/2015 2:21 PM
159	Same as option 1 - increase the feeds into the link light rail hubs from the eastside.	3/9/2015 11:45 AM
160	Keep the direct connection between the Woodinville Park and Ride.	3/9/2015 10:02 AM
161	Cut the 252.	3/9/2015 8:45 AM
162	establish direct bus connections from eastside to major hospitals in downtown seattle	3/9/2015 5:51 AM
163	There need to be more mid-day options from the Eastside to Seattle--it should not take over an hour and a half to get from Woodinville to Seattle in the middle of the day via bus.	3/8/2015 10:25 PM
164	Don't obsess so much over keeping every existing route; better to let some just go if it means you can establish frequent routes elsewhere.	3/8/2015 10:01 PM
165	If that's the goal, then connect with light rail. Truncate routes at UW Station where appropriate, and direct the savings toward improved, more reliable cross-lake service. No significant downtown coverage will be lost.	3/8/2015 9:31 PM
166	through route the 271 & 65 continuing to service dt Bellevue	3/8/2015 12:00 PM
167	Keep frequent 271 service on night and weekends.	3/8/2015 10:27 AM
168	you haven't done anything to improve overall service; there is no light rail to the eastside, the traffic going North on 405 is still bad and the buses are stuck trying to get from 520 to 405.	3/8/2015 8:44 AM
169	Expand bus service and add more bus stops through southwest Newcastle (along Lake WA Blvd. near SE 73rd Street) that connects to Renton, International District, Bellevue	3/7/2015 11:42 PM
170	as long as this consolidation has minimal impact on cars. how is the impact to car traffic being addressed? safety getting to/from; parking at the stop location.	3/7/2015 2:23 PM
171	Would like to have an Express bus from Northgate around the North end of the lake to downtown Kirkland. The buses from d.t. Seattle to d.t. Kirkland are slammed at rush hour.	3/7/2015 2:12 PM
172	See above suggestion to alternative 1.	3/7/2015 12:20 PM
173	more park & ride space	3/7/2015 12:10 PM
174	Better service to Bellevue College	3/7/2015 11:55 AM
175	The concept map of the 207 from alternative 1 is brilliant, so if combined with the frequency of the current 271, that would be superb for retaining and even attracting more ridership.	3/7/2015 10:25 AM
176	I prefer the concept of Alternative I.	3/7/2015 8:36 AM
177	send 255 to UW, reduce Bellevue-Issaquah service, increase Bellevue-UW service	3/6/2015 10:53 PM

178	If "coverage" means "which destinations are accessible via transit, given a certain amount of energy expenditure", then Alternative 1 does not meaningfully reduce coverage of the Eastside. All the same destinations are available; all that's being asked of anyone is to switch from a bus to a train at UW Station. Therefore, my suggestion would be to implement most of Alternative 1, with the exception of those changes that take service away from particular corridors.	3/6/2015 8:24 PM
179	Concentrated service to light rail stations and park and rides	3/6/2015 8:16 PM
180	ensures evening/weekend service remains.	3/6/2015 8:14 PM
181	don't know	3/6/2015 7:48 PM
182	1) Speed up 545 service by replacing the Cap Hill dogleg with an I-5 on-ramp stop.	3/6/2015 5:30 PM
183	I would reroute the 271 so it can serve Evergreen Point.	3/6/2015 5:17 PM
184	Make it more like alternative 1 to take advantage of the new light link rail stops, but keep the cool new route ideas for 541 (stop at 148th Ave NE) and 311 (direct access to eastside-seattle).	3/6/2015 4:31 PM
185	More evening trips and mid-day trips on the 311.	3/6/2015 4:19 PM
186	More coverage needs to include non-peak times. People who aren't doing the 9-5 Microsoft grind will always exist, and really need a way to get around at midday and on weekends.	3/6/2015 4:14 PM
187	To improve Alternative 2, make it identical to Alternative 1 ;)	3/6/2015 3:52 PM
188	No idea	3/6/2015 3:41 PM
189	More route consolidation, higher frequencies, and better connections with light rail.	3/6/2015 3:34 PM
190	Northgate to Downtown Kirkland service.	3/6/2015 3:31 PM
191	Use the UDub as a hub for eastside arriving and bound trips to leverage the light rail route when it opens.	3/6/2015 3:27 PM
192	Keep 255 & 545 7/day week 20 hour/day direct service to downtown Seattle.	3/6/2015 3:02 PM
193	Would be nice if there were some all day connection between Kirkland and the UW light rail station, but I'm not sure at all how to fund it without making the cuts from Alt 1.	3/6/2015 2:55 PM
194	don't know	3/6/2015 2:44 PM
195	Truncate 545 and 255 at UW Light Rail station	3/6/2015 2:33 PM
196	Keep the 277	3/6/2015 12:11 PM
197	See Alternative 1 for GREAT ideas!	3/6/2015 12:06 PM
198	Provide for connections to Link. Find a way to make sure the 541 would be reasonably fast. With the 541, lose the 545's afternoon deviation to Overlake TC.	3/6/2015 10:41 AM
199	Do alternative 1	3/6/2015 10:34 AM
200	Increase 277 service as an alternative to rerouting 255.	3/6/2015 7:55 AM

Q33 Would you like to give us feedback on changes being considered for Eastlake and South Lake Union?

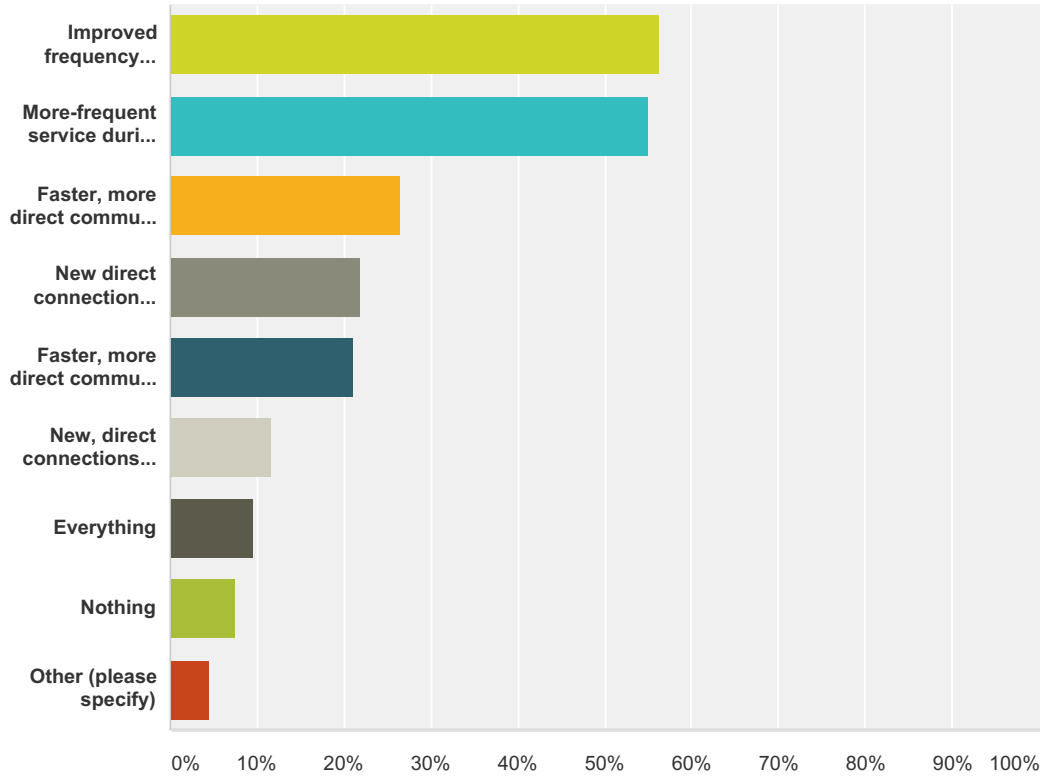
Answered: 3,868 Skipped: 2,691



Answer Choices	Responses
Yes	19.98% 773
No	80.02% 3,095
Total	3,868

Q34 What do you like most about Alternative 1 in Eastlake and South Lake Union? (choose up to four)

Answered: 673 Skipped: 5,886



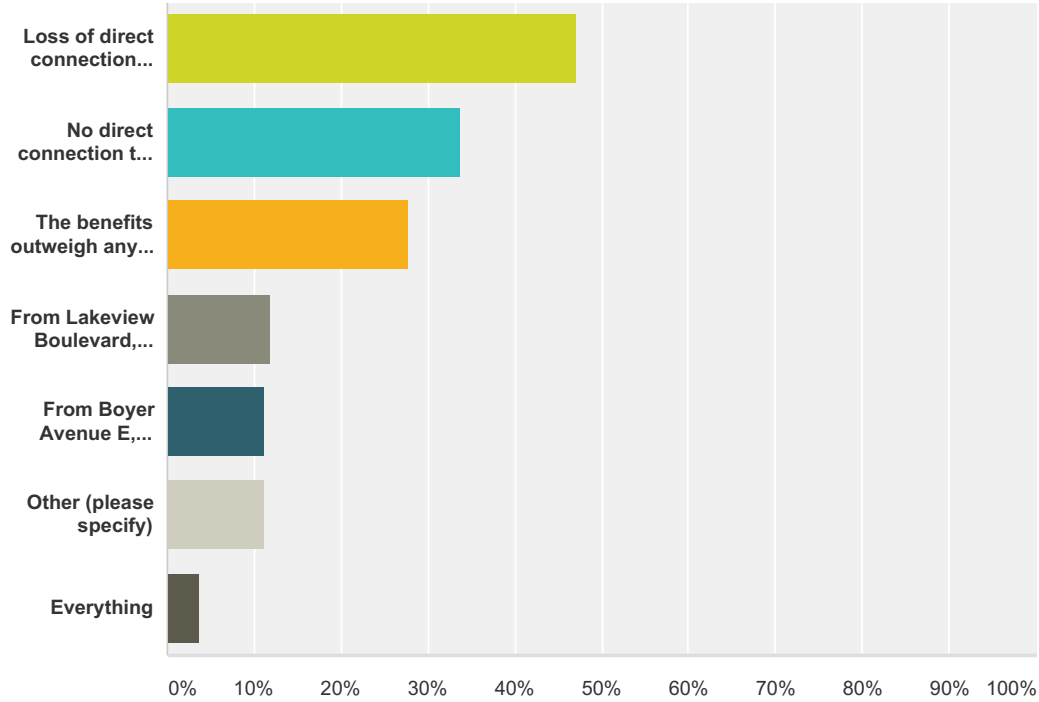
Answer Choices	Responses
Improved frequency between South Lake Union, Seattle Center, and Capitol Hill (Concept for Route 8)	56.32% 379
More-frequent service during peak commute times between Eastlake, South Lake Union, the south end of the University District, the University of Washington, the UW Medical Center, and Link light rail at the new University of Washington Station (concept for Route 70)	55.13% 371
Faster, more direct commuter connections between Maple Leaf, Green Lake, and South Lake Union via I-5 (Concept for Route 66)	26.45% 178
New direct connection between South Lake Union and Madison Valley (Concept for Route 8)	21.99% 148
Faster, more direct commuter connections between Wedgwood, Ravenna, and South Lake Union via I-5 (Concept for Route 64)	21.10% 142
New, direct connections between South Lake Union, Woodinville, Totem Lake, and Kirkland (concept for Route 311)	11.59% 78
Everything	9.66% 65
Nothing	7.43% 50
Other (please specify)	4.61% 31

Total Respondents: 673		
#	Other (please specify)	Date
1	There already is a direct connection between South Lake Union and Madison Valley provided by Route 8. Do you not know your own system??	3/31/2015 10:48 PM
2	want to be able to get from u district to down town - sounder train	3/31/2015 11:42 AM
3	want to be able to get to the Sounder train from Sand Point way, or U district	3/31/2015 11:34 AM
4	The South Lake Union area will continue to be an extension of downtown Seattle. The needs will be even greater as time goes by. It is imperative that the public transit system seriously consider how to service this area.	3/31/2015 11:00 AM
5	South Lake Union is a traffic MESS!!!! It should have bee 4 lanes wide not 3 and the light rail just jams things up (like it will do on Broadway). The lights should be timed better and from 3:30 pm you need traffic cops there to keep things moving. It just got almost finished and it is already past traffic capacity!!!!!! Transit of any kind can't help the Mercer Mess and access to I-5. A true mess! I go by there 3 times a week and it is ALWAYS blocked up!	3/30/2015 9:44 PM
6	Generally, I have concern for any changes from Metro current service, UNLESS THERE IS AN INCREASE/IMPROVEMENT OF SERVICE (additional routes, frequency & buses). ANY PLAN THAT DELETES ROUTE 43 IS UNACCEPTABLE. ANY PLAN THAT REDUCES SERVICE TO ALL NEIGHBORHOODS, INCREASES WALK & WAIT TIME TO/FOR BUSES IS UNACCEPTABLE. Living in the west edge (7th to 8th Ave NE, NE 45th St to NE 47th St) of the U-District, using Light Rail is not really an option I will consider except for novelty from time to time or if going to SeaTac, which I never do. Both Alternatives appear to reduce service to my area of the U-District. I go to the Group Health area of Capital Hill (I call East Capital Hill) 2-4 times a week. Deleting route 43 or its current frequency will be a burden for me. Using route 48 & 8 increases walk time 10 min and wait time 10-15 min (I've tested it the past 2 weeks). It takes me an average of 20 min of additional time from leaving my home to reach my destination in the Group Health area.	3/30/2015 2:42 PM
7	splitting Route 8 or Route late; fast service between U District and SLU in commute times on Route 311	3/30/2015 7:31 AM
8	More direct connections to Capitol Hill, Fremont, Ballard, downtown along eastlake avenue	3/30/2015 6:58 AM
9	I like the general concept of more service to South Lake Union.	3/29/2015 9:23 PM
10	unsure	3/27/2015 9:09 AM
11	Keep route 70 going downtown!! It is important the Eastlake neighborhood has this link.	3/23/2015 10:02 PM
12	it would be nice to have something on westlake or a quick route for a connection to the light rail	3/23/2015 12:22 PM
13	Improved frequency between South Lake Union and Downtown, connecting to/from West Seattle during commuting hours.	3/22/2015 2:33 PM
14	This idea is nonsense. Really? We already have poor bus service now you want to give us a longer commute with transfers.	3/20/2015 1:37 PM
15	Again, hard to say, no mention of the 309, which is a key service from far NE Seattle to SLU, would hope that this is one of the routes that is kept & possibly increased in frequency.	3/19/2015 1:09 PM
16	What kind of changes are being made to places? my email is: wilybros@yahoo.com	3/18/2015 10:27 PM
17	I like service from Totem Lake/Kingsgate to South Lake Union but I fear that there will be an overall reduction of service with the removal of 252 and 257. Typically, 252 alone is standing room only and now riders will have to combine on the 311. It seems like there won't be enough room on the bus. Also, the I-405 & Totem Lake Freeway Station doesn't seem equipped to handle large volumes of people during peak hours. Furthermore, there will be a lot of people parking at the Kingsgate P&R and then crossing 116th Ave. NE, which is dangerous and inefficient. Also, the detour of 311 through the University is undesirable. I would prefer a direct path from SR520 to SLU.	3/18/2015 2:40 PM
18	Love the concept for 64.	3/18/2015 12:14 PM
19	I would like to have more transit options between Northgate Park and Ride and South Lake Union.	3/18/2015 11:27 AM
20	The specific items you list here are irrelevant to me.	3/17/2015 4:45 PM
21	I do not have a good understanding of the changes	3/16/2015 11:42 AM
22	Again, Route 8 is my lifeblood.	3/13/2015 6:42 PM

23	None of the above be even slightly convenient to my home.	3/11/2015 10:48 AM
24	simpler for riders by removing the crazy 71, 72, 73 schedules	3/10/2015 9:43 AM
25	New, direct connections between South Lake Union, Bellevue, Issaquah	3/10/2015 9:23 AM
26	seems fine overall, as long as there is parking and it is safe....	3/7/2015 2:26 PM
27	What was alternative 1? You really should have restated it on this page, I don't know how you expect us to just remember it. We need rapid, reliable service (same bus comes every 5-7 minutes at rush hour) between northeast Seattle and Queen Anne or South Lake Union.	3/7/2015 8:55 AM
28	more frequent service	3/6/2015 10:26 PM
29	I like that there's no streetcar!	3/6/2015 4:05 PM
30	Potential for route 16 to be an alternate assuming a connection with service to NOAA.	3/6/2015 3:09 PM
31	Not sure yet. Our office is moving to Dexter & also to Lynnwood. I will need to travel from North Capitol Hill to both of these places regularly.	3/6/2015 3:07 PM

Q35 What concerns you the most about Alternative 1 in Eastlake and South Lake Union? (choose up to three)

Answered: 563 Skipped: 5,996



Answer Choices	Responses
Loss of direct connection between Eastlake and the heart of the University District (concept for routes 66X and 70)	47.25% 266
No direct connection to neighborhoods north of the University District during off-peak hours (concept for Route 66X)	33.75% 190
The benefits outweigh any concerns I might have	27.71% 156
From Lakeview Boulevard, having to travel farther to access service on Broadway or Eastlake Avenue E (concept for Route 25)	11.90% 67
From Boyer Avenue E, having to travel farther to access service on 24th Avenue E or Harvard Avenue (concept for Route 25)	11.37% 64
Other (please specify)	11.19% 63
Everything	3.73% 21
Total Respondents: 563	

#	Other (please specify)	Date
1	Adding service on the 8 is good, but it will still be unreliable due to extreme congestion on Denny. Shift it to Mercer St or get signal priority, queue jumps, and even BAT lanes to improve the 8 on Denny.	4/1/2015 2:26 PM
2	Loss of direct connection to MLK by dividing route 8. Lack of convenient transfer between Route 8 and 38.	3/31/2015 10:48 PM
3	Still no service that goes directly to the Seattle Center.	3/31/2015 10:12 PM

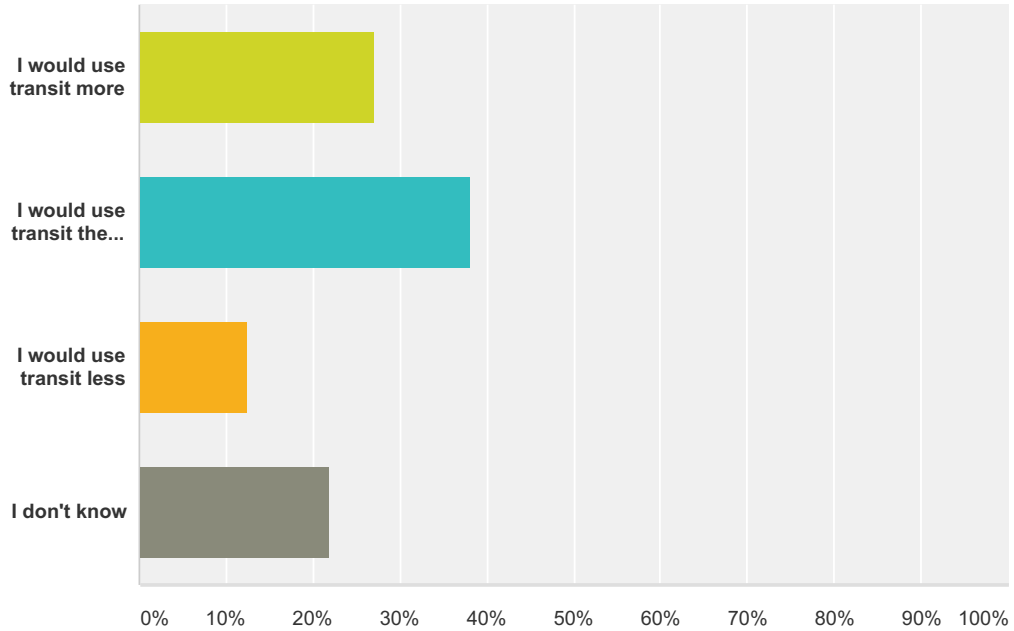
4	Although I like the added route 8 service, I think Metro needs to explore a parallel service (Mercer/lakemont/summit) - Denny is simply unfixable and have a second service for those crossing the northern part of the area would be very useful	3/31/2015 3:47 PM
5	want direct connection to down town area	3/31/2015 11:34 AM
6	Transit is not the problem there it is the high volume of cars! And they are not going away, sorry City, County and Amazon!	3/30/2015 9:44 PM
7	Generally, I have concern for any changes from Metro current service, UNLESS THERE IS AN INCREASE/IMPROVEMENT OF SERVICE (additional routes, frequency & buses). ANY PLAN THAT DELETES ROUTE 43 IS UNACCEPTABLE. ANY PLAN THAT REDUCES SERVICE TO ALL NEIGHBORHOODS, INCREASES WALK & WAIT TIME TO/FOR BUSES IS UNACCEPTABLE. Living in the west edge (7th to 8th Ave NE, NE 45th St to NE 47th St) of the U-District, using Light Rail is not really an option I will consider except for novelty from time to time or if going to SeaTac, which I never do. Both Alternatives appear to reduce service to my area of the U-District. I go to the Group Health area of Capital Hill (I call East Capital Hill) 2-4 times a week. Deleting route 43 or its current frequency will be a burden for me. Using route 48 & 8 increases walk time 10 min and wait time 10-15 min (I've tested it the past 2 weeks). It takes me an average of 20 min of additional time from leaving my home to reach my destination in the Group Health area.	3/30/2015 2:42 PM
8	• "Connect Roosevelt & 45th and Convention Place Station area"	3/30/2015 10:26 AM
9	No easy way to get from Cherry Hill to Eastlake and Fairview Avenues.	3/30/2015 7:48 AM
10	Route 311 is on congested Mercer Street too long	3/30/2015 7:31 AM
11	Fairview routing for 66X and 64X	3/30/2015 4:59 AM
12	NO DIRECT ROUTE FROM RAINIER VALLEY TO SEATTLE CENTER AREA	3/27/2015 6:35 PM
13	no direct connection between Central Area and SLU. Why Kirkland and even Woodinville get direct bus route to the mercer corridor in SLU and the Central Area doesn't?! Unlike the eastside, no one has cars here...	3/27/2015 3:46 PM
14	Could the 311 be faster? Seems to be a lot of worries about delays getting to SLU.	3/27/2015 12:38 PM
15	Connect Roosevelt & 45th and Convention Place Station area	3/27/2015 10:40 AM
16	unsure	3/27/2015 9:09 AM
17	Connect Roosevelt & 45th and convention place station area	3/27/2015 8:21 AM
18	Connect Roosevelt & 45th and Convention Place Station area No direct connection to Roosevelt during off-peak hours is very troubling. I ride the 66 to work from 65th and Roosevelt to 9th and Stewart every weekday and most weekends, and sometimes have to work outside of business hours. Keeping that service is very important to me.	3/26/2015 4:51 PM
19	No direct connection from SLU and Northgate.	3/26/2015 10:00 AM
20	The loss of 64 to downtown. It is my current bus to and from work, faster than 76, and direct (no transfers needed). This is a real disaster for me.	3/23/2015 1:15 PM
21	Consolidation results in increased ridership on existing routes 70 and 40 to/from Downtown and South Lake Union during commuter/peak hours. These routes already operate at capacity or standing-room only between Downtown and SLU during peak hours. More coaches/increased frequency is needed!	3/22/2015 2:33 PM
22	Very concerned about the loss of direct connections north as those are some of the busses used most frequently my myself and my family.	3/22/2015 10:53 AM
23	Please don't sentence bus riders to having to choke on exhaust on Mercer. More service to SLU is great, but not along Mercer.	3/20/2015 8:17 PM
24	No restoration of Route 47.	3/20/2015 5:40 PM
25	Still no mention of connections between downtown and Eastlake ave.	3/20/2015 1:28 PM
26	Potential loss of connection btw NE Seattle/Lake City to SLU.	3/19/2015 1:09 PM
27	The majority of ridership between the UW and SLU already has private shuttles. They don't need the short distance frequency. Commuters from further north have really poor connections under the new plan particularly with moving routes to Roosevelt. Walking down from Eastlake from the 66 - when it runs- is a long scary haul in on dark winter mornings. this isn't an improvement at all.	3/19/2015 8:48 AM

28	Can someone explain the use of the trolley, for example, shouldn't it be getting people from Eastlake/South Lake Union to the downtown core to hook-up with light rail? The E/SLU area is right in the middle of the Mercer 'Mess' so I can't imagine trying to add more buses to further congest the area.	3/19/2015 8:20 AM
29	Reduced access from Kingsgate to SLU (see comment above).	3/18/2015 2:40 PM
30	lack of recognition of need to service SLU in an east/west direction.	3/18/2015 1:42 PM
31	I have to travel from the University District to South Lake Union. Metro is the best alternative. If the 66 goes away, I'm not sure how I will make this commute.	3/18/2015 11:47 AM
32	Route 8 would still be stuck in traffic along Denny Way.	3/17/2015 10:41 PM
33	Route 64 no longer goes west of Boren Ave on Stewart St.	3/17/2015 7:40 PM
34	The specific items you list here are irrelevant to me.	3/17/2015 4:45 PM
35	route 8 is not on Mercer corridor in SLU... it remains on congested Denny way and bypasses all employment and services and the the Cancer Center... It is not connected to the Central Area anymore, which will require transfer now	3/17/2015 12:59 PM
36	No direct routes from South Lake Union to the eastside, despite tons of commuters going between South Lake Union and Bellevue, Issaquah, Sammamish, and Kirkland.	3/16/2015 4:53 PM
37	Why is the newly-revamped Mercer not getting a bus line?	3/16/2015 1:00 PM
38	I do not remember what Alt 1 is.	3/16/2015 11:42 AM
39	Loss of direct service along Eastlake	3/12/2015 12:48 PM
40	You can't fix the 8 without fixing Denny. More busses simply means more clusters of late busses.	3/11/2015 1:06 PM
41	Loss of the 25 is quite troubling, as these are neighborhoods that will be left without transit and long walks to get to a bus.	3/11/2015 11:50 AM
42	Loss of Routes 26 and 28 down Dexter.	3/11/2015 8:56 AM
43	311 will take forever because of the routing through the University District. Why is the 311 not stopping at the freeway stop for the Houghton P&R. It's under utilized and you're driving right by the freeway stop.	3/11/2015 8:37 AM
44	The #8 doesn't travel down MLK. This introduces either another transfer or 10 minutes more walking in my commute	3/10/2015 4:58 PM
45	See earlier comment about my concerns about the 311 deviation into the UDistrict.	3/10/2015 1:32 PM
46	Route 25 is used by my daughter from TOPS K-8. Having a longer walk with the existing infrequency of the service would not work for my daughter.	3/10/2015 10:03 AM
47	There is no plan to help move residents and UW students, visitors and faculty around Portage Bay to quickly reach the nearest express bus or light rail station.	3/10/2015 9:43 AM
48	Loss of direct connection between Central District and South Lake Union via Route #8	3/9/2015 1:34 PM
49	Still too much service from U District to Downtown, take the Link.	3/8/2015 12:39 PM
50	loss of the 64 in dt	3/8/2015 12:01 PM
51	311 should be going straight to SLU, not weaving through UW! this will extend the overall commute to the point it is worthless for those trying to get to work.	3/8/2015 8:48 AM
52	as long as there is parking and it is safe....	3/7/2015 2:26 PM
53	still no fast transit from capitol hill to seattle cancer care alliance	3/7/2015 11:50 AM
54	Nothing	3/7/2015 11:19 AM
55	What was alternative 1? You really should have restated it on this page, I don't know how you expect us to just remember it. We need rapid, reliable service (same bus comes every 5-7 minutes at rush hour) between northeast Seattle and Queen Anne or South Lake Union.	3/7/2015 8:55 AM
56	no service between Central Area and South Lake Union/Fred Hutchison/Seattle Cancer Care Alliance	3/6/2015 10:46 PM

57	Loss of the quick ride downtown that the 64X used to provide to me (again, I live in Wedgwood). With this new plan, the 64 doesn't go downtown. Then again, the light rail + 65 may be just as fast.	3/6/2015 6:20 PM
58	deletion of one of my most frequently used routes!	3/6/2015 5:42 PM
59	Change of Route 64X.	3/6/2015 4:09 PM
60	Slowdown of transit service between I-405 stops and downtown Seattle	3/6/2015 3:04 PM
61	no comment	3/6/2015 2:59 PM
62	No direct access to Eastlake/South lake union from north of the U-district (removal of 66 from Eastlake)	3/6/2015 2:58 PM
63	This is a missed opportunity to get public feedback on the proposed ST Express route 591, which will hopefully provide direct service into SLU.	3/6/2015 12:19 AM

Q36 How would your use of transit be affected if Alternative 1 were implemented in Eastlake and South Lake Union?

Answered: 654 Skipped: 5,905



Answer Choices	Responses
I would use transit more	27.22% 178
I would use transit the same	38.23% 250
I would use transit less	12.54% 82
I don't know	22.02% 144
Total	654

#	Why?	Date
1	Because I would probably not choose to use route 8 as an efficient way to get to my destinations.	3/31/2015 10:50 PM
2	I would like to use more transit, but it doesn't look like any of the proposal makes that viable for me.	3/31/2015 10:12 PM
3	I would likely have to bike or drive more (or just not go) on transit if there is less direct connections between Eastlake and downtown or the U-District	3/31/2015 9:28 PM
4	I often end up walking from my work on Eastlake to the UW medical center or to downtown because the service is infrequent. If the 66 ran more often, this would improve my transit.	3/31/2015 7:08 PM
5	I am Transit-dependent.	3/31/2015 2:42 PM
6	I only rarely catch the bus on Eastlake.	3/31/2015 12:36 PM
7	Same	3/31/2015 12:27 PM
8	It's not much of a change from the current situation for the routes I use.	3/31/2015 12:21 PM
9	not clear how this might benefit my commute	3/31/2015 11:34 AM

10	effects on route 25	3/30/2015 10:11 PM
11	SLU and U District need a good continual connection.	3/30/2015 9:56 PM
12	Eventually, less, I will buy a car.	3/30/2015 2:43 PM
13	better frequency and speed and reliability	3/30/2015 7:33 AM
14	Frequency = freedom.	3/29/2015 10:48 PM
15	This is one case where I might use transit more because it's a pain to walk or bike to South Lake Union from Capitol Hill/the CD, where I live. But right now, it's much more of a pain to get to SLU with transit, so if that changed, I might use it more often. But we're still talking about maybe 2 times a year more -- and as I said in an earlier note, getting me to use transit more isn't really such a win because I never travel by car. Bikes aren't currently causing congestion or carbon problems.	3/29/2015 5:26 PM
16	Loss of direct connection between Eastlake and the heart of the University District (concept for routes 66X and 70)	3/29/2015 11:45 AM
17	QUESTION HAS ALREADY BEEN ANSWERED	3/27/2015 6:36 PM
18	Connect Roosevelt & 45th and Convention Place Station area	3/27/2015 3:50 PM
19	i will buy a car and drive from the Central Area to SLU.	3/27/2015 3:49 PM
20	If I can't get from the U-District to Eastlake or South Lake Union via the bus, I would have to use transit less.	3/27/2015 2:05 PM
21	Better connections to other neighborhoods so I wouldn't have to walk as far.	3/27/2015 2:01 PM
22	I depend on mass transit for my livelihood and social life	3/27/2015 1:53 PM
23	I may use transit more but seeing the concept in action would determine that.	3/27/2015 9:33 AM
24	Might be the closest point from Maple Valley to be able to get to work more easily and not have to drive.	3/27/2015 8:51 AM
25	don't travel this route as much and that would not change here	3/27/2015 6:52 AM
26	My daughter is considering going to high school at the Center School. These options would make it easier and quicker for her to take Metro.	3/26/2015 4:31 PM
27	Don't use this enough to say for certain yet.	3/25/2015 8:51 PM
28	Currently I can hop on a bus without thinking too much about it for short trips down Eastlake or up to Roosevelt from my office but this would definitely make it trickier to do so.	3/25/2015 3:09 PM
29	deletion of 66x would impact my travel from the UW to SLU	3/25/2015 2:12 PM
30	The 70 is a major route of travel when I need to get to the UW main campus. Less a reliable and direct connection from either downtown or south lake union area (other university locations where I travel for work) I would not be inclined to use metro.	3/24/2015 8:59 AM
31	Loss of 64 as a commuting option.	3/23/2015 1:15 PM
32	Increased frequency SLU to Downtown=better connection options Downtown to West Seattle.	3/22/2015 2:33 PM
33	loss of 66	3/21/2015 12:38 PM
34	I don't travel to these neighborhoods often (but am filling this section out because I do from time to time and know that service to South Lake Union needed to be improved).	3/20/2015 11:47 PM
35	I only occasionally take transit to Eastlake. If it was easier to get there, I would probably do so more often. As is, the rush hour 70 is packed and late and keeps me from going that way usually.	3/20/2015 9:24 PM
36	Reliability on the 8	3/20/2015 8:17 PM
37	I'd use transit the same, but I'd be a lot happier. :D	3/20/2015 8:17 PM
38	Improvement on the 8 means I could actually rely on it to get between Seattle Center and Capitol Hill which means I would actually be able to go to the Hill to do stuff.	3/20/2015 7:27 PM
39	I'd smile at the new arrivals riding down to Amazon and know that at least they were clogging the streets up slightly less with their Car2Go's and Ubers.	3/20/2015 5:40 PM

40	Still have to take the bus downtown for work.	3/20/2015 1:28 PM
41	better connections and more frequently	3/20/2015 11:51 AM
42	I usually just walk up to Capitol Hill if I don't see the 8 coming, since I find it to be unreliable and I can walk to Broadway from Westlake faster than the bus can get me there. I would probably ride the 8 more frequently with these changes.	3/19/2015 7:30 PM
43	Must travel to Eastlake already	3/19/2015 2:46 PM
44	I don't own a car, so I don't have any other choices if I want to go longer distances.	3/19/2015 2:21 PM
45	This may decrease my riding to and from work if I can not get from work at UWMC to home in Eastlake. I would have to find alternates.	3/19/2015 10:05 AM
46	I required the 70 route to get anywhere	3/19/2015 9:43 AM
47	I don't use the transit in that area, but it does affect my commute if that area gets more congested. My bus can take forever getting through 4th to Olive to get on to I-5. If something happens anywhere in the Mercer 'Mess' or E/SLU area, the rippling effect begins to permeate the rest of the downtown core.	3/19/2015 8:20 AM
48	When going to South Lake Union, I need to be able to return to the U District in off peak hours.	3/18/2015 7:12 PM
49	I don't bike to the SLU area so would continue to use buses.	3/18/2015 5:10 PM
50	timing	3/18/2015 4:27 PM
51	Not sure I understand where the routes would go.	3/18/2015 1:55 PM
52	If there truly is service from the U District to SLU, I would use transit frequently. Right now I don't use it at all when I go to SLU.	3/18/2015 1:39 PM
53	Less convenient. The U District light rail station is in an almost pointless location for most of the U District, I can't see the point of taking light rail there.	3/18/2015 1:05 PM
54	Still meets my needs, but doesn't make things much better.	3/18/2015 11:35 AM
55	Transit in these areas is already difficult--SLU is a tough area to get in and out of. Other than the 32 I have very few viable options for getting from Seattle Center/SLU to the UW.	3/18/2015 11:22 AM
56	I need consistent, peak transportation to and from Eastlake during the peak hours.	3/18/2015 11:19 AM
57	More frequent 64s are attractive to me, but I don't fully understand the new route that they would take.	3/18/2015 10:52 AM
58	better access	3/18/2015 1:27 AM
59	It means that I can't use Route 64 as a commute option	3/17/2015 7:40 PM
60	The specific items you list here are irrelevant to me.	3/17/2015 4:45 PM
61	Transfer between the CD and the SLU will not work.	3/17/2015 12:59 PM
62	I depend on transit for most of my transportation needs.	3/17/2015 12:06 PM
63	i often skip activities in south lake union because direct, fast bus service between there and mapleleaf does not exist.	3/17/2015 8:58 AM
64	more options	3/16/2015 8:50 PM
65	Work on Eastlake Ave. Would like to see faster, more frequent service, though.	3/16/2015 8:15 PM
66	People will only start using metro more if there are more frequent routes to more locations.	3/16/2015 4:53 PM
67	With more direct routes from South lake Union I would be able to get around the area much quicker than before.	3/16/2015 12:58 PM
68	The 8 is SLOW when it gets caught up in the Denny rush-hour traffic. I can walk home to Capitol Hill faster.	3/16/2015 12:20 PM
69	Very little of my transit travel is between Green Lake and South Lake Union. The revised route 64 will make that travel more efficient for me.	3/16/2015 12:01 PM
70	South Lake Union is an area I would like to explore more, but have shied away from due to limited transit options	3/15/2015 8:36 PM
71	The direct access and connections with existing routes will serve my needs.	3/15/2015 5:34 PM

72	It seems like I would not be able to get to the UDistrict as conveniently as before.	3/15/2015 3:31 PM
73	I am not as big a user of here as I am of other areas. I simply know that the area is growing so fast that people there need transit as reliable as other dense areas in the city.	3/15/2015 2:20 PM
74	While I am generally not frequently visiting South Lake Union, I see the current repercussions of no direct transit service to the neighborhood - single occupancy vehicle commuters, in both private cars as well as car sharing vehicle services. Improving service to the neighborhood may help lessen the current traffic issues seen today.	3/15/2015 8:34 AM
75	Better and more reliable service on the 8 is key	3/13/2015 6:42 PM
76	I don't drive, so with reduction of local service (aka "consolidation") I don't have other choices, except walking more, transferring more, and taking longer to get everywhere.	3/13/2015 4:07 PM
77	Better frequency	3/13/2015 3:48 PM
78	The 8 would be usable!	3/13/2015 10:21 AM
79	This plan seems to offer no benefits or drawbacks for me.	3/13/2015 10:09 AM
80	Terrible plan. Eastlake-UW connections and Route 25 around Montlake are vital neighborhood connections for residents and University students and employees. T	3/13/2015 7:48 AM
81	Improve 12th Avenue Service, current Metro destinations in CD/Cherry Hill are practically useless. I choose to walk or other transit modes 99% of the time.	3/12/2015 7:44 PM
82	Use it the same, but it may not be as convenient	3/12/2015 12:48 PM
83	I would still use buses the same amount.	3/12/2015 10:44 AM
84	Easier to get from UW to South Lake Union where I have lots of meetings. Sometimes I drive because it's faster than wait for buses.	3/11/2015 10:29 PM
85	If the 8 were more reliable, faster, and frequent I would use it more	3/11/2015 7:53 PM
86	Currently I have to transfer or take a very circuitous route to South Lake Union. I'd be much more likely to take Metro if it was quick (i.e., express) and didn't require a transfer.	3/11/2015 3:53 PM
87	Because my service levels aren't directly affected on my work-commute. Overall, random or supplemental rides don't account for a sustainable nor forecastable amount of transit use on my part.	3/11/2015 11:50 AM
88	I would never use transit	3/11/2015 10:48 AM
89	Anything to improve the 8 will be helpful.	3/11/2015 10:27 AM
90	311 sounds like it adds service to SLU from the Eastside but the routing is so long it's not worth it. Also, getting to a starting point on the Eastside is problematic as it stops at the Totem Lake freeway station which isn't exactly close to the Kingsgate (packed) P&R.	3/11/2015 8:37 AM
91	#8 would be better	3/11/2015 5:52 AM
92	SLU badly needs peak service...it's basically an extension of Downtown now, and it needs to be treated as such. I would personally greatly benefit from increased service on Route 8.	3/10/2015 1:32 PM
93	Depends on if the stop on Roanoke and Boylston is moved. Right now it works well with TOPS dismissal, but with service every hour, it would not work if she missed the bus due to having to walk farther and not having the stop in-sync with dismissal.	3/10/2015 10:03 AM
94	I would use the 70 more because of the simpler scheduling	3/10/2015 9:43 AM
95	I take transit to SLU from Seattle downtown, not sure how this will be changed	3/10/2015 9:23 AM
96	The bus I now use would be eliminated.	3/9/2015 4:31 PM
97	To inconvenient and time-consuming to transfer buses	3/9/2015 1:34 PM
98	I would take advantage of the more frequent 8 bus route.	3/9/2015 3:05 AM
99	Because the 66 would be deleted	3/8/2015 3:13 PM
100	Right now I can get to Northgate on 66 and to Colman Dock on 66 from Fred Hutchinson bus stop on Eastlake.	3/7/2015 8:06 PM

101	I use the 70 and 66X because I like them the way they are. Not everyone will use the Light Rail to get to Roosevelt & 45th for example or from SLU to downtown. They are important Routes for Eastlake & Fairview and Downtown.	3/7/2015 5:24 PM
102	as long as there is parking and it is safe....	3/7/2015 2:26 PM
103	Taxi would be quicker & easier.	3/7/2015 11:05 AM
104	depends on how long it takes to transfer from the north end of town	3/7/2015 9:41 AM
105	What was alternative 1? You really should have restated it on this page, I don't know how you expect us to just remember it. We need rapid, reliable service (same bus comes every 5-7 minutes at rush hour) between northeast Seattle and Queen Anne or South Lake Union.	3/7/2015 8:55 AM
106	Since the routes are peak only I would likely not be able to take advantage.	3/7/2015 8:54 AM
107	More frequent service is more convenient	3/7/2015 7:55 AM
108	route 8/70 improvements	3/6/2015 10:53 PM
109	no direct service between the Central Area and South Lake Union/Fred Hutchinson	3/6/2015 10:46 PM
110	Better frequency	3/6/2015 8:28 PM
111	If transit were more reliable and frequent I'd be more likely to take spur-of-the-moment trips.	3/6/2015 8:21 PM
112	Better and more frequent connections	3/6/2015 6:56 PM
113	I don't normally ride the 64X downtown.	3/6/2015 6:20 PM
114	deletion of one of my most frequently used routes!	3/6/2015 5:42 PM
115	loss of route 11	3/6/2015 5:25 PM
116	More frequent and reliable service on the 8 is sorely needed. I often end up walking the 2 miles between my house and SLU rather than wait for it.	3/6/2015 5:12 PM
117	Don't have a frequent use for transit in SLU.	3/6/2015 4:59 PM
118	Direct commute for south lake Union from Woodinville	3/6/2015 4:23 PM
119	The same but better. It would be quicker for me to access my office in South Lake Union	3/6/2015 4:14 PM
120	Would use the transit the same number of times but might change my route to go through U-district to Ballard rather than ride the way over crowded #40	3/6/2015 4:13 PM
121	Changing the 64X route to Fairview will result in longer travel times, especially in the evening. Fairview traffic is terrible and will only get worse with all the new construction.	3/6/2015 4:09 PM
122	More frequent service on the 8 would make it much more useful.	3/6/2015 3:37 PM
123	Don't usually have a need to travel between Eastlake and UW, but I have considered moving to Eastlake because the commute would be much shorter than I currently have from Lake City to UW. If there were no direct route from Eastlake to UW, I would not relocate.	3/6/2015 3:29 PM
124	Another way to get between SLU and Capital Hill which is always nice.	3/6/2015 3:25 PM
125	Currently, the 70 buses that travel from SLU to the U District after 8pm are completely terrible. Most don't show up or are very late. The entire system is currently unreliable after 5pm. There is no way to physically get anywhere from SLU due to traffic at this time.	3/6/2015 3:24 PM
126	44/5/E & D are my most used routes now and in the immediate future.	3/6/2015 3:22 PM
127	I don't travel often from Eastlake to SLU or vice versa -- just occasionally, so my usage would not change much.	3/6/2015 3:13 PM
128	I am getting old and do not like to walk very far	3/6/2015 3:06 PM
129	The additional time required to find transfers to get to Eastlake/Fred Hutchinson would make me reconsider using transit at all. I have to be home in time to get child from childcare and I can't spend 1+ hours with transfers, etc. Light rail as it currently is does not help the Eastlake area at all.	3/6/2015 2:58 PM
130	No car	3/6/2015 2:58 PM

131	Transit is my back-up plan for trips to this area	3/6/2015 2:52 PM
132	Less 66 going to Northgate=less use.	3/6/2015 2:44 PM
133	The 8 might become a viable route, and having frequent all-day service on the 70 would open up the potential to treat the Eastlake corridor as a destination, rather than something to look at out of the 71/72/73 window.	3/6/2015 12:09 PM
134	Not a regular rider in this area.	3/6/2015 10:45 AM
135	I would use route 8 more	3/6/2015 10:39 AM
136	Additional routes will increase my usage.	3/6/2015 8:52 AM
137	70 offers more non-peak options to U-District.	3/6/2015 7:58 AM
138	Frequent 70 - yes!	3/6/2015 12:19 AM

Q37 How would you improve Alternative 1 in Eastlake and South Lake Union – keeping in mind the goal of this network concept is to have a consolidated, frequent network of service?

Answered: 137 Skipped: 6,422

#	Responses	Date
1	I would add in service. Just generally, any service. I was shocked to find that of all the busses I now catch through SLU, only the 40 would not be cut; but despite that the 40 would also not be expanded.	4/2/2015 2:41 AM
2	Shift the 8 to Mercer St and electrify it.	4/1/2015 2:27 PM
3	Ensure that there is a direct transfer point between routes 8 and 38 with comparable frequencies.	3/31/2015 10:50 PM
4	More frequent service is of little use to me if the buses don't connect to the Eastlake neighborhood.	3/31/2015 9:28 PM
5	Connect Roosevelt & 45th and Convention Place Station area	3/31/2015 5:20 PM
6	Look for places where the stated concerns of "experts" in specific problem areas can be mitigated; hybridize where it makes sense to do so to keep the service human.	3/31/2015 2:42 PM
7	Connect Roosevelt & 45th and Convention Place Station area	3/31/2015 8:43 AM
8	SLU and U District need a good continual connection.	3/30/2015 9:56 PM
9	Connect Roosevelt & 45th and Convention Place Station area	3/30/2015 4:18 PM
10	Increase connections between Eastlake/South Lake Union and the north end of the University District. Also, increase connections between University District and the Coleman Ferry Docks.	3/30/2015 3:10 PM
11	Generally, I have concern for any changes from Metro current service, UNLESS THERE IS AN INCREASE/IMPROVEMENT OF SERVICE (additional routes, frequency & buses). ANY PLAN THAT DELETES ROUTE 43 IS UNACCEPTABLE. ANY PLAN THAT REDUCES SERVICE TO ALL NEIGHBORHOODS, INCREASES WALK & WAIT TIME TO/FOR BUSES IS UNACCEPTABLE. Living in the west edge (7th to 8th Ave NE, NE 45th St to NE 47th St) of the U-District, using Light Rail is not really an option I will consider except for novelty from time to time or if going to SeaTac, which I never do. Both Alternatives appear to reduce service to my area of the U-District. I go to the Group Health area of Capital Hill (I call East Capital Hill) 2-4 times a week. Deleting route 43 or its current frequency will be a burden for me. Using route 48 & 8 increases walk time 10 min and wait time 10-15 min (I've tested it the past 2 weeks). It takes me an average of 20 min of additional time from leaving my home to reach my destination in the Group Health area.	3/30/2015 2:43 PM
12	Connect Roosevelt & 45th and Convention Place Station area	3/30/2015 9:34 AM
13	Connect Roosevelt & 45th and Convention Place Station area	3/30/2015 9:30 AM
14	stop Route 311 in south Lake Union; wait for Bertha and north portal to extend to Uptown	3/30/2015 7:33 AM
15	connect roosevelt and 45th and convention place station area.	3/30/2015 6:35 AM
16	I don't know.	3/29/2015 9:32 PM
17	Unknown .	3/29/2015 4:28 PM
18	Connect Capitol Hill and northwest Seattle through South Lake Union.	3/28/2015 9:57 AM
19	keep the route the same, do not delete off peak and weekend service, and increase frequency at night and on weekends.	3/27/2015 8:18 PM
20	SOME ASPECTS OF ALTERNATIVE 1 SHOULD BE COMBINED WITH SOME ASPECTS OF THIS ONE.	3/27/2015 6:36 PM
21	Connect Roosevelt & 45th and Convention Place Station.	3/27/2015 5:50 PM
22	Have Bus lanes between south lake Union and Downtown all the way to pioneer square!!!	3/27/2015 5:35 PM

23	restructure 8. delete the portion between Mt Baker light rail and Rainier Beach. shift it to Mercer in SLU. extend it north to Ballard's Fred Meyer...	3/27/2015 3:49 PM
24	Connect Roosevelt & 45th and Convention Place Station area	3/27/2015 3:27 PM
25	Connect Roosevelt & 45th and Convention Place Station area	3/27/2015 3:03 PM
26	retain current service for #66 on Eastlake #66 and #70 are already overcrowded, and removing #66 will only make it worse	3/27/2015 2:52 PM
27	Connect Roosevelt & 45th and Convention Place Station area	3/27/2015 2:18 PM
28	Do not interrupt the connections between U-District and Eastlake and South Lake Union.	3/27/2015 2:05 PM
29	Connect Roosevelt & 45th and Convention Place Station area	3/27/2015 1:36 PM
30	Connect Roosevelt/45th and Convention Place Station	3/27/2015 1:21 PM
31	n/a	3/27/2015 1:16 PM
32	The low frequency of busses on Denny makes it really difficult to reliably plan trips.	3/27/2015 1:12 PM
33	Connect Roosevelt & 45th and Convention Place Station Area	3/27/2015 12:08 PM
34	Connect Roosevelt & 45th and Convention Place Station area	3/27/2015 12:01 PM
35	Connect Roosevelt & 45th and Convention Place Station area	3/27/2015 11:57 AM
36	Connect Roosevelt and 45th and Convention Place Station area.	3/27/2015 11:21 AM
37	Connect Roosevelt & 45th and Convention Place Station area	3/27/2015 11:17 AM
38	Connect Roosevelt & 45th and Convention Place Station area	3/27/2015 10:47 AM
39	Connect Roosevelt & 45th and Convention Place Station area	3/27/2015 10:41 AM
40	Connect Roosevelt & 45th and Convention Place Station area	3/27/2015 9:25 AM
41	Connect Roosevelt & 45th and Convention Place Station area	3/27/2015 9:21 AM
42	Connect Roosevelt & 45th and Convention Place Station area	3/27/2015 8:43 AM
43	Connect Roosevelt & 45th and Convention Place Station area.	3/27/2015 8:37 AM
44	Connect Roosevelt & 45th and Convention Place Station area	3/27/2015 8:22 AM
45	Connect Roosevelt and 45th, and the Convention Place Station area.	3/27/2015 8:14 AM
46	not sure	3/27/2015 8:13 AM
47	connect Roosevelt & 45th and Convention Place Station	3/27/2015 6:52 AM
48	Connect Roosevelt & 45th and Convention Place Station area	3/27/2015 5:31 AM
49	Connect Roosevelt & 45th and the Convention Place Station	3/26/2015 5:28 PM
50	Connect Roosevelt and 45th and Convention Place Station area	3/26/2015 5:26 PM
51	Connect Roosevelt & 45th and Convention Place Station area	3/26/2015 5:00 PM
52	Keep the connection from Roosevelt to downtown along Eastlake frequent, or even more frequent.	3/26/2015 4:52 PM
53	Connect Roosevelt & 45th and Convention Place Station area	3/26/2015 4:45 PM
54	I'd like to be able to connect from the downtown tunnel to the Roosevelt/NE 45th area	3/26/2015 4:40 PM
55	I would like a direct connection between Roosevelt and 45th and Convention Place/ the bus tunnel.	3/26/2015 4:37 PM
56	Connect Roosevelt & 45th and Convention Place Station area	3/26/2015 4:14 PM
57	Connect Roosevelt & 45th and Convention Place Station area	3/26/2015 3:54 PM
58	Connect Roosevelt and 45th to the convntion place station area	3/26/2015 3:41 PM
59	Connect Roosevelt & 45th and Convention Place Station area	3/26/2015 3:41 PM

60	Connect Roosevelt and 45th and Convention Place Station area	3/26/2015 3:38 PM
61	Connect Roosevelt & 45th and Convention Place Station area	3/26/2015 3:29 PM
62	Connect SLU and Northgate.	3/26/2015 10:00 AM
63	keep transit between eastlake and U district	3/26/2015 7:39 AM
64	Maintain the spine of Roosevelt/Eastlake	3/25/2015 3:09 PM
65	na	3/25/2015 1:33 PM
66	Sounds like the light rail need to go further to the north of the U District.	3/22/2015 3:08 PM
67	Keep a direct connection to north seattle.	3/22/2015 10:53 AM
68	Keep schedules the same all day, every day. Peak/weekend changes are extremely confusing for riders.	3/21/2015 12:38 PM
69	not sure	3/20/2015 11:47 PM
70	The 66 and the 70 are workhorse routes. Revising them simply makes no sense at all.	3/20/2015 1:40 PM
71	Connections along Eastlake Ave that get downtown quickly.	3/20/2015 1:28 PM
72	SLU needs more bus service. the streetcar has problems at rush hour with both traffic and high passenger volumes (not to mention weak connections with buses at Westlake)	3/19/2015 8:48 PM
73	I have no particular suggestions for improvement.	3/19/2015 7:05 PM
74	Keep service along eastlake	3/19/2015 9:43 AM
75	One direct local route from further north in north Seattle to SLU - NOT Eastlake. Actually to SLU, not as far away as you can put it without crossing I-5! Its a half mile walk!	3/19/2015 8:48 AM
76	Cleanse the area of congestion. More buses is not the answer, let alone the number of cars trying to maneuver in such a small area. Still don't understand the trolley concept as they are not the most efficient people-movers. Speaking of trolleys, just a note for the future, working on Broadway and having trolley tracks already in place, when the City finally gets them (wherever they are in the Czech Republic), they will never run on time due to the addition of bike lanes which cause emergency vehicles or Access vans to park close to the trolley tracks. Just a future heads up, more congestion on the way!	3/19/2015 8:20 AM
77	Keep the 71-73 buses	3/18/2015 4:33 PM
78	unsure	3/18/2015 4:27 PM
79	Keep 70	3/18/2015 3:27 PM
80	I wonder if smaller buses for more frequent trips would be an alternative. Use the big buses at rush hour and then the smaller ones on the less busy times of day, but more frequently.	3/18/2015 2:41 PM
81	Maintain route 252.	3/18/2015 2:40 PM
82	service SLU in an east west direction (in addition to Denny	3/18/2015 1:42 PM
83	It would be nice to have an express bus from South Lake Union to South Seattle (stops for Beacon Hill, Columbia City, Rainier Beach)	3/18/2015 12:17 PM
84	How do you commute from University District to SCCA and UW Medicine Lake Union quickly? Answer: You drive.	3/18/2015 11:47 AM
85	Once the roosevel station opens, you may want to alter the route 70 to terminate at that location rather than down by Husky Stadium. Many more people from the UW community will find Roosevelt to be a much more convenient transition point between rail/bus service.	3/18/2015 11:35 AM
86	Please do not cancel route 66	3/18/2015 11:15 AM
87	Have Route 64 go so it connects with at least one light rail station and downtown bus connections (Westlake since Convention Place isn't a station) and then head up to First Hill.	3/17/2015 7:40 PM
88	Route 8 to Mercer st in SLU. Keep route 8 the same in the Central Area. Why riders from Woodenville who all have cars can travel to the SLU faster than riders of Capitol Hill/Central who do not have cars?!	3/17/2015 12:59 PM
89	Add frequency to 66. Add a direct route connecting Phinney Ridge and Greenwood to Eastlake and SLU.	3/17/2015 12:06 PM

90	By not eliminating choices.	3/17/2015 7:32 AM
91	Use the newly-revamped Mercer as a connector between South Lake Union and Lower Queen Anne.	3/16/2015 1:00 PM
92	The City should make the "on ramp" street from eastbound Denny onto southbound I-5 a one way street. It's currently a two way street, but "wasted"... no one uses it westbound. If that street was one-way and multiple lanes, much of the traffic from Denny could be packed into that "holding area" for I-5. Currently, those cars stack up on Denny and make everyone (and the 8 bus) late. Remove the parking, make it one-way, and suddenly you can fit 100 of the cars from Denny into that area. Then use lane-specific traffic signals to get them onto the freeway.	3/16/2015 12:20 PM
93	Expand rideshare programs; streetcar	3/15/2015 8:36 PM
94	Increase the week-end frequency of the rail lines from every half four to every fifteen minutes.	3/15/2015 5:34 PM
95	Eastlake needs 10 min headways all day between Downtown and the heart of the U District. Ok to transfer there to points North and West.	3/13/2015 3:48 PM
96	Increase frequency of the above neighborhood connections.	3/13/2015 7:48 AM
97	Improve 12th Avenue Service, current Metro destinations in CD/Cherry Hill are practically useless. I choose to walk or other transit modes 99% of the time.	3/12/2015 7:44 PM
98	Make sure there's enough service connecting Eastlake (Lake Union area) to downtown Seattle (including all the way to Pioneer Square) and Eastlake to U-district. The 70 may accomplish this (if it extends to Pioneer Square / International District), but it's hard to tell if this will help the capacity. It seems like both the 70 and 66 are in high demand during peak times, and not just for people traveling through the Eastlake area - lots of people get off at the major stations (Lynn St, Harvard, etc.) along Eastlake (Lake Union area).	3/12/2015 12:48 PM
99	I want to see more service for the route 70, especially during peak hours, when all the buses are standing room-only, if that.	3/12/2015 10:44 AM
100	I primarily use the 70,71,72,73 routes to get to the Ave. This is a pretty major retail, shopping, and food area. Seems like a bad idea to lose this. I would recommend keeping a route that goes from SLU to the Ave. I am also concerned that moving the 26/28 to Aurora is a bad decision for SLU transit riders. Aurora is a divided highway with really only one place where it can be crossed (the pedestrian bridge). Aurora is also on the top of a fairly steep hill in relation to SLU. Transit riders who use the 26/28 to get to SLU from north Seattle will have a much more difficult time and a longer walk to get to work in the morning. The hill also makes this route far less accessible.	3/11/2015 10:25 PM
101	There ought to be bus service down Mercer in SLU	3/11/2015 7:53 PM
102	maintain some sort of bus coverage on the 25 route, potentially just peak time routing, only am and pm but not mid-day or evening?	3/11/2015 11:50 AM
103	Keep the 25.	3/11/2015 10:51 AM
104	Keep #25 on the Boyer Ave. E. route and every 30 minutes is manageable.	3/11/2015 10:48 AM
105	More connections from Downtown to SLU. Easy to get from SLU to downtown by catching any of the buses running down Stewart, but there is a lack of a clear concise transit corridor running the opposite direction. Probably out of the scope of this proposal, but the 8 needs more help than splitting it into 2 routes. Denny Way will continue to be a mess eastbound in the afternoon, and a reliable connection from SLU to CHS needs more help. Hopefully Metro is working with SDOT on this problem.	3/11/2015 10:27 AM
106	311 should bypass Montlake exit/U-District. This would save 15 minutes. Instead, exit at I-5/Stewart street, turn right onto Denny, then right on Fairview or Westlake. You've got tens of thousands of SLU workers, many coming from the Eastside. There also needs to be direct service from South Kirkland P&R, Redmond, and Bellevue TC to SLU.	3/11/2015 8:37 AM
107	Don't send the #8 to Madison Park	3/10/2015 4:58 PM
108	- Install a bus only left-turn signal from the Mercer off-ramp to Fairview for routes 64/66, and also for Sound Transit deadheads from Pierce County. - Install full-time bus lanes on Fairview between Mercer and Denny. Since this is a double turn lane, you can still preserve GP access. - Find a way to fix Denny to improve reliability (hard, I know)	3/10/2015 1:32 PM

109	There is still too big of a difference between the 66 and the 70. The 66 express service is appreciated but it would help if it just introduced one more stop somewhere, anywhere along the dense strip of Eastlake between Lynn and Harvard. Meanwhile, the 70 stops are too close together. It's so much faster to downtown on the 66 -- why do we encourage people to drive to Northgate and take the 66 instead of providing decent express service for people that live in the urban cores?	3/10/2015 9:43 AM
110	I'd highly appreciate a direct route from east side to SLU, don't mind < 1 mile of walking.	3/10/2015 9:23 AM
111	Do not eliminate #25 route.	3/9/2015 4:31 PM
112	Keep current Route #8 service.	3/9/2015 1:34 PM
113	keep Route 25 as is	3/9/2015 1:24 PM
114	establish direct bus connections from eastside to major hospitals in downtown seattle	3/9/2015 5:53 AM
115	keep the 66 route	3/8/2015 3:13 PM
116	dont change the 64	3/8/2015 12:01 PM
117	311 to SLU; no UW. simple, don't extend that trip further	3/8/2015 8:48 AM
118	Provide staircase to Cascade neighborhood from Capitol Hill underneath I-5 midway between Denny and Eastlake I-5 flyover to Belmont and Lakeview. Complete surface light rail service to UDist from Fred Hutchinson	3/7/2015 8:06 PM
119	I like the 8 redesign, but I don't like changes to 66X or 70, unless its more frequency following the same routes they already do.	3/7/2015 5:24 PM
120	as long as there is parking and it is safe....	3/7/2015 2:26 PM
121	connect to the Seattle Center	3/7/2015 1:19 PM
122	What was alternative 1? You really should have restated it on this page, I don't know how you expect us to just remember it. We need rapid, reliable service (same bus comes every 5-7 minutes at rush hour) between northeast Seattle and Queen Anne or South Lake Union.	3/7/2015 8:55 AM
123	Give Metro more money to make some of the routes all day.	3/7/2015 8:54 AM
124	Serve SLU with more regional routes	3/7/2015 7:55 AM
125	By making route 8 travel on Mercer st instead of Denny way in South Lake Union. As well as keeping it's route through the Central Area.	3/6/2015 10:46 PM
126	Reroute the 5 to Westlake (or possibly Dexter, but I'd prefer Westlake). A direct connection between Greenwood/Phinney and the heart of SLU would be highly valuable. Consider creating a new crosstown service along Boren. While this does not directly connect to Link, it would dramatically improve the connection between SLU and First Hill, which should be worth something. :)	3/6/2015 8:28 PM
127	minimize waits at transfer stations	3/6/2015 7:56 PM
128	Keep the 66 between downtown & eastlake as is!!	3/6/2015 5:42 PM
129	I would like some transit between SLU and Cap Hill more or less along the Mercer / Aloha spine. East-west connections in this area need to be enhanced.	3/6/2015 4:59 PM
130	More off hour service (evening and mid-day).	3/6/2015 4:23 PM
131	If the 64X were to turn west and Denny and travel north on 3rd it would capture an area of SLU/Belltown that isn't served now. Otherwise, one would have to travel to the central business district then transfer to a northbound bus from there.	3/6/2015 4:14 PM
132	Leave the 64X route as it is.	3/6/2015 4:09 PM
133	The Fairview Section is the bottleneck during rush hour, especially from the Cancer Research Center through Mercer. Look at alternates for avoiding these areas.	3/6/2015 3:09 PM
134	Put in local shuttles to connect to the main routes	3/6/2015 3:06 PM
135	Keep 66 on Eastlake, and only run it during peak times. Moving it to I5 does nothing for the commuters along Eastlake.	3/6/2015 2:58 PM

136	Keeping a route on lower Roosevelt would help with sending the 70 the UW Station. This results in good connections to Link while retaining a connection into the heart of the U District.	3/6/2015 10:45 AM
137	Add ST 591 to the concept. Have the 9x continue on Boren into SLU.	3/6/2015 12:19 AM

Q38 What do you like most about Alternative 2 in Eastlake and South Lake Union?

Answered: 69 Skipped: 6,490

#	Responses	Date
1	I didn't even look at it, but just about anything will be better than option 1.	4/2/2015 2:42 AM
2	Keeps the route 8	3/31/2015 10:50 PM
3	Retains direct connections between the U-District and Eastlake. Retains direct connections between downtown and Eastlake.	3/31/2015 9:29 PM
4	Increased efficiencies.	3/31/2015 2:43 PM
5	keeps route 25	3/30/2015 10:13 PM
6	SLU and U District need a good continual connection.	3/30/2015 9:57 PM
7	Generally, I have concern for any changes from Metro current service, UNLESS THERE IS AN INCREASE/IMPROVEMENT OF SERVICE (additional routes, frequency & buses). ANY PLAN THAT DELETES ROUTE 43 IS UNACCEPTABLE. ANY PLAN THAT REDUCES SERVICE TO ALL NEIGHBORHOODS, INCREASES WALK & WAIT TIME TO/FOR BUSES IS UNACCEPTABLE. Living in the west edge (7th to 8th Ave NE, NE 45th St to NE 47th St) of the U-District, using Light Rail is not really an option I will consider except for novelty from time to time or if going to SeaTac, which I never do. Both Alternatives appear to reduce service to my area of the U-District. I go to the Group Health area of Capital Hill (I call East Capital Hill) 2-4 times a week. Deleting route 43 or its current frequency will be a burden for me. Using route 48 & 8 increases walk time 10 min and wait time 10-15 min (I've tested it the past 2 weeks). It takes me an average of 20 min of additional time from leaving my home to reach my destination in the Group Health area.	3/30/2015 2:43 PM
8	not much.	3/30/2015 9:56 AM
9	full time Route 70	3/30/2015 7:33 AM
10	I don't see the details of Alternate 2 on this page. Can't answer the question.	3/29/2015 9:32 PM
11	Unknown.	3/29/2015 4:28 PM
12	NOT SURE	3/27/2015 6:36 PM
13	not sure	3/27/2015 2:05 PM
14	n/a	3/27/2015 1:17 PM
15	better service in my [Portage Bay, Eastlake] neighborhood	3/27/2015 8:14 AM
16	Nothing	3/26/2015 10:20 PM
17	Increased service for the 70	3/25/2015 4:41 PM
18	na	3/25/2015 1:33 PM
19	Keeps the 66.	3/21/2015 12:38 PM
20	Keeping a direct route between Eastlake and downtown.	3/20/2015 1:28 PM
21	Not much.	3/19/2015 6:03 PM
22	Sounds like it will be about the same as current.	3/19/2015 1:09 PM
23	The retention of all the routes I already use.	3/19/2015 10:05 AM
24	If it leaves the 70, I like that.	3/19/2015 9:43 AM
25	At least I can take the 373X or 73 to connect to the 70 - ridiculous but doable.	3/19/2015 8:48 AM

26	faster service	3/18/2015 4:27 PM
27	Keep 70	3/18/2015 3:27 PM
28	Ditto	3/18/2015 2:41 PM
29	Maintain route 252 (access to SLU from Kingstate).	3/18/2015 2:40 PM
30	Seems like the more reasonable plan to me.	3/18/2015 1:42 PM
31	Better and more convenient service.	3/18/2015 1:05 PM
32	For the routes I use - the alternatives aren't really different from each other.	3/18/2015 11:35 AM
33	nothing	3/18/2015 1:27 AM
34	I don't understand Alternative 2. What are its features?	3/16/2015 1:48 PM
35	Nothing	3/15/2015 8:36 PM
36	What are the alternatives in Eastlake and South Lake Union? They didn't appear on the survey. :(	3/15/2015 5:34 PM
37	Where is the list of advantages?	3/14/2015 3:09 PM
38	nothing	3/13/2015 4:07 PM
39	Maintains mid-day routes through high density neighborhoods to link with light rail.	3/13/2015 7:48 AM
40	Nothing	3/12/2015 7:44 PM
41	Continued route 70 service between downtown Seattle/Eastlake/UW.	3/12/2015 10:44 AM
42	Is there much to like? It is clearly inferior to Alternative 1	3/11/2015 11:50 AM
43	Nothing	3/11/2015 10:48 AM
44	direct service from wallingford to south lake union? direct service from greenlake to south lake union?	3/10/2015 1:46 PM
45	Nothing.	3/10/2015 1:32 PM
46	Nothing.	3/9/2015 4:31 PM
47	It maintains current Route #8 service.	3/9/2015 1:34 PM
48	I don't travel to Eastlake	3/8/2015 5:13 PM
49	less changes	3/8/2015 3:13 PM
50	Service is retained.	3/7/2015 8:06 PM
51	overall seems fine but is has to have parking and be safe....	3/7/2015 2:26 PM
52	What was alternative 2? You really should have restated it on this page, I don't know how you expect us to just remember it. We need rapid, reliable service (same bus comes every 5-7 minutes at rush hour) between northeast Seattle and Queen Anne or South Lake Union.	3/7/2015 8:55 AM
53	Keeping the closeness to access transit.	3/6/2015 10:26 PM
54	Nothing	3/6/2015 8:28 PM
55	light rail comes closer	3/6/2015 7:56 PM
56	Nothing.	3/6/2015 6:56 PM
57	better than alt 1 but still pretty lousy	3/6/2015 5:42 PM
58	More direct commute	3/6/2015 4:23 PM
59	Direct connection to SDU from Maple Leaf/Northgate	3/6/2015 4:14 PM
60	Anything that eases congestion in South Lake Union is welcome!	3/6/2015 4:13 PM
61	Keeps the 64X route.	3/6/2015 4:09 PM
62	I like that there's no streetcar!	3/6/2015 4:05 PM

63	Provides some additional options between U District and Downtown.	3/6/2015 3:09 PM
64	Nothing	3/6/2015 2:58 PM
65	I prefer Alternative 1 to 2	3/6/2015 2:52 PM
66	Greater coverage. Would love to have both greater coverage and more frequent service.	3/6/2015 2:36 PM
67	I don't like it.	3/6/2015 10:45 AM
68	Nothing changes too much. I think the city has the potential to keep the existing routes busy over the next 10 years.	3/6/2015 9:37 AM
69	Increase 70 service.	3/6/2015 7:58 AM

Q39 What concerns you the most about Alternative 2 in Eastlake and South Lake Union?

Answered: 67 Skipped: 6,492

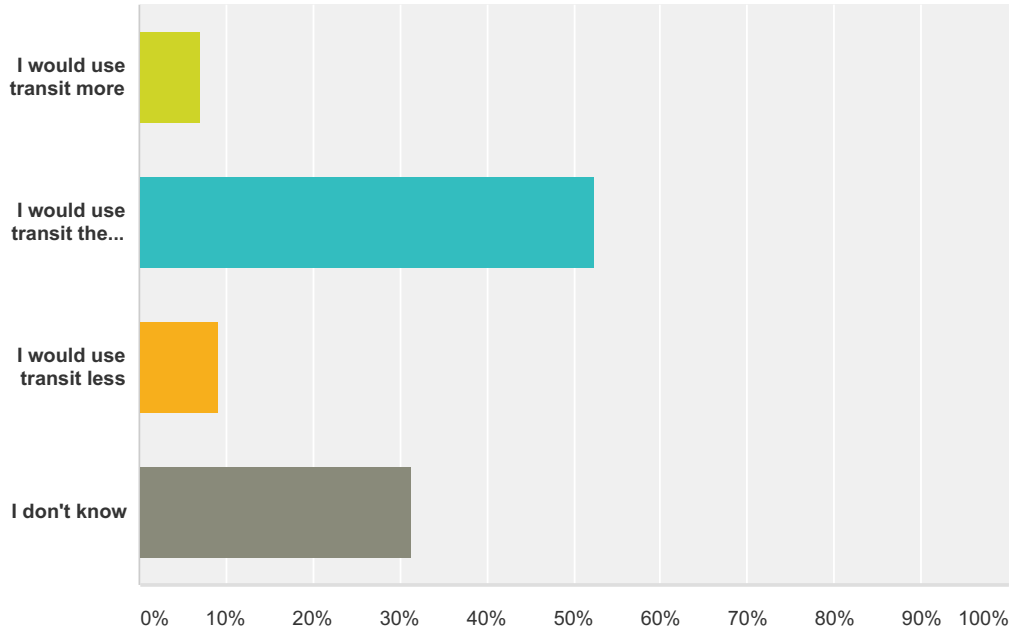
#	Responses	Date
1	...	4/2/2015 2:42 AM
2	I'm worried about the 25 going away, and being stuck with just one route (the 70) is concerning because what if that gets cut in the future? Then I would be out of luck.	3/31/2015 9:29 PM
3	Benefits outweigh negatives.	3/31/2015 2:43 PM
4	SLU and U District need a good continual connection.	3/30/2015 9:57 PM
5	Generally, I have concern for any changes from Metro current service, UNLESS THERE IS AN INCREASE/IMPROVEMENT OF SERVICE (additional routes, frequency & buses). ANY PLAN THAT DELETES ROUTE 43 IS UNACCEPTABLE. ANY PLAN THAT REDUCES SERVICE TO ALL NEIGHBORHOODS, INCREASES WALK & WAIT TIME TO/FOR BUSES IS UNACCEPTABLE. Living in the west edge (7th to 8th Ave NE, NE 45th St to NE 47th St) of the U-District, using Light Rail is not really an option I will consider except for novelty from time to time or if going to SeaTac, which I never do. Both Alternatives appear to reduce service to my area of the U-District. I go to the Group Health area of Capital Hill (I call East Capital Hill) 2-4 times a week. Deleting route 43 or its current frequency will be a burden for me. Using route 48 & 8 increases walk time 10 min and wait time 10-15 min (I've tested it the past 2 weeks). It takes me an average of 20 min of additional time from leaving my home to reach my destination in the Group Health area.	3/30/2015 2:43 PM
6	No direct service from eastside.	3/30/2015 9:56 AM
7	does not split Route 8	3/30/2015 7:33 AM
8	Missed opportunity to connect this vital, growing area (with an abysmal SOV commute rate) to the rest of the city.	3/29/2015 5:27 PM
9	Unknown.	3/29/2015 4:28 PM
10	it deletes my route, which stops right in front of my door.	3/27/2015 8:19 PM
11	NOT SURE	3/27/2015 6:36 PM
12	deletion of route 66	3/27/2015 2:54 PM
13	not sure	3/27/2015 2:05 PM
14	Longer wait times, less direct connections	3/27/2015 1:24 PM
15	n/a	3/27/2015 1:17 PM
16	Loss of frequency	3/26/2015 4:45 PM
17	Busses are already packed leaving SLU in the evenings to go north; if routes get less frequent, it will make everyone's commutes impossible and will probably lead to more people driving.	3/26/2015 4:39 PM
18	I have concerns about other aspects of alternative 2 that would prevent me from ever reaching Eastlake or SLU	3/25/2015 4:41 PM
19	The elimination of route 66x would impact my travel from the UW to SLU	3/25/2015 2:13 PM
20	na	3/25/2015 1:33 PM
21	The reduction of connections to north seattle.	3/22/2015 10:53 AM
22	the 70s are so crowded.	3/21/2015 12:38 PM
23	that I will lose a direct route between Eastlake and downtown and will be forced to transfer.	3/20/2015 1:28 PM
24	Probably wouldn't use it ever (kind of like now).	3/19/2015 6:03 PM
25	The longer wait times for my rides.	3/19/2015 10:05 AM

26	If it removes the 70, I hate that.	3/19/2015 9:43 AM
27	The 66 goes away The majority of ridership between the UW and SLU already has private shuttles. They don't need the short distance frequency. Commuters from further north have really poor connections under the new plan particularly with moving routes to Roosevelt. Walking down from Eastlake from the 66 - when it runs- is a long scary haul in on dark winter mornings. this isn't an improvement at all.	3/19/2015 8:48 AM
28	Do the powers-that-be who make decisions actually partake in public transportation daily? To actually see how frustrating everyday commuters get dealing with the 'patch work' planning on how to resolve the lack of foresight?	3/19/2015 8:20 AM
29	na	3/18/2015 4:27 PM
30	Keep 70	3/18/2015 3:27 PM
31	not much.	3/18/2015 1:42 PM
32	For the routes I use - the alternatives aren't really different from each other.	3/18/2015 11:35 AM
33	Removing 66 is the wrong thing to do.	3/17/2015 12:06 PM
34	Service infrequent	3/15/2015 8:36 PM
35	Where is the list of disadvantages?	3/14/2015 3:09 PM
36	deletion of route 66 takes away an existing local route that I use regularly. revision to route 64 (to bypass downtown) takes away a part of an existing route that I use occasionally - although I usually use the Boren Avenue stops.	3/13/2015 4:07 PM
37	Any reduction of frequency in these areas.	3/13/2015 7:48 AM
38	Everything	3/12/2015 7:44 PM
39	Roundabout bus routes that are forced to incorporate the new Link Light Rail bus stop.	3/12/2015 10:44 AM
40	Are there any changes here in alternative 2? SLU is so full of people who commute in and out and they are STILL waiting for metro and ST to catch up and provide service and maybe even GOOD service to them. Maybe add some bus only lanes in SLU and you may find a lot more bus riders and improved on-time performance.	3/11/2015 11:50 AM
41	Everything	3/11/2015 10:48 AM
42	Everything.	3/10/2015 1:32 PM
43	Loss of the #25 route.	3/9/2015 4:31 PM
44	More frequent and reliable service is needed for Route #8	3/9/2015 1:34 PM
45	I don't see much value in alternative 2; too conservative.	3/8/2015 10:05 PM
46	I don't travel to Eastlake	3/8/2015 5:13 PM
47	loss of the 66	3/8/2015 3:13 PM
48	Still too much service from U District to Downtown, take the Link.	3/8/2015 12:39 PM
49	loss of the 64 in dt	3/8/2015 12:01 PM
50	nothing is actually being improved for riders from the Eastside to SLU.	3/8/2015 8:48 AM
51	Surface rail transit is not scheduled to be completed between Fred Hutchinson and UDist. Change of 66 routing.	3/7/2015 8:06 PM
52	overall seems fine but is has to have parking and be safe....	3/7/2015 2:26 PM
53	What was alternative 2? You really should have restated it on this page, I don't know how you expect us to just remember it. We need rapid, reliable service (same bus comes every 5-7 minutes at rush hour) between northeast Seattle and Queen Anne or South Lake Union.	3/7/2015 8:55 AM
54	Lack of additional service over today's conditions means SLU is almost impossible to access via transit.	3/7/2015 7:55 AM
55	no improvements	3/6/2015 10:53 PM
56	Everything	3/6/2015 8:28 PM
57	too much time waiting for buses	3/6/2015 7:56 PM

58	Not enough service	3/6/2015 6:56 PM
59	deletion of one of my most frequently used routes! (66)	3/6/2015 5:42 PM
60	Nothing	3/6/2015 4:23 PM
61	Too geographically distributed and doesn't prioritize SLU connectivity.	3/6/2015 3:37 PM
62	Getting through the Mercer Mess.	3/6/2015 3:09 PM
63	No 66 at all, no access to and from Northgate/north end from Eastlake/SLU.	3/6/2015 2:58 PM
64	Less service	3/6/2015 2:52 PM
65	It is not an improvement on current service.	3/6/2015 10:45 AM
66	No route to South Lake Union from Eastside.	3/6/2015 7:58 AM
67	It isn't Alternative 1.	3/6/2015 12:19 AM

Q40 How would your use of transit be affected if Alternative 2 were implemented in Eastlake and South Lake Union?

Answered: 539 Skipped: 6,020



Answer Choices	Responses
I would use transit more	7.05% 38
I would use transit the same	52.32% 282
I would use transit less	9.28% 50
I don't know	31.35% 169
Total	539

#	Why?	Date
1	I officially hate this question...	4/2/2015 2:45 AM
2	More direct connections to my home in the Eastlake neighborhood.	3/31/2015 9:29 PM
3	I am Transit-dependent.	3/31/2015 2:43 PM
4	Same	3/31/2015 12:27 PM
5	It doesn't change the routes I use.	3/31/2015 12:22 PM
6	effects on route 25	3/30/2015 10:16 PM
7	same	3/30/2015 7:34 AM
8	The streetcar is a good example. I'll ride it if it happens to be coming soon, but if I have to wait more than about 5 or 10 minutes, I just walk. In instances where transit makes me wait too long, I just drive, even though I really dislike driving.	3/29/2015 10:50 PM
9	QUESTION ALREADY ANSWERED	3/27/2015 6:37 PM

10	no details given	3/27/2015 2:06 PM
11	I depend on mass transit for my livelihood and social life	3/27/2015 1:53 PM
12	always (tho I haven't answered this box each time) use transit when convenient (I avoid car and having to park it)	3/27/2015 8:15 AM
13	Elimination of route 66x would affect my travel between the UW and SLU	3/25/2015 2:13 PM
14	Reliability (or lack of improvement of) the 8.	3/20/2015 8:17 PM
15	You didn't provide a list of specific alternative 2 options for the region. It is hard to know how one's transit will be affected if one doesn't tell people how one's transit use will be affected.	3/20/2015 1:40 PM
16	Still have to take bus downtown for work.	3/20/2015 1:28 PM
17	I don't own a car, so I don't have any other choices if I want to go longer distances.	3/19/2015 2:21 PM
18	Even though wait times are longer, I prefer to use metro for commuting.	3/19/2015 10:05 AM
19	I don't know what it would do to the 70	3/19/2015 9:43 AM
20	ease	3/18/2015 4:27 PM
21	No transfers, and no need to walk a long way to light rail, to get where I need to go.	3/18/2015 1:05 PM
22	Changes don't affect me	3/17/2015 7:40 PM
23	The specific items you list here are irrelevant to me.	3/17/2015 4:45 PM
24	I would use transit less because the 66 is my main bus route.	3/17/2015 12:06 PM
25	i often skip activities in south lake union because direct, fast bus service between there and mapleleaf does not exist.	3/17/2015 8:58 AM
26	Nothing is changing here I don't think	3/16/2015 3:47 PM
27	I use transit no matter what	3/15/2015 8:36 PM
28	Still have to use the 8.	3/13/2015 6:42 PM
29	I don't drive, so with reduction of local service (aka "consolidation") I don't have other choices, except walking more, transferring more, and taking longer to get everywhere.	3/13/2015 4:07 PM
30	Minimal changes	3/13/2015 3:48 PM
31	This plan seems to offer no benefits or drawbacks for me.	3/13/2015 10:09 AM
32	Reduction in frequency of 25 and local stop Eastlake services would mean I would use my car more.	3/13/2015 7:48 AM
33	Improve 12th Avenue Service, current Metro destinations in CD/Cherry Hill are practically useless. I choose to walk or other transit modes 99% of the time.	3/12/2015 7:44 PM
34	Use it the same, but it may not be as convenient	3/12/2015 12:48 PM
35	I would still use buses the same amount. It's my only means of getting to work.	3/12/2015 10:44 AM
36	Because my service levels aren't directly affected on my work-commute. Overall, random or supplemental rides don't account for a sustainable nor forecastable amount of transit use on my part.	3/11/2015 11:50 AM
37	I would not use it.	3/11/2015 10:48 AM
38	Not sure what that alternative entails.	3/11/2015 8:50 AM
39	No improvements.	3/11/2015 8:37 AM
40	It would provide the same inadequate, infrequent service as today.	3/10/2015 1:32 PM
41	The #25 route is being eliminated.	3/9/2015 4:31 PM
42	Maintains my current commute route.	3/9/2015 1:34 PM
43	because the 66 would be deleted	3/8/2015 3:13 PM
44	Connections have been dis-jointed at north UDist on 66 to get to Northgate.	3/7/2015 8:06 PM

45	has to have parking and be safe....	3/7/2015 2:26 PM
46	What was alternative 2? You really should have restated it on this page, I don't know how you expect us to just remember it. We need rapid, reliable service (same bus comes every 5-7 minutes at rush hour) between northeast Seattle and Queen Anne or South Lake Union.	3/7/2015 8:55 AM
47	Same as today's conditions wouldn't offer travel time savings over bike	3/7/2015 7:55 AM
48	no real changes, aside from more 70s	3/6/2015 10:53 PM
49	It's no different	3/6/2015 8:28 PM
50	deletion of one of my most frequently used routes!	3/6/2015 5:42 PM
51	Don't have a frequent use for transit in SLU.	3/6/2015 4:59 PM
52	Direct commute	3/6/2015 4:23 PM
53	44/5/E & D are my most used routes now and in the imediate future.	3/6/2015 3:22 PM
54	Commuting by metro would be much more difficult.	3/6/2015 2:58 PM
55	No car	3/6/2015 2:58 PM
56	Not a regular rider in this area.	3/6/2015 10:45 AM
57	No significant changes.	3/6/2015 8:52 AM
58	Same transit. Same travel pattern.	3/6/2015 12:19 AM

Q41 How would you improve Alternative 2 in Eastlake and South Lake Union – keeping in mind that the goal of this network concept is to keep more coverage while still taking advantage of connections with new light rail service?

Answered: 65 Skipped: 6,494

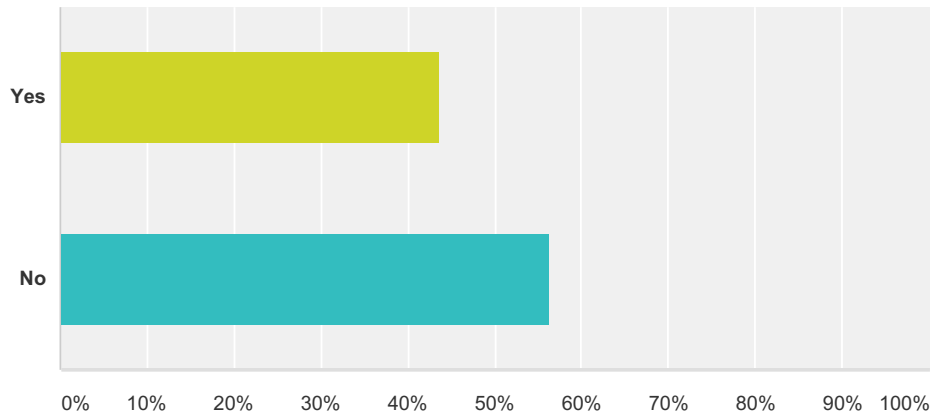
#	Responses	Date
1	See previously, I did not read option 2, I just find option 1 ridiculous.	4/2/2015 2:45 AM
2	Look for places where the stated concerns of "experts" in specific problem areas can be mitigated; hybridize where it makes sense to do so to keep the service human.	3/31/2015 2:43 PM
3	don't decrease freq of line 25	3/30/2015 10:16 PM
4	SLU and U District need a good continual connection.	3/30/2015 9:57 PM
5	Generally, I have concern for any changes from Metro current service, UNLESS THERE IS AN INCREASE/IMPROVEMENT OF SERVICE (additional routes, frequency & buses). ANY PLAN THAT DELETES ROUTE 43 IS UNACCEPTABLE. ANY PLAN THAT REDUCES SERVICE TO ALL NEIGHBORHOODS, INCREASES WALK & WAIT TIME TO/FOR BUSES IS UNACCEPTABLE. Living in the west edge (7th to 8th Ave NE, NE 45th St to NE 47th St) of the U-District, using Light Rail is not really an option I will consider except for novelty from time to time or if going to SeaTac, which I never do. Both Alternatives appear to reduce service to my area of the U-District. I go to the Group Health area of Capital Hill (I call East Capital Hill) 2-4 times a week. Deleting route 43 or its current frequency will be a burden for me. Using route 48 & 8 increases walk time 10 min and wait time 10-15 min (I've tested it the past 2 weeks). It takes me an average of 20 min of additional time from leaving my home to reach my destination in the Group Health area.	3/30/2015 2:44 PM
6	I feel like there should be some service along Mercer...	3/30/2015 2:30 PM
7	Add keep the route 311 from concept 1.	3/30/2015 9:57 AM
8	split Route 8; make it more like alternative one	3/30/2015 7:34 AM
9	Unknown.	3/29/2015 4:29 PM
10	Connect Capitol Hill and northwest Seattle through Lake Union.	3/28/2015 9:57 AM
11	COMBINE ASPECTS OF THIS WITH SOME ASPECTS IN ALTERNATIVE 1	3/27/2015 6:37 PM
12	Bus lanes	3/27/2015 5:36 PM
13	retain current route 66 - this is coverage, not duplication	3/27/2015 2:58 PM
14	need more details to decide	3/27/2015 2:06 PM
15	Shorten wait times, provide better connections	3/27/2015 1:25 PM
16	n/a	3/27/2015 1:17 PM
17	not sure	3/27/2015 8:15 AM
18	Direct connect SLU and Northgate/Lake City.	3/26/2015 10:01 AM
19	na	3/25/2015 1:33 PM
20	Keep schedules the same all day, every day. Peak/weekend changes are extremely confusing for riders.	3/21/2015 12:38 PM
21	I would improve Alternative 2 by making it look much more like Alternative 1.	3/20/2015 8:17 PM
22	Direct route between Eastlake and downtown.	3/20/2015 1:28 PM
23	I have no particular suggestions for improvement.	3/19/2015 7:05 PM

24	Make it more like Alternative 1.	3/19/2015 2:21 PM
25	One direct local route from further north in north Seattle to SLU - NOT Eastlake. Actually to SLU, not as far away as you can put it without crossing I-5! Its a half mile walk! The light rail doesn't go where I am going at all.	3/19/2015 8:48 AM
26	na	3/18/2015 4:27 PM
27	Keep 70	3/18/2015 3:27 PM
28	Add Carpool lane for buses between SR520E and I-405N. The wait times to get on I405N from SR520E are so long. It's faster to go to the South Kirkland P&R and take surface streets during peak hours.	3/18/2015 2:40 PM
29	service SLU in an east west direction and not just at Denny.	3/18/2015 1:42 PM
30	#70 should cross at 50th or 45th to make walking to anywhere in the U District viable, and thus avoid having to transfer to get north in the U District.	3/18/2015 1:05 PM
31	I'm not sure.	3/17/2015 7:40 PM
32	move route 8 to Mercer in SLU...	3/17/2015 12:59 PM
33	Add more frequency to 66 and 70. Connect Phinney Ridge and Greenwood to Eastlake and SLU in a single route.	3/17/2015 12:06 PM
34	Use the newly-revamped Mercer as a connector between South Lake Union and Lower Queen Anne.	3/16/2015 1:00 PM
35	Expand light rail, expand rideshare programs	3/15/2015 8:36 PM
36	Retail express bus service from the University District Retail Core to downtown along Eastlake. Access only on I-5 is not reliable and will only get worse.	3/14/2015 3:09 PM
37	More frequent service on Eastlake between downtown and the U-District.	3/13/2015 3:48 PM
38	Increase frequency of local Eastlake services and maintain 25 at least at current service level.	3/13/2015 7:48 AM
39	Improve 12th Avenue Service, current Metro destinations in CD/Cherry Hill are practically useless. I choose to walk or other transit modes 99% of the time.	3/12/2015 7:44 PM
40	Make sure there's enough service connecting Eastlake (Lake Union area) to downtown Seattle (including all the way to Pioneer Square) and Eastlake to U-district. The 70 may accomplish this (if it extends to Pioneer Square / International District), but it's hard to tell if this will help the capacity. It seems like both the 70 and 66 are in high demand during peak times, and not just for people traveling through the Eastlake area - lots of people get off at the major stations (Lynn St, Harvard, etc.) along Eastlake (Lake Union area).	3/12/2015 12:48 PM
41	Keeping the route 70's schedule frequent when needed most.	3/12/2015 10:44 AM
42	Add actual service to SLU. A few more 70's does not a solution make. This neighborhood will have 70,000 amazon employees in the next 5 years as per their own published projections. They're halfway there now, and it is BAD. Let alone all of the other bio, tech and biotech that are popping up around it as well as new residential in SLU, this is potentially the most underserved part of the city, and it is surrounded on all sides with great service. this is a travesty and a complete oversight on metro and ST's part. This big service change absolutely MUST address this complete transition of the SLU neighborhood from 100's of employees, to 100,000's of employees.	3/11/2015 11:50 AM
43	I would improve it, by leaving it as is.	3/11/2015 10:48 AM
44	Keep the #25 bus.	3/9/2015 4:31 PM
45	More frequent and reliable service on Route #8.	3/9/2015 1:34 PM
46	establish direct bus connections from eastside to major hospitals in downtown seattle	3/9/2015 5:53 AM
47	Fewer routes, run more frequently.	3/8/2015 10:05 PM
48	keep the 66!	3/8/2015 3:13 PM
49	keep the 64 through dt	3/8/2015 12:01 PM
50	Keep 66 connection to Northgate; put 66 back in service to Colman Dock after seawall construction is finished.	3/7/2015 8:06 PM

51	The trick about SLU is that the new Rail service won't really help this area as much at all, because the stations aren't relevant. Westlake is too far south for many Eastlake & Fairview riders, they won't want to ride a street car and then the train. Also if they have to get on the train at Westlake, its only worth it if they're going longer haul rides- ie Airport, Bellevue, or Northgate. I doubt people will want to go out of their way walking to get to a train that takes them only 1 stop to UW. Unless there's Rail at Convention Place or Further North at Eastlake, eliminating any portion of Eastlake Service isn't helpful to anyone in that corridor. The train has to stop where people live for them to bother riding it. So far, the train doesn't appear to serve Eastlake very well so 66x & 70 at minimum should be kept the same. This neighborhood shouldnt be sacrificed and cut out of service to Downtown & UW because the train came in. The train is meant for longer rides than SLU. That's why buses are needed on Eastlake to pick up the shorter rides, ie to Downtown or International District, or to UW/Roosevelt. South Lake Union has a lot of people who ride shorter trips to save time most frequently, ie to Ballard, to Fremont, to UW, to Roosevelt, to Wallingford, Queen Anne, Capitol Hill, Downtown & SODO. They still need mobility, Night and Weekend Service, because they live inside the hub. As long as the new Rail coming in doesn't disrupt their needs to get to places outside SLU which are close by, these plans are fine.	3/7/2015 5:24 PM
52	overall seems fine but is has to have parking and be safe....	3/7/2015 2:26 PM
53	connect to the Seattle Center	3/7/2015 1:19 PM
54	What was alternative 2? You really should have restated it on this page, I don't know how you expect us to just remember it. We need rapid, reliable service (same bus comes every 5-7 minutes at rush hour) between northeast Seattle and Queen Anne or South Lake Union.	3/7/2015 8:55 AM
55	Make it more like alternative 1	3/7/2015 7:55 AM
56	Make route 8 travel on Mercer instead of Denny way in South Lake Union.	3/6/2015 10:46 PM
57	Reroute the 5 to Westlake (or possibly Dexter, but I'd prefer Westlake). A direct connection between Greenwood/Phinney and the heart of SLU would be highly valuable. Consider creating a new crosstown service along Boren. While this does not directly connect to Link, it would dramatically improve the connection between SLU and First Hill, which should be worth something. :)	3/6/2015 8:28 PM
58	minimize waits at transfer stations	3/6/2015 7:56 PM
59	Make it like 1	3/6/2015 6:56 PM
60	Keep 66 between downtown & eastlake as is!!	3/6/2015 5:42 PM
61	I would like some transit between SLU and Cap Hill more or less along the Mercer / Aloha spine. East-west connections in this area need to be enhanced.	3/6/2015 4:59 PM
62	Add service mid-day and evenings for express busses (311).	3/6/2015 4:23 PM
63	Keep the 66 running along Eastlake, or expand the 70 to go to Northgate Transit Center. Eastlake needs a bus route that goes all the way to the north-end - plenty of people commute up there.	3/6/2015 2:58 PM
64	Provide for some kind of peak connection to SLU ala the 311 in Alt 1.	3/6/2015 10:45 AM
65	Direct service to South Lake Union from the Eastside is needed.	3/6/2015 7:58 AM

Q42 Would you like to provide feedback on a specific route or routes?

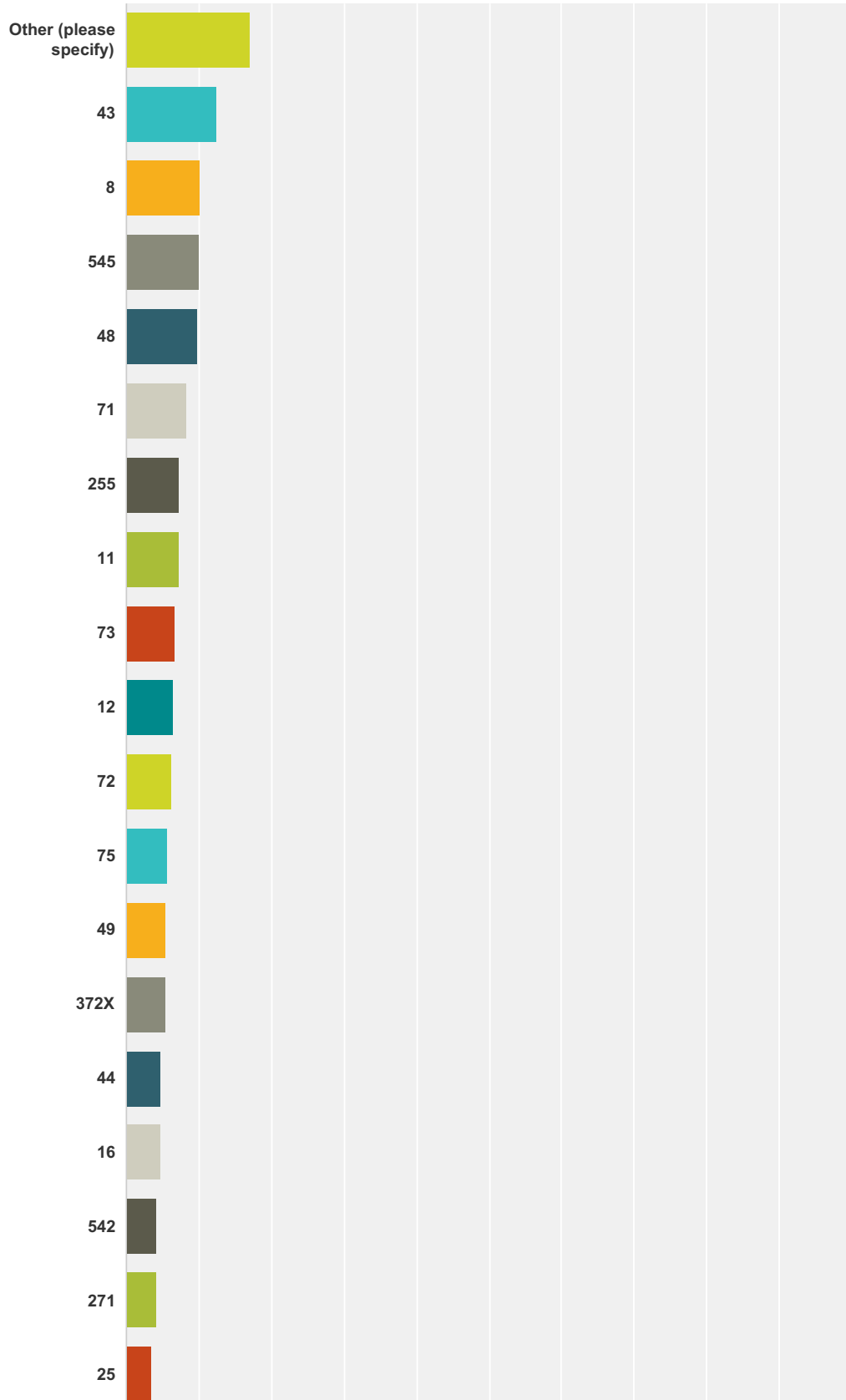
Answered: 3,795 Skipped: 2,764

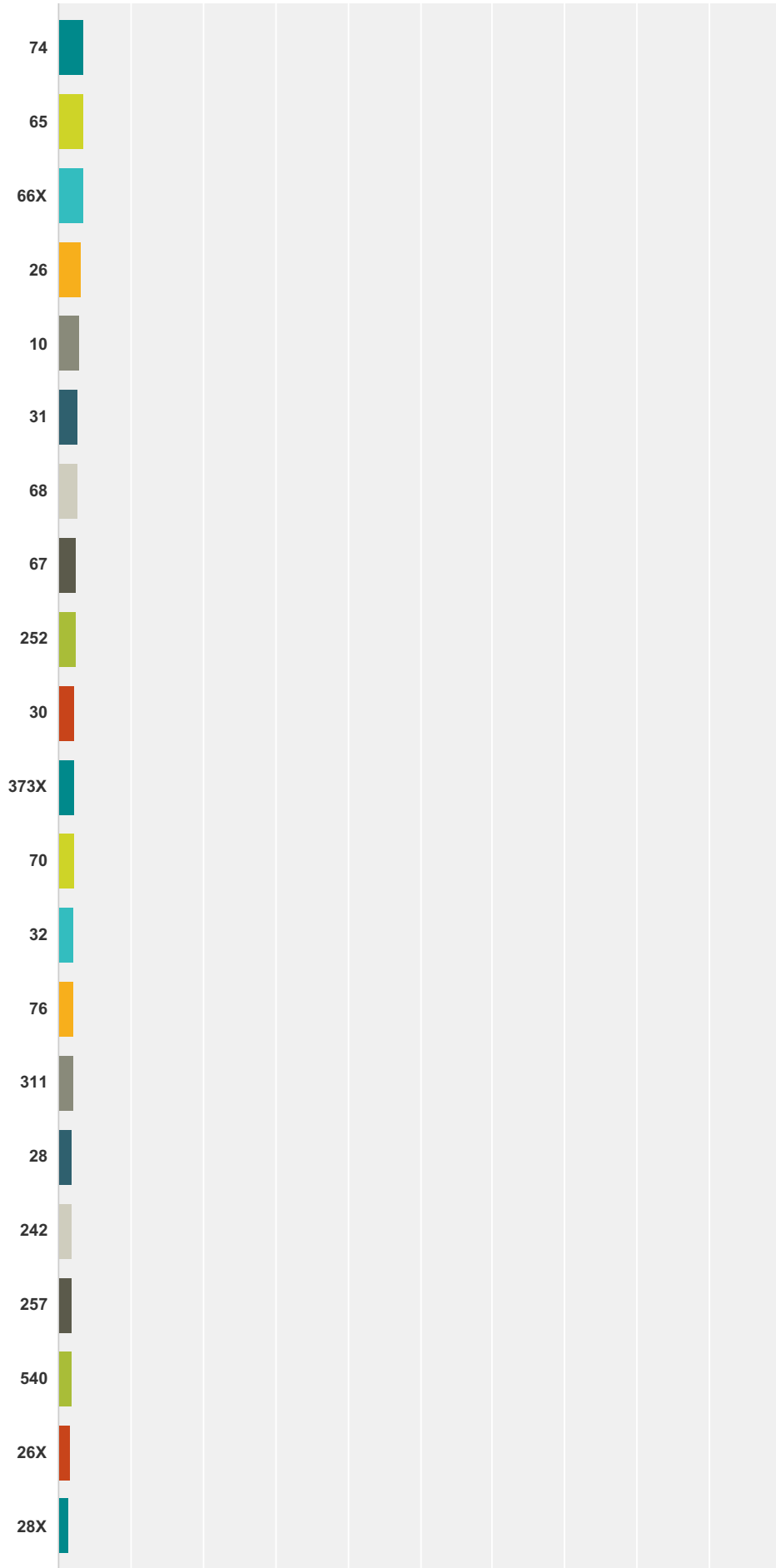


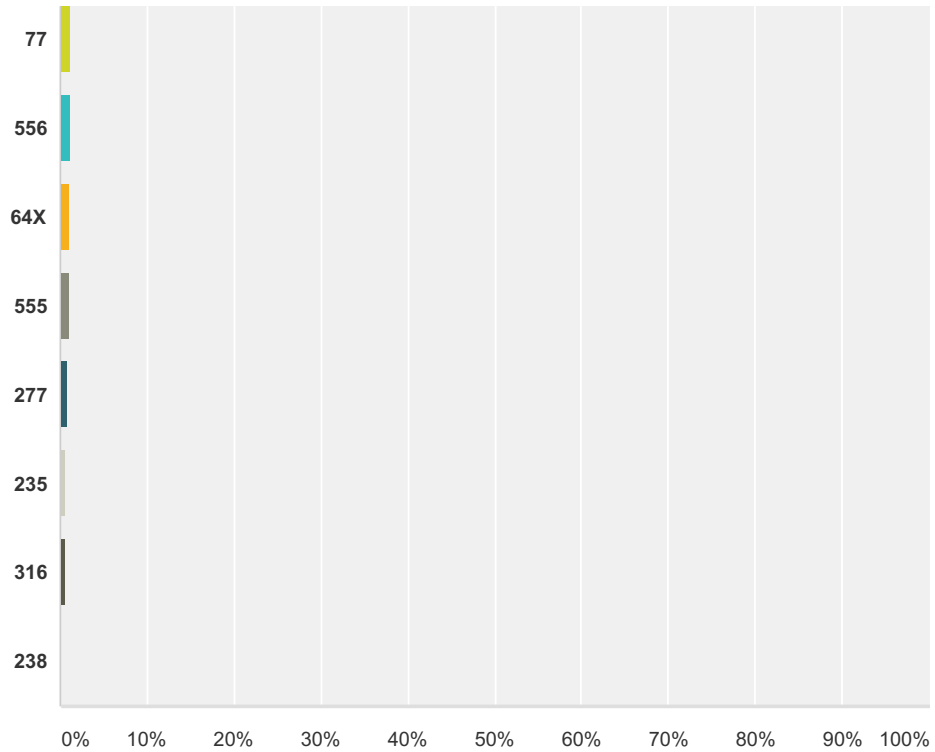
Answer Choices	Responses
Yes	43.66% 1,657
No	56.34% 2,138
Total	3,795

Q43 What route(s) would you like to give us feedback about? (check all that apply)

Answered: 1,616 Skipped: 4,943







Answer Choices	Responses	
Other (please specify)	17.20%	278
43	12.56%	203
8	10.27%	166
545	10.02%	162
48	9.72%	157
71	8.35%	135
255	7.36%	119
11	7.30%	118
73	6.75%	109
12	6.50%	105
72	6.19%	100
75	5.63%	91
49	5.51%	89
372X	5.51%	89
44	4.89%	79
16	4.83%	78
542	4.27%	69

271	4.15%	67
25	3.65%	59
74	3.65%	59
65	3.59%	58
66X	3.59%	58
26	3.09%	50
10	2.97%	48
31	2.72%	44
68	2.72%	44
67	2.48%	40
252	2.48%	40
30	2.35%	38
373X	2.29%	37
70	2.23%	36
32	2.17%	35
76	2.10%	34
311	2.10%	34
28	1.98%	32
242	1.98%	32
257	1.98%	32
540	1.92%	31
26X	1.61%	26
28X	1.49%	24
77	1.30%	21
556	1.18%	19
64X	1.05%	17
555	1.05%	17
277	0.93%	15
235	0.68%	11
316	0.56%	9
238	0.31%	5
Total Respondents: 1,616		

#	Other (please specify)	Date
1	40	4/2/2015 3:01 AM
2	38	4/1/2015 1:16 PM
3	41	3/31/2015 5:47 PM
4	Route 4 to Judkins Park	3/31/2015 4:43 PM
5	Link Light Rail	3/31/2015 3:43 PM
6	197	3/31/2015 3:13 PM
7	17	3/31/2015 12:02 PM
8	Any routes stopping at Montlake freeway stop	3/31/2015 11:49 AM
9	40- this route often runs late and is often so crowded that no more folks can get on Northbound past Denny and Westlake until we are out of downtown. The one that is supposed to come at ~5:15pm is almost always absent and I end up catching teh next one at 5:30. The 18 and 17 southbound into downtown in the mornings are almost always packed beyond what can fit in the bus by the time these buses reach Market STreet. 44-this bus is packed during rush hour when the UW is in session and the light at 45ht and Aurora is soo short it takes forever to get through there. Any thoughts to re routing through a different intersection or adding an express route with less stops?	3/31/2015 11:39 AM
10	connections to Children's hospital	3/31/2015 10:30 AM
11	346	3/31/2015 10:30 AM
12	594	3/30/2015 10:16 PM
13	Sounder Train	3/30/2015 4:24 PM
14	47	3/30/2015 4:13 PM
15	Lakemont	3/30/2015 1:50 PM
16	these routes do not include all of south king county	3/30/2015 10:03 AM
17	40 - why is this route not even included in your survey???	3/30/2015 9:39 AM
18	167	3/30/2015 8:53 AM
19	56, 57	3/30/2015 8:45 AM
20	2	3/30/2015 7:36 AM
21	60	3/29/2015 10:08 PM
22	245	3/29/2015 8:20 PM
23	36, 50, 60	3/29/2015 12:06 PM
24	47- reinstate	3/29/2015 1:05 AM
25	257	3/29/2015 12:19 AM
26	5, 40, D	3/28/2015 10:42 AM
27	40, 550	3/28/2015 2:37 AM
28	Proposed route #62	3/27/2015 9:16 PM
29	14	3/27/2015 8:13 PM
30	345 & 346	3/27/2015 6:42 PM
31	New Route	3/27/2015 5:08 PM
32	27	3/27/2015 4:36 PM
33	4	3/27/2015 3:51 PM
34	Montlake	3/27/2015 2:36 PM

35	33	3/27/2015 2:24 PM
36	The 14.	3/27/2015 1:54 PM
37	2	3/27/2015 1:38 PM
38	2	3/27/2015 1:33 PM
39	47	3/27/2015 1:28 PM
40	24	3/27/2015 1:21 PM
41	2 is my everyday bus and my everyday errands and doctor appts.	3/27/2015 1:14 PM
42	Multiple route options	3/27/2015 12:03 PM
43	Obsolete 265	3/27/2015 11:36 AM
44	link	3/27/2015 11:15 AM
45	268	3/27/2015 10:20 AM
46	It's a route that got cancelled last year, but I don't remember the #	3/27/2015 10:00 AM
47	17	3/27/2015 9:34 AM
48	27, 14	3/27/2015 9:05 AM
49	143	3/27/2015 8:54 AM
50	56/57	3/27/2015 8:23 AM
51	312, 372, 522	3/27/2015 8:19 AM
52	522, 312	3/27/2015 8:01 AM
53	102, 101, 148	3/27/2015 7:58 AM
54	522	3/27/2015 7:46 AM
55	304	3/27/2015 7:35 AM
56	212 and 554	3/27/2015 7:26 AM
57	167	3/27/2015 7:24 AM
58	120 and 132	3/26/2015 9:21 PM
59	870/871	3/26/2015 8:34 PM
60	120	3/26/2015 6:57 PM
61	40 route	3/26/2015 4:51 PM
62	Like to see route directly to Seattle Childrens hospital.	3/26/2015 1:55 PM
63	Is there a way to implement changes more quickly than 2016?	3/26/2015 11:28 AM
64	E line	3/26/2015 10:04 AM
65	I just want to be able to commute better to Childrens Hospital from Burien	3/26/2015 8:29 AM
66	268	3/25/2015 8:16 PM
67	202 & 205	3/25/2015 3:07 PM
68	I would love to see a bus route from sr 520 to Children's Hospital. I think may more would use transit.	3/25/2015 2:26 PM
69	522, 312, 372	3/25/2015 1:54 PM
70	56X	3/25/2015 1:52 PM
71	The ST route 550 from the So Bellevue Park and Ride often has no seats available during rush hour.If I arrive later than 8 or 9Am, there is nowhere to park and I end up driving instead.	3/25/2015 1:33 PM

72	268	3/25/2015 12:52 PM
73	14	3/25/2015 12:46 PM
74	You need a direct service route from Tacoma to Bellevue	3/25/2015 12:35 PM
75	424	3/25/2015 10:49 AM
76	I don't want to have to xfr to light rail. it will add to my already long commute time.	3/25/2015 8:13 AM
77	I don't want to have to xfr to light rail. it will add to my already long commute time.	3/25/2015 7:55 AM
78	all	3/25/2015 7:44 AM
79	new 62	3/24/2015 11:47 PM
80	new 62	3/24/2015 5:53 PM
81	60	3/24/2015 4:37 PM
82	232, RR B, 566, 567	3/24/2015 4:31 PM
83	2,3,4	3/24/2015 3:38 PM
84	45, 312, 522	3/24/2015 1:32 PM
85	very crowded buses and need more parking	3/24/2015 9:40 AM
86	Park & Ride Lots in Seattle	3/24/2015 8:10 AM
87	No routes that go east to west in north end	3/23/2015 9:52 PM
88	41, 377, 378	3/23/2015 2:51 PM
89	560	3/23/2015 10:28 AM
90	C line - not sure why rapid lines are not on the list.	3/23/2015 10:19 AM
91	41	3/23/2015 6:39 AM
92	522	3/22/2015 11:02 PM
93	245	3/22/2015 3:12 PM
94	40	3/22/2015 2:35 PM
95	41	3/21/2015 4:02 PM
96	312	3/21/2015 3:11 PM
97	9, 47	3/20/2015 8:23 PM
98	47 has been destroyed by arrogant King County management. Please restore it.	3/20/2015 5:44 PM
99	Between Upper Queen Anne and South Lake Union	3/20/2015 3:07 PM
100	522	3/20/2015 2:08 PM
101	242	3/20/2015 11:14 AM
102	246	3/20/2015 10:42 AM
103	There isn't one.	3/20/2015 10:41 AM
104	522	3/20/2015 10:25 AM
105	41	3/20/2015 8:00 AM
106	40	3/20/2015 1:10 AM
107	40	3/19/2015 7:50 PM
108	Bus #510 CT	3/19/2015 4:03 PM
109	Dead-head trips (empty busses)	3/19/2015 3:23 PM

110	586	3/19/2015 2:26 PM
111	3 and 4	3/19/2015 2:14 PM
112	40 (old 17), 309, 312/522	3/19/2015 1:12 PM
113	41	3/19/2015 11:44 AM
114	Ballard	3/19/2015 10:20 AM
115	Rapid Ride D line	3/19/2015 10:08 AM
116	41	3/19/2015 10:04 AM
117	The route I would like to talk about does not exist.	3/19/2015 9:11 AM
118	47	3/19/2015 9:01 AM
119	47	3/19/2015 8:23 AM
120	SOUNDER KENT TO KING STREET	3/19/2015 7:58 AM
121	522, 372, possibly others	3/18/2015 8:54 PM
122	128	3/18/2015 8:12 PM
123	D	3/18/2015 7:19 PM
124	Bus 167, 271, 566	3/18/2015 4:31 PM
125	sound transit routes 574 and 586	3/18/2015 3:36 PM
126	2	3/18/2015 2:34 PM
127	304	3/18/2015 2:24 PM
128	47	3/18/2015 2:06 PM
129	ST 522	3/18/2015 1:57 PM
130	Rapid Ride (specifically the D Line), the 355 and the 40. These are actually what I ride most.	3/18/2015 1:53 PM
131	167	3/18/2015 1:31 PM
132	550	3/18/2015 1:28 PM
133	550	3/18/2015 1:21 PM
134	E line	3/18/2015 1:18 PM
135	197	3/18/2015 1:17 PM
136	24	3/18/2015 1:08 PM
137	41	3/18/2015 12:55 PM
138	167	3/18/2015 12:43 PM
139	21X and C-line connection from W Seattle	3/18/2015 12:40 PM
140	48X	3/18/2015 12:30 PM
141	586	3/18/2015 12:30 PM
142	Rapid A	3/18/2015 12:29 PM
143	the route that goes from Laurelhurst/Windermere/ViewRidge to Lakeside High School	3/18/2015 12:23 PM
144	586	3/18/2015 12:22 PM
145	860	3/18/2015 12:20 PM
146	7, 9	3/18/2015 12:19 PM
147	250	3/18/2015 11:51 AM

148	541	3/18/2015 11:50 AM
149	312,522,3,4	3/18/2015 11:44 AM
150	5	3/18/2015 11:44 AM
151	125, 120	3/18/2015 11:43 AM
152	586	3/18/2015 11:39 AM
153	proposed route 45	3/18/2015 11:38 AM
154	312	3/18/2015 11:34 AM
155	355	3/18/2015 11:29 AM
156	41	3/18/2015 11:24 AM
157	590/594	3/18/2015 11:22 AM
158	167	3/18/2015 11:21 AM
159	Rapid Ride C	3/18/2015 11:19 AM
160	133	3/18/2015 10:51 AM
161	41	3/18/2015 10:27 AM
162	14,4, 12, 10	3/17/2015 1:14 PM
163	41	3/17/2015 10:05 AM
164	268	3/16/2015 1:50 PM
165	2, 3	3/16/2015 1:06 PM
166	550	3/16/2015 12:05 PM
167	2	3/16/2015 11:39 AM
168	general	3/16/2015 11:37 AM
169	Link Light Rail between Columbia City and downtown	3/16/2015 9:10 AM
170	2	3/13/2015 7:34 PM
171	60	3/13/2015 3:31 PM
172	21X and C Line	3/13/2015 2:36 PM
173	41, 347/348	3/13/2015 2:02 PM
174	C/D Line	3/13/2015 10:09 AM
175	309, 306, 312	3/12/2015 10:41 PM
176	12th Avenue	3/12/2015 7:44 PM
177	522	3/12/2015 3:55 PM
178	249	3/12/2015 2:13 PM
179	Proposed 38	3/12/2015 12:50 PM
180	Use larger buses on the 16 during peak hours starting NOW. Use larger buses for the 48 on weekends, and more frequent on Sundays, when folks are going to Green Lake, UW games, etc.	3/12/2015 11:01 AM
181	3/4	3/12/2015 10:07 AM
182	9, 50	3/12/2015 9:41 AM
183	40, 5, 132	3/12/2015 8:46 AM
184	586	3/12/2015 8:30 AM

185	312, 309, ST522	3/11/2015 3:29 PM
186	41	3/11/2015 1:53 PM
187	C	3/11/2015 12:51 PM
188	41	3/11/2015 11:21 AM
189	Getting across 520 with a bike on any route or base bus	3/11/2015 9:34 AM
190	40	3/11/2015 8:44 AM
191	all other routes that will stop at Husky Stadium	3/10/2015 8:57 PM
192	E-line Rapid Ride -- please keep it. I use this to go from my home in North Seattle to the downtown area all the time.	3/10/2015 4:41 PM
193	#2	3/10/2015 3:00 PM
194	Need better connections to Bellevue	3/10/2015 2:45 PM
195	Not a route yet	3/10/2015 2:05 PM
196	a direct route between downtown wallingford and downtown fremont is needed. and between wallingford and south lake union	3/10/2015 1:48 PM
197	2, 153	3/10/2015 11:07 AM
198	E	3/10/2015 9:49 AM
199	14/47	3/10/2015 9:32 AM
200	586	3/10/2015 9:13 AM
201	550	3/9/2015 5:55 PM
202	All routes	3/9/2015 5:45 PM
203	38	3/9/2015 4:10 PM
204	do not change this unless to increase frequency	3/9/2015 3:51 PM
205	312	3/9/2015 2:32 PM
206	3, 4	3/9/2015 2:30 PM
207	355	3/9/2015 1:39 PM
208	60	3/9/2015 11:09 AM
209	60	3/9/2015 10:59 AM
210	Route 40. Improve on time & Connections between these two routes.	3/9/2015 10:58 AM
211	522: add stopping at already-existing suburban bus stop on Lake City Way NE at NE 82nd St.	3/9/2015 10:58 AM
212	Please keep route 1 as it presently is	3/9/2015 10:01 AM
213	193	3/9/2015 9:15 AM
214	56, 57, Water Taxi	3/9/2015 8:26 AM
215	120, 125	3/9/2015 7:49 AM
216	41	3/8/2015 11:29 PM
217	301	3/8/2015 8:53 PM
218	41	3/8/2015 7:26 PM
219	47	3/8/2015 6:02 PM
220	former 260	3/8/2015 4:08 PM
221	512	3/8/2015 2:11 PM

222	2	3/8/2015 1:39 PM
223	550, 560	3/8/2015 12:03 AM
224	Any route from magnolia	3/7/2015 9:24 PM
225	47; 66	3/7/2015 8:10 PM
226	41	3/7/2015 5:18 PM
227	41	3/7/2015 3:45 PM
228	bring back the 45 from Seattle Center - Queen Anne to the University of Washington!!!!	3/7/2015 1:20 PM
229	167	3/7/2015 10:01 AM
230	111	3/7/2015 9:49 AM
231	125, 47	3/7/2015 8:24 AM
232	#345.# 346	3/7/2015 7:11 AM
233	234, 238, 532, 535, B	3/7/2015 12:59 AM
234	2	3/7/2015 12:44 AM
235	5, 40, 355	3/7/2015 12:27 AM
236	14 and 4	3/6/2015 11:23 PM
237	9	3/6/2015 10:29 PM
238	62	3/6/2015 10:20 PM
239	47	3/6/2015 10:02 PM
240	27	3/6/2015 8:43 PM
241	Rapid Ride C	3/6/2015 8:22 PM
242	41	3/6/2015 8:17 PM
243	27	3/6/2015 8:01 PM
244	2 and 3	3/6/2015 7:49 PM
245	24, 33, 312	3/6/2015 6:28 PM
246	47	3/6/2015 5:35 PM
247	connection from ne 45th at Roosevelt to the stadium station	3/6/2015 5:31 PM
248	60	3/6/2015 5:23 PM
249	248	3/6/2015 5:21 PM
250	116, 118	3/6/2015 4:42 PM
251	131, 125	3/6/2015 4:38 PM
252	207	3/6/2015 4:36 PM
253	7	3/6/2015 4:35 PM
254	27, 3, & 2	3/6/2015 4:24 PM
255	193	3/6/2015 4:11 PM
256	47	3/6/2015 3:56 PM
257	There was no need to change the #14 to #47 and have its route take less than 20 minutes from start to finish. There are much longer bus routes in Seattle than the old #14 from Summitt to Mt Baker.	3/6/2015 3:52 PM
258	bus # 2	3/6/2015 3:47 PM

259	197	3/6/2015 3:47 PM
260	106	3/6/2015 3:33 PM
261	60	3/6/2015 3:30 PM
262	265	3/6/2015 3:27 PM
263	41	3/6/2015 3:25 PM
264	60	3/6/2015 3:14 PM
265	55	3/6/2015 3:09 PM
266	14 also known as the 47	3/6/2015 3:05 PM
267	22, 21X	3/6/2015 3:01 PM
268	50	3/6/2015 2:56 PM
269	410, 415, 511, 512, 513	3/6/2015 2:50 PM
270	21,47	3/6/2015 2:49 PM
271	522	3/6/2015 2:46 PM
272	New Route	3/6/2015 2:46 PM
273	197	3/6/2015 2:43 PM
274	355X	3/6/2015 2:43 PM
275	41, 303, 65, 64X	3/6/2015 2:42 PM
276	197	3/6/2015 2:42 PM
277	197	3/6/2015 2:34 PM
278	U-district / Husky Stadium Station shuttle	3/6/2015 12:46 PM

Q44 What would you like to tell us about this route or these routes?

Answered: 1,435 Skipped: 5,124

#	Responses	Date
1	I do not know what would possess you to cut local service for the 26 & 28 in favor of express service, but if you do I remind you that those riders would instead catch the 40. I bring this up because the 40 is already beyond capacity on the vast majority of its runs. You will feel no greater hatred for metro than having to wait an hour and a half for a bus that is scheduled to run every 15 and you have actually already had three busses pass your stop by because they cannot fit another passenger. Except for the hatred you feel when you realize they will be forcing triple the bodies on the route without offering more frequent service because they wrongly and foolishly assume people will take an alternative route that does not service their area but runs at more reliable intervals.	4/2/2015 3:01 AM
2	Eliminating these routes would create a lot more foot traffic from the Kingsgate Park-n-Ride to the Totem Lake freeway stop. This would often slow the traffic on 116th, outside the Park-n-Ride, to allow pedestrians to cross the road, and, potentially, cause more accidents there. It could also create large lines of people at the freeway stop, where there is less room for them than at the Par-n-Ride.	4/1/2015 9:08 PM
3	The on time performance in 2015 seems to have been consistently bad. In midday mostly more than 10 min early, evenings almost always 15 to 20 min late. I'm trying to commute on this route with my kid but it's so unreliable I bike, or ends up driving instead. Get it together route 75.	4/1/2015 5:44 PM
4	I am staff at the UW so I work year round during the UW break times. I don't like the reduced service on the 373 during the times the UW is on break. I would hope the 373 service is not reduced more. I am too far north to catch a 73 express, without transferring. it's already a grind time-wise from 175th to 45th, so transferring is unappealing.	4/1/2015 4:25 PM
5	I'd like to understand the rationale for swapping bus routes between Dexter and Aurora.	4/1/2015 2:28 PM
6	The 252/257 routes have huge ridership. The buses are frequently 3/4 to completely full during peak commute hours. The Kingsgate P&R is always overflowing, with cars parked almost to the point of impeding clear traffic lanes. To willfully lose that ridership and force riders to use routes that would require a transfer is irresponsible. I have used the Link from Tukwila Station to downtown Seattle before. Although the ride is comfortable, it is by no means FASTER than the bus when the roads are not bogged down with traffic. I have my suspicions that the promised 8-minute ride from University to downtown would be longer than that, and that the Link would be so crowded as to make the ride extremely uncomfortable.	4/1/2015 1:55 PM
7	This new routing for the 8/28 will be amazing. Please please please make this happen! Even if the NIMBY mobilization forces mostly Alternative 2, splitting route 8 and rerouting through Pike/Pine is a great idea for increased connections throughout Capitol Hill and the Central District.	4/1/2015 1:16 PM
8	I need the 5am 43/44 route to U-District/Ballard from Capitol Hill in order to get to work by 6am in the morning	4/1/2015 1:03 PM
9	This route either needs to be made more efficient (for example, making the first stop outside of the neighborhood the light rail station) or scrapped. I see the bus come through the neighborhood in the evening or in the morning and it is often empty or maybe has one person on it. It seems that the primary reason it is kept is because of Seniors in the neighborhood, but it seems that King County Metro Access (or whatever the elderly service is called) is a better option for this relatively small population, especially given the cost of the route. Given the profile of our neighborhood, if the route were more efficient, it may get used more frequently, however if that's not feasible than it is not worth the resources.	4/1/2015 11:57 AM
10	This route is so meandering that it has almost no value as a way to get from Laurelhurst to downtown. The ridership is very low, at least from the UDistrict to Laurelhurst. It really demonstrates the inefficiency of the current bus routes.	4/1/2015 10:35 AM
11	It would be nice if you could travel from Ballard/Fremont neighborhood all the way across town (Seattle Children's Hospital) / Magnuson Park area without transferring bus lines. The 44 is the main bus-line east-west and it is always extremely crowded. If there were other options, without having to transfer, I would use the metro system much more.	4/1/2015 10:27 AM
12	These routes are very crowded during peak hours.	4/1/2015 9:13 AM

13	Maintain existing routing to downtown Seattle rather than forcing users to go to UW. ...also, make this a light rail line by coordinating with Sound Transit. Only then will it make sense to route to UW for me.	4/1/2015 7:38 AM
14	Start the runs earlier. One of your alternatives suggests the 48 will start at 5 instead of the current 5:54 am from Loyal Heights. I believe there are others who would ride at earlier times rather than drive.	4/1/2015 6:10 AM
15	I would like a route from Queen Anne (Seattle Center) to University District going somewhere along East Lake	3/31/2015 11:50 PM
16	Please see previous comments and suggestions. Why did you not list the 38 or 9X?	3/31/2015 10:53 PM
17	frequent service both mid-day and commute times.	3/31/2015 9:57 PM
18	I enjoy having all these routes stop (on varying schedules) in the Eastlake neighborhood. I always have an option and don't have to rely on just one route. Having just one bus route is worrisome to me as it may get changed in the future, the stops condensed, or its route changed. Putting all my eggs in one basket makes me nervous about the future of direct bus access to my neighborhood in Eastlake.	3/31/2015 9:31 PM
19	We need more frequent service and bigger buses in all routes passing Children's Hospital at rush hour. These buses are crammed, and that's even with standing room. (I.e., standing room is crammed.) If you discontinue routes from 15th Ave. NE at the junction of Northgate Way/105th St., you will stop serving a LOT of people who rely on those routes for work, especially as both parking and service at the Northgate P&R are overused. Same goes for routes serving NE 105th near the junction of 15th Ave. NE (yes, there are both). And BTW, in case this ill-conceived survey isn't going to give me a chance to say so later, PLEASE fix and maintain the bike racks. Many simply do not work.	3/31/2015 5:47 PM
20	Moving 31/32 will leave a huge part of Fremont/Wallingford without an easy way to get to UW.	3/31/2015 4:57 PM
21	More frequent	3/31/2015 4:56 PM
22	I am an older citizen taxpayer who greatly depends on the 43 route from montlake to capital hill where my medical care is With your proposed route changes I would have no way to get to capital hill from montlake.	3/31/2015 4:53 PM
23	Please keep #12 and #43 buses running to service North Capitol Hill (especially 12 all the way to Galer)	3/31/2015 4:53 PM
24	I'm writing to express my disapproval in any alteration of the current 12 route. It's a vital link for working parents with children at Stevens Elementary, St. Joes and Holy Names to downtown Seattle. Please keep the 12 as is. Eric and Tina Anderson 931 20th Ave East	3/31/2015 4:48 PM
25	Route 25 is needed for access in Montlake and Portage Bay given the topography; I know a number of people who depend on this bus who are physically incapable of walking to the alternatives. This route used to have more frequent service years ago (pre I-695) and it has already been reduced to minimal levels. Route 8 will remain unreliable due to congestion on Denny that is likely to get worse. Adding frequency would help but it's often faster to go from South Lake Union to Capitol Hill on foot or via downtown than it is to take route 8. I'm not sure what can be done about that short of a subway, gondola or other major project. Perhaps after the street grid is reconnected across Aurora at John, Thomas and Harrison we'll have some new routing opportunities. The portion of Route 43 between UW station and Broadway is needed to enable access from Montlake to the core of Capitol Hill, and the light rail station and other connecting routes without having to make an additional transfer at 23rd/John. My use of transit would drop precipitously if this route is eliminated. Relying on transfers at the busy destination-free intersection of 23rd/John to the unavoidably unreliable route 8 to connect Montlake and Capitol Hill does not make sense. Perhaps trolley Route 12 could be modified to directly connect 19th Ave. to the light rail station at Capitol Hill via Thomas/John, rather than eliminating it. Route 12 provides access to Interlaken Park as well as institutions and a growing number of apartments and businesses along 19th Ave.	3/31/2015 4:43 PM
26	This route served as a valuable connection between my neighborhood and First Hill/Broadway.	3/31/2015 4:43 PM
27	The NB 48 always arrives late in the University District during the afternoon/evening commute. Often when a bus finally arrives, there are 2-3 in quick succession. Or the bus is so full, the driver will only let a few people on or none at all. The elimination of the 48X severely increased crowding and delays in service. I think effectively cutting the route in half at the U District as proposed in Alternative 1 may help.	3/31/2015 4:41 PM
28	Please continue to offer these routes, increasing frequency if possible.	3/31/2015 4:32 PM
29	Please maintain routes #25 and #43.	3/31/2015 4:19 PM
30	If the 25 was to be removed, I would have no bus service in my neighborhood	3/31/2015 4:13 PM
31	Really miss having the bus available during the day - even every 30", and on Sundays. Very limited service in Ravenna area and these changes cut our legs out from under us. Even the rush hour buses are severely limited and run right before or after 74x (which is always crammed).	3/31/2015 4:11 PM

32	Removing the 12 would be devastating to our North Capitol Hill area. Old people, and people pushing strollers and carrying babies, simply cannot climb up to 15th or walk to Thomas.	3/31/2015 4:09 PM
33	Please do not cut this route. Alt 1 makes it a lot harder to get where i need to go. It will be more walking and waiting and scrambling. This city needs more East/West travel options as it is. Cutting the ones we have is not going to make things easier or better. There cannot be zero options between 65 and 125th. That's just not reasonable.	3/31/2015 3:58 PM
34	Taking away the 12 on 19th would be catastrophic to a wonderful neighborhood. Several of us mentioned that we would then have to walk down to 23rd to the 43 (downhill that way!) and then found out the 43 would also vanish.	3/31/2015 3:58 PM
35	Please don't cancel. The morning off peak 73 is the only direct shot I have from Jackson park to south lake union.	3/31/2015 3:47 PM
36	I live in Capitol Hill and commute to UW every day. If the light rail from Capitol Hill to Husky Stadium ran extremely frequently (every 5-10 mins) that would make my commute so much faster and easier and convenient! It would also be good to have continued service at night and on weekends, maybe only 20 minutes in between trains.	3/31/2015 3:43 PM
37	Especially since Route 76 is back at North Base, I would love to see it provide service farther north on 35th Avenue NE than it currently does. Even 5 more blocks would help me personally.	3/31/2015 3:38 PM
38	Coming from Downtown to Capitol Hill, the 49 is extremely unreliable and almost always late, especially during rush hour times. These delays should be considered when writing timetables.	3/31/2015 3:34 PM
39	This is a VERY important route for all riders coming from the South. This bus route not only accommodate students but it also for UW staff, faculty and patients ride this bus. It would be great if service was provided year round...meaning also when the students are on break. UW hospital and school never completely close down.	3/31/2015 3:13 PM
40	43 - please keep this route. Both alternatives reduce service along 23rd, which doesn't seem fair. I rely on this bus and many others do too. 8 - pushing riders onto this bus isn't a good idea. The 8 is packed and gets stuck in traffic. It also doesn't serve the retail core of downtown.	3/31/2015 2:01 PM
41	this route is going to be missed. It should be maintained for peak hours.	3/31/2015 1:37 PM
42	Please keep it. Removing service will cause transit times from the area between 19th and 24th Avenues to downtown to become prohibitively long due to the walking distance and/or number of transfers required.	3/31/2015 1:15 PM
43	The 8, 12, 43, and 48 are the routes I use most often. Living in North Capital hill there is a need for a direct way to get to downtown and the U and to get to the hospitals in the area (as the 9X would serve). Without the 43 there would be no way to get from the North Capitol Hill neighborhood to downtown without shuttling to the Light Rail- this is not convenient and could promote individuals to drive instead. I take the 12 every morning, however as long as it is replaced with the 9X it would be fine (and maybe an improvement). The 8 is never on time coming from SLU, if there was a way to improve that it would benefit many.	3/31/2015 1:04 PM
44	Please don't move the 73 over to Roosevelt.	3/31/2015 1:00 PM
45	I do not believe that it makes any sense to move the 31 and 32 from Stone Way to Wallingford Ave. Stone Way currently has three giant multi-unit apartment buildings under construction, which will be full of potential new transit riders. It is in general a street in transition and will likely have even more residents as time passes. Getting to the U District will always be important for people who live on and just west of Stone Way. Wallingford Ave., on the other hand, is a more residential street which is at building capacity and does not offer the same number of new transit riders to the routes.	3/31/2015 12:52 PM
46	Please maintain this route. Montlake needs access to Capitol hill and Downtown.	3/31/2015 12:48 PM
47	Frequent peak service is the most important aspect of this route, allowing residents of NE Seattle to reach Downtown Seattle and back home with relatively little hassle.	3/31/2015 12:38 PM
48	Please keep the 72 for one bus connection between Lake City and the U District!	3/31/2015 12:36 PM
49	I use this route frequently, and it seems to be very well-used at peak hours in both directions. Many people start and end rides on the 23rd Ave. corridor. Seems like a major loss to lose that frequent direct service to downtown from that area. I would hate to replace a direct route with a transfer.	3/31/2015 12:25 PM
50	I'm glad you're doing something to improve the reliability of Route 8.	3/31/2015 12:22 PM
51	The current route 43 perfectly suits my needs. Please do not discontinue or reduce the frequency of service!	3/31/2015 12:12 PM
52	This route is heavily used even mid-day. It is often standing room only. University and high school students use it heavily. Why is it being taken out of our neighborhood.	3/31/2015 12:10 PM

53	Cutting 17's service has resulted in more frequent private vehicle usage. It was a very short sighted move.	3/31/2015 12:02 PM
54	Please don't get rid of route 73. This is my major reliable connection to the University District from Pinehurst. Also, it would be great to have the 372 run on weekends as it is a quick alternative to get to that area.	3/31/2015 11:54 AM
55	I use the Montlake freeway stop five days a week to commute to downtown Seattle and will no longer be able to do so if these routes no longer stop there.	3/31/2015 11:49 AM
56	They should have all-day service instead of just peak!	3/31/2015 11:43 AM
57	71- I have had to catch this occasionally to go up to Northgate and often by the time it gets to the Convention Center it is full and I cannot board. Love how fast this gets between Northgate & downtown though!!	3/31/2015 11:39 AM
58	more frequent buses in the evening as always running late and can make less frequent stops during mid-day (possibly) to help with cost and allowing more buses in evening. Very full route and buses always packed.	3/31/2015 11:38 AM
59	It's regularly full No other routes directly connect Redmond to points north of Green lake Riders don't live near the current light rail area Riders aren't heading into the current light rail area Why delete a bus that's full and doesn't have a replacement?	3/31/2015 11:28 AM
60	The 16 is really a dangerous bus to ride. They way the drivers squish people in, if there were any sort of collision, Metro would be in real trouble. Lots of people would get hurt. Other times I have to be late to work due to already crowded buses passing me by.	3/31/2015 11:12 AM
61	Need better connections for buses coming from North King County, Snohomish county and Eastside (125th & Lake City Way) to Children's & UW	3/31/2015 11:04 AM
62	Route 76 drives right by South Lake Union. It would be a simple fix to have this Southbound route exit the express lanes at Denny/Stewart, make one stop near REI, and then head to the Convention Center. There should be a similar option Northbound. Also, this route spends a lot of extra time on the Northbound route when it exits the I-5 express lanes and makes two stops in the University District. There are so few people that these two stops help and it adds about 10 minutes to this route during rush hour.	3/31/2015 11:04 AM
63	The 43 serves North Capitol hill. A neighborhood. It's a direct route downtown. (the 48 does not go downtown). The neighborhood pays taxes. The neighborhood is basically cut off geographically by the 520 and the montlake bridge from the lightrail station. It's not the tax paying neighborhoods fault the UW complex with high convenience (UW funded by taxpayers) got the lightrail station (with no tax paying neighborhoods directly around it.) The tax paying neighborhoods of N Capitol hill are not served by a light rail station miles from their homes. The 43 is often blocks from our homes and very easily utilized. The light rail station is exactly the opposite of the 43. Waiting for the 48 to take me through the montlake/520 bridge mess to get on a rail line makes little sense. If the 43 is cut I WILL drive downtown almost exclusively whereas currently I take the bus downtown every chance I can. Let the university folks take the light rail and keep the 43 for the tax paying neighborhoods please. The 545 is a fail-safe for the 43. I suppose if you cut the 43 I would take the 545 more - unless, of course, its hours are cut as well. It's hard to tell from the data.	3/31/2015 10:52 AM
64	I've said this already but I want to be clear how important this service is for our neighborhoods along 15th Ave NE. We have a lot of apartments, a lot of density, and a mixture of incomes that make transit very valuable. We've also got specific needs like an SHA senior housing building where adding extra transfers complicates the trips significantly.	3/31/2015 10:40 AM
65	I miss the 25 route from Mercer Island . used to take it. now usually have to drive due to increased commute time.	3/31/2015 10:30 AM
66	I like the idea of switching the 48 to the 45 between Greenwood and the UW, as this would decrease wait times during certain peak hours (evening, I believe). I'm also pleased to see the hours extended to 1am.	3/31/2015 10:25 AM
67	These routes provide accessible, convenient service from the neighborhood to Downtown and/or the U district.	3/31/2015 9:42 AM
68	For those who take the bus, keeping the route close to where people live is important, especially for old people and young people with children.	3/31/2015 9:32 AM
69	This route serves a lot of people on a popular corridor, 24th/23rd Avenue. Doing away with this route and forcing people to ride the light rail will make it impossible for them to travel the corridor. School kids from Holy Names and anyone else who lives between the UW light rail station and the Capitol Hill station on Broadway will be shut out from riding transit.	3/31/2015 9:20 AM
70	Don't change it.	3/31/2015 9:01 AM
71	Even though it is currently at very low frequency, it still allows important access... don't eliminate this line.	3/31/2015 7:33 AM

72	I like how frequent they are, one every 10 minutes. I transfer from the light rail to these routes to get to work and from one of these routes to the light rail to get home. When the extension opens next year, I probably won't be able to use them as often since they don't go in the direction of the UW station but hopefully I'll still be able to get to work, which is on the intersection of NE 64th St and 12 Ave NE in the Roosevelt neighborhood.	3/31/2015 7:21 AM
73	Keep current route and schedule	3/31/2015 6:47 AM
74	I'm worried about the clarity of connections on the proposed replacements for 71 (route 71/16.) How do transfers work etc? (Timed transfers??)	3/31/2015 2:05 AM
75	Why is route 11 chronically late - even on weekends? Why is route 12 chronically late during evening rush hour? Does it need to travel a block on 1st Avenue - is that the source of the delay? Or is it getting stuck headed toward downtown in the all the traffic merging onto I-5 from 6th & Madison?	3/30/2015 10:32 PM
76	Please return route 25 to weekend service as well. Route 43 is critical to Montlake as it is, especially as last resort when 25 not running.	3/30/2015 10:18 PM
77	These are th routes I use to transit between work and home when I need to take the bus all the way to Seattle Childrens.	3/30/2015 10:16 PM
78	Keep as is or perhaps drop the frequency	3/30/2015 10:01 PM
79	Ensure these routes provide enough reach/frequency to branch out from the train station to/from downtown. I worry that too many of these being removed will make it tough to get to the train station/from the train station (on Broadway) and over to North Capitol Hill.	3/30/2015 9:59 PM
80	The 12 ends at the public Stevens Elementary school. Many families live outside the school-bus zone (which is very small), and parents rely on the 12 both to take their kids to school, and to get downtown from school after dropping kids off.	3/30/2015 9:39 PM
81	I currently use routes 10 and 12 from north Capitol Hill to downtown. Route 10 provides convenient access to the north end of downtown, while route 12 serves the south end. Elimination of route 12 makes it less feasible to take transit to south downtown (financial district, civic center, public services.) Find a way to continue route 12 on 19th Ave, even if it is only weekday service, and/or requires a transfer to get downtown. I support the Alt. 1 concept in general, but eliminating service along 19th would be a negative for this urban neighborhood. (I think it's worthwhile to compare route 12 to route 47, which was eliminated last year and is now being restored. In both cases, it looks like a short walk to alternate service on a flat map, but in the "real world" the topography of the area makes it impractical to assume that most users can or will use the proposed alternative services.)	3/30/2015 9:14 PM
82	Intermediate connections needed like #43 route between light rail stations at Stadium and Capital Hill.	3/30/2015 9:13 PM
83	Neither alternative offers an alternative for night owl runs of 72, or users of 242 with limited mobility ability to walk much. Elimination of 545 non rush hours would significantly lengthen commute time from Lake City to Redmond. Consider a rapid link similar to E that will run east of I-5 and along SR522	3/30/2015 9:03 PM
84	A lot of children/teenagers use this route to get to and from school, and to visit friends on Capitol Hill and to get to/from downtown. It's safe and easy. It gives them freedom to get around by themselves without having to walk far from home or from their destination at the other end. It has been very convenient for us and it is by far the bus route we use the most.	3/30/2015 9:00 PM
85	In the 1970s, the #25 went from Montlake to Capitol Hill & downtown so often, that it was viable. Service cuts have made it pathetic, and not usually worthwhile compared to #43. Yet a few people near Portage Bay have a real need for it, even if it is infrequent. It should be kept.	3/30/2015 8:49 PM
86	It takes too long right now to get to downtown-almost a full hour to go 5 miles. The new 62 along Montalke directly to Link Rail would be a huge improvement, and encourage ridership, especially if it operates past 6:00pm . Right now, no employees can get home by 6:00pm!	3/30/2015 8:42 PM
87	Connection to SCH would be excellent! Please keep this idea.	3/30/2015 8:28 PM
88	71 is the most convenient route for me to use to go downtown and also minimizes walking up/down View Ridge.	3/30/2015 8:24 PM
89	I would like the 43 route times and route to stay the same	3/30/2015 8:08 PM
90	#43 is a work horse. It serves many people who would find walking to light rail station difficult. This is a very popular route. Please keep it as is.	3/30/2015 7:12 PM

91	These routes provide me ease of access, and take me very close to where I need to go. Need to access destinations with minimal walking or transfers. These are the routes I use most often. I am presently disabled and changes in these routes will make uses of transit more difficult and I would probably need an alternative mode of transportation.	3/30/2015 7:05 PM
92	I think Route 43 is critical because it allows transportation from south of Central District to UW, and beyond. This route carries a large number of low income residents who would not have easy north-south access, and access to Downtown. Finally, this route is critical to residents of Montlake. If you remove it, Montlake and south Capitol Hill becomes an island.	3/30/2015 6:46 PM
93	This bus is only one block from my home and has been a vital access point.	3/30/2015 6:34 PM
94	Under either alternative, the 8 must be split at Capitol Hill Station to insulate everyone else from the Denny Way congestion. This's especially important under Alternative 1, when it becomes the only service on John and Thomas. People transferring from Link to get to eastern Capitol Hill must not be forced to wait for an unreliable bus that is eternally late in afternoon rush hours. The new 66 under Alternative 1 should perhaps use the new Westlake bus lanes? The 271 needs a same-stop transfer with other SR 520 routes. Given low ridership in Medina, it should be rerouted onto Bellevue Way to use the Evergreen Point freeway station. The 545 should not be running frequently in the afternoon peak; that's exactly when Stewart St congestion is at the worst. I've routinely spent fifteen minutes trying to go a few blocks there. That's exactly when people should transfer to Link at Husky Stadium.	3/30/2015 5:57 PM
95	Please keep this route from Capitol Hill to downtown intact. And please get it to stick with its schedule. Please get GPS so I know where the bus is. Don't think that just because people live near the lightrail they won't be taking the bus--unless you make the lightrail the same cost with the same transfer abilities.	3/30/2015 5:36 PM
96	The proposed cuts are bad for me. They will cause significant inconvenience and I will be unable to use metro service as much as I currently do. I will be forced to drive much more often.	3/30/2015 5:29 PM
97	As I age, I really want to reduce my car usage. I want to be able to go to Mariners games at night without using my car. Ditto to concerts at Benaroya and the Seattle Center or a dinner downtown. Yet night frequency doesn't seem to be much better and why would a petite senior citizen want to be walking long distances at 10:30 or 11 pm at night? Cross-town between Ravenna/UDistrict and Fremont/Ballard/Wallingford also remains a concern. I'm thinking that small feeder transit vehicles might work for late at night--they'd run frequently.	3/30/2015 5:20 PM
98	There are few buses going to Magnolia, so it's very important for residents to have an available and reliable bus line.	3/30/2015 5:09 PM
99	I ride route 48 twice a day most weekdays, and I like the changes under Alternative 1.	3/30/2015 5:02 PM
100	Have later times scheduled for sounder train have a stop from King street station to seattle children's hospital	3/30/2015 4:24 PM
101	More bus per hour during the weekends	3/30/2015 4:22 PM
102	These are essential bus routes for my family and I in accessing different parts of the city. These routes enable us to use our car less and to lessen our carbon footprint.	3/30/2015 3:49 PM
103	I would use the #25 five days a week if it were on time. I also would like to see it run more often to Seattle Children's Hospital.	3/30/2015 3:44 PM
104	The service on the 8 is so unreliable, something really needs to be done, but I don't know what. The traffic on Denny in South Lake Union is often so bad that I just get off the bus and walk, and it's faster than staying on the bus. This is simply an unsustainable situation for public transit.	3/30/2015 3:38 PM
105	From the North end of the University District, I would like to see fast and frequent service (on both Weekdays and weekends) to Downtown Seattle, to the Coleman Ferry Docks, to Downtown Bellevue, to Eastlake, to Northgate and to Ballard. The service between the University District and Downtown Seattle is often standing room only, if you can even get on a bus, during rush hour commutes. Any alternative needs to address this stretched to capacity situation for University District to Downtown commuters with faster and more frequent service.	3/30/2015 3:19 PM

106	Generally, I have concern for any changes from Metro current service, UNLESS THERE IS AN INCREASE/IMPROVEMENT OF SERVICE (additional routes, frequency & buses). ANY PLAN THAT DELETES ROUTE 43 IS UNACCEPTABLE. ANY PLAN THAT REDUCES SERVICE TO ALL NEIGHBORHOODS, INCREASES WALK & WAIT TIME TO/FOR BUSES IS UNACCEPTABLE. Living in the west edge (7th to 8th Ave NE, NE 45th St to NE 47th St) of the U-District, using Light Rail is not really an option I will consider except for novelty from time to time or if going to SeaTac, which I never do. Both Alternatives appear to reduce service to my area of the U-District. I go to the Group Health area of Capital Hill (I call East Capital Hill) 2-4 times a week. Deleting route 43 or its current frequency will be a burden for me. Using route 48 & 8 increases walk time 10 min and wait time 10-15 min (I've tested it the past 2 weeks). It takes me an average of 20 min of additional time from leaving my home to reach my destination in the Group Health area. Route 43, currently in both directions, leaves on time, stays on time and covers the U-District, UW, UW Medical Center, Montlake, East Capital Hill (16th & 17th Ave and E John St) to West Capital Hill (Broadway & John) and Downtown. What route(s) duplicate that? None? Route 48 is consistently 10 or more minutes late to U-District in either direction. Route 8 goes to Seattle Center, not downtown.	3/30/2015 2:56 PM
107	I would advocate keeping these routes. I use them for getting home after the Husky games (I usually walk to the game unless its raining). As you know, there are special buses that allow people to easily access the games. I am afraid that once light rail gets connected at the University station that Metro will discontinue the special buses designated for downtown. I live in the area and taking the bus is more convenient to me than light rail. But I also know that a lot of people park along the side streets around 23rd Avenue and take the buses to get to the game. So there will still be a great demand for these buses. The other thing to consider.....when I went to the Husky Bowl game in San Diego, I took their rail system to the game. After the game there was an extremely long line of people wanting to get on the light rail. It took about an hour to get on a light rail. I would imagine that we would have the same problem here when light rail goes into effect. Especially when you consider that people from S 200th in SeaTac all along the line way will be wanting to access it. So I would like to encourage you to keep the special buses to downtown, particularly the local buses. It will keep the entire system moving well. Remember you have 72,000 people that you want to move out of the area quickly.	3/30/2015 2:44 PM
108	increase frequency of 25	3/30/2015 2:15 PM
109	This is the perfect route for me! Stops in front of my house in Wallingford (31, 32) and takes me all the way to my job at Seatte Children's Hospital (75). I don't have to transfer buses to go from home to work -- I love that, and I hope that connection remains intact. Always great service, always friendly drivers. Thank you!!!	3/30/2015 1:58 PM
110	More routes through Lakemont	3/30/2015 1:50 PM
111	It is so unreliable. Please make an alternative that does not take Denny.	3/30/2015 12:00 PM
112	I love this route. It is my local commuter bus and it is always full by the time we reach downtown. Pleas do not eliminate or reduce this route.	3/30/2015 11:40 AM
113	Please do not make modifications to these routes other than to increase service or make more reliable. (Taking out the jog for route 8 down Jackson to 23rd and then back to MLK via Yesler)	3/30/2015 10:55 AM
114	Run it more often	3/30/2015 10:42 AM
115	I use these routes frequently and find service excellent	3/30/2015 10:05 AM
116	these routes do not include south king county	3/30/2015 10:03 AM
117	I prefer a single bus travel as opposed to multiple quick connections for long distances. I use 545 for a direct express connection between international district and belleveue/redmond, especially during weekends. 545 also serves me as an alternate to connect between udistrict and belleveue/redmond, during off peak hours when 542 is not available. Although i like the idea of 542 to be extended to an all day service, it would be a deal breaker if the services of 545 were to be removed.	3/30/2015 9:41 AM
118	As previously stated, need to get rid of the short buses used on the #40 during rush hour -northbound, people are packed like sardines by the time the bus hits Westlake and Denney. People are regularly passed up on this route due to overcrowding. It's odd that the double buses are regularly used on the line during weekends when ridership is far less. Seem like resource allocation on this needs more study. Growth in Ballard / Fremont / South Lake Union is exploding, and Metro is not keeping up with this demand	3/30/2015 9:39 AM
119	The 43 is the lifeline to Montlake...please don't eliminate its connection to downtown.	3/30/2015 8:56 AM
120	Please consider running route 167 more often like every 15 minutes vs 30 minutes especially if the smaller electric busses are used as it is too crowded with people standing and is a safety concern.	3/30/2015 8:53 AM

121	There should be extended routes for these buses beyond the work-week hours, or more frequent & reliable connections between the Alaska & Admiral junctions. If I miss a direct route to the Admiral district I might have to wait 45 minutes for a connection at the Alaska junction. This has caused me to use transit less, and find alternate ways to connect my trip such as walking or taking a cab.	3/30/2015 8:45 AM
122	please keep these on my street. Just make them quieter	3/30/2015 8:37 AM
123	26 and 28 go down Dexter Ave but they are so loud and dirty. While improving routes you should also upgrade buses to a cleaner energy source. Electric would be quieter and cleaner. I have to transfer from the 26 or 28 and take the 31 or 32 to the U district, there should be a more direct route even if it means walking a little farther	3/30/2015 8:28 AM
124	Please keep it originating from the Kirkland Transit Center and going by Google.	3/30/2015 7:54 AM
125	why not connect it with Link; it is quite slow now	3/30/2015 7:36 AM
126	What exact date will the Gillman trail be done between the UW Medical School stop and IMA?	3/30/2015 7:33 AM
127	Need earlier service between Bellevue and UW (Husky Stadium).	3/30/2015 5:56 AM
128	Please continue service on the 60 later in the evening.	3/29/2015 10:08 PM
129	I take these routes several times per week. I like that the #8 serves such a wide area, I'm able to go to several places that I need to get to - Dr.s office, shopping and then back home! I wish the #11 ran more often. I am very happy with the current #12 I think if the neighborhoods are under served by Metro, then people will use public transit less. Many people that I see riding the bus are not able to walk so many blocks to catch a bus. It seems necessary to have neighborhood connections to more main routes! Regarding Broadway streetcar and Route 9x - I think this bus route should be moved to 12th Ave. Currently there are only 2 lanes and a turn lane on Broadway, the light rail tracks are in these lanes. At 401 Broadway emergency vehicles are frequently called to assist, and they have no where to pull off the street, therefor busses, and the trains are going to be held up. I live across from 401 Broadway - I see emergency vehicles there at least once per week - this is going to create a huge bottleneck (can't believe that the emergency lane was removed from Broadway at this location!!! Thank you for listening!	3/29/2015 9:35 PM
130	Having the 311 on Pacific Street between UW Station and the 42nd St express-lane entrance sounds like wishful thinking: it would take a long, unreliable time to get from the Eastside to SLU.	3/29/2015 9:30 PM
131	The 245 is crucial for many eastsiders, who used to be served by the 265 and before that, by the old 276. As we ride the 255 or 540, the 245 is the only way to head east. So synchronizing the service would be lovely. I mean, let riders know whether the best connections is in downtown Kirkland or at 108th Avenue and 68th Street, in Houghton.	3/29/2015 8:20 PM
132	Route 43 is my neighborhood entry into public transportation. The buses run frequently enough for my needs and permit me to get downtown easily or to other services between Capital Hill and my home. I would stop using the 48 to get to the Light Rail for travel from the airport and use the 43 to the UW station.	3/29/2015 6:17 PM
133	Desperately need to do something about Denny if the 8's frequency is going to be effective.	3/29/2015 5:42 PM
134	Losing direct connection from Madison Valley to downtown Seattle is the main drawback I see for Alternative1, by losing route 11.	3/29/2015 5:17 PM
135	The 8 is occasionally unreliable in its current form due to the length of the route between Seattle Center and Rainier Beach. I think this could be improved by splitting the 8 into two routes - similar to the concept for the 8 and the 38 in Alternative 1. However, as someone who lives in Madison Valley, I am most concerned by Alternative 1's plan to eliminate route 11. I currently have easy and direct access to both Seattle Center and downtown, but Alternative 1 would make it more difficult to get to downtown. That is why I would suggest keeping route 11 as is, while dividing the 8 into two routes.	3/29/2015 4:56 PM
136	You have the current schedule changing to hourly too early in the day. On weekends, you have got to also increase the frequency.	3/29/2015 4:32 PM
137	I like the way this route is and only wish there were more buses on this route.	3/29/2015 3:38 PM
138	I would like to see a direct route from Woodinville or Bothell to Seattle Children's Hospital	3/29/2015 1:47 PM
139	There is no longer a direct route from mid Beacon Hill (15th & Nevada) to the Downtown corridor. transfer to light rail is good 40 min trip	3/29/2015 12:06 PM
140	I would like to maintain a minimum service level for these two routes. It is our direct connection to downtown Seattle. Without these routes, we would be forced to walk about a mile to the light rail connection at Husky stadium.	3/29/2015 11:41 AM

141	I believe that an Alternative 3 has been proposed, part of which would have the route 11 following Madison all the way downtown to the Coleman dock, then coming back up Marion over to Madison and back down to Madison Park. Selfishly this would be perfect for me since I work at 4th & Madison downtown and frequently need to take the ferry over to Bainbridge Island. This also gives folks the ability to get to the hospitals on First Hill without having to walk further or transfer.	3/29/2015 11:31 AM
142	Turn-back transfers of 545 into 542 at Overlake Transit Center seem complicated and may make choosing the right bus more difficult.	3/29/2015 10:43 AM
143	Don't change it	3/29/2015 12:19 AM
144	235needstogotototemlakefromkirklandonweekendsmoreoften.	3/29/2015 12:03 AM
145	Routes 25 and 43 are the link from Montlake to downtown. 43 is a busy and frequently used bus, light rail would not substitute for the bus since the distance between UW and the next station (Capital Hill) is too long to walk (many elderly live in this area). At least the 43 should continue to run, no matter which alternative will be chosen.	3/28/2015 9:33 PM
146	KEEP IT AND MAKE IT MORE EFFICIENT AND ON TIME!	3/28/2015 7:03 PM
147	ALTERNATIVE 1: I would start the 67 earlier in the morning to meet the needs of 73's current early riders. The first southbound service should depart from Roosevelt & Northgate Ways around 4:50am. I would also start running the 347 and 348 even earlier in order to have make successful transfers @ Northgate & Roosevelt Ways. ALTERNATIVE 2: I would start the 373 earlier in the morning to meet the needs of 73's current early riders. The first southbound service should reach NE 145th Street around 4:45am. I would also start running the 347 and 348 sooner for the same reasons. The weekend 73 would have to start as early as the current 73. Also, the 347/348 would have to start even earlier than that so that passengers can make the connection to the University District.	3/28/2015 2:39 PM
148	I am a senior citizen. I currently use both of these routes to volunteer downtown and to enjoy cultural activities there. While I look forward to the increased light rail, having to transfer to downtown significantly adds to the walking I must do to connect, and also increases the distance I must walk when I reach downtown.	3/28/2015 1:40 PM
149	See previous comments to questions 10, 11 and 15. In particular, I would like to reiterate the need to improve the reliability and frequency of the current #8. It is not clear how the proposed #38 addresses this problem (the frequencies are the same - 15, 15 30 min for peak, midday and night - these are identical to the current #8 and does not resolve existing problems with this line).	3/28/2015 1:15 PM
150	The changes to route 16 look amazing. Please keep route 76 unchanged for transit commuters.	3/28/2015 12:15 PM
151	I ride the 8 to get to Mt Baker transit center, Group Health, and South Lake Union/Denny to/from 23rd & Yesler in the Central Area and need to have this functionality maintained in the new system. I don't mind transferring at the Capitol Hill light rail station if I don't have to wait more than 5-12 minutes for the next bus. The 8 sure is crowded from Denny to Capitol Hill in the pm commute.	3/28/2015 10:54 AM
152	these routes are consistently full with many trips during peak times standing room only. To discontinue these routes or require the riders on these commuter routes to make multiple transfers to get to downtown Seattle will only force more people to abandon metro transit and start driving. There are enough of the same people that ride the commuter buses everyday that if multiple transfers become required we would start forming our own carpools to circumvent having to deal with the additional hassle.	3/28/2015 10:54 AM
153	16: Midday and nighttime route should maintain the Northgate Way track, while rush hour could have an alternative route across I-5 on 92nd. 28: As with most northbound routes through downtown, the schedule performance of the 28 is unbelievably bad. Perhaps this could be improved by not having it originate in a distant place as a different route and/or the schedule could be better adjusted. At least the drivers now have a northern holdover near facilities... 28X: There should be an experiment with a reverse commute route that would serve education and employment areas such as the Greenwood Avenue area of Bitter Lake/Broadview. Could a few northbound 28s continue on 3rd and then up 125th or 130th? 48: The westbound segment is in terrible shape whenever students crowd it. Besides the obvious solutions of adding more busses and encouraging drivers to leapfrog, the route should simply be divided into two at the new Link station to provide a better chance at schedule adherence. 5: The 5 has the usual problem that the northbound reverse commute is unreliable, and eliminating its connecting route could give a chance for improvement. 40: The 40 seems designed as a catch-all route that is thereby guaranteed to be interminable, besides being unreliable in the usual northbound, out-of-downtown way. The all-around-the-mulberry-bush nature could be mitigated if it actually provided a transfer-free way between currently isolated loci, such as Capitol Hill and northwest Seattle. D: The routing through Lower Queen Anne sabotages the promise of a rapid trip from Crown Hill to downtown, but it's unclear whether that could be eliminated at this point. The distance between the terminal on 100th Place and the first stop, west of Mary on Holman, discourages use of this route by most residents of Greenwood and Crown Hill. One adjustment could be a new southwestbound stop between 6th and 7th that could be shared by the 28 and the 40; another would be establishing a stop at the top of Crown Hill near 13th.	3/28/2015 10:42 AM

154	Can take every 15 minutes on peak hour.	3/28/2015 8:53 AM
155	Elevated light rail from Burien, through the Myers Olson Park and Ride, to downtown, could be put down the median strip of 509 and would potentially greatly lighten traffic from West Seattle and Burien to downtown and would increase rider usage (and decrease cars going to and through the downtown corridor) due to more efficient and available public transportation.	3/28/2015 8:35 AM
156	I never use this route but would use this route when link starts running if this service ran past midnight and ran on weekends.	3/28/2015 8:04 AM
157	love this route! would be nice to have at least some service on the weekends love that you extended into later evening	3/28/2015 7:50 AM
158	Please keep frequent service on these routes. Please extend service in Ballard on some route to Shilshole Marina / Golden Gardens (on 44?)	3/28/2015 2:37 AM
159	These routes are gone or just feed other routes. They don't seem to go anywhere which makes them less convenient. This especially applies to the 71, which I use the most.	3/28/2015 1:39 AM
160	PLEASE have the 74 run a more frequent schedule!?!?!?	3/28/2015 1:29 AM
161	I think the 8 is an important route for many people connecting farther south on MLK, rather than people in the Madison Valley. In order to make it a more reliable form of transportation I think the wait times between buses at peak hours should be decreased. The 10 is important for access to the north end of 15th. There's no other bus that goes that far, and I think it would be a bad idea to get rid of it/change the route, aside from making it more frequent. The 49 is a very integral route for students, both at the UW and at SCC. As someone who lives on Capitol Hill and is planning of attending the UW in the next couple of years, it is very important for me to have a few options to get from my home to school, and easily to work.	3/28/2015 12:47 AM
162	A direct route to Seattle Children's Hospital from the Eastside would be a top priority for me.	3/27/2015 10:25 PM
163	many routes stop too frequently. i would prefer they be faster, but stop half as many times, for instance, every 2-3 blocks rather than having a stop every block as #26 does through parts of wallingford/fremont and lower QA.	3/27/2015 9:47 PM
164	Keep it the same.	3/27/2015 9:20 PM
165	keeping a stop just before you enter the highway is great as so many people make the connection there.	3/27/2015 9:18 PM
166	74 - Needs service to downtown all day (even if infrequent), not just during commute times. 372X - Should be re-routed along Montlake Blvd., past the UW Link station. 62 - Why are you proposing that only Laurelhurst residents get direct bus service to UW Link station, rather than other residents in N. and NE Seattle with larger population bases?	3/27/2015 9:16 PM
167	Love this route!	3/27/2015 8:13 PM
168	Need this route for travel between Montlake and downtown.	3/27/2015 7:05 PM

169	ALL OF THESE ROUTES SHARE A NUMBER OF THINGS--THEY NEED FURTHER WORK. IN FACT, IT MIGHT BE WISE TO LOOK AT THEM CAREFULLY BEFORE DOING ANY MAJOR "SURGERY" ON THEM. WHILE THE CONCEPTS FOR ROUTES 16 AND 26 SOUND GOOD ON PAPER (FASTER SERVICE TO GREENLAKE VIA 26X), THERE IS AN ISSUE RELATING TO THE ROUTING TO AND FROM NORTHGATE. SEVERAL PEOPLE LIVING IN A RETIREMENT COMMUNITY NEAR GREEN LAKE FEEL THERE SHOULD BE A DIRECT BUS ROUTE TO SEVERAL OUTPATIENT MENDICAL CENTERS NORTH OF NORTH SEATTLE COLLEGE--IT'S NOT PROVIDED IN THIS SCENARIO, EVEN THOUGH A "TRANSFER CENTER" IS AVAILABLE--NOT TOO MANY PEOPLE LIKE HAVING TO CHANGE BUSES TO GET FROM ONE LOCATION TO ANOTHER, ESPECIALLY IF THEY HAVE MOBILITY LIMINATIONS (AND ESPECIALLY IF THEY ARE LIFT OR RAMP USERS). SERIOUS THOUGHT ON THIS NEEDS TO HAPPWN.	3/27/2015 6:44 PM
170	they go down Meridian to N122nd st and turn left to go around Haller lake. If one could go left, and the other right tio 1st Ave NE, then turn on 128th M to go to Meridian you would have much better neighborhood coverage. People on 1st Ave NE can have over a 1/2 mile to reach a bus stop. This wouldn't add any distance to the routes.	3/27/2015 6:42 PM
171	44 - could benefit from more buses running at peak hours 271 - I love alternative 1 for the increased buses in the evening and would dramatically improve my quality of life	3/27/2015 5:38 PM
172	Run more often	3/27/2015 5:37 PM
173	Preserve the 73! And in general don't change much until the train reaches Northgate.	3/27/2015 5:17 PM
174	It would be great if there was 1 bus, with no transfer that went from Seattle Children's north to Lake City, Kenmore, and Bothell.	3/27/2015 5:08 PM
175	I mainly use the 545 during non-peak hours. Please do not remove its schedule in Alternative 1.	3/27/2015 4:49 PM
176	I would like to see regular service restored to the 27.	3/27/2015 4:36 PM
177	Keep and increase the services	3/27/2015 4:02 PM
178	Route 12 serves a true neighborhood on North Capital Hill. Many people there are either older and no longer drive, or have small children and only one family car. When we were told the 12 might go away, many of us planned to walk down the hill to the 43 (on 23rd). If that goes away, too, we would have to use the 48, probably transferring to an 8, but still not getting downtown. Many people bring children to Stevens Elementary by bus and then get back on the bus with babies and strollers. Walking up the hill, or to John/Thomas would be impossible for them. Students use the 12 to reach St. Joseph's school, Holy Names, Hebrew Academy as well as Stevens. We could live with less frequency (unhappily) but not with NO service	3/27/2015 3:55 PM
179	The timing of the route when it leaves UWMC heading west could be improved. If it left at 15 mins and 45 mins after the hour instead of 7 minutes after it would give employees who get off work on the hour or half-hour time to make the walk to the bus stop on Stevens Parkway. Also, I would like it if the 31 ran on Sunday.	3/27/2015 3:54 PM
180	extend it to Mt Baker.... Get rid of the loop on 14... route 4 can terminate at that loop, instead of 14 making this slow loop in the middle of it's route...	3/27/2015 3:51 PM
181	Please keep the 12 running to Interlaken/Stevens School on 19th and improve its frequency. Thanks!	3/27/2015 3:10 PM
182	please keep service on 15th NE north of Ravenna and north of NE 65th. the consolidation of all routes on Roosevelt Way NE and the elimination of route 72, create a transit desert in the Ravenna/Bryant area, which currently has good local and downtown service. It looks as if the service cuts that were proposed last year because of lack of funding are now being proposed all over again in the name of light rail.	3/27/2015 3:08 PM
183	This is the direct route to many services, including hospitals, colleges, and pharmacies, for Madison Valley and Madison Park. Broadway and Pine is the HUB of the hill these days. It is NOT the Light Rail Station. You do not live here if you think that. A direct shot to Bway and Pine or to downtown is far preferable for far more people on the route than having to transfer on the light rail. Another note, if it weren't for me, my mother would have no idea what was happening here. There is a sign at her bus stop. She is very educated and with-it but she had no clue what it meant. Many people will potentially be impacted without every knowing about this survey or the "alternatives". Your map is unreadable because you tried to put too many routes on one map. The website is trying to deal with all routes at once when most of us only ride a handful.	3/27/2015 2:45 PM
184	WSDOT and King County and the Light Rail planners are making using their systems more difficult by not thinking enough about access to service in Montlake.	3/27/2015 2:36 PM
185	I would use this route more if it were able on weekends and later at night.	3/27/2015 2:24 PM
186	I need all of these routes to stay active and service my area.	3/27/2015 2:07 PM

187	Many of these routes selected are ones that I rely on for the main bulk of my transportation around the city. They're frequently used by many people because they're the only routes of their kind in a lot of areas. That being said, Metro has been very cut happy on these routes, and I'm sorry to see that they've even been completely on the chopping block before, without concern for the riders who have no other close alternatives. If we are to make significant changes to the public transit system, I would like to see these routes maintained or efficiently replaced by the new system in a manner which will positively impact riders instead of providing an inconvenience or extra travel time on their commutes.	3/27/2015 2:02 PM
188	These routes are extremely unreliable and are frequently late, or just never show up. Is this because of the bridge?	3/27/2015 1:56 PM
189	If you are trying to solve the traffic problem, pollution problem and give people a reason to live in the area you need to reduce the need for cars, restrict sov's in certain areas and give people an efficient trustworthy way to move about the city and suburbs.	3/27/2015 1:56 PM
190	Keeping service to Seattle Center	3/27/2015 1:56 PM
191	Please return it to service.	3/27/2015 1:54 PM
192	These are the most useful routes for our family and it would be difficult if they were cut back more than they already are.	3/27/2015 1:54 PM
193	Please keep the route #2 frequent, running from Lake Washington Blvd through Madrona into downtown. A route running down Madison St after crossing Broadway (which has been proposed in the past) diverts people away who will want to connect to Link Light rail at Convention Place and gain access to downtown directly.	3/27/2015 1:38 PM
194	Keep the route on Seneca St. into downtown as the travel time will be greatly improved vs. Madison and the stops are better for me and for many riders at a group home at Boylston.	3/27/2015 1:33 PM
195	Service on weekends and more frequent service during the day is a great idea.	3/27/2015 1:29 PM
196	Please bring this route back. It was an easy, direct way to get to the Pike/Pine corridor, as well as downtown. I live on Bellevue Ave. East and am visually impaired, so the 47 was extremely important to me.	3/27/2015 1:28 PM
197	I rely heavily on these route to get to and from work often the 255 is so full from 5-630 pm some times the driver can not even stop.	3/27/2015 1:27 PM
198	It would be great if the 11/8 went from Madison Park to Light Rail on Capitol Hill to Downtown.	3/27/2015 1:24 PM
199	MORE FREQUENTLY!	3/27/2015 1:21 PM
200	if you cancel these routes i will have to drive every day after cancelling of the 265	3/27/2015 1:18 PM
201	These routes are currently the routes I use to get home and also are the only routes from Downtown Seattle to Madison Valley/Capitol Hill. Without these, I would need to walk at least 10 blocks to get home or to a bus to take me downtown. In my area, there is Agis Senior Living, The hearing speech and deafness center, many senior living homes or elderly residents and many handicapped residents. It would be extremely challenging for people of this population to take on the additional commute. The goal is to make traveling from the cities nearby neighborhoods an easy commute to downtown. removing these or reducing frequency would make it extremely challenging. I would stop using metro service because it would be easier just to walk.	3/27/2015 1:14 PM
202	Helpful to have more frequent morning service and fill the 30 minute gap between the second to last and last service in the morning	3/27/2015 1:14 PM
203	I would love to see this route not only connect efficiently to the UW light rail station but also provide better transition - or even extension - into Capitol Hill.	3/27/2015 1:14 PM
204	2 is my everyday bus and my everyday errands and doctor appts.	3/27/2015 1:14 PM
205	Make sure it connects with the Light Link Rail.	3/27/2015 1:13 PM
206	I'm disappointed that 277 is being canceled under all plans. It was the one bus I could count on to provide a seat on my morning or afternoon peak commute from Totem Lake/Kingsgate Park & Ride. PERHAPS 277 CAN BE REPURPOSED AS A PEAK ROUTE FROM KINGSGATE P&R TO UW LINK RAIL. THIS MIGHT ENCOURAGE SOME OF THE 252 AND 257 DOWNTOWN RIDERS FROM THE KINGSGATE P&R TO EXPLORE THE UW RAIL TRANSFER OPTION TO DOWNTOWN.	3/27/2015 1:12 PM
207	Please do not cut this route.	3/27/2015 12:40 PM

208	Daytime routes need to be kept for the 74 or the 30 71 need to service NE 75th in View Ridge 5th Ave NE needs to have daytime service (66)	3/27/2015 12:21 PM
209	Please please please don't truncate at Totem Lake. I live north of Totem Lake on the 255 line. I really like being able to catch a bus home from late night downtown Seattle activities. I wouldn't be able to do that if the 235 doesn't run late enough. While I'm comfortable walking the 2.75 miles from Totem Lake to home during the day, I don't feel that is safe super late at night. Also, Totem Lake is somewhat isolated. I don't feel very comfortable waiting for a bus there late at night.	3/27/2015 12:14 PM
210	Please keep this route! If this route is eliminated, I will have to travel too far into the dark and cold in the fall/winter to access transit. It is a safety matter.	3/27/2015 12:09 PM
211	I would scrap the concept all together, and redesign the light rail as a "spine" of the system, and use the buses as the "ribs" or branches off of the spine. I would set up larger transfer stations at each stop to facilitate transferring from one route to another. Think of the transit system of Mexico City, where the trains are the mass transit, and buses get people from the train to the farther outlying areas. It is highly efficient and very convenient.	3/27/2015 12:03 PM
212	Please do not cut off access for the Madison Valley area to downtown Seattle! I am very concerned about how I will get home everyday with Alternative 1. If you remove the 43 and the 11, how do people who live around 23rd and Madison get home from downtown? the light rail divides off to the U- district too soon, and the 8 takes you to Seattle Center. The 11 especially is an important route for those of us in this area and the 11 is always full in the morning and evenings with commuters from central downtown. Where will these people go? The light rail does not service us. Will we all be forced to clog up the 2?	3/27/2015 12:02 PM
213	Increase 545 frequency during peak times from Seattle to Redmond, reinstate service of 265.	3/27/2015 11:36 AM
214	there needs to be more parking available at light rail stations to make this a more usable system. If you live in south sound the buses take a long time to get to the link and then if you link and take another bus on the other end it is too long.	3/27/2015 11:15 AM
215	The 66 and 67 (northbound) do not need to stop at 41st, 43rd, 45th, 50th, 52nd, 55th, Ravenna, and 61st. Very few people get on or off those stops--consolidate. Same with 72 and 73 on Fairview.	3/27/2015 11:04 AM
216	Please eliminate routes 71 and 76 north of 65th ave in Wedgwood and ViewRidge. These routes are empty as they traverse the residential, narrow roads in the neighborhoods. Please find a way to utilize/combine the 71/76 with bus routes on Sand Point Way, and on 65th.	3/27/2015 10:56 AM
217	More frequent on weekends would be great!	3/27/2015 10:47 AM
218	It would be nice if these routes were more frequent on the weekends and if 65 actually stopped where the 75 does for SCH. It is a lot farther walk between stops.	3/27/2015 10:46 AM
219	The 545 is over crowded and not able to get on bus at Montlake during rush hour. I have waited up to an hour trying to get on a bus. The other day 6 buses went by that were too full to board.	3/27/2015 10:31 AM
220	I love this route. It's faster and more convenient than the 545. Please consider increasing this route.	3/27/2015 10:20 AM
221	8 - I try to avoid because of frequent delays. improved frequency of service in general would make this more useful. 10 & 11 - Satisfied overall with these but they can be overcrowded at rush hour 12 - I like having this direct connection to downtown around the Central Library. 43 - I don't take this as much but use it as a backup if the 10 and the 11 are full. 48 - I am satisfied with this service. This is one of the few lines that connect distant regions of Seattle without having to transfer downtown. I wish there were more lines like this.	3/27/2015 10:17 AM
222	There are very few routes that connect neighborhoods to Seattle Children's Hospital, making the above routes very essential. It would be great if these routes could remain accessible to Seattle Children's hospital as well as run reliably for later/evening hours on work days.	3/27/2015 10:15 AM
223	Try to make transfer to Light rail as smooth as possible.	3/27/2015 10:15 AM
224	There used to be an express bus that started at Mercer Island P&R, stopped at First Hill near Swedish/Virginia Mason, and then went directly to UW HUB. It only ran during the hours of about 6am to 7:30am. I would consider taking this bus every day, if it were reinstated. Currently, I drive to work nearly every day.	3/27/2015 10:00 AM
225	The 65 is very reliable in the morning and unreliable in the afternoon and evening. The route times drop off considerably after 6pm and this is a problem for those of us that work long shifts at Seattle Children's Hospital. There should be continued frequent route times after 6pm.	3/27/2015 9:43 AM
226	43 is important for going between N Capitol Hill and University and Downtown and Cap Hill (15th Ave -- Group health) Must keep good service for Group health	3/27/2015 9:37 AM

227	Ballard is an urban village and yet the transit situation there is dire. Especially off peak. It is poorly connected, the buses run infrequently, and some routes were cut. What is left discourages ridership.	3/27/2015 9:34 AM
228	Route 8 needs some really significant help to improve reliability and capacity. KC Metro should study improvements to the Denny corridor, especially west of I-5. Proposal one is dead on the table for me unless route 8 is fixed since I will be relying on it for connections to Link.	3/27/2015 9:28 AM
229	want to make sure the #75 runs frequently between Northgate and SCHospital	3/27/2015 9:25 AM
230	Please find a way to increase the frequency of the buses and please extend the bus times. I work the graveyard shift and so I have to go into work earlier for a later shift. I also have to find alternative means to get home afterwards. Also, more often than not I just end up stranded and I have to wait outside until the buses start running again.	3/27/2015 9:13 AM
231	Please add more trips to the 316 for morning commuters, at least one more at the end of its schedule. How about a 8:10 am trip? It is very common for the 7:55 am bus to leave passengers behind as it hits capacity at Greenlake.	3/27/2015 9:09 AM
232	There cannot be too many of these buses, especially at peak commute times.	3/27/2015 9:07 AM
233	I don't know how these routes would be affected	3/27/2015 9:05 AM
234	The Maple Valley area is one of the fastest growing areas in the state, yet we are woefully underserved and bus service is almost non-existent. There is no way to go directly to the U District or the Eastside from Maple Valley area and the congestion on Hwy 169 is atrocious. If better transit was provided, more of us would ride it.	3/27/2015 8:54 AM
235	Please work to have connector routes from the new Unviersity of Washington Link station to Seattle Children's Hospital	3/27/2015 8:37 AM
236	This route is the Capitol Hill's most important. It is a bad idea to alter it or reduce its service. It enables many residents to have convenient access to public transportation.	3/27/2015 8:31 AM
237	Please add the Park and Ride under the West Seattle Bridge back on this route (Spokane & 26th).	3/27/2015 8:23 AM
238	Very unreliable in the mornings from Capitol Hill to U-District (Connection to Seattle children's hospital for me, and the Eastside for my husband). Results in missed connections and delay in getting to work.	3/27/2015 8:20 AM
239	If one of these routes became available to drop off closer to Seattle Children's. Having to wait for the 75 to go to work is not so much a problem, but waiting on Lake City w/ the crack addicts on the way home is dangerous. Also, having to walk a mile or so in the rain to/from the 372 is pretty uncomfortable.	3/27/2015 8:19 AM
240	25 route provides "E-W" service to the main corridors (Eastlake, downtown, Montlake, Madison Park) Seattle is very short on E-W service. Look at a route map, and 25 is the only E-W one in the north Cap Hill/Portage Bay, Montlake neighborhoods. While it has low ridership mid day, it is very important for our neighbors to get to U Village, Downtown, and to the East side via the Montlake Flyer station.	3/27/2015 8:18 AM
241	The rush time routes from Kenmore, Woodinville, Lake Forest Park to Downtown are very problematic. With significantly increased ridership, these buses are grossly overcrowded to the point of not always being able to board. They are also increasingly unreliable in terms of arrival times. I ride 3-4 times a month but am seriously considering driving at peak times because I can't get a seat.	3/27/2015 8:01 AM
242	I take this routes to get to the Light Rail in Downtown Seattle. I would like to be able to end my travel in UW Medical Center.	3/27/2015 7:58 AM
243	Make these more frequent in the afternoon after 3:00 PM	3/27/2015 7:51 AM
244	More frequent bus times to work or downtown make it more convinient for me to take the bus rather than my car.	3/27/2015 7:46 AM
245	More service is needed for Richmond Beach	3/27/2015 7:35 AM
246	I would use transit daily if able to take a bus from Redmond/Woodinville to Seattle Children's.	3/27/2015 7:35 AM
247	These routes are wonderful. I love the frequency during the day, too!	3/27/2015 7:34 AM
248	Keep them and increase bus frequency throughout day but especially during weekday peak hours	3/27/2015 7:26 AM
249	Many shifts at Seattle Children's begin at 05:30, but this is the time that the first buses for this route run. Starting earlier service would reduce the times that I have to drive in alone.	3/27/2015 5:54 AM

250	Direct route between Eastside (specifically Bellevue) and Seattle Children's Hospital from one of these buses would be very useful. It is currently very difficult to get to Laurelhurst from the Eastside, necessitating multiple buses with long waits, or walking/biking a long distance. If I could use a direct bus route between those locations, I would drive on the freeways ~20 fewer times per month.	3/27/2015 12:20 AM
251	Already stated in the rest of the survey, but I rely on the #48 a lot for 1-seat rides (bike and heavy gear in tow, so transfers are not "better service")! It gets me to a lot of access points for work sites south of UW and down through to Mt. Baker and beyond. Losing this connectivity will decrease my use of transit because it will make it even more difficult. This route will become more redundant after the Roosevelt stop opens up for Light Rail, but until then is essential intact.	3/26/2015 10:43 PM
252	Too slow, too unpredictable - some days it is fast and other days it is very, very slow and delayed	3/26/2015 10:31 PM
253	Highly prefer express versions of 26 and 28. Need significant improvement between Fremont/ship canal and downtown core, fewer stops, and more bus only lanes throughout downtown and a bus only on ramp/light for merging onto Aurora north.	3/26/2015 10:24 PM
254	Keep 545 extend its peak hours travel to 9.30A, cancel 542.	3/26/2015 10:10 PM
255	It's really difficult to get from where I live, 124th and 8th Ave SW, to the Sodo district for stadium events and to Seattle Center and some places downtown. The buses don't go near enough to the stadiums and there is an extremely long walk from the nearest stop to the stadiums, especially the Wamu theater where I attend concerts. I think metro should put a bus stop(s) that go right in front of the stadiums or right behind. When they built the stadiums, they should have taken bus transportation into account. Not everyone comes from the north and east sides and can use the nearby bus tunnel etc. The long walk prevents me from taking the bus as I can't walk super far and I end up having to take a taxi. It's not great for less abled persons right now. I've tried to use light rail from Tukwila and the parking lot is often too full to find a spot so I end up driving instead.	3/26/2015 9:21 PM
256	Add frequent times during day time and late night, with stops at Aurora Village in Shoreline	3/26/2015 8:34 PM
257	I would again like to suggest that Route 74 be turned into an all day, two-way route service route. This route serves the Sand Point/Magnuson Park area with it's continuing growing population, as well as the View Ridge, Ravenna & U District areas with direct, quick transportation to downtown and back. There are no transfers &/or long walks involved -- this is a VERY GOOD route! I would propose that the Route 75 do a "loop" so that access to Link Light Rail would be directly at the Station instead of on Stevens Way. The 75 could then continue on into campus as planned but would at least offer service that would not require a 10 minute transfer from Stevens Way, to the station and then eventually on to a train to downtown -- kind of defeats the purpose of a rapid ride to downtown, don't you think?	3/26/2015 8:06 PM
258	please keep frequency and try to eliminate the Capitol Hill stop	3/26/2015 7:41 PM
259	NO matter what time of day, I have to stand on this route. Stop adding housing without upgrading infrastructure. Delridge needs its own bus route, not connected to Burien.	3/26/2015 6:57 PM
260	Because the last bus runs from Seattle Children's Hospital at 1145pm, I can no longer use it as transportation to/from work. I need a ride at 1230am. Also, bus stop closest to SCH is a decent walk with little to no street lights. Dangerous for nurses getting off after dark. Thanks!	3/26/2015 6:42 PM
261	It makes no sense to me that this extremely LONG route goes so often from Issaquah to the Bell Transit center, and then continues to the U District. It seems like it would be more cost effective to break this in to 2 routes and offer better service...when the busses get off schedule, I often see (or ride) an almost empty bus that is following an over-filled bus.	3/26/2015 5:31 PM
262	Needs more frequent service at peak times -- the bus routinely passes customers at this hour (particularly near Denny & Stewart in each direction)	3/26/2015 4:57 PM
263	With the masses of Amazon employees in SLU, rush hour buses going north on the 40 during the week are kind of miserable. Not many lines seem to go to Ballard area in general, so the 40 is always overflowing with passengers and frequently skips stops with 15+ people waiting because it is too full at rush hour (even double buses are smashed full!). Perhaps if this line ran a bit more frequently from 4:30 - 6pm (or if all buses were double at this time period) it could help prevent congestion and overflow. Glad there are some improvements in the works, I think it will really help.	3/26/2015 4:51 PM
264	Transportation to Seattle Children's Hospital and First Hill should be very frequent.	3/26/2015 4:46 PM
265	It would be great to have extended trip times for either/both of these routes. They are the ideal routes for commuting between downtown and the area around NE 55th and NE 65th streets. If I work late, both have stopped running and I have to wait quite awhile for the 71.	3/26/2015 4:40 PM

266	The 48 is great!	3/26/2015 4:35 PM
267	Extend 540 to the North along Market and then 98th--up to NE 116th or NE 124th. And add one more run to both the morning and evening schedules. Increase the frequency of 372. Thank you!	3/26/2015 4:21 PM
268	73 and 65: If these came more often (rather than every 30 minutes) that would be wonderful; it is too bad that the 65 is impacted on when UW school is in session 373: this is a great bus but only happens in the morning and afternoon. Would be great if it did go through all day and had later evening options.	3/26/2015 3:41 PM
269	direct route from kirkland to seattle childrens hospital and back!	3/26/2015 2:14 PM
270	Like to see route directly to Seattle Childrens hospital.	3/26/2015 1:55 PM
271	Please keep this one. Looking at the Alternative One map looks like a nightmare. Even if there's increased speeds,it would be so much more difficult for me to get where I'm going.	3/26/2015 1:10 PM
272	eastside route directly to Seattle Childrens that includes a direct route and runs frequently	3/26/2015 12:33 PM
273	The loss of route 43 in alternative one will measurably reduce the attractiveness of metro as a means getting downtown. Instead of a door to door trip I will be facing a two transfer trip (one transfer if I backtrack to the university light rail station), which likely offsets any gains to be had from more frequent service. I saw the reduction of route coverage we were facing under the recent budget crunch as a real problem for this city; I am unlikely to support any similar voluntary reductions, even given the benefits of increased frequency. Please let the light rail and RapidRide routes handle the fast, frequent cores of the transit system, and use the regular bus service to provide the "last mile" to our homes. Thank you.	3/26/2015 12:17 PM
274	I'd use the transit system daily if there was a direct route from Eastgate Park and Ride to Seattle Children's Hopsital.	3/26/2015 11:28 AM
275	Need bigger buses in the afternoon	3/26/2015 10:43 AM
276	Please keep this route on 108th Ave NE in Kirkland. Numerous people board this bus along that street.	3/26/2015 10:36 AM
277	I think you should keep it running to Woodinville and not just end at UW Cascadia. Why would you give less options for people who live in Woodinville? People still ride it to Woodinville like myself you would want them to get to the Link better.	3/26/2015 10:30 AM
278	The buses run too close together on many days. lots of dealys.	3/26/2015 10:04 AM
279	I am strongly against removing 242. But if you need to, add more frequent service for 555. The only alternative for 242 is transferring between 555 and 545/542. 555 is already often at capacity and comes once every 30 min. We need more service if it is expected to also take on the 242 capacity.	3/26/2015 10:02 AM
280	252 is an express and the shortest commute without a transfer. 255 is the backup for in between times when 252 is not running. Both are great routes and should not be changed.	3/26/2015 10:01 AM
281	Drivers need to stay at bus stop if they arrive earlier than scheduled departure time	3/26/2015 9:39 AM
282	We moved to East Capitol Hill 18 years ago because of the density of transit and convenient access to both downtown and to the Eastside (via Montlake). Alternative 1 and losing both the 12 and 43 would leave us in a transit HOLE, with no easy way downtown. Please don't put us there.	3/26/2015 9:20 AM
283	See all previous comments, in particular the paragraph about "improving alternative 2".	3/26/2015 8:43 AM
284	Hopefully I will be able to take the light rail in (provided I can find a place to park my car) into Childrens Hospital. It takes too long to take the bus with all the transfers	3/26/2015 8:29 AM
285	Per my previous comment...please make it easier to commute in from Kent/South Sound. I moved out of the city, like many other residents, because of the cost of living. However, I continue to commute into the city for work. Some people I know are able to take the train or bus from Kent and get to work easily. However, I work on Sand Point Way and it is hard to get there with train/bus without making my commute significantly longer. For me, it doesn't seem like the addition of the light rail is making the commute any easier. There would be three transfers and three modes of transportation (train/light rail/bus) to get to work? I would prefer to drive in if that is the case. As you can see from the congestion and long lines of traffic on I5 and 167, there are many drivers that make the same commute as me on a daily basis. It is already a long distance and any added complexity (i.e. three transfers) adds time and frustration. What if I miss a connection? Alternative commuting needs to be easy, fast and accessible. Otherwise people will not give up driving on their own even if that means sitting in traffic. Thanks for listening to feedback, it is appreciated!	3/26/2015 8:20 AM

286	Route 71 is the ONLY bus in View Ridge. We voted for improved bus service not its elimination. Please keep the current route until the Roosevelt station opens or route the 71 to the University Station. I would rather maintain the 30-min intervals than lose our bus.	3/26/2015 8:11 AM
287	Just a general thought - my idea was that once the Shoreline Light Rail station at 185th opened I would then use that to get to the University stop then from there up to Sand Point Way.	3/26/2015 8:10 AM
288	Keep these routes the same on the east side of Lake Washington to maintain the best neighborhood coverage. Alternative 1 suggests 3 transfers to get from Kingsgate to downtown. I would not use the system under those conditions.	3/26/2015 7:42 AM
289	This is a very important route that serves east side and U-District/Seattle Children's. It is already very hard to get to Seattle Children's and proposed changes will make it even harder making more people drive.	3/26/2015 7:30 AM
290	The over crowding on route 545 on weekdays is unacceptable. The drivers should not be allowed to pack the bus as full as they currently do. This causes a huge safety risk to have people standing while traveling on the freeway. Please increase the frequency of this route during peak times to reduce the risk of over crowding.	3/26/2015 6:57 AM
291	Need more frequent service between 8:00 pm and 10:00 pm.	3/25/2015 9:55 PM
292	PLease keep route and frequency the same	3/25/2015 9:51 PM
293	This is the only bus that currently serves View Ridge. I travel daily to the IMA (near Husky Stadium) but no bus goes there (except for route 65 on 35th Ave, 10 minutes walk and another walk from the HUB). Since the IMA is near the new Link Rail it would be great if a bus went from View Ridge to the University station. This would also be a great way to get to Capitol Hill or downtown.	3/25/2015 9:16 PM
294	For the 44. It's a great connection but it really needs it's own lane. For the 372. This would be awesome for the weekends. 68- This bus never comes frequently enough, especially on the weekends since I need to go in to the UW. For the 70s. Something should run on 25th Ave to Downtown. Having to walk 5-10 blocks to get to downtown bus is not easy.	3/25/2015 8:53 PM
295	255 - yes, please, please add direct service to Seattle Children's from the Eastside. 542 and 545 - residents of Sammamish want direct service to UW (Montlake Freeway stop) and downtown Seattle without having to go through Redmond. 268 is a great route from Bear Creek P&R to Montlake Freeway stop and downtown Seattle but it runs too infrequently.	3/25/2015 8:16 PM
296	Please provide a direct route from the Eastside to Seattle Children's Hospital. There are a lot of us that need this to get to the hospital for work. Also, the 75 is ALWAYS running late... in both directions. If the direct route does not happen I will most likely stop using metro as I currently cannot rely on a timely commute with the connection issues with the 75. I am a full time working mother who needs to be consistant in my commute with work and daycare pick up. Please help those of us that work at the hosptial!!!	3/25/2015 6:57 PM
297	I love the frequency of the 16 (in alternative 1) and the fact that it runs all the way down 65th and connects to Magnuson park, Roosevelt, Green Lake, Wallingford, Fremont, and Seattle Center. My only concern is that with the loss of the 71, there is no quick, direct way to get to downtown or the Ave from 65th. While the 65 mostly fulfills this need (it doesn't reach the Ave either), I still anticipate some issues. Keeping in mind that the goal of alternative 1 is to reduce the number of routes overall, I'm not sure how this problem can be fixed without creating another route. I am fine with having to transfer to the 48 or another bus that runs along the Ave if these buses are able to stick to their schedules. In alternative 2 I have major, major concerns with the treatment of the 71. It would basically become a shuttle for high school students and would become useless for anyone else. I commute to work and class in SLU/Eastlake and UW and would be unable to make my daily trips using the 71 (currently a bus I use 7 days a week).	3/25/2015 5:24 PM
298	I like the proposed 256 route, but S. Kirkland PR to downtown must run all day.	3/25/2015 4:32 PM
299	We need more of them.	3/25/2015 4:16 PM
300	Continue the 255 up to Magnuson Park	3/25/2015 3:44 PM
301	Continue the route up to Magnuson Park	3/25/2015 3:30 PM
302	Would like to see accurate & timely manner service. In some cases, the buses are really late (more than 10 minutes) or not show up at all.	3/25/2015 3:24 PM
303	Good job making the changes in the last year or so. Now if you can just get the drivers to not leave their stops early.	3/25/2015 3:19 PM

304	I just want to reiterate that frequent service to and from UW Station on Montlake should exist. The city should put in an HOV lane for southbound traffic. It would be great if this corridor had robust service all the way to Magnuson Park. After traffic like I experienced yesterday where I was stuck trying to take transit home for 2 hours I think we need to take as much advantage of grade separation as possible so I hope Eastside to downtown commuters can see the benefits of reliable service to downtown rather than hoping traffic keeps moving on 520, I-5 and surface streets.	3/25/2015 3:13 PM
305	Elimination of these routes severely affected my family's commute for three people, including one not able to drive.	3/25/2015 3:07 PM
306	Please improve the reliability of arrival times.	3/25/2015 3:03 PM
307	There should be an express version of this bus that maybe stops at less places within the UW campus.	3/25/2015 2:59 PM
308	Why is this the only route to one of the busiest hospitals in the pacific northwest. It is impossible to get to Seattle Childrens without taking multiple buses and they do not run frquently. We are a 24/7 hospital and there is limited service on the weekends and after hours. There are no direct routes from Bothell. I would need to ake at least 3-4 buses to make a connection.	3/25/2015 2:47 PM
309	Route 30 brings me to the NOAA campus where I work. I would like to see its service can extend to all day (not just peak hours) like before the budget cut.	3/25/2015 2:36 PM
310	Please make sure that route 255 to and from Kirkland serves Downtown Seattle and Kirkland. Please have route 235 or 234 serve Downtown Kirkland to South Kirkland Park and Ride. Thank you.	3/25/2015 2:08 PM
311	Could the time tables for these routes be staggered a little more? It often seems that there is one bus right behind another and then a gap before there is another group of these buses at least once you get to Lake City Way and the further reaches. It's really maddening to miss the last of the group and then wait and wait only to have 2 or three buses within 5 minutes of each other.	3/25/2015 1:54 PM
312	More frequent service, please.	3/25/2015 1:52 PM
313	This connection will provide much needed direct service from the eastside to Seattle Children's. This is important as the hospital continues to grow, and also connects to its Bellevue facility. This will attrach many new riders, and will also double as a valuable connection from UW Station.	3/25/2015 1:43 PM
314	Needs greater frequency based on population growth. the 28 route has been sacrificed for the 40 - Ballard core getting still more preferences. The 75 needs to have routes that do not go through the campus of University of W.	3/25/2015 1:33 PM
315	Many times these buses do not run on time. Especially in the afternoon	3/25/2015 1:33 PM
316	Please extend service hours in the evening. There are dozens of passengers complaining of short service hours - forcing us to use the 545 service at peak times which doesn't even stop at the closest stop which is 520 and Montlake.	3/25/2015 1:27 PM
317	there needs to be a route that travels North Cap Hill to Magnuson Park without 2-3 transfers.	3/25/2015 1:27 PM
318	please continue up to magnuson park	3/25/2015 1:21 PM
319	I would like it to go to Seattle Children's directly	3/25/2015 1:19 PM
320	25 used to Children's Hospital in a great way. More than convenience - it was safer to take in the dark whether arriving or departing from work. Many of the times have been eliminated and it is less useful because of the long time between buses.	3/25/2015 1:12 PM
321	Please keep direct routes to the UW for those of us who commute.	3/25/2015 1:11 PM
322	Please include the residents of Sammamish in your plans; we pay taxes, too!!!! We need more direct service from the north end of Sammamish and/or the Bear Creek Park & Ride to the University District and downtown Seattle. Do not force us to make traffic congestion worse in Redmond by making us travel to the Redmond Park and Ride in order to get decent bus service.	3/25/2015 12:52 PM
323	Run more frequently,especially in the evening.	3/25/2015 12:46 PM
324	I hope these two routes can pass Seattle Children's Hospital.	3/25/2015 12:45 PM
325	The service of the above routes need to be maintained as they are, and not re-routed or reduced.	3/25/2015 11:45 AM
326	372 is ALWAYS packed at peak hours, morning and evening. There have been numerous times where I've had to miss 2 busses because there isn't enough room for me and other riders. In the evenings, between 5 - 6:30 PM, there needs to be more busses coming through heading North.	3/25/2015 11:03 AM

327	This route is continually late in the morning and very full at night. Increased route times would greatly help!	3/25/2015 10:57 AM
328	These routes need to be maintained in some form (including express service) until the U-District Link station open around 2021.	3/25/2015 10:49 AM
329	Does not run frequently enough. I have to drive into Woodinville or to Brickyard to get the 311 or Bothell to get the 372. There should be a 6AM from Monroe and a 5PM from Montlake station.	3/25/2015 10:49 AM
330	these are the routes I take every single day. 10 and 11 gets me downtown, which I go to every other day. 12 gets me further down to financial district and the hospitals closer to that, which I take 3 times a week in the morning. 43 is the only route that is convenient for me to go to the university district.	3/25/2015 10:33 AM
331	This route is the most convenient for me to get to DT Seattle. You removed my 260 Route and the 252 is the next best. Please don't take it away.	3/25/2015 9:39 AM
332	Like I've said, I can't find any info about this route north of 145th. Please don't change it off of it's current route on the streets through Shoreline.	3/25/2015 9:16 AM
333	252 is a direct route between Kingsgate/Totem Lake to downtown Seattle. It already only runs during Peak hours. It is almost always full to the point of standing room only. It takes 40 minutes to get downtown Seattle. How long could it take to catch bus at current location on NE 132nd St at 129th NE, then get off at Evergreen Hospital transit center, walk to I-405 freeway, catch 311 bus (probably have to stand up) then transfer at UW link rail station and walk to office from rail station. I already catch the bus before 6:30 am! If route 252 is eliminated and Alternative 1 implemented I would probably choose to drive by myself much more.	3/25/2015 8:56 AM
334	Improved frequency would be great. Especially at rush hours in the morning and evening.	3/25/2015 8:48 AM
335	provide a comprehensive/holistic view to the public of the problems with directing various commute options, including buses and lightrail, into the downtown area. help the public understand how their specific route is a faction of a bigger problem. provide a view of the master plan; how does the entire county system impact downtown Seattle and other popular stops.	3/25/2015 7:44 AM
336	Leave this route alone. It allows sensible non-Seattle residents the only decent means of direct and somewhat timely/reliable bus service from Brickyard park n ride to downtown Seattle. How on god's green earth is it helping any of the people riding that bus to have to re--route to the U District and queue up for what will undoubtedly be an overpacked and unreliable train situation, or to have to transfer to another bus on the floating bridge? You do realize, yes, that everyone will transfer at that spot ... why would they go out their way 2 or 3 miles to the U-District? Stop!!!	3/25/2015 6:44 AM
337	Maintain the 12 for service on 19th and Madison. Consider Alternative 1's plan for the 49 to distribute service in Capitol Hill and provide service on Madison. If this is implemented for the 49, it is a big enough move that is should be productive and sustainable. Do not do it if it is not a good plan for the decades to come. If the 62 is implemented ensure that it is long enough to be productive and sustainable over the long term.	3/24/2015 11:47 PM
338	Keep the 43!	3/24/2015 10:41 PM
339	I really like that the 43 turns into 44 going between Cap Hill and Ballard. I hope this doesn't change.	3/24/2015 10:29 PM
340	I need a direct route to have any confidence in transit travel times to the office. The removal of commuter routes dramatically reduces my incentive to use metro at all.	3/24/2015 8:49 PM
341	This comment is specific to the proposal to detach 271 Eastgate-Issaquah as a new Route 207. I like the detachment idea; however, I'm concerned that the 207, on its current proposed routing, won't be competitive against other transfer options (esp. involving the 554). Even so, I think the 207 proposal is close to being a useful and convenient local route -- the current proposal just barely misses some good chances to improve local service both in Bellevue and in Issaquah. I'd propose tweaking the 207 routing on both ends. On the east end: - From Issaquah Highlands P&R to Issaquah Transit Center, do not route through downtown Issaquah -- the 554 already serves IH-DT-ITC at higher frequency. Instead, from IHP&R to Issaquah Post Office, follow Black Nugget Rd to 62nd St to 4th St to Gilman Blvd. This routing is 0.8 miles shorter, and dodges the worst-traffic areas (Issaquah Highlands stoplights, Sunset Way and Front St, NW Sammamish Rd). It also restores some of the coverage/connectivity lost when the 927 was deleted. Using the savings from shortening the east end of the route, do one of the following on the west end: - Extend the 207 to Factoria and Newport High School (using 142nd PI SE and SE 36th St). This restores Newport High School to Eastgate connectivity lost due to the deletion of the 210. - Extend the 207 to South Bellevue P&R (using 142nd PI SE and the I-90 express ramp, as the 555/556 does, to avoid Factoria traffic backups). An additional 550/207 transfer option could help the route attract riders, especially off-peak (midday, evening). Either of these options would allow the 207 to serve the southern Bellevue College stop on 142nd PI SE. From my observation Bellevue College is a significant destination for Eastgate and South Cove 271 users.	3/24/2015 8:47 PM

342	<p>Concern 1: You're taking my very simple commute (take one bus from the Kingsgate park and ride to downtown, then walk - 311 concept) and potentially adding TWO transfers. That REALLY sucks and I'm going to have to seriously consider alternatives (driving). I get off at Westlake, and it's already pretty far from there to my office. The end of the light rail is even farther, and I would probably want to try to take a bus on that end. Plus there's the transfer to the light rail in the first place. Concern 2: One of your goals was: "Takes the uncertainty and pre-planning out of choosing to ride. Riders would know where to go to catch the bus and would not have to worry about when the bus is coming." I already have this with routes 252/257/311 - I go to the bus stop, wait for one of those, and then get on. I feel like you're taking this away from me since if I'm reading the charts correctly (wtf does 22/22 trips mean? 22 minutes?) the time between buses is increasing? and I might have to start paying attention to that. Concern 3: Please please please do not reduce peak bus service on the new 311 route. As I said above, I'm not sure what 22/22 trips means, but it seems like it might be less than the 3 buses original service (6/6 + 7/8 + 12/11 = ?? 25/25 ??). The buses are super full already during peak times (7:15am-8:00am). Comment: I don't mind the idea of consolidating 252/257/311 in general if my other concerns are addressed.</p>	3/24/2015 8:31 PM
343	<p>Please strongly consider Alternative 1 for Route 542. There are many students and employees of the University of Washington who live in the Redmond/Sammamish area. This would provide these riders with an excellent way of travelling to the U District and avoid the costs of the 520 toll and traffic congestion. I have enjoyed the service that Route 542 has provided me for the past 2 years. My sister may also be attending the UW in 2016. She will also rely on this route for transportation to the UW.</p>	3/24/2015 8:10 PM
344	<p>Please consider extending 242 terminal from Overlake to Redmond Town Center, like 555 concept. One more stop only adds about 5 minutes to the whole route but might attract a lot of potential commuters from the offices near Redmond Town Center. I see the potential demand by looking at the amount of vanpool routes between Northeast Seattle and Redmond Town Center.</p>	3/24/2015 7:50 PM
345	<p>Allowing continuous weekday direct service between downtown Seattle and Overlake allows people to help reduce congestion by commuting at off-peak times. Adding a Link transfer would add a considerable amount of commute time.</p>	3/24/2015 7:49 PM
346	<p>311 needs to run more frequently; it's always packed, especially for the evening commute. I hope the next project will be Rapid Ride down 405.</p>	3/24/2015 7:28 PM
347	<p>Route 545: Feels great to have an opportunity to comment on my favorite bus route. Would love to see one or more trips from Seattle back to Redmond added after midnight on Friday and Saturday nights. Often, the reason I drive into Seattle on Fridays and Saturdays is because the last 545 back to Redmond is too early.</p>	3/24/2015 6:10 PM
348	<p>These routes are integral for moving people from Kirkland/Totem Lake/Kingsgate to DT Seattle. Without these routes the freeway will be more clogged with more cars driving to DT Seattle. These routes tend to be full if not standing room only most days. Adding the need to make transfers will no doubt push people away from using Metro as the means of commuting.</p>	3/24/2015 6:04 PM
349	<p>Restore the 12. Seriously consider implementing Alternative 1's 49. The new 62 does not seem to long enough to be productive and sustainable. 15th Avenue NE is an important area for transit. Ensure that there is good transit there.</p>	3/24/2015 5:53 PM
350	<p>Please either extend light link rail to Kirkland or do not change these routes.</p>	3/24/2015 5:53 PM
351	<p>235 would not be frequent enough because appears 234 would no longer go from downtown Kirkland to BTC via Group Health. 249 could be alternative if it coincided better at S.Kirk P&R with other routes from KTC.</p>	3/24/2015 5:01 PM
352	<p>Traffic on Broadway is extremely busy. The 60 bus is always overcrowded in the evening and it can take 3 times longer than usual going from Beacon Hill to Capitol hill after work because of the crowding and traffic on Broadway. This bus is an important connection since it goes places the light rail doesn't and is more direct, but it needs to be more frequent and/or moved to another street, like 12th. I worry that with the addition of the light rail and the streetcar, Broadway will become a nightmare and the bus will take even longer.</p>	3/24/2015 4:37 PM
353	<p>Will these bus routes between downtown and udistrict be eliminated?</p>	3/24/2015 4:34 PM
354	<p>Do not continue the afternoon deviation to Overlake Transit Center. The 271 should be routed along 112th Ave NE to the HOV ramps at 108th Ave NE, and no longer serve Medina. The 271 should no longer deviate into Bellevue College unless the College and City of Bellevue commit to improvements to Snoqualmie River Road. There needs to be a better, fast all-day connection between Redmond TC and Bellevue TC via Overlake. Rapid Ride B is far too slow, and the 232 only runs at peak. Coordinate the 545 and 542's schedules in the SR 520 corridor to provide a consistent combined headway. Coordinate connections with the 232/566/567 at Overlake to ensure connectivity to Bellevue.</p>	3/24/2015 4:31 PM

355	Without this route, it looks like for many trips, we will need to walk up a substantial grade or at least a mile. That will be difficult for my husband and perhaps for me. I understand that both plans delete this route. Alternative 2 seems to mitigate that better for us, but we still might use transit less.	3/24/2015 4:28 PM
356	I heard this will be removed, I ride this number very often from Roosevelt way to downtown, hope this will not be removed	3/24/2015 3:50 PM
357	Route 70 acts as the main route between the University of Washington and the SLU community. Many students and professionals who travel frequently between these two site utilize this route throughout the day, but especially during peak travel times. Increased frequency along this corridor would greatly improve its use. Route 75 is the only route that reaches a large portion of Sand Point regularly (especially now that route 30 has been eliminated). Increased frequency of this route would be necessary, especially with the deletion of Route 71 from traveling to the downtown transit tunnels. With route 74 not operating on weekends, and route 71 being cut from going downtown, route 75 would be the only option to get downtown on weekends and evenings.	3/24/2015 3:48 PM
358	The westbound stop nearest my place of residence is on Madison between 12th and 13th. It seems that the WB buses arrive at this stop at the same time. If the schedule were adjusted might they not arrive on an alternating basis so there would be 2X frequency down town? The #2 east bound through down town and past the Central Library is very slow, particularly during peak times. Can you do something to solve that? I understand that there will be a bus-only lane that will help the competition with Interstate 5 bound cars ---- thank you for that. Why does the #2 have to start so far north? Travelling through the frequently congested Seattle Center area and making the left turn south of the Seattle Center causes unreliability. Please make the #2 shorter. I'm willing to transfer downtown when I want to go to the Seattle Center. The WB #3 and #4, particularly in the afternoon, have difficulty making the left turn onto WB James St. As you know, I'm sure, the bus often has to wait through several traffic signal cycles. What can you do to improve that? I know that there is a thought that the #3 and #4 could be on Yesler, but that can't be implemented overnight. Maybe there could be a police person (traffic director) at the intersection of James and 9th to help the bus through, as a short-range solution.	3/24/2015 3:38 PM
359	Essential route!!!	3/24/2015 3:22 PM
360	wow... that's a lot of routes... Route 8 has problems with being late that is being partially addressed by the Alternative 1 plan. Splitting it into two separate routes should help since the amount a bus can be late won't have a large of a cumulative effect. One of the things that makes this route run late is that it runs through the Denny Triangle area and roads with very high congestion issues, which is not being addressed by Alternative 1's plan. Route 48 being split into two separate routes is another hopefully wise move to make a chronically late route more likely to be more reliable. The plan with the 45 also looks like it will be a good option for some East/West travel. Route 30 is a surprisingly useful route as it travels East/West, and not very many other routes actually do this in NE Seattle. Unfortunately it got knocked down to Peak only service, and I am hoping that with the Proposition 1 funding the full day service will be restored. 372x: if the 68 gets deleted or does not see increased frequency and deletion on non UW days, the 372 needs more stops along Ravenna Ave and south. 72 and 73 both run very infrequently. This tends not to matter when you are south of NE 80th St. and 15th Ave. NE, but north of that point makes these routes difficult to use when you need to make a trip rather than having time to make a plan to make your timing appropriate at their bus stops. Improved frequency would be very nice for these routes. Routes 31/32 confuse me. Based on looking at maps and schedules I still cannot figure out if one of them travels one direction and the other in the other direction or if something else is going on. Maybe I'm the only one who is confused about this, but it might be worth looking into...? If Alternative 1 is not used, please keep the 68, and increase its frequency (including running when UW is not in session). It is one of the only options for travel on 25th Ave. NE as the 372 makes very limited stops and is currently only very useful during peak hours. 74.... It's like the 75, but shorter? What? 312: Great route, only if you happen to be going the right way at the right time. 522 runs along the same corridor all day long, but doesn't make any stops south of NE 125th St. until downtown. Adding a few more stops south of there would help a lot.	3/24/2015 1:32 PM
361	If you are not happy about the ridership, make routes longer so there are more reasons (more places that each route goes) to climb onto that bus.	3/24/2015 1:23 PM
362	If there are changes to the 255, I'd like to see an 'express' that would look like this: 1. only stops at Kirkland Transit Center and South Kirkland Park and Ride to insure a quicker commute. 2. No stops on 520 3. leaves frequently.	3/24/2015 12:48 PM
363	Don't be so lazy, just slavishly following your "bright" idea on how to reduce service (2014 budge reductions) as you look to "improve" service now. You don't improve service in NE Seattle by completely eliminating Rt 71 service north of 65th, and "make up" for that with very modest improvements to Rt 65 frequencies as selected times of day. Don't pretend to be improving service when you are really creating a new large doughnut hole area with no all-day service. You could avoid a large part of this critique by simply retaining the northern part of the 71 service area and drop the silly proposed 16/71 connection east of 55th to Magnuson Park.	3/24/2015 10:58 AM

364	Route 255 needs to stop at Mountlake rather than requiring one to go downtown to transfer to Kirkland and Route 65 needs to increase frequency to improve service and decrease traffic congestion passing the UW stadium. Much of the traffic is generated by Children's Hospital and University of Washington employees or students, not just on event weekends. Many people living in NE Seattle work on the Eastside and need a more time efficient way to get to/from work. Efficient public transportation also translates to better air quality and better community for all! Thank you for an opportunity to give feedback.	3/24/2015 9:56 AM
365	need more parking	3/24/2015 9:40 AM
366	This route says that it should connect with times with the D Line, but it never does. I am consistently having to wait over 10 minutes after being dropped off at NW Market and 15th Ave NW. The reason these bus times are so far off is extremely annoying. Other riders look upset too as we are all trying to transfer- but never smoothly.	3/24/2015 9:21 AM
367	This route (25) should only provide service from Laurelhurst to lightrail stops at UW. Once lightrail is available there is no need to have the 25 going all the way downtown. It will be faster for route 25 commuters to transfer to lightrail, and the 25 should be more frequent given that its travel distance will be 1/3 of its current distance. Bus stops between UW lightrail and downtown should be covered by other bus routes.	3/24/2015 9:19 AM
368	This route is continually over packed, delayed, and slow- it takes up to an hour to get from downtown to Magnuson! It's called an express route but really it's a milk man route. It would be much more efficient if you cut out the stops in the U District and just serve the Sand Point through Ravenna neighborhoods, going straight to downtown from there.	3/24/2015 8:55 AM
369	This is an imperative route that connects the Madison area with Downtown. Without this route, many in the Madison area will not be able to get downtown.	3/24/2015 8:29 AM
370	Please don't cancel these routes. They are the fastest commute to downtown from Kirkland.	3/24/2015 8:25 AM
371	Route 48 needs more buses--there are not as many and they don't arrive as stated on the bus schedules. It would be nice to have 48x back--but running at more frequent intervals--1x to 2x per day during the work week was not that helpful for most riders. We'll need more Park and Rides within Seattle.	3/24/2015 8:10 AM
372	Please keep frequent service	3/24/2015 8:04 AM
373	I would appreciate more options for traveling FROM the University District TO Redmond later into the evening...last bus now is just after 6 p.m., and I often have events that go until 7 p.m. or after.	3/24/2015 7:30 AM
374	Schedule cuts already too drastic. Need all day and evening service reinstated.	3/24/2015 7:03 AM
375	Keep 26 service via Alt 2	3/24/2015 5:23 AM
376	The 545 is a critical route for commuters to the Overlake Transit Center (Microsoft campus). For those of us living downtown, who chose our living situations based on our expected commute, adding an additional transfer in the U-District from train to bus would be a significant degradation in service.	3/24/2015 2:59 AM
377	I forgot to give my 271 feedback earlier when filling out the survey. The bus is a critical link between UW, Downtown Bellevue, and Eastgate P&R. It should be running as fast as possible, not performing coverage missions in Medina. Route it down Bellevue Way. This will allow it to use the Evergreen Point Freeway Station permitting easy same stop transfers for all eastside service.	3/23/2015 11:20 PM
378	This is a very well used route and you want to kill it. It doesn't go through the U district, so it's not affected by the light rail there. The suggested alternate of taking the 41 to the 542 doesn't actually work.	3/23/2015 10:32 PM
379	There are no routes from Northeast seattle to northgate. You have to go to 125th to get anything even close.	3/23/2015 9:52 PM
380	these expensive transit boondoggles are completely unfair to riders on the eastside when they destroy what small service we get over here. destroying the usefulness of the 255, one of the most heavily used routes on the east side, because Seattle has a train is completely thoughtless	3/23/2015 9:18 PM
381	Provides good, on and off peak access to Univ of Washington and downtown Seattle from View Ridge.	3/23/2015 8:20 PM
382	Route 26 is an essential route for connecting Wallingford to downtown. I would like to see it remain in service. Route 16 alone to service Wallingford-downtown results in overcrowding and additional walking (hardship) to reach bus stops. Route 16 is an essential connector from Wallingford to Northgate, and I hope it remains generally the same for that portion of the route.	3/23/2015 8:05 PM
383	I tend of travel during non-peak hours to Microsoft as tech companies have less strict hours. Alternative 1 would really increase my commute time. I love the 545 route today - that would be ideal.	3/23/2015 6:43 PM

384	Those of us taking the 255 want a direct service to downtown Seattle and more frequent service during rush hour. Busses are overloaded as is but none of us want to be forced to transfer at University link station, what a waste of time and effort. The majority of the riders of 540 access the bus at South Kirkland P&R. Don't leave that P&R and we need service after 10 am! 271 is always busy throughout the day going to the UW, the route works, quick screwing it up. Also, keep it running all the way to Issaquah!	3/23/2015 5:26 PM
385	542 is an awesome service from Redmond downtown to U District and beyond. Please don't mess with this!!	3/23/2015 5:15 PM
386	"Continue the 255 up to Magnuson Park"	3/23/2015 4:05 PM
387	I'm curious why route 41 is not listed. Is it because no changes are planned? These are the routes I use most, and in general, I'd like there to be more of them. Route 41 is great during commuter hours, but tapers off later in the evening. I wish it didn't. But more importantly, it would be great if I had a way to get home from Downtown Seattle to Shoreline at any time of the evening on a weeknight without using my car. I frequently like to stay after work in the city and attend theater or visit friends, but I can't do that if I don't have a way home, so I have to drive to a park & ride that has a later bus. Route 77 could be increased to have more hours, or alternate buses between Shoreline and Northgate in the evenings.	3/23/2015 2:51 PM
388	This is a great route for me from Houghton to the UW campus. The drivers are all great and you get to know them all.	3/23/2015 2:36 PM
389	The proposed changes to the 64 in alternative one make it useless to me. I commute to work in downtown Seattle; I am physically challenged and transferring is difficult. It also takes longer to have to transfer, and it's miserable when I have limited ability to stand and to walk. The proposed changes to 71 take away the only non-transfer non-rush hour option to and from Wedgwood and downtown. Same comments about physical changes. this would be a bad blow.	3/23/2015 1:20 PM
390	255: Great connection through Kirkland to Seattle. Needs more frequency and more "marketing" as many if they knew about it would take it to go in for dinner, etc. Today is known just as a way too packed bus. It is not uncommon to see 3, 4, sometimes 5 northbound 255 buses coming within a few minutes here on the Eastside (Kirkland). They need to be better coordinated even when they are stuck in traffic. 44: Good cross town route, but the wait at the Montlake Transfer station in the evening to cross over 520 can be abysmal. "Why did I not drive instead?"	3/23/2015 1:13 PM
391	Reliability is very poor.	3/23/2015 11:49 AM
392	PLEASE leave the #11 route the way it is. It doesn't need more frequency, it just needs to go all the way into downtown Seattle. My commute already feels long enough as it is, without having to transfer on Broadway.	3/23/2015 11:22 AM
393	It is very frustrating when the bus does not show up at all. This is mainly a commuter bus, meaning the same people ride the bus at the same time every day. There should at least be consistent service for this route, because if one bus is late or doesn't show up, the entire commute for the 77 is ruined. Most people can't even get on the bus at the last stop before downtown because the bus is so full.	3/23/2015 11:03 AM
394	I mentioned earlier that the 48 tends to run late during rush hour and they tend to stack up together, sometimes 3 buses within a 10 minute window (at the UWMC). Some buses get overcrowded and the empty buses behind pass the earlier buses. A little frustrating. Would it make sense to split the 48 into 2 routes, maybe overlap at the UWMC stop?	3/23/2015 10:55 AM
395	One bus ride direct to the new University Link station is key for Wallingford residents to use link. Figure out a way to make this happen to serve a large population of residents that currently use transit	3/23/2015 10:48 AM
396	Extend ST 560 to service the Houghton Park/Ride. Those of us who live in the Kirkland area need convenient access to a bus route to the airport. Currently, we must negotiate our way to the Bellevue Transit Center in order to board the 560: very time consuming via bus (at requires 2 buses to get to BTC) and a hassle to have someone drop us at BTC via private vehicle: traffic, non-existent parking. At Houghton P/R: private vehicle drop off of riders would be easy/convenient. When picking up riders who are coming from the airport, sufficient parking available while waiting for the bus to arrive. Bellevue Transit Center does not have these drop-off/parking conveniences.	3/23/2015 10:28 AM
397	The 255 is already over capacity during peak commutes. you know this because you hire people to get on at Westlake to get people to take up less room so that more people can get on at Convention Place. Immediately, add more buses to this run during peak hours.	3/23/2015 10:22 AM

398	This route seems to often run late or off schedule, which makes a commute difficult when you're also trying to use ferry schedules. It would be most helpful if the C line buses could coordinate (at least a little bit) with Fauntleroy ferries. Sometimes the buses are a few minutes late which makes for up to an hour and half wait for another boat. This sort of connection, ongoing scheduling does not encourage people to use transit. One of the main reasons I like Alternative 1 is that I believe in order to get more people to use the mass transit options is to make the service FREQUENT, FAST, and AFFORDABLE. If we could get the basic structure working with lots of frequent rides available for people, even if they have further to go to reach mass transit in the first place, I feel like people might get more used to using mass transit and the system could later be expanded to increase the coverage area from routes that were ended. If mass transit could be made to work effectively, though I know this is a difficult task, our lives would be immeasurably improved. Thank you for all you're doing to make this happen.	3/23/2015 10:19 AM
399	These are great routes that service a great deal of Seattle commuters. Please make sure there are additional buses during after work (5p-7p) hours.	3/23/2015 10:06 AM
400	These routes (71 and 72) MUST be retained! There are so many UW students who ride the bus to downtown Seattle and catch the buses from the dorms off Campus Pkwy. These buses are ALWAYS full! How will they get downtown now? The 73 will be PACKED! If anything, WAIT until the Brooklyn Light Rail station opens before deleted the 71 and 72. It's a long walk to the Husky Stadium Light Rail station from these dorms. Much closer walk to Brooklyn. Bad timing to propose to delete the 71 and 72!	3/23/2015 9:46 AM
401	These are great routes that serve a substantial basin of commuters in the Juanita / Totem Lake area who would normally drive. The 311 is typically standing only by the time it gets to Kingsgate, so eliminating the 252 and 257 routes greatly reduces the incentive for these commuters to ride the bus. Additionally, transferring to the Link Light rail at UW, would create a substantial amount of uncertainty with whether / how long the wait to transfer would be and the availability of seats. It also decreases the time available to work or read on the bus, which is currently a substantial benefit for many of these commuters. If these routes are eliminated, I think it will substantially increase the traffic on I-405 between Kingsgate and 520 and reduce the effectiveness of the new HOT lanes.	3/23/2015 8:56 AM
402	I use 257 every day unless I need to stay late at my office I work at. The I am at the mercy of the 255 and a connection to the 238. This is not how public transportation is met to be for a developed country. My travel times are punitively long as they are. Not to mention the lack of cover from the rain and snow during the winter. Why there is not some sort of shelter at Westlake is beyond me ... but that is what it is. I've been riding the system for 10 years. I think all the decision makers should be required to take public transit like the rest of us. Get a taste of standing in a cold rain or waiting for a bus at 10 PM with temps at 30 degrees. Only to get on a bus where the driver won't turn the heat higher than 55 degrees - it is such a joy!!	3/23/2015 8:04 AM
403	I think existing service on these routes is great.	3/23/2015 7:54 AM
404	Service from Convention Place Center going Northbound during rush hour is miserable. Always large crowds waiting, rarely enough room for everyone to get on, busses always overcapacity for an uncomfortable ride	3/23/2015 6:39 AM
405	This is our closest route and most often goes directly to and from our destination. We often carry bulky items with us.	3/23/2015 6:25 AM
406	Have a stop for ST route 522 between Lake City and downtown, maybe I-5 at NE 45 St or Lake City Way & NE 80 St. Or for a Metro equivalent route. Concept is to provide night service between Bothell/Kenmore/Woodinville & NE Seattle. Better night service to Lake City would also solve this.	3/22/2015 11:02 PM
407	The alternative 1 concept for 255 is brilliant. When taking the route directly into downtown it gets so horribly stuck in traffic and merges just getting to the tunnel, that transferring to light rail will probably be a win on time even if it is an extra step. The main win is the improved east side connections to the neighborhoods around Childrens (and it is remarkably easy to ride a bike to childrens from points further out). This area does not currently have a good transit connection to either eastside or downtown, and that is the reason why so many people drive and traffic can be bad at montlake. This option may be a game changer to reduce vehicle congestion because it will be link into both the light rail and all the 520 eastside services.	3/22/2015 11:01 PM
408	Please make them reach Northgate and the eastern side of UW campus. I don't want to be limited to what's on the western side and have to walk in a bad neighborhood/area that seems to be plentiful in crime.	3/22/2015 10:07 PM
409	This route is the only east/west option for the area along NE 65th St to get downtown. Keep it running.	3/22/2015 8:31 PM
410	Sorry to be redundant and probably this is not the point of your survey but I'm going to take advantage to provide feedback on another issue. One of the main advantages in using metro (and light Rail) is to be able to get to SeaTac from Kirkland via public transportation. However, if your flight arrives later in the evening (say 11 pm), by the time you get your bags, get to the light rail and into Seattle, the metro bus system shuts down. Most major cities I've visited run their buses (even if infrequently) until 1 AM. We just close too early.	3/22/2015 6:14 PM

411	I would like more frequent trips of the 242 from Greenlake Park and Ride. If not all day, then definitely during morning and evening commute times. This is currently the fastest way to get from Greenlake/Greenwood area to Microsoft area. The 48 could sometimes use more buses during the evening rush commutes. Perhaps there could be less stops in the U District for the 542? Thanks for all the service you provide and all your hard work!	3/22/2015 5:20 PM
412	The 26 provides direct single-bus service from Wallingford to Downtown Seattle. Additionally, it turns into 131 and 132 routes which continue south to Georgetown. From my house I can take a single bus to downtown, and to Georgetown.	3/22/2015 4:52 PM
413	This route is a key connection between Wallingford and destinations to the south. The 31/32 are not a substitute. I understand the need to redistribute bus resources but cutting off neighborhoods is not the way to do it.	3/22/2015 4:22 PM
414	I would like to see 245 extended to the Capital Hill Light Rail Station. and I would like to see 311 extended to Bridle Trails Shopping Mall.	3/22/2015 3:12 PM
415	During peak hours, coaches tend to be at capacity/SRO. More coaches, increased frequency, please!	3/22/2015 2:35 PM
416	One word: unreliable. I live about two minutes from the 65 route (and that's because the walk is steeply uphill). Nonetheless, I drive to the UW because I don't know when or if the 65 will show up. An unusually engaging driver told me this is because the 65 is actually the continuation of some other route that is constantly delayed by traffic. The result is whether I'm trying to get to UW (where I usually am meeting someone at a given time) or get home from UW, I have no idea when I will actually get where I'm going. The current 30 minute schedule means that if 65 decides not to show up, it's AT LEAST a half hour before I'll see another bus. I simply cannot do things this way.	3/22/2015 2:23 PM
417	Please do not eliminate or move these routes. So many people rely on these routes, especially students commuting from North Seattle neighborhoods.	3/22/2015 1:32 PM
418	You have a separate system that link does not completely fill. Look at the map and not the final destination! If I'm going from UW to downtown, yes the light rail will do, but until you have streetcars everywhere it would be lunacy to get rid of the buses. Remember the areas removed are often financially less able and removing it would mean movement of more lower wage earners out of the city due to transit.	3/22/2015 1:08 PM
419	I ride the 43 and 48 to and from work every weekday. They are already often standing-room only and occasionally so crowded that the drivers don't even stop to let more passengers on. Along the stretch of 23rd where the 43 and 48 are the only north-south routes, the two new light rail stations will be a 20-30 minute walk in either direction and not really feasible for commuters. Both of these alternatives make cuts to the 43 without increasing service on the 48. North-south passengers in this area really won't have any option except to wait for a more crowded, less frequent bus. I am also concerned about the possible elimination of some of the direct routes between Capitol Hill and other parts of the city (the 43/44 to Wallingford and Ballard, the 12 to downtown and the ferry terminal, the 43 to downtown and Pike Place, the 8 toward Rainier Valley). It is much more convenient to have a single bus going to other neighborhoods than to have to make connections.	3/22/2015 12:15 PM
420	In alt 2: - I noticed that the 67 was deleted. I didn't really care for that. In alt 1: - The 67 no longer goes onto campus, which was the main reason I rode it. - I like that it doesn't change into the 68 for no reason mid route. - There didn't seem to be a reverse route for the 67. As in, it goes down past the UW, but never seems to come back up, unless I missed something.	3/22/2015 11:36 AM
421	I catch the bus at 19th and Madison. If you look at the current options, especially option 1, I would have to walk through dark, unpatrolled, shady areas to get to another bus stop at night.	3/22/2015 11:27 AM
422	8: Frequently off schedule, serious delays on Denny Way. 43 and 48 are both frequently packed in the mornings and I have seen them drive by without stopping to pick up passengers because they were full. Reducing service for either of these routes would be seriously problematic, particularly for riders who do not live near the light rail station.	3/22/2015 9:49 AM
423	Please keep them for the love of god. I don't care/mind if you reduce the frequency slightly, but please keep them.	3/22/2015 3:36 AM
424	I love bus route 71! I live along that line, bought my house because of that route. It takes me to the U District/UW, it takes me to medical app'ts, it takes me downtown, it takes me to Wedgwood to my bank, it takes me everywhere i want to go, any time of day, *without having to transfer.* It takes me to the tunnel where i can get Light Rail to the airport. It is so easy. And now I am about to lose all this? I am shattered. I took the bus everyday for 25 yrs from my house to UW without having to transfer. This is going to be a huge loss. I don't mind 30 min between buses. I hate having to transfer! I can't find a schedule anywhere telling me how long it would take me to get the bus 16 from my house downtown, but since it goes via Wallingford, then Fremont, then lower Queen Anne, i'm guessing more than the 30 min it currently takes!	3/21/2015 10:15 PM

425	There is currently no service from Woodinville to the Mountlake Freeway Station on weekends. During the week it's great.	3/21/2015 7:58 PM
426	Please just see how you can keep this route. Many people use it along 24th to go downtown. Otherwise, I guess I can walk a mile ,either way from my house, to get to light rail. I am not seeing a way for me to travel downtown without a long walk uphill to catch on of the buses on 15th to get there. Very unhappy right now because I have just started to depend on public transportation more and more. I guess progress is not the solution for all.	3/21/2015 7:45 PM
427	As per my previous comments, one or both of these routs should be kept in tact or with modifications proposed in my answers throughout the survey. These routes are consistently full to overflowing - to the point where I have been passed by because buses are already full. Leaving downtown, these routes are often full before they arrive at the Westlake Tunnel Station. Please rethink your plans.	3/21/2015 6:22 PM
428	Currently if you arrive at SeaTac airport past 12:10am at night, there is no connection to downtown Seattle, let alone getting into Lake City until 5am. Would be nice to at least have a couple of "OWL" times from the airport to Lake City. Before Link Light Rail, you could get into Downtown Seattle all during the night.	3/21/2015 4:02 PM
429	Since the 306 route has ended, the 312 is always packed (seats full and all standing room taken) on both directions. Increasing capacity on this route would help.	3/21/2015 3:11 PM
430	Please work on the east to west and west to east routes, it is very time consuming to get from Ballard, Greenlake, Greenwood, Interbay, Fremont to the University district and back, and with the link expansion, more people will be coming thru the area.	3/21/2015 2:56 PM
431	--It's imperative that the route 25 stays in Montlake. Please increase service on this route. More trips on weekdays (throughout the day and night) and start service on weekends/holidays too. --Routes 43 and 48 should stay on 24th Ave E. Many people live in between the two future light rail stations on Cap hill and U District.	3/21/2015 11:25 AM
432	Keep as they are !!	3/21/2015 10:45 AM
433	Have them later	3/21/2015 2:56 AM
434	There needs to be a non-I5 route to get from north of the U-District to Eastlake without backtracking or transfers. The 66 currently fills this requirement, and as far as I can tell, neither alternative has such a route.	3/21/2015 12:19 AM
435	This is the only access from the Portage Bay area to downtown or to UWMC. My job requires me to go to multiple locations at multiple times of day, so if there was better access to UWMC (earlier in the morning and later at night), access to UWMC Roosevelt clinic, access to HMC, and access to the VA hospital, I would use public transit more.	3/20/2015 8:37 PM
436	This route should not travel down Boylston Avenue East. This route gets delayed sometimes up to 30-45 minutes because of this stretch of the route. For a route that is only once an hour, it makes the 30+ minute delays very frustrating.	3/20/2015 8:34 PM
437	Please, please include frequency improvements for the 8 through SLU regardless of which plan you adopt! Please split the 8 so westbound riders don't suffer from the unreliable long northbound corridor, and southbound riders don't suffer from the unreliable eastbound LQA / SLU corridor. Why are you not getting rid of the 9X? What a pointless route when Link opens. The corridor will be served by LINK, the 7, 49, 60 and streetcar. We can ditch the 43, but please make the 47 more frequent! There are thousands of riders on this corridor that will need the 47 once the 43 goes away.	3/20/2015 8:23 PM
438	FOR THE LOVE OF ALL THINGS - please make the 8 run on time. Or add more busses, or something. This route is a mess, always late, busses skip constantly. I have to plan to be 45 minutes early any time I use the 8 because I never know if the bus will actually show up, and it's never on time. The 255 just needs more busses that actually go to Seattle during peak time. I just spend almost 60 minutes tonight, standing in the rain at the Kirkland Park and Ride waiting for a 255 that was going to SEATTLE, not farther into Kirkland. The 550Express is slow as hell, but at least the bus shows up on time!	3/20/2015 8:20 PM
439	The are the most frequent routes I use to get around. However all these listed routes are important. We need to improve our public transportation system with the population growth.	3/20/2015 8:09 PM
440	More trips please!	3/20/2015 6:04 PM

441	I miss the 47, as it served a steep part of Capitol Hill that now must hike up to Broadway and hope they timed it right. It was "our" bus for this little region of Capitol Hill. I find seething rage at King County Metro as you cut the 9 away, you wreck the 49 by not letting it continue past Pike, and you killed the 47 and all for what? A constantly put off train that may or may not do anything for getting downtown. In fact, all it will do is make getting to the ID and Uwajimaya easier, both of which were fine before using the 9. King County Metro has so screwed up Capitol Hill by taking away downtown eastbound bus stops, by cutting service, by removing routes. It's such a far cry from before when Seattle City Metro was winning those Best Bus Service awards in the early 90s. It was clear back then Metro was a great outfit. It's just as clear that it now is not. Not for the central city at least.	3/20/2015 5:44 PM
442	This route is perfect for my needs as it is. It allows me to not have a car because it connects well with other bus lines, shopping and my work.	3/20/2015 4:51 PM
443	555/556 - All day service, increase frequency 48/271 - I like the interline concept a lot and would like it to extend to Issaquah TC	3/20/2015 4:14 PM
444	Keep these routes. Do not remove them. A great number of people use these routes regularly.	3/20/2015 3:30 PM
445	I'd love to see more shoulder trips on this route.	3/20/2015 3:08 PM
446	I would like to see more cross-city routes, rather than just those going to downtown. I live in Queen Anne and work in SLU and I have to walk over half the distance or take a bus for between 45 minutes and an hour. Seems like it could be easier.	3/20/2015 3:07 PM
447	I commute on the 8 from Broadway to Jackson and 23rd 5 days a week both directions during non-peak times. Please do not split this trip into two busses, it would really lengthen my trip and it already is dark and dangerous as a young woman alone to be waiting for the bus after 8 pm.	3/20/2015 2:47 PM
448	Moving these routes further away would cause me a significant burden	3/20/2015 2:36 PM
449	PLEASE keep these direct routes until there is light rail from the East Side.	3/20/2015 2:34 PM
450	I have a physical disability and use a motorized wheelchair and I live at 115th and 30TH AVE NE right by Nathan Hale High School in Lake City. It would be easier for me if you were to put an additional 522 stop at 120TH and Lake City Way or allow bus drivers to night stop drop off for wheelchair users we need to get home too	3/20/2015 2:08 PM
451	These are great routes - quick and direct from my neighborhood to Microsoft! I see lots of Microsoft employees on this route.	3/20/2015 2:03 PM
452	The plan to shift traffic from 28 to 16/40 is terrifying given how high in capacity these routes are with commuters along Dexter Ave. At the same time, moving 16 from the Aurora corridor and along Dexter helps, at the cost of creating a much longer trip that will double commute times for many living in Wallingsford who are not in walking distance of Aurora. However, the other portions of Alt 1 are strong, but not these corridors.	3/20/2015 1:58 PM
453	8 Always late. The route is too long and changes direction to often. 26X I don't understand why it doesn't go up stone. 28X I don;t understand why this doesn't stop anywhere on 99 between 38th and 46th.	3/20/2015 1:51 PM
454	These are fundamental throughput routes. They cannot be reduced in any manner that can be considered logical. Even the thought of reducing them coming out of a transit agency is troubling.	3/20/2015 1:42 PM
455	Give us more buses that run through out the day not just in the morning and the late afternoon. From the Brickyard PNR there are no other alternatives. The 255 sucks, it stops EVERYWHERE and takes a ridiculous amount of time to finish the loop. NO more short buses either. I suggest all the planning committee take the 311 from 6:30am and from 4:00pm on and tell me you don't have enough riders to keep this bus line running.	3/20/2015 1:40 PM
456	I live between Lake City Way and 15th Ave NE and rely on transit every day for transportation. I really like the consolidation and increased frequency of the routes in this area under alternative 1. As for the 271, I have mixed feelings about the proposed route-through all the way to Ballard. On one hand, more East-West bus lines are desperately needed north of the canal so this seems like a good way to fulfill that need. On the other hand, I worry that this will result in far more crowded buses and more delays on that line which I could foresee as being fairly problematic due to the fact that the 271 is already predominately a commuter bus that is often pretty packed during peak hours.	3/20/2015 1:35 PM
457	Please make sure we don't lose these routes or people in Eastlake will be forced to transfer buses just to get downtown.	3/20/2015 1:29 PM
458	We need more expresses. The 16 is too long a local route to be reliable. The new idea to reroute it across 65th is great. The 76 and 316 are great, we need more of them. The 26 needs to be express. The 66 should be more of an express. Stops are too spaced to provide good local service, but it's too slow to be an effective express. Alternative 1 addresses all this well.	3/20/2015 1:28 PM

459	Please don't cancel the 277. I use it twice a day, five days a week. It's cancellation would drastically change my morning commute and time away from my kids.	3/20/2015 1:14 PM
460	Alternative 1 changes are good concepts. My daughter travels to North Seattle Community College which seems to be covered in the revised Route 26.	3/20/2015 12:37 PM
461	This is a good well used root, and getting rid of it doesn't make sense. How will transit be used if people have to walk much further to get to a bus, then make multiple transfers to get somewhere. People who can will drive. People who can't drive will be forced to leave the area, there jobs etc. because they can't use transit to get around in any reasonable time frame.	3/20/2015 11:14 AM
462	Clyde Hill/ Yarrow Freeway Station is best location for 246 to connect with ST Express buses.	3/20/2015 10:42 AM
463	Above Lake Union, I would REALLY like to see a route that links north-northeast Seattle with north-southwest Seattle. (i.e. Maple Leaf to Ballard). Currently you have to take two buses and transfer in the University District, which isn't all that safe at night. And this takes over an hour. The only alternative is driving, which is not ideal.	3/20/2015 10:41 AM
464	Please stop omitting the ST #522 route from your planning. This is a vital route for University of Washington Bothell Students. The #372 route serves as a vital link between the Seattle and Bothell campuses.	3/20/2015 10:25 AM
465	I use the 4 routes (10/11/43/49) to go to downtown from Capitol Hill, and back up the other way. A problem I've noticed with these routes is they seem to come in groups, i.e. 3 will come all within a minute then no more for 10-15 minutes sometimes. Especially going from downtown to Capitol Hill, this creates a bottleneck of people waiting for the stop. When a bus arrives, it takes more time for people to load on (often the front bus that arrives in the group is overloaded), which slows down the commute. I would like to see a more spread out frequency, where a bus is consistently coming every 3 minutes.	3/20/2015 9:21 AM
466	It's important to me that the route and frequency remain the same, I commute to bear creek	3/20/2015 9:03 AM
467	48 is one of the few routes that currently provides a continuous connection from southern Seattle to the North through the central district. Please don't cut it/re-route it/lessen its frequency/... just because there'll be a light rail station or 2 close by soon...	3/20/2015 8:45 AM
468	I like alternative 2	3/20/2015 8:26 AM
469	Route 43 remains important even with the Light Rail to maintain transit service to a wide swath of Capitol Hill not well served by the Light Rail.	3/20/2015 8:25 AM
470	Alternative 1 will Dev estate the commuter communities of Kirkland. We rely heavily on these routes as evidenced by the packed buses. It will increase the time we spend commuting and the talk at the bus stop this morning was about setting up carpools.	3/20/2015 8:14 AM
471	Bus comes earlier and earlier everyday (before normal schedule time). Very full buses	3/20/2015 8:13 AM
472	Please keep 41 even when light rail comes. It's fast, easy and convenient!	3/20/2015 8:00 AM
473	i commute daily via bus from downtown seattle to montlake/520 everyday. i would like to see the frequency of service remain the same.	3/20/2015 7:47 AM
474	These routes are much need and are in high demand for more frequent trips.	3/20/2015 7:35 AM
475	Include 1+ hours of later service	3/19/2015 11:11 PM
476	I don't understand how the 43 provided duplicative service which needs to change. It certainly doesn't provide redundant service after the route leaves 23rd east. Please update your marketing materials to illustrate service redundancies and overlap more clearly.	3/19/2015 10:05 PM
477	Removing the route 11 would have a very significant negative impact on my use and evaluation of Metros provided service.	3/19/2015 10:01 PM
478	PLEASE, PLEASE, PLEASE don't take these routes away. They make a HUGE difference to those that live on these bus routes! Thanks!!	3/19/2015 9:59 PM
479	I think the changes to the 372X are great and will be very very appreciated for commuters towards BotheLI/Woodinville! I think it would be great to consolidate routes through the U-district, I just hope that it includes other transit improvements/changes to ensure that buses don't get bogged down getting through University Ave. (the slowest of the current routes through the U-district).	3/19/2015 9:35 PM
480	Continue the fight to get better eastbound reliability improvements along Denny Way. The alternative to avoid I-5 entering traffic should be considered.	3/19/2015 9:24 PM

481	I frequently travel by bus between Capitol Hill and Ballard, often in the evenings, and I take the 43. My difficulty with this route is that I can never tell until the bus reaches Campus Parkway whether or not it's going to continue as the 44 (which is what I want it to do!) or if it's going to go out of service. Is there a way to tell which 43 buses continue as the 44? Is there any kind of rhyme or reason to this that I haven't figured out yet? It's a mystery to me every time I catch this bus!	3/19/2015 8:27 PM
482	I already said this, and I'll repeat it. University Way NE -- The Ave -- is a major shopping area for residents of the Sand Point area and as such they/we need direct access all day long. The loss of #30 during the day is a major problem. Please reinstate all day service of the #30 to the upper Ave -- 41st and up. The #30, between the Sand Point area and along the Ave also provides access to the west side of the upper campus of the University of Washington for students, faculty and staff. Access needs to be available for these people all day long, as we/they come and go all day.	3/19/2015 8:13 PM
483	Even if wait times are longer please please don't cut / consolidate direct 72 U-district--Lake City service including nights and weekends. People who live and work in less central (and often under-served) areas such as Lake City need easy and close access to bus routes including folks with disabilities and women getting off work at night. I would beg the same for other Lake City/Northgate routes including 73, 66/7, 41, etc. Other routes I use often are 44, 43, 48, 49, 32. Thank you for considering.	3/19/2015 7:57 PM
484	#8: It is important to maintain (or improve) service between Madison Valley and Mount Baker. I use the "southern half" of the 8 to go between Madison Valley and Mount Baker (light rail to airport), or will take a 48 northbound from MBTS if that's departing much sooner. Routing to CHS is not an acceptable alternative for travel to the airport. #11: It would be valuable to talk about the impact of Madison BRT on the existing route or proposed alternatives.	3/19/2015 7:56 PM
485	You didn't mention this route or how these changes will impact transportation to and from Ballard	3/19/2015 7:50 PM
486	Giant square of no service between 125th and 145th and between 15th Ave NE and 30th Ave NE. I have to walk five blocks to get to 15th Ave. NE now, but at least I have the option of a shorter walk, to 20th to catch a 73 all day every day. With no service on 20th, this large gap leaves everyone in the center having to walk 7.5 blocks at least to find a bus. As I get older, all that walking distance will make bus riding pretty tough, just when one needs it most, i.e. not driving as much. When we bought our house in the Jackson Park neighborhood both the 73 and the 77 ran on 20th. I commute downtown for work every day, I live at the intersection of NE 140th. St and 19th Ave. NE. Since condos and apartments block my direct access to 15th Ave NE I have to walk either to 143rd or 137th to get to 15th Ave NE. Should I at some point find that walk to be too far, the option of the 73 on 20th is a great one. But of course if it is not there - well? Not to mention all the folks that live east of 20th clear to 30th. they have even further to walk to find a bus, and then it is the 64 or 65 which don't readily connect to any routes to major destinations. I am really not sure why they were introduced into this neighborhood/grid in the first place.	3/19/2015 5:54 PM
487	During peak hours, the 545 bus is already overcrowded. From both the Cap Hill stop and the Montlake stop to Redmond, most peak times, one cannot get a seat, and some of the time during peak times, you can't even get on the bus! Similar situation coming back from Microsoft to Denny/Stewart stop. Please do not reduce buses for this. Please INCREASE buses during peak hours. No worries about stopping at OTC; the 545 is basically a Microsoft bus anyway.	3/19/2015 5:47 PM
488	More frequent service please! Split in the U District to improve reliability.	3/19/2015 5:40 PM
489	The Alternate 1 version of 16 is extremely appealing. It would single handedly close the coverage gaps relevant to me in NE Seattle and would greatly increase my use of transit in the area.	3/19/2015 5:04 PM
490	I think the 72 and 372 are overlooked routes, yet I find that lots of people use them and need them in order to get home. Many of the other routes are not nearly as accessible/close to the area where these buses run. I hope these routes are increased in frequency.	3/19/2015 5:03 PM
491	I would like to request that the FIRST run of the #510 (which usually does NOT take the Express Lanes southbound) make a flag stop in the University District (NE 45th Station.) Thanks:-)	3/19/2015 4:03 PM
492	I've said it before, I'll say it again - the 8 is terrible and I see no evidence anything in your plan would fix that. And yet you seem to waive your magic fairy wand and assume pushing more people onto it and making them use it to transfer to the 48 (or vice versa) is a good idea. STOP IT. Find a way to get a dedicated lane or a different route that doesn't use Denny or give up your wet dreams of using the 8 as a corridor for anything but misery. The 12 is the best route for people living in that section of the hill and has been around a 100 years. Taking it away and forcing people to walk significant distances up-hill to the 10, or downhill to the 48 and then transfer to the 8 and then AGAIN transfer at light rail is one of the most asinine transit ideas I've heard in my entire fucking life. Go back to the drawing board. Keep the 12. Same thing with the 49 - why you push that down Madison except that you think everyone will transfer at the Capitol Hill light rail station (not in existence yet) is beyond me. A lot more people working in the core of downtown than down Madison. STOP IT.	3/19/2015 4:02 PM

493	Please don't cut service on 271 during the work week or make us have to transfer to get to Bellevue/Issaquah. Please. My commute - JUST the bus part - is almost an hour long. Then I still have to get in my car and drive home. I'm commuting almost 3 hours a day. It's only JUST bearable because I don't have to transfer.	3/19/2015 3:57 PM
494	I'm concerned about the lack of direct connection between NE 65th St and the station.	3/19/2015 3:41 PM
495	At present, there is NO service on route #30 during midday. That should change back to day service , no more than 30 minutes apart. The #74 should be kept the same, knowing that it stops near the University station. The #s 66 and 271 should have their schedules lengthened and tightened at night. Both should only be 30 minutes apart, and both should run till 11pm.	3/19/2015 3:30 PM
496	These routes are very crowded during rush hours. That means they are already effective and good routes. Changing them would disrupt a number of passengers. The convenience of their bus stops is worth the headache of waiting a little longer for them. But there should be increased service during rush hours.	3/19/2015 3:28 PM
497	There seems to be an underground knowledge of dead-head trips for certain busses and routes. I'm using the term dead-head to refer to the unpublished trip a bus takes from either a base, or the end of a route to the beginning of a route. Is there anyway for these to become routes that riders could take advantage of? I understand they're probably not listed because they're not a common route, but as someone that rides the opposite way of a commute, I could benefit from these a great deal. They seem like little nuggets that I'm missing. Just a thought, a dream.	3/19/2015 3:23 PM
498	The current route 72(72X) is very, very full at peak times and therefore delayed and therefore becomes unreliable. I believe this is true of other routes, but I am most familiar with the 72. Clearly there is demand for this route at least from the University District through to Lake City and probably from downtown as well.	3/19/2015 3:20 PM
499	I live north of Juanita and the current 255 route stops within a block of my house. I appreciate trying to integrate the new light rail station into the network efficiently, but am also nervous about depending on a transfer either at downtown Kirkland to route 256 or a transfer in the U district to the light rail. If I were assured that my already long trip would remain fairly similar in length, I wouldn't mind dealing with the extra hassle.	3/19/2015 3:19 PM
500	I do think it is important that there be direct bus service from the transitional & community housing in Magnuson Park to the new (Husky Stadium) light rail station.	3/19/2015 3:02 PM
501	I don't drive and rely heavily on metro to get me around. I live in north capital and use routes 8, 49 and 12 to get to downtown Seattle, UW and east capital hill. It's convenient that the bus stops are located outside my home and take me straight to downtown without transfers needed. It's fast and easy. The changes to these routes would make travel time even longer with having to transfer from one route to another or having to walk or find an alternative way to get to the link station. These routes are frequently used by residents and adding changes would just make traveling inconvenient.	3/19/2015 3:01 PM
502	The 66X is a much more reliable means of accessing Downtown from Eastlake especially in the afternoon. it misses the mercer mess and rerouting it so it won't run on Eastlake would significantly increase commute times for a lot of the biotech employees around Eastlake as it would place them in freeway entrance congestion.	3/19/2015 2:52 PM
503	I use this route on 19th Ave E frequently to get to and from First Hill and downtown at different times of day, on weekdays and weekends, days and evenings. There are always people on the bus along 19th, and many of these people would have difficulty making it up the hill to the 10 on 15th ave e. I think that eliminating that route would significantly reduce service for many people.	3/19/2015 2:36 PM
504	The 586 stops running before my evening class at the UW Medical Center ends. So, it would be great if the link rail would connect to a clean, well lit bus stop that connects with the 590 to Tacoma. Also, the link rail should run later, at least until 9 or 10:00pm, so that students can get home easier and not have to drive multiple cars to campus.	3/19/2015 2:26 PM
505	I wish that it was a more-frequent, all day route in both directions, and I wish there was a second route that would go directly to Downtown Bellevue.	3/19/2015 2:22 PM
506	It would be nice to have a direct connection from South Lake Union to First hill.	3/19/2015 2:14 PM
507	I appreciate how often the 545 currently runs. A ton of people board the bus in Cap Hill at Bellevue & Olive when the bus runs from Seattle > Eastside. Would be nice if the bus stopped in Cap Hill on the return trip from Eastside > Seattle.	3/19/2015 1:59 PM
508	The 77 is great, and I would love for it to continue existing as it does now, until there is a Link station at Northgate.	3/19/2015 1:52 PM
509	I use the 72 and 73 daily and for the 72 to be deleted would be very problematic for me. It would also create a lot of trouble for the 73 to be moved to roosevelt ave. I normally take buses from 15th ave to the U-district.	3/19/2015 1:50 PM

510	Re #43. I really like alt 2, but see losing the 43 as a significant loss. Especially personally, as I live right near CHS. Sure I can get to Husky Stadium faster with link, but the 43 is great for all the points in between. Re #8, I know it's outside of the scope of alt 1/2, but that bus will still suck due to traffic on Denny. Denny really needs to get fixed (along the lines proposed by STB), and long term needs a dedicated lane or better yet a subway! Or if not a subway, perhaps that quirky gondola they keep talking about... And in general, I strongly support more rail. AND, finding ways to speed the construction of the rail network. It is taking an awfully long time.	3/19/2015 1:43 PM
511	Please make sure that this route has a consistent weekday service.	3/19/2015 1:28 PM
512	Best connection to Downtown Seattle. It is not duplicated anywhere.	3/19/2015 1:18 PM
513	Not much mention of the 40 and 309, both of which are major SLU buses! What is the plan for these? Also, when you talk about high-frequency buses (every 15min), the 40 is supposed to be at this rate right now, but they consistently run late so that usually you get two buses back to back every 25-35min. Is this what really will happen with a high-frequency plan? As for the 312/522, again NE Seattle to downtown, necessary routes that are always packed during rush hours, hard to imagine your ignoring these or reducing stops, etc. Would like to know more about these as well.	3/19/2015 1:12 PM
514	Appreciate the current frequency of service in the morning hours from 8-9:30 from Woodinville/Kenmore to UW Need more frequent service going outbound (from UW to Woodenville/Kenmore)--leaving UW between 4 and 5 pm...buses are often overcrowded and people are left behind to wait for another bus which sometimes may not come for 15-20 mins. That later bus is also very crowded.	3/19/2015 12:51 PM
515	The current 48 is too unreliable/crowded to use for commuting in the afternoons. Separating the 48N and 48S is imperative to making the route more usable.	3/19/2015 12:32 PM
516	I really feel strongly that service for the 542 should be expanded. It would cut down on crowding on the 545 during the weekdays after 6:00 out of Seattle, when the 542 stops service. It would also be very helpful to me as a graduate student to be able to access my research on the weekends. Even if the 542 only runs on Saturday.	3/19/2015 12:00 PM
517	I'm still confused about what happens to the 41. Will it be eliminated upon completion of U-Link? This will lengthen my commute considerably, and mean more transfers.	3/19/2015 11:44 AM
518	increase frequency	3/19/2015 11:41 AM
519	All of these provide much needed service to and from Sand Point. With a regional park and significant multifamily and multigenerational housing in and around the park, there needs to be coordination between Metro and SDOT to get the most effectiveness out of transit service to the area. Safety and access for transit users trying to access the existing stops along Sand Point Way is abysmal with speeding cars across four lanes and intermittent sidewalk connections to transit stops.	3/19/2015 11:17 AM
520	I'd like to see improved service between First Hill and SLU. Perhaps down Boren Ave. Right now there are no good transit options between First Hill proper and SLU (the 8 is too far of a walk).	3/19/2015 11:16 AM
521	The 26 serves my current neighborhood well but there is hardly ever anyone on it. I ride it during peak morning commute time and I've never seen more than 15 people on the entire bus (which is a larger articulated coach). I then transfer to the 44 which is often full to the very front with standing room only. So I've been curious about the proposed changes to the 26, which I had heard was merging with the 31 or 32 in the future. It seems like a lot of valuable ridership space is wasted on the 26, being so empty. I am not sure if the smaller coach can travel the back roads of the 26 route but it would make more sense.	3/19/2015 11:08 AM
522	# 16 northbound from Green Lake is just fine the way it is. Something should serve Northgate Way between Meridian and 5th NE. There are many Dr.'s offices, Target, and a way to enter Northgate Mall, and the businesses at 5th and Northgate Way.	3/19/2015 11:00 AM
523	Just want to add that I think keeping these routes frequent would be the most beneficial as there tend to be a significant number of riders on these routes.	3/19/2015 10:57 AM
524	These three routes are the primary routes that I use and would like to have more frequent service. I would like to have have regular, say every 10 minute service on all 3 of these routes.	3/19/2015 10:49 AM
525	please keep these routes!	3/19/2015 10:41 AM

526	<p>Currently, the 71/72/73 from Downtown to the U-District is terribly crowded. Most riders load at the International District and disembark at the first or second stop in the U-District. A great portion of these riders take Link to get to the ID in the first place. I feel strongly that Alternative 1, with the increased options and frequency of transfers between UW Stadium Station and The Ave/15th, will more evenly balance the number of riders on the buses and reduce the amount of time spent waiting at the stations/stops as well as on the bus as people decide if they're actually going to move all the way back. If I'm reading the interactive map accurately, there are at least three routes (45, 48, 67) a rider could take from UW Stadium Link Station to the general UW corridor, all with 10min interval frequency, which seems to imply there would be a bus every 3-4min. Wonderful! Knowing there will be another bus in just a couple minutes will go a long way to quell riders' impatience and sense of urgency to push their way on to the first bus that shows up. Alternative 2 seems poised to give fewer choices for these riders, maintain current congestion and wait times, and engender irritation at the perceived lack of improvement in spite of the new Link service to the U-District. Riders with this particular commute (south of Downtown to U-District) would appear to have two options--ride to downtown and switch to a 71/72/73 OR ride to UW Stadium and switch to a 48. This seems like forcing riders to guess which option will be the best/fastest choice on any given day, and that is never a recipe for success. Thank you for all the hard work in trying to improve ridership and service for Seattle's public transportation system. A first rate city deserves a first rate system.</p>	3/19/2015 10:40 AM
527	<p>These are vital connections between NE and NW Seattle. Being able to link directly to the Light Rail could have great advantages. I would like to see that the frequency of these routes are maintained and increased. 48 should either be split into two routes as in Alt1 or bring back the 48X for commute during peak hours.</p>	3/19/2015 10:31 AM
528	<p>Ballard is in greater need of transit service improvement than the U District, and we are just as populous/important, and similar distance from downtown. The Sounder should stop near the intersection of NW 57th St and 37th PI NW. There's a ton of empty space all around the rail line to build a bus turnaround, bus stops, and even a parking lot. A frequent Ballard bus loop could easily be made to go right past there, Golden Gardens, downtown Ballard/hospitals, Ballard Senior Center, Ballard Locks, and anyplace nearby with a large park and ride, etc. This would provide vastly improved transit service to thousands of near downtown neighborhood taxpayers and commuters at a much lower cost than building new rail across bridges and through existing developed areas. If a good turnaround and park and ride were included it would also provide a much closer/faster stop-off point for buses used when landslides temporarily interrupt the Sounder service farther north. The trains could just run back and forth from the Ballard stop and the buses could go from north back and forth to the Ballard stop.</p>	3/19/2015 10:20 AM
529	<p>Concerned for safety while on bus.</p>	3/19/2015 10:08 AM
530	<p>The 41 needs to run more often in the evening after rush hour. I often ride it at night and it's packed full of people. It needs to run more often than every 30 minutes. Keep the 66/67 on 5th Ave NE, and if anything you should be increasing the frequency of service on 5th Ave NE. There should be more frequent service in Maple Leaf to the Northgate Transit Center, especially when the Light Rail starts running. DO NOT MAKE EVERYONE IN MAPLE LEAF CATCH A BUS ON ROOSEVELT!!!! THAT'S A REALLY BRAIN-DEAD IDEA!!!!!!</p>	3/19/2015 10:04 AM
531	<p>These buses converge on the same route for the last few miles on 25th ave into the UW campus and they're frequently overcrowded, to the point of leaving people behind with the next bus nowhere in sight, and the buses are often off schedule (more often late, but I've missed busses that came 6 minutes early for no apparent reason). Increasing the frequency of one or both routes, under either alternative plan, so this doesn't happen is key for the UW students in the Laurelhurst/Ravenna/U district junction there (the area surrounding 25th Ave between 50th and 75th).</p>	3/19/2015 10:00 AM
532	<p>Eastlake is very isolated, except for the 70 and 66. Removing these would be a disaster; I would stop using transit in this case.</p>	3/19/2015 9:44 AM
533	<p>should have one or the other run later at night</p>	3/19/2015 9:28 AM
534	<p>There use to be one route from Alki/Harbor to the UW (37/25) and then you split them up and didn't coordinate their schedules so we could actually get off one and easily catch the other. Then you reduced when they ran. So now I have to drive everyday via 99 to get to work on time. But that means parking in Wallingford in order to catch the 31/32. So, until you have better public transportation options for West Seattle - including routes that cover more locations - none of this interests me.</p>	3/19/2015 9:11 AM
535	<p>I'm on a van pool now. I sometime use 121/122/123 to downtown Seattle then take 71/72/73/255 to the University street and 45th then get any bus to the Medical Hospital. Now I'm happy to cross the Pacific street then get on the Light rail Link to get down to my place close to SeaTac Airport. I'm excited to wait for the Link. It will be great if King county Metro can expand the parking lot in Tukwila Sound Transit Center. Thanks</p>	3/19/2015 9:07 AM
536	<p>Please restart the 47 route. It was extremely short-sighted to remove this route during the previous cuts. This was a primary route to downtown that did not need to be cut. Services could have been reduced, but the deletion of the route was a poor decision.</p>	3/19/2015 9:01 AM

537	This could be a acceptable commuter route although it would be better rerouted to Fairview. that would serve both the Eastlake side and the SLU side. It is useless to SLU/Eastlake if it is just another I-5 express	3/19/2015 8:53 AM
538	I have heard that the express 255 will not stop at Montlake during Peak travel times, but I board that bus almost every day and there are many riders who get on and off at the Montlake Freeway Station during that time. Please maintain frequent service to Montlake during peak times!	3/19/2015 8:47 AM
539	Thank you for bringing back this crucial route.	3/19/2015 8:23 AM
540	I hve a concern about moving route 31 and 32 service away from Stone Way & 40th Street. The 40th Street corridor attracts heavy ridership to and from the University of Washington campus. The 44 is not a usable alternative, both because of the steep and long walk up the hill to 45th Street and also due to significant reliability and crowding issues during rush hours. I recommend keeping the 26 along 40th Street/Wallingford Avenue/35th Street and keeping the 31 and 32 along 40th Street/Stone Way (as is the current service pattern). The 26X should also stay as it currently is. I also recommend keeping the 16 as the Aurora Avenue route between Fremont and downtown Seattle.	3/19/2015 8:00 AM
541	70'S EXPRESS BUSES NORTHBOUND AM ROUTE SHOULD TRAVEL EAST ON 45TH AFTER EXITING I5 THEN NORTH ON UNIVERSITY WAY, CURRENT ROUTE DOWN ROOSEVELT, CAMPUS PARK WAY TO UNIVERSITY WAY IS NOT EFFICIENT. SOUTH BOUND EXPRESS PM BUSES ARE PACKED WITH TOO MANY RIDERS, NEED TO CONSOLDATE STOPS IN U DISTRICT FROM 5 TO 2.	3/19/2015 7:58 AM
542	Wish to maintain a route that connects from Capitol Hill to Fremont (like the 43 changing into the 44).	3/19/2015 1:08 AM
543	It'd be great if 545 still stopped at Montlake. It's helpful to have the 43 even with light rail.	3/19/2015 12:28 AM
544	Hi there, my name is Alphie Wily. I just wanted to say please keep the 545 running from downtown (Westlake) to Redmon SR520 OTC (Overlake Transit Center). It's the only way i get to work. Without it, i can't work and i can't help my family with financial needs. I'd greatly appreciate it you guys keep that route as that is the only way i go to work etc. I know i can't speak on behalf of everybody else that uses that bus to go to work but i'd like to say that it's been very helpful as i dont drive and like to use the bus most times to go to and from work. A great bus route, great bus drivers etc. Thank you. Please contact me if needed: wilybros@yahoo.com	3/18/2015 10:29 PM
545	Route 372 is the main north/south route between 15th ave NE and 35th ave NE to UW. It would be nice to have a stop at NE 82nd St where Ravenna Ave NE and 25th Ave NE merge, b/c those of us who live in the neighborhood not only have to walk down the hills but also have to walk down 25th to the nearest stop. The walk is almost the same amount of time as the bus ride. The walk time would be cut in 1/2 with this stop added. I have missed the bus many times b/c of this walk as it passes me b/f I arrive at the stop. More frequent 373 trips to/from UW.	3/18/2015 10:22 PM
546	I love alternative 1 except for one item. My primary concern is the traffic associated with Southbound Montlake Blvd. from 45th street to the UW light rail station. In the evening traffic is terrible and would heavily impact the travel time to get to the UW station. I typically use route 65 to get to UW, and would continue to use the 65 to get to the light rail. However, if traffic is terrible, it might be easier (and maybe quicker) for me to drive, which would completely defeat the purpose of the light rail. I strongly urge you to assess ways to improve the route time for bus traffic along mountlake blvd, from 45th, to the access point of the UW light rail station. The benefit of public transportation shouldn't merely be that it can get you places without a car. It should also get you to that place in the same or less time.	3/18/2015 10:02 PM
547	Please bring back the 48 express. The 48 is standing room only every day and buses pass us by because they are too full in the evening	3/18/2015 9:16 PM
548	This is a terrible idea. For anyone living in North Capitol Hill more than five minutes walk from the Broadway and John light rail station, this will mean longer commute times to the University District. I make this commute every single day. These buses are full every day, and most travelers from the UW to Capitol Hill get off the 43 more than 5 minutes walk before Broadway and John. Moreover, the walk from the UW light rail station will add an additional five minutes to my journey. I estimate that my daily commute from my house (16th and Republican) on the light rail will be 20 minutes LONGER than it currently is using the #43. This is not public transportation progress. It is a light rail boondoggle. Sincerely Robert Wood Professor, University of Washington PS. The same thing happened with bus route 194 which reliably took passengers from downtown Seattle to the airport in 30 minutes until it was cancelled because of the light rail. The trip now takes 40-45 minutes on light rail. Is this progress? The idea is that new transit systems augment the public transportation system, not replace existing components.	3/18/2015 8:56 PM
549	More park and ride spaces are needed in Kenmore.	3/18/2015 8:54 PM
550	concept 1 for route 16 would be great!	3/18/2015 8:15 PM

551	This bus route is extremely dangerous to take at night. More metro security is needed so people feel safe. I have personally witnessed drug use, fights, and other prohibited activities time and again on this route.	3/18/2015 8:12 PM
552	Please increase the frequency. I would especially like to see the 72, 73, 66 and 67 run more frequently after 7pm and the 68 to run daily and more frequently.	3/18/2015 8:08 PM
553	Route 48 should be extended to Columbia City.	3/18/2015 7:46 PM
554	Frequent delays, and more needed, there're many times that there are too many people, half of the people waiting at the bus stops cant get on, and have to wait another half hour.	3/18/2015 7:42 PM
555	- Route 48 gets very crowded to and from U district. - Route 28 has stops too close together. It makes little sense to have stops less than 5 blocks apart.	3/18/2015 7:19 PM
556	The 75 now suffers more delays than previously. The 372x is always too full during peak hours (I frequently need to wait for 2 buses to find space). The 68/67 stops service too early, thus leaving only the 372X after 6 pm. I use the buses most frequently in the evening and during to the 45 min to 1 hour waits after 8 pm, I am forced to rely on UW shuttles instead of transit to go home.	3/18/2015 7:15 PM
557	This bus route is still over crowded and inconsistent during the afternoon peak times. More buses are needed between 4 and 6 pm on this route desperately.	3/18/2015 7:00 PM
558	Keep a 71 express to downtown from Viewridge, please.	3/18/2015 5:54 PM
559	Make sure there is a contingency route to get from the Ave/U District to downtown as fast as you can today in case of any issues with the link.	3/18/2015 5:38 PM
560	316/76 - There is clearly demand for later morning runs on these. 48 - North of the UW Link station, if restructured into the 45, there should be peak-period busses that skip some of the many Ave stops.	3/18/2015 5:22 PM
561	This is the route I use most frequently. During rush hour it is frequently late and there is usually only standing room available. The 255 route needs more capacity (more buses arriving more frequently)!	3/18/2015 5:19 PM
562	Route 48 is broken. There are too many people riding it at rush hour, the traffic causes unpredictable and unavoidable delays, and the route is so long that a time-consuming problem can delay an individual bus for a very long time. The only way I see to fix this is to break the route in half and the UW is as good a place as any for the break. Make two routes that overlap in this area and put sufficient coaches on it for the anticipated riders at predictable times. Route 67 does all I want it to: Take me from UW to Northgate. Once light rail can make this trip, I won't have any more need for it.	3/18/2015 5:15 PM
563	Frequent service on the 49 from North Capitol Hill/Roanoke is a critical link not only to the future East John station, but also to the Pike/Pine corridor.	3/18/2015 4:50 PM
564	These routes are very well used and should be continued !	3/18/2015 4:48 PM
565	These routes are currently incredibly crowded during peak hours, forcing people to pack together in an unsafe manner and often leaving others behind. Numerous bus drivers have complained how it is a safety hazard for them to drive such overloaded buses, as their braking ability is diminished. This needs to improve.	3/18/2015 4:40 PM
566	Currently this route is very effective and efficient from my neighborhood at 85th and 35th going to and from the UW campus. I would like this to remain the same if at all possible.	3/18/2015 4:39 PM
567	48 is often standing room only 8 is often late	3/18/2015 4:37 PM
568	Please keep this bus running. Do not cut this service. We have a lot of students and employees that rely on this bus to and from work. Bus 566 should stop by the Library in Renton rather than going straight to Renton Landing. There should be a good connection between Route 566 and bus 271 in Bellevue, Sometimes 271 leaves right as our bus 566 arrives in Bellevue transit center. So we end up standing there for another 15 or 20 minutes before the next 271 comes.	3/18/2015 4:31 PM
569	This route is crazy crowded. I sometimes have to wait for 3 buses to get home if I get on at Montlake. I love the 542. Not crowded, buses newer and cleaner, straight shot.	3/18/2015 4:25 PM
570	I wsh there would be more and all day trip especially for RT 373 making it a regular trip not only one way in the morning and in the evening.	3/18/2015 4:02 PM
571	I use route 43 quite a bit, though if alternative 1 were used, I can see why the route would be deleted.	3/18/2015 3:42 PM

572	255 is a life line direct to downtown. it should not be just peak times on workdays, nor should it require a transfer to get downtown. that means three (!) buses to get downtown for those who do not live directly on the 255 271 is a wonderful bus, and is often fully subscribed. this bus needs to run at all times and days of the week. More frequently is not the issue for me. closing bus stops to make the run faster, or more "efficient" is not a good idea as mobility is an issue for many who depend on this bus. thank you	3/18/2015 3:41 PM
573	The 44 has been so crowded that stops are often skipped further on the route, or I have to wait for a later bus.	3/18/2015 3:40 PM
574	Please do not change these routes! For people coming from the far south (Pierce County) near the JBLM military base. There aren't many routes available for students who live this far south to get to the University of Washington in Seattle. It would be a travesty to see one of the only routes available to people located in this area to be diminished in some capacity or taken away all together for the now unreliable Link Light Rail. University Students need a reliable and on time/timely solution to getting to an from school.	3/18/2015 3:36 PM
575	Please consider that this bus is always full and at least link it to the trains to get both downtown and UW.	3/18/2015 3:36 PM
576	I live too far north on Capitol Hill to use the light rail regularly between Cap Hill and U District. I still need the 49 to run from the rail station or Roy Street to the U District every fifteen minutes. Thank you!	3/18/2015 3:29 PM
577	The connection between the 31/32 coming from Fremont to the U-District and the 71/72/73 going north on University Way: Needs better timing.	3/18/2015 3:25 PM
578	I'm concerned about there being no 72 services as I do use those on occasion, particularly on weekends. My husband also frequents the 66 on weekdays. I would be concerned on losing a connection to-from the U-District/South Lake Union unless other routes had their frequencies increased.	3/18/2015 3:21 PM
579	I wish this route joined the new UW Link station	3/18/2015 3:18 PM
580	They provide quickest direct route from Westlake Center to SLU, in particular FHCRC/SCCA campus and to Eastlake 1616. I would hate to lose 66X route from Westlake Center to SCCA and it seems to always be full during weekday peak times.	3/18/2015 3:08 PM
581	It's good to have additional service on the new 45 proposal. The linkage to a route that crosses Lake Washington seems to be a recipe for consistent delays. My usual commute is to take route 355 down to the Roosevelt Medical Center and then transfer to a route serving the main UW campus. That option appears to be eliminated in both proposals. There is a distinct constituency	3/18/2015 2:59 PM
582	A double bus would be helpful at peak times 7-9am and 3-6pm. Those times are when there are the most people on the bus. Often, people have to stand on the bus between UW and Magnuson Park heading North and sometimes not everyone can get on when it is a single bus. If I see a single bus when I am leaving UWMC after 2:30pm I sometimes will wait for the next bus, hoping its a double, because I am more likely to get a seat even if I have to wait 20-30 more minutes.	3/18/2015 2:53 PM
583	I have been riding this route over 400 times a year, for over 25 years. I use it to/from work, to/from Safeco Field, to/from Benaroya Hall, to/from the library, etc. It serves the Country Doctor, St. Josephs, Holy Names, the ferry service, Swedish, Virginia Mason, etc.	3/18/2015 2:50 PM
584	The 73, 77 & 373 are my family's most used routes. Having reliable access to the University District and downtown at peak and non-peak times is very important to us. Please don't reduce the service on 15th Avenue NE. Adjusting the schedule for those three routes would be a better solution to consolidation of service.	3/18/2015 2:48 PM
585	The 66X and 67 routes are the ones I use most often to get from the Northgate Transit Center to the University District for work. Alternative 1 seems to suit me the best with 10 minute wait times. Alternative 2 would be acceptable with 15 minute wait times, but I much prefer Alternative 1. Thanks for continuing to include these services in your ongoing plans.	3/18/2015 2:42 PM
586	Keep 252	3/18/2015 2:41 PM
587	Why is this bus ALWAYS LATE ? we call it the Forty-Late. Really, why are the across town transit times shown in your schedules so unrealistic? You need MORE 48 busses. MORE often. That way we can hopefully avoid having two 48 busses, back-to-back. The first one horribly late, the second on-time. Many times that late bus does not come at all. Are there random cancellations? Please revise the schedule for this bus. It is frustrating to ride, and unreliable during morning and evening commutes. Thank you, - a daily rider	3/18/2015 2:39 PM
588	Keep the route the same. Do not dump it downtown for transfer to 13 or some other route.	3/18/2015 2:34 PM

589	545 needs a late evening route so we can get back to the east side after plays/events. Currently we can't take transit and attend events in Seattle which end after late in the evening due to lack of routes or lack of frequency. Same with trips from the airport to the east side, 545 doesn't run late enough for the last arriving flights of the day or the first flights of the morning. This makes taking light rail impossible for those trips (and light rail is often slower than bus due to all of its stops). I wish light rail had express runs from airport to Westlake and other new major hubs	3/18/2015 2:32 PM
590	Please keep the connection between SLU and the heart of Madison Valley!!	3/18/2015 2:30 PM
591	I have always thought that the current route is so long -- across the city from Rainier Valley to the north Ballard area. Whenever there is a traffic situation somewhere along the route, it makes for buses being either really late or sometimes 2 or 3 buses come within 10 minutes since they've been backed up. I like the idea that there is consideration for routes that serve the Univ. District area (UW and UWMC) as many students and workers depend on the bus for transportation.	3/18/2015 2:24 PM
592	With this route many people can walk directly from their homes to their bus stop. It would be great if there were earlier afternoon routes available.	3/18/2015 2:24 PM
593	Deleting route 242 makes no sense especially since the peak trips for the 542 are remaining the same. The 542 busses are already packed. This will make them much worse. Also, a lot of the 242 ridership comes from 148th in redmond which there will be no bus support for. The evening 242 that I take is packed to standing room only every day. Not having more 542s will make the evening ride very, very crowded as the 542s are also packed both ways. The changes to the 71 make the 65 to light rail the main access to downtown for Wedgwood, but the 65 bus only runs until Midnight. This makes it not an ideal route when returning from downtown. The current routes 64, 71, 76 all travel along NE 65th street. The way they are scheduled, they all arrive within a couple of minutes of each other. Often one bus will pass another on 65th. If a rider misses the window when these busses come, it is about a 20 minute wait for the next bus. 20 minutes seems like an excessive time when there are 3 busses on this street. Please look into staggering the times of these busses on 65th more to make it more convenient for both riders and drivers who will no longer have to deal with passing another bus.	3/18/2015 2:13 PM
594	49: Likes: -Frequency is pretty good. -We have larger buses running this route most of the time, which are needed for the demand. Dislikes: -Seem rarely on-time, especially in the morning. -The buses are in horrible condition and especially smell bad in comparison to other routes (even without people on them). Please, for the love of god, give this heavily used route new buses. -Would love to extend the route further into downtown (perhaps going South down 1st or 2nd during high commute hours to take people to work) instead of turning around at 2nd. 47: This was the perfect bus and connected so many blind, elderly and disabled people who live in "I-5 Shores", who are now put out. It was ALWAYS on time, heavily filled during commute peak hours, and had kind drivers + patrons. I felt safe on this bus late at night. Please reinstate this bus! :) Thanks.	3/18/2015 2:06 PM
595	Avoid University Avenue -- move traffic to 15th, or Brooklyn	3/18/2015 2:01 PM
596	This route could use an express option for people traveling to the U-district from Ballard and Wallingford. It can take almost an hour to commute even when traffic is light-- huge chunk of time to be sitting carsick on a bumpy bus.	3/18/2015 2:00 PM
597	271 is my main route because it is frequent enough that my irregular work schedule can be accommodated and I can link it with driving (Issaquah to Bellevue/271 to UWMC) to get to and from my kids schools in Issaquah in ~45 minutes average. There is not enough parking in Bellevue. Eastgate P&R does not have easy access, plenty of parking. South Bellevue P&R has great access for my commute but not nearly enough parking. And the East Bellevue church P&R's are great but also either full or now closed. If 271 were frequent and made less stops, I could ride literally from my neighborhood entrance to my office. Currently when I do that, it takes about 1 hour 15 minutes. Perfect route - impossible to use practically. I'm a working mom. 556 is better - I can bike up to the P&R faster than drive and park. It is not frequent enough and doesn't cover the commuting hours, particularly the evening, as well as I need. Again, I would like to see the route more direct, less stops. It's a full bus. I do not use 556 at all because it's not frequent enough and doesn't have good evening or late morning coverage.	3/18/2015 1:59 PM
598	I only hope that ST will continue to support this extremely important route that takes people all the way between downtown and Woodinville. It is a lifeline!	3/18/2015 1:57 PM
599	The Rapid Ride "D" Line, the 355X, the 40 and the 48 are what I ride most. (Only the 48 seems to be mentioned above in the choices). Thank you for these routes, and especially for the late hours of Rapid Ride. The late hours are invaluable for folks who like to attend concerts and clubs without spending \$30 or \$40 for a taxi home at the end of the night--especially if they drink. I've never had a car, but I pay attention when I'm on Rapid Ride, & I'm certain that Rapid Ride averts drunk driving every single day of operation.	3/18/2015 1:53 PM
600	This bus is often late. Not sure if any of the alternatives will help with this. If the 73 does not extend to 145th, it is important to have the 373 run more often.	3/18/2015 1:52 PM

601	PLEASE do not eliminate the 43 route.	3/18/2015 1:44 PM
602	16-- chronicle and consistently running behind schedule in the mornings	3/18/2015 1:42 PM
603	It is ridiculous that there is no Northbound service after 6PM.	3/18/2015 1:33 PM
604	Is this route being affected?	3/18/2015 1:31 PM
605	For metro routes, we need more frequency/reliability. For ST routes, we need more commute capacity and more service between metro areas at night	3/18/2015 1:28 PM
606	Route provides very convenient access to services on Madison	3/18/2015 1:28 PM
607	I don't agree with the proposal to change the route to not provide downtown off peak and weekend service. Those two timeframes are not really addressed in the first plan. For me, having to use the light rail on off peak hours would add enough time to my commute that I would probably consider driving and parking downtown instead. I already spend 2 hours a day commuting, more than that is unacceptable to me.	3/18/2015 1:27 PM
608	Keep the 73 running.	3/18/2015 1:25 PM
609	Increasing the frequency of this route would be great as the bus is almost always packed, particularly at peak hours. In addition, weekend service would be useful to get between UW - particularly the Medical Center and up to at least Lake City (or further north) where another bus could be caught to get up to Kenmore/Bothell.	3/18/2015 1:23 PM
610	More frequent trips. Also I live on 64th and have to walk a half mile to get to the 44 in order to get a direct bus route to the u-district. It would be nice if there was a bus that ran north-south along 24th or 14th that went directly to the u-district. Also a 44X between these areas would be awesome!	3/18/2015 1:22 PM
611	I'm not sure if this would change with either Alt 1 or 2, but I don't like that not all of the 372 buses go to Bothell. The ones that stop in Kenmore usually have less riders and the ones that go to Bothell are packed by the 2nd or 3rd stop on the route. This tells me that there are more people that want to travel north of Kenmore so there should be more trips that go beyond Kenmore P&R. And why isn't the 522 listed anywhere in these options? That is currently the only bus I can take from Bothell to downtown without transferring. Since my mother is disabled with mobility, the less transfers I have to take the better.	3/18/2015 1:22 PM
612	The routes mentioned are always full and do not provide fast service to the University of Washington. The times for the 556 are infrequent in the morning when it is needed the most.	3/18/2015 1:22 PM
613	buses are crowded during peak. I hope there will be an easy connect between route 550 from Mercer Island and from Bellevue to the Lite Link to get to UW.	3/18/2015 1:21 PM
614	Please do not change timing on a morning, specifically to arrive at the HUB around 7:20 and 7:50am - Look at potential to provide longer/ a second bus during first week of classes in September - buses are full and do not stop for passengers frequently.	3/18/2015 1:19 PM
615	I know this route wasn't listed, most likely because it isn't affected, but I want to say that it has become a very frequent, highly reliable route and I love it -- hopefully it won't change with any of this.	3/18/2015 1:18 PM
616	This route serves the south Sound workers and students who commute to the U District every day. The route is heavily used, with most buses full to the point that many people are standing up the entire way, which is 25 to 35 miles. We need the second bus in the morning replaced, as there is a 50 minute gap between the first and next bus, coinciding with the time that many of us need to get to work at the hospital. We also need the schedule to not be reduced every Fall right when the new crop of students begins. In the Fall, we are so horribly overcrowded for the first two weeks of student attendance that many of us give up and drive. That is very costly, frustrating, and time-consuming for us, as driving takes considerably longer than the bus ride.	3/18/2015 1:17 PM
617	The 43 takes so much longer than the 43 for seemingly no reason. I would love to see this route speed up!	3/18/2015 1:15 PM
618	General comment: Transfers (involving either bus or light rail) are the weakest link in getting somewhere, even if the goal is more frequent / more reliable service -- it doesn't take many failures to convince me not to trust a schedule. So the thought of having to transfer to bus or light rail means higher risk of a longer commute, and therefore I'll find another way to get there: walk, bike, or drive. And walking an extra 2 or 3 blocks to catch transit really is too much in some cases -- I already walk a lot to catch some buses. And the light rail stations are so far apart, and so far away from useful locations (for me) I'd much rather take a bus even if it's slower.	3/18/2015 1:12 PM
619	In favor of expanded service for this route.	3/18/2015 1:10 PM

620	<p>These are the 2 main routes that I use to get to and from work, the first problem is that one or the other does not come and then I am at least 30 minutes late to work. This happens so frequently that in the summer time I walk to my second bus because I am so afraid of being late. It already takes me 10 minutes walk to get to the first bus! The next problem is that they do not connect to one another, for example I catch the 31 at 5.39pm at the Hub and by the time I get to Magnolia it is 6.26pm - the 24, my next bus left at 6.14pm and the next one is not until 6.43pm. So I frequently have to walk for 20 minutes to get where I am going - not so bad in summer, but pouring rain means I am soaked by the time I get to my destination. Not so great. The next problem is that the 31 is so full when I get on at the Hub or thereabouts, that I worry about being able to get home. This is the only bus from where I work that goes close to where I live, I have no alternate route and get off at the last stop. It appears that many people get off in Fremont perhaps there needs to be more frequent service, at least to Fremont. It has become so bad lately that I run to Fremont, even in the pouring rain! The 24 now has the same issue since the 19 was taken away - so full it's a joke. The last issue I have is that there is no service on Sundays on the 31. This means that anywhere I go must be via the 24. I hope light rail fixes a lot of these issues, although it won't be anywhere near where I live, perhaps you can put a few more buses out my way!</p>	3/18/2015 1:08 PM
621	<p>Don't get rid of it please!!</p>	3/18/2015 1:08 PM
622	<p>This route is too long and unreliable. Often too crowded to get on in the U district heading north. Perhaps split into two routes as the 44/43 which seems to be more frequent.</p>	3/18/2015 1:05 PM
623	<p>Please have them run more frequently, particularly during peak hours. These buses are very busy when UW classes are in session, but VERY few students actually live in Magnolia. Often, students are riding this bus to Fremont, but this causes huge delays due to frequent stops in addition to the significant amount of traffic. Plus, the buses are packed and often uncomfortable. After the Fremont bridge, there is maybe a dozen riders and all end up in Magnolia. In addition, having the 31 run later at night would be great!</p>	3/18/2015 1:04 PM
624	<p>The 372 is already overcrowded. I can foresee even more people using it in order to get to the light-rail station at UW (in order to continue to downtown Seattle and the airport). If this happens, the route must increase capacity. Or, it must be a strict express route and not serve all of 25th AVE NE between UW and Lake City. The buses are standing room only already.</p>	3/18/2015 1:03 PM
625	<p>Keep the frequency of buses for the 48 route high. This route is always packed with people.</p>	3/18/2015 1:02 PM
626	<p>wait what's happening to the 522?</p>	3/18/2015 1:01 PM
627	<p>At the moment, it's always late and too full to accommodate all passengers.</p>	3/18/2015 1:00 PM
628	<p>The 41 should not end at lake city it should go on to sound point and end at the Magnason Park. there you should make a small Park and ride for the 41, 71x and 75. you have the space and many people living in the area could benefit from it. people going to downtown, Northgate and the UW. please consider it I think it would help a lot.</p>	3/18/2015 12:55 PM
629	<p>70 comes way too infrequently for the population it serves. The area is dominated by new apartments. More frequency is needed. 31 and 32. there are so many areas in Fremont that are not SERVED especially around pacific place....by the waterfront. You literally have to walk 6-8 blocks up a hill to find a bus. Ridiculous. Why i could not move there. Also need more service times. 75 needs express buses to northgate mall-takes an hour...really? 74 is a great addition to serve Laurelhurst area 25 bus should run longer routes up the neighborhoods in sand-point. It doesn't go into the neighborhoods enough so less use... 71,72,73 should run as often as possible. They're probably the busiest buses in Seattle next to the smelly 49 oh another thing Air freshners on the 49 would be great!</p>	3/18/2015 12:53 PM
630	<p>Well I know in your survey you did awhile ago, you stated that the 255 wasn't crowded. I have been on the bus many times with standing room only. I don't know what times of day the survey is talking about with the 255, but it isn't peak hours....</p>	3/18/2015 12:52 PM
631	<p>Alternative 1 is the best choice, at least for me, and it would be very nice to have newer, updated buses on 271 (more like Sound Transit would be nice). The current old buses should be recycled. Thanks.</p>	3/18/2015 12:49 PM
632	<p>more frequent and on time buses</p>	3/18/2015 12:49 PM
633	<p>For the most part, I am a SOV commuter. I take the bus maybe 1x per week and sometimes more, depending upon after-work activities. Once light rail is an option, I will try a direct Downtown Seattle to UW Medical Center/Husky Stadium ride. If it is frequent and saves time, and I feel safe I will use it. If not, I likely will continue to be a SOV commuter. One of the main reasons I don't use METRO bus more frequently is the absolutely horrible ride those trolley buses (Route 43) provide - jerky, uncomfortable and, if standing (because those routes are so full during peak times), almost impossible to do. Also, the busses are dirty and smell musty/moldy. There is nothing pleasant about that ride - period.</p>	3/18/2015 12:47 PM

634	Please don't cancel the 167 route. I like the fact that I can take one bus to get to and from my destination. All of the people on this route are UW employees or UW students with no drama. It is a nice pleasant ride that I'm comfortable with.	3/18/2015 12:43 PM
635	I'm wondering what the thoughts are about those of us who live in West Seattle getting a reliable connection to the LINK. The only connection I can think of is either drive to Tukwilla and park there, or find a route that connects with the 50 or 60 to get to a downtown station.	3/18/2015 12:40 PM
636	DO NOT CHANGE THESE ROUTES. Many people use them. If you remove them there will be a SERIOUS decline in riders from campus to the hill.	3/18/2015 12:34 PM
637	I love this route. It is fast and direct. It unfortunately doesn't run after 6:30 PM. I would love to stay later in the U-District some nights, but if I stay until 7:00 PM, it means I have to take a far longer commute (271 and transfer to the 554). Since the 556 is usually packed, I imagine many other people would feel the same way.	3/18/2015 12:32 PM
638	Bring back the 48 Express. 66X is not really very "express". It still takes a long time.	3/18/2015 12:30 PM
639	It would be great if we had more buses available during the peak morning commute times.	3/18/2015 12:30 PM
640	You told us travel time would be reduced by eliminating direct routes to downtown when the Rapid A would connect to the light rail. It didn't even come close to your estimated savings in commute time. I don't know where you come up with this misinformation. This is not rider experience. These connections don't work, add more delays, which equates to more commute time. You eliminated direct bus routes which were far more timely than your advance Rapid A/Light rail connection. A simple fix would be by extending the Rapid A into downtown to achieve the timeframe you told us we would save by connecting to the light rail.	3/18/2015 12:29 PM
641	542 and 545 are important routes and I would live to advocate for continued support of them both. 545 is a crucial trunk line linking communities in Redmond and the Microsoft ecosystem to downtown Seattle. 542 links Redmond to the UW and the U District.	3/18/2015 12:29 PM
642	540- Moving it to Houghton P&R seems favorable because at times South Kirkland P&R will be at full capacity in terms of parking spaces available. However, because 540 only operates during peak hours, it would mean that students who go to school in the morning and get out early in the afternoon would have no options of getting back to Houghton P&R whereas currently students have the option of taking 255 to South Kirkland during off-peak hours. 271- Many students coming from the Eastside to UW take bus routes that go from Eastside to Seattle Downtown and transfer on one of the 520 bridge stops. 271, use to be the best available transfer option since it is the only route that runs all day from 520 bridge to UW campus. However, this option has been eliminated. I would like to see an alternative or have 271 stop at Evergreen Pt. again so that eastside commuters have more flexibility crossing the bridge to UW.	3/18/2015 12:24 PM
643	Provides most convenient connection between Capitol Hill and UW for commuters, would be difficult to lose.	3/18/2015 12:24 PM
644	Who funds this bus, that is usually mostly empty? It seems a no brainer to discontinue.	3/18/2015 12:23 PM
645	I would like to see more frequent buses and additional buses. Especially when the afternoon buses drop out during the Summer. There are still a lot of employees that use this route when students are not in school. I would like to take 1/2 days in the Summer but am currently unable to because the 586 doesn't start until 2:30. The morning buses are frequently full and leave riders behind.	3/18/2015 12:22 PM
646	this route services way too many people through the most populated part of Seattle, This route must stay, right now they need more busses on this	3/18/2015 12:21 PM
647	Would like a light rail option to Everett, Wa.	3/18/2015 12:20 PM
648	In all cases, it is difficult to say how the changes will impact me without knowing which stops may be added or removed. For example, the new routing of the 71 or the creation of the 16 could be great for me, unless I have to walk farther to get to a stop. Similarly, I generally use the 68 because there is a stop closer to my house (25th Ave NE and NE 60th St). I imagine that with the elimination of this route, this stop will be removed and the 372 will not stop here, but I'm not sure. I'm concerned about the elimination of the 30, as it is pretty much the only bus that runs directly from Ravenna to the U-District. If I wanted to get to the Ave, I would need to take a bus that routes through UW and get dropped off at the very south end of the Ave, which makes the route longer than I would like. In this case, I would probably end up using car2go instead of transit.	3/18/2015 12:19 PM
649	The 48 makes too many stops during peak times. Commutes from Mt. Baker to UW could be much more efficient. The #7 bus is always overcrowded and the busses themselves are sub-par to the 9. The 9 is much more efficient; I wish it ran more in the afternoons.	3/18/2015 12:19 PM

650	I wish there was an express version of this route. I heard there used to be but it was cut. It can take a very long time to travel from Greenwood to U-district because of the many stops and busy route that this bus takes. I am thankful for a direct route to the stadium, however.	3/18/2015 12:18 PM
651	43 - this is essential! Don't get rid of it! 44 - We need more connections to Ballard. In general I like that the 44 runs long hours and is pretty frequent. It would be good to have another alternative between Cap Hill/U Dist/Fremont/Ballard. Bring back the old 47 or whatever it was 8 - I volunteer at Pacific Science Center and the 8 is a dreadful route. Denny is the worst. We need more reliable service crosstown. I don't know if this can be rerouted to a faster street or what. Neither alternative addresses this problem	3/18/2015 12:11 PM
652	This route is bizarre. I often travel from near the start of the route (145th and 25th) to UW and back. There are essentially two sets of people who use it - people north of Lake City who aren't served by any other bus, and people who live along Sandpoint Way and Bryant/Wedgewood. This pattern, combined with the frequency of local stops means that the riders traveling the farthest have an incredibly long commute time on a bus that is frequently way overcrowded for part of the route. In my opinion, the best way to approach this would be to have a less frequent Express option available that bypasses stops in the early part of the route to serve north wedgewood/lake city/shoreline. this could be every other bus, or one of every 3 buses for example.	3/18/2015 12:11 PM
653	Frequent service on this route is key. Delays are often a problem in the late afternoon and early evening.	3/18/2015 12:08 PM
654	The direct, all-day service this route provides between NE Seattle and downtown is more important to me than more frequent buses on the 76 route during only peak hours.	3/18/2015 12:07 PM
655	It seems that the 43 could run more frequently during peak times as an alternate connection to UWMC from downtown. My quickest connection from West Seattle is the 255 in the tunnel, but during bad weather or if I need to avoid the walk from 520, having additional access to the 43 would be helpful.	3/18/2015 12:06 PM
656	It works very well now. Both alternatives would make my commute take longer and force me to walk uphill to my office, Changing the north end of route 70 (to end at the stadium) is counterintuitive. Do you assume lots of people will come from downtown or Eastlake, then want to turn around and go south to Capitol Hill and downtown?	3/18/2015 12:05 PM
657	Keep this route and make it run more often.	3/18/2015 12:05 PM
658	restore direct route from sandpoint to key arena	3/18/2015 12:03 PM
659	I really like the route and the frequency of the 271. A lot of the time the bus doesn't follow the schedule (running about 5 minutes early at my stop), but with them coming every 10-15 minutes, it doesn't make too much of a difference. It might be nice to have an express that doesn't stop at all the stops, maybe just the Bellevue Transit Center and Bellevue Square as well as a few stops through Medina.	3/18/2015 11:59 AM
660	It looks like the 540 will not go to Kirkland Transit Center there are a lot of passengers that get on at that stop that go to UWMC i'm not sure if there is an alternative.	3/18/2015 11:58 AM
661	The loss of the 25 will effectively kill transit use in Portage Bay. I don't think anyone will walk over hills and around curvy streets to the 48/49. The 43's route may be inefficient, slow, and redundant, but it provides the only useful connection between the top of Capitol Hill and UW/U District for anyone who can't walk up or down that hill. The 10 does not connect to light rail close enough to reduce travel time. From the top of the hill, the only option is to walk downhill (not especially easy on the knees). The hospital will only be accessible from the 8/10/9x, none of which go north. The 12 frequently gets caught in massive amounts of traffic on Madison/Marion. If the 49 takes over that route, something needs to be done to speed it's way down/up the hill. Pike/Pine may have lots of traffic, but there seems to be less highway-bound traffic that holds up the 12. If the 12 can be saved by Seattle funds, I hope the 49 keeps its Pike/Pine route.	3/18/2015 11:57 AM
662	The consistency and reliable of this route is atrocious for those of us looking to use it for daily commutes. 16 is much more reliable.	3/18/2015 11:57 AM
663	The 31 would be the best route for Magnolia - UW connection, and others, if it continued from 34th & McGraw down 34th to Government way and looped back around to Emerson and Fisherman's Terminal, thus completing a loop through Magnolia before starting it's route again. It currently only goes along the east side of Magnolia, and the connection with 24 to continue is not a good connection.	3/18/2015 11:54 AM
664	Route 49 should not be changed, as it is not completely redundant to the light rail link. I use it regularly to go to the Pike Pine corridor from Capitol Hill, and I do not want to bus less than a mile before having to transfer at the Light Rail Station.	3/18/2015 11:54 AM
665	I consider the service provide by 540 to be minimal. Would like to see adding back service during non-peak hours and 15-minute service during rush hour.	3/18/2015 11:53 AM

666	I would really like to see route 73 be spared from cut backs because it is the only bus route that comes into our neighborhood.	3/18/2015 11:52 AM
667	It would be great to see the 250 brought back for peak hours. There's no viable "excuse" I've seen thus far that would work against it. Metro did not do due diligence in sleuthing out options, which could have included it as a one-way "545-like" route going eastbound to MS and the Overlake Transit Center and then continuing on the old westbound route covering West Lake Sammamish & 24th back into Seattle. *For the 542, more frequent routes would be helpful as the service to/from the UW is limiting. Do not cut it off at the light rail station. This will require another transfer for me to get to work at the UW. The limited service requires that I drive at times since there's no quick service in the middle of the day. *For the 545, add more buses. While I comprehend that standing may be a necessity at times, it makes for a very unpleasant commute when one suffers from back pain and take away any benefit of being able to work/read/etc. while commuting. Plus, it really just plain sucks to be the one cut off when the bus is full just to wait for the next, possibly full, option and stand! As of late, this has held true for some 542 routes as well.	3/18/2015 11:51 AM
668	Please serve overlake village, in addition to overlake transit center. Thanks for your good work, things are getting better!	3/18/2015 11:50 AM
669	Not a fan of changing the 16 that much. I would love to see services retained North of 92nd, up to 105th. The 345 and 40 do not come often enough for me to feel comfortable that an alternate is possible. For the 44, why not just make that go over to Sandpoint, rather than changing the 16? Not that far of a walk from UDistrict to UWMC (Though I do love the direct service).	3/18/2015 11:50 AM
670	48-I am excited by the prospect of splitting this into a 45/48 and creating a later run that is being proposed in Alt. 1. 44-Needs committed bus lanes. Rapid Ride D-needs committed bus lanes between Lower Queen Anne and downtown, it really bottlenecks here.	3/18/2015 11:49 AM
671	Please maintain the Kenmore only route times even when the UW is not in session. The buses at these times are predominantly employees of UW and we rely on the bus to get to and from every day :) Thank you.	3/18/2015 11:48 AM
672	I'm sure I have the same complaint as most people who use the 8: it's totally unreliable and too infrequent. Please increase the 8, even on weekends, so people can take their families to and from the Seattle Center, or grocery shopping at Whole Foods, without devoting half the day just to navigating the bus travel. It's a workhorse route and hugely important, so it's always overcrowded, and thanks to Denny it's always late. Can you cut the eastbound stop at Denny and Fairview so the bus can at least travel in the left lane to Stewart Street? Also, why is the One Bus Away data for the 8 always wrong?	3/18/2015 11:47 AM
673	Retain route 373X express service from Univ of Washington north to Shoreline.	3/18/2015 11:46 AM
674	The bus is frequently 15 minutes late or 10 minutes early. I end up waiting 20-40 minutes for a bus because it can never come on time, making it difficult to plan a commute to work in the morning. there is no consistency in the time	3/18/2015 11:46 AM
675	Even though I catch these buses at the beginning of the routes they are typically late up to 10 minutes, or don't show at all if not with in that time period. I am unsure if it is because its a problem with the time schedule on the internet or the drivers but I find it hard to believe it should be happening so much. Also, I am unsure why or how it is possible all these buses are late and by the end of the trip I suddenly see 2+ 522 or 312 buses following each other. I understand traffic changes will adjust the speeds and make it sometimes possible for so many buses to group up but, again, the frequency at which I get picked up/they actually arrive versus the amount of buses at the end of the trip (hour+ ride) seems odd. Not sure if this should be looked at better. 3 and 4 buses I have accepted at late by 5+ minutes now, but are always full by 3rd and Union and always trying to pack in more. The style of bus used on this route seems wrong if two buses can't seem to handle the load.	3/18/2015 11:44 AM
676	Basically these routes are unchanged and would remain mainstays of the E-W 45th st corridor and the N-S aurora corridor. Alternative1 would probably be best for route 44, 5 and E- the increased frequency might reduce the extreme overcrowding one sees during commute times. Otherwise the 2 plans are equivalent from my point of view.	3/18/2015 11:44 AM
677	Frequently during rush hour I must stand all the way from the UWMC to Bellevue Transit Center.	3/18/2015 11:44 AM

678	I would like to say that they are okay. If they were any worse I would not ride the bus. When I say okay I mean that they are ALWAYS completely FULL and sometimes if I don't walk up a few stops the bus passes me by because it is full. Both ways. Morning and evening. I work at the UW and live in West Seattle. Less than 10 miles away and it takes over an hour most days. I have waited in the U district on a Friday night while 5 buses (70, 71, 72, 73) passed by completely full. I could have walked to downtown faster had I know I was to wait over an hour to get a standing spot. The 125 is the bus that is closest to my house and it is ALWAYS standing room barely only and the 120 in the morning is also full and sometimes passes me by full. The Puget Ridge and Delridge area need frequency as well as the 70-73 routes. They are always so full people get passed up. That completely sucks for people counting on the transit to get to work.	3/18/2015 11:43 AM
679	I currently use the 71, 72, and 73 express combined with the Water Taxi to commute between Vashon Island and the University District. My place of work is far from the Husky stadium station (University Tower), so I am concerned that proposed changes focusing on Husky Stadium as a hub might increase my travel time or frequency of service between the University District and the downtown tunnel. Since the water taxi only comes once per hour, I am particularly nervous about schedule changes making it more difficult to connect.	3/18/2015 11:40 AM
680	Service to Portage Bay/Eastlake is relatively limited as is, especially with the express busses not stopping in Eastlake. Please keep this area covered.	3/18/2015 11:40 AM
681	This is a popular sound transit bus route. If light rail does end up coming to the UW this would have an effect on ridership provided connections are available.	3/18/2015 11:39 AM
682	I mentioned this at another point in the survey but the route 48 (or 45 in Alternative 1) REALLY NEEDS an express service to handle the commuting rush to and from the UW. It's regularly packed to the brim, with timelines disrupted by as much as a half hour or so for individual coaches. The bus then makes its way slowly through Greenlake, even though very few people get on or off at these stops during rush hours. Bolstering southbound morning service and northbound evening service during rush hours with an express route that makes limited stops would be extraordinarily helpful. Sometimes I just give up and walk the 3 miles because it's more convenient than dealing with the 48.	3/18/2015 11:38 AM
683	Basically, 542 running a bit more often, into the late morning at least and later into the evenings would be excellent. And then fixing the 545 to keep it from being sardine-land.	3/18/2015 11:37 AM
684	This route is very important to me for both my work commute and for leisure-related trips downtown on weekends, and appears to be packed full of people in the mornings and evenings. This bus is my only option for work--the 49 stops 15 minutes away from my work and the light rail is a 10+ minute walk from my home and requires a transfer to a bus (the 43!!) that would then stop at my work. Please do not eliminate this route! I would be forced to drive to and from work most days, rather than face some 20+ minutes in the rain and cold at either end of my commute. The light rail does not cover so much area that it can take the place of important bus lines such as this one.	3/18/2015 11:36 AM
685	Particularly in the university district, there is still not nearly enough seating due to the large volume of students who use the bus for just a few stops. It would be helpful on days with high volume traffic to run the 48 "express" from, say NE Campus Parkway to 65th St & 15th Ave NE in order to discourage students from crowding up the bus for 3-4 stops during peak traffic hours.	3/18/2015 11:36 AM
686	These three routes are so important for students, faculty and staff working at the UW both on and off campus I highly recommend not cutting service back. I believe it would cause many challenges for those of us who have to make certain connections if these routes were all eliminated or cut back to only peak hours. These three routes are heavily used and quite often standing room only from 5:57am - 9am and from 2pm- later. I am on the bus at 2:15pm to make my connection home to pick up my child from care and every day the bus is standing room only. Without these buses running all day, I would not be able to use mass transit anymore to come to work - I would have to drive. I think many people would be put in a similar situation.	3/18/2015 11:36 AM
687	Please keep the 12 along Madison! Will make many have to travel much farther to get to Link Light Rail w/o it.	3/18/2015 11:35 AM
688	It would be nice if this route existed outside of peak hours as well so it could be used past 9:00am.	3/18/2015 11:34 AM
689	If Alternative 2 is used, I'd like more frequent service for the 31. The current 30 mins wait is horrible.	3/18/2015 11:34 AM
690	This route is great, but always late. I think the proposal to make it more frequent is good and having later service is great (Alternative 2). Never understand why it doesn't just continue down 15th, rather than veer to University Way.	3/18/2015 11:34 AM
691	28 - re-establish the route so that it runs during non-peak times. 44- try and work out a schedule where there are not three or four 44 buses that come by when waiting for the 28 at the corner of 8th NW and Market. ie more 28 buses!	3/18/2015 11:33 AM

692	By elimination of 252 and 257 you increase the inconvenience of waiting for a connecting bus to go to the neighborhoods from Kingsgate Park and Ride. By restricting the 255 North of and beyond the Totem Lake P&R you also increase the inconvenience and unavailability of access to that route.	3/18/2015 11:33 AM
693	Route 12 provides me with access to all places along Madison (I live on Madison and 9th). Without route 12, I would need to walk over to catch route 2, but this does not go in the same direction I usually end up or need to transfer to bus/light rail (I work at UW). I also lose the ability for easy downtown access. The loss of route 43 means I would need to wait much longer for a bus on 24th if I take that option. My only options currently along that route are either 43 or 48. Loss of route 12 isolates me from much of the benefits of the new light rail in Capitol Hill and my ability to get to work at UW easily by taking the bus. What are my options, living on 9th and Madison for getting to work at UW with the first proposal? It will require a substantial amount of walking on my part or me driving my car to catch a connection. The 12 bus is by far the most important to me and my most frequent bus.	3/18/2015 11:33 AM
694	As they are now, these routes work great. I feel like riding transit is easy with how they're connected and the frequencies of trips. Any changes would make my commute longer and more frustrating, and once again I'll find that using the bus is more annoying than dealing with traffic.	3/18/2015 11:33 AM
695	Route is typically congested. As a University student, I can attest that it is usually crowded on weekdays, and that more bus times need to be available esp. past 10pm. Because, link light rail is not available in the east (Bellevue, Kirkland, etc.) there needs to be more routes and/or times. Thank you!	3/18/2015 11:32 AM
696	As I previously stated, I feel it is a huge inconvenience to delete the part of the 372x route that goes from UW Bothell to Woodinville Park and Ride.	3/18/2015 11:32 AM
697	PLEASE don't cut this service. This is the only bus that goes in front of my house and I take it everyday for school.	3/18/2015 11:32 AM
698	They stop way too often. The buses are full close to the U-district and we still stop and let people on. It might be helpful to put in some kind of U-shuttle just in the immediate University area for all the students, so that employees like me can get to work without being bombarded with students.	3/18/2015 11:31 AM
699	The 44 route between Ballard and the U district has too many stops and gets held up in traffic on NE 45th street causing passengers to be late for work and get home later. The distance is only a little over 4 miles, and yet it can take 40+ minutes to get from campus to downtown Ballard. It would be nice if there was an express bus from Ballard to the U district that did not stop in Wallingford, or if the amount of stops could be reduced. Rerouting the bus to not go along 45th st may also be a solution.	3/18/2015 11:31 AM
700	Should bring the 48X back on line	3/18/2015 11:31 AM
701	More efficient service.	3/18/2015 11:30 AM
702	67 & 68 - moving the line further East is inconvenient from coming from Northwest Seattle, also will be a longer route 70-73 getting downtown in the evenings from the UW is still inconsistent and at rush hour takes 50+ minutes, which makes transit not an option for getting to evening meetings and activities on time 355 - please do not remove the UW stop from this express bus	3/18/2015 11:29 AM
703	Please keep route 31! There was talk at one point to cancel or reduce this route. I use it daily to travel between Magnolia and the U-district, and there isn't an alternate route if this went away. 31 is critical - please keep it!	3/18/2015 11:28 AM
704	I ride this route at least 2 times a day, please don't eliminate it. It provides easy access to both downtown and UW for those that live on and near 15th Ave E.	3/18/2015 11:27 AM
705	Please don't take away my bus to work! I don't want to drive or walk 20 minutes both ways.	3/18/2015 11:27 AM
706	The 8 is a heavily used route by a few different neighborhoods. It is a lifesaver for Capitol Hill to Queen Anne. Wish it was more reliable time wise, more frequent and bigger buses for the more heavily traveled times of the day. I live at 22nd & John and work at UWMC. I would like to continue to use the 43 and 48 to get back and forth to work. I will not be walking or taking a bus down to the light rail in Capitol Hill to get to UWMC. The 43 is also most convenient for me to travel downtown.	3/18/2015 11:25 AM
707	Please keep the U District routing for 71 as is. As it is, the M-F morning commute buses are standing room only and packed. Increased morning frequency (every 15min) would be very helpful. Reducing the 71 altogether would cause me to stop using transit.	3/18/2015 11:25 AM
708	311 - please keep service to Woodinville if possible and increase frequency during PM commute especially. 372 - please increase frequency during PM commute. Buses can be overcrowded. 540 - please keep direct connection between South Kirkland PR and the U-District. The new parking garage and lot at this PR has increased its capacity significantly and it doesn't make sense to remove the direct route to the University.	3/18/2015 11:24 AM

709	The 65 runs really slow and it's usually very delayed which is bad for getting to school. I wish the 373 would run more often.	3/18/2015 11:24 AM
710	In Alternative 2 would eliminate using either of these routes as an option for me making it far less convenient to commute via bus.	3/18/2015 11:23 AM
711	It would be great if route 75 would let off closer to the new light rail at Husky stadium. That is the only way I would give up driving my car. Right now, it takes me 1 1/2 hrs on a bus/UW shuttle combo if I want to get from 75th St and sand point to my job at SLU. I drive because I don't have 3 hours per day to commute via mass transit. If the 75 route let off close to/at the new light rail at Husky stadium, then I would consider taking mass transit to work.	3/18/2015 11:22 AM
712	I am willing to walk farther to get a fast bus or rail link. I'm less interested in many stops routes that take a lot of time.	3/18/2015 11:22 AM
713	The frequency of this route is sporadic. The driver's can be quite rude to the passengers.	3/18/2015 11:22 AM
714	retain fequency of service for 271 in early evening (up to 8:30 pm) retain 167	3/18/2015 11:21 AM
715	Buses are usually full, consider express with less stops prior to day shift hours (7am start time)	3/18/2015 11:21 AM
716	The growing population areas need to be considered. My personal myopic view shows me Ballard is growing fast and needs addressing.	3/18/2015 11:20 AM
717	More routes that continue into Route 7 through the Yesler route rather than downtown in the traffic	3/18/2015 11:20 AM
718	Service on this route needs to be maintained year round. Service is cut when the UW is on breaks and during the summer. This route is heavily used by UW staff that live in the area and the crowding on the buses and the lack of convenience when service is cut is absurd. It is not just students using this route. Please maintain the frequency of service year round.	3/18/2015 11:20 AM
719	If these new plans are implemented in a similar fashion as the rapid ride routes were implemented, this will be a transportation nightmare. Rapid ride implementation removed more route capacity than rapid ride routes could carry. Rapid rides still do not run timely and buses are often over capacity.	3/18/2015 11:19 AM
720	More frequent would be nice; and the ability to take this to the link light rail would make it very easy for me to get to the airport without needing to use a car at all.	3/18/2015 11:19 AM
721	I get why the 277 is being eliminated. Since I will have to transfer, increase the frequency (235,238) so I don't have to stand around as much waiting for my transfer.	3/18/2015 11:18 AM
722	It would be great to have more frequent service on this route, especially as it gets very full during peak hours and there often isn't enough room for all the riders.	3/18/2015 11:18 AM
723	372 is a very popular route. During peak hours 7:30am to 10am and 4:30pm to 6:30pm there needs to be more buses and the longest buses you have available. When you send a short bus for a busy route like this, it gets filled up at 1 stop and leaves 100 people out in the cold. For the 65, I would recommend cutting the number of stops. Does it really need to stop every single block? No. It can afford to go every other or even more than that. It shouldn't take an hour to go 6 miles.	3/18/2015 11:16 AM
724	I use this route often, and it is the only route close to where I live without hills. It is convenient for access to school/work (UW) and downtown. Besides, I rely on this route if I ever want to wear nice shoes.	3/18/2015 11:16 AM
725	I'm hoping that future plans preserve the link from Shoreline to the UW.	3/18/2015 11:15 AM
726	Please keep these routes with service to the South Kirkland Park and Ride	3/18/2015 11:15 AM
727	would like to retain this route to northgate neighborhood	3/18/2015 11:13 AM
728	If possible, would you make it easier for residents in Redmond Ridge to the Seattle area, e.g. University District, Downtown Seattle, and International District? I know quite a number of citizens living there. They are old people and no longer able to drive, but they like to travel to the Seattle area for part time jobs and volunteer work.	3/18/2015 11:10 AM
729	The 242 was designed specifically to get Microsofties on the West side over to the campus, and it's a huge success--packed buses every day. The 542 is not a realistic alternative. It stops only at 520 and 40th, and 520 and 51st. This significantly reduces the convenience and utility of taking the bus for most current 242 riders. We ride it, every work day, because it's convenient,. With your change, it will become a huge pain in the ass, and most of us can and will go back to driving to work. Is that what you want? Just leave it alone.	3/18/2015 10:59 AM

730	There are no options for people who took the 133 to get from Burien/White Center to the U-District in a timely manner. The buses you have going through White Center are slow, and always off-time (late or early). The lightrail could be an option if parking was actually available at the major stops.	3/18/2015 10:51 AM
731	It would be great if the 8 could be more reliable and on-time. It always gets bunched up somewhere along the route and comes across capitol hill in batches of 2 or 3 with long wait times in between. Maybe subdivide the more busy areas to ensure some timeliness? Like, have a 2nd bus start part way through the route during busy times so that there's not a large gap. Also, it might mitigate the issue if there were some way to counteract the busses getting stuck in the denny portion of the route, like maybe have one or two start from capitol hill during rush hour.	3/18/2015 10:31 AM
732	These routes are often very crowded with students coming from the north going to campus. This leaves little room for commuters, and creating faster service to downtown will do nothing to help this problem. I use these routes every day to commute to and from work and am very concerned with reduced service I will encounter buses that pass me by because they are too full (already happens sometimes). If KC Metro has to reduce service UW should be forced to provide a shuttle bus for students so they don't overcrowd services for the working population. The additional stations of Roosevelt and north U should eventually help these problems but they are years away at this point.	3/18/2015 10:11 AM
733	Peak ridership in the am often has lines of 20 or more people at the Brickyard. Why not resolve this? Why not offer some mid-day routes back to the Brickyard. If I get sick at work, I have no way of getting home under the current schedule. Route 255 to the Brickyard is TORTURE.	3/18/2015 10:09 AM
734	I like having this route because I can easily commute from Downtown Seattle to Redmond	3/18/2015 9:42 AM
735	Route 8 is so unreliable during peak times. Even with the proposed increased frequency, I don't have confidence in it as an important trunk line for connections.	3/18/2015 9:15 AM
736	Please keep the 43! 48 is a pretty good alternative but I'm worried it will be extremely crowded as the only commute option from Capitol hill to UW that is east of the light rail	3/18/2015 8:19 AM
737	Route 8 has serious problems. Addressing these should not require a massive overhaul of ALL routes in the area. There need to be more buses more often, period, no matter what grand plan is finally adopted. Route 10 cannot be the only route in the Pike/Pine corridor. That is just silly. Density is too high and the topographical obstacles (i.e. the big-ass hill it runs along) are too great to rely on just one route in this area. Route 16 should not be fooled around with further. It has been tinkered with and tinkered with. Either dismantle it altogether and create new routes or leave it alone, but don't bastardize the route into something totally unrecognizable and continue to call it "Route 16." Routes 11/43/49: I find it interesting that the proposed solution is to shift service further south along Broadway. So instead of "duplicating service" with the LLR, which has two stops in the area, you are instead duplicating service with the First Hill Streetcar, over many more stops. Get real. If one route has to go, fine. But we cannot afford to lose all three.	3/18/2015 12:32 AM
738	Regardless of alternative, please keep frequent service during the weekdays up - and keep in mind that a lot of Microsoft employees can and do work flexible hours, so a bus schedule that only allows for a 9-5 schedule would not accommodate that group of people's needs.	3/17/2015 10:03 PM
739	Please don't cancel route 12. It is my only access to downtown Seattle. I already have to walk a considerable distance even with this bus route.	3/17/2015 9:48 PM
740	242 provides a valuable service that is unmatched by any other route. its cancellation will leave many riders like me stranded, as there would be no viable options to commute from north of UW to Redmond :(	3/17/2015 8:53 PM
741	Again, see #9!	3/17/2015 8:28 PM
742	Please do not get rid of the connection on Pine/Pike, there are many people on my bus that I see get off and walk right into their office buildings along that area, myself being one of them with the my office building being one of the many along 7th avenue.	3/17/2015 8:01 PM
743	Please do not gut these routes. We who live right off NE 65th St (and who can't walk very far) and rely on them for transportation are tired of losing our bus connections since we vote to fund transit and so do our representatives. Council members who vote against increased transit funding should have their routes cut.	3/17/2015 7:46 PM
744	When coming back from downtown to Capitol Hill, there are generally two #10 buses and two #43 buses for every #49 bus, even at rush hour. That seems unreasonable.	3/17/2015 7:35 PM
745	I use these routes every day to get from Ballard to Cap Hill. If there was a simpler, more streamlined way to get across and down to the Hill I would use it. If I can switch to using the light rail I plan to!	3/17/2015 6:20 PM

746	With the efforts to make the U District/Roosevelt more dense and livable for professionals (e.g., Bridges@11th), it is nice to have a route that runs through the UDistrict on a road other than 15th or the Ave. The walk is long to do when dressed for work rather than as a student or for those who are less mobile, and the UW campus is large enough that the walk is substantial (and uphill) from the light rail station, so it's nice to have a bus like the current 67 that swings through campus (or some hybrid of the 67/373 that would catch both the north and south ends of campus).	3/17/2015 5:43 PM
747	I look forward to never having to ride these routes again between UW and downtown. Currently I have to allow more time to travel the 3-4 miles from UW to International District Station than it takes me to travel all the way from King Street Station to Sumner - your bus service is that unreliable. And, even allowing almost an hour to get from UW to the International District Station, I sometimes miss the last Sounder train. I look forward to mostly removing Metro from my life, and just relying on Sound Transit.	3/17/2015 4:49 PM
748	More frequency for these, especially 31! Have physically different busses rather than changing the route numbers on the 26/X & 28/X.	3/17/2015 4:09 PM
749	Why is it and any other route from the U District to Lake City being eliminated? What are the alternatives for people who want to go to and from these areas? The 372 is down the hill and far away from the center of the U District. It is not an adequate replacement for this route.	3/17/2015 3:38 PM
750	As mentioned earlier, the alternatives offer no solutions for the older person or others not on a commuter schedule who want to travel downtown or other place during the day on a direct route as used to be offered. A direct link from more neighborhoods to light rail at more times during the day other than just peak times would provide more options for people to travel around Seattle more conveniently, and would get non-commuters out of cars for trips other than work.	3/17/2015 3:15 PM
751	Very important for connections between downtown, North Capitol Hill, Montlake, Group Health, and U district	3/17/2015 2:50 PM
752	See my earlier remarks.	3/17/2015 2:48 PM
753	Frequency throughout the day, even offpeak, seems critical for such a vital route between Seattle and the Eastside	3/17/2015 2:32 PM
754	I think that the disconnect in service on Roosevelt Way is problematic. As I noted earlier, for someone to use Roosevelt to leave Northgate and get into the U District, they have to do a transfer, often at either 80th or 75th (getting off at 11th). The lack of a consistent route that travels the length of Roosevelt is the biggest impediment.	3/17/2015 2:30 PM
755	Please add more trips on Rt 76 in the am and pm. It is very crowded with lots of standees. Also, reduce the number of stops on NE 65th street (operate more like Rt 64 on NE 65th Street) to speed up operations.	3/17/2015 2:28 PM
756	I take this route every weekday (along with several Microsoft coworkers) and rely on it to get to and from work at all hours. Some days I go into work much later than 9a, and some days I come home either early or late and need to be able to rely on the 545 at any time. The notion of peak hours isn't compatible with a Microsoft work schedule.	3/17/2015 2:18 PM
757	If this became a higher frequency route, it would change the way my family can use transit for the better. Particularly with the connection to light rail.	3/17/2015 2:15 PM
758	This route is an ideal path from south Wallingford to Downtown. Even though I prefer Alternative 1 overall, losing my direct connection to Downtown may force me to take other modes of transportation.	3/17/2015 1:37 PM
759	I would love to see more constant and safe service here.	3/17/2015 1:23 PM
760	255 and 252 represent the kind of public transportation that Metro is in business to provide. Alternative 1 is a theft of service hours from your taxpayers for King County service in an attempt to provide unecessarily frequent feeder bus service in support of Sound Transit's regional mission.	3/17/2015 1:18 PM
761	Route 8: Delete service between Rainier Beach and Mt Baker Station, move it to Raineir and 23rd ave between Mt baker and Jackson, keep it the same between Jackson and Fairview, move it to Fairview and Mercer between Denny and the Lower Queen Anne. Extend to Ballard's Fred Meyer, a much more meaningful destination than empty lots and gas stations of Raineir Beach... Route 4 and 14: extend the 4 south to Mt Baker station and then on to Hanford st, and get rid of the loop to Hanford on the 14! You just need to move a few wires for the 4. It's worth it, if you truly trying to consolidate service by making it faster and direct... Routes 10, 12: Turn it into a one route that loops on 15th ave e, Galer st, 19th ave e, Madison, and back on 15th ave to John. It will travel on John both ways all the way down the hill as current 43.	3/17/2015 1:14 PM
762	Need much more frequency on all of these routes.	3/17/2015 12:06 PM
763	not frequent enough!	3/17/2015 11:54 AM

764	545/555 More frequent options would be great! 10/11/43 More frequent/reliable routes from downtown to Capitol Hill during week day PM rush hour would be great due to capacity constraints (the amount of people riding the bus) rather than wait time concerns. Several times busses are full and driver after driver is unable to stop to allow more passengers on which defeats the purpose of having transit	3/17/2015 11:38 AM
765	Something needs to be done about the 8. It provides connection to many other important routes, without having to travel through the mess that is the Third/Pine stop downtown (which also needs something for improved safety). Wlth improved frequency (esp in the evening/weekend), this route will help provide important connections to Link and other areas of the city.	3/17/2015 10:54 AM
766	These are the two routes that I use the most. I prefer riding the 49 rather than the 43, when possible.	3/17/2015 10:24 AM
767	If it makes sense to keep 77 due to high ridership by all means do it. 15th is a great road to pick people up on. 41 is a bit unwieldy since there are two versions on the line.	3/17/2015 10:05 AM
768	Very important service between Madison Valley/Central District and downtown. Would love to see more frequent service.	3/17/2015 9:58 AM
769	It seems like there is no added service on the 44 in either of these alternatives. The bus is often too full to board during peak hours, and I imagine many people will be taking it to get to the new University District and Husky Stadium stations once they are open. Hopefully more service is proposed as part of the transit additions in 2015?	3/17/2015 9:28 AM
770	Based on where I live (16th Ave E and Republican) and where I work (the UW Tower), this route will continue to be much more convenient than the light rail. My current commute is around 30 minutes, including 5-7 minutes walk time. For me to take the rail in 2016, my commute would be closer to 40 minutes, including 35 minutes walk time. This will be a different story once the station next to the UW Tower opens, meaning my commute on rail would be closer to 25 minutes. My hope is that alternative 2 is implemented, then alternative 1 can coincide with the system expanding in the 2020s.	3/17/2015 8:34 AM
771	Please do not alter the frequency and choices with these routes throughout each day.	3/17/2015 7:44 AM
772	Keep the frequency up during non peak hours. It allows people to get from capitol hill to redmond and back without sitting stuck in traffic on the 520 for hours.	3/17/2015 12:11 AM
773	This route is very good as-is. Reducing service will also remove me as a passenger from 10 trips per week to at most 1-2.	3/16/2015 11:05 PM
774	I see this route as busy during the times that I take it. losing this route would most likely make me drive to work most or all of the time as when it rains, I don't want to walk the mile down to the green lake park and ride and I don't want to have to transfer	3/16/2015 10:59 PM
775	Route 72 provided direct service to downtown and under the proposed changes this route would be eliminated and replaced by 372 which only goes to the U District and if you want to go to downtown you are forced to transfer to Light Rail at the UW station but to do so you will be required to walk at least 5 minutes in all kinds of weather. That is a bunch of BS. Seattle voters were told if you vote in favor to raise your taxes Metro will maintain the service you have today and add to that service but under the proposed elimination of route 72 we will get less service. In other words Metro and the politicians lied to the voters but then what else can you expect from politicians and the bureaucrats at Metro. Keep route 72 or route the 372 directly to the UW Station and eliminate the walk on the UW campus to make the transfer to Light Rail.	3/16/2015 9:59 PM
776	Please keep North-South routes (such as the 48) that bypass the downtown area at night. I have found that going home after work late at night can be quite dangerous at times because of all the mentally-ill, drug users, and drug dealers that come onto buses or hang out around downtown bus stops.	3/16/2015 7:49 PM

777	<p>I live in the Lake of the Woods subdivision in unincorporated King Country near Redmond Ridge. I used to ride ST 545, but the traffic to get to Bear Creek P&R is heavy and the 545 takes too much time winding through Redmond, so I switched to Metro 311. I can drive to Brickyard P&R (freeway station) faster than Bear Creek P&R, despite the longer distance, and the 311 is a direct route to Downtown Seattle. My destination is 5th & Pine. For me, speed and convenience are the priorities, with convenience defined as seating availability, seating comfort (ST is better than Metro), minimal or no transfers, and bus frequency. In terms of the alternatives, transferring to Link is mainly a function of time. At the time I commute, the published travel time between Montlake and 5th & Pine is 13 minutes. A transfer to U link from disembarking the bus to reaching the sidewalk at 5th & Pine must beat 13 minutes to be worth it. Given how deep the platform is and the time to reach street level at Westlake, combined with train frequency, beating 13 minutes will be difficult to achieve. That's with less convenience, since it's easier to just remained seated on a bus rather than transfer. Some of the time waiting for the 311 on both ends of the commute can be factored in. If the 311 is running at double the frequency, then that adds about 8 minutes to the time budget. All in, there may be 10 minutes to gain between increased bus frequency and faster travel time on the U-Link. If traffic continues to worsen on I 5 and downtown, then the 13 minutes grows while the U-Link alternatives do not. In summary, I'm for the alternative than can carry me from Brickyard P&R (freeway station) to 5th & Pine the fastest, all factors considered. I appreciate your efforts to improve service and hope that over-crowding and travel times reduced.</p>	3/16/2015 6:51 PM
778	<p>The concept of the 48X was great -- avoid bogging down with students just riding 5 or 10 blocks along 15th NE and bypass the logjam on greenlake way/wallingford ave. It was a quick connection between the U district and northern neighborhoods on the other side of Aurora. we didn't get many runs, just 4 times a day, so most 48 runs still serviced those neighborhoods along the way, but for those of us who planned ahead a little, we could catch a bus that was 10-15 minutes faster and not packed so full of short trip riders that we needed to wait for up to 3 minutes at each stop on 15th because people couldn't get on and off the bus.</p>	3/16/2015 6:22 PM
779	<p>I have been a loyal user of Metro for over 25 years. I used it for commuting to work until I retired 5 years ago. I am now 71 years old and still take Metro frequently. I leave near the intersection of Sand Point Way N.E. and N.E. 70th Street, and I often take the 74 Express if I have appointments in downtown Seattle in the earlier morning hours. I feel it is important to continue the 74 Express, even though it runs only during Peak AM & PM hours. If I need to go downtown during off-peak hours I know I can take the Route 75 and transfer to a tunnel bus at Campus Parkway (currently Routes 71, 72 & 73) -- this works pretty well during the day. *I do have concern with proposed changes to current Route 71. When I have a late-night downtown event to attend (such as I often attend evening symphony performances at Benaroya Hall), I prefer to drive & leave my car on a residential street off of NE 65th St and catch the current 71 Express bus which goes downtown and into the bus tunnel. After the performance is over (often 9:45 pm at night), I can then catch the Route 71 inside the tunnel and take it back to my car without having to transfer busses. I do not see an option under either Alternative Proposals which would conveniently allow me to do this -- both options seems to make it necessary for me to have to transfer busses when leaving downtown Seattle at night and trying to get back to Sand Point Way NE. If you can tell me there is a way to do this, I'd like to know.</p>	3/16/2015 5:24 PM
780	<p>if this route (43) is deleted the early morning (5:17; 5:33am) times must, MUST be made up by route 48. 48 doesn't currently come that early and it appears (from what i can read) that adjustment wouldn't be made to the 48 to make up for these early morning departure times.</p>	3/16/2015 5:23 PM
781	<p>This route is crucial to my commute. A Link transfer is bearable but not ideal. Cutting weekend service is acceptable if it means retaining weekday off-peak service.</p>	3/16/2015 5:13 PM
782	<p>As a Microsoft employee who doesn't drive, the 545 is the main way I have to get to and from work. If I stay late for some event, or leave early due to an emergency, I want to have a direct path back to Seattle, rather than having to switch to the light rail partway there. It's possible I'm misunderstanding Proposal 1, but if not, this seems like a problem for what otherwise looks like the superior option.</p>	3/16/2015 4:59 PM
783	<p>These routes are the backbone of my travel: 43: Running from downtown to the university district through capitol hill and montlake. It goes pretty much anywhere I ever care about, and it runs often enough that I don't mind if it's sometimes slow along the way. 545: Running from downtown to Redmond. This takes me to work every single day. Some days I can take the 542 because I don't need to go all the way to downtown, some days the 542 is just fine. Any other bus I take is extremely uncommon, as I can largely compose some amount of 43 and walking to get where I need. I'll comment on the 8 because it's the most frustrating route I've ever interacted with. In theory it should be useful to me but in reality I've found it so unreliable and slow that I will prefer a less direct route just to avoid it.</p>	3/16/2015 4:50 PM
784	<p>242 is the only route that directly connects North Seattle and Overlake. 242 is the ONLY route that connects west and east sides that passes on 148th Ave NE. By removing this route, you remove direct connections between North Seattle and Overlake, and you also remove the only route that passes on 148th Ave NE from Seattle.</p>	3/16/2015 4:22 PM
785	<p>Can 271 and route 32 combine/connect through?</p>	3/16/2015 3:39 PM

786	This is a great bus. Please do not mess with it.	3/16/2015 3:37 PM
787	I love the 542. It's a lovely commute--it's usually on time, has sufficient seats, comes often enough, has some nice drivers, and goes right where I need to go. I know that sometimes we forget to thank Transit for all that it does, so I wanted to take this opportunity to share. I love the 542. Please, please, please keep this route! I will be sorry to see the 242 go. The timings rarely worked for my schedule and it was often really late, but it was lovely when it worked. Practically door-to-door service for me.	3/16/2015 3:24 PM
788	Overcrowded during peak hours around U districts. First bus get too full and because it still needs to stop at every stop and it takes time for people to get out in full capacity bus, all buses get very late (I often see a bus 20mn+ behind schedule with another 48 just behind it completely empty).	3/16/2015 3:17 PM
789	Increase frequency for 12 for 545 we need a route that goes redmond to capitol hill.	3/16/2015 3:14 PM
790	I don't get why these routes get re-routed on Saturdays. Would prefer them to just keep the regular route on Saturdays.	3/16/2015 2:22 PM
791	A more frequent route between Overlake Transit Center and Capitol Hill would lead me to ride the bus more. I don't mind a light rail transfer as long as it is easy.	3/16/2015 2:21 PM
792	This is the route I use every day- its constantly packed.	3/16/2015 2:18 PM
793	please ensure this continues to be a high quality experience with sufficient access to buses for commuting.	3/16/2015 2:15 PM
794	If you eliminate 277, you need to provide a alternative direct bus route to UW from Houghton P&R.	3/16/2015 2:13 PM
795	How is this route affected?	3/16/2015 2:13 PM
796	Per Alternative 1, route 66 would no longer provide service on the weekends as current service would be replaced by route 67. If I needed to go Downtown on the weekends or in the evening, I would have to either take the 67 up north to Northgate and then take route 41 or take the 67 south to the UW rail station to connect Downtown. I am open to these options; however, I am wondering why the revised route 67 needs to travel all the way north to Northgate Way only to make its way back south to Northgate Transit Center? Is there a reason that route 67 has to backtrack to make its way to Northgate Transit Center? Also, I would hesitate to travel south to the UW light rail station as the proposed new route would appear to take longer. I avoid riding on routes that travel through the U-District on the Ave because they have frequent stops and get very crowded with university students. My concern is that commuters that live north of the U-District would have no choice but to get funnelled through Ave which is already slow going. Also, the Ave only provides one lane in each direction and contains too many bus stops, so I fail to see why this street, rather than 15th Ave would be selected.	3/16/2015 2:12 PM
797	These routes are really efficient for moving people across the bridge, I don't need to plan my trip during peak hours as I can depend on a bus arriving within 15mins - good when things are cold/wet.	3/16/2015 2:12 PM
798	The service is not frequent enough. One of the biggest challenges with the route in the morning is that many of the commuters only use this line as a way to move 1-2 stops and it can sometimes limit access to people taking the bus to Redmond. From Eastside to Seattle, all stops after OTC seem to be incredibly overcrowded and it's often not possible to get on the bus. A significant share of ridership seems to only use this bus to get to the University district.	3/16/2015 2:01 PM
799	Please keep frequent busses on this route!	3/16/2015 1:55 PM
800	Downtown Seattle to Redmond is packed during commute times. Can't get a seat. More buses please.	3/16/2015 1:50 PM
801	The 545 gets very crowded during peak times, which is pretty inconvenient for the long trip. It is most crowded from Olive to Overlake (AM) and from Overlake to Yale (PM). The buses often run 10-15 minutes late during peak, and more when there are events going on in downtown Seattle. The light rail seems like it would ease a lot of this, so I wonder if it makes sense to either have the 545 end at the light rail station at UW, or have a dedicated line between Overlake and UW during peak. Also, the 545 into Seattle, during evening peak, can take a long time to travel down 5th Ave. The Stewart and 5th intersection, immediately followed by Olive and 5th, can be quite a jam in the evenings, so it often makes more sense to get off the bus at Stewart and 7th and then walk the rest of my trip instead of getting off at 5th and Seneca. I usually gauge the traffic on Stewart ahead of the bus just to see if I should get off early, then I "race" the bus on foot. I've won quite a few times. The 545 outside of peak is great, so I actually try to adjust my daily work schedule to get closer to non-peak.	3/16/2015 1:43 PM
802	A lot of people use this route to get to and back from Microsoft Main Campus from Seattle. While peak hours is when most of us commute, we also rely on the bus for emergencies. If there is not route to downtown Seattle I will not have a solution how to get to my home and my family in case of emergencies. Bus + light rail sounds complicated and I would not even know where to go.	3/16/2015 1:42 PM

803	This route does more than connect Ridgecrest-Overlake. It connects Montlake to lower 148th Ave NE. There will be no feasible workaround using buses to access 148th AVE NE and NE 36th ST. It will be faster and more reliable that I take the 542/545 to Overlake and walk the rest of the way instead of going further into redmond and taking the 221.	3/16/2015 1:31 PM
804	Current routing of the 542 westbound typically loses several minutes per trip on the I-5 off ramp. Changing the route to turn north on 11th Ave NE and then left on Ravenna Blvd would usually save time. Even better, if only for me, would be for the route to continue north on 15th Ave NE instead of turning west on NE 50th, and to turn west on NE 65th (with a stop near 65th & 15th). I love the idea of the 542 providing all-day service.	3/16/2015 1:28 PM
805	Routes 11, 8 & ST 545 are all overcrowded during peak periods today. Because of this cutting down on service makes no sense.	3/16/2015 1:23 PM
806	I use the first 242 East bound almost every weekday morning from the I5/65th part and ride. This is a peak time commuter run and usually pretty full. I'd hate to lose it, but open to discussion after the trains get further north. Not everyone is trying to get downtown... Keep the 542 as it's the main 'option' for getting between the east side and I5/65th park and ride...	3/16/2015 1:20 PM
807	Not enough routes. Also Connector service in Capitol Hill is TERRIBLE - there just aren't enough stops in enough locations and as a result the 545 is overcrowded. Microsoft please fix this - it's embarrassing!	3/16/2015 1:18 PM
808	I think you really have to be careful about adjusting route 545 to favor route 542 and introduce a transfer on 545 for those who use it currently throughout the day and on weekends to go between downtown Seattle and Overlake Transit Center. Route 545 is very heavily used because so many Microsoft employees live in downtown Seattle and value being able to get back and forth between downtown and Overlake Transit Center directly and with no transfers throughout the day, evenings, and on weekends. Reducing service on route 545, which is so heavily used, and increasing it in route 542, which isn't, seems like you have the priorities backwards.	3/16/2015 1:17 PM
809	8: I mentioned this on prior pages but want to emphasize - the 8 is a very important cross-neighborhood connection and its potential is hampered by low reliability and low frequency. It will see a lot higher ridership if its frequency is increased (10-minutes peak, 15-minutes off-peak) and it's reliability is increased either by routing via less congested streets or via using the less congested center inside lanes and skipping some more problematic stops. 542/545: As mentioned, off-board payment at the Link station for transferring to those routes and increased frequency with the freed up service hours from truncating the southern portion of 545 would help greatly.	3/16/2015 1:11 PM
810	542: - It would be great to add a few stops on Roosevelt Ave when going from Green Lake toward Redmond - It would be great to go north on 12th rather than getting onto I5 because the 65th exit is usually backed up.	3/16/2015 1:10 PM
811	Right now to commute between Madrona and downtown Bellevue, I have to take 2 to 3 buses no matter what (2/3 --> 48 --> 271, or 2/3 --> 550). The new transit plan doesn't seem to solve this problem, so my request is to ensure frequent runs for these routes so passengers don't spend too much time waiting for the connecting bus.	3/16/2015 1:06 PM
812	The 242 is an essential connection from North Seattle to the eastside, and the 542 is a poor replacement. The 242 circles the entire Overlake business center and drops you near your office, instead of the 542 just stopping at Overlake where it is a 15+ minute walk to the office. Also, the 242 serves a much larger area and runs much faster since it doesn't have to go through the U-district. Please keep the 242!	3/16/2015 1:03 PM
813	Please do not reduce service hours	3/16/2015 1:03 PM
814	I would use transit to downtown Seattle more often if the frequency of trips was improved in the late evening (10 PM or so). That's when evening downtown events usually conclude. I suppose in the future this will be the role of light rail.	3/16/2015 1:02 PM
815	Without the 47, the 43 is a very convenient route to downtown from the west side of Capitol Hill.	3/16/2015 12:59 PM
816	I am super bummed that the 242 is being cancelled. This route was a factor in my house purchase because it was a direct route from my house to my office.	3/16/2015 12:59 PM
817	You should maintain these routes, and increase the frequency of the 555 around peak hours - there is not a day between 7:00 and 9:00am where the bus isn't jammed with people standing for 40 minutes or more. Not a great experience, and hard to grow ridership under those conditions.	3/16/2015 12:59 PM
818	I use transit to get from south Wallingford to the top of Capitol Hill. On the best of times this takes about an hour. Or, it's just 15 minutes by car. I'm not sure that any of the changes you've proposed is going to make my travel time faster. And at night/weekends I suspect it is going to make the trip take even longer. I'm also concerned about killing off the 545 at off-peak times. Given what "Peak" means in Metroland, I suspect this will result in worse bus service off to Redmond.	3/16/2015 12:58 PM

819	8 - needs more frequency 49 - great as it is especially the service to north broadway 545 - needs more frequency at peak times	3/16/2015 12:53 PM
820	The 16 coming from Sounders games is notoriously late/absent, presumably because of traffic redirection as people get out of the game. Would be great to have a faster option direct from the game to Greenlake.	3/16/2015 12:52 PM
821	These routes are important to me.	3/16/2015 12:51 PM
822	It is very valuable to me that ST 545 runs late in the evenings. This allows me to work late when needed without having to worry about a long commute time back.	3/16/2015 12:50 PM
823	Please keep/increase frequency of 545 during peak hours	3/16/2015 12:42 PM
824	The 542 is an important route, whatever you do, do not cut this route. There are many people commuting from the U-District to MS Campus in Redmond, and it seems that also many people commute from Redmond to the UW Hospital. This bus is always full, do not cut it. Making a connection to get from the U-district to MS Campus is not an acceptable solution.	3/16/2015 12:38 PM
825	Keep 242 or provide some option that doesn't make my commute from Maple Leaf to Redmond significantly longer	3/16/2015 12:37 PM
826	The location and frequency of the 545 as it currently stands is optimal for my commute (as well as many other people I work with). I currently live downtown 4th & Virginia and commute to the OTC. My work schedule varies so sometimes I commute to work after 9 am and return home after 7 pm (my return trip home happens later than 7 on a regular basis). If the frequency of the current 545 route was to change I would almost certainly never take the bus and would drive to work daily.	3/16/2015 12:35 PM
827	These routes keep Seattle connected to Kirkland and Redmond. Without them operating all day and on the weekends, there isn't a reason to live in Seattle. Or, at least, use metro service at all.	3/16/2015 12:28 PM
828	1. Do not deviate the 16 from the 5 in Fremont so riders have more flexibility for what route to take downtown. 2. Do not reduce off-peak service for the 545 unless you add a direct connection between Seattle's North West neighborhoods and the U District. If Metro riders in these neighborhoods have to start making 3 connections instead of 2, they will buy cars, and Seattle will get more congested.	3/16/2015 12:24 PM
829	Rte 8 - Needs more frequency and reliability. Like that about alternative 1. Rte 43 - This is great in conjunction with Rte 44. 24th Ave E corridor needs good connection to Wallingford and Ballard. Worried about removing this in alternative 1.	3/16/2015 12:23 PM
830	Keep the 12 bus on Madison. Super important for people who live on 15th and 19th to get downtown. The 8 (and Denny in general) is a mess. The city needs to improve traffic flow onto the freeway so that traffic doesn't back up onto Denny.	3/16/2015 12:21 PM
831	I would like to see the 545 continuing to run on the same route and at at least the same frequencies all day and all evening.	3/16/2015 12:15 PM
832	Please keep this route!	3/16/2015 12:15 PM
833	Link light rail does not provide any stops along the rt43 currently serves between Broadway and Montlake. Loss of RT 43 adversely affects the area residents' access to downtown since they will be required to take RT48 in the opposite direction first to catch the LRR at University station to get to downtown. Daytime and off-peak RT 545 runs are critical backup to the company provided transportation like Microsoft shuttles which only runs during peak hours. Loss of off-peak service will encourage more people to drive for the fear of losing "return home" options.	3/16/2015 12:14 PM
834	25 weaves around Laurelhurst to much. Suggest you come in via 45th and out via 41st, skip the point. 271 is getting very crowded in the morning. Sometimes I can't get on the bus at Montlake.	3/16/2015 12:11 PM
835	It is unclear what your changes re:starting in University mean. Does that mean on the Ave, or at the light rail station? On the Ave is great. Light rail station is a little out of the way if living in the U district and will require multiple busses. Only good if you increase the frequency to every 5 minutes so as any bus you take to the Light Rail station will never require you to wait.	3/16/2015 12:10 PM
836	Keep it please! Would like at least some bus service for off-peak	3/16/2015 12:07 PM
837	I like the increased service between Seattle/Eastside. I think the benefits of having more reliable service outweigh the costs of making a transfer. However, I wish there was a late-night route (until 1 or 2am), even if it only ran once per hour.	3/16/2015 12:06 PM

838	8 - would love to see route 8 more reliable, but does not help me if night 545 is cancelled 43 - Would love to keep 43 for fast connection from Montlake to top of capitol hill - alternative seems to require 2 changes of bus, which probably, with wait times, takes a lot longer on average 542, 545 - not sure what the removal of the Montlake freeway station does to travel from OTC to top of capitol hill...	3/16/2015 12:06 PM
839	Route 242 serves a major employer (Microsoft). Route 542 is a flawed substitute for route 242. For example, 542 is not a convenient for employees on Microsoft's West Campus like route 242 is. Also, that the 542 snakes through the UWU District makes for a longer trip.	3/16/2015 12:05 PM
840	Please make the 550 Express be truly express. It should not stop as often as it does in Bellevue. It adds 20-30 minutes of commuting to downtown Seattle. I drive all the time because it's a lot faster despite the awful traffic. If there could be a new 550 express during Peak hours only that went straight downtown from the Bellevue downtown station to the tunnel, I would start taking transit again.	3/16/2015 12:05 PM
841	This route is currently very overloaded during peak hours, especially between Capitol Hill and OTC. Any plan considered should increase peak hour service between these two locations. Better planning with Microsoft to improve Connector stop placement could help reduce the strain on this route. Currently, the first Connector stop is less than a block from the morning 545 stop in Capitol Hill, but the 545 gets to Remond in half the time. Better Connector stop placement could shift some of these riders back to the Connector, mitigating the need for increased service.	3/16/2015 12:04 PM
842	This bus is consistently full coming out of Redmond to Northgate and is used by hundreds of employees at Microsoft. If this route is discontinued it will add more commute time to people's schedules, using connections. I have completely quit driving to Redmond over the past 4 years because of the ease of using the 242 to get to and from work, if this change is implemented I think more people will decide to drive because of the additional commute time.	3/16/2015 12:03 PM
843	This route is a lifeline for Microsoft employees, including those not served by the Connector in the Downtown core. Dismantling it, especially for off-hour trips & when Light Rail is unavailable (metro tunnel shutdown/derailment/medical emergency, police activity etc etc) would place riders in a tough situation.	3/16/2015 12:02 PM
844	The 48 is a great bus but is always delayed, due in large part to the obscene frequency of the stops. In the morning and afternoon on weekdays it's overrun by UW students (of whom I am also one). The problem arises when the bus stops at Cowen Place, then 55th, 52nd, 50th, 45th, 43rd, Campus Parkway, and 41st. If the stops were consolidated to every 5 blocks, it would save considerable time for the bus in reentering and leaving the stream of traffic every 2 blocks. Also, and I know you're not the bike-share committee, but if there were a bike share location at, say, Green Lake as well as at the University, a lot of students would at least have the option to partake. I'd love to bike but don't own one and the bike share only goes downtown. Could you pass that along?	3/16/2015 12:02 PM
845	I would use route 8 often (instead of driving) if it were more reliable, cleaner, and frequent. It's ridiculously overcrowded going from Seattle Center to Capitol Hill during peak times. On evenings when I would ride 8 to events at Seattle Center, it would have to come every 10-15 minutes...not maybe every 45 minutes.	3/16/2015 12:01 PM
846	I would like to see improved coverage for these routes.	3/16/2015 12:00 PM
847	Direct connection without transfers between Eastside (Redmond and Bellevue) and downtown Seattle during off-hours on weekdays is still important because people work late. Direct service on weekends is less important.	3/16/2015 12:00 PM
848	71 currently runs past 1AM. There's got to be at least one trip past 1AM, please.	3/16/2015 11:58 AM
849	The 545 is already undesirable since it gets such heavy traffic at peak hours. Particularly the Capitol Hill stop is always flooded with people. I specifically wait for off-peak hours to have a seat and not jostle for position at the stop. If anything, service should be increased for this heavily utilized route.	3/16/2015 11:58 AM
850	This is the route I use by far the most, at least ten times a week. It is overcrowded during peak hours, so I often try to schedule my day so that I am able to ride outside of peak hours, and I am concerned that reducing service to peak hours only will exacerbate this problem. I really appreciate being able to use it during the day and in the evenings, and if that were not an option I would probably be pushed towards carpooling or another option.	3/16/2015 11:56 AM
851	545 needs to run more frequently from 730 to 9AM. I find myself having to stand far too often on this bus in the morning. Keeping the route from capitol hill to Redmond allows me to live without a car.	3/16/2015 11:56 AM
852	should come to OTC not the freeway	3/16/2015 11:56 AM
853	Keep it the same.	3/16/2015 11:56 AM
854	You really should have a Montlake freeway station and have this route go downtown.	3/16/2015 11:51 AM
855	Great route. Wish it wouldn't ride all the way up to Capitol Hill.	3/16/2015 11:51 AM

856	The proposed change (Alternative 1) that requires riders coming from Downtown Seattle trying to get to Overlake in off-peak hours and weekends to have to take light rail to University and then catch a bus would seriously impede my ability to get to and from work at Microsoft. I do not own a car and rely solely on public transportation. I often have to work late or early hours and sometimes go into work on the weekends and having the additional steps seems like an unnecessary hassle when the current Alternative 2 would allow me to get to and from work without the additional hassle, risk of missing trains / buses when transferring, or time out in the rain. That change would mean I'd have to seriously consider purchasing a car and driving daily just to avoid the hassle, which would reduce if not eliminate my use of Seattle public transit services.	3/16/2015 11:50 AM
857	Use 545 during the week for late nights at the office. Please do not remove this.	3/16/2015 11:48 AM
858	They are fine the way they are	3/16/2015 11:48 AM
859	I take the 545 nearly every day between downtown Seattle and Redmond (OTC). While most of my trips are at peak times, on days when I need to travel off peak I would be less likely to take transit if it required a transfer.	3/16/2015 11:47 AM
860	This is a great route which reduces the amount of bus traffic that needs to pass through the university district which is the main issue of the 542. Please do not remove this route	3/16/2015 11:47 AM
861	It is my daily commute between Downtown Seattle and Redmond. I normally come back to Seattle AFTER the peak hours, so I'd have a longer commute every day by having to transfer to the lightrail.	3/16/2015 11:47 AM
862	Concerned about "peak hours" for the 545. If I work late, will I be stuck? how can I get home from redmond to belltown outside of peak hours?	3/16/2015 11:46 AM
863	545 is a convenient one bus way to get a lot of people to the eastside from downtown and vice versa. The light rail + 542 option seems to increase the time of transport	3/16/2015 11:44 AM
864	Keeping the travel-time/frequency of the 545 between Overlake Transit Center and Downtown Seattle is very important to me. I use it daily. I believe it is one of the most heavily used routes around. Please optimize for it to be well serviced moving forward.	3/16/2015 11:43 AM
865	You have removed stops between Aloha and Denny on Dexter Ave - this is way too far between stops.	3/16/2015 11:43 AM
866	please keep the connection between Capitol hill and Madison valley/ Madrona on Route 2	3/16/2015 11:39 AM
867	The 545 route through downtown Seattle is unnecessarily slow due to traffic on surface streets. A version of the 545 that used the bus tunnels to bypass surface streets would help immensely, making 545 a faster and more convenient option for residents downtown. SLU residents would remain well served by the South Lake Union Streetcar which is easy to access from the downtown bus tunnels.	3/16/2015 11:38 AM
868	The 545 route is great. I'd love it if it kept running through capitol hill all day	3/16/2015 11:37 AM
869	I find the transit system today to be too complicated. I get on a bus and feel like I never know exactly where it is going to go. I would like a simpler system that has more logical routes (hub and spoke) than a more complicated direct route system. The biggest reason I don't use transit is that the cognitive barrier is too high compared with just driving somewhere. I can't tell you how many times that I have tried to use the bus system to find myself on the wrong bus, or the bus going the wrong way, etc. and ended up having to taxi to my final destination in order to make it on time.	3/16/2015 11:37 AM
870	would like to see it retained, in some fashion	3/16/2015 11:37 AM
871	The 542 is a frequently used route. Increasing the time it's available would greatly help those of us in the Green Lake district that depend on to get to and from work on the Eastside.	3/16/2015 11:36 AM
872	Don't eliminate 242.	3/16/2015 11:35 AM
873	During rush hour, I see very few people getting off 255 at Montlake so why would you reroute the bus to UW? It makes little sense when half of people spill out of the bus at the first stop after getting off I-5 and the rest at Westlake and the next stop...	3/16/2015 11:16 AM
874	Major commuter routes need to be more frequent and reliable. Need a faster direct route from UDistrict to Seattle Center (via Eastlake)	3/16/2015 10:57 AM
875	These are the only direct routes between Kirkland and Seattle since Metro cut the 265. Cutting service from these routes while still collecting money from the Kirkland residents' taxes to pay for the light rail (which will not only not provide them any service, but will directly hinder commuter traffic) is unethical and immoral. If we lived in an actual Republic it would be illegal as these residents are paying more and more money for service for other people that they themselves cannot use.	3/16/2015 10:19 AM

876	Route 12 is an essential route for the east side of Capitol Hill. with the steep topography, 15th and 23d are not easily accessible. This is a reality. 12 is a critical link for downtown and Madison/First Hill. Density is increasing all along route 12 on 19th and Madison on Capitol Hill. We need to get people onto the buses and out of their cars. Eliminating service to this part of the hill is the wrong strategy, particularly in light of density that is coming to this area in the future. Also, people can connect to the Broadway street car from the 12. Route 8 is a critical cross town connector. Please fix as you can. thank you	3/16/2015 10:06 AM
877	It appears Alternate 1 will not provide the ease of route 43 to get me from Downtown to Boyer Ave. E and 24th Ave. E or from Downtown to 16th Ave. E and E John St.	3/16/2015 9:20 AM
878	(Already said) - Add stop at Houghton Freeway Station. That's what it's there for.	3/16/2015 9:13 AM
879	The 311 takes long enough as it is without having to make riders transfer too.	3/16/2015 9:12 AM
880	You need to figure out a way for it to go faster. I understand that, because it's at street level (at least in this neighborhood) the inclination is to go slow to protect pedestrians and street traffic. However, the train is so slow, it's no faster than a car, and that's a problem. I drive a car. In rush hour, I can sometimes outrun the train. Why on earth would I take the train if it's slower than taking my car? Before Seattle, I lived in Vancouver, BC. The Skytrain is super fast. It's the best, fastest way to get from anywhere in the eastern suburbs to downtown Vancouver or anywhere in between. I prefer it over my car. It's fun to ride. The light rail in Seattle is just too slow. It should get to downtown from Columbia City in ten minutes instead of 20. Then it would be worth the ten minutes it takes me to walk to Othello Light Rail, because with the same total travel time, including walking, I'd be ahead by not having to look for parking when I got there. Does that make sense? And whenever I take the light rail, it's half empty, yet there's no shortage of cars on the street. I'm pretty sure that I and a lot of other drivers would be happy to ditch our cars and jump on the light rail if it was at least as fast as driving, but even with traffic congestion, it's still faster to drive. This needs to change if you want the ridership to really support public transit.	3/16/2015 9:10 AM
881	They're essential to my travel between Seattle, Kirkland and Redmond.	3/16/2015 8:31 AM
882	If I am reading alternative 1 correctly, service on the 26 from Wallingford to Downtown would be discontinued, requiring me to backtrack East to the U and then take Link light rail downtown. I am opposed to this, and given how many people take the non express 26 (boarding after I do at 35th and Wallingford) on weekdays, I do not understand how this route would not be maintained. Backtracking and transferring will take about 25% longer for my commute both ways, and I would be more likely to use my Wageworks benefit for parking and drive if this change was made. Thank you.	3/16/2015 7:43 AM
883	These routes have good frequency in the morning but in the evenings, especially after 5:30pm the lack of frequent service becomes inconvenient and the few that do run are often very crowded. Additionally the first stop at heading northbound at 7th Ave NE & NE 42nd St is unnecessary as the area is also served by an adjacent stop for the 71, 72, 73, & 74 at 42nd St & 8th Ave NE. The stop for the 76 & 316 on 7th Ave NE causes the bus to get caught in additional traffic trying to get through the light at NE 45th ave and delays to the trip. The stop at 7th Ave NE & NE 42nd st should be eliminated.	3/16/2015 7:33 AM
884	255 is the only bus that frequently connects Kingsgate and Downtown Seattle. Why change the 255 Route to Children's Hospital? Create a new service from the Eastside to the University. Changing buses during the travel to Downtown Seattle adds more time. We need frequent all-day service between the Eastside and Downtown Seattle! You proposal will create slower connection from the Eastside to Downtown Seattle.	3/16/2015 7:21 AM
885	255 goes straight to and from Seattle for my morning & evening commutes to and from work. The convenience and time factors 255 is a straight shot to Seattle. I then take the 124 to work. I do not want to take additional bus/ or train to and from work. My work schedule is 6:30 am - 5:00 pm. Mon-Thurs.	3/16/2015 6:59 AM
886	Routes 252 and 257 are highly used routes in the North Kirkland neighborhoods since the deletion of route 260 last year. Proposed alternate of 311 is not viable as it does not run thru neighborhoods or P&R stops and would not support the large masses that currently use these two routes. Therefore both these routes should be maintained.	3/15/2015 6:39 PM
887	Don't mess with these routes!	3/15/2015 5:35 PM
888	Some redundancy with previous responses, but consolidated here: Route 49: Consider routing the 49 down Seneca instead of Madison to make a more direct connection the University Street tunnel station and Virginia Mason. Route 8: the new route 8 (assuming you proceed with alternative 1) seems an ideal route to convert to an electric trolley since most of the route already has the wires and Denny has some nasty hills than electric trollies are especially good for. The proposed changes to route 8 in alternative 1 are fantastic and probably my favorite part of alternative 1. Routes 43/48: Strongly support the elimination of Route 43 as it is essentially redundant with the light rail route. Beefing up frequency on the 48 and 8 (alternative 1) is great compensation for the trips that relied on the "in-between" parts of the 43 (which is a minority of the ridership on that route, speaking as a former rider).	3/15/2015 5:04 PM

889	It's very convenient to use for going to the UDistrict.	3/15/2015 3:32 PM
890	Need more frequent and more reliable service between South Lake Union and Madison Valley. In particular, the bus gets caught up in traffic at Fairview on Denny, causing long delays particularly between 4pm and 6pm. The timing of the lights at Fairview and then the entrance to I-5 further up on Denny are terrible, and traffic crawls at this one section.	3/15/2015 2:48 PM
891	This route is way too crowded. More buses are needed with more room.	3/15/2015 2:37 PM
892	Stops are close, increased frequency would be extremely helpful.	3/15/2015 12:52 PM
893	43 is essential to reach top of Capitol Hill---Also needed to reach the light rail station if you live on North Capital or in the Southern area of Montlake. Please do not eliminate it.	3/15/2015 12:44 PM
894	I need direct transport from Pioneer square where I live directly to Redmond. Currently, the 545 route goes through ALL downtown Seattle and then to CAPITOL HILL, which adds 15min to my commute every day. Plus there is no Wi-Fi on the bus, which is terrible for my productivity.	3/15/2015 12:36 PM
895	Always keep the 43 going every 10 minutes the the UW.	3/15/2015 11:25 AM
896	It's critical for me that buses on these routes run as frequently as possible and with enough room for everyone to sit down.	3/15/2015 9:18 AM
897	The loss of all-day service in the Maple Leaf neighborhood and north would affect many non-peak hour-only commuters - especially those to the University of Washington (staff and students). This could increase vehicle traffic in the neighborhoods	3/15/2015 8:35 AM
898	At the present time these buses are often overfilled with passengers. I think that Alternative 1 would only make matters worse.	3/15/2015 8:28 AM
899	I hope that the 8 would pickup all the stops in Madison Valley, Washington Park, and Madison Park that 11 currently has. I was unable to tell if 8 would incorporate all the 11 stops, or only a subset. I like the focus on direct route from Madison Valley to Denny Triangle area. I travel this route several times a week and a direct route would increase my use of public transportation. I'm bummed about losing a direct route from Madison Valley and Madison Park to downtown, but if frequency is improved such that even with a transfer overall time is not impacted then I'm okay with it. The only risk is will the actual frequency be as timely as the plan.	3/14/2015 10:41 PM
900	I really miss the late night route 30 service to Sand Point, I know it wasn't a very popular route but there are a large number of UW students living in Sand Point and it was nice to have the frequent service continue into the evenings (at least through 9 PM on weekdays).	3/14/2015 10:28 PM
901	16 - I like the concept of alternative 1 where this bus now becomes a connector of Sandpoint, View Ridge, Ravenna, Roosevelt, Green Lake, Wallingford, Fremont, and downtown Seattle. This crosstown connection bus is currently missing and very much needed. 65 - I like the increased frequency of Alternative 1. 372 - I like the increased frequency of Alternatives 1 and 2. 71 - I dislike the changes to 71 under both alternatives. In alternative 1, the deletion of the 71 will force a transfer to reach the northern University District and downtown Seattle, plus a longer walk for many people to get to a bus that will get them to the light rail station at Husky Stadium. In alternative 2, the service truncating at Roosevelt will make it useless in most situations. Please keep the 71 in place on its current route and frequency until the Roosevelt light rail station opens. The transfer at Husky Stadium will be far and inconvenient. It is a long walk between Stevens Way on the campus and the new link station.	3/14/2015 10:14 PM
902	Shortening the 48 route and eliminating the 11 route would take out buses that my family uses regularly and would force us to shift to alternative transportation.	3/14/2015 8:01 PM

903	68 - this route goes to Northgate - I only have to walk a long block to get to a bus to go to this major shopping area. I only have to walk 1 block to get to this bus to go to work. 71 - I only have to walk 3 blocks to get this bus to go downtown for shopping and for entertainment (live theaters). I would have to walk from NE70 and 25NE to get to the light rail station at Roosevelt if the 71 is discontinued. I am most worried about returning home at night - not that I'm afraid of bad people - I'm afraid of being older and not as numble and spry as I am now. I've lived in Seattle a long time and always used the bus. Suddenly, the convenience is not going to be there when I may need it most.	3/14/2015 4:55 PM
904	I use all these routes regularly. I would like to see more frequency on some like #65, and I would to see Route #72 retained. But for most of these I like and us the service as it is. I don't see myself generally taking light rail from the Montlake Station (When it gets to Roosevelt maybe). To work for me, any changes have to retain good frequent 7 days a week bus access to both Capitol Hill and Downtown even after the Montlake Light Rail station opens.	3/14/2015 3:16 PM
905	Route 11 is the only connection for Madison Valley and Madison Park with downtown Seattle. I don't want to have to change to light rail on Broadway if I am only going downtown. Transferring is NOT efficient. Please keep the #11 route.	3/14/2015 3:07 PM
906	Please don't alter as it's hard to get out of Madison Park without the bus service.	3/14/2015 2:52 PM
907	The lack of weekend service via route 30 to Sand Point and U district from NE 55th St.	3/14/2015 11:50 AM
908	* 16 - It will be GREAT to have this frequent service through View Ridge. As I mentioned previously, I would prefer that it use 70th westbound at all times rather than just evenings and weekends. * 64X - Service to SLU has been sorely lacking. I used to work there and could again some day. 64X to Fairview will make this much better. * 65 - It will be GREAT to have this frequent service through the 35th Ave business district to the new Husky Stadium station. I would prefer that the southbound route go directly to the station rather than through the campus, but its a minor quibble. * 71 - Not a great loss given the coming of light rail, adding the 16 on 65th and retaining the 76. * 75 - I would prefer if it directly served the Husky Stadium station rather than going through campus, but it's a minor quibble. * 76 - This is my main downtown commute, so retaining it during peak hours is important to me.	3/14/2015 11:49 AM
909	This provides people from Madison Park and Madison Valley a direct connection to downtown. There are a lot of elderly people in Madison Park, and a lot of working people in Madison Valley who are or could potentially be bus riders. The parking situation in downtown, Belltown and Capitol Hill continues to worsen dramatically. This means the incentive to take the bus is growing, but if the best, non-transfer alternative is taken away, we will be losing a chance to get more people out of cars and onto transit.	3/13/2015 11:23 PM
910	I depend in the #2. Don't cut it!	3/13/2015 7:34 PM
911	The 8 has serious timing problems right now. It can't even begin in LQA at Mercer and Queen Anne on time after 12pm (roughly). Coming from Rainier Valley, it's always behind schedule, and sometimes packed two or three in a very short period of time and then nothing for a very long time. I have walked from Capitol Hill to LQA faster than it took a bus to show up, and vice versa.	3/13/2015 6:43 PM
912	The Rt. 277 is a great bus for me for I just need to walk down the street to catch the bus or even go to Houghton P&R. When I have things to do at night. I last few weeks I have been taking to 540 for I got hurt and it runs longer then the 277 at night. I take the 25 when I stay at a friends home. right from their home. If I park by the UW at Mary Gates I can walk to 45th and catch 31,32,75 to get me to UW. I can take the 542 and transfer at EG. Br. However I like my RT 277 best of all.	3/13/2015 6:31 PM
913	rts 71-2-3-4 - There are people that still would rather get to university district via i-5 (local) and would want the main destinations to remain. And also to still want want them to be all day services 66x - not possible to run its current route off peak? 255 - there's nothing wrong with this route no need to change it (besides not stopping at the main destination at all times).	3/13/2015 5:35 PM
914	255 - This may be best kept as is. 252/257/311 - If these routes are merged, passengers will not be served without some help, and you run the risk of overcrowding the 238 and 236. Moreover, the current schedule has the last 257 serving a portion of the 238 at about the time that the 238 has stopped running. If the intention is to use the 236/238 as shuttle routes to cover for the missing 252/257, it would be best ot increase frequency of these routes during Peak to match select 311 runs. Otherwise, i would suggest using the 252 snow shuttle as an every day service to fill in the gap for the missing coverage, and provide service in a loop between Kingsgate PR and Brickyard PR via Kingsgate and Juanita, with an extension of the 252 shuttle to cover the service area in Juanita and Queensgate currently covered by the 257. (The portion on 124 NE north of NE 144 could potentially be eliminated, as this is covered fairly well by the 255.)	3/13/2015 5:25 PM
915	Route 28 gets me to work. It's the route I use most often, but I rarely ride it all the way downtown. The proposal to make it all-express, all the time is unappealing to me.	3/13/2015 5:18 PM

916	Keep it exactly as it is. It provides perfect service. Its ridership has steadily increased as residential and commercial development have come on line on 19th Ave. and on Madison. I am certain, in addition to the inconvenience of going to either 15th or 23rd, that routes on either street will become overcrowded due to an insufficient number of buses on either run relative to the number of people who would need to use them with the elimination of Route 12. Keep 12.	3/13/2015 5:05 PM
917	expand its service time in the future (no need for weekends, but please put more buses in this route since it is quite important for students).	3/13/2015 4:33 PM
918	these are all routes that I use frequently, both to move around locally in Ravenna/Roosevelt/U District area, and to go back and forth to downtown and other transfer points. The planned changes to these routes seem to be mostly the same as the service cuts proposed last year to accommodate the funding shortfall. These changes would/will be a significant reduction in service to my neighborhood (15th Ave NE, North of NE 65th). My nearest bus stop(s) will be half a mile away and I will have to do more walking and more transfers, in most cases for both alternatives. I use a lot of other routes frequently also (I don't drive), but I'm not commenting on them here because this information is just waaay too much to try to figure out all in one go!	3/13/2015 4:23 PM
919	It is vital for the Madison Park/Valley area to maintain a bus route into Madison Park, particularly in the mornings and early evenings (work related schedule)	3/13/2015 4:11 PM
920	route 74 should run all day and route 30 should go to Seattle center. There are no buses to Seattle Center from the Ave or from Bryant. Route 32 takes a lengthy round about way to Seattle center and does not stop on the Ave.	3/13/2015 4:08 PM
921	This route is CONSTANTLY late - usually 10-15 minutes by the time it gets from Beacon Hill to Capitol Hill and it seems that the scheduling hasn't been evaluated or updated at all. I frequently ride this bus and it is extremely frustrating to constantly be late to work when I should be able to arrive in plenty of time. For this city to truly be "green" we need a vast improvement in our public transportation options. It is laughable when you compare a city like Seattle to almost any other metropolitan city - we have the means to make change (especially if companies like Amazon or Microsoft actually payed their fair share of taxes and fees associated with new construction) and yet we wait and wait and wait for any meaningful change. I have been car-free for several years now and while it is doable in this city, it does not come with a lack of frustration and disappointment with the state of service in Seattle and King Co.	3/13/2015 3:31 PM
922	The 10 and the 12 have been so useful to me over the years, so keeping those routes or an ability to move up and down the Hill with some efficiency would be great. The C line is frequent, but the fact that it "goes backwards" through West Seattle (I get the bus and then it weaves through Fauntleroy and the Junction) which is remarkably inefficient-- so much so I am using my car much more now.	3/13/2015 2:36 PM
923	Keep the number 111 operative. It is O.K. to cut it back to say one an hour. Also please please stop the transit people from using those extra long buses. They are not necessary on the 11 route, they jam up the corners at Martin Luther King Way, and seem like a huge waste of money. O. k. to cut back but not eliminate route number 11. Jim Rigos 4105 East Madison Seattle, WA 98112 206-325-1800	3/13/2015 2:25 PM
924	It would be great if the 347/348 ran more frequently during rush hour or have the 41 go all the way to Lake City rather than ending at 125th & 5th. Seeing as how the tax initiative and the car tab fees both passed, I would hope that Metro can improve and increase service rather than cutting back. I understand the need to close underutilized routes in order to maximize efficiency, but would hope that that would lead to more frequent runs on the heavily used routes. Every time I take the rush hour 41 (@15th NE & NE 125th) for example it's full before it even gets to Northgate Transit Center, It would be nice if the every 5 min rush hour service ran not just from 5th Ave, but from Lake City and the same in the evenings going back north.	3/13/2015 2:02 PM
925	Woodinville Park and Ride has space to park if you delete route from Bothell UW and Woodinville PR, there are no space to part on Bothell UW.	3/13/2015 1:28 PM
926	Route 43 is currently my commuting route and my family's weekend route. Reducing service on this route will have a significant negative impact on our use of public transit.	3/13/2015 1:02 PM
927	Crowed in the morning with school children you can't sit down. Crowed in the evening with people. You can't sit down or pick up people.	3/13/2015 12:11 PM
928	We need peak overcrowding relief NOW, not in June.	3/13/2015 10:09 AM

929	I don't understand why the Madison Valley, Madison/MLK areas are always so short changed? I ride multiple buses during the day (to various parts of the city) and I always dread #11 & #8. They are often standing room only and predictably late. Very frustrating. I don't have a car so I am stuck with those 2 buses and rarely a day goes by that I am not frustrated during my commute.	3/13/2015 8:23 AM
930	Please improve route 44 to be more frequent and direct to connect with the UW Link station.	3/13/2015 8:09 AM
931	These are vital neighborhood links that should run frequently. Without these, investment in light rail is wasted. Concerning 25, the alternative of routing through the U District by transfer is not satisfactory- I would not use transit at all if this were the alternative. Metro needs to be investing in more frequency of service in these high density areas around the University where new developments have limited parking and residents are reliant on mass transit.	3/13/2015 7:51 AM
932	Please increase the frequency. It's a great route.	3/13/2015 7:09 AM
933	I have only good things to say about these routes. They save my life all the time. I also wanted to say that the concept for the retired route 2 should be revisited because it was so incredibly handy for those who depended on it. I'm not sure if I have a suggestion for getting the #2 route back but it was great. The routes I checked are good but any of the 40's that go to Ballard and Fremont could really be improved. They're simply is not enough of them and not frequent enough routes to these areas. It should not take me over an hour to get from Cap Hill to Ballard or Fremont by metro.	3/13/2015 4:12 AM
934	I'd like a route from Madison valley that goes closer to south lake Union	3/12/2015 10:55 PM
935	All Downtown Seattle-Kenmore busses are overfilled and we need more of them, not fewer. i hope the 306 will be returned and the 312 not cut. I am confused about the status of the 309 but have friends who use it and hope it will be increased.	3/12/2015 10:41 PM
936	These routes are critical for seniors (including access to a seniors program), health care (Country Doctor), and children (St Joe's, Stevens, Holy Names). The alternative routes are on steep hillsides and therefore not reasonably accessed by the young and old. It would be community killing to lose route 12.	3/12/2015 10:19 PM
937	you can't count on the 65. almost always late. One bus away app never works on that route. 71 has started getting unreliable as well. Sometimes the bus leaves early and I have to take a cab to the waterfront to work.	3/12/2015 9:28 PM
938	Please consider the handicapped/ elderly who have time but can't walk long-distances.	3/12/2015 9:07 PM
939	16: I like this concept. I like the ability to take the bus to Magnuson Park and also to Fremont without a connection. I would never take this bus all the way downtown. It would be too slow. 65: If the bus is supposed to be frequent and fast, it needs to remove the extraneous jog over to 40th that few people use and is a total waste of time. The bus should go straight up 35th. The southbound bus stop needs to be closer to the light rail station. 71: Losing midday and evening 71 service will be hard for me. There are no good alternatives, since the bus stops by the Husky Stadium station are so far away and involve the painfully slow 65 bus' journey on 40th. 372: The bus stops need to be close to the Husky Stadium station.	3/12/2015 8:52 PM
940	The # 11 is very convenient to travel to downtown and capitol hill. It also covers many neighborhoods including the Madison Valley, Capital Hill, Downtown areas with connections by transfers.	3/12/2015 8:48 PM
941	372X needs more service on weekends and at night. Yesterday evening I wanted to take the bus from Lake Forest Park to the U., but I ended up driving as there was only one bus/hour for me to return on after about 8:00 pm.	3/12/2015 8:25 PM
942	I do not want route 16 changed to go down Wallingford ave and down Dexter. That would significantly increase the travel time to go downtown, as well as the distance I would have to walk to get to the bus, all of it uphill. I do not understand why this change is being proposed as it has nothing to do with the light rail service. It does not connect to the light rail; it doesn't even come close. This would be a significant decrease in bus service for my neighborhood.	3/12/2015 7:45 PM
943	Improve 12th Avenue Service, current Metro destinations in CD/Cherry Hill are practically useless. I choose to walk or other transit modes 99% of the time.	3/12/2015 7:44 PM
944	You could shorten the loop that the bus uses to turn around, but the number 11 must go east at least as far as mcgilvra blvd. Too many workers at Parkshore and the shops depend on the bus and the parking is completely congested there already. Workers at Parkshore are unable to find local parking.	3/12/2015 7:16 PM

945	# 11 is important to me because it runs as far down E Madison as 25th E, which is where I stop. I dont want to have to transfer to another route - currently i don't need to and i don't want to have to, due to time waste involved. Please keep it! #12 is important to me because it goes to the south end of downtown that I work in, rather than the north end that the new routes go to. It takes 15 minutes to walk from Pine/Pike to Columbia/Cherry where I work, and transferring to another bus would be irritating and not save me time. The #12 is perfect, it goes within 2 blocks of my work and i dont need to change buses. Please keep it!	3/12/2015 5:59 PM
946	I would very much like to have a true express from Woodinville to UW. The route should only stop at the Woodinville P&R, Cascadia Community College, Bothell P&R, Kenmore P&R, one stop in Lake Forest Park, one stop in Lake City, then direct to UW. The current 372 makes a "milk-run" of stops. For those of us who have far to go, a true express with limited stops would be very helpful.	3/12/2015 5:35 PM
947	Please don't try and make me transfer. I already have to transfer out of my car at a park and ride(which was not the case when I bought my house 2 years ago). Please don't make it worse.	3/12/2015 5:30 PM
948	without the 11 route I will have no way to reach downtown on the bus or light rail	3/12/2015 4:47 PM
949	Please keep this route. It is heavily used.	3/12/2015 4:46 PM
950	Far too packed, not frequent enough. During inclement weather it's not uncommon to have to stand and wait for the next bus.	3/12/2015 3:55 PM
951	Please don't delete these routes!	3/12/2015 3:49 PM
952	I ride the 43 regularly and some of the stops that would lose service if it was eliminated are heavily used. Losing the 43 would eliminate the possibility of a quick commute to any place I'm likely to work in the future.	3/12/2015 3:43 PM
953	Like more frequently schedule.	3/12/2015 2:31 PM
954	no change, please	3/12/2015 2:25 PM
955	Save these routes because some people need these buses they do not catch link light rail	3/12/2015 2:21 PM
956	This route serves residents who work at University of Washington, as well as student who commutes to UW and Roosevelt high. Cutting the route shorter than current for 73 does not help anyone but most likely increase number of cars on street to catch 73 at the north end terminal or drive to work. Knowing it would take longer time, people will NOT first go to downtown to take light rail back to their destination. Also that the area do not have enough adequate side walk and street light. Having drivers going through the area speeding (which is current problem we have), this would most likely increase number of accidents for both bicyclist and pedestrian early morning and late afternoon. Good number of employees at UW have odds hour. Rather than waiting for long time for a bus at stop of walking in the dark, I personally would drive everyday even though parking price at UW is quite high. During last election, people who take route 73 oppose for cut and voted for paying tax in order to keep the current schedule. I'm quite sure this is true about other route Metro is considering cutting. If I knew Metro was going to alter route or schedule, I would not vote for paying more taxes at all.	3/12/2015 2:04 PM
957	I'm really excited about the overlap between routes 65 and 255, making it easier to get from Bellevue/Kirkland to northeast Seattle neighborhoods. Currently, the transfer between these two is a pain and requires a bit of a hike. And if you're timing is off, might result in a lot of waiting--which is why I have avoided the connection and drive to a place where I can catch 255 in the past. I would love to be able to ride metro door to door.	3/12/2015 1:49 PM
958	There are few routes which enable me to get from my house in Kirkland all the way down to south SODO. A lot of the changes would increase the time it would take me.	3/12/2015 1:42 PM
959	Please keep the trips on the 65 that throughroute as the 32.	3/12/2015 1:13 PM
960	48 - In general, I like the new concept for Alt 1. Direct, frequent service to U-District from Loyal Heights remains, which is good. I might be a little concerned that there is not direct service from Loyal Heights to Capital Hill - mainly 24th Ave. I don't ride that part of the route, but I used to ride to/from Loyal Heights and 24th Ave on Capital Hill every day. 66X - I currently ride the 66 several times a week to/from Eastlake and Harvard to end of the line in Pioneer Square (near the King Street Station / International District Light Rail transit hub). It's much better than the 70 right now. I'm concerned that changes along this route to eliminate the Eastlake portion would make for longer travel times to Eastlake and Harvard from Pioneer Square via the 70. 70 - As noted above, I have the option to take the 70 to/from Eastlake and Harvard to/from the end of the line in Pioneer Square several times a week. I mostly take the 66X because it's a more pleasant route. I'm concerned that with the elimination of 66X, the 70 becomes the only choice to get from downtown to the Eastlake neighborhood. More frequent service on the 70 will help, but I'm not sure it will alleviate the congestion and travel time issues. PLUS - a huge dislike is the termination of the route in mid-downtown, with longer walk time between the final stop and Pioneer Square area (specifically the current transit hub near the King Street Station).	3/12/2015 12:56 PM

961	Losing the 11 from Madison Park to downtown is problematic if and only if the new proposed 8 -- which is brilliant -- doesn't get its existing problems solved in downtown and South Lake Union. It will render a large chunk of peak riders to fend for themselves if the afternoon peak isn't locked in. Seriously, that eastbound 8 has to work, and right now, it doesn't even come close. The new 38 is weird; I get what's trying to happen, but dog-legging to CHS doesn't seem like the best way. Run it into downtown, and you mitigate the loss of the 11 for MP to Downtown riders while also building the mega-frequent service between the CD and Link. Losing the 43 will be a minor pain for 24th Ave riders going to central Capitol Hill; maybe a tail off the 12 via Aloha to Montlake (not necessarily across the bridge to UW station, though)	3/12/2015 12:50 PM
962	People are stewed like sardines on both most of the time during the times listed above.	3/12/2015 11:01 AM
963	This bus has been more and more full over the years, and currently it is completely packed as it passes by the Roosevelt neighborhood. I would expect, with trains, more people would catch lines like this on their way to the train stations, not less. This route, and routes like it, will need increased coverage.	3/12/2015 11:00 AM
964	To get from downtown to Swedish in AM bus full and unable to board.	3/12/2015 10:07 AM
965	This is a heavily used route - buses during the commute hours are full and the majority of people go direct Kirkland to downtown Seattle and back. Minimal riders in comparison get off at UW.	3/12/2015 9:53 AM
966	Make sure the number 8 runs more on schedule. Have the #50 make a decent connection with the number 9 at Genessee Ave. So and Rainier so I don't have to wait 20 minutes for the next connection.	3/12/2015 9:41 AM
967	I like the idea of consolidating them on Roosevelt Way and having more frequent rides	3/12/2015 9:16 AM
968	The 28 and 28X Inbound need to be staggered with more frequent service to serve riders South of NW Market Street to Denny Way. I commute weekdays from Fremont to South Park and the evening commute times are always very long, longer than the scheduled times with the bus arrivals usually missing their schedule time stops. Explore the possibility of making this route an express from Denny Way to Downtown Fremont as the Route 26 also serves this route on Dexter.	3/12/2015 8:46 AM
969	Maybe the new link/light rail connections will help this issue, but I live in Tacoma and use the 586 and have late classes, often until 8 pm and wish the 586 ran later or had one or two more trips south after the currently scheduled last trip	3/12/2015 8:30 AM
970	I really like the concept for the new 16 going from sandpoint to greenlake then to wallingford fremont and seattle center. I think the 16 complements the 75 nicely for the Sandpoint area as the 75 goes north and south and provides access to the light rail while the proposed 16 opens up lots of east-west and many seattle neighborhood connections. Also if it's not possible to get the funding for every 15 min for the 75 would it be possible to do every 20 min?	3/11/2015 10:31 PM
971	The 11 has always been the neglected bus among the routes going eastward from downtown. Typically, while waiting for the 11, one sees multiple 49s, 43s and 10s. Now you propose to eliminate it all together! Surely it's a minimum standard of service for neighborhoods to have a route going downtown. It actually makes me angry to think that Metro would consider eliminating this service. The 43 is just about the most useful bus in the system. How else is one to get between Montlake and Capitol Hill?	3/11/2015 10:27 PM
972	I think moving the 26/28 to Aurora is a bad idea for reasons already stated. I think we should be moving routes off of Aurora instead of onto it.	3/11/2015 10:26 PM
973	The route 25 is an easy way for me to go to University Village. I also like to take it downtown, although is is not as handy as it used to be when it went farther south than currently.	3/11/2015 10:09 PM
974	72 - we will miss having our neighborhood route. 372x - we are not clear on exactly where the stop would be for 372, and the distance to the bus stop (From 77th & 20th) could be far enough to decrease likelihood of taking transit	3/11/2015 9:34 PM
975	This route is perfect for those in Cap Hill neighborhood who work downtown. It also services several local schools and Country Doctor Clinic on 19th Ave E. Without this route, it would be more difficult to commute to work downtown in a timely manner. Patients at the clinic need a convenient bus stop, as many do not drive or own cars. Thank you.	3/11/2015 8:53 PM
976	Crosstown service like the 8 is especially important for those of us who don't own cars - the degree to which Denny Way is so car-centric through SLU up to Capitol Hill makes transit a poor option compared to driving. So much of the focus is still on getting people to/from downtown, which is really irrelevant for people like me who don't work downtown	3/11/2015 8:02 PM
977	Please maintain it with at least current frequencies.	3/11/2015 5:41 PM

978	43/44 should always or more frequently connect from Capitol Hill to Ballard. I travel frequently from Capitol Hill to Wallingford.	3/11/2015 5:33 PM
979	Okay with deletion of 277 if 540 starts going to Houghton P&R - it is absolutely a nightmare (2 or 3 buses) to get from downtown Seattle to Houghton P&R after deletion of 260 & 265 - need service there.	3/11/2015 5:05 PM
980	During weekday afternoons, when returning from the Eastside heading to Stewart / Yale Stop (# 3427 - SW bound), about 10 to 15 minutes--or more--can be wasted waiting in traffic on the Mercer exit while waiting to reach the bus stop which is just mere yards away. But traffic prevents bus movement. Meanwhile, while waiting we are at a good location where the commuters can be let off. However the bus driver will not do that for some reason (safety?) though that particular locale has no less of a curb than the actual stop. It just doesn't have a sign. However, once traffic begins to move, the driver will now drive all the way to the end of the block (passing the actual stop) to let people off in a different area (presumably to make room for more busses). So letting commuters off at a completely different unmarked curb is somehow more ideal than the curb earlier. Apologies for my tone as I am always a little annoyed that most of my time spent on a crowded bus is in traffic for 10 minutes, looking at the bus stop about 40 yards away.	3/11/2015 4:28 PM
981	I currently ride the 242 everyday from Shoreline to Redmond. If it's cut I will end up driving every day, as my only transit option will be to string 3 buses together, which will take over 2 hours each trip. Please maintain a connection between North Seattle/Shoreline and the Eastside that requires less than 2 connections. Me and many fellow commuters depend on it and would love to continue utilizing public transportation everyday.	3/11/2015 4:23 PM
982	More frequent and more on time	3/11/2015 3:57 PM
983	Please don't take away No 11.	3/11/2015 3:40 PM
984	If these routes could come every 15 minutes during rush hours, that would be great. On a separate note, if ST522 could stop at Lake City Way and NE 95th St., it would really help those who live in the Maple Leaf/Revena/Lake City Way area get a regular bus from downtown home or from home to downtown.	3/11/2015 3:29 PM
985	Please do not move these to replace the 26 bus. Leave bus service in Wallingford alone!!!	3/11/2015 2:55 PM
986	please keep this route!	3/11/2015 1:53 PM
987	#12 service requirements need to look forward vs backward. Significant development has occurred along 19th Ave E, bringing in new bus ridership that has not yet been accounted for. In addition, developers of these new buildings have relied on a DPD exemption to get out of building parking, so they built more housing units and less (or zero) parking. This rule explicitly requires <= 0.25 mi of walking (on streets, not as the crow flies) to frequent service (every 15 min) in both N/S and E/W directions. The #10 line exceeds the max walking distance for residents that live 19th-23rd. Get rid of the 12 and, according to DPD, you will have more residents who are not going to walk it (and I assume will have to circle the neighborhood looking for a parking spot). Here's the DPD ruling used by developers in the 19th Ave corridor http://www.seattle.gov/dpd/codes/dr/DR2012-11.pdf questions I don't have answers for--What about those families south of madison whose kids were assigned to Stevens (40% FRL) and then had their bussing removed... do they take metro--oh wait, they can't anymore. What about Country Doctor staff and patients? Are we honestly saying that we should make sick people haul it up the hill?	3/11/2015 1:06 PM
988	West Seattle is left out of any future light rail development. The population in West Seattle is exploding. Check out how many new apartment buildings are being created just off the West Seattle Bridge. So we do get more buses at rush hour? No Do we get included in future plans for light rail? No Will we lose access to downtown Seattle once the viaduct is torn down and a tunnel is built? Yes Will all we have is the overcrowded C route? Yes Why does the City of Seattle discriminate against West Seattle? You owe the residents of West Seattle an apology and an explanation for your reprehensible policies.	3/11/2015 12:51 PM

989	<p>This survey is slightly confusing to start with. I am confused about the New Trolley system. How was this going to help people move from Point A to Point B faster. It sure adds to traffic situation on Broadway, with bus, bikes, normal traffic, and cars parked on side of street. I am waiting to add a lane for skate boarders. I want the following when it comes to taking the transit: 1. I want quick service from Downtown to Central Capitol Hill. I often take bus from U-Dist to Downtown, to Capitol Hill, depending if I have business in Downtown Seattle. I also take bus from U-District to Capitol Hill. 2. I want dependable transportation. I understand stuff happens, and you count plan for all events, congestion, etc, but No matter what bus I happen to take, it seems, I can't count on the my transit to be on time. I can't count on the reader boards at some of the bus stops to give me accurate information on my bus being on time. 3. I take the #255 from Seattle to Kirkland, once a week, but sometimes 2-times a week, and that bus in the afternoon Is often late, and very crowded. 4. The bus #11 from Downtown to Madison, almost always late, and often crowded. I know that on this route that we have frequent wheelchair and people with other disabilities, and elderly, and that effects the travel times. That needs to be considered in planning of the routes. I know bus drivers on this route, and other routes, can't take breaks due to frequent delays. I use the bus daily, and it seems everyday I have to deal with late transit, and over crowded, and what really gets to me is when you put a short bus, on a busy route, at busy time, and you have to stand, or wait for the next bus. In the morning when going to work, having to wait for another bus is not acceptable. I work for the Seattle Community Colleges, and having to wait for a bus from downtown to Cap Hill, is real problem. The bus #8, from Cap Hill to Seattle Center, or back, is also always way to crowded, and often late, and standing room often, but not always. A short bus on the weekend, at any time is bad situation, and that creates delays. When the bus is crowded, and you have a short bus, then you have to deal with people in wheelchairs, and people getting on and off the bus, and it becomes a real problem. If your not going to have a longer bus, then have more frequent trips, or find a way to solve this problem. I LIKE TO JUST TAKE LIGHT RAIL TO ANY LOCATION I NEED TO GO.</p>	3/11/2015 12:10 PM
990	Frequent service is important	3/11/2015 12:02 PM
991	<p>Split the 67 and 48. This is just an "out of the frying pan, into the fire" situation for the 48. Actually commit to splitting it, like you have done with the 43/44, 49/7, etc. Also, consider peak both directions of the 25, commuters from those locations will have no option but to drive in the future, and that is not what we are looking to do as part of a transit planning process.</p>	3/11/2015 11:52 AM
992	<p>Please don't take away Route 16 access to North Wallingford. We rely on this to get downtown easily since there is a stop close to our house. Also, my brother uses this regularly to get from downtown to our house since he does not have a car. If you take away the stops along Meridian in North Wallingford, we would have to walk 10 blocks to find a stop. The 26 would be the only route going downtown from North Wallingford.</p>	3/11/2015 11:33 AM
993	<p>Keep the connections between Lake City and Northgate! Currently, after rush hour, Lake City suffers from infrequent services if you are going anywhere other than downtown</p>	3/11/2015 11:21 AM
994	<p>255: Ending this early at UW is a great idea; currently, if I want to head downtown from Kirkland, after work, I am constantly getting stuck on 520 West of Montlake, I-5, or on Stewart before Denny, all of which have terrible traffic. A fast transfer at UW is much better. My only concern is how to get buses efficiently on/off 520, as that's already a bit of a hassle. 372: I appreciate the improved 7-day Seattle<->Woodinville connection. We enjoy visiting the Woodinville wineries, and while we've taken buses up there a few times (because drinking & driving is bad), the 522 takes forever, and the 255 doesn't quite make it without a long sidewalk-free walk at the end.</p>	3/11/2015 10:55 AM
995	<p>The 8? I mean come on. Keep the 25. The 74 must run more frequently, always full to capacity by convention place</p>	3/11/2015 10:54 AM
996	<p>Keep the 48 route intact. It's unfair to people who live in South Seattle to have to transfer at least once to get to college, considering that people in South Seattle tend to have lower levels of educational attainment and economic opportunities. To encourage more equity in our city, Metro should be concerned about making it easy for folks who live in RB or Rainier Valley to get to UW. The fact that the 48 has already been cut is shitty. Traveling from Hillman City to UW requires at least 2 buses or a 15 minute walk to the Light Rail. Living in Magnolia, Queen Anne, Ballard, Northgate, Ravenna, Wallingford, etc means that people get frequent DIRECT service to UW AND a ton of different routes and options!</p>	3/11/2015 10:53 AM
997	Keep #25 running on Boyer Avenue	3/11/2015 10:49 AM
998	<p>Important to still have access to Tangletown (either 16 or 26) and east side of greenlake (either 16 or 26). Opportunity to provide quick and easy access from Greenlake to Husky stadium light rail stop (since it's too far to walk regularly).</p>	3/11/2015 10:49 AM

999	#373 is NOT an Express bus. It stops at every other street other than a couple of times where there is not stop for just a few streets (50th to 65th.) It takes up to an hour from Shoreline to the Univ of Wash and takes over an hour to ride from the UW to Aurora Village Transit Center. The bus is crowded with passengers standing many times. Over the last 5+ years, the bus does not seem to be reliable. It runs late most of the time and has a high percentage of no-shows or being 15-20 min. late at the start of the route from the UW. Complaints about these issues have been made by many riders to Metro, but obviously Metro does not care about fixing the problems because nothing over the years has been done to solve the problems.	3/11/2015 10:46 AM
1000	Proposal 2 has no proposed changes to the 49	3/11/2015 10:44 AM
1001	each provides essential options for Montlake residents. if I want to avoid clogging up the Seattle Center area with a car, or equally so downtown, or Ballard, I need these bus routes. If I need to get to the airport, ditto. LinkLight Rail at UW is not a convenient or efficient or accessible choice for Montlake senior citizens.	3/11/2015 10:35 AM
1002	I support the idea of improving service along Madison to Downtown by creating a Rapid Ride route. My only change would be that the Madison Rapid Ride extended further into Madison Park.	3/11/2015 10:33 AM
1003	Keep the 73 running clear through north Seattle. Adding another transfer for North Seattle neighborhoods, especially through the inefficient traffic at the northgate center, will make busing from up there impossible. My mom and sister can call access and spend all day riding the door to door service, but my school-aged kid cannot, so her school-issued orca pass would become entirely useless to us.	3/11/2015 10:31 AM
1004	There is demand and a need for these. Don't leave us stranded, literally.	3/11/2015 10:29 AM
1005	These routes are very reliable and when I ride them (8AM to 9AM roughly) never spend more than 10 minutes stuck in traffic on all but the worst days. A transfer to link would add 10 to 15 minutes to my commute. 5 minutes to get off the bus and down to the station and then 6 to 8 minutes (worst case) to wait for a train. I ride metro because it saves me time over driving, this is sufficient where in combination with the HOT lanes on 405 I may consider driving 1 to 2 days a week (telecommuting is not an option for me). I'm excited however to see better direct service to SLU using the 311.	3/11/2015 10:10 AM
1006	please consider options that allow ST545 to robustly serve the full population of capitol hill/Madison valley/montlake. In particular, consider either maintaining 545 connectivity at Montlake (I know the WSDOT lid design doesn't optimize for this, but it's certainly possible), or make the change to route 545 via John/23rd/24th. We had exhaustive and frustrating conversations about this years ago, and the single new stop on olive was a big step -- and it gets huge utilization. I bet you'd see likewise big utilization from ST545 stops at 15th/e john, 23rd/e john and 24th/boyer.	3/11/2015 10:08 AM
1007	Please do not delete this route. It is a convenient route for folks that live between downtown Seattle and Summit/Melrose.	3/11/2015 9:35 AM
1008	There needs to be a completely reliable & free reasonably priced way across the damned lake with a bike on 520. I can catch a base bus in the morning & there's usually little wait. But I have to pay \$2.50 or more to travel 1 mile back across the bridge in the evenings and I may have to wait 20 minutes or more for the privilege at rush hour. Someday, there'll be a sidewalk, but that will be 2 or 3 years from now. So, take a low-floor bus, rip out the seats, and have it circle from Montlake to Evergreen Point & back hauling bikes & riders.	3/11/2015 9:34 AM
1009	My transit times would probably double if significant changes were made to this route	3/11/2015 9:14 AM
1010	26/28 are super important and seem well-used. Moving them to Aurora Ave would be a terrible decision because pedestrian access to Aurora Ave is a nightmare. Areas of sidewalk along it are constantly being closed for construction, and there are very, very few places for pedestrians to cross Aurora. Using Dexter, on the other hand, allows these routes to be accessed by the growing population of South Lake Union. You don't have to walk up a huge hill, then walk several blocks in one direction or another to find a pedestrian bridge to cross the street if you use Dexter. Dexter is very walkable and pedestrian friendly. We would lose a lot of options for reaching Ballard if 26/28 were moved, even if they were replaced along Dexter by 16.	3/11/2015 9:09 AM
1011	65 - keeping 30 min frequency at minimum and more frequent during peak hour is critical. I would use it more often if 15 min frequency was the service standard. 68 - all day service would be very useful. Getting from Wedgwood to Northgate in any efficient time is difficult.	3/11/2015 8:51 AM
1012	It would be helpful if this route would not change to Madison. It is nice that it goes through Pike/Pine straight to Westlake. If it is changed to Madison, any chance of getting to downtown would require a transfer, which takes much longer, especially if the bus is not on time.	3/11/2015 8:51 AM

1013	<p>277 - This route provides a way not only for Kirkland/North Rose Hill residents to get to/from UW, but also to get to the Houghton P&R for connections to the 245/238 and the proposed reroute of 540. The elimination and reroutes of existing routes are one step forward and two steps back for options and flexibility for Kirkland riders.</p> <p>255 - This route is packed even in early hours to Seattle and you want to penalize all of the riders by making them go to UW Link or take the new 256 which you offer far less service. And mid-day or weekends? "Just drive" should be your new slogan if you go through with this. 60-90 minute commutes to go less than 15 miles is absurd. You're going to end up with a 256 that is packed far beyond capacity for all the disgruntled riders who don't want to be forced to transfer at UW Link. If someone wants to make UW Link a new transfer hub they should have considered not having the buses and stations so far apart. The best way to describe this plan is like flying from Dallas to Denver and having to connect in Atlanta with your plane landing in Charlotte.</p> <p>235 - More frequent service. Since we're all going to be transferring so many times, it'd be helpful to have feeder service that was more frequent on the Eastside. This route is a perfect candidate. You don't need to run a big bus. Run smaller shuttle buses, but do so more frequently. Metro's reluctance to run smaller vehicles just dumbfounds me. It's not uncommon to have to wait the full 30+ minutes at a connection point like Kirkland Transit Center or South Kirkland P&R because the 255, 245, 238, or 248 are so badly coordinated. The geographies of Seattle and the Eastside are different. Eastsiders don't all live next to a P&R or Transit Center and these neighborhood feeder routes are essential to us being able to use the transit system reliably.</p>	3/11/2015 8:49 AM
1014	these buses are always at max capacity at 5pm rush hour	3/11/2015 8:44 AM
1015	#12 - 19th street It is the only route that bisects Capitol hill and goes to south downtown. The routes on 15 & 23rd do not replace it. It has a Community Center, Country Doctor Clinic, churches and schools. I've been seeing on blogs that it's a "Short Walk" to the link station (.7+ miles and hilly), well it's just a "short walk" to downtown from Broadway. It's an HOUR walk from where I live.	3/11/2015 7:59 AM
1016	43 is integral to get from Cap Hill to the U District and from Cap Hill to downtown. I would be very sad to see this one go as it is by far the route I use the most and hits all the hot spots in those neighborhoods. 271 westbound has severe overcrowding issues during rush hour, and I would like to see more frequent service with this, or turning it into a double-length bus instead of a single-length bus. 255 is generally pretty great, but can have issues with buses bunching up at the South Kirkland park and ride. I think it would be a terrible idea to delete the direct connection 255 provides from the Eastside to downtown Seattle.	3/11/2015 2:46 AM
1017	#11 serves the Arboretum, Bush school, Mcgilvra elementary, Fame mlk community center, the beach at madison. it is very crowded with people going to work in am and pm, the sccc, seattle U., .do u expect people to walk 1.5 miles to get a bus to go downtown? this route has been in place for a long long time, 45 yrs at least.	3/11/2015 12:58 AM
1018	Stop pushing back the start times. Now the 6:15 bus departs at 6:18 and gets downtown 10 minutes later. Can't be because the bus can't get to the P&R timely they wait 5-15 minutes before the route starts.	3/10/2015 10:17 PM
1019	You keep degrading the service on this route, delaying the 6:15 am bus (actually was 6:13, now 6:18. Gets to seattle 10 minutes later... You have a poor track record of public meetings in the impacted areas. You cut service to Duvall, but the meetings all seem to be in Bellevue. Make it easier to find the survey and schedule meetings in Woodinville. Let's try to improve the service from Woodinville rather than degrading it more...	3/10/2015 10:04 PM
1020	Please increase frequency of the 542 to connect to the Link. Make the 44 more direct (fewer stops) to connect to the Link and also extend the route to Montlake. Thanks for taking our opinions into consideration!	3/10/2015 9:46 PM
1021	These routes needs to be more frequent, and they need to be better synchronized with One Bus Away app.	3/10/2015 9:14 PM
1022	Make the transfer to & from Link as short, safe, illuminated and "idiot-proof" as possible. I mean the latter demeaning comment to say that signage for going to & from Link be as lucid as possible. The signage must be nearly continuous through the route(s) between bus(es) & Link.	3/10/2015 8:57 PM
1023	Love the changes proposed in Alternative 1.	3/10/2015 8:28 PM
1024	we still need buses from around capitol hill to get us to broadway light rail station. if you take away these lines or reduce them, then people will not have a way to get to downtown and u district easily. many people work in those areas who live in central capitol hill, central area, montlake, madison valley, madrona and all the way down madison to lake. 48 needs to run really frequently and then buses need to run off of 23rd on main streets going east and west. i dont use the bus everyday but that may change when i have a different job and when light rail opens. i live 14 blocks from the broadway station so it doesnt make sense to go there to go to university district. i would still take the 48. and if i want to go to light rail station to go downtown and not have to walk part of the way, i need a bus to the station.	3/10/2015 8:17 PM
1025	I would not force riders to walk through high crime areas along 23rd and Madison.	3/10/2015 7:39 PM
1026	These routes should terminate at UW light rail station.	3/10/2015 7:05 PM

1027	It gets me from my home in the 13000th block of Aurora Ave N to downtown Seattle, faster than any other route or routes. I need this bus to go to doctors' appointments, which I have frequently, and anything else located downtown.	3/10/2015 4:41 PM
1028	Overall, I'd love more frequent bus service during peak times for the 545. So I'm willing to put up with the inconvenience of having to transfer to the link rail during off-peak times in exchange for better service during peak times. Hopefully it won't be standing room only every time :P My vote is for Alternative 1.	3/10/2015 4:36 PM
1029	The loop to the east between 40th NE and NE 75th and coming back to the route downtown via NE 65th is time-consuming and very few passengers seem to get on/off the bus on that part of the loop.	3/10/2015 4:22 PM
1030	The 16 currently services so many kids at Bishop Blanchet. In Alt. 1, the changes make this route unusable for all of these kids. Please help keep the kids independent without a need for a car!	3/10/2015 4:04 PM
1031	Alt 1 is a good mix of express service to downtown on 520 and U-Link connectivity, if and only if the bus to U-Link transfer is easy and quick. Otherwise, it is terrible. Please fix Montlake before forcing a transfer.	3/10/2015 3:52 PM
1032	it is important to keep direct service from Madison park to downtown AND to more directly connect Madison park to the light rail stations and/or to husky stadium.	3/10/2015 3:39 PM
1033	#8 is great to get to Mt Baker station for travel to the airport. #2 is a fantastic route--well conceived and always seems to be pretty busy--for getting to capitol hill and downtown quickly and efficiently without the need to transfer. It would be silly to have to transfer from the #2 to get to the downtown shopping district.	3/10/2015 3:00 PM
1034	More frequent!!! Some connection to Seattle center	3/10/2015 2:48 PM
1035	More frequent service throughout the day and evening	3/10/2015 2:48 PM
1036	This route is vital to Redmond, so many people rely on it and not just for a direct trip to Seattle, but to get to Overlake. Nice to have fast, frequent, service	3/10/2015 2:45 PM
1037	While improving frequency on the 8 is definitely an improvement, it may not translate to improved service without drastically improving conditions on Denny Way. Splitting the southern half of the route off will help reliability on that end, but the Seattle Center-SLU-Capitol Hill-Madison Park leg will still suffer. Even with the deletion of the 43, a route should still service the E Olive Way/E John St/E Thomas St corridor between 23rd Ave E and Downtown. With or without routing changes on the 49, increased frequency on that corridor is extremely important to helping a chronically late route.	3/10/2015 2:40 PM
1038	We need these routes to access the Light Rail stations at Montlake and Capitol Hill. Service should be increasing, NOT decreasing.	3/10/2015 2:22 PM
1039	Alt 1 basically takes what is a very friendly bus neighborhood--- the area around 19th and Aloha-- removes half the buses (the 12 and the 43) and doesn't replace them with anything. The U link does not serve this area. Please do not remove these two buses from our community.	3/10/2015 2:08 PM
1040	I'd like to see a bus route from Northwest Seattle directly to Queen Anne Hill before ending downtown.	3/10/2015 2:05 PM
1041	Please do not cut these routes. If the neighborhoods these routes service are the same neighborhoods that are allowing micro-housing with no parking, we need to maintain or increase our transit service not cut it.	3/10/2015 1:15 PM
1042	It would be nice to have either more frequent bus service or larger buses in the afternoon rush hour times as this bus tends to be standing room only during these times. Also there are two bus stops at Seattle Children's hospital, would be nice to be consolidated into one bus stop.	3/10/2015 12:33 PM
1043	The 8 is critical for me as a person who uses this bus most frequently at times 10 or more times a week. i cannot even fathom not having this critical need of transportation. It connects so many important neighborhoods that I travel in for work and pleasure, shopping and personal visiting and consumer/political/city committees I work on as a volunteer.	3/10/2015 12:08 PM
1044	I ride & rely on the #8 along MLK, then uphill Madison Ave., to South Lake Union near daily. (The days I don't ride the bus, I bicycle). And aside from the fact that the drivers are pretty great, the morning hours buses tend to be pretty packed. Between 8 am and 9am especially. For some reason the circa 9am buses tend to be shorter (standard length) buses, and those fill up very quickly. I think that more frequent service, especially between the 7:30 and 9:30 hours, would definitely improve the use of bus capacity and reduce 'sardining' :>) All in all, I think Metro is pretty great. Thanks for your efforts in re-arranging the buses vis-a-vis light rail, and thanks for your work generally. . Npc	3/10/2015 11:59 AM

1045	Please, please, please keep the 12 - it is by far the most convenient and reliable route to/from downtown for our family and so many others who need access to services along 19th Ave E. We were so relieved when this route was spared reductions in early 2015 and are very disappointed to hear that it may be impacted in the future. I understand that the 10 covers some stops near to the 12, but the 12 is just perfect!	3/10/2015 11:28 AM
1046	I like them all, but I would prefer to use the light rail to get around. Right now I use OneBusAway to coordinate my usage and it makes it easier to catch buses when I need them.	3/10/2015 11:27 AM
1047	Why is this bus consistently late going both north and south?	3/10/2015 11:19 AM
1048	Provide more parking spaces along this route.	3/10/2015 11:14 AM
1049	Please keep to the schedule. Because of where I live (Belltown) and where I work (Capital Hill, Madrona, Green Lake, West Seattle, Renton) I do not keep a car and use Metro for almost 100% of my transportation needs. The one recommendation I would give to Metro is to have the drivers be more aware of keeping to the schedule, especially on the two routes I've mentioned. I UNDERSTAND that due to weather, traffic problems, maintenance issues, etc. the schedule cannot be adhered to every minute, but it is frustrating to be consistently 5 or 10 minutes late for work because the schedule is not realistic or because the driver just plain doesn't care.	3/10/2015 11:07 AM
1050	Route 12 along 19th Ave E is very important for multiple reasons. The steep hill on E Galer St is not usable for the elderly, nor for those of us with infants and groceries to cart. If route 12 was eliminated, I would be forced to completely not access public transportation for anything towards that direction.	3/10/2015 10:56 AM
1051	Please keep this route. It is essential for many people. Shouldn't we be simply increasing more mass transit in general?	3/10/2015 10:23 AM
1052	I find the lack of frequent transit between Wallingford and Fremont a hole in the system. From Fremont, I can use frequent transit to go to Ballard, to UDist, to SLU, to Downtown, but not to Wallingford? (Disclaimer: I live in Wallingford). I love this new routing for the 16.	3/10/2015 10:07 AM
1053	Please keep this route! It is a great option for some of the school kids in the area to quickly get downtown from Eastlake/N Capitol Hill.	3/10/2015 10:04 AM
1054	The bus has become a sardine-stuffed torture chamber. I often catch the E route in Wallingford around 8:30 a.m. after dropping off my daughter at school. At that point, it's only 3 - 4 miles to downtown, but the bus takes 30 minutes. And the ride is an endurance course. You have to fight your way on, it's so full, and then work to find a spot to stand.	3/10/2015 9:49 AM
1055	Route 25 should be replaced by a van service that operates as a continuous shuttle around Portage Bay, helping residents as well as UW students, visitors, and faculty reach the nearest express transit or light rail station. The rest of Route 25 is unnecessary as it duplicates many other and better routes.	3/10/2015 9:45 AM
1056	this route was removed and limits travel for a lot of us in this area.	3/10/2015 9:32 AM
1057	too infrequent	3/10/2015 9:23 AM
1058	I would like to keep route 586. It is the fastest, most efficient way to get from Tacoma to UW. Many riders use it and are very dependent on it.	3/10/2015 9:13 AM
1059	We need frequent (every 15-20 minutes) public transportation from Madison Park to downtown Seattle. With the number of new buildings and the concurrent population increase along the Madison corridor the need for transportation will only increase. Many of these new residential buildings do not have spaces for cars so residents rely on public transportation.	3/10/2015 9:02 AM
1060	Need better (any?) connections to Washington State Ferries terminal.	3/10/2015 8:54 AM
1061	More reliable service is important. Relying on the Link for connections between SE Seattle and Capitol Hill/U. District is difficult for those of us who live along Rainier Ave and not MLK. Particularly between Columbia City Station and Othello, it's possible to live outside a 1/2 mile walk radius of the Light Rail. I'd also love to see considered more frequent service via Rainier at night. The 9X stops running really early and has no weekend service.	3/10/2015 8:45 AM
1062	Keep my route the same until light rail comes in 2023. I am not going for the okie dokie no more. Your plans for the Eastside as it stands suck. The only thing great is that the 545 will remain the same. So if you decide to jack up the 311 route, I can at least drive all the way from Woodinville to Redmond and catch the 545 at the Redmond Transit Center. Way to go Metro. Freakin' awesome!!!!!!...	3/10/2015 8:17 AM

1063	The 12 corridor along Madison east of Broadway is very busy during peak hours today. Where will those riders go? Connecting or walking longer on 1-2 mile commutes simply isn't appealing. Many of us would see 50%+ increases in our commute times, while riding on buses even more crowded than before. That's not an improvement, that's punishment. I might even start walking or move closer to work and give up my bus pass, which is now nearly \$1200/year. Link on Capitol Hill is too far north and west for riders living east of 13th and south of Pine to access easily. Especially when your final destination is in the southern part of downtown, the 12 is faster and is direct with no transfer. Cutting service on the 11 requires more service on the 10, but that which is missing from the plan. Link connections are going to be clunky at best: escalators and elevators are often broken in the bus tunnel - I'm sure they will be bad in Capitol Hill station too.	3/10/2015 6:14 AM
1064	If you want the public to make use of the new light rail, it is imperative to retain the feeder routes.	3/9/2015 10:29 PM
1065	The 16 is too long under Alternative 1 and will be overcrowded and running late by the time it reaches the Dexter corridor. The 26/28 is currently overcrowded and constantly late by the time it reaches lower Dexter and this needs to be improved under Alternative 2. Metro needs to recognize the high-growth future that is the Dexter corridor and provide adequate bus service.	3/9/2015 10:25 PM
1066	These routes all currently service my neighborhood. From the U-district, they are all approximately equivalent in terms of transit convenience. However, they often leave the U-district at almost identical times, and the 74 and the 30 run identical routes. This is inefficient, since either buses run empty (if passengers were just picked up by a different bus), or there are long wait times. By shifting departure times by 15 min, the same buses could provide no more than 15 min wait intervals between the U district and Hawthorne Hills. So it is not only an issue of where the buses run, but also when they run relative to other buses.	3/9/2015 10:25 PM
1067	Very important -- provides access from lake to sound (almost). As Madison Park resident access to Capitol Hill and Downtown are very important to me. Time between buses (when it's 30 minutes) can be a major disincentive to use the bus.	3/9/2015 9:11 PM
1068	There will be no way for the elderly to get downtown if 71 goes away.	3/9/2015 8:29 PM
1069	Route 11 is the only service to Madison park. You need to provide a lifeline for these residents to reach downtown and the Link.	3/9/2015 8:20 PM
1070	Please connect this route to the new light rail station by having it travel along Montlake, instead of winding it through UW campus up to the Campus Parkway hub. All the people who suffer through a 45-minute, 8-mile commute from the Sand Point corridor to downtown would love to connect to the light rail terminal. It's insane that we're still cut off from it in your proposals.	3/9/2015 8:14 PM
1071	Leave them alone. They are not relevant to the Udistrict Link service and the proposal to combine them degrades the service and won't meet the demand.	3/9/2015 7:10 PM
1072	It would be great to have more frequent service to Bellevue (555 and 271) and more direct from Greenwood area to Bellevue or Northgate	3/9/2015 7:08 PM
1073	It is imperative that these routes do not change much, as they are my only alternative to get to work from the U-district to kirkland and bellevue	3/9/2015 6:36 PM
1074	The 550 right now takes a while to get to/from Bellevue especially on weekends (so time with friends from Bellevue means taxi). 545 in the late evening (after 8p) has a painful 30-minute frequency. Likely due to demand, but also a chicken-and-egg problem. What I'd like out of this would be some changes to improve service for those working late and improve service for visiting friends in those parts of the city - but those improvements would need to come with enough advertising to get the ridership to make them viable. Mostly, please make sure that if you improve a particular route to try to advertise to those that might not be bussing now so they realize they can bus later.	3/9/2015 5:55 PM
1075	This is the only route that gets me anywhere near by job in pioneer square.	3/9/2015 5:54 PM
1076	Alternative 1 would reduce my travel time from the ID district to home in Madison Park. It would reduce the amount to time on a bus. Since the roads are so bad in Seattle riding the bus is very tiring, I would spend less time on the bus commuting but still retain connections to Capitol Hill business areas.	3/9/2015 5:49 PM
1077	I work at the UW medical center as a nurse traveling from Northgate/Maple leaf neighborhoods. I am a SHIFT worker rotating nights and days and need to get to the Medical center at strange hours, weekends and holidays too. Please do not cut down on hours but increase them, I need earlier and later bus times (get to the medical center by 6:30 AM and also 6:30 PM and 10:30 PM. By consolidating routes I may have to walk farther to get to the bus and they may not run very early or very late at night.	3/9/2015 5:48 PM

1078	I think an option similar to what Tri-Met (portland) offers where riders can purchase an all day bus/train pass would be beneficial to residents that don't have passes, and for tourists. Having the ability to hop between services without having to worry about transfer validity and cost would make both services more attractive.	3/9/2015 5:45 PM
1079	please don't take these away - they are staples of the community and serve ppl who live here well	3/9/2015 5:37 PM
1080	You cannot delete route 11 and assume that splitting route 8 will provide 'coverage'. Route 8 can be split (into the proposed 8 & 38) but keep 11 for downtown-bound madison valley people.	3/9/2015 5:27 PM
1081	This route services a wide stretch of residential areas with no other bus service. We need this bus to keep us connected to the rest of Seattle and the airport!	3/9/2015 4:32 PM
1082	Keep Route 11!!!	3/9/2015 4:25 PM
1083	Need to retain service from 15th Ave NE north of Northgate Way to the U district.	3/9/2015 4:23 PM
1084	More frequent service is needed to run North-South on 25th Ave NE (372 and 68). Service is extremely limited before 7:30am and after 6:30pm on weekdays and also service is currently limited on weekends. For the new proposed plans, it is a shame to lose express bus service along 65th straight to downtown (71 and 76). More buses is needed for the route East-West on 65th.	3/9/2015 4:20 PM
1085	I really like the proposals in Alternative 1 of how to utilize these routes to connect Capitol Hill, the U District, Madison Valley and the Central District	3/9/2015 4:10 PM
1086	Current 68 and Concept 67 both provide service along Roosevelt Way NE corridor. Concept 67 adds Sunday service, which is so needed. Late night service along Roosevelt Way NE through Maple Leaf, even if only every 40-60minutes.	3/9/2015 4:00 PM
1087	Keep it!	3/9/2015 3:55 PM
1088	this is an extremely valuable connector between madison valley and downtown seattle.	3/9/2015 3:51 PM
1089	Ridiculous to consider altering this route. It is fine and convenient the way it is.	3/9/2015 3:31 PM
1090	The last stretch of bus 71 in Wedgwood involves it traveling on 38th Ave NE and NE 86th St, which are small streets with many cars parked there usually. Its route should not include that last stop to avoid awkward maneuvers that I often see there.	3/9/2015 3:30 PM
1091	Will the 11 still come to Madison Park? With improved or downgraded frequency from today's schedule. Simple question. Thank you.	3/9/2015 3:10 PM
1092	This route should be kept because its the best route to get to Husky Stadium from our area. I would imagine once the light rail system goes into effect that the special husky buses would diminish particularly the downtown express, but the special local buses should continue. Otherwise it would be a mess for all those people waiting for a 48.	3/9/2015 3:08 PM
1093	This route must be retained. Otherwise we are Isolated and are too far a way from the other routes	3/9/2015 3:05 PM
1094	I LOVE the current No. 8 which takes me from Olive and MLK Way directly to Group Health and to South Lake Union and to Seattle Center and to northern Denny Regrade. It is an extremely useful route that my husband and I take all the time. We take it south to get to Light Rail at the Mt Baker station or to hook up with routes 27 and 14 to get to the ID. Please do not bust up the No. 8. It is a GREAT route as is.	3/9/2015 2:47 PM
1095	The 43 and 48 are the two routes I use the most, followed by the 31/32, 10, 44, 66, and 26/28 (downtown-Fremont link). I'm nervous about splitting the 48 in half (at the U.District), though there may be some benefits that outweigh the losses...I'm willing to experiment. Would it be possible to overlap the 48 and 45? Run the 45 south to the UW Station, but run the 48 north at least to Roosevelt or maybe SE Greenlake? Once the Roosevelt rail station is completed the need for that section would be reduced. As for the 43 please see my comments under "N. Seattle". We rely heavily on the 43, especially for getting my elderly mother to the doctor and back at Group Health.	3/9/2015 2:45 PM
1096	If I can take a bus to the link rail and be at work on time or faster then before and more predictable and reliable service would be great.	3/9/2015 2:44 PM
1097	Very difficult and time consuming right now trying to use these routes to or from Madison Valley and Madison Park. We need something efficient, faster and easier. It take way too long to get to the UW and Children's Hospital as it, making too many connections from the 11 to 48 to 75. Quicker to drive.	3/9/2015 2:38 PM
1098	I walk to the 312 running through Lake City. Not sure what this change would offer, but the busses are too full now with not enough seating for everyone. I find it challenging to stand for the whole trip.	3/9/2015 2:32 PM

1099	Something needs to be done to improve the reliability of the 3 and 4, particularly when catching it downtown in the late afternoon/early evening. It seems the buses are rarely on time and therefore almost always overcrowded.	3/9/2015 2:30 PM
1100	These routes do a pretty good job of connecting much of Capitol Hill to the surrounding areas (Downtown, U-District, etc.), the proposed changes appear to take away from the arterial and efficient connection currently offered by these routes and this would negatively impact quite a few people in the Capitol Hill, Madison Valley, Montlake, and Central District neighborhoods.	3/9/2015 2:29 PM
1101	Route 30: One of the only ways to go East/West in that area only runs during peak hours? People do travel outside of those times. Route 44: Awesome route for East/West travel. Could there be more options for similar travel north of NE 45th St.? Route 48: This route is very useful, and it might not be so consistently late if it wasn't so long. Route 68: This route provides one of the only options for getting across NE 75th St. (even for a short distance), and going on 25th Ave. NE. It is infrequent at best, and doesn't run when UW isn't in session? There are people that use the busses who aren't students. When it doesn't run, there aren't many options for traveling somewhere on 25th Ave. NE. Route 72: Please don't delete the north part of this route. Please. It would be great if it was more frequent, especially late evenings and Sundays, to start with. Route 73: Same as comment about Route 72. Route 372(x): If routes 72 and 73 get deleted, it would be helpful if this bus had more stops between Lake City way and the U-district.	3/9/2015 2:27 PM
1102	The residents of Madison Park need to maintain a reliable consistent bus service that doesn't require them to go to the Broadway Station.	3/9/2015 2:26 PM
1103	Please please keep service on these routes going to and from Madison Valley!	3/9/2015 2:23 PM
1104	Route #8 is the ONLY direct connection between Rainier Valley, Central District, Capitol Hill and South Lake Union. It is used HEAVILY, particularly with the growing tech sector in South Lake Union. Also, a great deal of new multi-family housing development is taking place in the vicinity of the current Route #8 because tech workers frequently move to Seattle from elsewhere, they don't have cars and they ride the bus. Changing the Route #8 now will create a hardship for many workers in the South Lake Union tech center as well as disconnecting transit from housing development. If light rail was going to South Lake Union, this would be OK. But light rail will NOT serve South Lake Union, and it is not practical for people to transfer among bus, light rail and bus again. In just the past year, traffic in the South Lake Union area has become nearly impossible because of the influx of new workers in this high-tech employment center. Cutting short the route of the #8 bus will encourage more people, including me, to drive to work, making the congestion problem even worse.	3/9/2015 1:43 PM
1105	Would be really great if we could have 48 Express back again as many people mostly ride from right before freeway all the way to u district area. Would like to keep 355 as is.	3/9/2015 1:39 PM
1106	Keep the schedules the same for these bus routes. A quick Google Earth distance measurement shows that the nearest home in Montlake is already a quarter mile away from the stop. The "Hop In" (aka Montlake Blvd Market) is a half-mile away. Bus service needs to minimally stay the same to make the light rail stop gain it's full potential, otherwise it will be a squandered opportunity for the community to want to take light rail anywhere. Combining the 43 and 48 to a less frequent schedule (every 10 minutes rather than the 7 minutes we get down 24th ave today) The 25 is obvious --- that covers an area that would require a multi-mile walk across the community, where a large percentage are elderly and don't drive currently (and we don't want to tempt them to drive either...)	3/9/2015 1:26 PM
1107	Please keep service to North Seattle College!	3/9/2015 1:22 PM
1108	These routes are critical as they serve a community at the far east of Seattle that is not well served by transit and is especially hilly. There are quite a few elderly people as well as young families that rely on these routes, not to mention commuters whose patronage of these routes helps to relieve congestion downtown.	3/9/2015 1:04 PM
1109	Currently, it takes about 1 hour to get from Lake City Way and 125 St NE to the Fremont Bridge. Due to the number of jobs in Fremont, why isn't there a more direct route? Currently, I have to take 75/31 or 75/32 in order to avoid a transfer. 75 to Northgate, then transfer to 16 may cut down the time, but only if the transfer time is very short.	3/9/2015 12:58 PM
1110	It would be nice to have a route similar to 65 or 75 that goes to the new UW station from Lake City.	3/9/2015 12:51 PM
1111	I'm sure you are already aware that this bus (545) is super crowded. Many times I am turned away because the bus is so full and I cannot get on.	3/9/2015 12:38 PM
1112	Please keep route 11 It's critical for families, children, and elderly people that use it as a critical transport link to/from work, essential services on Capitol Hill and downtown, and medical facilities in the First Hill corridor. It is also a key route for businesses in the Madison Valley and Madison Park neighborhoods.	3/9/2015 12:27 PM

1113	I rely most on the 30. Seeing the route first cut short from its complete route to a starting point at the UW a few years ago, then seeing it trimmed to a peak-hour only route last year (and now being eliminated in both options presented) has been disappointing. The changes made to this route were what made it less and less useful, and therefore an easy target to eliminate. However, the proposed changes for the 74 on Option 2 may prevent the services that I use from being eroded further. My ideal route would be one that ran all day between NOAA Sand Point and the UW Campus Pkwy. I understand that levels of ridership may not warrant this, but it does seem that if there is increased interest in getting from U Village and areas of the UW Campus to the UW's light rail station, perhaps by integrating the rail stop with the 74 route that goes via Campus Pkwy to NOAA Sand Point, you would see the ridership on this route expand greatly. As for the proposed changes with the 71 on Option 2, anything that opens up options for riders to/from NOAA Sand Point is something that I fully support and expect to make use of.	3/9/2015 12:20 PM
1114	First, please add Route 10 to the web page detailign which routes will and won't be changed: http://metro.kingcounty.gov/programs-projects/link-connections/alternatives.html#explore Route 10 will need more frequency from Cap Hill to Downtown if Route 11 is moved away from Pine/Downtown.	3/9/2015 11:57 AM
1115	I really appreciate these two lines, they are probably the ones I have used the most. I like that they connect neighborhoods that would otherwise require transferring buses.	3/9/2015 11:49 AM
1116	It would be very helpful if this route could run more frequently to NOAA Sand Point. I currently utilize Sound Transit, Community Transit and the Metro 30 commuting by bus and if my CT bus is late due to traffic, I have to wait 25 to 30 minutes extra to get to work.	3/9/2015 11:34 AM
1117	The 43 and 49 provide service to areas of Capitol Hill that will not be served by light rail. Eliminating these routes is foolish. Please adjust routes to reflect light rail, but do not eliminate. Route 12 could be incorporated into BRT, but it should not disappear completely.	3/9/2015 11:24 AM
1118	Don't want a transfer to get downtown. Would like a direct route from 35th Ave. & 95th to Northgate Mall.	3/9/2015 11:19 AM
1119	The 60 is a long route and already has trouble staying on time. Please do not take it away as it is a very vital route! Instead, please find ways to improve it without taking away it's frequency.	3/9/2015 11:09 AM
1120	Route 60 service from South Beacon Hil near Cleveland Highschool to the Beacon Hill light rail station. This service is not frequent enough, and is very unreliable going from Beacon Hill light rail station south in the evening. Also it doesn't run late, like 9pm.	3/9/2015 10:59 AM
1121	At present, not frequent enough service from downtown later at night. I've had two recent instances when, having come out of performances at the 5th Avenue theater, I've had to wait 45 minutes for a 10 or 43 to take me to 15th Ave. E. That is unacceptable. As a woman, I am fearful of standing around that long at that hour.	3/9/2015 10:59 AM
1122	Improve on "on time & connections for both routes". As it is now route 40 is rarely on time and connecting with the 16 route is haphazard at best.	3/9/2015 10:58 AM
1123	This route runs during the midday & after hours, and the before-midnight hours, I need for my transit from Maple Leaf to downtown Seattle, for work 5-6 days/nights per week.	3/9/2015 10:58 AM
1124	The 11 should not turn north to Pine. It should just continue to madison street up pine street. The left turn (turns in general) for this route kills the time. It would only be an additional block south of the SCC campus. The 11 as is, seems to always run late. I believe it is due to its bumblebee like path at the top of the hill.	3/9/2015 10:55 AM
1125	higher frequency during peak needed so I don't need to drive to northgate park and ride	3/9/2015 10:30 AM
1126	Many of the changes for these routes seem good, but I am concerned that we will be left with a situation in which access to the new University Link Station from the western side of the U District requires a bus transfer (i.e., 2 buses) and perhaps also a not-insignificant walk. That would pretty well negate any convenience and time benefit to be gained from the light rail. If I have understood the proposals, it appears that from 2016, when the proposed changes occur, to 2021, when the UDistrict Link Station opens, some kind of bus transfer will be required for one to reach the University Link Station from the lower Roosevelt area, for example. If that is correct, it does not seem adequate.	3/9/2015 10:22 AM
1127	The routes that run along Sand Point Way are very critical to me. Since the 74 only runs downtown during peak hours, the idea of connecting Sand Point Way to the University of Washington light rail station is very appealing. I ride the bus at least 10-12 trips per week.	3/9/2015 10:22 AM
1128	I miss the frequency of the 30 and having it run all week. It was an important route to our family because it allowed the kids to get to and from Magnuson Park and View Ridge Swim & Tennis Club safely on their own.	3/9/2015 10:19 AM

1129	Although the 372 is designated as an "Express" route, that seems to be a very loose definition. It would significantly improve the route to make it more of an express and eliminate most of the stops between the UW Seattle campus and 125th and Lake City Way. Many people ride this route from the campus to 145th, Kenmore P&R and beyond. The coach is so overcrowded when it leaves the campus that some people get left behind at the last stop only to have a great number of students who are only going down to U Village get off there. People who have worked all day and who are trying to get home at a somewhat reasonable hour are thus forced to wait for a later bus. They can't take the 68 and many of them can't take the 372s that go only as far as the Kenmore P&R. Some of us actually live past Kenmore and even past Bothell! Students actually get on at UW Bothell and go to Woodinville. However, it seems that service to Woodinville is no longer going to be in our network, thus we will be adding more cars to our already crowded roads.	3/9/2015 10:13 AM
1130	for morning peak, it doesn't make sense for both buses to arrive at the same stop at the same time. They should be staggered 15 minutes a part. That way a rider does get 15 minute service to downtown.	3/9/2015 10:12 AM
1131	This is how I get to work. You already limited my preferred route, the 79. You were going to eliminate the 72 before we voted to give you more money. Now you've gotten your \$\$ and you are still eliminating the 72. You are not trustworthy -- your grand schemes make it impossible for me to take Metro. Congratulations	3/9/2015 10:12 AM
1132	I love it that the 71 runs late at night. This is great for kids in our neighborhood who go to the U-District in the evening and don't want to drive back. I hope that this option will be kept. The 65 is a great way to get to campus and if it were to run every 15 minutes all day long, it would be fantastic! The 242 and 542 are the routes I use to get to the Eastside. Having all-day service on those would also be fantastic.	3/9/2015 10:06 AM
1133	I use the 10 between Capitol Hill and downtown Seattle every day in order to travel to and from work. It is often full, and behind schedule, especially at peak times. There are frequent delays because there are so many passengers attempting to get on and off the bus.	3/9/2015 9:39 AM
1134	I currently take this route from Northgate way to the UW for work. Unless it will be available more frequently, I do not want any changes to this route. It's currently the only one that goes from my neighborhood directly to the UW campus without having to change buses.	3/9/2015 9:19 AM
1135	These busses in the Am & PM are standing room only how do we improve on that.	3/9/2015 9:15 AM
1136	I would like to see it run past 7:30 PM, but instead of ending at NOAA's facility after 7:30 PM, end at Magnuson Arena Sports.	3/9/2015 9:15 AM
1137	It's great just the way it is currently operating. That route has existed for a very long time in the neighborhood and has functioned very effectively. It allows older residents in Sand Point Country Club and View Ridge to access the QFC in Wedgwood and it effectively links Wedgwood, View Ridge, Bryant, Ravenna, etc. with both the University District and downtown without transferring. It's a wonderful feature of our neighborhoods that has been relied on and used for decades. It's popularity is seen everyday by the intensive use of the route by the residents of the neighborhoods it serves. Thank you for considering these comments.	3/9/2015 9:01 AM
1138	I am not sure what to select but basically I want a bus that will take me from 65th and 35th (#64/#76) to Stewart & Denny. Currently the #64 shoots pass this intersection (it used to be a stop) and those of us who work at Denny or north of Denny have to walk 5+ blocks back we just came. The #76 requires the same amount of walking. But, if I understand the plan correctly, the convention center will no longer be a stop when the light rail Northgate route is opened. I don't want to transfer between buses/ rail unless it is aweekedn and there is more time. Nor I do not want to 1) walk to bus stop 2) take a bus to the light rail 3) Walk down stairs and wait for light rail that will be filled with students 3) be dropped off Westlake Center (is this correct?) and walk all the way back to Denny.	3/9/2015 8:43 AM
1139	More routes in the evening and weekends would be appreciated. More articulated buses should be used during peak travel times so half the bus doesn't have to stand during the ride.	3/9/2015 8:26 AM
1140	Need weekend service and more service weekdays. Poorly route setup. Waiting at Children's is ridiculous.	3/9/2015 8:20 AM
1141	Routes between Downtown Seattle and Sand Point are infrequent and very long -- about an hour total travel time (can be up to 90 minutes) with one transfer, for a relatively short travel distance. Taking this route is unnecessarily tiring and time consuming. Additionally, please consider altering the 30 schedule to and from Sand Point such that it more closely aligns with common working hours (in the morning, five minutes prior to each 15- or 30-minute interval; in the evening, five minutes after; e.g., a morning arrival at 6:25 AM, 6:55 AM, and 7:25 AM instead of the current, which is 6:37 AM, 7:09 AM, and 7:41 AM; e.g., an evening departure at 4:05 PM, 4:35 PM, 5:05 PM, instead of the current, which is 4:12 PM, 4:42 PM, 5:12 PM). Thank you!	3/9/2015 8:05 AM
1142	30 should be back to an all day route. It supports the NOAA campus.	3/9/2015 7:58 AM

1143	I appreciate the increased frequency on the 120. I do not appreciate the way that all the other routes have been so greatly reduced that the 120 is constantly over crowded. I live half way between the 125 and 120 and it used to be that I could catch the 125 and be likely to get a seat. Now that service has been cut down so much that I am forced to take the 120. I live at the north end of the run, so by the time the 120 reaches my stop at Delridge and Juno in the morning it is usually full and I am forced to stand. I don't look old but have bad knees. Because there is no physical indicator I don't ask for a seat at the front, but it makes it a very PAINFUL ride. If you hadn't eliminated or reduced the side routes to such a degree as to force everyone onto the 120 this would not be as often a problem. I dread what it will be like if we get snow. Prior to the consolidation and reduction if there were snow I knew that I may as well use leave because the 120 would be full and drive past by the time it got to me. Now I can't imagine that it will ever have a seat.	3/9/2015 7:49 AM
1144	30 does not meet any of the link light rail stops. 75 needs to make pickups at NOAA.	3/9/2015 7:32 AM
1145	The route 48 split is only very beneficial to the CD if it contains the through route up to Northgate. If it dead-ends at the university, the split is very bad for people living along 48S because we lose destinations while still sitting in the same traffic. The 8 is good for getting from middle/eastern CD to Capitol Hill. I would very much like to have some form of direct service from western CD to Capitol Hill if at all possible.	3/9/2015 6:42 AM
1146	route 64 is not running early enough for people starting before 6.30 because guess what patient care is 24/7. if the 252 and 257 are cancelled i will have to drive every day.	3/9/2015 5:54 AM
1147	The new Route 16 under Alternative 1 is such a good idea. North Seattle needs better East-West bus service.	3/9/2015 3:06 AM
1148	Please keep the 41! It is great.	3/8/2015 11:29 PM
1149	277 - better mid-day option to continue than the 255 255 - having to take this bus to get to Seattle in the middle of the day is the worst!!!! You can literally feel all of the time you are wasting just sitting on this bus and then it either gets you where you need to be way too early or way too late.	3/8/2015 10:27 PM
1150	Only add routes don't take them away	3/8/2015 10:08 PM
1151	It's nice to have a direct to downtown from my area (65th and 35th) during non-peak hours. However, it appears that the travel time from my area to downtown is not changing significantly based on the the trip time map.	3/8/2015 9:49 PM
1152	I would like to see the direct route between Madison Park and downtown,(11), stay as is. We have a large number of senior citizens using this bus, and it will be very difficult for this group to get on and off busses to make the transfers. Also we have a large number using bus 11 for getting to work downtown. Having to change buses to make this trip will make the journey longer, and it might result in these people choosing their cars for the commute. Ergo more car traffic.	3/8/2015 9:34 PM
1153	extended service during the day	3/8/2015 8:53 PM
1154	Need for Route 75 to connect easily and conveniently with UWMC Link Station for me to use it more.	3/8/2015 7:35 PM
1155	While I'm not sure if I'll switch to the link light rail or stay on the 41 for my twice-daily commute, I'd like to see better integration between the buses and the light rail. For example, it is frustrating when waiting for the bus in the tunnel downtown to see buses wait while one train is at the platform. If buses can run both directions in the tunnel the trains and buses should be able to run simultaneously too.	3/8/2015 7:26 PM
1156	First Hill is still suffering from the loss of the First Hill light rail station. The delayed streetcar will be slow and meandering. The BRT is years away. Please do not make transit coverage on First Hill worse as you revise service on nearby Capital Hill. We are already SRO on many routes - consider how popular we are as a destination, and how much of the city is dependent on being able to get through First Hill. We need more, better, more local, more frequent coverage.	3/8/2015 6:33 PM
1157	Are we ever going to get this route back?	3/8/2015 6:02 PM
1158	I would love to see the 44 or a similar bus, continue down 45th toward the u village area. Currently there is nothing along 45th after 15th and it makes it very difficult to get to and from that area.	3/8/2015 5:18 PM
1159	19th Ave service -route 12 should be kept.	3/8/2015 5:15 PM
1160	Options are very limited between kirkland and seattle. With the removal of 260, there has been an overflow at park and rides. People who formerly didn't have to drive as part of their commute now find themselves driving to the park and ride or to their destinations. 252/257 are the only reasonable timely options for a kirkland/seattle daily commute. If 255 is eliminated this will also impact 252/257 riders as the 255 is the only option to get back to kirkland at a non-peak time. The frequency and coverage between kirkland and seattle has been insufficient for a long time and has only gotten worse. Do NOT cut these routes unless there is a plan that actually keeps and even better expands what is available.	3/8/2015 4:08 PM

1161	I love all these routes and appreciate how convenient they are to my home and my various destinations. The 11 and the 8 have the biggest issues with timing; the 43 and 48 typically do a good job, although it would be great if the 48 were more frequent.	3/8/2015 3:55 PM
1162	It would be great if the 372x ran on weekends. Even if it only made a 5 of trips per day, that would be better than nothing.	3/8/2015 2:39 PM
1163	I would really appreciate stops in North Seattle that were closer to Metro hubs. I just don't feel safe using 145th Street. the 45th Street stop if good, but I would really prefer a stop at 105th or near there, so I could connect with the Metro hub at Northgate.	3/8/2015 2:11 PM
1164	Extend the current 15 minute service during the day and most of the evening so that it is provided later in the evening (e.g., after 11:00 pm).	3/8/2015 2:10 PM
1165	8 - make it realiable 11 - make it more frequent 43 - make transfer from westbound Montlake freeway stop to Montlake 43 (bound to Capitol hill / downtown Seattle) easier - the current intersection is extremely pedestrian-unfriendly, causing me to often miss buses. Alternatively, build an interchange between Husky stadium Link station and Montlake freeway station 49 - make it reliable.	3/8/2015 2:04 PM
1166	Don't mess with the no. 2. It goes exactly where i need to go, from Queen Anne to Madrona	3/8/2015 1:39 PM
1167	While I would greatly appreciate an increased frequency of travel time on these routes over the weekend, as alternative 1 suggests (as I do commute over the weekend and would love to have this commute shortened), I would be still concerned about my bus fares increasing inordinately, and I would still want to know how this would affect pricing.	3/8/2015 1:14 PM
1168	There seems to be an impression that the people of Madison Park and to some degree Madison Valley do not use public transportation, and therefore the city should not include those areas in it's consideration. This is simply not the case. There are people in Madison Park and Madison Valley who use public transit. Please note, we also pay more in taxes than any other neighborhood. City services for our neighborhood should not be overlooked due to an outdated assumption.	3/8/2015 12:43 PM
1169	The revision to the route 10 that has it terminate on Pine Street has been one of the most inconvenient changes—for me—in the entire time I've used Metro (35 years). It seems extraordinary to me that one cannot navigate from Capitol Hill—one of the densest neighborhoods adjacent to downtown—through the length of the central downtown core. Big mistake.	3/8/2015 12:21 PM
1170	loss of the 64 in dt is terrible making the 71 stop at i5 isn't useful. i dont want to have to transfer 3 times. bring back a direct connection between dt Bellevue & Lake City via NE Seattle (25th, 35th) more 76 buses are nice	3/8/2015 12:04 PM
1171	They are almost always over crowded and running behind in the evenings. Especially the routes that start in the downtown tunnel-71, 74, and 76. It shouldn't take 20 minutes to get out of the tunnel. If there is a reliable way to get from the U-District light rail stop to my house, I'd give up the bus and take light rail all the way north. You should have easy bus connections from the light rail stop to standpoint, 65th, View Ridge etc. Ideally, one won't get off the light rail and then have to wait 20 or 30 minutes for a bus connection.	3/8/2015 11:40 AM
1172	Keep this route as is. If mid-day service is eliminated, it will impact many students who attend the Stevens, Holy Names, and St. Joseph's schools - requiring that they walk longer distances to catch a bus on 15th Ave E or 24th Ave E.	3/8/2015 11:23 AM
1173	Again, I'm mystified why Madison Valley would lose direct service to downtown. It doesn't make sense given the density that we have here. Please maintain direct service from Madison Valley to downtown. I love the improvements suggested for the # 8. I think you can implement some of those improvements while still maintaining the #11 (direct service to downtown).	3/8/2015 10:37 AM
1174	I'm happy with the proposed Alternative 1 plans for both routes but do have concerns about reliability southbound.	3/8/2015 9:42 AM
1175	The plans to connect the U-District to downtown using mostly lightrail are great for when the U-District station opens, but the Husky stadium is pretty far away for such an extreme reduction in bus service between Roosevelt/Campus Parkway and downtown. (I.e. the reduction in frequency/service for 71X/72X/73X/74X). Even during the day, non-peak hours, these buses seem packed. I know some of that would change, but I think a lot of us are still off on the far side of campus...	3/8/2015 9:21 AM
1176	252 and 257 - these routes need to be extended - they are always full in the morning and they stop at 8am. We need more direct lines to Seattle 252, 257, 311 - you only serve Kingsgate; why are no stop at other park and rides that have capacity such as Houghton? parking is really limited at Kingsgate.	3/8/2015 8:51 AM

1177	University Way has its own demand for service to downtown. Forcing people to transfer is beyond inconvenient, doesn't make sense and shows that Metro has failed to realize that "The Ave" isn't just for people attending the UW. Please have some sort of frequent service between the Ave and downtown. Once North Link opens, then bus service can be cut. But until then, Metro is getting ahead of itself in eliminating the 71/2/3	3/8/2015 4:47 AM
1178	No convenient bus stops exist - closest stop is 2 miles from home, and this stop provides no routes where I need to go. Can't get parking at park & ride unless I park before 7:45 am. Have to sit in car for 2 hours (with no bathroom available) to catch 9:30 am bus (destination does not open before 9:30 am, and I would feel very unsafe hanging out in Pioneer Square for 2 hours - wouldn't know where to go or what to do). A stop for route 550 on Lake WA Blvd. near SE 73rd Street, and a route going to Renton: near Renton Center Way and Rainier Ave. S., would be appreciated.	3/8/2015 12:03 AM
1179	Route 30: Would be fantastic to have service on Saturday mornings to help people get to the farmer's market. Route 65 is my best connection to UW campus, please keep it running! Route 74: would love to see more buses on this route since it's a great way for me to get downtown, but would be very happy if you don't cut it back.	3/7/2015 10:49 PM
1180	There is essentially no way for me to get to east lake and sly without an hour long bus ride from magnolia even though I live 15 minutes away	3/7/2015 9:24 PM
1181	Keep Route 77, expand service hours, and increase frequency.	3/7/2015 8:18 PM
1182	As I mentioned before, 255 service after 10pm does not recognize how many people use this route after Mariner games or events at Benaroya Hall. An additional bus at 10:35 or 10:40 would recognize when events end & riders want to get to Kirkland.	3/7/2015 8:13 PM
1183	47=Give it back to the densely populated neighborhood it served. 8=improve frequency and consistency of service between Capitol Hill and Lower Queen Anne (Seattle Center) 43/44=Improve frequency of through service to Ballard Keep 66 between downtown and UDist and to Northgate and Colman Dock	3/7/2015 8:10 PM
1184	I'm happy with the service on this route (49) and don't want to see it change. I hope the link service from SCC will duplicate the route of 9X. Otherwise do not eliminate it. It's hard to tell from your maps and information exactly how I would be impacted by these changes. The routes with bus #s are not clearly delineated.	3/7/2015 7:03 PM
1185	More busses for the 555 route. Like every 15 or 20 mins during the commute times. Also a connector to the light rail from its stop on montlake.	3/7/2015 6:22 PM
1186	It looks awesome!	3/7/2015 5:50 PM
1187	8- Like the idea of combining with 11. Provides better E-W through Denny corridor and up Madison 66X- NO CUTS TO weekend, night, or frequency. Sorry, this one is fine the way it is because Eastlake riders need it 70- No Cuts except maybe late night frequency, Weekends and Nights are needed, the route shouldnt be redesigned. 545- Like the current midday service on Weekdays. Plenty of people are riding at 10am, 11am, all hours, so any cuts arent really going to be that great. Remember not only Microsoft employees ride this one, but the people who work Food Service and other Janitorial, etc for them also do. These people ride at hours that are not peak. Their shifts may begin early AM or Afternoon Midday. 28-Ambivalent about the change to the more 28X route. The Routing is fine either way, the Express does save time. As long as the frequency improves and the 28X runs more often ALL the time including NIGHTS and WEEKENDS, the shift to all Express shouldnt be too bad. Just make sure there are enough stops on 8th NW and that they aren't too far apart and that the North end of the Route isn't affected too badly. 16- Don't like it stopping only at Northgate TC. Continue it on same route as now.	3/7/2015 5:31 PM
1188	I hope that increased frequency increases capacity enough so that riders are no longer left on the sidewalk and told another bus is right behind me and that the 75 runs frequently even when the UW is not in session. The southbound 41 fills up before it gets to the Northgate Transit Center and, when I rode it every day, I was often left on the Convention Place station as packed northbound 41's would not even stop. Is it the assumption that everyone will go through the U District instead of riding the 41? The fact that the 41 stops at a park and ride will always attract commuters who have small children or need to run chores on the way home.	3/7/2015 5:18 PM
1189	Weekend availability on this route would be excellent. How might 372 connect to light rail at UW connections (walking distance)?	3/7/2015 4:36 PM
1190	Connection to a light Rail	3/7/2015 4:30 PM
1191	Please make these route more frequent during commute times. The 271 is frequent but this is a standing room only bus. The 555 doesn't run often enough. I would hate to have to rely solely on this (also often standing room only) bus.	3/7/2015 4:11 PM
1192	Rte 8 is too crowded. Rte 66x could be express for more of the route, not just through Eastlake.	3/7/2015 3:45 PM

1193	73 keep it on 15th NE 41 all buses should go all the way thru to Lake City, not stop at NE 125th.	3/7/2015 3:45 PM
1194	Please please do not remove the 11 route! Needed by so many to get out of Madison Park, Madison Valley to get to Pine and Broadway and downtown. Those who use it really really need it.	3/7/2015 3:03 PM
1195	It should really end at the new LR station instead of veering towards NE campus parkway.	3/7/2015 2:58 PM
1196	Please do not reduce the frequency of this route - the bus is already standing room only at many points during the day.	3/7/2015 2:46 PM
1197	These are routes I use more than others. they all require I drive & park; some of the pick up locations are kind of sketchy. I am all for consolidation, economy as long as the focus is on not just the bus/light rail but on the people getting to the pick up spot and being safe there. This survey seems not to address that fact. This is not a build it and they will come deal. i'm the taxpayer paying for it. there doesn't seem to be any plan for getting people to the pick up spots. and making sure they are safe....it none of those are present in this survey. you are forgetting the people who are paying for this. too much money is at stake to over look the people paying for it - at the state or federal level.	3/7/2015 2:31 PM
1198	These routes run close to and/or duplicate other frequent routes for most of their length. It seems like a lot of waste. It just doesn't make sense. Take for example route 43, it runs with the 49, 8 and 48, throughout its length all of which are frequent all day routes!	3/7/2015 2:21 PM
1199	16--please change it to downtown, back to Seattle Center, Green Lake, N. Seattle CC & then to go to Northgate--please, please please! 73 please continue all the way up to 145th st. on 15th NE 255 please consider having an alternate route from Northgate (or 145th St.) & Lk City Way around the North End of the Lake and directly to downtown Kirkland P.S. I really like #D and 31, 32. Thank you!.	3/7/2015 2:15 PM
1200	Loss of sections of current route 12 under Alternative 1 would be a big blow for me. I would probably stay home more.	3/7/2015 1:48 PM
1201	Currently, when boarding a North-bound 31 or 32 in Fremont, I never know whether it will become a 65 or 75 when it arrives at Campus Parkway in the U-District. I hope in the next revision it will be easier to know the full bus route when you board.	3/7/2015 1:46 PM
1202	The 25 would be useful for laurelhurst if it just had a few less stops in laurelhurst but more frequent and just went to the uvillage, campus and a light rail station. We just need to get downtown fast at peak hours. Also to the elementary school.	3/7/2015 1:25 PM
1203	Bring back the 45 from Seattle Center/ Queen Ann to the University of Washington!!!!	3/7/2015 1:20 PM
1204	The 66x is the only safe way to get to and from Roosevelt and downtown Seattle. Leaving riders to traverse the documented unsafe pedestrian route from the 70 buses is an untenable option. I will continue to use my car.	3/7/2015 12:23 PM
1205	Need increase in frequency of service	3/7/2015 12:13 PM
1206	please add more park & ride space near Redmond! Overlake especially and Bear creek Also an express route from Bear Creek to Seattle would be great (one that doesn't go through Redmond downtown). Serve Redmond Ridge better - more frequent busses - more park & ride space.	3/7/2015 12:12 PM
1207	Need frequent feeder between Laurelhurst and Light Rail	3/7/2015 12:10 PM
1208	Just focus on making Route 8 more frequent and reliable during peak hours. Better weekend transit from Capitol Hill to Fremont would also be appreciated.	3/7/2015 11:59 AM
1209	The #12 is a lifeline for many people toward the Interlaken Park area. Planners seem to be looking at distances, and it's not a long distance up to 15th, but this is Capitol Hill and the hill is steep. When earlier budget crises threatened to end the #12, a number of people were frantic. Mothers bringing kids to Stevens school often have little brothers or sisters in arms or strollers. They ride the 12 to drop off the school kids but could not walk up to 15th with babies and strollers. A number older of neighbors have no car, or one very busy car. Some say they would have to sell and move without transit closer than the steep hill to 15th. Depending on options, some would walk down to 24th, but that is a steep walk, too. Walking to John/Thomas is flat but very unsafe at night, and too far for man older people to walk. This neighborhood "dodged a bullet" with the rescue and successful election last fall.At neighborhood gatherings there is lots of talk about how happy they are that we didn't lose the 12. With this info (received yesterday) there is panic again.	3/7/2015 11:58 AM
1210	The more 372 runs, the better - midday, evenings, weekends. the 312 is great too.	3/7/2015 11:56 AM

1211	Route 16 - Really like the simple east-west connection with Sand Point Router 68 - Great connection between View Ridge and the US link station Route 71 - Good to U District if the fair was lower. Router 76 - Really good for getting downtown	3/7/2015 11:46 AM
1212	Cutting the 68 would leave nothing or would make it very difficult to get from Northgate to the University Village area. It is used by a great number students. We use it to get to our medical appointment as it is 1/2 to the stop by our home and 1 block to the clinic. Saves us from driving which our mayor is demanding of us. The 72/73(to Jackson) we use to get to Lake City and downtown. If the 73 is cut there will be no service going north between Roosevelt and 35th leaving people to walk great distances in dark areas. The 72 would also leave large gaps where people would not have CITY SERVICES. We pay both in taxes and bus fares and continue to get less service. SOMETHING IS WRONG WITH THIS PICTURE!	3/7/2015 11:39 AM
1213	don't reduce service on this route. light rail to u-district/downtown is not a convenient option for anyone who lives between 14th and 24th aves from capital hill through montlake.	3/7/2015 11:06 AM
1214	I use the route 8 to get to school. I am a freshman at Garfield, and I plan on using it for the rest of my time in high school. Lately, the bus (I take the one that is supposed to come at 7:31 am) has frequently been 10 - 15 minutes late, resulting in me arriving at school late. I support Alternative 1 for this reason, as it would make the 8 faster and more reliable, and I'd be able to get to school on time without having to wake up even earlier.	3/7/2015 10:52 AM
1215	Not enough buses during peak hours.	3/7/2015 10:47 AM
1216	During times when UW is in session busses coming west from the U district are often late. I wonder if there's a way we could speed up moving through the U district bottleneck.	3/7/2015 10:45 AM
1217	Elimination of the 19th Ave arm of this route under Alternative #1 would have have a number of negative impacts--on school children and parents attending 4 different schools; on patients using Country Doctor, many of them low income and ill; on a population of aging residents who cannot negotiated the long, hilly walks to alternative routes; and on inhabitants of the growing number of apartments who use this route for daily commutes.	3/7/2015 10:39 AM
1218	The 271 is our family lifeline to work and to school, including early morning rides, mid-day frequency, and evening/weekend service. Reducing frequency between Eastgate - Issaquah would be devastating. The potential route of a 207 would be very promising, but only if frequency matched or slightly improved the frequency of the 271.	3/7/2015 10:29 AM
1219	As I mentioned in other sections of the survey, these routes are regularly utilized by large numbers of individuals. The #8 especially tends to be full from Lower QA to the Madison Valley so keeping or increasing the number of buses especially during peak times would lead to increased customer satisfaction. I hope the weekend service continues down the back of Capitol Hill toward MLK as numerous people enjoy the benefit of being able to take only one bus to get to where they need to go. Regarding #11, please don't reduce/eliminate the frequency and path of this route. Many people on this bus use it to get to the grocery stores along the route with minimal hauling of shopping bags/carts. There are a large number of elderly/disabled who use the bus that would be greatly impacted by proposed changes.	3/7/2015 10:28 AM
1220	More frequent bus service throughout the day, every 15 would be nice. Connect better to light rail stadium station.	3/7/2015 10:26 AM
1221	12: It's used by a lot of people who use Country Doctor clinic on 19th, who may not be able to access other transportation. Heading downtown in the morning, the bus is often standing room only before any stops near Broadway - there are lot of Cap Hill residents not living near Broadway who use this route. Also, on the route in the afternoon/ evening heading towards Interlaken, it's standing room only before the bus gets to Madison. Many people get off at Trader Joe's for shopping. Speaking for myself, if I couldn't get off at that stop, I'd have to take my car to Trader Joe's on the weekend for shopping. 43: For those Cap Hill residents who live a mile or more away from Broadway, the 43 is the fastest and easiest way to get directly to the U District. Especially if Metro is considering getting rid of the 43 and the 48 - how are those who live in eastern Cap Hill expected to get to the U District? Thanks for listening!	3/7/2015 10:10 AM
1222	This route is full to standing on a regular basis. It should run more frequently when UW is in session. Also, gridlock on 405 is so terrible - have alternative routes been evaluated? Like I-90 or I-5?	3/7/2015 10:01 AM
1223	These need to be more frequent and there needs to be a way to extend the routes to within a reasonable walking distance to the new University of Washington Light Link Rail station.	3/7/2015 10:01 AM
1224	MT 111 is my preferred way to get into Seattle and back home. ST 560 runs very infrequently and often just misses connections with ST 550, but is my back plan for MT 111.	3/7/2015 9:49 AM
1225	I don't know what can be done, practically speaking, but the traffic on Denny, and being stuck in the I-5 queue, is bad.	3/7/2015 9:43 AM

1226	The 71, 72, and 73 northbound are terribly overcrowded during rush hour. I think this experience must be very uncomfortable and even dangerous for the elderly and people with disabilities.	3/7/2015 8:55 AM
1227	The 125 is a vital route to keep since it is the only link between downtown and South Seattle College. The 47 has been removed and is projected to return. Lower capitol hill has suffered without this route and I am eager for it's return.	3/7/2015 8:24 AM
1228	We desperately want quick connections to the U-Link from Wedgwood.	3/7/2015 8:12 AM
1229	Move route 75 to Montlake Boulevard for direct access from Sand Point to UW Link Station and higher frequencies on montlake boulevard	3/7/2015 8:00 AM
1230	The proposed changes in #1 would make bus service much less useful for people who live east of 15th Avenue on Capitol Hill.	3/7/2015 7:55 AM
1231	It might be effective to split Route 49 at the Cap Hill Link Light Rail station, with different frequencies at some times of day for the approaches/departures to the north/to the south.	3/7/2015 7:36 AM
1232	From N 122nd Ave to N 128th Ave the bus turns east to make a loop around Haller Lake. Very few people get on and off there. Would you please consider having at least one of the buses turn right instead of left on N 122nd street and go down 1st Ave NE to N 128th. Then it could reach the NSA church, active all week long, the Bridge coffee shop the free health clinic, and North Acres Park at 128th and 1st Ave NE a very active park. It would not change the distance, or timing of the routes. That would be a slight change in the route but a massive change in making the bus's more accessible to the local neighborhood.	3/7/2015 7:11 AM
1233	this route, or another, should go to south lake union from view ridge in peak hours. many south lake union employees now live in view ridge, laurelhurst, sand point areas	3/7/2015 6:42 AM
1234	I am afraid that proposed changes will drastically reduce service on these areas/routes. . With metro receiving much more funding between November 2014 vote and increase in fare as of March 1 2015, I would expect most routes to have more frequent service. Regardless of this important project, as outlined in Alternative 1 and 2, bus service ought to be more frequent, as in every 15 minute runs, like performed in may European countries, like Italy, where I am from	3/7/2015 4:04 AM
1235	Regardless of which alternative is decided on, please consolidate the bus stops along NE 55th and University Ave. Having a bus stop every block or every other block is inefficient.	3/7/2015 3:35 AM
1236	8: I LOVE making this route more frequent and reliable. It can't be trusted right now and I'm often more comfortable walking. 12: My doctor is at 19th and Mercer. Without the 12 I have no quick way to get to work in Pioneer Square. Without it, I will need to walk at least 10 minutes, then take the bus to the lightrail, then connect, which turns a 20 minute ride into something like 45 minutes. 49: I really like the idea of making this more reliable. And I think taking it Madison is a cool step. The thing is, this leaves my neighbourhood (Summit area -- I'm at 1000 Bellevue Place E) without a way of getting downtown reliably in less than 30 minutes, which is crazy considering how close I am to downtown (about a 40-45 minute walk).	3/7/2015 1:12 AM
1237	Have 76 stop at 45th and I-5 during peak times while going southbound to Downtown Seattle (currently it only stops going Northbound). Consider increasing frequency if deleting route 71 entirely. In an ideal world would ask for route 71 to remain service between Ravenna (stop at 23rd and 65th) and UDistrict (45th and University). Looking for some sort of direct service on that route still.	3/7/2015 1:11 AM
1238	I sometime take the 44 just one stop but hope about extending it to Sunset/North Beach neighborhood, Since the 61 was eliminated it would help the Sunset hill neighborhood out	3/7/2015 12:55 AM
1239	It is very important for me to NOT have any changes on route 2	3/7/2015 12:44 AM
1240	Schedule adherence on the northbound versions of these routes (& westbound for the 48) is abominable, and any planning should address this efficiency problem by breaking up lengthy routes and creating more realistic schedules. Several of the transfer intersections for these routes have weirdly inconvenient bus stops; these include 105th & Aurora N, Holman/105th & Greenwood N, and 85th & 8th N. Peak routes (e.g., the 28X and the 355) need to experiment with "reverse" commute runs. Even before the UW rail station, the 48 needs augmentation on its overcrowded portions: several runs could originate and terminate some distance north of 85th St. on current routes for the 5, 16, and 28; it might be best to add northbound stops @ 85th where needed.	3/7/2015 12:27 AM

1241	Move route 8 to Mercer st between Lower Queen Anne and I-5 then keep it the same through Capitol Hill and Central Area, then make Mt Baker Station its south terminal (instead of Rainier Beach). use a van shuttle on MLK to shuttle riders to stations who live in between stations on MLK between Mt Baker and Rainier Beach. Do not implement route 38 to prevent duplication in service. Operate route 10 from Downtown to 15th ave & E John as old 43, then continue in a loop via 15th ave, E Galer st, 19th ave, Madison ave, 15th ave, and back on E John to Downtown(via the Cap Hill station). Delete 12 and 43. Extend route 4 south to Mt Baker Station and then east to S Hanford where 14 currently makes a detour loop. S Hanford will become the southern terminus for route 4, while service on 14 will become faster and more productive. At the same time route 4 will have a meaningful southend service by reaching the Mt Baker Station and connecting riders east of 31st street S. Decrease route 4 frequency.	3/6/2015 11:23 PM
1242	Please please please dear transit overlords, give me	3/6/2015 11:13 PM
1243	This route is pretty fast in the morning. Making the commute to downtown in a reasonable time with little slow down. However it's frequently standing room only and sometime leaves people behind. This route is horrible in the evening. It takes at least twice as long as the morning commute, and people are very often (almost always) left on the platform at the Convention Center. I'd like to see this route replaced with a very frequent feeder bus that goes to the UW light rail station. That would cut out a good portion of the delay in the evening commute, i.e. the slow bus tunnel, the ridiculously slow detour from the express lane exit on 42nd up to the I-5 on ramp, and again the I-5 off ramp at NE 65th St.	3/6/2015 11:03 PM
1244	This route is a lifeline to people going to Country Doctor. They are often low income and need to use that facility and they often aren't real mobile. It would totally leave them high and dry. Also this route serves many students who attend Holy Names. Many of them from some distance. It is already a long commute for many of them and it would only get longer if they had to go to the University AND THEN catch a bus down 23rd. 23rd is also a much more "scary street" in the dark than 19th with it's restaurants and churches.	3/6/2015 10:45 PM
1245	9- more frequency 11- more frequency 48 crucial link bet Univ Dist and S. Seattle and CD/Capitol Hill	3/6/2015 10:29 PM
1246	Please keep the 43 connecting Montlake/Capitol Hill to the Broadway light rail station!	3/6/2015 10:21 PM
1247	I like more service from Laurelhurst/Children's Hospital and UW light rail station	3/6/2015 10:20 PM
1248	bring back the 47!!	3/6/2015 10:02 PM
1249	I would like to see faster, more reliable connections between Seattle Center/SLU/Capitol Hill (basically the length of Denny Way). Maybe make it a Rapid Ride? Also, it would be nice to have a bus (or, ideally, a train) connecting Ballard, Wallingford/Fremont, and Capitol Hill.	3/6/2015 9:38 PM
1250	Need more busses during peak hours.	3/6/2015 9:06 PM
1251	I commute to work five days a week from Tacoma to the Magnuson Park area. I depend on the 586 to get me to U District and the 30 and 75 to get me from their to work. I do not want to be slowed down by being forced onto the light rail if the 586 route is shortened. The 586 is heavily used by workers at Children's Hospital, UW and UW Medical. It is not just a student route. Adding the light rail could increase commute time by changing a two bus route to a two bus/one train route.	3/6/2015 8:58 PM
1252	eliminating the 71 as it is now constructed causes a hardship to get from my neighborhood to bellevue, I make this trip twice a day and already feel the 271 is too crowded, the only way for me to connect to the 271 from my home is with the 71. On my route each day there are at least 5-6 people that also make the same connection from the 71 to 271 to commute to downtown bellevue. This number is sure to grow, the 271 is overcrowded, it does not need to be altered, it needs to run more frequently during peak times, less at off-peak. each bus is dirty, crowded and not enjoyable. this is how I get to work every day. I don't know why Metro feels so strongly about eliminating the 71, every time I ride the 71 it is crowded to standing room only, and most peak trips have to leave people when there is no more room. I really don't understand the reasoning behind this decision. It will have a very negative impact on my neighborhood, there are many seniors, students and working people that use this route (71)	3/6/2015 8:51 PM
1253	More frequent service...and add back weekend service,	3/6/2015 8:43 PM
1254	28/28X: Please consider the impact to Greenwood riders from losing their only direct service to Fremont. I support the proposed change to the 28, but this would be a lot more palatable if the 5 were sent to Fremont in its place. 43: The proposal to delete this route, and reinvest the savings in higher frequency on the 8 and 48, is my single favorite thing about this plan. Please, please, please follow through with this. 49: I think there's a real missed opportunity to simplify service by connecting the 49 and 9. You're already making changes here; just go the whole way!	3/6/2015 8:30 PM
1255	Packed busses and standing room only almost 24/7. West Seattle is booming and Metro is not addressing this major increase in ridership.	3/6/2015 8:22 PM

1256	Work with SDOT to fix the 8 and the Denny Slog!	3/6/2015 8:21 PM
1257	I use rapid E from aurora village, then use MT to travel primarily to the U-district, Capitol hill, Sounder matches, downtown and the CD and/or Seatac airport. Sometimes we go to Bellevue or Redmond, the most important thing is that they are available on the weekends/evenings.	3/6/2015 8:19 PM
1258	Keep the frequency;	3/6/2015 8:17 PM
1259	The 27, when it connected First Hill to Fremont to Ballard, was one of the most useful routes I had, and one of the best from Ballard to downtown. The 27/33 is not a useful bus, and rarely runs. As it is, losing it entirely is close to happening, and it's frustrating to lose the route I was most reliant on.	3/6/2015 8:01 PM
1260	43 needs to get to N 45th even after the UW Husky Station comes on line, until the University District Station is completed.	3/6/2015 7:50 PM
1261	you can never have too much service on route #2 and #3. They need to run more frequently and later.	3/6/2015 7:49 PM
1262	Service every 15 minutes	3/6/2015 7:48 PM
1263	The 43 is absolutely essential for me. It connects me to 24th, where I work, to Capitol Hill, where I live. The Link light rail station in the U District would be too much of a walk and the traffic in the area too unpredictable. PLEASE don't completely eliminate service to 24th like this.	3/6/2015 7:46 PM
1264	I like Route 48 on 15th Northeast. It gets me close to my church which is very important as I have limited walking. Also, the bus can get backed up now and moving it to university way would make the problem even worse.	3/6/2015 7:44 PM
1265	It is working pretty well for me currently. Greater frequency is always nice. What I'm concerned about is how do I get to light rail/UW Station?	3/6/2015 7:24 PM
1266	We need a downtown bus that will move passengers up from 3rd Avenue (or wherever) via Madison to Capitol Hill. I do not want to ride a trolley from Jackson Street via a longer slower route and the light rail would drop me off 1/2 mile from B'way & Madison.	3/6/2015 6:59 PM
1267	We need more service on this route. I'd add two buses each morning to downtown that depart NE 75th St and 35th Ave NE at these times: 7:45 am 8:15 am	3/6/2015 6:32 PM
1268	I would like later night service. I can understand the issue with having frequent late night service, but could you add a run at midnight or later? I would find it	3/6/2015 6:31 PM
1269	These are the routes I use most. 71 most of the time, and transfer to 31 to get to Seattle Center. My 71 bus stop is one block away, easily walkable for me for years to come (I am 80.) I don't anticipate using light rail much. On route 71 I can go to the U district, to the Convention Center to Benaroya Hall and any other current downtown tunnel stops, or transfer to light rail if I so choose. Without 71 it would be a long walk to a bus, making it necessary to drive to a bus stop and park, especially at night. Route 71 is very popular. The bus is usually full once it gets to the U district. Please don't take my transportation away, afte I voted myself more taxes to keep it!!!	3/6/2015 6:30 PM
1270	The 24 and 33 are always 20+ minutes late. I don't understand why nothing is being done about this. the 72 isn't any better, especially northbound, I've had to wait over 2 hours in the tunnel for a 72 in the past (the train was blocking the tunnel). I don't understand why the buses and train are sharing the tunnel when they tend to slow everything down. The 312 is not adequately taking over the loss of the 306. It is frequently late, and always packed to the gills (sometimes it doesn't even stop on the last two southbound stops before I-5 because it's full). I am tired of being late to work because the buses can't run on time. I am tired of spending 2+ hours each way on my daily commute of 13 miles. You can, and should, do better.	3/6/2015 6:28 PM
1271	For me, it would be really great if the 65 did not detour all the way to the Children's Hospital on its way south to the U District (instead, it could just go down 35th all the way). This detour adds 10 minutes to my ride to the U District as opposed to driving.	3/6/2015 6:23 PM
1272	more frequent service OUT OF MADISON VALLEY!!!! Especially evenings & Weekends. I work there and after 12 hours on my feet the last thing I need is to wait 30-40 minutes for the fricken bus!	3/6/2015 6:02 PM
1273	25 does not run frequently enough, especially at commuter times, and ends at Boyer and does not connect between UWMC and North Capitol Hill through Montlake up the DelMar ave Hill connecting Boyer to Seattle Prep High school, Roanoake Neighborhood, and 15th Ave NE Capitol Hill Neighborhoods.	3/6/2015 5:57 PM
1274	Are they changing?	3/6/2015 5:56 PM
1275	These routes should connect in the most efficient, timely way, to the Montlake/UW Link station. Period.	3/6/2015 5:54 PM
1276	Please, please keep these routes!	3/6/2015 5:50 PM

1277	continue the 49 route as is	3/6/2015 5:44 PM
1278	Run later than now between Magnolia and University campus.	3/6/2015 5:44 PM
1279	Save the south half of it AS IS!!	3/6/2015 5:43 PM
1280	Should be faster and more frequent. Alternative 1 will make them faster, but not more frequent.	3/6/2015 5:40 PM
1281	Keep them...plain and simple.	3/6/2015 5:38 PM
1282	The 8 should really be replaced with a cable car. Denny Way is a mess and mass transit will not solve the issue because a BRT setup similar to the Madison concept will never work. The best way to close the "triangle" of downtown is to have a quick, direct means of connecting Lower Queen Anne/Seattle Center and the Cap Hill light rail station that bypasses the rush hour traffic. The 545 needs to have more trips at rush hour, but off peak should be increased as well. One proposal that I have heard and never understood why it was not implemented, would be to eliminate the dogleg in Cap Hill and instead add a bus stop at the Olive Way NB on-ramp to I-5.	3/6/2015 5:37 PM
1283	I'd like to see route 47 re-instated, as it provides easy bus access with less walking distance to go from the residential area along and near Bellevue on Capitol Hill to downtown.	3/6/2015 5:35 PM
1284	Please keep the 542 stop at the greenlake P&R - it is practical for many people going to the eastside	3/6/2015 5:32 PM
1285	how best to connect my home/office to the station for quick travel via bus or bike storage	3/6/2015 5:31 PM
1286	I'm very happy to see route 8 broken into two routes along with increased frequency, as this should help with on-time performance. I have the following suggestions for working with SDOT to improve this route: -I would like to see queue jumps, bus and right-turn only lanes, and protected left-turn signals at Broadway and John in order to improve traffic and bus movement at this intersection and reduce car-pedestrian interactions (I see a lot of close calls there). A short signal cycle would prevent long pedestrian waits. -I'd also like to see a right-turn signal with "no turn on red" at Olive and Denny (westbound) to reduce auto/bus/pedestrian safety issues and move traffic more smoothly. -Reduce eastbound Denny to one through lane from Westlake to Olive, with left- and right-turn lanes/pockets at various points, including right-turn only lanes onto Boren and Yale (where freeway backups frequently occur). This would help reduce backups, confusion, and competitive (and dangerous) lane changing. Altogether, these changes would improve safety and help normalize travel times along this heavily-used route.	3/6/2015 5:27 PM
1287	It is very important to maintain a direct route from downtown to Madison Valley because there is a major social service program there (Bailey Boushay House) that serves people who rely on bus transportation due to disability.	3/6/2015 5:26 PM
1288	When I was riding the bus (I stopped two years ago), 60 was basically a standing-room-only situation. Now my neighborhood has parked cars everywhere, as people drive to BH to catch the bus in, which I imagine makes an even more packed route. I hope this is kept in mind.	3/6/2015 5:23 PM
1289	248 used to be the route I was on the most until its hours were cut. Choking outlying areas out of the system is a self-defeating premise. the more you cut them, the less people can use them, and the less they are ridden, which justifies more cuts. I had to move to Seattle because of cuts to 248 and I am still in debt from this hardship. before that, I had to switch to 248 because 232 and 931 were no longer useful, forcing me to travel 2 miles to get to the 248. Strategies like Alternative #1 have adversely affected my life in HUGE ways.	3/6/2015 5:21 PM
1290	For the 255: please do what you can to make sure it's reliable for people transferring onto it from Link, even though it has to wait on southbound Montlake. Maybe make it wait a bit at the stop nearest to UW Station? For the 271: please reroute it to serve Evergreen Point for easy transfers. That could be via the 108th HOV ramps and 112th Ave NE, or via Bellevue Way... whichever. Right now, it's very frustrating to have this great frequent route -- which would get even better under Alternative 1 -- that is hard to use because there is no good transfer.	3/6/2015 5:19 PM
1291	I really like the new concept of recombining the 8 and 11 into the 8 and 38, though I wonder if this sends too much service all the way out to Madison Park. These routes look really useful! I'm a little sad to see the 43 go away, partly out of nostalgia but also because it means that all of the trolley wire along 23rd and 24th will be unused. I know that converting the 48 to be a trolley route has been on the radar for awhile, but interlining it with the 67 (while I like the routing and direct connection to Northgate) seems to preclude that. Broadly speaking, I like the changes on Capitol Hill that provide more of a grid of frequent service than the downtown funnel that we have today.	3/6/2015 5:18 PM
1292	This is terrible. Maintain 71 between U District and Wedgwood and terminate route at Campus PKWY NE. All other alternates involve dramatically more walking and travel time. Alternate 1 makes travel to University Ave prohibitive from Wedgwood. There's literally nothing there for us. People who live north of 75th and east of 40th will be almost completely cut off from University Avenue. This is very very bad.	3/6/2015 5:18 PM
1293	Don't take them away. It's the way to get to the stadiums from Eastlake.	3/6/2015 5:17 PM

1294	Nearly all proposals for north Seattle assume the 26 and 26x service the same areas. The do not. The 26x does not make stops in Wallingford. All of the recent proposals assume riders of the 26 can take the 26x instead. If that were true we would already be taking the 26x. It is faster to walk a mile to Fremont than it is to walk to a 26x stop. These routes need to be recognized as servicing different areas.	3/6/2015 5:16 PM
1295	74 - this is a great / fast service from NE seattle to downtown - please keep it! 65 - sad that it no longer continues down 35th to 5 corners - also, it would be better to prioritize stopping at UW stadium link station first then go to campus.	3/6/2015 5:15 PM
1296	This is the most direct route for commuters to go from Pinehurst/shoreline area to UW. Removing this route will force more people to drive instead of using public transit.	3/6/2015 5:14 PM
1297	Route 68 stops too early in the evening - before the evening commute is over. Route 372 is too infrequent at night, and during the morning commute there is often a long wait followed by 2-3 buses that come almost simultaneously.	3/6/2015 5:13 PM
1298	Please add route 372X. It will be a great addition for UW Bothell Students and also a great connection with Community Transit service to the north.	3/6/2015 5:10 PM
1299	have an option to go directly down 35th rather than detour to 40th	3/6/2015 5:09 PM
1300	PLEASE reinstate all day and weekend service on the 30/74 between the UDistrict and Sand Point! I used to use this bus ALL the time.	3/6/2015 5:03 PM
1301	I love this bus as the 9 stops before continuing on to Roanoke. It is important to not change this route but to increase frequency at rush period. At the end of the day I have to get on the 49 at 4th & Pike to find a seat going Northbound. The 25 used to come to the Roanoke area but was partially discontinued and is infrequent. We live off 10th E by Roanoke and the 49 is really our only option.	3/6/2015 5:03 PM
1302	The 12 is too heavily used to be abandoned! (Particularly when you consider the proposal also includes dropping the 43, which is one of the alternatives to the 12). At least keep the 12 as a 4 peak hours in the morning, and 4 peak hours in the evening route. Otherwise, the alternatives would just get more over-crowded, and more people would drive from north Cap Hill to downtown -- which is a perfect bus commute if done well. With elimination of the 12 or requirement to transfer to get downtown, it becomes an obvious drive scenario for so many more people that really should be taking transit. Also there is a lot of growth in apartments and other density in the north Cap Hill area -- don't give us all another incentive to drive more!	3/6/2015 5:02 PM
1303	They don't run on time consistently, and OneBusAway doesn't help.	3/6/2015 4:52 PM
1304	As a frequent use of this line (71), I support Alternative 1 that removes this line. I will have to walk 5 blocks farther to get to route 65, but I really like the idea of much more frequent service and more reliability, and it is a trade-off I am willing to make. I think this trade-off will serve NE Seattle better. However, I am healthy and active, and if Alternative 1 takes effect, I worry about my elderly and disabled neighbors that depend on this route, and will not be able to walk to the bus anymore. If the 71 goes away, Metro needs to plan for these folks, and make some sort of provision to serve these people. Thanks for your attention to this.	3/6/2015 4:51 PM
1305	I would like to see my bus 311 be more frequent and on time.	3/6/2015 4:51 PM
1306	I primarily use route 372 but like having the flexibility of also having route 72 available. If 372 weekend hours were added though, I'd be less concerned about the loss of the 72.	3/6/2015 4:47 PM
1307	When I go to the University of Washington, my goal is Suzzallo Library. I fear that I will have a substantially longer walk from the light rail station to the library than I currently do from University Avenue. Perhaps then I wouldn't save any time by taking light rail.	3/6/2015 4:42 PM
1308	i am not looking forward to losing the 43. Now my stop on Capitol Hill is one block from my work. The Link station is 4 blocks away on Broadway. My next option at this time is 7 blocks away on 23rd and John. The walk between 16th and 23rd is very dark in the fall/winter and the sidewalks are uneven. I have security concerns about having to walk to 23rd. I am not looking forward to making either one of these walks in inclement weather. Also, I have a bad knee that will impact both a walk to Broadway or to 23rd.	3/6/2015 4:40 PM
1309	Connecting between these routes to West Seattle/Highland Park is very inconsistent. Travel times from Capitol Hill to Highland Park range from 50 minutes (my personal best), and 1.5 hours. This for a route that can be driven by car in 20 minutes. I plan to switch over to light rail ASAP to get off Cap Hill faster after work, but suspect I will still have horrible wait times downtown for the 131/125 routes. The 131 in particular is plagued by being continually late, as it has to also serve the north end. If it could be a stand alone route that turned around in downtown, the service would be vastly improved as far as reliability and knowing when the bus will come!	3/6/2015 4:38 PM

1310	It would be great to have the ideas for alternative 1, more frequent reliable service connecting to light rail, for the following routes: 44, 48, 16, 25, 66, 49, 242. And, Especially for route 8, which has infrequent service and is pretty much the only way to access columbia city and rainier from NE seattle - which is concerning. That should be a reliable route. Route 311 should be able to access downtown without getting clogged up or being forced to wait for a light rail transfer at university district which can get extremely backed up during high traffic times. It is very concerning that alternative 1 removes access to 148th Ave NE (remove 242) but does not add it back in as 541 stop at 148th like alternative 2 does. Why can't 541 be added to both alternatives? It is also very concerning that the same is true for route 25. Most of Montlake will become inaccessible by transit if you remove route 25, including the community center.	3/6/2015 4:37 PM
1311	I like the idea of the 207 (much better than cutting that part of the 271's route altogether, anyway), but I'd really like to see it run more frequently - even now, only about half the 271's runs serve that part of the route (on weekdays), and cutting down to one bus an hour in addition to the new transfer will make it quite a bit more complicated for people trying to get somewhere on time.	3/6/2015 4:36 PM
1312	There have been cuts to the number of routes during the day on the 255. Because of this on the morning commutes, it is standing room only. 255 needs to go back to the number of times it was before the cuts. Route 43 - many of the buses used are old and need to be replaced. Route 12 - there are bus drivers on this route that will not stop to pick up passengers when the bus is 3/4 full. I take this bus home everyday. There are numerous times when the bus is late. Consequently the buses tend to be filled up quickly. I don't understand why this is since the bus route is relatively short compared to many metro routes.	3/6/2015 4:35 PM
1313	route 8 is very unreliable. It needs more busses that arrive when they're scheduled. It's the only bus I take that regularly departs before the scheduled time, and also is regularly late. route 7 is always packed. More service is needed.	3/6/2015 4:35 PM
1314	The route 49 is the best line as it connects the U-District, Capitol Hill and down town with a frequent reliable service.	3/6/2015 4:33 PM
1315	Please have it travel all the way south on 35th like it use to and turn north on 35th at 45th.	3/6/2015 4:31 PM
1316	They are the routes that I use, and I would like more frequency on the 27.	3/6/2015 4:24 PM
1317	We need more mid-day and later trips on this line.	3/6/2015 4:23 PM
1318	Route 8: the split sounds like a great idea for reliability all-around, and the frequency improvements would be huge. Please move forward with this plan!	3/6/2015 4:20 PM
1319	Service on the 70 during peak hours is still too unreliable and erratic. Service on the 44 still takes too long to get from the U-district to Ballard, how about an East-West Rapid ride?	3/6/2015 4:16 PM
1320	I hope Route 75 connects w/new UW light rail. I guess one can get off on campus near the entrance. People needing to get to Childrens Hospital would be grateful for such a connection	3/6/2015 4:15 PM
1321	Changing the route to Fairview is a BAD idea. Traffic on Fairview is terrible, especially in the evening, and will only get worse with all the new construction. I understand the desire to better serve this area of high growth but it is better to stay on the perimeter of South Lake Union such as on the current Stewart Street route (mornings) and Olive route (evenings).	3/6/2015 4:12 PM
1322	More frequent service is a great benefit.	3/6/2015 4:12 PM
1323	The service has changed a lot in the last year. They are less reliable, constantly late and overcrowded. I find I need to take an earlier bus in order to get to work on time and also have to get to the park and ride earlier in order to get a seat on the bus.	3/6/2015 4:11 PM
1324	Frequency, how far I'd have to walk, number of transfers involved.	3/6/2015 4:11 PM
1325	I think you're blowing it with these. From neighborhoods to high schools, these changes impose hardships to current riders while adding limited to no benefits for the northern neighborhoods in NE Seattle	3/6/2015 4:07 PM
1326	These routes are essential for any CH resident (getting up to the U-District or to downtown or to SLU). Any plan for CH needs to involve improvements to those routes-- not eliminations!	3/6/2015 4:05 PM

1327	The 545 is very heavily used from Redmond to downtown, and is a fast trip, except for always getting stuck on Stewart Street (and getting stuck in heavy evening traffic getting through and out of Seattle). I would hate to have to transfer, which will add time to many of my trips, although rail may perhaps make it faster at peak times. I am concerned that it will add hassle and not save me any time. Just as with flights, I want to NOT have to transfer. Finding transfers is also hard for bus/rail riders that are not familiar with where to go--this is the hardest single part of commuting for me. It's also not possible to see ALL the stops on your route maps, so I can never tell what time a bus will be at what stop, when I am PLANNING a trip.	3/6/2015 4:03 PM
1328	This is an important route that is now standing room only in the morning and afternoon peak. The light rail service would not replace the area serviced. There are 3 school and a community center along this route on 19th Ave E alone. This route gives a better connection to the southern end of downtown in an area that does not have a tunnel station nearby. Access to the 10 is all uphill from much of this area (one-way) and it is much slower service to downtown, and would require those in the center and southern parts of downtown (including quite a number of King County, City of Seattle, and Sound Transit employees) to transfer after taking a slower ride to downtown.	3/6/2015 4:01 PM
1329	Route 77 is excellent. The only really problem is that we need 1-2 additional buses during the peak times. The new 73 in alternative 2 is quite good. Alternative 1 massively fails in routes outside of maple leaf due to the need for transfers. The lack of sidewalks on Ravenna near ne 95th ST make getting to and from route 372 very unsafe in the dark. Futhermore, walking up the stairs from Lake city near 95th is also not safe to do at night.	3/6/2015 3:59 PM
1330	Is anyone looking at what the Metro and SDOT are doing? Why are both of you trying to destroy transit service on the E Madison corridor! There is NO coordination, just threats to give us less service that I and others depend on. Have you guys No Shame?	3/6/2015 3:59 PM
1331	Keep the 31/32 on Stone Way and the 26 on Wallingford. Switching them is going to impact a lot of people.	3/6/2015 3:57 PM
1332	Bring back the 47!	3/6/2015 3:56 PM
1333	In general, customer service needs to improve by Metro. And, better management of passengers. As the buses are more crowded, it becomes very uncomfortable to be crammed in next to people, particularly the homeless who are typically dirty and smelly. Light rail has a newer, cleaner feel to the cars. But if these become sleeping cars for the homeless, other ridership will decrease. Please improve air circulation on the buses and be mindful of providing a decent clean environment for your passengers.	3/6/2015 3:55 PM
1334	These bus routes are my life line to doctors, shopping and other activities.	3/6/2015 3:54 PM
1335	I feel there is a push to force use of the light rail stations over the convenience of existing routes. I ride the Light Rail to Sea Tac about three or four times a year and believe you are not achieving the ridership you forecast. When further cuts in service were planned last year, the #60 route was an example of a route that has a high number of riders but which you essentially would have forced riders north of Albro Place to transfer to Light Rail at the Beacon Hill Station. That area of Seattle is less than 15 minutes from downtown by car, but such a plan is not convenient to your riders.	3/6/2015 3:52 PM
1336	I Would like to have more frequent service on bus route 2. It seems like bus route 13 up Queen Anne Hill is more frequent than bus # 2 which brings me closer to home.	3/6/2015 3:47 PM
1337	Frequency of these routes is what would make my neighborhood feasible for me.	3/6/2015 3:47 PM
1338	1) 26/26X - I very much like how this route is becoming express only. I use it primarily to get from Wallingford to DTS and will likely use it to go to Northgate at times. Improving express service to DTS from Wallingford and points west of I-5 is a concern of mine, even though I know it is lower priority than several other concerns. It would be amazing if it were more frequent than every 30, but I'll take the improvement if it's just express. However, I don't like so much that the 26X service ends earlier than presently. I understand that the 16 will be the new all purpose all day route for the area. 2) 16 - I first and foremost like that it's becoming 15 min frequency line. I also like that there will be frequent service to Magnuson, as I never go to Magnuson because there is no frequent transit there. However, I do wonder if a single east-west 85th-65th corridor has been considered. I think it's likely that the travel demand market from Crown Hill and Magnuson is more oriented toward the U-District and Downtown than their respective neighborhood ends. A single 85th-65th line would be so easy for transit customers to remember though and would serve to feed customers to the high frequency north-south corridors, such as the D, 5, E, U-X/Link, and 372.	3/6/2015 3:41 PM
1339	I strongly support running the 372 on weekends. It might make sense for it to be LESS of an Express on weekends and non-peak hours on Monday through Friday because it breezes past may stops. Also. I am concerned by the long hike between the current 372X route and the Husky Stadium Link station. Could it run on Mason Road instead of Stevens Way on the UW campus?	3/6/2015 3:41 PM
1340	I am greatly concerned about the changes coming to these two routes specifically. They are the two closest lines to my residence. Ultimately, I am concerned, what will happen to these, once the Roosevelt station opened.	3/6/2015 3:41 PM

1341	76 is totally packed in the morning. Needs either more frequent service, or if you provided a quicker ride to the light rail at Montlake via Sand Point Way and Montlake, you might move some of the congestion off of the bus.	3/6/2015 3:39 PM
1342	I like that these routes do a better job taking advantage of light rail connections. The improved frequency will help the routes become much more reliable and useful.	3/6/2015 3:38 PM
1343	This route provides great, reliable rush hour service to downtown. The buses get very crowded, so any increase in service is greatly appreciated. I would also like to see the morning route extended by another 15-30 minutes later. Thank you for a well thought-out survey.	3/6/2015 3:35 PM
1344	Route 372X is almost always off-schedule, if service were every 15 minutes, I wouldn't even need to look at the schedule, I could just go to the stop and know that the next 372X won't be more than 15 minutes away. Also, the times the buses run when UW is not in session (marked with D on the schedule), it would be better if the D routes weren't so close together - especially in the mornings.	3/6/2015 3:34 PM
1345	For either alternative the 372 would be the primary route on 25th Ave NE and Lake City Way NE through 125th St. That's since the 68 would either be deleted or not go on 25th Ave NE north of NE 55th St, and since the 72 would be deleted either way. So the 372 should become a local bus, not an express bus between UW and 125th Street, Also, it's frequency would need to increase to compensate for taking on more passengers. As it is, the current 68/372X supply isn't enough to carry all UW-bound passengers at peak time, passengers are left behind at NE Blakeley St fairly often.	3/6/2015 3:33 PM
1346	Need a faster connect from Rainier Beach to Renton TC.	3/6/2015 3:33 PM
1347	I would like to thank you for keeping this route (271) available during the transit cuts because traveling from the SE corridor (Kent Station) leaves two options, Sounder train with overloaded buses to the UW during a narrow commuter time frame, or connecting from the east side with ride shares and slightly less overloaded buses. I would be very pleased if consideration was taken to run some buses from the Kent Station transit center directly to light rail stops. A one hour route from Kent Station to link to light rail cuts out the utility of having it for King County's largest suburb.	3/6/2015 3:32 PM
1348	There needs to be a direct link from Northgate to Downtown Kirkland.	3/6/2015 3:32 PM
1349	Transit is my only option to get around, other than the areas close to Home in the South Delridge are of West Seattle, that I can access without too much distance from Home, for shopping and other errands, and that does not involve even a moderate incline, *especially* when carrying heavy bags with one hand, due to using a cane. Currently, I ride Route 60 on the average of once per week, to Harborview, to pick up prescriptions and/or for appointments. I am fortunate enough to currently live close enough on the West Seattle end, to be maybe about 1/4 mile, flat walk away from the 60's bus stops at Delridge and Barton, and can tolerate the walks, even with chronic respiratory issues. If it weren't for this one seat ride, I would have to go Downtown first, then transfer to a Rt or 4, to get up to Harborview. This would not only add the inherent problems that come with transferring, but would mean extra walking, including uphill. Plus, there's the issue of the 3 or 4 being popular and crowded, often running late, and many passengers appearing to be at my level of disability, or even more so. I rode the 3 & 4 regularly, throughout much of 2012, while in a Transitional Homeless Shelter in Pioneer Square. They were often crowded, standing room only, by the time they reached to 3rd & James stop, outbound. It's very difficult to stand on those Routes going up James St., with the abrupt starts inherent to the ETB's, the gravity caused roll-back at stops, and the poor timing on lights, to where it seems the buses hit red lights at every intersection. Back to the 60, I have noticed many people that are either already on the 60, or get on later nearby, or at 12th & Jackson, that ride at *least* to 15th & Roxbury, if not still onboard when I get off at Delridge & Barton. Same heading the other direction *to* Harborview. I realize that a one seat ride can be a bit of a "luxury", these days, what with budget constraints, the changing structure of transit in Seattle with the Streetcar System evolving, and other reasons. I know that it is a luxury coming clear from the southern edge of West Seattle. However, Metro and Sound Transit must keep in mind that there is a, likely growing greatly in coming years, Senior and Disabled Community, that has Transit as their only option. In many cases, even what to Able-Bodied people may seem like a simple transfer, and in their mind a short, quick walk to do so, can be a great struggle for those with Disabilities, depending on their particular issues. Easy access to Medical Facilities; Harborview, Virginia Mason, and Swedish on First Hill, as well as the VA Med Center on Beacon Hill, needs to remain for them	3/6/2015 3:30 PM
1350	Prefer quick service from Sand Point to Husky Stadium rail station.	3/6/2015 3:30 PM
1351	This is a more general comment about the survey, so I hope this will be received: I don't think the survey was very effective at explaining or showing the nature of the proposed changes. I recognize how difficult it must be to succinctly represent changes to route locations and frequencies, but I would have preferred a better explanation for the specific changes being considered. I'm worried that you will have a hard time getting feedback because the options aren't presented clearly enough.	3/6/2015 3:29 PM

1352	The 30 route's time schedule is about 10 late. I ride from NOAA HQ (as do quite a lot of employees) to the University District, where we transfer. The schedule does not coincide with routes 71X, 72X, or 73X which head to Downtown Seattle. The current schedule results in arriving in the U District just after the Seventy series buses go through. This results in a 15 to 20 minute wait, sometimes longer. If the 30 bus left 10 minutes earlier than current scheduling, passengers would have a faster, smoother transfer and commute to Downtown. Also, the 74 and 75 bus route is a REVERSE route...meaning, the scheduling for transport is backwards to the peak times. No one leaves Sand Point in the morning. It is ARRIVAL only. Thus, no one actually rides the bus. This also pertains to the Evening route..it too, is REVERSE. Thanks for the opportunity to comment.	3/6/2015 3:28 PM
1353	Overcrowded. You cut the wrong route in terms of offerings. It was short-sighted to appease a few people.	3/6/2015 3:28 PM
1354	I really don't understand this route was cut. It had so many commuters during almost every trip, meanwhile the 277 runs fairly empty most times.	3/6/2015 3:27 PM
1355	There is a large population of elderly people who live in Wedgwood who need access to other parts of the city via these buses. By reducing these routes, you are limiting access to essential services, stores, etc. and isolating them.	3/6/2015 3:27 PM
1356	The 8 is PACKED and completely unreliable, time-wise. We really need to have more frequent 8 service or a redesign that routes on a road other than Denny Way. The 43 and 48 are phenomenal and should stay as is- very useful and frequent. Why can't more buses be like these? The 70 is an atrocity after 5pm. I've waited for hours and zero buses arrive because they're all stuck downtown/in the Mercer mess. Reroute. Give us ONE option to get to the U district. There are NONE because this bus SUCKS.	3/6/2015 3:26 PM
1357	I find it dismaying that Route 72 consistently seems to be on the cutting block, especially for nighttime frequency, when 71 does not. in my experience, going north at night, 72 is still quite full passing my stop at 98th, but 71 is virtually empty once it's passed the first couple of stops on 65th (they're virtually the same route until 65th). In my experience, it's the 71 that should be considered for being cut back way before the 72. It makes me wonder why the very few passengers going to the Wedgewood area seem to have a much-greater influence than the higher number of those going toward Lake City.	3/6/2015 3:26 PM
1358	There are TOO MANY 41's IN THE DOWNTOWN BUS TUNNEL! They are rarely if ever even 2/3 full, and often there are literally 4-5 stacked up one right after the other. Meanwhile, the buses to the University District (71, 72, 73, 74) are filled way past capacity--at least 3x a week I am on a bus where the driver will try to get people to stand double-file in the bus aisle to pack more on. I fear that this incredibly dangerous practice will continue until one of the buses is in a wreck, at which point you will be looking at injuries because of how unsafely packed in the riders are. I realize the link is going to hopefully help getting people to the U District but the distribution of buses currently is irritatingly miscalculated. I think if you had someone do a survey in the bus tunnel at evening rush hour you would find that nearly everyone present has noticed this, and everyone trying to get to the U District shares this complaint. Basically, you aren't able to get on past University Street Station as the bus is entirely full.	3/6/2015 3:25 PM
1359	On route 65 would appreciate loop through campus and then around along Pacific Place to stop at UWMC and near Link Station.	3/6/2015 3:24 PM
1360	Keep the #72 or add more service. It is often packed going home at 6PM. If you cut the #72, add service on the #372 on weekends. #372 is a great bus that runs even when all other buses are not running due to snow. I can count on the #372 when it is running. Please keep the #11 direct from Madison Park to downtown.	3/6/2015 3:23 PM
1361	Greater reliability and consistency on this route would be incredibly valuable.	3/6/2015 3:18 PM
1362	As I'm sure you know, the 44 buses are almost always very packed. Sometimes the bus can't even stop for more people. I would love to take 1 bus from Wallingford to Downtown Bellevue. I usually get a ride to UW and catch 271 there. Or I drive to Northgate for Sound Transit bus. One bus is fine, but taking 2 becomes less appealing.	3/6/2015 3:17 PM
1363	I would like to see either a version of route 60 that enters downtown or less wait time at the stations nearest to downtown when transferring from the 60 to the 12 (towards downtown), and then between the 12 and the 60 when heading back to Capitol Hill.	3/6/2015 3:14 PM
1364	This is a vital route, the only one that goes to the Eastlake/South Lake Union areas directly from Northgate. The 70 is not a viable option: it is too crowded, and does not go north far enough. I think Metro should cut back the 66 to peak hours only, but don't move it to I5 - there are a lot of businesses along Eastlake that people commute to, and a lot of condos where people who go downtown live -who all use the 66.	3/6/2015 3:13 PM

1365	Any new schedules that do not include service to NOAA (not just along Sand Point but into NOAA itself) will probably cause me to reconsider my use of transit and look for alternatives. My preference would be a direct route from NOAA to the University Light Rail Station, a return of the old Route 30 from NOAA to the Seattle Center, or a connection between NOAA and the Downtown that does not involve University Way. Running the 74 both directions in the morning and afternoon would be of great appeal to me and many coworkers.	3/6/2015 3:12 PM
1366	Whichever one goes north of Green Lake should include the continuation on Meridian north of 92nd St, on around Northgate Mall to the transit center.	3/6/2015 3:12 PM
1367	right now...it is a very long time to get off capital hill in the afternoon rush hour. I do hope that the future revisions will help my afternoon commute. I do love the short direct route into capital hill from the u district. I think it would be nice to have more frequent routes but are unnecessary. It is my favorite all though I have taken others.	3/6/2015 3:11 PM
1368	I use a lot of routes but use the 8 almost everyday. The frequency and timing are important and I am certain you have plenty of feedback on how crowded the buses are and how they go past without stopping due to overcrowding.	3/6/2015 3:09 PM
1369	It would be nice if the 55 bus that is scheduled to be at 5th & Wall would actually show up 5 days a week. This bus route does not run the 4:21pm stop on a regular basis. I believe that 2 days a week it is not the regular driver. It is really annoying not to have reliable bus service since the shake up. If you want people to ride the bus they need to be reliable and not strand people for 20 minutes when a bus does not show up.	3/6/2015 3:09 PM
1370	Eliminating direct service between the SR-520 stations, Kirkland/Redmond and downtown Seattle is a disaster for Eastside transit riders The vast majority of travelers are heading downtown - especially offpeak The Montlake Bridge is often congested, not just at peak periods. Montlake Blvd is often congested, not just at peak periods. The Montlake Bridge has unscheduled bridge openings. The connections near UW Husky are not good and not fast The road infrastructure does not exist to make the majority of riders have to go this extra time and distance and the increase in unpredictability of this clumsy transfer Keep 520 service heading into Seattle 7 days/week, 20 hours/day.	3/6/2015 3:08 PM
1371	It's important to have it start on Pine St. directly up to First Hill for easy hospital access.	3/6/2015 3:08 PM
1372	The 8 route currently is unreliable. The bus is either too full or 10-15min delayed. I have been passed so many times be a full or not full bus that it has forced me to drive my car to work instead, as I know I am more reliable. Eliminating the 14/47 was a huge upset to Bellevue Ave E commuters. This was a huge lifeline for us to go downtown and not have to walk up to Broadway to catch the 49.	3/6/2015 3:05 PM
1373	Please keep this express option running on 520 with bus service every 15 mins during peak hours. It is a popular route that often is filled to capacity. As Amazon and other tech companies grow and parking disappears, we will need more bus coverage from the eastside to downtown Seattle.	3/6/2015 3:04 PM
1374	Route 22 hours of operation should be extended at the end of the day. More frequency would be nice. Route 21X should have an additional, later departure from Downtown Seattle.	3/6/2015 3:01 PM
1375	I would like direct service to the UW Link Station from Sand Point Way stops	3/6/2015 3:00 PM
1376	I'm glad, with either option, both of these routes still offer good peak service between Ravenna Blvd & the Ave (55th St & 20th Ave for 74). With the change/deletion of 71 and 72, I still have options outside of finding my way to the UDist link station.	3/6/2015 2:59 PM
1377	this is the only route for the Hillman City/Seward Park Neighborhood. If this route was cut it's a 30 minute walk through some sketchy parts of Rainier to get to Light Rail. Please don't cut this route.	3/6/2015 2:56 PM
1378	I have been riding Route 255 for nearly 20 years now and I have to leave my theater on Capitol Hill by 11:55pm in order to catch the last Outbound Bus to Kirkland on some weekend nights. On Saturdays and Sundays, the last bus actually leaves at 11:15 which means that I have to drive in myself. It would be helpful to extend bus service by 1 hour on at least Saturdays, when I have a 10:30pm show scheduled.	3/6/2015 2:54 PM
1379	I NEED THE 43 i cannot comprehend your need to cut this, as it turns into the 44 in the evenings and weekends and is the only way I can get to Fremont, Ballard, etc. in less than an hour and a half.	3/6/2015 2:54 PM
1380	The 48 does not consistently in the evening during rush hour. It is especially inconvenient on rainy days. It is nicknamed by its frequent riders the "forty-late".	3/6/2015 2:53 PM
1381	Need more frequency	3/6/2015 2:53 PM

1382	242 -- It takes WAY too long to board the metered on-ramp on to I-5 in the morning. In short, I-5 is a colossal bottleneck for this route in general. 542 -- This route essentially duplicates the 48 for a large portion of the trip. Is there any way to streamline the trip through the U District? Additionally the corner on 50th street is too sharp for the eastbound 520 and the bus will regularly go up on the curb. 16 -- Tangletown/Wallingford is a slow, traffic-ridden mess. While 45th is a major hub, it is also a traffic nightmare. 26 -- Tangletown/Wallingford again.	3/6/2015 2:52 PM
1383	I am concerned about travel on Pike/Pine between downtown and Broadway. I rely on this route to and from my home.	3/6/2015 2:51 PM
1384	I would like there to be at least ONE bus route (preferably more) that goes directly from Mountlake Terrace Transit Center to South Lake Union. Right now, the bus drops me off downtown (9th & Stewart) and then I walk to my place of employment (UW Medicine) at South Lake Union. Every evening after work, I walk from South Lake Union to 6th & Union to catch the bus home. I enjoy the one-mile walk each way, but with so many employees working in South Lake Union, it seems as though more buses should stop there.	3/6/2015 2:50 PM
1385	It is convenient. I have been commuting on this route for over 28 years.	3/6/2015 2:50 PM
1386	43 should not be eliminated in any scenario where that route is not replaced in full it would be great if the 47 came back (and or switched to a longer route that goes farther than downtown)....it used to be the 14 that went all the way to the ID Ideally it would be nice to not have to transfer for a 3 mile ride....it takes a 10 minute drive and turns it into a 2 bus 30-45 minute trip	3/6/2015 2:49 PM
1387	this route is being deleted. I can't find any good alternate routes that go from Laurelhurst/Bryant to the U district. 65 (at least currently) does go to campus parkway, but it seems like there should be at least one route that passes through the central part of the u district (i.e. 45th st). I have found myself going to the u district much less often (for example, for dinner or to a movie) since the 30 quite running all day. hiking from 45th - 50th down to campus parkway seems long at night.	3/6/2015 2:48 PM
1388	All three routes indicated above -- 31, 32, and 48 -- need to stick to their schedule better.	3/6/2015 2:47 PM
1389	This route is terrible at peak hours in SLU. If it could be made to take a different route or get dedicated lanes to get through traffic, it would be a lot more usable.	3/6/2015 2:47 PM
1390	I use them the most frequently, and would love more frequent service, especially on weekends. Park and Ride capacity in Kenmore, Lake Forest Park and Lake City, right next to highway 522 really needs to be expanded.	3/6/2015 2:46 PM
1391	I use the 48 every day, both in the morning and evening commute times. It's often standing room only and I don't see that changing with the addition of the light rail. Along 23rd from I-90 north people will continue to ride the 48 to get to UW because it will be too far out of the way to get to a light rail station. My hope is that the 48 continues to come often!	3/6/2015 2:46 PM
1392	I think it'd be nice to have a route that circles Lake Union, with stops in Queen Anne or Westlake, South Lake Union, East Lake, The U District, Wallingford and Fremont.	3/6/2015 2:46 PM
1393	The 48 and 43 routes already get very busy. With all the development pending for 23rd and Union, I hope you're preparing a plan for even higher frequency complicated by the traffic problems coming when the 23rd greenway narrows the street. I would love to see express routes for 23rd/24th corridor and extending between Mt.Baker station through to UW or even Greenwood. Ideally route 12 should continue north down Crescent Ave and onto 24th.	3/6/2015 2:45 PM
1394	Please increase the service again	3/6/2015 2:44 PM
1395	I think that the proposed changes to route 16 in Alternative 1 would have very negative consequences. The 16 is already a route that is both unique and overcrowded - making it less convenient to access would be the straw that breaks the camel's back for many commuters that have the option to use their cars.	3/6/2015 2:43 PM
1396	Improving service between UW Bothell and UW Seattle via 372 would be wonderful for faculty, staff, and students. I support dropping Woodinville from this route. The 49 bus is consistently late for reasons I don't understand, and has been for as long as I've lived here (when it was the 7). I look forward to its obsolescence via light rail.	3/6/2015 2:43 PM
1397	I'm going to passionately opposed to re-routing 28X through Fremont. Rather I would like to see an increase in service. Had this not been part of Alternative 1, I would be so for it. But the fact that you're shoving a route that doesn't even serve the Udistrict/Link into the wrong direction under the banner of "Link Connections" is just grossly misrepresented.	3/6/2015 2:43 PM
1398	Please add more routes for 197. Standing room only most days.	3/6/2015 2:43 PM

1399	These routes service the U-District and are always busy. It would be important to keep these routes running. Continued service, frequent time intervals, and larger buses would be appreciated by staff and students at the UW.	3/6/2015 2:43 PM
1400	We have had the same driver for the past 6 rotations and he is late daily. He get downtown between 8 and 15 minutes late daily. Todate we have never been able to catch the #2 bus to complete my trip to work. We are stuck downtown for 10 to 15 minutes. It seems to me a driver who is late daily should not be rewarded with the same route each time. Calls to Metro and emails go unanswered. We called one time and was told there is no supervisors for the people aswnering the phones. I find this hard to believe. I think Metro is the biggest waste of taxpayers money in the state. All they do is as for more taxpayer money and they fail to provide the services they are paid for. 60.00 car tabs Mayor Budget wants more money for Metro State Budget more money for Transit programs How much more money are we going to give metro for very little service. At some point they should be embarassed to take money form the Seattle taxpayers.	3/6/2015 2:42 PM
1401	My drive time from North Seattle to downtown Seattle is about 20 minutes. My drive and bus time to the Northgate TC to downtown Seattle about 30 minutes My bus time from closest stop in North Seattle to downtown seattle is almost 60 minutes. (64X) I can't spend that much time on the bus only route even though it is easier, the commute is simply too long. I generally leave at 7am.	3/6/2015 2:42 PM
1402	Even though light rail will go to/from U District and at some point to Des Moines, the current schedule only has light rail running three trains (every 15 minutes) at 5 am. The 197 is always full for the first trip and the driver is always late. Because it would take 45 minutes from Des Moines to UW on the light rail and 20 minutes in on 197, it would be hard to switch to light rail unless there were more frequent trains between 5 am to 6 am. 197 doesn't run during UW breaks but there are more people who take the bus that are not students. You don't realize that there are over 30,000 employees at UW and you think only students ride the bus.	3/6/2015 2:42 PM
1403	waiting time at stops can be long. I took the 345 yesterday to Northwest Hospital for a medical appointment, and just missed the 75 at Northgate by only 2 minutes. Had to wait almost 30 minutes for the next bus.	3/6/2015 2:41 PM
1404	I really like the concept of this being a frequent line that runs through Fremont (no by it) and connects to multiple neighborhood centers in Wallingford, U Dist, Green Lake, Ravenna, and Roosevelt.	3/6/2015 2:40 PM
1405	Need to increase frequency or use larger buses to allow for more passengers to be seated during commute.	3/6/2015 2:38 PM
1406	There have been rumors that this route would be disconnected and riders would have to go to Tukwila to the light rail station and catch the light rail there to the U District. This would add a lot of time to passengers' commute as traveling either on I-5 or along Pacific Highway to that station takes a long time during peak commuting times. I think a lot of people would choose to drive rather than commute via light rail from Tukwila to the U-District	3/6/2015 2:34 PM
1407	I love the frequency updates for the 67, and I don't think the added .3 miles I'll need to walk to get to it will be an impediment, as long as it integrates well with Link. The 66X changes don't affect me personally, as SLU isn't really a destination for me, and the 66 will no longer serve the Northgate TC. I guess that hurts a little.	3/6/2015 1:24 PM
1408	This is on behalf of my son and his girlfriend, who use 72 and/or 73 everyday. They will have worse service from their apartment at 20th Ave NE and Lake City way with either alternative.	3/6/2015 1:15 PM
1409	I see both the 73 and the 77 being well used and am distressed about possible cuts to the portion of the route north of Northgate, with connections to Lake City or Jackson Park neighborhood.	3/6/2015 1:14 PM
1410	I depend on the route 72 early in the morning as it is the only route at that time that gets me directly from Lake City to my South Lake Union office quickly and with one bus. The alternative suggestion of 372 and then a connector to South Lake Union adds significant time to my commute and is unacceptable.	3/6/2015 1:10 PM
1411	The 71, 72 and 73 could probably be consolidated, and could even enter I5 from Lake City Way once Roosevelt/Northgate stations are finished	3/6/2015 12:46 PM

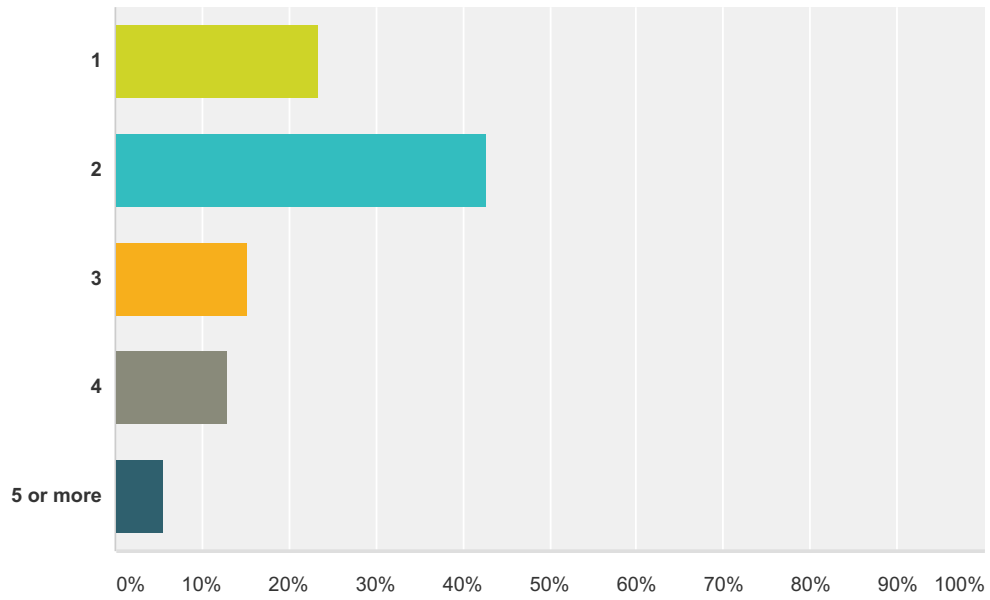
1412	<p>Regarding the #68, I see that yet again you are determined to delete this important route between Northgate and the UW Medical Center, despite getting more of our tax and car tab monies in the recent vote which allegedly 'saved' these routes. Now you have the money, I guess 'saved' was just another lie. Funneling most routes from Northgate down Roosevelt completely misses the eastern side of the UW, and access to the hospital becomes more problematic, with only 1 route, the 75 which takes twice as long, left to service that destination. The 75 is also standing room only in the evening throughout the U District and it is sometimes impossible to board it just THREE stops from where it starts the U District to Northgate journey. This would be alleviated somewhat if you used the higher capacity buses at these times. I often cannot get on at Stevens Way at 8:20pm! You have the data to verify this, but still the shorter buses are used - why? Why can you not understand that people who need to attend the hospital do not WANT, and often cannot afford the time for tedious transfers between multiple buses. As it stands with your proposed plans, there is no suitable transfer from Roosevelt to the UW Medical center - a MAJOR regional employer. This proposal also completely ignores the people who take the bus to work at the hospital and UW campus, often until late in the evening. I myself do not finish work until 8pm. I already have to then wait 20 minutes for a #75 to arrive, so I don't get home in Northgate until 9pm. That is one HOUR to travel just 4 miles on the bus. That is already pathetic. To have to do that on the way to work as well is just additional time wasted and frankly makes me want to just drive in instead. As with most low/moderate income and single earners, in order to find affordable housing, we have to continually move further and further away from the downtown core. The U District is extremely expensive, as is Capitol Hill, Downtown, Ballard, Queen Anne & First Hill. Hence people are pushed further north or south. Now your propositions, particularly to the north where light rail has yet to reach, are being screwed out of efficient, regular bus service - the only way of getting to and from the workplace. Stopping and starting most services at the Northgate Transit Center (just like you did with the 66 & 67 a few years back, and are still determined to do with the 16), removes local bus service options for anyone living on, or north of, NE Northgate Way. Do you REALLY consider it appropriate for senior citizens to have to walk (a distance that takes me 15 minutes, and I'm fit!), just to reach the Northgate Transit Center to catch a bus to see their doctor? This would not be quite so bad, ONCE light rail arrives in Northgate in 2021, but no cuts to services should be considered for this area until then at least. Why you can't just fuse the 67 & 68 routes to form a loop between Northgate and the UW is something that has baffled me for years. It's such an obvious thing to do, and that way you would maintain the important street links along NE Northgate Way, Roosevelt between NE Northgate Way and 75th, 75th to 25th, and the rest of the loop along Stevens Way, through 11th up to 5th and back to the Northgate transit Center.</p>	3/6/2015 12:34 PM
1413	<p>As I have mentioned throughout, the 12 and 43 are valuable. Trading frequent, reliable routes for more frequent unreliable routes is not a good trade.</p>	3/6/2015 12:24 PM
1414	<p>Route 44 should be looked at for its delays in the U District and through Wallingford. I avoid this route because of how delayed it can be sometimes. Maybe if there was a way for the buses to control the lights so it never has to stop at a red light? I know bus lanes might be impossible because there is limited space but anything that might speed up the bus would help!</p>	3/6/2015 12:03 PM
1415	<p>The new route 8 in proposal 1 would be absolutely fantastic! It would really make my transit life awesome, and I can't say enough positive things about it. The current 11 has really poor headways. If it ends up staying, and the curmudgeons win out in defeating proposal 1 (I'm sure they'll be out in force) I hope it gets an upgrade. Frequency is supposed to improve with the upcoming funding increase, but I would target even better weekend and evening service.</p>	3/6/2015 12:02 PM
1416	<p>Reliability on the 8 is horrific; it needs to get off of Denny. Delete the 43. What are ridership projections for a revised 49? It requires artics 24/7 right now, but being on Madison would preclude the use of artics. Re-route the 271 via 112th onto the SR 520 HOV ramps at 108th and use the SR 520 freeway stations. Don't deviate the 271 into Bellevue College - stay on 148th. The all-day SR 520 route should not do the Overlake TC deviation. The peak-only (or extended peak) route should do the deviation. This applies to the 542/545.</p>	3/6/2015 10:49 AM
1417	<p>Losing all access between Meridian/Northgate Way and Wallingford/Green Lake is unfortunate. Could some other route cover this slack with low (30 minute) frequency? There is no need for this to go downtown. Bringing the 26 up to Northgate Way also seems like a viable fix... I am hearing a lot of people from Pinehurst expressing concern in losing the 71 completely. Would it be possible to keep service just as far as the new UW station?</p>	3/6/2015 10:40 AM
1418	<p>Please use the new routing without the RT 256 option. Invest those service hours in better service through Kirkland where less time will not be wasted in the downtown CBD.</p>	3/6/2015 10:17 AM
1419	<p>electrify the 48! thank you for preserving the connection between the CD and capitol hill with the 8 restructure (ala rt 38).</p>	3/6/2015 10:16 AM
1420	<p>This is a very popular route for students going from UW to Capitol Hill. If you take out this route, you must provide an alternative with stops in the Northeast Capitol Hill area.</p>	3/6/2015 9:38 AM

1421	I look forward to the increases in frequencies and connectivity of the 372--it was a workhorse before, now it will be invaluable. The 68 seemed largely redundant--good riddance. I was initially concerned about the loss of the 72, but with the link/372X combo, and east/west service through the 16 I really like alternative 1. The 48 passes through this area, but fills in a lot of underserved spots. I'd love to see the 48 have later hours and hope it is well supported.	3/6/2015 9:34 AM
1422	Please see my comments a few questions prior about the proposed change of the 31 and 32 routes from Stone Way to Wallingford Avenue.	3/6/2015 9:28 AM
1423	Please keep these routes on 15th Ave! If this is not possible, please keep at least the one with all day service there! I would love it if the 373X could be made all-day service and stay on 15th Ave. If that can happen, then go ahead and make changes to the 73. If it can't happen, then please don't change the 73!	3/6/2015 9:20 AM
1424	You should keep the 73 all-day instead of reducing it to peak-time only until the Link station opens in Northgate. That's the only sane thing. If you still believe reducing the 73 to peak-time only BEFORE the Northgate Link station opens is a good idea, please elaborate.	3/6/2015 9:17 AM
1425	Metro needs to realize that the segment of Stone Way (from 35th to 40th St. in Wallingford) that LOSES 31/32 service here is among the fastest growing, developing sections of north Seattle. There are multiple dense apartment buildings going up, and many just opened, and the bus stop that I use most frequently -- Stone Way and 40th -- is busy all day and all night, with people going to/from the university and connecting. If you combine the 26 with the 31/32, as suggested in Alternative 1, you are running service through a lightly-populated corridor (Wallingford Ave) with a transfer station and NO development potential INSTAD of a densely populated corridor (Stone Way) with excellent development already in the works. Please reconsider Alternative 1 to keep the 31/32 on Stone Way.	3/6/2015 9:10 AM
1426	The 43 is a work horse route. With light rail coming on board a large portion of people living around 19th and Miller neighborhood will have to make some serious changes if option 1 is chosen. Walk to the 48. Or walk down to the light rail station. Walking to the light rail station would mean an additional walk to my office of 10-15 minutes up hill. Walking to the 48 runs the risk of being delayed because it is such a long route. An issue in Greenwood can affect the 48 going northbound and you would never know. Long routes have higher risk for longer delays. Currently, the 48 and the 43 also pick up people along 23rd/24th who are going to the UW. So it cuts even more on wait times. If there was only a 48 route, I would hope that the number of buses is increased to match or exceed current wait times.	3/6/2015 9:09 AM
1427	The loss if the 73 to Pinehurst is devastating. I actively supported Prop 1 to preserve this service. I rely on it for both of my kids to get home from school. Others in my neighborhood rely on it as their main transportation. Please do not cut this important service.	3/6/2015 9:07 AM
1428	I absolutely LOVE this reroute. I'm a frequent user of Madison Beach in the summer, Capitol Hill nightlife and the implied trips back to my residence and having previously lived in Belltown and now living in Lower Queen Anne/Uptown, I think this is a great example of a needed, frequent service crosstown reroute.	3/6/2015 8:53 AM
1429	372X: I don't the cropping before the Woodinville and the North Creek business park	3/6/2015 8:44 AM
1430	Alternative 1 would get rid of both the 11 and the 12, and leave no service at 17th and Madison. That seems a really bad plan, given the number of elderly, disabled, and burdened with shopping travelers at these stops, and the fact that Seattle is HILLY.	3/6/2015 8:43 AM
1431	reduce number of stops from madison park accross I5. It would be great if the bus extended more through downtown seattle instead of stopping at 4th ave. Maybe turn south on 2nd or 4th and go to university or marison street? the bus is always full and everybody gets off at 4th and has to walk 5-7 blocks to get to the business area.	3/6/2015 8:41 AM
1432	Against elimination of 277. This route provides efficient service from the U-District to points north of Kirkland Transit Center. Elimination means added connections and significant increase in commute time. Against reduction of frequency on 255 in peak time; against changing of 255 routing away from downtown Seattle. This is a heavily used route with most riders wanting to go to downtown. The new 256 is insufficient.	3/6/2015 8:01 AM
1433	74: Sand Point has employment centers. The 74 would ideally become 2-way, but serve UW Station directly. 44, 45: Push to get them 10-minute all-day headway. If not in Alt 1, make that a priority ask for Prop 1 funding, rather than back-filling service on the emptiest routes. 540/542: Their underperformance explains why all the off-peak SR 520 service should go to UW Station. Without all the service going there, there would end up being minimal off-peak connectivity between UW and the eastside. 372: Please serve UW Station. If it stays on Stevens Way, that can't seriously be called a transfer. 10-minute headway, matching Link, would be much more stable (for headway), possibly using service hours from getting rid of the mid-day 522.	3/6/2015 12:29 AM

1434	Neither alternative adequately replaces the 30. I used to be able to make evening and weekend trips around town without driving, but without 30, this has become prohibitively time-consuming. Expanded 372x helps, but not for connection to the 44.	3/5/2015 8:42 PM
1435	It doesn't make sense to have redundant peak-hour service from the U to Sandpoint on both routes and no non-peak service during other times.	3/5/2015 5:45 PM

Q45 How many persons, including yourself, live in your household?

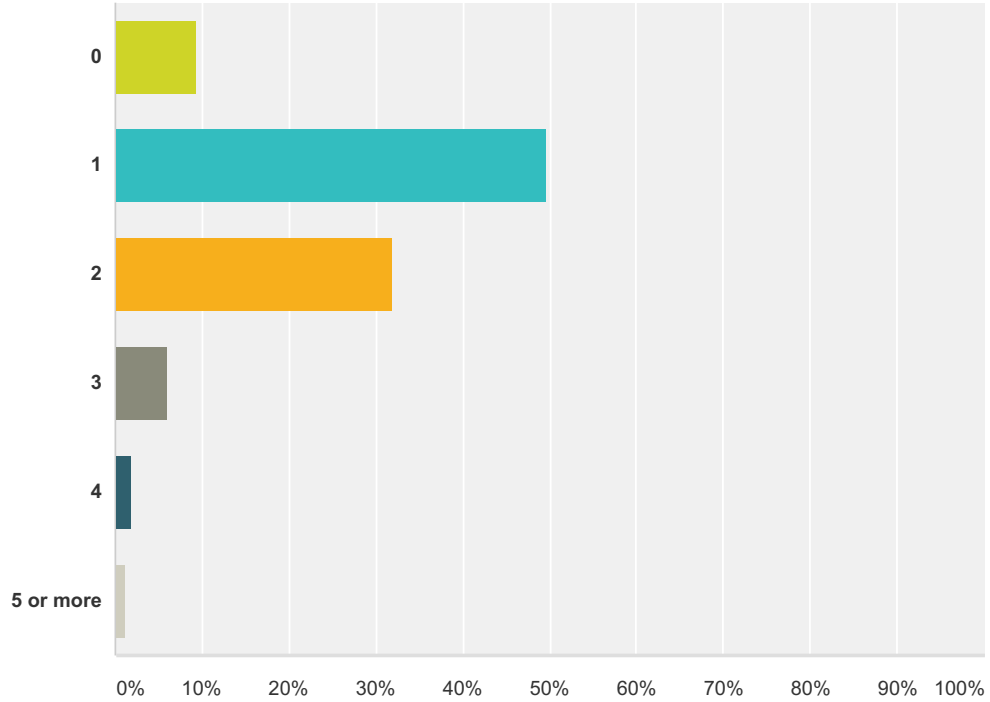
Answered: 3,699 Skipped: 2,860



Answer Choices	Responses	Count
1	23.33%	863
2	42.77%	1,582
3	15.19%	562
4	12.98%	480
5 or more	5.73%	212
Total		3,699

Q46 How many persons in your household, including yourself, ride the bus at least once per week?

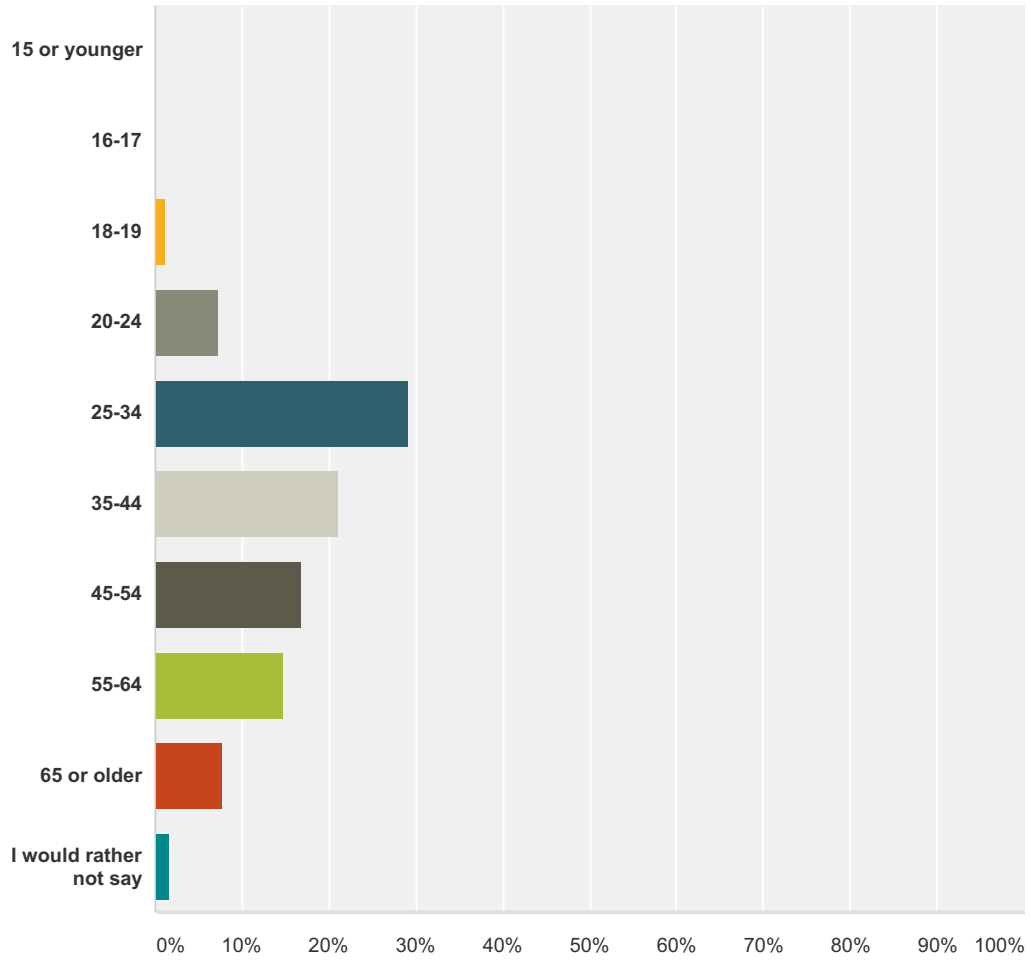
Answered: 3,704 Skipped: 2,855



Answer Choices	Responses
0	9.40% 348
1	49.60% 1,837
2	31.94% 1,183
3	5.99% 222
4	1.84% 68
5 or more	1.24% 46
Total	3,704

Q47 Your age:

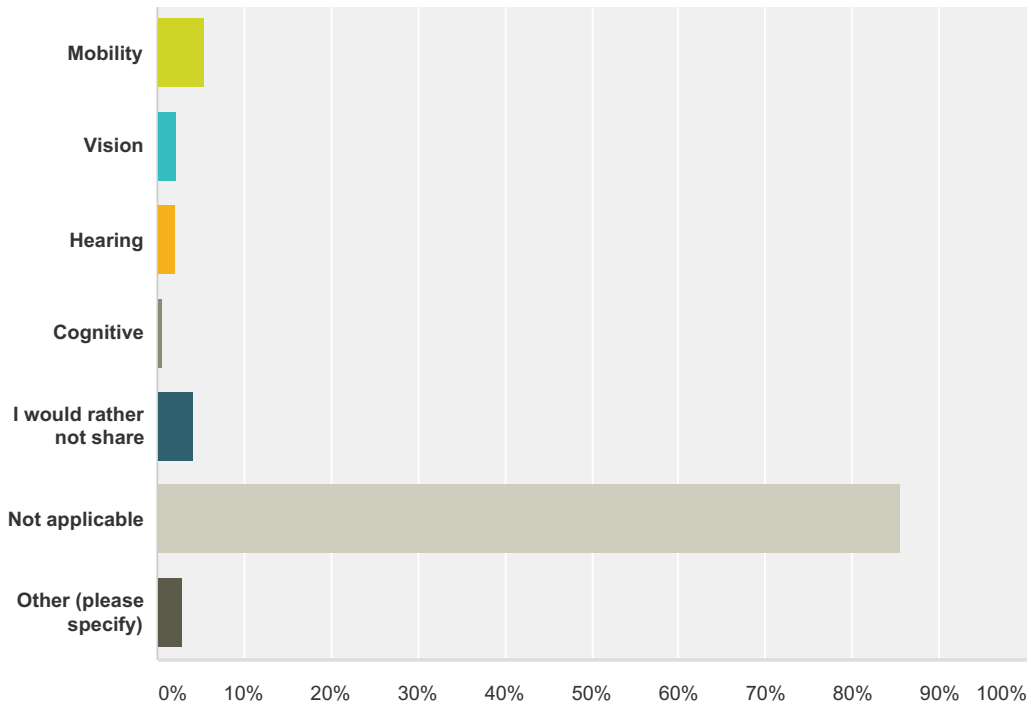
Answered: 3,706 Skipped: 2,853



Answer Choices	Responses
15 or younger	0.13% 5
16-17	0.11% 4
18-19	1.27% 47
20-24	7.29% 270
25-34	29.17% 1,081
35-44	21.02% 779
45-54	16.81% 623
55-64	14.84% 550
65 or older	7.74% 287
I would rather not say	1.62% 60
Total	3,706

Q48 If you have a disability, please indicate what kind. (check all that apply)

Answered: 2,503 Skipped: 4,056



Answer Choices	Responses	
Mobility	5.35%	134
Vision	2.36%	59
Hearing	2.00%	50
Cognitive	0.68%	17
I would rather not share	4.19%	105
Not applicable	85.70%	2,145
Other (please specify)	2.84%	71
Total Respondents: 2,503		

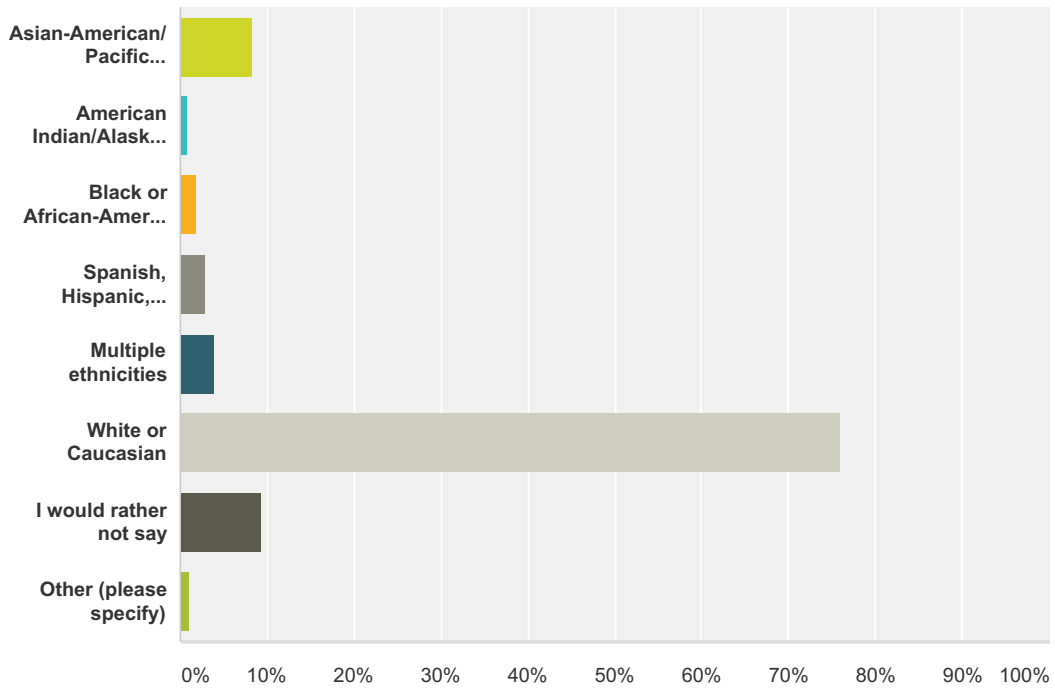
#	Other (please specify)	Date
1	Energy; stamina	3/31/2015 2:45 PM
2	Just getting older. 70+	3/31/2015 9:43 AM
3	We are old and dependent on direct service on the 43 to the University and downtown. We are worried about the changes as direct service on the 43 to the University and downtown is very important to us and our lifestyle	3/31/2015 8:52 AM
4	At times I have problems with my knees and makes walking difficult. If there aren't stops close to where I live, I wouldn't be able to use the bus.	3/30/2015 3:48 PM
5	Family member is physically disabled	3/30/2015 10:04 AM

6	I have epilepsy.	3/29/2015 8:21 PM
7	I am in my 70's and have normal physical changes.	3/29/2015 6:19 PM
8	Mental health	3/29/2015 5:18 PM
9	Epilepsy and fallen arches (almost impossible to walk long distances comfortably.)	3/29/2015 4:34 PM
10	I have aphasia a communication impairment.	3/29/2015 6:50 AM
11	I don't drive. so losing coverage with local transit routes and having to transfer more often are difficult for me - I can't just vote with my wheels and drive everywhere..	3/27/2015 3:18 PM
12	Manners - having been raised in the Northwest, I was taught to "take turns". Clearly that is not the way people in other areas learned to use the bus. The free for all boarding, failure to give up seats to feeble people, and other nonsense is getting worse. Ridership is clearly up - give preference to those who are regular commuters; the one-offs,(due to weather or special events) can board last.	3/27/2015 10:18 AM
13	I am not disabled, but walking far at each end of bus route can be daunting.	3/27/2015 8:19 AM
14	Excessive Awesomeness.	3/27/2015 8:15 AM
15	pregnancy (third trimester) - I realize this is temporary and not debilitating, however the lack of frequent restroom access, increased length of my commute, and rudeness I've seen in public transportation toward pregnant people has discouraged me from using public transportation during this phase of life.	3/27/2015 7:55 AM
16	Bad knees, arthritis	3/27/2015 7:25 AM
17	Have arthritis issues & have had a hip replacement.	3/26/2015 8:08 PM
18	Epilepsy	3/26/2015 3:43 PM
19	I have a disabled pass due to arthritis	3/26/2015 10:45 AM
20	my son has asperger syndrome	3/26/2015 10:36 AM
21	at times I have limited mobility	3/24/2015 4:28 PM
22	More social difficulty (doesn't fit into the above categories)	3/23/2015 8:30 AM
23	the transportation system	3/23/2015 8:05 AM
24	mental health issues and a broken leg	3/21/2015 10:58 AM
25	5 auto-immune disorders/mobility issues.	3/19/2015 7:59 PM
26	Not yet I don't, thank goodness, but who knows	3/19/2015 5:55 PM
27	ESRD(kidney failure)	3/19/2015 3:31 PM
28	Even with 1 car in our household, I cannot drive it due to impaired vision. Bus [and occasional taxi, but this gets expensive] is the only way for me to traverse any distance longer than 2 miles or so.	3/19/2015 2:07 PM
29	back injury - need to sit during lengthy rides	3/19/2015 9:06 AM
30	painful arthritic wrists, which makes standing and gripping the poles in the bus difficult (but I never get a seat on the E line or 5 because of immense overcrowding at rush hours, and I have to commute on one or the other both ways every weekday)	3/18/2015 8:49 PM
31	Fatigue - can't walk long distances all the time; joint pain.	3/18/2015 3:42 PM
32	Recovering from a hip injury.	3/18/2015 2:07 PM
33	smell disorder. The stench on some buses can kill your nostril hairs.	3/18/2015 12:54 PM
34	neurological	3/18/2015 11:54 AM
35	Persistent back pain	3/18/2015 11:52 AM
36	some mobility - old knees; don't want to have to walk more	3/18/2015 11:30 AM
37	Low back problem	3/18/2015 11:18 AM
38	Bad knees that make walking up and down hills problematic.	3/17/2015 7:36 PM

39	I have a medical alert service dog.	3/17/2015 5:18 PM
40	I currently get around pretty well, but I am not going to be getting any younger. No or few transfers in safe locations are becoming more important to me and frequency of trips.	3/16/2015 5:27 PM
41	Seizure disorder	3/16/2015 10:20 AM
42	occasional mobility	3/16/2015 10:07 AM
43	Knock on wood - not yet applicable	3/14/2015 4:57 PM
44	COPD	3/12/2015 3:56 PM
45	Seizure	3/12/2015 2:22 PM
46	I DO NOT LIKE surveys that lump people over 65 in one bin! I need to use a cane most of the time and often wish some drivers would be more considerate when starting and stopping the bus, not be too far from the curb.	3/12/2015 11:05 AM
47	Mental Illness	3/10/2015 10:38 PM
48	Cannot stand still for >1 minute, but can sit, walk, run w/o limit.	3/10/2015 8:58 PM
49	I have inflammatory arthritis throughout my body, and desperately need the bus to go everywhere in King County.	3/10/2015 4:44 PM
50	AIDS diagnosis	3/10/2015 12:09 PM
51	Don't drive in the dark	3/9/2015 10:06 PM
52	chronic pain/fatigue plus visual distortions	3/9/2015 5:38 PM
53	Back injury.	3/9/2015 3:32 PM
54	Difficulty with balance - makes it hard to walk very far, or to stand for long periods of time.	3/9/2015 9:51 AM
55	My son who uses the bus in the South End is Special Needs.	3/9/2015 9:17 AM
56	i am 87 and have trouble getting on and off sometimes. also, when the bus driver doesn't wait for me to have a good hold of a pipe, or am sitting down	3/8/2015 1:41 PM
57	DD	3/7/2015 12:56 AM
58	medical	3/7/2015 12:46 AM
59	We don't have disabilities but we older and walking distances or standing for a long time is hard.	3/6/2015 10:46 PM
60	I can't always walk as far as I used to and am a lot slower.	3/6/2015 10:32 PM
61	Dependant on Oxygen. I can cover abt 4 blocks to a bus stop now in abt. 15-20 min.	3/6/2015 8:01 PM
62	I dislocated my left elbow so standing and holding on is a bad idea for me now because I can only use one hand. I've almost fallen a few times!	3/6/2015 6:29 PM
63	Mental health issues.	3/6/2015 6:24 PM
64	kinda on the vision one	3/6/2015 5:46 PM
65	psychiatric	3/6/2015 5:27 PM
66	I have a bad knee that does impact my mobility at times, though I would not clasify as a disibility	3/6/2015 4:48 PM
67	Anxiety and sensory: Long walks by loud streets in concrete wastelands (520 corridor and the South Kirkland P&R area are prime examples) are extremely stressful for me. Repetitive stress injuries (wrist pain) make carrying groceries for long distances difficult if I have to get more than a backpack's worth at a time.	3/6/2015 4:22 PM
68	COPD, Congestive Heart Failure, A-Fib, all contributing to slight, sometimes moderate, mobility issues. (able to do some walking, on the flat or downhill), and issues with standing for more than around ten minutes.	3/6/2015 3:34 PM
69	Psychiatric - Obsessive-Compulsive Disorder and PTSD	3/6/2015 2:41 PM
70	back/leg weakness	3/6/2015 2:39 PM
71	Physical	3/5/2015 5:46 PM

Q49 Do you consider yourself... (check all that apply)

Answered: 3,570 Skipped: 2,989



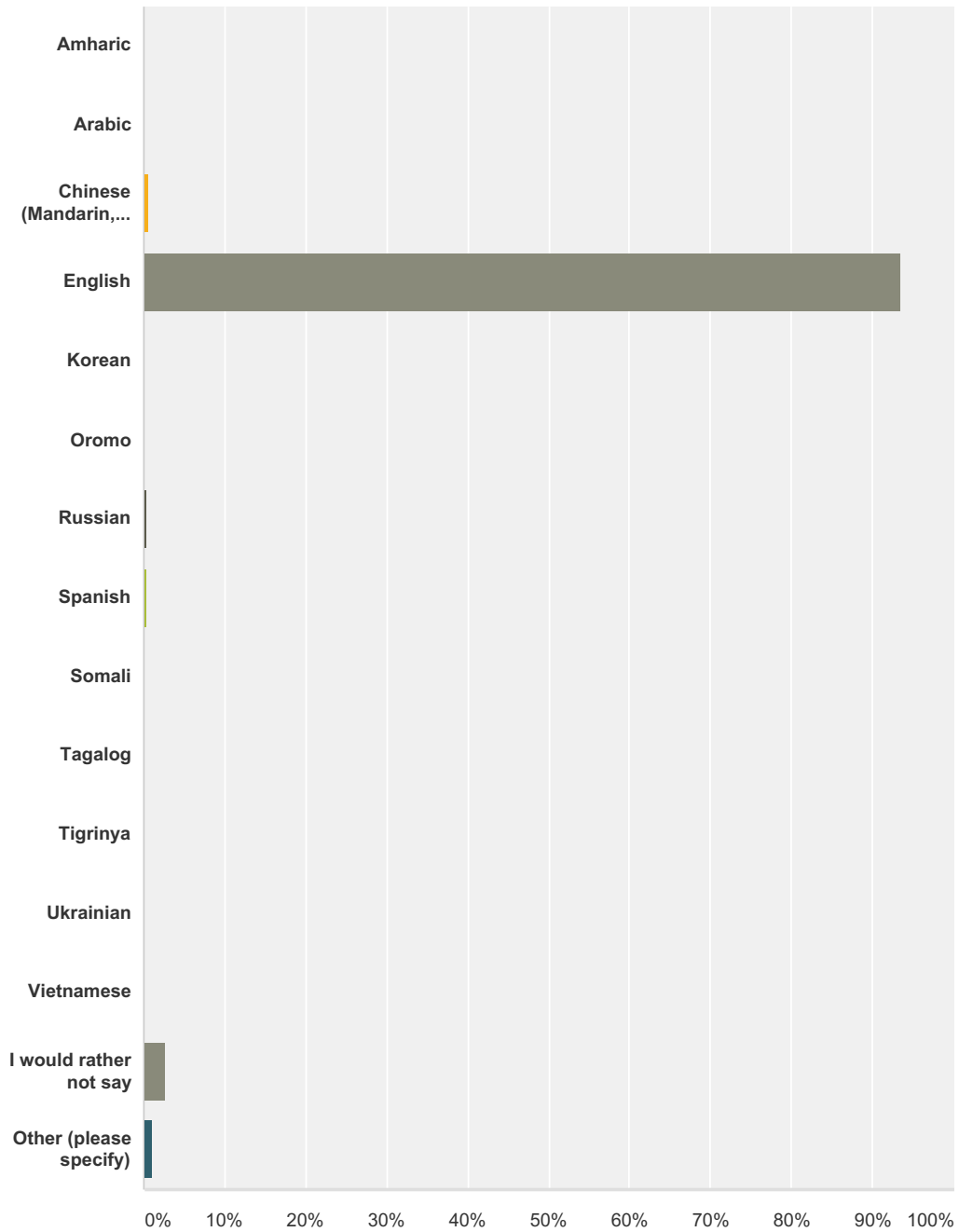
Answer Choices	Responses
Asian-American/Pacific Islander	8.43% 301
American Indian/Alaska Native	0.76% 27
Black or African-American	1.79% 64
Spanish, Hispanic, Latino (Mexican, Mexican American, Chicano, or Latino)	2.86% 102
Multiple ethnicities	4.06% 145
White or Caucasian	76.08% 2,716
I would rather not say	9.50% 339
Other (please specify)	1.09% 39
Total Respondents: 3,570	

#	Other (please specify)	Date
1	What difference does it make? What a ridiculous question.	3/30/2015 6:36 PM
2	Human	3/27/2015 1:40 PM
3	Somali	3/26/2015 4:55 PM
4	Asian-Indian American	3/26/2015 4:47 PM
5	Indian	3/26/2015 4:31 PM

6	Also a black person lives in my household	3/26/2015 12:52 PM
7	Please stop asking questions about race if you want to have a color blind society	3/25/2015 3:05 PM
8	Asian	3/25/2015 12:59 PM
9	American	3/24/2015 1:24 PM
10	it shouldn't matter	3/23/2015 5:55 PM
11	East Indian	3/23/2015 11:44 AM
12	I do not consider myself racially. At all.	3/20/2015 1:43 PM
13	white	3/20/2015 11:17 AM
14	American	3/19/2015 12:34 PM
15	European	3/19/2015 11:28 AM
16	Latvian	3/19/2015 11:17 AM
17	LGBT	3/19/2015 11:16 AM
18	American	3/18/2015 3:38 PM
19	Human	3/18/2015 1:02 PM
20	Asian	3/18/2015 11:31 AM
21	biracial	3/18/2015 11:13 AM
22	human	3/18/2015 10:10 AM
23	Turkish	3/17/2015 2:50 PM
24	Asian	3/16/2015 4:23 PM
25	Human	3/16/2015 1:29 PM
26	Mixed	3/16/2015 12:33 PM
27	Puerto Rican, Irish, German	3/16/2015 12:03 PM
28	Asian	3/16/2015 11:45 AM
29	Asian	3/13/2015 9:45 AM
30	European descent	3/12/2015 7:45 PM
31	Iranian	3/12/2015 9:17 AM
32	European	3/11/2015 10:47 AM
33	Human	3/9/2015 2:17 PM
34	German/Irish	3/7/2015 2:31 PM
35	Jewish	3/6/2015 10:32 PM
36	Gay	3/6/2015 8:02 PM
37	Human	3/6/2015 7:41 PM
38	Ashkenazi	3/6/2015 5:22 PM
39	Human race!	3/6/2015 2:59 PM

Q50 What is the primary language you speak at home?

Answered: 3,623 Skipped: 2,936



Answer Choices	Responses
Amharic	0.08% 3
Arabic	0.06% 2
Chinese (Mandarin, Cantonese, etc.)	0.69% 25

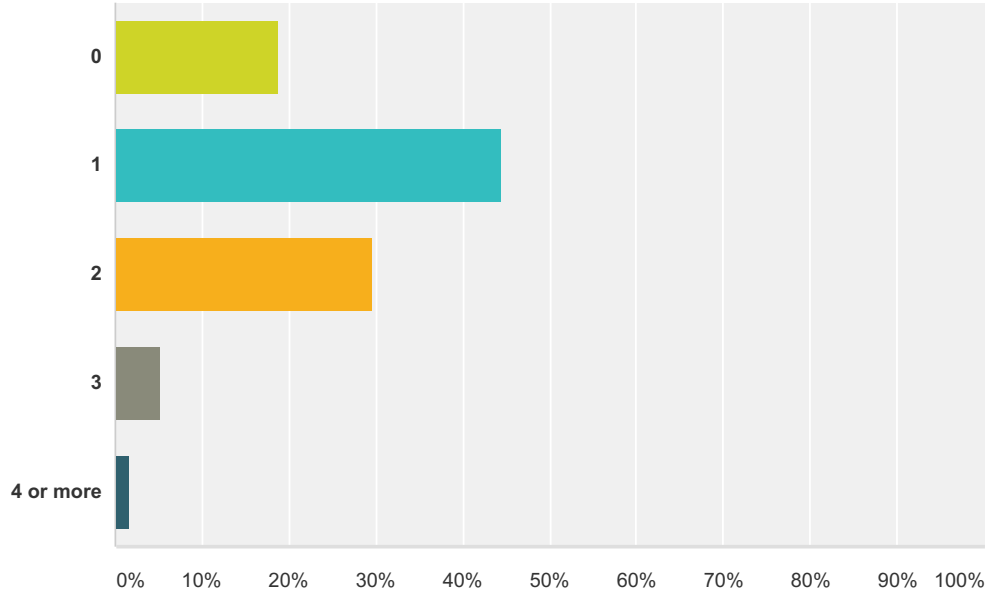
English	93.51%	3,388
Korean	0.25%	9
Oromo	0.11%	4
Russian	0.36%	13
Spanish	0.36%	13
Somali	0.03%	1
Tagalog	0.28%	10
Tigrinya	0.03%	1
Ukrainian	0.08%	3
Vietnamese	0.25%	9
I would rather not say	2.79%	101
Other (please specify)	1.13%	41
Total		3,623

#	Other (please specify)	Date
1	Norwegian	4/1/2015 7:47 PM
2	Romanian	3/31/2015 10:33 AM
3	German	3/31/2015 7:04 AM
4	hindi	3/28/2015 4:26 PM
5	English and Chinese	3/28/2015 8:56 AM
6	Turkish	3/26/2015 10:11 PM
7	American Sign Language (ASL)	3/26/2015 8:35 PM
8	English/Somali	3/26/2015 4:55 PM
9	German	3/26/2015 11:24 AM
10	Tibetan	3/25/2015 12:45 PM
11	Kannada	3/24/2015 8:17 PM
12	Tamil	3/23/2015 5:16 PM
13	Japanese	3/21/2015 12:38 PM
14	english	3/20/2015 11:17 AM
15	American Sign Language	3/20/2015 10:43 AM
16	Nonverbal, no speech, English written language only	3/19/2015 3:11 PM
17	Romanian	3/19/2015 12:25 AM
18	Ukrainian	3/19/2015 12:00 AM
19	Samoan/English	3/18/2015 10:30 PM
20	Hindi	3/18/2015 11:16 AM
21	Serbian	3/18/2015 4:13 AM

22	Esperanto	3/18/2015 12:33 AM
23	English and American Sign Language	3/17/2015 12:35 AM
24	Indonesian	3/16/2015 4:23 PM
25	Bulgarian	3/16/2015 1:43 PM
26	Hindi	3/16/2015 1:41 PM
27	Romanian	3/16/2015 1:25 PM
28	German	3/16/2015 12:39 PM
29	French	3/16/2015 11:48 AM
30	Italian	3/12/2015 9:17 AM
31	Hindi	3/11/2015 8:12 PM
32	American Sign Language	3/10/2015 10:32 PM
33	Tamil	3/10/2015 10:08 AM
34	English and Mandarin Chinese	3/9/2015 8:32 PM
35	Italian	3/7/2015 12:24 AM
36	Half english, half spanish	3/6/2015 4:37 PM
37	French	3/6/2015 2:52 PM
38	German	3/6/2015 2:47 PM
39	Malayalam	3/6/2015 2:31 PM
40	English, German, French	3/6/2015 9:39 AM
41	Japanese	3/6/2015 9:18 AM

Q51 How many cars or trucks, in working condition, do you have available for personal use?

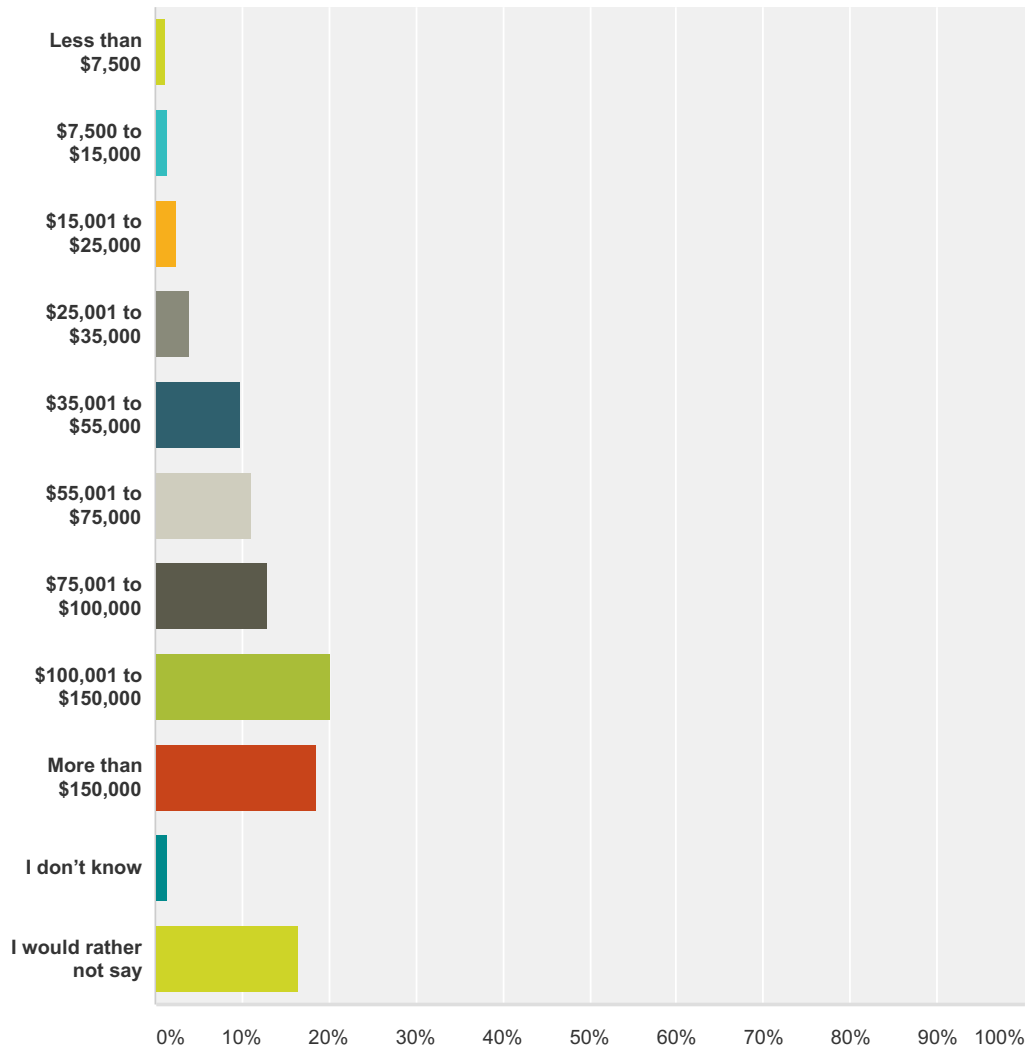
Answered: 3,646 Skipped: 2,913



Answer Choices	Responses	
0	18.82%	686
1	44.54%	1,624
2	29.68%	1,082
3	5.21%	190
4 or more	1.76%	64
Total		3,646

Q52 What is your annual household income?

Answered: 3,642 Skipped: 2,917

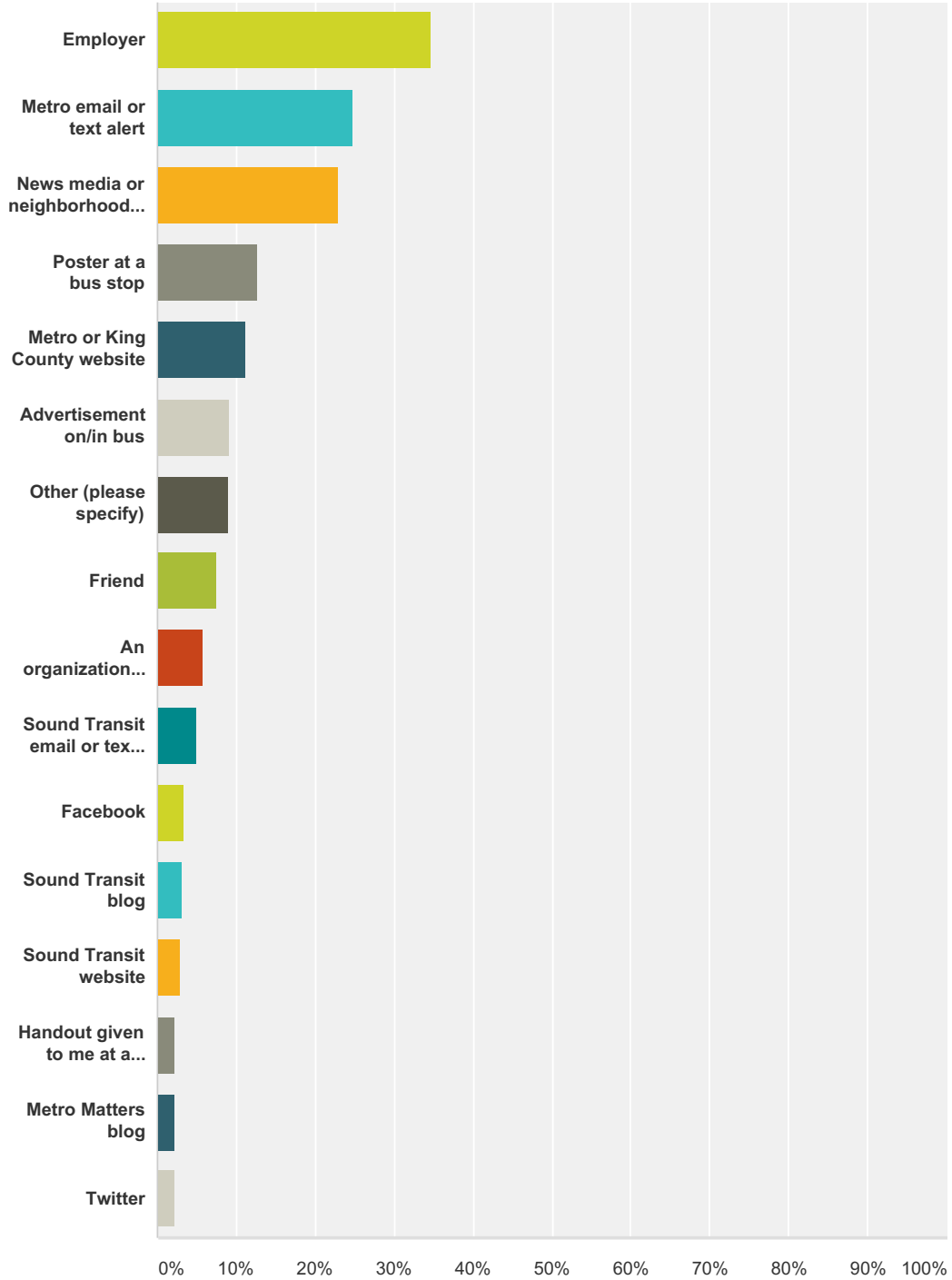


Answer Choices	Responses	Count
Less than \$7,500	1.32%	48
\$7,500 to \$15,000	1.43%	52
\$15,001 to \$25,000	2.55%	93
\$25,001 to \$35,000	4.01%	146
\$35,001 to \$55,000	9.88%	360
\$55,001 to \$75,000	11.12%	405
\$75,001 to \$100,000	13.01%	474
\$100,001 to \$150,000	20.26%	738

More than \$150,000	18.51%	674
I don't know	1.48%	54
I would rather not say	16.42%	598
Total		3,642

Q53 How did you hear about Metro and Sound Transit's Link Connections project? (check all that apply)

Answered: 3,564 Skipped: 2,995



Answer Choices	Responses
Employer	34.71% 1,237

Metro email or text alert	24.80%	884
News media or neighborhood blog	23.06%	822
Poster at a bus stop	12.79%	456
Metro or King County website	11.25%	401
Advertisement on/in bus	9.29%	331
Other (please specify)	8.98%	320
Friend	7.49%	267
An organization I'm involved with	5.84%	208
Sound Transit email or text alert	5.02%	179
Facebook	3.37%	120
Sound Transit blog	3.03%	108
Sound Transit website	2.95%	105
Handout given to me at a transit center or community event	2.38%	85
Metro Matters blog	2.36%	84
Twitter	2.36%	84
Total Respondents: 3,564		

#	Other (please specify)	Date
1	Laurelhurst blog	4/1/2015 6:07 PM
2	Also at a Neighborhood Council Meeting where there was a short presentation.	3/31/2015 10:14 PM
3	Neighbor	3/31/2015 4:55 PM
4	I work at the King County Department of Transportation and have worked on this project.	3/31/2015 3:39 PM
5	Seattle Transit Blog	3/31/2015 12:24 PM
6	Seattle Children's Hospital	3/31/2015 10:56 AM
7	UPass email from University of Washington	3/31/2015 10:27 AM
8	Montlake Flyer on-line	3/31/2015 9:34 AM
9	University of Washington	3/31/2015 8:08 AM
10	12th Ave Stewards	3/30/2015 9:48 PM
11	University of Washington Transit	3/30/2015 9:25 PM
12	Nextdoor arboretum (online)	3/30/2015 5:32 PM
13	Microsoft commute	3/30/2015 3:47 PM
14	seattle childrens	3/30/2015 11:23 AM
15	Seattle Childrens Hospital	3/30/2015 2:03 AM
16	Seattle Transit Blog	3/29/2015 10:52 PM
17	Email from UW transit service	3/29/2015 10:12 PM
18	12th Ave Stewards	3/29/2015 9:35 PM

19	Seattle Transit Blog	3/29/2015 7:43 PM
20	Handout from a neighbor	3/29/2015 11:43 AM
21	busdriver	3/29/2015 12:07 AM
22	UW Transportation Services Email	3/28/2015 8:41 PM
23	My wife	3/28/2015 12:16 PM
24	At work	3/27/2015 5:52 PM
25	seattle transit blog	3/27/2015 2:53 PM
26	Montlake Community Club	3/27/2015 2:38 PM
27	neighborhood blogs	3/27/2015 2:28 PM
28	Seattle Childrens	3/27/2015 1:46 PM
29	Seattle Transit Blog	3/27/2015 12:40 PM
30	Seattle Transit Blog	3/27/2015 12:22 PM
31	Seattle Transit Blog	3/27/2015 11:27 AM
32	Seeing construction...	3/27/2015 11:08 AM
33	not sure	3/27/2015 8:04 AM
34	husband	3/26/2015 10:44 PM
35	Bus stop signs and flyers on bus route 41	3/26/2015 5:09 PM
36	UW email	3/26/2015 1:11 PM
37	Seattle Children's Hospital	3/26/2015 11:29 AM
38	co worker	3/26/2015 10:12 AM
39	my bus driver	3/25/2015 7:27 PM
40	coworker	3/25/2015 3:03 PM
41	another 277 bus rider	3/25/2015 1:12 PM
42	University of Washington email	3/25/2015 11:06 AM
43	UW Transportation Services email	3/25/2015 10:50 AM
44	Seattle transit blog	3/25/2015 10:46 AM
45	Email from Kirkland Views	3/25/2015 9:40 AM
46	from fellow bus rider. Poster on bus was very misleading	3/25/2015 8:58 AM
47	seattletransitblog	3/24/2015 4:13 PM
48	Seattle Transit Blog	3/24/2015 1:35 PM
49	I just stumble upon it, and am perplexed that you are proposing to eliminate our service without telling folks!	3/24/2015 11:02 AM
50	family member	3/24/2015 9:58 AM
51	email bulletin	3/24/2015 9:43 AM
52	A bus rider	3/24/2015 7:54 AM
53	neighborhood blog	3/24/2015 5:25 AM
54	internet	3/23/2015 9:20 PM
55	email from Seattle Waldorf School	3/23/2015 1:00 PM

56	People discussing the issue on the bus.	3/23/2015 8:58 AM
57	UW email	3/22/2015 10:09 PM
58	Seattle Transit Blog	3/22/2015 3:31 PM
59	U-Pass email	3/22/2015 2:25 PM
60	Email from UW	3/22/2015 1:34 PM
61	UW Transportation Services email	3/22/2015 12:18 PM
62	UW email	3/22/2015 11:38 AM
63	Reddit	3/22/2015 11:33 AM
64	Reddit	3/22/2015 10:55 AM
65	Rod Dembowski's email	3/22/2015 8:13 AM
66	universiry of washington	3/22/2015 6:51 AM
67	friend	3/21/2015 6:25 PM
68	Reddit	3/21/2015 3:30 PM
69	reddit.com/r/seattle	3/21/2015 3:12 PM
70	reddit	3/21/2015 12:39 PM
71	seattletransitblog, reddit.com/r/seattle	3/21/2015 11:36 AM
72	word of mouth	3/21/2015 10:59 AM
73	University of Washington Emails	3/21/2015 9:27 AM
74	Reddit	3/21/2015 2:57 AM
75	UW Transportation Services newsletter	3/21/2015 1:07 AM
76	Seattle Subreddit	3/21/2015 12:21 AM
77	reddit	3/20/2015 10:01 PM
78	Reddit	3/20/2015 9:26 PM
79	reddit	3/20/2015 8:40 PM
80	Reddit	3/20/2015 8:37 PM
81	Reddit!	3/20/2015 8:21 PM
82	reddit	3/20/2015 7:46 PM
83	email	3/20/2015 6:44 PM
84	reddit	3/20/2015 6:05 PM
85	web site not listed	3/20/2015 5:46 PM
86	UWMC newsletter	3/20/2015 4:17 PM
87	Reddit	3/20/2015 3:10 PM
88	Reddit	3/20/2015 3:09 PM
89	Reddit, Seattle Transit Blog	3/20/2015 3:04 PM
90	Reddit	3/20/2015 2:49 PM
91	A friend of mine who is a public librarian and is familiar with me and my disability who also does not have a car and is dependent on transit as I am	3/20/2015 2:15 PM
92	reddit	3/20/2015 2:07 PM

93	reddit.com/r/seattle	3/20/2015 2:04 PM
94	Reddit	3/20/2015 1:52 PM
95	Reddit, Transit Rider's Union	3/20/2015 1:38 PM
96	UW e-mail listserv, I'm a student	3/20/2015 11:20 AM
97	employer	3/20/2015 11:19 AM
98	reddit	3/20/2015 9:59 AM
99	UW email correspondence (UPASS)	3/20/2015 9:48 AM
100	Seattle Transit Blog	3/20/2015 9:12 AM
101	Email to my Outlook acct.	3/20/2015 9:00 AM
102	UW	3/19/2015 11:02 PM
103	word of mouth	3/19/2015 10:04 PM
104	Homeless/housing/social justice non-profit in Lake City.	3/19/2015 8:01 PM
105	Seattle Transit Blog	3/19/2015 7:34 PM
106	other concerned riders on the bus	3/19/2015 7:00 PM
107	University of Washington	3/19/2015 6:22 PM
108	U-Pass email from the UW	3/19/2015 6:06 PM
109	Seattle Transit Blog	3/19/2015 4:20 PM
110	Seattle Transit Blog	3/19/2015 1:47 PM
111	Seattle Transit Blog	3/19/2015 12:15 PM
112	UW e-newsletter	3/19/2015 12:07 PM
113	University of Washington Transportation Department email	3/19/2015 11:53 AM
114	Seattle Transit Blog	3/19/2015 11:21 AM
115	CapitolHillSeattle.com	3/19/2015 11:16 AM
116	Seattle Transit Blog	3/19/2015 11:09 AM
117	UW	3/19/2015 9:00 AM
118	School	3/19/2015 2:14 AM
119	University of Washington	3/19/2015 12:29 AM
120	university of Washington	3/19/2015 12:27 AM
121	UW	3/18/2015 11:08 PM
122	University of Washington Email message	3/18/2015 10:38 PM
123	uw email	3/18/2015 10:24 PM
124	from UW email	3/18/2015 9:46 PM
125	University of Washington E-mail	3/18/2015 8:10 PM
126	KALW	3/18/2015 6:46 PM
127	University of Washington	3/18/2015 6:34 PM
128	University of Washington	3/18/2015 5:21 PM
129	Uw pass	3/18/2015 5:17 PM
130	university of Washington	3/18/2015 4:20 PM

131	University of Washington, Seattle	3/18/2015 3:41 PM
132	NextDoor	3/18/2015 3:38 PM
133	UW U-Pass e-mail	3/18/2015 3:23 PM
134	UW	3/18/2015 3:14 PM
135	UW Transportation Services	3/18/2015 3:10 PM
136	Email from UW	3/18/2015 2:55 PM
137	University of Washington Transportation Services	3/18/2015 2:45 PM
138	university of washington email to U pass users	3/18/2015 2:28 PM
139	UWMC sent an email to this effect	3/18/2015 2:26 PM
140	UW - Seattle	3/18/2015 2:09 PM
141	UW email	3/18/2015 2:01 PM
142	University of Washington emails	3/18/2015 1:56 PM
143	UW Transportation email	3/18/2015 1:38 PM
144	UW email	3/18/2015 1:23 PM
145	email to my work	3/18/2015 12:49 PM
146	Not sure I have heard of it until the survey came to me.	3/18/2015 12:49 PM
147	Transportation Services - University of Washington	3/18/2015 12:25 PM
148	UW Transportation Services	3/18/2015 12:19 PM
149	UW	3/18/2015 12:19 PM
150	Construction outside my building	3/18/2015 12:07 PM
151	University of Washington Transportation Services email	3/18/2015 12:02 PM
152	Email from Transportation Services at UW.	3/18/2015 11:52 AM
153	UW Transportation Services email	3/18/2015 11:49 AM
154	UW	3/18/2015 11:45 AM
155	UW Transportation Svcs email	3/18/2015 11:43 AM
156	Email from the University of Washington	3/18/2015 11:41 AM
157	UW email to students	3/18/2015 11:37 AM
158	UW Transportation Services Email & Signs at UW stops	3/18/2015 11:37 AM
159	email	3/18/2015 11:34 AM
160	UW Transportation	3/18/2015 11:33 AM
161	UW Email	3/18/2015 11:32 AM
162	UW email	3/18/2015 11:25 AM
163	I work at UW. I see the station construction every day.	3/18/2015 11:25 AM
164	Work email	3/18/2015 11:22 AM
165	UW Email for UPASS	3/18/2015 11:20 AM
166	University of Washington email	3/18/2015 11:18 AM
167	Handout given at Westlake park	3/18/2015 10:11 AM
168	Seattle Transit Blog	3/17/2015 10:44 PM

169	I anticipated that something like this might happen with the coming of light rail.	3/17/2015 8:34 PM
170	company email	3/17/2015 5:21 PM
171	Seattle transit blog	3/17/2015 5:06 PM
172	Seattle Transit Blog	3/17/2015 11:42 AM
173	Nextdoor Madison Park	3/17/2015 10:48 AM
174	People at the bus stop	3/17/2015 10:24 AM
175	Seattle Transit Blog	3/16/2015 7:14 PM
176	Reminder from League of Women Voters e-mail	3/16/2015 5:29 PM
177	Microsoft Cummute	3/16/2015 3:25 PM
178	R-TRIP website	3/16/2015 1:47 PM
179	coworker	3/16/2015 1:45 PM
180	theurbanist.org	3/16/2015 1:13 PM
181	Capitol Hill Seattle	3/16/2015 12:54 PM
182	sent out by a board member of my building	3/16/2015 12:54 PM
183	i hadn't heard about it until now	3/16/2015 12:31 PM
184	Neighbor	3/16/2015 12:24 PM
185	Microsoft Commute Email	3/16/2015 11:59 AM
186	Reddit - /r/seattle	3/16/2015 11:54 AM
187	Seattle Transit Blog	3/16/2015 11:37 AM
188	Councilmember email newsletter	3/16/2015 9:42 AM
189	Another bus rider	3/16/2015 9:14 AM
190	KUOW	3/16/2015 9:12 AM
191	Bus driver	3/16/2015 7:02 AM
192	Test	3/15/2015 8:44 PM
193	neighbor	3/15/2015 12:55 PM
194	R-TRIP website	3/15/2015 10:41 AM
195	Seattle Transit Blog, Reddit Seattle	3/14/2015 10:30 PM
196	colleague	3/14/2015 4:04 PM
197	Nextdoor Denny Blaine online bulletin board	3/13/2015 11:25 PM
198	Nextdoor.com	3/13/2015 9:34 PM
199	Rod Dembowski's news bulletin	3/13/2015 8:08 PM
200	Seattle Transit Blog	3/13/2015 5:19 PM
201	Seattle Transit Blog	3/13/2015 3:50 PM
202	nextdoor mad pk online	3/13/2015 2:46 PM
203	12th Avenue Stewards Neighborhood Group email	3/13/2015 2:38 PM
204	rTrip.com	3/13/2015 12:43 PM
205	I sought the information out. I was excited.	3/13/2015 12:14 PM
206	Rod Dembowski's email newsletter	3/13/2015 10:32 AM

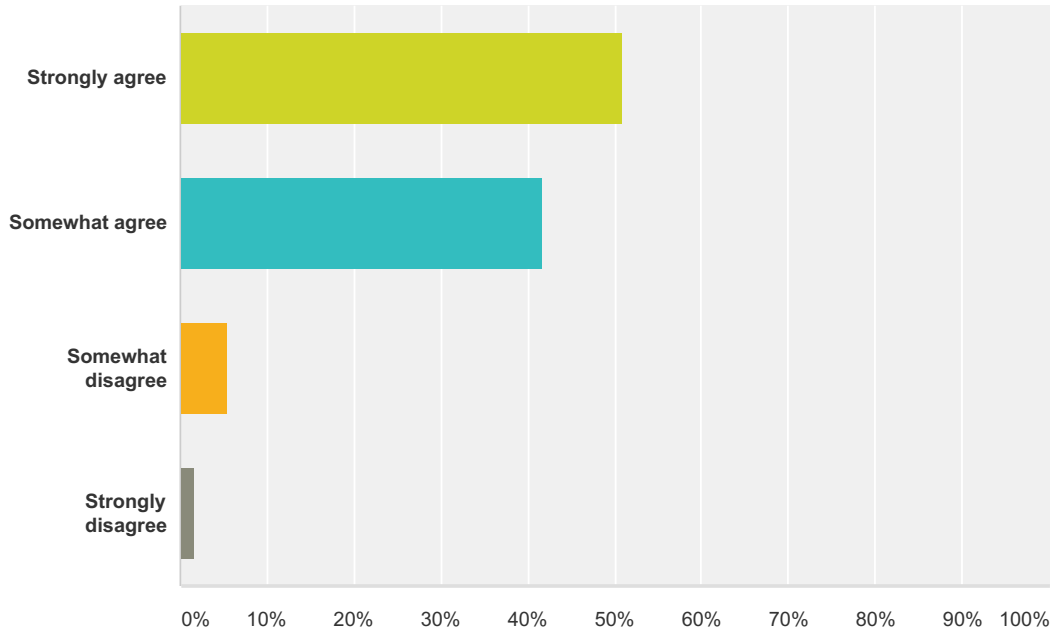
207	Announced at the Magnuson Park Advisory Committee	3/13/2015 10:06 AM
208	Rod's Report	3/13/2015 9:00 AM
209	Seattle Transit Blog	3/12/2015 11:13 PM
210	seattletransitblog, the urbanist.	3/12/2015 8:54 PM
211	My county councilmember, Rod Dembowski	3/12/2015 8:28 PM
212	Councilman gave link.	3/12/2015 5:39 PM
213	montlake blog	3/12/2015 3:58 PM
214	Newsletter from Rod Dembowski	3/12/2015 3:57 PM
215	Rod Dembowski email spam	3/12/2015 3:41 PM
216	KC Council member blog	3/12/2015 2:58 PM
217	King County Counciler Rod Dembowski	3/12/2015 2:56 PM
218	Bus driver announcement	3/12/2015 1:43 PM
219	our awesome bus driver	3/12/2015 9:55 AM
220	Seattle Transit Blog	3/11/2015 11:46 PM
221	Through my work (not employer)	3/11/2015 10:43 PM
222	http://seattletransitblog.com , Seattle Subway	3/11/2015 10:28 PM
223	Seattle Transit Blog	3/11/2015 9:36 PM
224	Seattle Transit Blog	3/11/2015 11:59 AM
225	R-trip	3/11/2015 11:21 AM
226	Colleague	3/11/2015 11:13 AM
227	Prorage Bay/ Roanoke Group	3/11/2015 11:00 AM
228	Capitol Hill Chamber Newsletter	3/11/2015 10:34 AM
229	Seattle Transit Blog	3/11/2015 10:30 AM
230	Capitol Hill Chamber Email	3/11/2015 10:15 AM
231	co-worker	3/11/2015 8:12 AM
232	Neighborhood listserv	3/11/2015 7:05 AM
233	fellow rider	3/10/2015 10:18 PM
234	Wallyhood blog	3/10/2015 9:16 PM
235	Seattle Transit Blog	3/10/2015 8:30 PM
236	Nextdoor Madison Park	3/10/2015 7:42 PM
237	Wallyhood neighborhood blog	3/10/2015 6:13 PM
238	Neighborhood email listserv	3/10/2015 5:43 PM
239	Nextdoor Southern Bryant (nextdoor.com)	3/10/2015 4:46 PM
240	WORK	3/10/2015 4:25 PM
241	Wallyhood	3/10/2015 4:06 PM
242	nextdoor.com	3/10/2015 3:48 PM
243	Wallyhood	3/10/2015 2:55 PM
244	seattle transit blog	3/10/2015 2:47 PM

245	Neighborhood email group in Montlake (Montlake Forum)	3/10/2015 2:24 PM
246	Seattle Transit Blog	3/10/2015 1:33 PM
247	neighborhood email list	3/10/2015 12:00 PM
248	Newspaper	3/10/2015 9:52 AM
249	Nextdoor.com	3/10/2015 9:03 AM
250	Bus rider who made the announcement on the bus. Otherwise, I would not have know. Way to go Metro.	3/10/2015 8:18 AM
251	Seattle Transit Blog	3/10/2015 6:16 AM
252	Seattle Transit Blog	3/9/2015 8:57 PM
253	Seattle Transit Blog	3/9/2015 8:45 PM
254	reddit	3/9/2015 6:38 PM
255	Neighborhood email list	3/9/2015 6:30 PM
256	Seattle Transit Blog	3/9/2015 4:44 PM
257	Nextdoor Washington Park	3/9/2015 4:43 PM
258	email from a neighbor in Montlake	3/9/2015 4:35 PM
259	Nextdoor.com	3/9/2015 3:31 PM
260	Nextdoor	3/9/2015 3:11 PM
261	next door	3/9/2015 3:10 PM
262	Nextdoor Wedgwood	3/9/2015 3:10 PM
263	nextdoor social media	3/9/2015 3:01 PM
264	NextDoor web site for my neighborhood	3/9/2015 2:47 PM
265	reddit.com/r/seattle	3/9/2015 2:30 PM
266	reddit	3/9/2015 1:53 PM
267	Seattle Transit Blog (the only transit blog that matters)	3/9/2015 1:39 PM
268	NextDoor	3/9/2015 12:29 PM
269	Friend	3/9/2015 12:02 PM
270	Seattle Transit Blog & Seattle Subway	3/9/2015 11:52 AM
271	I work at Seattle Children's Hospital	3/9/2015 11:01 AM
272	Seattle Transit Blog	3/9/2015 9:25 AM
273	Metro Employee	3/9/2015 9:20 AM
274	I see the construction, live in the neighborhood	3/9/2015 7:33 AM
275	Seattle Transit Blog	3/9/2015 3:10 AM
276	SeattleTransit blog at www.seattletransitblog.com	3/8/2015 10:09 PM
277	people in the neighborhood	3/8/2015 9:37 PM
278	Seeing station being built	3/8/2015 7:37 PM
279	Seattle Transit Blog	3/8/2015 3:26 PM
280	A neighbor shared the information with me, and I went to the website.	3/8/2015 12:46 PM
281	Email from CapitolHillChampion.org	3/8/2015 12:19 PM
282	Capitol Hill Neighborhood Improvement District e-mail	3/7/2015 8:13 PM

283	Seattle Times Capitol Hill blog	3/7/2015 7:03 PM
284	CapHill Blog	3/7/2015 4:13 PM
285	farmer's market booth	3/7/2015 2:33 PM
286	http://seattletransitblog.com/	3/7/2015 8:58 AM
287	seattletransitblog.com	3/7/2015 8:58 AM
288	What is that project?	3/7/2015 8:58 AM
289	reddit	3/7/2015 8:48 AM
290	Friend	3/7/2015 8:18 AM
291	Seattle Transit Blog	3/7/2015 1:06 AM
292	I'm sorry, but I really don't remember which of these - single or multiple - first got my attention.	3/6/2015 9:17 PM
293	capitolhillseattle.com blog	3/6/2015 8:31 PM
294	I live here, I was notified via E-mail	3/6/2015 8:05 PM
295	Seattle Transit Blog	3/6/2015 6:57 PM
296	Seattle Transit Blog	3/6/2015 6:24 PM
297	Seattletransitblog.com	3/6/2015 5:29 PM
298	NOAA	3/6/2015 5:07 PM
299	friends	3/6/2015 4:45 PM
300	notices in my condominium as I live on First Hill.	3/6/2015 4:38 PM
301	I drive by it	3/6/2015 4:32 PM
302	One bus away	3/6/2015 4:26 PM
303	Reddit	3/6/2015 3:52 PM
304	Metro listserv	3/6/2015 3:48 PM
305	Seattle Transit Blog, The Urbanist	3/6/2015 3:44 PM
306	Newspaper, neighborhood forum, community center meetings	3/6/2015 3:07 PM
307	Construction of a light rail station in my neighborhood	3/6/2015 3:04 PM
308	Seattlish blog	3/6/2015 3:03 PM
309	capitol hill blog	3/6/2015 2:46 PM
310	Seattle Subway post	3/6/2015 2:41 PM
311	Seattle Transit Blog	3/6/2015 1:26 PM
312	Seattle Transit Blog	3/6/2015 12:48 PM
313	Seattle Transit Blog	3/6/2015 10:52 AM
314	Seattle Transit Blog	3/6/2015 10:44 AM
315	seattletransitblog	3/6/2015 10:42 AM
316	Seattle Transit Blog	3/6/2015 10:16 AM
317	Seattle Transit Blog	3/6/2015 8:57 AM
318	seattletransitblog	3/6/2015 8:45 AM
319	capitol hill blog	3/6/2015 8:42 AM
320	Seattle Transit Blog	3/6/2015 8:02 AM

Q54 The notice, advertisement, and/or invitation to learn more and share your thoughts about Metro and Sound Transit’s bus change concepts was clear and welcoming.

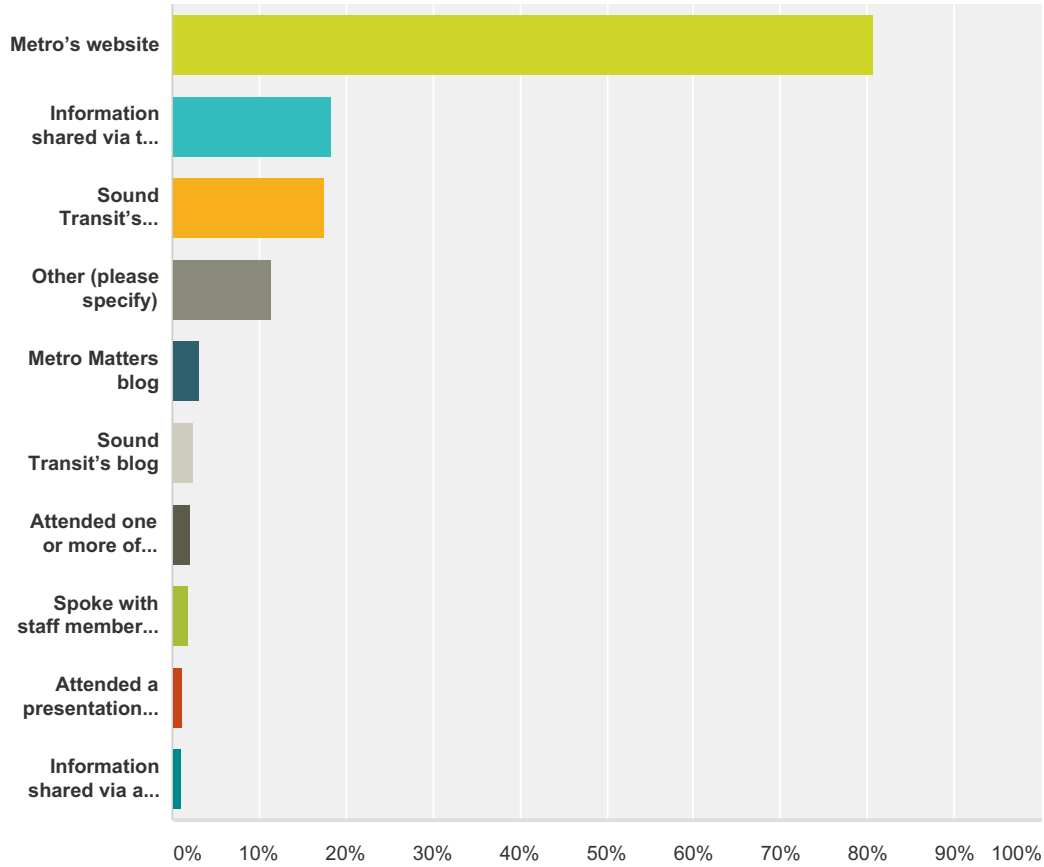
Answered: 3,372 Skipped: 3,187



Answer Choices	Responses
Strongly agree	51.04% 1,721
Somewhat agree	41.79% 1,409
Somewhat disagree	5.43% 183
Strongly disagree	1.75% 59
Total	3,372

Q55 What resources did you use to understand the bus change concepts that Metro and Sound Transit are considering? (check all that apply)

Answered: 3,196 Skipped: 3,363



Answer Choices	Responses
Metro's website	80.88% 2,585
Information shared via the news media or neighborhood blog	18.27% 584
Sound Transit's website	17.58% 562
Other (please specify)	11.55% 369
Metro Matters blog	3.19% 102
Sound Transit's blog	2.47% 79
Attended one or more of Metro and Sound Transit's public meetings	2.19% 70
Spoke with staff members at an information table or community event	1.78% 57
Attended a presentation by staff members at a meeting hosted by another group	1.19% 38

Information shared via a Sounding Board member	1.03%	33
Total Respondents: 3,196		

#	Other (please specify)	Date
1	Seattle Transit Blog	4/1/2015 2:57 PM
2	transit blog	4/1/2015 2:30 PM
3	Neighborhood Facebook group	3/31/2015 10:47 PM
4	Seattle Transit Blog	3/31/2015 9:37 PM
5	This survey.	3/31/2015 4:33 PM
6	OneBusAway	3/31/2015 3:36 PM
7	I am a Transit employee.	3/31/2015 2:47 PM
8	Employer	3/31/2015 2:02 PM
9	general knowledge of routes I take	3/31/2015 1:52 PM
10	Seattle Transit Blog	3/31/2015 12:24 PM
11	this survey	3/31/2015 11:30 AM
12	I still need to study the changes. They have not been widely publicized in my opinion.	3/31/2015 9:44 AM
13	Link thru Montlake flyer	3/31/2015 9:34 AM
14	this survey	3/31/2015 8:53 AM
15	information from my employer	3/31/2015 8:44 AM
16	UW Emails	3/31/2015 8:08 AM
17	friend's review	3/30/2015 10:21 PM
18	I relied on this survey and my life time knowledge of the area. I do not have time to dig deeply into either Metro or Sound Transit's website.	3/30/2015 6:49 PM
19	The Montlake Forum	3/30/2015 6:37 PM
20	information from employer	3/30/2015 4:25 PM
21	Seattle Transit Blog	3/30/2015 2:41 PM
22	Employer	3/30/2015 11:42 AM
23	email	3/30/2015 10:05 AM
24	Information provided in the survey	3/30/2015 8:52 AM
25	Information provided by Employer	3/30/2015 8:29 AM
26	commute services in our employer shared info	3/30/2015 8:29 AM
27	Employer explained which route changes would affect my ability to use transit to get to work where it is currently very difficult	3/30/2015 8:28 AM
28	Personal experience	3/30/2015 8:06 AM
29	work	3/30/2015 7:51 AM
30	Company email	3/30/2015 7:44 AM
31	trip planner	3/30/2015 7:27 AM
32	Friend	3/30/2015 7:00 AM
33	I am a Sounding Board member	3/29/2015 5:44 PM

34	seattle transit blog	3/29/2015 3:53 PM
35	Sound Transit/Metro Twitter	3/29/2015 3:25 PM
36	The maps on this website are horrifically difficult and incomprehensible. Seattle Transit Blog maps with colors is what I used.	3/29/2015 12:18 PM
37	This survey	3/29/2015 12:08 PM
38	Text from Metro	3/29/2015 6:52 AM
39	peopleiridewithonthebus	3/29/2015 12:07 AM
40	Seattle Transit Blog, The Urbanist, and Facebook groups	3/28/2015 2:48 PM
41	As the proposed packages appear to primarily debate the consolidation of inadequate resources, and as we would only use the UW Link station to avoid taking the 8 to Capitol Hill, I focussed on how the new Link station could be used as a starting point for the volume- and schedule-challenged westbound trunk lines to NW Seattle.	3/28/2015 10:52 AM
42	Currently out of the country, so picked up info on a catch-as-catch-can basis.	3/28/2015 4:52 AM
43	information provided by my employer	3/27/2015 10:27 PM
44	Discussion with knowledgeable friend	3/27/2015 7:08 PM
45	I didn't -- all my information came from reading into the survey	3/27/2015 6:45 PM
46	Information shared at my workplace	3/27/2015 5:52 PM
47	Information contained in an email from Seattle Children's Hospital transportation department	3/27/2015 5:10 PM
48	My own map	3/27/2015 3:43 PM
49	none	3/27/2015 3:33 PM
50	talked with others	3/27/2015 3:12 PM
51	I called DeAnna on the phone	3/27/2015 3:04 PM
52	seattle transit blog	3/27/2015 2:53 PM
53	Wherever the link sent me. Not sure where I am right now!	3/27/2015 2:47 PM
54	seattle transit blog	3/27/2015 2:40 PM
55	only the info in the survey	3/27/2015 2:09 PM
56	Seattle Transit Blog, Seattle Bike Blog, Capitol Hill Seattle	3/27/2015 2:03 PM
57	Informed by Seattle Children's	3/27/2015 1:46 PM
58	this survey	3/27/2015 1:43 PM
59	information shared at work, word of mouth	3/27/2015 12:45 PM
60	Employer	3/27/2015 11:58 AM
61	Seattle Transit Blog	3/27/2015 11:27 AM
62	signe dup for various metro related updates via email	3/27/2015 11:24 AM
63	information via employer email at SCH	3/27/2015 10:47 AM
64	Just the information gleaned from the survey itself. I hope my understanding has been correct.	3/27/2015 10:19 AM
65	Information shared by employer	3/27/2015 10:02 AM
66	this survey	3/27/2015 10:01 AM
67	information shared through my employer	3/27/2015 9:11 AM
68	Employer	3/27/2015 8:15 AM
69	the information on the survey and in an email from my employer	3/27/2015 8:06 AM

70	this questionnaire	3/27/2015 8:04 AM
71	Employer	3/27/2015 7:37 AM
72	Information provided by my employer	3/27/2015 7:28 AM
73	Work email.	3/27/2015 6:55 AM
74	info at work	3/27/2015 6:53 AM
75	Employer's Transportation department	3/27/2015 6:36 AM
76	employer	3/26/2015 9:31 PM
77	Commuter Services email from employer	3/26/2015 9:28 PM
78	Seattle Transit Blog had a great map	3/26/2015 8:40 PM
79	Information shared by employer	3/26/2015 5:02 PM
80	Metro survey	3/26/2015 4:48 PM
81	Personal experience	3/26/2015 4:45 PM
82	none	3/26/2015 4:37 PM
83	information from my employer	3/26/2015 4:33 PM
84	Employer	3/26/2015 4:29 PM
85	employer email	3/26/2015 4:26 PM
86	Information shared by my employer	3/26/2015 4:17 PM
87	Employer	3/26/2015 3:32 PM
88	Discussion in the home.	3/26/2015 12:20 PM
89	Information shared by employer	3/26/2015 11:37 AM
90	Seattle Transit Blog	3/26/2015 10:04 AM
91	Just saw the email that was sent out by our transportation department	3/26/2015 8:31 AM
92	N/A	3/26/2015 8:22 AM
93	work email	3/26/2015 8:07 AM
94	none	3/26/2015 6:22 AM
95	employer	3/25/2015 8:03 PM
96	coworker	3/25/2015 3:03 PM
97	Other form of communication	3/25/2015 2:53 PM
98	work	3/25/2015 2:50 PM
99	discussed with members of my community	3/25/2015 2:05 PM
100	email from my employer	3/25/2015 2:01 PM
101	my work's transportation team	3/25/2015 1:42 PM
102	employer info	3/25/2015 1:36 PM
103	Information shared via employer	3/25/2015 1:32 PM
104	employer	3/25/2015 1:29 PM
105	Email from Employer	3/25/2015 1:28 PM
106	employer email.	3/25/2015 12:43 PM
107	Seattle transit blog	3/25/2015 10:46 AM

108	fellow bus riders	3/25/2015 8:58 AM
109	friend	3/25/2015 8:14 AM
110	friend	3/24/2015 8:50 PM
111	seattletransitblog.com	3/24/2015 4:28 PM
112	seattletransitblog	3/24/2015 4:13 PM
113	Seattle Transit Blog articles about Alternative 1	3/24/2015 1:35 PM
114	Work	3/24/2015 11:18 AM
115	and email received from Sound Transit	3/24/2015 9:43 AM
116	Sound Transit alerts	3/24/2015 8:12 AM
117	A fellow bus rider	3/24/2015 7:54 AM
118	Transit blog	3/23/2015 9:20 PM
119	Email from employer	3/23/2015 6:44 PM
120	only the information in this survey.	3/23/2015 2:53 PM
121	information included in the king county programs/projects link-connections where this survey was accessed	3/23/2015 10:50 AM
122	Seattle Transit Blog	3/23/2015 9:57 AM
123	discussion with other riders	3/23/2015 8:06 AM
124	friend	3/22/2015 8:34 PM
125	STB	3/22/2015 3:31 PM
126	Seattle Transit Blog	3/21/2015 3:30 PM
127	Information from employer (UW)	3/21/2015 2:59 PM
128	Seattle Transit Blog	3/21/2015 11:39 AM
129	seattletransitblog	3/21/2015 11:36 AM
130	a poster	3/21/2015 10:59 AM
131	Seattle Transit Blog and The Urbanist blog	3/20/2015 8:26 PM
132	Reddit	3/20/2015 3:10 PM
133	Seattle Transit Blog	3/20/2015 1:59 PM
134	I do not understand it on a fundamental "What are you thinking?" level.	3/20/2015 1:45 PM
135	Fellow bus riders	3/20/2015 1:42 PM
136	reddit.com/r/seattle	3/20/2015 1:30 PM
137	na	3/20/2015 11:19 AM
138	Bus driver	3/20/2015 9:36 AM
139	Seattle Transit Blog	3/20/2015 9:12 AM
140	email from employer explaining route alternatives serving my worksite	3/20/2015 8:28 AM
141	None	3/19/2015 7:07 PM
142	Employer email	3/19/2015 5:49 PM
143	Seattle Transit Blog	3/19/2015 5:41 PM
144	The email	3/19/2015 4:05 PM
145	just the information on this survey and word of mouth	3/19/2015 3:39 PM

146	I've gone thru this before.	3/19/2015 3:32 PM
147	Seattle Transit Blog	3/19/2015 3:02 PM
148	Info in this survey	3/19/2015 2:00 PM
149	Seattle Transit Blog	3/19/2015 1:47 PM
150	I still dont understand the bus change concepts	3/19/2015 12:35 PM
151	SeattleTransitBlog	3/19/2015 12:33 PM
152	Seattle Transit Blog posts	3/19/2015 12:15 PM
153	Seattle Transit Blog	3/19/2015 11:21 AM
154	Seattle Transit Blog	3/19/2015 11:09 AM
155	Information shared by employer	3/19/2015 10:56 AM
156	Councilor at Bailey-Boushay Adult Day Program	3/19/2015 10:51 AM
157	the email communication and survey	3/19/2015 10:14 AM
158	this questionnaire	3/19/2015 9:06 AM
159	Email I received from my employer	3/19/2015 7:55 AM
160	none	3/19/2015 6:54 AM
161	Seattle Transit Blog	3/19/2015 12:07 AM
162	I still need help understanding some of the different changes	3/18/2015 10:34 PM
163	KALW reporting	3/18/2015 6:46 PM
164	the survey itself	3/18/2015 5:26 PM
165	Articles/coverage on Seattle Transit Blog	3/18/2015 4:52 PM
166	Seattle Transit Blog	3/18/2015 4:16 PM
167	E-mail	3/18/2015 3:58 PM
168	UW Transportation	3/18/2015 2:53 PM
169	Employer email	3/18/2015 2:13 PM
170	Capitol Hill Blog	3/18/2015 2:08 PM
171	the email that came with this survey, sent by link from UW Transportation services. I guess it's the Metro and King County website.	3/18/2015 1:42 PM
172	info shared via UW Transportation dept	3/18/2015 1:38 PM
173	I'm still a little confused.	3/18/2015 12:54 PM
174	none, I want you to understand that the 43 is an important route	3/18/2015 12:22 PM
175	UW Transportation Services	3/18/2015 12:19 PM
176	This survey	3/18/2015 12:19 PM
177	Seattle Transit Blog	3/18/2015 12:16 PM
178	none	3/18/2015 12:15 PM
179	newsletter from University of Washington	3/18/2015 12:10 PM
180	it takes a lot of time	3/18/2015 11:58 AM
181	Am working directly with the Project Manager for the Sound Transit dig at Brooklyn Ave.	3/18/2015 11:58 AM
182	none	3/18/2015 11:49 AM

183	Haven't seen anything	3/18/2015 11:45 AM
184	The information contained in this survey	3/18/2015 11:44 AM
185	Employer (UW) will sometimes summarize changes when passing along Metro announcements.	3/18/2015 11:36 AM
186	the survey	3/18/2015 11:36 AM
187	UW	3/18/2015 11:32 AM
188	The email that sent me to the website and survey.	3/18/2015 11:24 AM
189	this survey	3/18/2015 11:20 AM
190	Just what you told me in the survey	3/18/2015 11:18 AM
191	link in email	3/18/2015 11:17 AM
192	Employer	3/18/2015 11:12 AM
193	Seattle Transit Blog	3/18/2015 4:21 AM
194	Metro's maps	3/17/2015 11:52 PM
195	Seattle Transit Blog	3/17/2015 10:44 PM
196	i just took the survey and relied on the info in that to provide me with info, as the mobile experience for research isnt that great.	3/17/2015 9:38 PM
197	Capitolhillblog	3/17/2015 8:59 PM
198	What, no checkbox for Seattle Transit Blog?	3/17/2015 6:20 PM
199	email	3/17/2015 5:21 PM
200	email	3/17/2015 2:33 PM
201	friend	3/17/2015 1:56 PM
202	Info presented in survey	3/17/2015 12:01 PM
203	Seattle Transit Blog analysis (http://seattletransitblog.com/2015/03/06/metro-presents-u-link-restructures & http://seattletransitblog.com/2015/03/09/alternative-1-northeast-seattle)	3/17/2015 11:42 AM
204	This survey	3/17/2015 11:40 AM
205	Talked with a friend who was familiar with the project	3/17/2015 10:00 AM
206	This bad survey	3/17/2015 8:23 AM
207	Seattle Transit Blog	3/17/2015 8:06 AM
208	email	3/17/2015 7:06 AM
209	wife	3/16/2015 8:51 PM
210	DeAnna Martin came to a League of Women Voters Unit Meeting I'm a part of and spoke to us	3/16/2015 5:29 PM
211	Seattle Transit Blog	3/16/2015 5:13 PM
212	I still don't entirely understand the concepts. The website was not very descriptive and the interactive map was confusing. I mostly pieced things together through the questions in this survey.	3/16/2015 4:52 PM
213	Info shared in an email from my employer summarizing the changes and linking to survey	3/16/2015 4:03 PM
214	employer email explained the options	3/16/2015 2:17 PM
215	Email from employer	3/16/2015 2:15 PM
216	Employer	3/16/2015 1:44 PM
217	info in the email	3/16/2015 1:24 PM
218	http://www.theurbanist.org/2015/03/02/metro-to-propose-bus-restructures-around-new-light-rail-stations/	3/16/2015 1:13 PM

219	Heard about plans on NPR; email from employer	3/16/2015 1:03 PM
220	Information provided by employer	3/16/2015 1:01 PM
221	seattle transit blog	3/16/2015 12:54 PM
222	E-mail from Microsoft Commute outlined the changes	3/16/2015 12:53 PM
223	Microsoft email	3/16/2015 12:49 PM
224	information shared by employer & link to king country pdf with info	3/16/2015 12:37 PM
225	Information from work email	3/16/2015 12:34 PM
226	i need to learn more	3/16/2015 12:31 PM
227	The questioner and email	3/16/2015 12:12 PM
228	information provided in this survey	3/16/2015 12:06 PM
229	Publication at work	3/16/2015 12:05 PM
230	This survey.	3/16/2015 12:03 PM
231	Email	3/16/2015 11:59 AM
232	Employer	3/16/2015 11:52 AM
233	work email	3/16/2015 11:51 AM
234	Employer Email	3/16/2015 11:48 AM
235	Seattle Transit Board	3/16/2015 11:47 AM
236	Information from this survey	3/16/2015 11:46 AM
237	looked at information provided in this survey	3/16/2015 11:45 AM
238	Employer e-mail	3/16/2015 11:42 AM
239	email summary	3/16/2015 11:41 AM
240	survey	3/16/2015 11:38 AM
241	email	3/16/2015 11:37 AM
242	Work email and survey intro	3/16/2015 11:31 AM
243	friend	3/16/2015 9:38 AM
244	Talking with other riders	3/16/2015 9:14 AM
245	Bus driver	3/16/2015 7:02 AM
246	Test	3/15/2015 8:44 PM
247	Twitter	3/15/2015 8:38 PM
248	Read Seattle Transit Blog commentary	3/14/2015 10:30 PM
249	Seattle Transit Blog's coverage was extremely helpful	3/14/2015 11:51 AM
250	I didn't understand it all. I do plan on going to some meeting if they are in Kirkland.	3/13/2015 6:37 PM
251	Explanatory posts on Seattle Transit Blog	3/13/2015 5:19 PM
252	King County Web site	3/13/2015 4:21 PM
253	Seattle Transit Blog	3/13/2015 3:50 PM
254	community council	3/13/2015 2:26 PM
255	This survey	3/13/2015 12:43 PM
256	Friends, and the stranger news paper/blogs	3/13/2015 4:15 AM

257	Seattle Transit Blog	3/12/2015 11:16 PM
258	Seattle Transit Blog	3/12/2015 11:13 PM
259	seattle transit blog.	3/12/2015 8:54 PM
260	seattle transit blog	3/12/2015 4:47 PM
261	Capitol Hill News blog	3/12/2015 2:29 PM
262	Seattle Transit Blog	3/12/2015 11:07 AM
263	Seattle Transit Blog	3/11/2015 11:46 PM
264	http://seattletransitblog.com	3/11/2015 10:28 PM
265	Friend and neighbor	3/11/2015 10:00 PM
266	Seattle Transit Blog	3/11/2015 9:36 PM
267	My own transportation needs and observations on usage on routes I often take.	3/11/2015 6:58 PM
268	Assorted Puget Sound transit blogs and news	3/11/2015 4:25 PM
269	just the survey	3/11/2015 1:55 PM
270	CHS blog	3/11/2015 1:08 PM
271	conversations with friends and neighbors	3/11/2015 10:38 AM
272	Seattle Transit Blog	3/11/2015 10:35 AM
273	Seattle Transit Blog's extensive analysis	3/11/2015 10:30 AM
274	Seattle Transit Blog	3/11/2015 8:50 AM
275	Articles on SeattleTransitBlog	3/11/2015 8:07 AM
276	member of Link Connections Sounding Board	3/10/2015 9:00 PM
277	Seattle Transit blog	3/10/2015 5:43 PM
278	Seattle Transit Blog	3/10/2015 2:47 PM
279	Information shared by neighbor	3/10/2015 2:24 PM
280	Seattle Transit Blog	3/10/2015 1:33 PM
281	Friends who are drivers. Because they know I ride a lot, and are concern that I have access.	3/10/2015 12:12 PM
282	Maps on Transit Blog were much easier to understand -- you should hire them!	3/10/2015 11:27 AM
283	read the email	3/10/2015 9:15 AM
284	neighborhood online conversation	3/10/2015 9:09 AM
285	Info from UW	3/10/2015 8:24 AM
286	Seattle Transit Blog	3/10/2015 6:16 AM
287	Seattle Transit Blog	3/10/2015 1:15 AM
288	Information shared via Seattle Transit Blog	3/9/2015 8:57 PM
289	Friends	3/9/2015 7:12 PM
290	Emailed Sound Transit	3/9/2015 5:59 PM
291	link in metro email	3/9/2015 5:51 PM
292	my own perceptions and understanding	3/9/2015 5:38 PM
293	Specifically the maps on the website	3/9/2015 4:44 PM
294	Link Connections - Alternatives module which outlines proposed alternatives	3/9/2015 4:03 PM

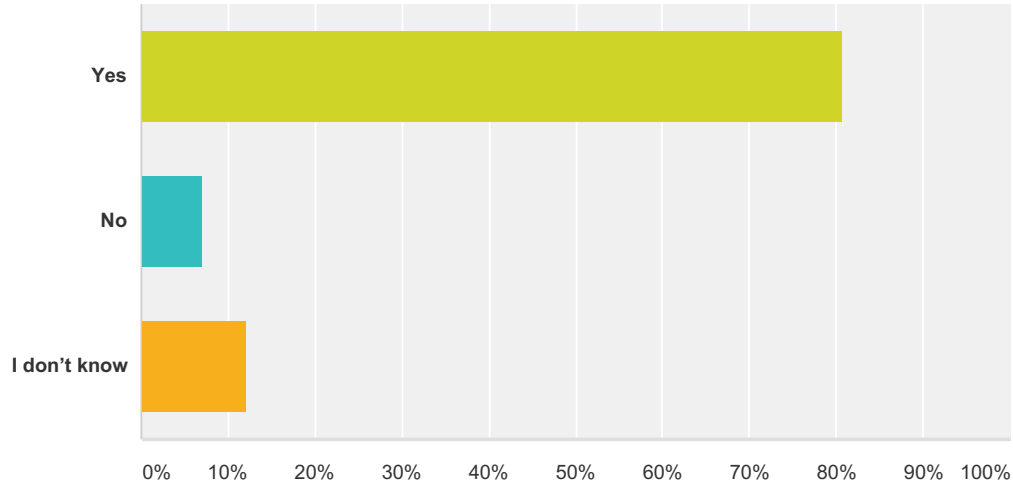
295	neighborhood blog	3/9/2015 3:53 PM
296	none	3/9/2015 3:11 PM
297	Metro's website is horrible. Not very user-friendly for iMac users at all.	3/9/2015 3:10 PM
298	email	3/9/2015 2:47 PM
299	Word of mouth	3/9/2015 1:06 PM
300	This survey	3/9/2015 9:59 AM
301	Seattle Transit Blog	3/9/2015 9:25 AM
302	The information given in this survey.	3/9/2015 8:23 AM
303	work email	3/9/2015 7:33 AM
304	Seattle Transit Blog	3/9/2015 3:10 AM
305	Seattle Transit Blog	3/8/2015 9:26 PM
306	Seattle Transit Blog	3/8/2015 5:21 PM
307	This survey was very informative in and of itself!	3/8/2015 3:56 PM
308	Seattle Transit Blog	3/8/2015 3:26 PM
309	fellow bus riders	3/8/2015 7:19 AM
310	email and survey	3/7/2015 9:52 PM
311	Talking to colleagues	3/7/2015 9:27 PM
312	The web-link pages connected with this survey	3/7/2015 8:13 PM
313	Signage on busses	3/7/2015 7:33 PM
314	CapHill Blog	3/7/2015 4:13 PM
315	this email	3/7/2015 2:17 PM
316	The email	3/7/2015 1:27 PM
317	The email that this survey was attached to	3/7/2015 12:28 PM
318	SeattleSubway	3/7/2015 11:30 AM
319	seattle transit blog	3/7/2015 11:20 AM
320	email message	3/7/2015 10:42 AM
321	seattle transit blog	3/7/2015 10:24 AM
322	Spouse attended one of the public meetings in Bellevue	3/7/2015 9:53 AM
323	Spoke with friends who are active in transportation issues	3/7/2015 9:52 AM
324	I still don't really understand the changes you're proposing. Metro needs to provide rapid, reliable bus service (the same bus comes every 5-7min at rush hour) from north Seattle neighborhood centers to the new UW stadium station.	3/7/2015 8:58 AM
325	Oran Viriyinci's Map on Seattle Transit Blog	3/7/2015 8:03 AM
326	information on this survey	3/7/2015 4:09 AM
327	Email	3/7/2015 12:58 AM
328	Seattle Transit Blog	3/6/2015 11:05 PM
329	Seattle Transit Blog	3/6/2015 10:57 PM
330	peiole I know	3/6/2015 10:34 PM
331	Capitol Hill Blog	3/6/2015 9:40 PM

332	see #27 above	3/6/2015 9:17 PM
333	Seattle Transit Blog	3/6/2015 8:14 PM
334	Too much to read my eyes started to glaze over by the end of the first paragraph.	3/6/2015 8:05 PM
335	Seattle Transit Blog	3/6/2015 6:57 PM
336	Personal experience as a Metro Transit Operator during Metro's formative years!	3/6/2015 6:27 PM
337	Transit Blog	3/6/2015 5:57 PM
338	personal knowledge of routes	3/6/2015 5:48 PM
339	plan to attend a public meeting	3/6/2015 5:37 PM
340	Seattletransitblog.com	3/6/2015 5:29 PM
341	Communications directly with Metro staff	3/6/2015 5:20 PM
342	whatever was attached as a link. Some maps re alternatives were confusing.	3/6/2015 5:13 PM
343	Seattle Transit Blog	3/6/2015 5:03 PM
344	Had to open two windows so that I could view maps while in the survey (would be nice to have a link to be able to do that)	3/6/2015 5:01 PM
345	This survey	3/6/2015 4:26 PM
346	WSDOT web page regarding transfers at Montlake Lid	3/6/2015 3:55 PM
347	News Media	3/6/2015 3:53 PM
348	email alerts	3/6/2015 3:52 PM
349	Seattle Transit Blog, The Urbanist	3/6/2015 3:44 PM
350	Know county analysts.	3/6/2015 3:28 PM
351	email from King County Metro Transit	3/6/2015 3:20 PM
352	I work for a city so do learn about issues and changes that way	3/6/2015 3:19 PM
353	Email message	3/6/2015 3:16 PM
354	friends who work at Sound Transit	3/6/2015 3:16 PM
355	the survey	3/6/2015 3:09 PM
356	Didn't see anything explaining the alternatives	3/6/2015 3:01 PM
357	I didn't use any resources to understand the bus change concepts.	3/6/2015 2:52 PM
358	Information asked about in this survey.	3/6/2015 2:47 PM
359	seattletransitblog.com	3/6/2015 2:44 PM
360	Seattle Subway	3/6/2015 2:41 PM
361	Mailed information detailing proposed lanes.	3/6/2015 2:40 PM
362	The information page at the beginning of this Survey.	3/6/2015 2:39 PM
363	Seattletransitblog.com	3/6/2015 12:04 PM
364	Seattle Transit Blog	3/6/2015 10:44 AM
365	Seattle Transit Blog's post and updated frequent transit map	3/6/2015 10:42 AM
366	Seattle Transit Blog	3/6/2015 9:38 AM
367	Capitol Hill Blog	3/6/2015 9:10 AM
368	Oran of Seattle Transit Blog's pull over map comparison.	3/6/2015 8:57 AM

369	seattletransitblog	3/6/2015 8:45 AM
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Q56 Did these resources help you understand the change concepts being considered and how these changes would affect you?

Answered: 3,337 Skipped: 3,222



Answer Choices	Responses	
Yes	80.85%	2,698
No	7.07%	236
I don't know	12.08%	403
Total		3,337

#	Why?	Date
1	The information was all present, but it was not presented in an easy to access manner. I know there was information I skipped in lieu of information I felt more pertinent to me specifically because access was tedious. JUST LIKE THE BUS! Zing!	4/2/2015 3:08 AM
2	there are a lot of changes and it's difficult to figure out what exactly is happening on each route	4/1/2015 1:50 PM
3	Wondering how the 43/44 route will be affected	4/1/2015 1:05 PM
4	The maps and explanations helped me see how fast everything would be and whether the routes I use would still be there.	4/1/2015 10:45 AM
5	Yes, but I think the travel time maps are misleading since they do not reflect the change for someone who loses service or has a greater travel time to reach a stop to access the transit service. It only shows the benefit if you live right at the stop.	3/31/2015 11:05 PM
6	Still pretty confused	3/31/2015 7:45 PM
7	South Seattle/Rainier Beach is not discussed.	3/31/2015 6:48 PM
8	This is pretty confusing and it is hard to evaluate the changes.	3/31/2015 6:37 PM
9	Because the information was from neighbors without an agenda (like metro) concerned for the wellbeing of my neighborhood	3/31/2015 4:58 PM
10	Too much to read through	3/31/2015 4:56 PM

11	?	3/31/2015 4:38 PM
12	Clear, voluminous, lots of explanation; lots of resources in lots of places.	3/31/2015 2:48 PM
13	I could see how my bus routes were going to be changed (and deleted) which made me take this survey and share this survey with others.	3/31/2015 2:03 PM
14	Somewhat. Could have been more clear about differences between 1 and 2	3/31/2015 12:14 PM
15	The information is vague.	3/31/2015 12:13 PM
16	Somewhat. Not greatly.	3/31/2015 11:56 AM
17	The breakdown of alternatives and the clarification of which routes were in question was helpful.	3/31/2015 11:45 AM
18	The maps were confusing. Don't get a solid understanding of the changes and potential improvements for each plan.	3/31/2015 11:42 AM
19	Still kind of hard to picture	3/31/2015 11:41 AM
20	Website was confusing and had a very poor user experience. Please hire some UX professionals. The worst part is the survey did not work on my phone.	3/31/2015 11:36 AM
21	It would be great to have a map with before and after comparisons, possibly even an overlay.	3/31/2015 11:07 AM
22	Metro bus maps are only really understood by metro. As a user you know your line(s).	3/31/2015 10:54 AM
23	The comparisons were well done, and the tool to choose your bus route and read about specific changes to that route was great.	3/31/2015 10:28 AM
24	I still need to study these changes.	3/31/2015 9:45 AM
25	difficult to find maps for visuals	3/31/2015 9:35 AM
26	I need to use direct service of the 43 to the U and downtown and am afraid this will change and cause more travel time	3/31/2015 8:54 AM
27	The links didn't work for maps. Too many words.	3/31/2015 4:31 AM
28	Honestly there is a lot going on. It's tough to groc how the whole network would work together.	3/31/2015 2:07 AM
29	I have questions about points that weren't covered in the information; so, I am not clear on the changes.	3/30/2015 10:23 PM
30	This is a difficult survey to complete since I couldn't refer to the alternatives when I was asked to give feedback on them. when I went back to read the alternatives I then had to start the survey all over again.	3/30/2015 8:55 PM
31	Yes and No. For people like me, who know my neighborhood and surrounding area extremely well, I could navigate the survey, mostly. I just wish the survey would have repeated Alternatives 1 and 2 with every question. Finally, although I care a lot about this issue, I do not have time to dig deep in the various website. I would have appreciated more detailed information in this survey.	3/30/2015 6:51 PM
32	It was clear once a good amount of research was done. It's still a bit muddy how these changes will affect those in NW Seattle. I feel too much of the metro site information is geared toward NE Seattle.	3/30/2015 5:40 PM
33	You only gave vague outlines on your site--nothing specific to each neighborhood.	3/30/2015 5:38 PM
34	I feel there has been little to no outreach from Metro itself re: these changes. The only way I learned that changes were coming was via the neighborhood blog/group I am a member of. What I learned about these changes made me very frustrated and highly opposed to the changes.	3/30/2015 3:52 PM
35	Not enough time to consider the changes to all routes & areas in time given. The email was sent out MARCH 6TH. And, then the neighborhood meetings began shortly after. A minimum of 3 months to have the time to review the website and all changes to routes & service areas should have been given. It was difficult for me to have time to review before taking this survey. And, I was ill for a week and was not able to attend the U-District meeting. It appears to me the short time frame of the notice to take the survey and the meetings was intentional to reduce participation.	3/30/2015 3:06 PM
36	The two choices are false choices. The initial information was lacking context about the City's investment in transportation. It appeared that the choices were merely splitting the existing resources. In reality there are new resources on the table (albeit temporary). There are other alignments that would serve the neighborhoods, eliminate duplicative service to downtown and enhance connections to Link- but they were not presented.	3/30/2015 2:56 PM

37	The whole survey is difficult. It requires having an understanding of all the implications of the changes to the bus lines, then one has to decide how it will effect them individually. It's a complex issue and affects different people in different ways.	3/30/2015 2:49 PM
38	Not enough info about the specific changes, not clear where to find the info before participating in the survey which requires prior knowledge	3/30/2015 12:44 PM
39	it was hard to tell exactly what the impact of the changes would be from the reading materials on kingcounty.gov.	3/30/2015 10:15 AM
40	The Metro website was overwhelming to review. I wish I had attended an in-person presentation (or watched a recording of one) to be better able to answer survey questions.	3/30/2015 10:05 AM
41	Laid out the plan changes for certain areas. But they don't directly affect my daily commute, only what would be extra.	3/30/2015 8:48 AM
42	I want to know exactly what is going to happen to each route to see if I will need to change my commuting options	3/30/2015 8:30 AM
43	Somewhat, still a little confusing most likely due to the fact that I do not use buses frequently	3/30/2015 2:04 AM
44	I didn't know the specifics of the changes proposed and now I do.	3/29/2015 10:13 PM
45	Information is essential; it's nice to think that riders have some voice in the process.	3/29/2015 8:22 PM
46	Maps and schedules showed routes (or lack of routes) and frequencies of service between locations I go to most frequently.	3/29/2015 6:01 PM
47	Comparing the service maps was very helpful	3/29/2015 5:19 PM
48	My neighborhood is not directly effected. So not sure how I feel about it as a user. But, I'm pleased to see progress nonetheless and look forward to seeing it in use.	3/29/2015 3:03 PM
49	The meetings seem to be a formality, as most decisions are already made.	3/29/2015 1:08 AM
50	Yes, the resources provided on the Metro website were exceptional and thorough. By reviewing all 5 options (differences, similarities, maps, routes, interactive), I felt confident in my understanding of the changes and impact of the two alternatives on my transit commute.	3/28/2015 1:18 PM
51	The map with the slider, plus the written explanation of why the changes were being made helped the most.	3/28/2015 12:18 PM
52	I don't have the time to examine and weigh the impacts of choosing either geographical coverage or trunk route adequacy. Obviously, both would be preferable.	3/28/2015 10:55 AM
53	Talking to Sound Transit and Metro staff at the meeting was very helpful. Thanks for doing that. I found the Metro website rather overwhelming.	3/28/2015 7:32 AM
54	THis is a complex change - could have used more information	3/28/2015 1:41 AM
55	I don't travel much beyond the U- district from Ballard, with the occasional diversion to downtown. i will welcome the U-district Link station.	3/27/2015 8:59 PM
56	A LITTLE TOO CONFUSING FOR MANY PEOPLE, INCLUDING ME	3/27/2015 6:47 PM
57	still don't understand them, and the changes keep changing	3/27/2015 6:45 PM
58	Easy to understand and concise	3/27/2015 4:43 PM
59	Kept crashing!!!	3/27/2015 3:57 PM
60	Luckily I'm a planner. I could figure it out more or less. I believe the average person would have great difficulty understanding this.	3/27/2015 2:48 PM
61	not very detailed	3/27/2015 2:09 PM
62	The most helpful information I found on the impact of these considerations was through this survey.	3/27/2015 2:04 PM
63	Too long and confusing.	3/27/2015 1:56 PM
64	They sort of helped. The only thing that I could make sense of were the sheets that showed what would happen to each individual route by number.	3/27/2015 1:47 PM
65	Maps and information about schedule were helpful.	3/27/2015 12:51 PM

66	Uses a lot of vague or complex materials to convey points. Needs to be simplified and specific. For example "We mean that ___ bus routes are going to change by doing ___ because ___." Or, "here are the differences in the maps at these times." "These are the areas most changed" "What this means for ridership prices" "If you live ___, this is how much it'll change your commute to ___"	3/27/2015 12:19 PM
67	It was unclear about the 60 route.	3/27/2015 12:05 PM
68	Seattle Transit Blog did a very thorough report which detailed all changes which applied to me. It was very helpful.	3/27/2015 11:28 AM
69	Not clear enough about the differences between alternatives--on each survey page, say what each alternative is.	3/27/2015 11:09 AM
70	the best laid plans... by the way - your new busses don't seem to accommodate the "larger" populations - aren't people getting bigger? And they already don't stay in one seat...	3/27/2015 10:21 AM
71	No much detail can be provided by the survey itself. but I think I got the gist of how my service would be affected.	3/27/2015 10:20 AM
72	Difficult to see the big picture.	3/27/2015 9:36 AM
73	They weren't as clear as they could be but they outlined the high points.	3/27/2015 9:30 AM
74	Gave me a clearer understanding of what was being proposed.	3/27/2015 8:56 AM
75	Provided solid background on both alternatives for North Seattle	3/27/2015 8:18 AM
76	Information was complex but relatively well compiled and explained. Suggest showing regular and express routes together like on bus schedules.	3/26/2015 10:28 PM
77	Sort of. The only thing was that because some routes were entirely new, the map got a little squirrely when trying to figure out if a particular new route might work for me, because I didn't already have knowledge of the route, i.e. does it end up downtown? Hard to tell with the maps because of the converging lines...	3/26/2015 8:41 PM
78	Need to share more - add ASL VLOG	3/26/2015 8:36 PM
79	they only discuss north seattle	3/26/2015 6:59 PM
80	because it is so complicated and theoretical	3/26/2015 5:32 PM
81	Maps were useful as were the transit time change "clocks"	3/26/2015 4:52 PM
82	only the survey	3/26/2015 4:49 PM
83	It's very complex. The actual individual narrative options in the survey helped to define the alternatives.	3/26/2015 4:23 PM
84	The information was laid out in such a way that I could both understand the proposed changes, the differences between plans, and how either might impact those I care about and myself.	3/26/2015 4:19 PM
85	The written descriptions along with the maps helped to convey the message about the two alternatives.	3/26/2015 3:24 PM
86	Not clear on the route and timing changes	3/26/2015 12:53 PM
87	I was able to see the general summary of each alternative giving me an idea of the proposed changes and specific goals. I was able to view the changes to specific bus routes in addition to the estimated travel times and network maps. It helped me have a more in depth understanding of what was going on and the potential changes/how they would affect me.	3/26/2015 12:26 PM
88	Hard to understand what that means vs current state.	3/26/2015 8:39 AM
89	Prior to our vote to increase the Metro budget I saw a plan to shorten the 71 route, which did not affect my needs. With increased funding I assumed our bus service would improve and meanwhile Metro's plans kept changing so I did not keep up with proposed route changes. The survey made me realize that our bus service could be terminated, not improved.	3/26/2015 8:16 AM
90	I still had to link to other sources - not a complete transportation picture at any one site.	3/26/2015 8:13 AM
91	Somewhat, when only considering the route I use when travelling to the U District. I'm not sure if the local route I use to connect to that peak route will be affected though.	3/26/2015 1:45 AM
92	????? Stupid question!	3/25/2015 9:58 PM
93	I looked at the proposed bus changes last year, but they kept changing before and after the referendum, so I never knew what would actually happen.	3/25/2015 9:19 PM

94	The information was a bit confusing, it took looking at all of the concepts for about 20 min before I could determine the overall impact for myself. I thought the most useful portion was the specific route PDFs, however more detailed maps would be useful for determining street changes. The interactive map was less useful, if every route could be highlighted individually, then this would be more useful.	3/25/2015 6:10 PM
95	Somewhat. I think attending one of the meetings would be better. The maps were less than clear.	3/25/2015 4:18 PM
96	One would greatly increase my use of public transportation. The other, not at all.	3/25/2015 4:16 PM
97	Still not completely clear to me.	3/25/2015 2:28 PM
98	Maps and proposed frequency/schedule information were quite helpful.	3/25/2015 11:36 AM
99	It is hard to quickly understand the changes to a fairly complex system, but it still helped to look at maps, specific routes, etc. online.	3/25/2015 10:52 AM
100	Lack of information outside of Seattle city limits.	3/25/2015 9:18 AM
101	only somewhat.	3/25/2015 8:50 AM
102	What would be useful would be projecting, accurately, for bus riders how long their new trip will be after you ignore everyone's feedback and proceed with your desired Alternative 1.	3/25/2015 6:47 AM
103	Meetings helped me understand how other would be affected and helped me think more deeply about the implications of the alternaives.	3/24/2015 11:51 PM
104	Some of the information on the site was confusing (wtf does 22/22 trips mean on the specific route info pages), and only the interactive map was clear enough to actually understand route map changes (and it had too much stuff on it at once)	3/24/2015 8:33 PM
105	Don't have a really clear idea of how Alt 1 and Alt 2 would affect each route.	3/24/2015 7:29 PM
106	I am moving from Redmond into Seattle soon and knowing about the proposed changes informs my decision of where to live to best leverage transit.	3/24/2015 6:12 PM
107	They helped me understand more about how others would be affected and to some degree how I would be. They helped me think about other alternatives better. Especially the meetings helped me think more deeply due to the concerns of others.	3/24/2015 6:00 PM
108	The links included in the email I got were fine	3/24/2015 5:04 PM
109	Maps and details of individual routes are clear and easy to read.	3/24/2015 4:32 PM
110	They helped somewhat by addressing what would change, especially the information for each route, but there was so much information to cross reference that I'm still not sure I understand the impact of all the changes (for instance, when a route is being cut but another route will serve part of that route).	3/24/2015 4:28 PM
111	I'm going to the Bellevue meeting tomorrow night.	3/24/2015 3:25 PM
112	The KCM website and Seattle Transit Blog had slightly different focuses for explaining the potential changes, so the combination of information helped. Also, people's comments on blogs and reddit.com/r/seattle helped fill in the gaps and improve my understanding of the real issues in various areas or for various routes.	3/24/2015 1:35 PM
113	a little complex and confusing	3/24/2015 10:41 AM
114	Will investigate more into the cost for a passenger between single mode bus transit, and two mode bus/light rail transit.	3/24/2015 10:03 AM
115	Since it is not clear at all from the postings on the bus and email that the new rail is going to affect people on the Eastside, namely Totem Lake and Woodinville I think a lot of people are going to be shocked that their bus might disappear. All advisements are titled Capital Hill and UW Light Rail most people would not think to check and see if their bus was on the chopping block if they live on the North end of the eastside.	3/24/2015 7:54 AM
116	somewhat	3/24/2015 7:05 AM
117	There were no specifics.	3/23/2015 9:54 PM
118	For the obvious reason that it wasn't designed to do so. I'm busy, so filling out the survey was all I had time for.	3/23/2015 2:53 PM
119	I think I understood them, but might not agree with them.	3/23/2015 1:15 PM
120	The alternatives can be confusing on the website.	3/23/2015 11:05 AM

121	I liked the overview of changes and the links to more details on specific routes. There is a lot of information so I got the overall gist then honed in on how it would affect me.	3/23/2015 10:57 AM
122	the route maps were a bit unclear, and the alternatives did not explain the differences clearly	3/23/2015 10:50 AM
123	I was able to compare both alternatives	3/23/2015 6:28 AM
124	Many details were unclear to me even after studying the multilayered maps. But they helped. The change-in-travel-time circles were useful even though details like the destination target exact location were not given. Ideally a plan-a-bus-trip function in the future alternative systems could give more details (I could guess that would not be cost effective). Marking the maps route lines with dashed lines for inaccessible express buses would make some details clear.	3/22/2015 11:18 PM
125	It's a lot of information, almost overwhelming.	3/22/2015 10:09 PM
126	Maps were really helpful.	3/22/2015 7:04 PM
127	Although (and I don't have any suggestions to get around this), there was a high density of information on the maps to understand.	3/22/2015 6:16 PM
128	Some practical descriptions of how these changes would affect specific routes (and route stops) would be helpful. Descriptions seemed to be more generic than specific.	3/22/2015 2:41 PM
129	But you should add more explanation about which routes will be cut or moved. It was a little challenging from just trying to figure it out from comparing routes on a map.	3/22/2015 1:34 PM
130	It had a map of the current bus routes, the new bus routes, and outlined the goals of each alternative.	3/22/2015 11:38 AM
131	Hard to get a full picture of what could happen when we have to click on each proposed bus change individually	3/21/2015 11:41 PM
132	Somewhat	3/21/2015 2:59 PM
133	Maps were very clear.	3/21/2015 12:39 PM
134	The interactive map with both alternatives selectable was very helpful.	3/21/2015 12:21 AM
135	Seattle Transit Blog and The Urbanist ran very thorough, detailed and clear stories about the concepts for each neighborhood affected. Attending an open house at Seattle University deepened my understanding of the proposals.	3/20/2015 8:26 PM
136	A list of all changes proposed in each Alternative would be helpful.	3/20/2015 3:11 PM
137	I didn't see anything referencing Queen Anne	3/20/2015 3:09 PM
138	the concepts seem complicated	3/20/2015 2:15 PM
139	Help me how? You're creating more stress on me as a commuter	3/20/2015 1:42 PM
140	Seattle Transit Blog explained it well.	3/20/2015 1:31 PM
141	Still no real mention of what is being proposed for Eastlake to downtown buses.	3/20/2015 1:30 PM
142	I don't know how fares will be paid	3/20/2015 12:28 PM
143	Good write-ups at the Seattle Transit BLog	3/20/2015 11:53 AM
144	Did not study it as much as I would need to to really get it. Feel comfortable with my answers though. Frequency is the biggest frustration I have with the busses. I would use them more if they were more reliable and frequent. I really hate driving around.	3/20/2015 10:54 AM
145	I understood, however the concepts and the website is not really ideal for those who are less educated. It was a bit complicated to gather the information I really needed.	3/20/2015 10:43 AM
146	There should be more detail on the changes alternative 1 proposes.	3/20/2015 9:56 AM
147	Vague explanations of changes being made, I understand this was used to simplify things but it's hard to give feedback sometimes when you don't know what's going on. Instead, people give opinions on what they think is going to happen (often assuming the worst)	3/20/2015 9:23 AM
148	Clearly laid out the proposed changes and alternative choices. Promo material got my attention on the bus during commute, and was talked about by transit riders during our trips to work and home.	3/20/2015 9:00 AM

149	There is a lot of information and the staff presenters were able to point out some new, frequent connections that would help me.	3/20/2015 8:32 AM
150	Very clear explanations for the 2 alternatives	3/19/2015 10:22 PM
151	More visual illustrations please.	3/19/2015 10:09 PM
152	I am very disappointed with the signage used to announce this potential change. everything I read said something to the effect of "see how the changes affect capitol hill and the UW". There was nothing obvious that talked about the eastside buses being discontinued and/or rerouted. After hearing from a stranger that there were changes I had to dig into the website to see that the person was actually right. there should have been (should be) more clear notification about such a large change to a route.	3/19/2015 10:04 PM
153	Resources were very clear in describing the changes (especially the maps). It was very appreciated!	3/19/2015 9:38 PM
154	I looked at the maps! -- I read the maps!	3/19/2015 8:35 PM
155	Somewhat. I'm afraid I expected the plan to be more clearly laid out *within* the survey, so I may not be providing the most well-informed opinions here.	3/19/2015 8:29 PM
156	It was useful to see the maps with both alternatives for each route. It would have been useful if there were lists of routes divided by pairs of common travel points, though, since the survey was asking specific questions about different pairs of points.	3/19/2015 7:34 PM
157	I did no particular research into the topics before giving feedback, counting on the questions themselves to explain the proposed changes.	3/19/2015 7:07 PM
158	The rider alert message on the 252 was very misleading until other passengers let other riders realize that the message involved more than just the link at Capitol Hill and the UW. No mention was made on the poster that Eastside Kirkland/Redmond/Woodinville riders would lose their bus in trade for a multiple transfer longer ride. Thus after entering the website was it made clear as to what the alternatives were.	3/19/2015 7:00 PM
159	A little bit...I was asked to go to the survey but I obviously did not have all the info I needed to answer all the questions.	3/19/2015 3:59 PM
160	Confusing maps. Would be better to have a close-up view of the major areas, like downtown and U-District.	3/19/2015 3:13 PM
161	It is unclear what street the link stop will be on near campus; alternative 1 and 2 did not show a map of where these options are located	3/19/2015 2:29 PM
162	STB went into very good detail about the proposed alternatives.	3/19/2015 2:24 PM
163	Good analysis, knowledgeable writers & commenters, robust discussion	3/19/2015 1:47 PM
164	Partially	3/19/2015 1:14 PM
165	They provided a clear explanation and maps.	3/19/2015 12:02 PM
166	Alerted me.,	3/19/2015 10:51 AM
167	Existing bus routes v proposed	3/19/2015 10:22 AM
168	The maps were a great resource for understanding the changes	3/19/2015 10:06 AM
169	Truthfully, this was sent to me at my workplace and I just had the time to scan the two alternatives. Although I am truly interested and wish I had the time to pay full attention and share my viewpoint on the areas with you, I honestly don't have the time. I have the time on the bus, if you present it to me there!	3/19/2015 9:17 AM
170	None of these changes affect me as you don't have good public transportation options where I live in West Seattle.	3/19/2015 9:14 AM
171	Somewhat	3/19/2015 5:17 AM
172	It did not include Seattle area to the south to Tukwila and Renton. I suggest an express route from the Renton TC and South Renton P&R to the Tukwila International Light Rail Station. The Rapid Ride F line takes too long with all the stops.	3/19/2015 4:26 AM
173	The maps were difficult to decipher what routes were going where.	3/18/2015 10:24 PM
174	there is nothing specific about proposed changes to the specific routes. so it's hard to know the impact.	3/18/2015 9:28 PM
175	Only somewhat.	3/18/2015 8:56 PM

176	N/A	3/18/2015 8:13 PM
177	But challenging to sort through website	3/18/2015 6:46 PM
178	Helpful maps	3/18/2015 5:06 PM
179	good maps and explanations.	3/18/2015 4:15 PM
180	Need to be spelled out verbally. No one has the visual analytical ability to look at two maps and digest the meaning of all the differences. Also too many by far links to look at separately to analyze the differences. Not digestible by a human mind.	3/18/2015 3:44 PM
181	Not really. It didn't specifically state how the change would affect my commute to the University District.	3/18/2015 3:41 PM
182	Confusing! I only paid attention to the routes I use (49, 43, 70). I don't feel qualified to give an opinion on routes I don't use as I'm not affected by changes to them.	3/18/2015 3:32 PM
183	None of the options would serve my household.	3/18/2015 3:20 PM
184	Maps were a little confusing	3/18/2015 3:10 PM
185	Fix the existing bus service before light rail even arrives, please	3/18/2015 2:41 PM
186	Since there's no actual schedule in place, it's hard to know how this will affect me.	3/18/2015 2:30 PM
187	Yes, especially once I looked at each of the individual bus routes I normally take.	3/18/2015 2:27 PM
188	Differences between Alternatives 1 and 2 not spelled out as clearly as they might be. Side by side comparisons of travel times for particular origin/destination routes would be helpful	3/18/2015 2:20 PM
189	The resources provided information on how my bus route would change and the potential effects of changes throughout the system.	3/18/2015 2:06 PM
190	They were somewhat helpful. The webpage is hard to navigate and complex to understand the new changes.	3/18/2015 2:01 PM
191	The reality of it may differ from the concept even if I think I understand the concept. I don't like change and I know it is inevitable.	3/18/2015 1:43 PM
192	It helped, but it was also very confusing. I couldn't tell from the maps exactly where the new routes were going to intersect, when changes were being made. The replacement routes weren't noted along with the changed routes.	3/18/2015 1:42 PM
193	it is not easily and on time accessible.	3/18/2015 1:41 PM
194	I appreciated the pages for individual routes. These helped me understand how the bus routes I use frequently would be affected. I had more trouble understanding the overall differences in transit strategies between the two plans. Alternative 1 seemed fairly well explained, but Alternative 2 was somewhat confusing.	3/18/2015 1:30 PM
195	don't make 545 have less service at any point	3/18/2015 1:29 PM
196	Yes, but the interactive maps were a little tricky to use and understand when trying to compare the two routes. Also the frequency and connection implications were not intuitive to understand using the maps.	3/18/2015 1:26 PM
197	Some of the differences between Alt 1 & 2 are confusing. It seems to me in Bothell that either option will affect me the same way. It does concern me that the 522 seems to be conspicuously absent from these materials.	3/18/2015 1:26 PM
198	No mention of my route at all, yet I spend 3 hours a day commuting into the U District.	3/18/2015 1:20 PM
199	the information on King County Metro's website is too complicated to understand. Not sure what is being changed or how it will effect me. Thanks for wasting my time.	3/18/2015 1:20 PM
200	None of the changes help me understand how I can connect with the upcoming LINK from SW Seattle.	3/18/2015 12:42 PM
201	Descriptions of the changes were vague but I did not seek out information outside of the email sent to me (subject: Your bus may change when Link opens; learn more, participate now) and the link it took me to where I took the survey.	3/18/2015 12:36 PM
202	Most of the resources were vague and unclear.	3/18/2015 12:25 PM
203	I liked the ability to have a full picture of the routes so I could see the ways that I could get from where I live to the places I want to go, but I also liked having the details available for each route that I currently use, or could see myself using after the changes.	3/18/2015 12:22 PM

204	Somewhat. Explanations are very long and sometimes difficult to track.	3/18/2015 12:20 PM
205	it seems like the explanations are kind of vague. At least the ones that I saw. In general I think that making people walk further to get the bus or transit is less desirable. It already takes long enough to wait for the bus, and when you put so much effort into getting the bus it adds to the time it takes to commute. It should not take over an hour to commute 10 miles. With bus fare being close to how much parking costs, it is a hard sell to ask me to walk further. Especially when it is full and I have to wait longer or if I do get on standing room only, it is a huge disappointment and not very satisfying. EVERY time I get passed up I think to myself I should have driven.	3/18/2015 12:14 PM
206	I found little help is planned for getting to/from the UW Link station. Why???	3/18/2015 12:13 PM
207	I'm a smart gal, but the information is not terribly clear. It's obviously complicated, but if you want good info, you've got to make it easy to QUICKLY assess. I just don't have the time (sorry) to dig through this stuff in detail. I just looked for new information about my long-held concerns. Saw nothing, therefore assumed that these options will be useless to me.	3/18/2015 12:11 PM
208	They were clear and easy to understand. The graphs/maps were helpful.	3/18/2015 12:08 PM
209	not completely - though generally. I can not say that I understand how "the concepts" translate to the plans.	3/18/2015 11:58 AM
210	It skipped my area - Magnolia! 20,000 people live there - one of the biggest suburbs in Seattle. Why such low bus service?	3/18/2015 11:56 AM
211	Information was not clearly presented or easy to navigate.	3/18/2015 11:54 AM
212	They're mostly relevant to those who live up North.	3/18/2015 11:52 AM
213	The changes to specific routes was the most helpful. The maps I'm afraid were too cohnfusing.	3/18/2015 11:52 AM
214	Could see the maps, read the information for frequency of bus routes, etc.	3/18/2015 11:52 AM
215	I didn't see what route you expect to replace 373x on Alternative 2 and why it would be deleted, but had limited time to see if METRO website provided this information.	3/18/2015 11:51 AM
216	The interactive maps were great- very informative	3/18/2015 11:46 AM
217	I did not have time to read all the materials. Many items were for routes that did not concern me.	3/18/2015 11:46 AM
218	visual map and color-coding helped	3/18/2015 11:42 AM
219	I ride the sound transit 586 bus each day. This had little to no mention of any effect on this route yet there are many rumors that it will.	3/18/2015 11:42 AM
220	Really very confusing to understand.	3/18/2015 11:42 AM
221	But hard to make out the service map - i.e. what bus goes down freeway versus side street	3/18/2015 11:39 AM
222	The differences between the 2 alternatives were not very clear or obvious to me. I'm still not sure which I would prefer. Will service be worse or better in Capitol Hill and U district? Faster or slower? I don't know.	3/18/2015 11:39 AM
223	Maps are so complex that they are hard to sort out	3/18/2015 11:38 AM
224	Looking at a flat map with the bus routes was not super helpful. It wasn't super clear what changed, where the routes were new or different. It's hard to know how this will impact me when I move. I feel like we shouldn't have to choose between more coverage and more frequent buses. You should be doing both, and making sure that we're not dealing with traffic. After all, that should be a benefit of public transit.	3/18/2015 11:37 AM
225	interactive features	3/18/2015 11:37 AM
226	Yes, they could have had more graphics and less words I think that would help people grasp the concepts sooner. Again it would be nice of you to work with Community Transit and Snohomish County to review these changes. We moved out of the city due to the increased costs of living and I avoid coming into the city now for anything but work as the commute is terrible and it's so hard to get around using public transit that competes with cars, bikes and peds.	3/18/2015 11:37 AM
227	I find the general city maps aren't useful. But I like being able to view proposed changes for individual routes. The changes are much easier to understand that way.	3/18/2015 11:36 AM
228	I don't completely understand what option 1 will mean for my neighborhood. But over all it sounds like more frequent service. Option 2 was easier to understand.	3/18/2015 11:33 AM
229	The map was very useful.	3/18/2015 11:28 AM

230	I could look up changes specific to the routes I currently use.	3/18/2015 11:25 AM
231	the changes affect areas and routes i don't ride in regularly - i ride from Northwest to the UW, so id rather not give feedback on areas that i'm not directly affected by	3/18/2015 11:25 AM
232	lack of detailed explanations; lots of route maps and other details are more distracting than helpful	3/18/2015 11:23 AM
233	Too much info to take in.	3/18/2015 11:20 AM
234	Didn't look at it yet.	3/18/2015 11:20 AM
235	The map on metro's website is really difficult to understand. The explanations on STB were much clearer about the bug picture changes that are proposed.	3/18/2015 11:19 AM
236	Because the explanation was on a different page than the questions. It would be nice to have it all on the same page of the survey so you know what you're talking about.	3/18/2015 11:18 AM
237	I learn better hearing than reading.	3/18/2015 11:17 AM
238	Explained what was happening clearly	3/18/2015 10:12 AM
239	The detailed maps were helpful.	3/18/2015 8:37 AM
240	A lot of information. Difficult to remember what I had read when I was taking the survey.	3/17/2015 7:58 PM
241	no specifics I could find for individual routes	3/17/2015 7:41 PM
242	The detailed maps were helpful.	3/17/2015 7:37 PM
243	The readily available information seems pretty vague. If there's specific info out there, it's not apparent (note that I'm responding from work, and don't want to take a large amount of time to drill down through the website).	3/17/2015 4:52 PM
244	The maps are somewhat confusing so I don't think I've actually understood the entire plan	3/17/2015 3:17 PM
245	Clearly explained, but had to go back and forth between resource pages. It would be easier to compare commute option with clear From A to B: currently, Alternative 1, Alternative 2.	3/17/2015 3:07 PM
246	Many resources are available to map out the whole system under each alternative, and the information on specific routes gives a good comparison of the changes, but it is hard to compare how the system as a whole changes under the two alternatives.	3/17/2015 12:17 PM
247	The Seattle Transit Blog is an invaluable resource when it comes to this stuff.	3/17/2015 1:26 AM
248	You should add a travel time calculator for each bus route under the proposed alternatives so that riders can quickly determine which option works best for them.	3/16/2015 6:53 PM
249	The helpful information in the website is how each route will be affected.	3/16/2015 6:05 PM
250	need to have exact departure times.	3/16/2015 5:25 PM
251	There were a large number of maps of dubious usefulness, because they tried to convey all the information about the changes, rather than some relevant subset. The impact on specific routes section was much better, but I came to that later, after the other parts had already proven confusing.	3/16/2015 5:03 PM
252	I'm not positive I understand the change concepts	3/16/2015 4:52 PM
253	Changes are complex when read route by route. Other than general statements about frequency of service, geographic coverage, and access to Link, I didn't see any clear organizing principles. What does the more frequent service shift hope to accomplish in accessibility between certain neighborhoods and communities that didn't exist before? Why were some routes deemed less useful in Alternative 1?	3/16/2015 4:43 PM
254	It's really confusing! It'd be helpful if you had a hypothetical transit planner where I could say I want to go from Montlake to OTC a 10:00 AM M-F and I could see the schedule.	3/16/2015 4:35 PM
255	I didn't notice a direct route from Belltown/Lower Queen Anne to Redmond, therefore it doesn't affect me at all. All I want is an easy way to get to work without driving but I'm not counting on it ever happening.	3/16/2015 4:03 PM
256	Very confusing. I had a hard time understanding the impact of the changes	3/16/2015 3:38 PM
257	There is a lot of information and it is somewhat confusing. I'm still wondering how I'm going to connect to the 542.	3/16/2015 3:24 PM
258	Limited-given the scope of the changes, the questions for each region in this survey were more helpful than looking at maps - ie they called out the specific changes in question for comment.	3/16/2015 3:19 PM

259	I was confused a bit wasn't clear exactly how the routes change.	3/16/2015 3:15 PM
260	Not clearly spelled out	3/16/2015 2:19 PM
261	very clearly laid out.	3/16/2015 2:17 PM
262	Explained proposed route changes and their rationales.	3/16/2015 2:15 PM
263	I appreciated the explanation of the affected routes as well as a detailed map that depicted how each route would be altered.	3/16/2015 2:14 PM
264	The maps gave sufficient details to find the changed routes.	3/16/2015 1:47 PM
265	The questions actually provided me with more details about the changes than just reading the site initially.	3/16/2015 1:37 PM
266	It would be nice to have a feature to answer the question "given I want to go from A to B" exactly what routes should I take under alternatives 1 and 2.	3/16/2015 1:06 PM
267	Because despite the email mentioning effects to the 242, I could find nothing on the site at all, suggesting the 242 is already decided.	3/16/2015 1:02 PM
268	The site linked by the survey was hard to navigate, so I had trouble finding the "alternatives" I was supposed to be commenting on	3/16/2015 12:52 PM
269	Because they told me that my bus is going to be cancelled and that this is going to make my commute from Maple Leaf to Redmond significantly longer	3/16/2015 12:39 PM
270	The alternatives and their map details and frequencies were very helpful.	3/16/2015 12:35 PM
271	Metro's website: Revision maps. Work Email: Summary of 545, 542 changes for each alternative.	3/16/2015 12:34 PM
272	The homepage was rather unclear. Hard to understand what you could click on. The first couple items were "big picture" generic items that I had a hard time understanding. When I clicked on each individual route I got a much better idea of the changes. Just looked at the routes I ride.	3/16/2015 12:24 PM
273	A lot of information to digest, especially in the aggregate. But ultimately the information was there.	3/16/2015 12:10 PM
274	Not entirely clear how the changes in the Montlake Freeway Station affect all this, which happens to be important to me	3/16/2015 12:08 PM
275	I think so; however the maps are not quite as clear as I would have expected. Maybe some detail views around the Park&Rides for further clarity.	3/16/2015 11:58 AM
276	Too much reading	3/16/2015 11:51 AM
277	Doesn't sound like much impact to West Seattle residents who commute to Issaquah.	3/16/2015 11:31 AM
278	Too detailed for first look.	3/16/2015 10:51 AM
279	The route maps and especially by individual route were very helpful	3/16/2015 7:36 AM
280	Test	3/15/2015 8:44 PM
281	Comprehensive coverage	3/15/2015 8:38 PM
282	I learned how the future of Metro and Sound Transit will affect my daily commute.	3/15/2015 5:37 PM
283	I was unclear about where the new stops would be for the revised bus routes.	3/15/2015 3:33 PM
284	I was never directly notified. I found out about the changes through neighbors who forwarded info to me via email.	3/15/2015 12:55 PM
285	They helped, but a more simplified (dumbed-down, I guess) description of how the changes impact travel to and from the light rail stations for those of us who may end up transferring our travel to Link would be helpful.	3/15/2015 12:05 PM
286	It was a little hard to understand the proposals, but managed to gather an idea of the changes after exploring Metro website for a few mins. not everyone is going to invest that much time to understand the changes.	3/15/2015 10:41 AM
287	Maps showing route locations are useful. Maps indicating frequencies are also useful.	3/15/2015 9:20 AM

288	Yes, I was able to see what route would replace the deleted #11 and that frequencies would be improved. I was not able to tell if the #8 would replace all the stops of the deleted #11, or just a subset.	3/14/2015 10:44 PM
289	Still need to see visual representations and hear the reasons.	3/14/2015 3:08 PM
290	Not fully	3/14/2015 8:42 AM
291	Some good data. Other concepts uncertain. - Your info includes no specific proposals for improved Metro bus service using newly available funding under recent proposition. It seems clear this would not work in favor of proposed revisions of bus service under the Alt 1 & Alt 2 options delineated in your materials. - One unverified comment alluded to separate fares for bus & Link light rail. That would be most unfortunate. If this IS the case, failure to disclose it would be gross misrepresentation. Cost & convenience matter. I do NOT want another account of any type for public transit; my Wave to Go (?) automated Hwy 520 tolls are routinely mis-assessed. Managing the account is a hassle. The administrative costs of tolling & billing business are huge, the collection rate low and bureaucracy has no accountability to the payors.	3/13/2015 9:34 PM
292	They clearly showed that the Route most important to me is to be eliminated if what is obviously the preferred alternative is selected.	3/13/2015 5:07 PM
293	The Map was most helpful - I found the concept descriptions to be confusing without that context.	3/13/2015 5:01 PM
294	didn't see the real changes anywhere before I took survey. so just textual. I would have liked to have seen a proposed service map with routes being changed.	3/13/2015 4:43 PM
295	this information is really complicated and hard to read and hard to grasp - so many different pieces. I can't claim to understand it all, but I don't know how it could have been presented any better.	3/13/2015 4:28 PM
296	I'm still confused	3/13/2015 4:21 PM
297	yes	3/13/2015 2:46 PM
298	Informative	3/13/2015 1:06 PM
299	I didn't fully read the Alternatives as they pertained to specific routes.	3/13/2015 12:43 PM
300	Yes, but the new route maps were very hard to understand.	3/13/2015 12:41 PM
301	The maps were the most helpful but I also liked the summary of differences and similarities.	3/13/2015 11:24 AM
302	Only a little bit. The survey questions were more descriptive than the info on the site was.	3/13/2015 10:33 AM
303	It was somewhat more challenging than I hoped to click through the pages of routes to get a good idea of service to Seattle destinations from my home in Kenmore (via ST connection on 522 or otherwise).	3/13/2015 10:32 AM
304	Summing up differences & similarities	3/13/2015 8:00 AM
305	Contextualization: when you just spew the numbers of bus lines---43, 8, 78--your brain kind of zeroes out and the plan means nothing. Contextualization from human beings really helps "see" through the numbers and get what's going on.	3/12/2015 2:39 PM
306	Just because	3/12/2015 11:07 AM
307	unclear at times, took too long to go over	3/12/2015 9:44 AM
308	Good descriptions and maps	3/11/2015 10:20 PM
309	Written clearly.	3/11/2015 3:32 PM
310	The descriptions were clear, including impacted bus lines, so I could select those I'd be likely to use.	3/11/2015 1:42 PM
311	because I am educated, have a computer, and speak english.	3/11/2015 1:08 PM
312	It remains to be seen how these changes will impact my commute to work from West Seattle to Capital Hill.	3/11/2015 12:53 PM

313	Once I was aware of the updates coming down, I used the STB and the link connections page to look at some of the changes, but not all. I'll admit, the eastside routes are irrelevant to me. The north seattle and capitol hill routes do matter to me and many many others, I think some great thought has gone into this, there are just a few glaringly obvious holes in the process, and that is that cars and trucks share 99% of the ROW with these buses. Without thinking about that congestion on I-5, pacific, montlake, 520, mercer, denny, stewart and 23rd/24th these new improved headways can quickly be demolished and the painful bus bunching we see now will continue. Metro and ST need to think about that AND push on SDOT to provide more effective solutions to this. Still can't believe the 48 will not be split, it has to be a top 5 worst performing on-time bus in town (with the 8 nearing #1, great job splitting that nightmare). I mean, you did, but then you through-routed it as the 67, this breaks a performing bus and continues the terrible service of another. SPLIT THAT 48!!!	3/11/2015 11:59 AM
314	Too detailed and confusing	3/11/2015 11:49 AM
315	i had no prior information about the proposed changes.	3/11/2015 10:38 AM
316	Not easy to look at only the areas of interest. Couldn't clearly overlay Alt 1 and Alt 2 at the same time to see differences. Hard to see difference between current and the alternatives	3/11/2015 10:15 AM
317	I still want to know if my bus stop will remain the same and how I get from there to UW light rail station.	3/11/2015 9:28 AM
318	They are also overwhelming, with so many changes proposed at once.	3/11/2015 9:12 AM
319	With some time and persistence, I was able to mostly understand the alternatives. A better comparison would be to have an interactive route map that would show the change to the route under the two alternatives, i.e. click on the route then choose each alternative to have the frequency/route and other changes show. I had a difficult time being clear about the changes.	3/11/2015 8:57 AM
320	to much general inof not enough specific info	3/10/2015 10:18 PM
321	The Wallyhood blog described specific changes that affected me in an easy to see/understand way. Metro's Web site DID NOT do this.	3/10/2015 9:16 PM
322	Very good explanations on Seattle Transit Blog. Oran's map is super helpful.	3/10/2015 8:30 PM
323	Just dont change the Sixteen	3/10/2015 5:37 PM
324	Great summary of alternatives and good use of maps	3/10/2015 5:33 PM
325	Lots of good info. I particularly liked the alternative comparisons for specific bus routes.	3/10/2015 4:46 PM
326	Yes, but I really had to study the route maps. The changes are so significant (not that that is inherently bad). I would be nice to have a simulated TripPlanner for the proposed routes in order to really understand how my trips would be affected. (Because TripPlanner also includes walking distances that I have had to estimate by looking at the route maps and cross referencing with Google maps.)	3/10/2015 4:39 PM
327	Changes difficult to figure out	3/10/2015 4:01 PM
328	STB is a terrific resource!	3/10/2015 3:53 PM
329	They made it very clear which routes would be changing and what would be gained through those changes.	3/10/2015 2:41 PM
330	But there's a lot of detail to absorb, and it is hard to tease out the relevant info.	3/10/2015 2:24 PM
331	Still murky. Not very clear, so much uncertainty.	3/10/2015 12:12 PM
332	It all still seems very up in the air, so it's hard for me to tell the specifics of what is being considered.	3/10/2015 9:52 AM
333	I'm not sure if it will actually affect me or not	3/10/2015 9:15 AM
334	The Metro website was especially helpful. I liked the multiple ways the two alternatives were compared and contrasted, as well as the user's ability to check on individual bus routes.	3/10/2015 8:24 AM
335	But I think the tagline descriptions of the two alternatives for changes in bus service could be a little more descriptive.	3/10/2015 8:22 AM
336	In depth information on the website is useful	3/10/2015 6:16 AM
337	Not entirely -- routing, coverage, timing -- it gets pretty complicated. Hard to know how it will really work in practice.	3/9/2015 9:15 PM
338	The only place to easily find the specific information was in the details of the survey.	3/9/2015 8:20 PM

339	It's really hard to tell how any of this will work until it's put into action.	3/9/2015 6:38 PM
340	Clearly delineated	3/9/2015 6:01 PM
341	There was a lot of information, and I'm sure I don't have a perfect understanding of it - but I'm glad it was present. The route planner helped, but didn't allow me to test trips at specific times-of-day, so I couldn't tell if routes were good for 1:30am on Saturday morning (after Friday nights) or 9:30pm on a weekday (for working late).	3/9/2015 5:59 PM
342	I had no idea what the changes were previously.	3/9/2015 5:47 PM
343	now I know how much I don't like alternative 1 !	3/9/2015 5:38 PM
344	Maps are good.	3/9/2015 4:44 PM
345	I'm sure there are details that I am not sure of and I would like more detailed information.	3/9/2015 4:35 PM
346	As I went through the survey, I had questions and needed to refer to the website. However, if I left the survey form, I lost all my work. So, I had to do my best from memory. My comments may not be as clear as I would wish.	3/9/2015 4:26 PM
347	Comparison tables (current vs proposed) and maps for each concept route!	3/9/2015 4:03 PM
348	not clear	3/9/2015 3:53 PM
349	There should be a yes and no answer. Yes, it helps. And no, it creates more questions.	3/9/2015 3:17 PM
350	The network maps (Alt 1 and Alt 2) were especially helpful.	3/9/2015 3:01 PM
351	narrative is not helpful and the map was confusing -- and on a computer screen you can't see everything at once.	3/9/2015 3:01 PM
352	They weren't very good, I didn't think, but did provide some help. The map showed the route for No. 8 in Alt 2 as apparently unchanged but then made the statement that Alt 2 would provide no connection from Madison Valley to Link Light Rail, whereas the No. 8 DOES provide that link, so it made me think there's something I'm not understanding. I thought it could give a better definition of neighborhoods. What does it mean by "Madison Valley." I live at 30th and Howell. What neighborhood am I in? I think Madrona, but also some people call it Madison Valley. It looked to me as if you weren't seeking input from people who live where I do, because you didn't include Madrona in the list of neighborhoods. I can't remember whether you included Central District. Yet these are the neighborhoods that would be screwed by Alt 1.	3/9/2015 2:56 PM
353	A little confusing. Need to spend more time reading about it and thinking about it and talking to others.	3/9/2015 2:42 PM
354	Yes, but feel like I'm just learning about the impact.	3/9/2015 2:35 PM
355	There is a lot of information on the website, though it is kind of difficult to assimilate and understand in full.	3/9/2015 2:30 PM
356	No transparency --- I had to dig deep to figure out what was going on --- and to find out that "alternative 1" is also a bus cutting scheme sold as "more frequent bus service" along 24th ave E ---- dropping the 43 will result in a net loss of frequency from the every 7.5 minutes today to 10 minutes.	3/9/2015 1:29 PM
357	It clearly states which routes Alt. 1 will delete	3/9/2015 12:40 PM
358	One of the routes I was concerned about wasn't listed. I was also confused trying to decipher the pdfs for route-specific changes.	3/9/2015 12:01 PM
359	mild to weak yes 5 point Likert scale would have been a better measure	3/9/2015 11:47 AM
360	Maps and interactive maps were extremely helpful.	3/9/2015 11:00 AM
361	Took a lot of digging to translate the spin into the reality of your plans -- took multiple clicks and links to get to the bottom line that you are eliminating the 72. Good job hiding the truth. You must be taking lessons from the Board of Directors of the Zoo.	3/9/2015 10:14 AM
362	It was a little bit confusing but the detailed information about specific routes was the most helpful.	3/9/2015 9:21 AM
363	light rail is not explained	3/9/2015 5:57 AM
364	They keep going back and forth! I don't know what the options are anymore because first there were going to be bus cuts, then there weren't, and now it seems like they're back on the table again!	3/8/2015 10:29 PM
365	I still have not synthesized what the changes mean. There are so many proposed - it is hard to see what their cumulative impact might be.	3/8/2015 6:36 PM

366	I was able to view the map.	3/8/2015 5:21 PM
367	Very confusing.	3/8/2015 4:34 PM
368	Almost too much info. Very dramatic changes overall. maps need to list street names more for better clarity.	3/8/2015 3:16 PM
369	It's a lot of information to digest. It took a long time to study and understand the plans. I don't think most people will take the time to do so.	3/8/2015 12:46 PM
370	Yes, but I was surprised at the extent of the changes proposed. When I first got the email, I assumed they were going to be small changes. The email could have done more to alert readers that these are BIG changes.	3/8/2015 10:42 AM
371	The route maps are a little hard to follow. Especially on a mobile device.	3/8/2015 9:06 AM
372	bus riders told me how Alt 1 would run our neighborhood routes	3/8/2015 7:19 AM
373	I'm not completely familiar with the areas in Seattle that this project effects, and /or I am currently not in need of services in these areas.	3/8/2015 12:07 AM
374	I was confused by what seemed to be generalized statements about changes. Maybe I didn't find exactly the right information site.	3/7/2015 8:15 PM
375	While they were limited, I got the drift between Alternatives.	3/7/2015 8:13 PM
376	As yet they seem unspecified.	3/7/2015 6:23 PM
377	Kind of. The map could have been better, just more direct about new routes. Some of the individual PDF pages were helpful but it was still a little confusing to navigate the changes.	3/7/2015 5:33 PM
378	It looks as if service on the 41 will remain the same but it's hard to tell and I don't know what will happen when the Northgate station is added.	3/7/2015 5:23 PM
379	very complicated, confusing. I think that I got the general concept, but not all of the particulars.	3/7/2015 3:49 PM
380	The specific bus information for options 1 and 2 were in PDF format and were challenging to read using my screen reader software, Voice Over on Mac OS X	3/7/2015 3:25 PM
381	i didn't see a lot about the actual light rail route. lots to look at about the buses, i get that, but what is the actual light rail route.	3/7/2015 2:33 PM
382	Detailed	3/7/2015 2:23 PM
383	Gave map and explanations of two alternatives.	3/7/2015 12:28 PM
384	Interactive map with ability to compare current service with alternatives was helpful. The static maps that fail to show south Seattle were harder to understand as someone using routes from SE Seattle to connect to central, north and northeast Seattle. Still unclear about proposed changes to route 8, which was my biggest concern with Alternative 1.	3/7/2015 12:03 PM
385	The statements you asked us to check were confusing. Some just said the samething.	3/7/2015 11:43 AM
386	Yes, but it's still confusing. The concepts are large.	3/7/2015 11:08 AM
387	The maps showing the different options compared to what the routes are now were helpful.	3/7/2015 10:57 AM
388	too long. This survey was like taking a test. I would like to give feedback but not have to study before doing it.	3/7/2015 10:53 AM
389	While they do help, the maps were a bit confusing and not clear with regard to changes given the inclusion of all of the various routes in one map. I understand the intent, but perhaps it could have been presented in an interactive fashion.	3/7/2015 10:31 AM
390	I could only find general information on the webpage. If more detailed info about the alternatives is posted it is buried.	3/7/2015 9:43 AM
391	I find the language confusing at times. I hope I have an understanding of what change will look like. I answered based on what I was understanding.	3/7/2015 9:02 AM
392	I read the alternatives, but I forgot most of the details by the time you were asking me questions about them. I do survey research for a living and this survey was not well-designed.	3/7/2015 8:58 AM

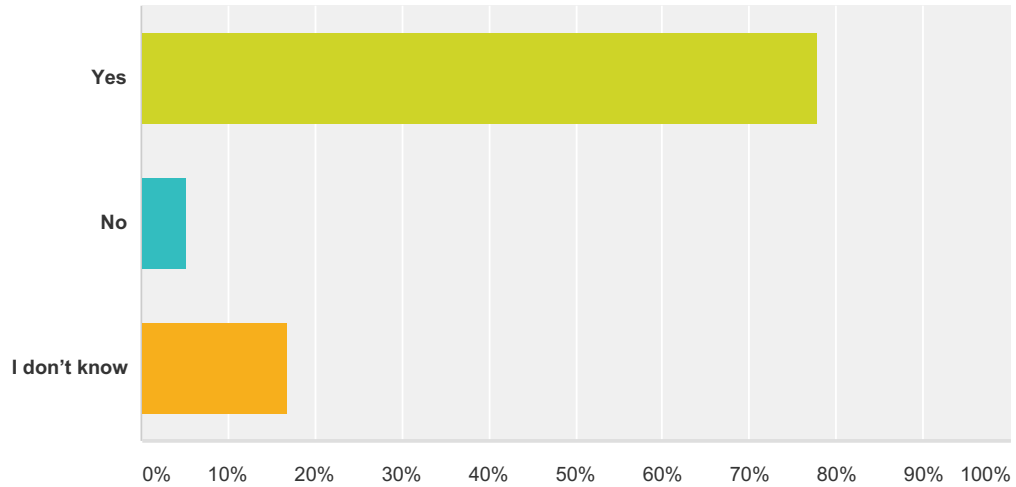
393	I do not use transit now; it is not very direct from anywhere but Downtown Seattle--and even that is inadequate on the weekends--so I just don't try. Therefore, I am not familiar with the routes addressed, let alone the changes. What I would like to see improve is the ability to go from Capitol Hill/First Hill to the U District and the Eastside directly and frequently.	3/7/2015 8:50 AM
394	They helped me understand the concepts, but I felt unheard.	3/7/2015 8:48 AM
395	very unclear how individual routes would change, especially with Alternative 1 in place	3/7/2015 4:09 AM
396	I need to read more about it, perusal attend a meeting.	3/7/2015 3:38 AM
397	The maps and route-by-route information was very helpful.	3/7/2015 1:14 AM
398	no comment	3/7/2015 12:58 AM
399	the presentations in the proposed change descriptions were well organized and easy to understand	3/7/2015 12:49 AM
400	You can't tell me how the changes would affect me. It's unpredictable. I see what the changes are but have no data to know the effect. Nor do you have data on how my transit-related behavior would or would not change with start of light rail and changes to metro buses.	3/6/2015 8:31 PM
401	in a very general fashion	3/6/2015 8:00 PM
402	Actually, I had to study the resources quite a bit to figure out the impact of the changes on me. And I have a Masters degree in economics. I also spent almost 2 hours studying things in answering your surveys. I wonder how other people are absorbing this.	3/6/2015 7:47 PM
403	I spent about an hour studying the maps. They are excellent.	3/6/2015 6:34 PM
404	I understand how Metro lies to the public.	3/6/2015 6:27 PM
405	It's difficult to look at the large map and truly understand the changes.	3/6/2015 6:25 PM
406	Clear maps were provided, along with details about each route.	3/6/2015 6:24 PM
407	have used metro exclusively since 1985	3/6/2015 5:48 PM
408	More explanation on the change concepts before asking us for pros/cons would have been helpful.	3/6/2015 5:48 PM
409	You will disrupt my commute with either alternative	3/6/2015 5:41 PM
410	Kind of... the summary of changes was insufficient text and the maps only made it difficult to understand what changes were being made compared to current service.	3/6/2015 5:28 PM
411	Lots of words, I didn't understand changes	3/6/2015 5:24 PM
412	It was helpful to read descriptions and analysis of the changes, beyond just looking at the changes to my particular routes.	3/6/2015 5:20 PM
413	the list of questions was better than the map - maybe tell people in what order to look at things.	3/6/2015 5:13 PM
414	There were too many different pages to have to go to to learn about the Link Connections alternatives. Not terribly well organized	3/6/2015 5:07 PM
415	Some what?	3/6/2015 4:54 PM
416	Good maps	3/6/2015 4:52 PM
417	I suggest that you have a tool that a person could plug in their route/commute, and compare that way. Having the big picture presentation was too much for me, a simple commuter. I'm interested in how it will effect/ improve or not, my personal commute.	3/6/2015 4:42 PM
418	This is the first exposure I've had	3/6/2015 4:26 PM
419	The detailed maps were a big help. I'd like to see a heatmap of walking distances, though.	3/6/2015 4:23 PM
420	Mostly yes	3/6/2015 4:17 PM
421	Two issue: frequency of service and how late/early service is available (in order to be useful for going to work early or coming home late) AND convenience (how far do I have to walk to transfer from light-rail to a bus (I am not getting younger & neither are many of my neighbors). While Metro addresses the ideas of frequency of service and "convenience," one aspect of convenience is accessibility of bus stops when people are transferring from one line to another. Having to walk 0.25 miles to catch another bus is not convenient by any means.	3/6/2015 4:16 PM

422	They are vague.	3/6/2015 4:14 PM
423	Your interactive map is broken. Lines display correctly, but clicking for information does not show data from the active layer. Instead I get 9 results for the same street regardless of which layers are on. [Firefox 31.4.0]	3/6/2015 4:09 PM
424	The changes are complicated!!!! And involve many routes and options. I did not want to spend too much time figuring it all out. Despite the complications, you did a reasonable job of presenting it.	3/6/2015 4:06 PM
425	Not logical given SDOT BRT plan.	3/6/2015 4:01 PM
426	To some extent, yes. The map showed the proposed routes, but not the frequency. I realize it's difficult to show that, but it makes it difficult to compare the two alternatives.	3/6/2015 3:57 PM
427	Frankly, it's very complex. Way too many charts and maps to try to understand. How many people can really take the time to study all these documents? Best to just provide the list of changes that people can check off, as you did in the survey.	3/6/2015 3:49 PM
428	Though I certainly would like to know more, if that is feasible.	3/6/2015 3:46 PM
429	The blogs made unofficial maps and easy to digest recaps of all the proposed changes.	3/6/2015 3:44 PM
430	The maps and bus times were confusing -- how about a chart that compares frequency and trip time -- maybe it is just me, but I felt the maps did a poor job of showing me what my options would be.	3/6/2015 3:42 PM
431	The route maps are great, but with the number of overlapping routes, it is easy to misinterpret a route (i.e. route 71 could be misinterpreted as still going downtown in alternative 2 unless you read the route description)	3/6/2015 3:39 PM
432	They provided a text and map summary of the revised routes.	3/6/2015 3:35 PM
433	I made this comment on a previous page, but I think the information could have been better presented, and I'm worried that you won't get a lot of great feedback on this survey because the information was too cluttered and hard to follow.	3/6/2015 3:31 PM
434	I have good reading comprehension.	3/6/2015 3:29 PM
435	Phenomenally confusing. Next time hire people who actually ride the bus to compose a clear, concise website explaining how things might change with the two options.	3/6/2015 3:28 PM
436	It's the only way I would have known anything.	3/6/2015 3:25 PM
437	Some of it hard to grasp, if not familiar with routes.	3/6/2015 3:20 PM
438	The two maps comparing the alternative options are unclear and difficult to read.	3/6/2015 3:15 PM
439	I didn't look at specific route changes (assuming those exist) before taking this survey, but I found the route descriptions and overall goals clear.	3/6/2015 3:13 PM
440	A little bit.	3/6/2015 3:12 PM
441	I skimmed quickly due to lack of time.	3/6/2015 3:11 PM
442	A little.	3/6/2015 3:10 PM
443	I didn't think the explanation was clear.	3/6/2015 3:09 PM
444	I live on NE 95th St in Lake Forest Park/Shoreline/Ballinger, and Ballinger way. If there were a bus that went down Ballinger Way to get me to Bothell Way to transfer to the 372 my commute would be much easier.	3/6/2015 3:00 PM
445	Being informed about transit improvements and options are important to everyone who use alternative means of travel for work, business and or pleasure.	3/6/2015 2:58 PM
446	Yes but they were not very clear - its a lot of info that I have to look at one at a time between different pop ups, unwieldy.	3/6/2015 2:56 PM
447	I think the changes are pretty clearly described. I know the actual using of any new system will be a bit different.	3/6/2015 2:55 PM

448	but then again, I don't know what don't know or hasn't been reported....so I may not have a full grasp of all of the changes	3/6/2015 2:51 PM
449	N/A	3/6/2015 2:49 PM
450	Not very specific information though	3/6/2015 2:42 PM
451	Up until I got this survey I was not aware of what change concepts were being discussed. I know that Like Light Rail is coming but have heard very little about these concepts.	3/6/2015 2:39 PM
452	I depended on a simpler breakdown of the changes to specific routes from this blog: http://www.theurbanist.org/2015/03/02/metro-to-propose-bus-restructures-around-new-light-rail-stations/ The metro website took awhile to locate changes and find info about specific route changes proposed.	3/6/2015 1:18 PM
453	It was clearly stated that you were getting rid of two routes I count on.	3/6/2015 12:25 PM
454	The frequent transit maps developed by Oran Viriyincy and posted on Seattle Transit Blog were invaluable in ascertaining the differences between the status quo, Alternative 1, and Alternative 2.	3/6/2015 12:12 PM
455	Metro does a FANTASTIC job at laying out all of their service changes on their 'Have A Say' portion of their website. It is SUPER clear to understand and to find information. Thank you so much!	3/6/2015 12:05 PM
456	The detailed information on Metro's website was extremely valuable.	3/6/2015 10:51 AM
457	alot of dialogue and comments from various angles. Provides a great understanding of networks and frequencies	3/6/2015 10:44 AM
458	Seattle Transit Blog and Capitol Hill Blog are always very thorough, and have been advocating for a massive restructure like this for ages. Although this restructure will make me transfer in situations where I'm used to a one-seat ride, these blogs have both done an excellent job explaining the benefits of what seems like an inconvenience.	3/6/2015 10:19 AM
459	I feel that it could have explained better. One single interactive map, for instance, where you can click on and off various options, the Alternatives etc. You could also have included a population density overlay.	3/6/2015 9:42 AM
460	Oran's pull over map feature does EXACTLY what Metro's comparison maps ought to--it shows current routing and service levels (weighted by frequency, unlike Metro's maps) vs. proposed levels under Alternative 1, the best option.	3/6/2015 8:57 AM
461	Information was presented. I was educated.	3/6/2015 12:33 AM

Q57 From the time you were notified, were you given enough time to provide meaningful feedback in Metro's and/or Sound Transit's decision-making processes?

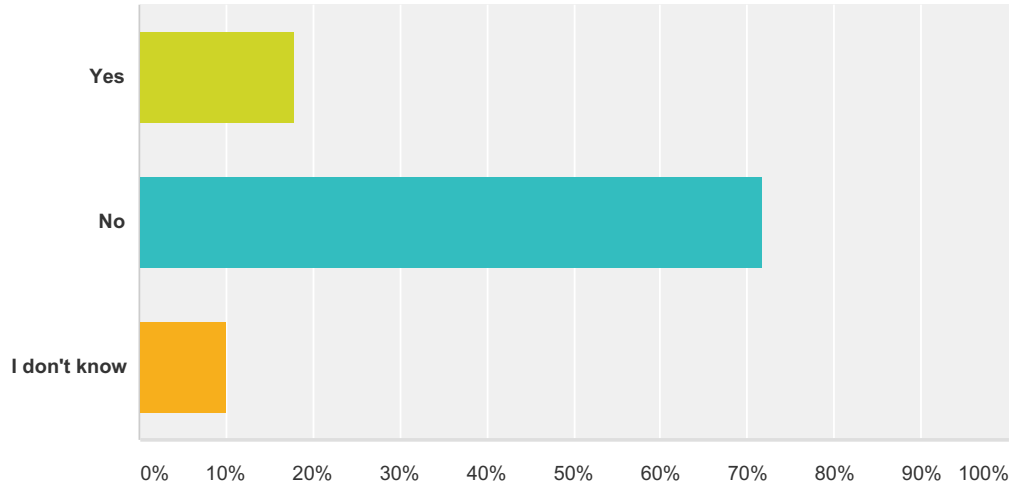
Answered: 3,354 Skipped: 3,205



Answer Choices	Responses
Yes	77.88% 2,612
No	5.25% 176
I don't know	16.88% 566
Total	3,354

Q58 Did you participate in the first round of public outreach about the Link Connections project last November?

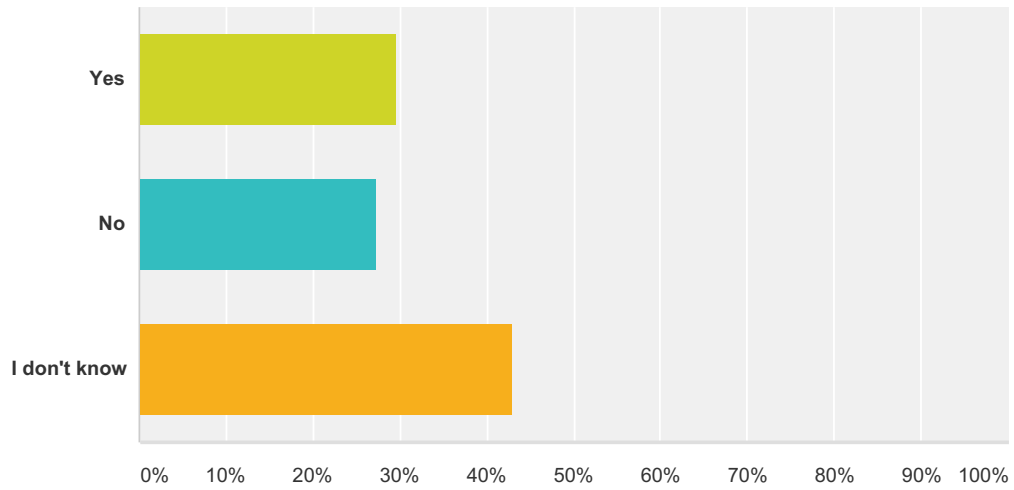
Answered: 3,430 Skipped: 3,129



Answer Choices	Responses	Count
Yes	18.02%	618
No	71.87%	2,465
I don't know	10.12%	347
Total		3,430

Q59 Do you see how your feedback helped shape some of the ideas being considered?

Answered: 671 Skipped: 5,888



Answer Choices	Responses
Yes	29.66% 199
No	27.27% 183
I don't know	43.07% 289
Total	671

#	Why?	Date
1	No of my concerns have been addressed or taken seroioulsy. King county metro seems to not listen to taxpayers concerns. They seem to have already made up,their minds to do what they want.	3/31/2015 5:00 PM
2	I need to hold on responding until I see the outcoms of the propositions.	3/31/2015 12:29 PM
3	I think feedback is gathered, then ignored	3/31/2015 7:36 AM
4	Looks like the plans are very limited in scope and basically addressing commuters	3/30/2015 5:22 PM
5	A subsequent blast of information described the role of the City funds.	3/30/2015 2:56 PM
6	Again, the changes being made are not to my daily commute.	3/30/2015 8:48 AM
7	frequency	3/30/2015 7:39 AM
8	I asked for a frequent route between Roosevelt Station and NOAA, or a two-way 74, and both appeared in different alternatives. I like the attempt to put as many routes as possible near UW Station and Capitol Hill Station, and to get the evening/Sunday frequency to 15 minutes on core routes. I like the frequent midday 75.	3/29/2015 9:34 PM
9	I appreciate that the initial survey last fall asked specific questions about where people are trying to go. It's a smart way to start the conversation and to ensure that you're meeting people's needs - and the alternative routes clearly reflect the paths that people want to take.	3/29/2015 5:45 PM

10	1. It seems like there is more outreach now than there was prior to the Tukwila station going in. 2. At a Metro outreach meeting, I was told that there is not enough ridership from Burien. Yet that is a catch 22. There is not enough ridership because the service is so bad, So people drive. Everyone in my vanpool has had problems with buses and moreover the light rail that is at ground level through Rainier Valley and gets into accidents, and even when light rail does not have a slow down due to an accident, it takes far too long! Also, the quickest I can get one-way from Burien to the U District by bus is 75 minutes. That is ridiculous!	3/28/2015 8:42 AM
11	My primary concern about having frequent, direct bus service to UW Link station was not addressed in proposed route changes.	3/27/2015 9:20 PM
12	I did not see the feedback results	3/27/2015 4:41 PM
13	Need coordinated planning for all Montlake connections (ped, bike, Light Rail, Bus). The city planners need to step up and take control of the process because the different transportation authorities are unable to coordinate their actions for the benefit of our city and our neighborhood.	3/27/2015 2:40 PM
14	Wasn't able to evaluate the overall results, so I don't know if I was part of the data set considered.	3/27/2015 2:25 PM
15	I'm sure that plenty of other people complained about a severe lack of coordination between crowd size and bus space on morning commutes to UW, and the new plans have responded.	3/27/2015 2:05 PM
16	Still no word on the 47 bus	3/27/2015 1:31 PM
17	I don't think I saw follow up of the results.	3/27/2015 10:21 AM
18	The light rail and busses still do not have consistant service early in the morning. I start work at 6:15AM, and driving is the only option that I feel is safe. Long wait times between connections keeps me standing alone pre-dawn in dangerous areas.	3/27/2015 6:38 AM
19	There seems to be a clear emphasis on a frequent, useful service network, which is awesome!	3/26/2015 9:27 PM
20	I kind of feel like the two alternatives being considered actually provide less quality service to my area and my use of Metro than the current service choices I have do. I prefer to use transit than take my car, but the 2 alternatives being proposed would make it difficult for me to have a 1 bus ride to downtown. The number of transfers and the lenght of walking distance involved are not good service options for service from my area (Sand Point Way) to downtown unless I only would ride the Route 74 during peak AM & PM hours.	3/26/2015 8:15 PM
21	120 schedule is still same, underserved	3/26/2015 6:59 PM
22	I see the Eastside, Northend and City being addressed and considered. There are many residents in Kent, Federal Way, Auburn and Renton that commute into Seattle. I don't see any of those areas mentioned in this Survey or how Light Rail will improve the commute from those areas? As I see it South Sound commuters may just continue their usual routine when additional routes are debuted since they will be advantageous to Eastside, Northend and City residents. My apologies if the Southsound areas are being thought about and just not a part of this particular survey...	3/26/2015 8:27 AM
23	Don't remember what I said in my online survey	3/25/2015 9:13 PM
24	This particular exercise is rather frustrating in that I cannot goo too far back. Any attempt to go back to another section results in the loss of all the work and comments made.	3/24/2015 11:54 PM
25	with alternative 1 it will be more difficult for me to get to a bus that will take me from Kingsgate to downtown Seattle. No light link rail extention to Kirkland yet.	3/24/2015 5:58 PM
26	A clear effort was made (with Alternative 1) to connect places people need and want to go, without regard to the existing network.	3/24/2015 4:33 PM
27	I think the idea of frequency and useful transfers was included in the the proposed changes, but the distance between stops was increased drastically to compensate, which leaves many unable or unwilling to use that transit system. I'm not sure why walking distance was not really considered....?	3/24/2015 1:36 PM
28	Hard to say one way or the other, it was more big-picture stuff. Not sure how to translate it into the actual changes proposed.	3/23/2015 8:33 AM
29	Sound Transit and King County Metro do a good job publishing (they could be a bit easier to find though) their reports on each survey they conduct which, if nothing else, arms me with some solid data to use when discussing transit issues in the community with family and friends and knuckleheads who think we pay our metro drivers too much and don't care about the funding gap ;)	3/20/2015 1:40 PM

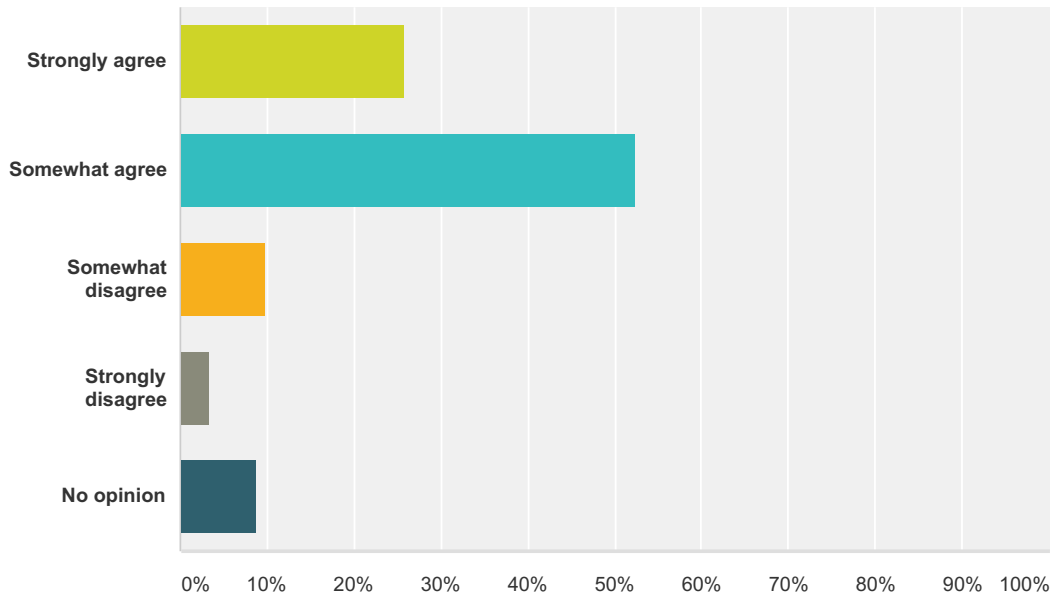
30	I'm a little bit outside the geographical area in question. But I'm REALLY happy about the Capitol Hill connection to UW - not only as a UW alumni who used the bus all through my time at the school, but as a person who frequently travels between UW and Capitol Hill. This will make things so much easier, I hope! Much better than the circuitous 43, anyway!	3/19/2015 8:31 PM
31	I'm not sure. I responded to a survey back then too but I felt like it was a little more straight forward.	3/19/2015 3:59 PM
32	Never have the feeling that this feedback matters, but I give it nonetheless!	3/19/2015 1:14 PM
33	545 route is being included in the updated plan.	3/19/2015 11:17 AM
34	Not really.	3/19/2015 10:52 AM
35	Nothing is being done to improve Ballard's abysmal bus service, despite a very large number of taxpayers and commuters/travelers.	3/19/2015 10:23 AM
36	The needs of our transportation corridor (Bothell/Lake City Way) are not being addressed at this time.	3/18/2015 8:58 PM
37	time will tell if the ideas implemented were used	3/18/2015 7:43 PM
38	unclear that proposals were changed in response to feedback/ input. perhaps they were but this was not well communicated?	3/18/2015 3:43 PM
39	Still does nothing to serve my household.	3/18/2015 3:20 PM
40	Unclear who's priorities are being taken into account.	3/18/2015 2:49 PM
41	Maybe. At least there is now some mention of folks living along 522.	3/18/2015 1:05 PM
42	I live in W Seattle and would take the bus every day if I could rely on service. While I'm excited about the light rail station at UW, I'm not sure there will be routes from where I live that will get me to a station. Honestly, this issue is what makes me miss living in NYC the most.	3/18/2015 12:43 PM
43	I got no response.	3/18/2015 12:15 PM
44	I think the attention to frequency was something I have mentioned at every opportunity, as I am sure others have as well. Also the need for amenities at bus stops.	3/18/2015 11:50 AM
45	It's hard to know what my feedback specifically did to shape the project but glad I was given the chance to voice my opinions	3/18/2015 10:13 AM
46	Presumably, though I don't think I suggested anything novel, so I think it would have been generally in line with revised planning.	3/17/2015 5:48 PM
47	I see no evidence one way or the other. I assume most of the "shaping" exists only as lip service.	3/17/2015 4:52 PM
48	Alternative 1 seems to ignore my primary concerns (which is fine if I am truly in the minority of riders); Alternative 2 seems to be the status-quo with some minor tweaks.	3/17/2015 10:19 AM
49	I've considered so many different possibilities for the realignment that I honestly can't remember which ones I was considering 4 months ago, nevermind which ones I may or may not have put in that survey. So, personally, I don't know. That said, your proposals do very clearly indicate that your brightest minds have been involved with and listening to the brightest minds in the Seattle community.	3/17/2015 1:28 AM
50	There were a number of people at the meeting I attended who were concerned about retaining the current Route 71 service	3/16/2015 5:30 PM
51	I don't recall the details of the feedback given that it was last November.	3/16/2015 5:15 PM
52	The 520 design process is a mess and doesn't reflect ideas for quality transit. Just a way to have a bigger freeway, and now you are making up weird ways to solve the problem created by WashDot's failed 520 design.	3/16/2015 11:53 AM
53	You keep trying to cancel bus services that the public uses and reduce the number of cars on the road. If my or a large portions of the communities feedback was considered then you wouldn't be trying to cancel bus routes	3/16/2015 11:50 AM
54	no evidence of it...	3/16/2015 11:47 AM
55	I like the proposal of alternatives with many options from which anyone can choose.	3/15/2015 5:38 PM
56	I really emphasized the importance of frequency, and it looks like you guys listened. Thanks!	3/15/2015 9:20 AM

57	I depend on using a computer at the public library - it is not always possible for me to read as long as it takes to understand and remember every little detail.	3/14/2015 4:59 PM
58	It seems like many of the changes are happening no matter what. The Madison BRT is an example: I don't know anyone who wants it, but it will happen anyway.	3/13/2015 2:39 PM
59	N/a	3/13/2015 1:06 PM
60	Because the bus to light rail connections in the plan are terrible.	3/12/2015 8:54 PM
61	I think Metro already has a plan in place and no survey is going to change anything....	3/12/2015 3:52 PM
62	The Lake to Lake concept. Now in new 16 and new 71.	3/12/2015 11:08 AM
63	Some... I'd rather have the city truly dedicate itself to light rail connecting all neighborhoods as opposed to rail connecting some with buses connecting the rest.	3/11/2015 1:55 PM
64	Using transit to/from the Eastside gets harder, not better.	3/11/2015 8:51 AM
65	Changes to the 8, 48, and 49 all meld with ideas I supported in the first round of public feedback.	3/10/2015 2:42 PM
66	I really have no idea how this survey will or will not be used.	3/10/2015 11:10 AM
67	My ideas are certainly reflected in the Alternative One principles but I don't know that they had any direct causation	3/10/2015 9:49 AM
68	In the first round of surveying I voted for the idea of decreasing transfer times, and that is one of the main qualities of a routing alternative now.	3/10/2015 8:24 AM
69	I don't know that my feedback helped, but Metro needs to be commended for being bold in the Alt 1 proposal. I look forward to the next round of restructurings when Brooklyn and Roosevelt stations are complete.	3/9/2015 8:46 PM
70	one drop in an ocean.	3/9/2015 6:38 PM
71	My initial rounds of feedback had little to do with routes; so were likely not considered. However directly emailing Sound Transit has given me confidence that my most important concerns are being addressed.	3/9/2015 6:00 PM
72	Absolutely no buses on 25th Ave NE --a logical north/south route to the new light rail station at husky stadium. seriously -- figure it out because if I have to go down University Ave, I am highly unlikely to use metro. Ever.	3/9/2015 3:02 PM
73	The 522 corridor still doesn't seem to be a priority for non-downtown transit. Especially, toward Fremont, Ballard, Queen Anne.	3/9/2015 1:01 PM
74	I was not tracking the changes that closely.	3/9/2015 11:01 AM
75	You are eliminating the 72 -- my feedback has had zero impact on your plans. You will only listen to the folks that agree with you.	3/9/2015 10:15 AM
76	Not sure we will see. But thanks for asking.	3/9/2015 9:19 AM
77	I supported more frequent service and I was pleased to see that option. I like the flexibility of not having a long wait if I miss a bus.	3/8/2015 9:53 PM
78	I did not see any improvements to the 45th Street corridor between Ballard and U-District/UW.	3/8/2015 9:26 PM
79	Can't remember the specifics of what was shared.	3/8/2015 4:17 PM
80	the 8 and 66 were not cut!	3/8/2015 3:16 PM
81	I will see soon enough if the feedback helped. Previously the changes didn't affect my neighborhood as much as this time. This time, it impacts routes I ride more than last time.	3/7/2015 5:34 PM
82	There is a mismatch/contradiction between the proposed improved frequency of Alternative 1, but the details reveal far less frequency (Route 207 only hourly, with greatly reduced service periods)	3/7/2015 10:35 AM
83	Alternative 1 has improved frequencies	3/6/2015 10:58 PM
84	The 72 was proposed for elimination when bus cuts were on the table. With the new funding package approved in Seattle, it appears the 72 will still be eliminated. I wrote numerous email about the 72 during the November process, so no, I don't see how my feedback helped shape the ideas of the current plans.	3/6/2015 8:08 PM
85	I don't remember what my feedback was	3/6/2015 7:47 PM

86	I see little effort to make bussing easier for the elderly.	3/6/2015 6:34 PM
87	The problems in Northeast Seattle have pretty much been ignored, especially the parts north of the University District. It seems the further you get from downtown, the less you matter to the ones making decisions.	3/6/2015 6:30 PM
88	You created more east-west routes and provided more frequent service on may routes.	3/6/2015 5:52 PM
89	Some of the specific ideas we discussed at my table in November (destinations, routes) have been incorporated into Alternative 1.	3/6/2015 5:21 PM
90	Many of the ideas being considered are in direct contradiction to the concerns I voiced.	3/6/2015 5:04 PM
91	The bus route is exactly the same	3/6/2015 4:33 PM
92	No one ever sent a link to the results of the feedback.	3/6/2015 4:17 PM
93	I can see that you care a lot about community feedback.	3/6/2015 4:14 PM
94	It seems that there are few to no considerations for people working swing shift. How can I access the Link rail from the Tukwila station after 12:30pm to get to UW by 3pm. The lot is full. There are no busses going east on 169 after midnight. Im not willing to spend over 4 hours per day commuting.	3/6/2015 3:58 PM
95	Not sure, many voices probably went into the shaping of the proposals.	3/6/2015 3:44 PM
96	It's hard to know how much the feedback was utilized in developing the 2 alternatives.	3/6/2015 3:35 PM
97	Because my main concern - removing access to Eastlake - was not addressed, and Metro is still planning on reducing access to South Lake Union via Eastlake.	3/6/2015 3:15 PM
98	If a direct connection to NOAA is maintained, then I will believe my feedback had some impact.	3/6/2015 3:15 PM
99	It addressed many concerns voiced by other passengers who currently use light-rail as "first option" traveling consideration. Having additional information about the connectivity of future projects and the city's plans for future growth plans is extremely important in this growing vibrant city!	3/6/2015 3:01 PM
100	I was worried about the 43 going away then and it is still going away....	3/6/2015 12:26 PM
101	Alternative 1 clearly reflects the importance of frequency and network legibility that I stressed in my previous feedback.	3/6/2015 12:13 PM
102	A clear effort was made (in Alt 1) to take advantage of the early feedback on destinations to serve.	3/6/2015 10:51 AM
103	A bold plan was put forth that focused on network of frequent routes	3/6/2015 10:45 AM
104	My suggestion was to plan a hypothetical Metro bus network as if none were existing. And then see how to best align it with existing routes. While I see some of it in the two alternatives, I would have expected something bolder, such as new routing (even wired ones), the use of smaller busses that can operate on narrower streets.	3/6/2015 9:47 AM
105	If they had, neither of the plans would have seen the light of day. Specifically, elimination of 277 and tinkering with the 255.	3/6/2015 8:03 AM
106	I don't know if my feedback had a marginal effect on the good work Metro was already doing.	3/6/2015 12:33 AM

Q60 I believe that taking the time to share my views will result in better decisions about bus changes that will be made following the start of Link light rail service to Capitol Hill and the University of Washington’s Husky Stadium.

Answered: 3,431 Skipped: 3,128



Answer Choices	Responses
Strongly agree	25.88% 888
Somewhat agree	52.35% 1,796
Somewhat disagree	9.73% 334
Strongly disagree	3.26% 112
No opinion	8.77% 301
Total	3,431

Q61 Please share any additional feedback you have about our outreach process.

Answered: 494 Skipped: 6,065

#	Responses	Date
1	Nope. Thanks for asking for feedback! I appreciate contributing to the planning of the Link Rail, despite my limited knowledge on the subject. I'm looking forward to using it next year!	4/1/2015 9:58 PM
2	(not about outreach) My son will be using Metro exclusively next year to get to high school, so any changes will greatly affect us.	4/1/2015 6:07 PM
3	still needs improvement	4/1/2015 2:31 PM
4	At least you've asked. That is appreciated.	4/1/2015 1:50 PM
5	I believe this last question above won't result in useful information. Maybe if 43 were "Do I believe Metro will listen and fairly communicate the concerns?" might be a better way to ask the question. Also question 41 wasn't possible to answer, since there may have been time, but since the questions asked and options to check were often leading or misleading the real question is in the word "meaningful" and that's impossible to know. It would be good before questionnaires are put out to get a review by several folks who are not in Metro, have a good understanding of the system and reflect different points of view with the goal to try to remove any bias that is inherent in many of the questions and check boxes in this questionnaire. This questionnaire is an improvement over past ones but I still believe it will just reinforce what Metro wants to hear because of the way the questions have been asked. It would be important to acknowledge in any summary that you present where options of answers you provided are inherently wrong (as pointed out in my previous comments).	3/31/2015 11:19 PM
6	I don't think that public input really matters considering the plans that were put forth doesn't seem to take into account actual public ridership data, nor does it take into consideration where people live (in terms of neighborhoods that are not as well known as some others). This survey is rather convoluted in how the questions were asked concerning the routes as, to really complete it, one needs to have the actual proposal before one - and those are somewhat convoluted in the writing (though it is difficult to write in words something that is actually a visible change to a route that is best presented graphically on a map.) All in all, though, there were sufficient opportunities for public input -- but, again, I'm not so sure any of it was taken into consideration when the two options were developed.	3/31/2015 10:53 PM
7	I really wish that there was more information about this earlier. I don't remember seeing anything at the University District Street Fair last year or at the U-District Farmers' Market. No tables set up at QFC or Whole Foods or Safeway where people are bound to go for errands. Why not do more tabling at high traffic locations	3/31/2015 10:17 PM
8	I haven't heard a lot about how the different alternatives might affect family ridership, or ridership with teens. I am concerned about increased transfers for these young people.	3/31/2015 10:16 PM
9	based on other occasions where outreach was encouraged it has an element of window dressing	3/31/2015 6:08 PM
10	As I mentioned, the survey and background information were unreasonably complex for a native-English-speaking person with a graduate degree who excels at test taking and who covered infrastructure, transportation, and other government documents for a nearby newspaper. If I can't digest and respond to this information with ease, how is an ESL immigrant with, let's say, little advanced education who relies on the bus supposed to respond intelligently. I would strongly recommend redoing this survey or providing an alternative form of response more-accessible to others from different backgrounds, only from my experience as a government reporter, I'm guessing you've already blown the budget.	3/31/2015 5:55 PM
11	I do not trust that king county metro has the taxpayers best interests at heart.	3/31/2015 5:01 PM
12	This outreach process has been great. I only wish something like it were done about a decade ago when SR 520 was being planned.	3/31/2015 4:45 PM
13	Yay Buses!	3/31/2015 4:38 PM
14	Buses/lightrails are the future, we must have them to continue moving in this city.	3/31/2015 4:14 PM
15	Thank you for doing it.	3/31/2015 3:40 PM
16	Thank you for hearing my feedback. Please do not cut route 43.	3/31/2015 12:51 PM

17	I honestly question whether anybody at Metro even cares about the needs of transit users in Seattle. Decisions appear to be arbitrary. When heavily used routes are moved or eliminated it is often in neighborhoods with politically active residents making many of us wonder if it's a kind of extortion -- to coerce us to demand higher funding. It is also obvious that Seattle transit riders are being punished for existing.	3/31/2015 12:16 PM
18	Most people seem unaware of all the changes that are coming. Only two light rail stations are being added, but a lot of routes are changing, so many people don't know they should be looking	3/31/2015 11:30 AM
19	If it weren't for the montlake newsletter I would have missed this.	3/31/2015 10:55 AM
20	How do I get notified via email about these changes?	3/31/2015 9:46 AM
21	You know, the old-fashioned way, door to door with a person and a clip board showing the homeowner possible changes would have been the best, at least for me.	3/31/2015 9:36 AM
22	I heard about this survey from a friend and our neighborhood blog. This is the first time I've heard that you are considering doing away with the 43 bus route. There are a lot of people who depend on this route, including me. It would have been a better outreach effort if you handed out flyers to all passengers of the 43 bus that asked them what they think about doing away with the route. In addition, this survey is poorly done. I had to keep all the nuances of "Alternative 1" and "Alternative 2" in my mind while going through it, and since I am unfamiliar with those nuances it was difficult at times. When I tried to leave the survey to look for a detail, I couldn't get back in without starting all over. Plus, the first section asks about "North Seattle" which I assumed included Montlake and the UW, only to find that there was a whole second section about those areas. That should have been made clear from the beginning. As for why I answered question 43, about whether sharing my views will result in better decisions on your part, I checked "somewhat disagree" because when I've been involved in city outreach programs before, it has ALWAYS been the case that decisions have already been made and that the city picks and chooses the feedback they get to sell others on what they've already decided. I'm hopeful that Sound Transit follows a different path, but not expectant that they will.	3/31/2015 9:29 AM
23	Pkease do not take away the 43 from Boyer to downtown and the University as it will affect us very adversely	3/31/2015 8:55 AM
24	I'm a bit late to the game having just learned about the proposed changes. Thanks for taking in feedback.	3/31/2015 8:53 AM
25	you are working hard on the propaganda... you gather feedback, then often ignore it. I generally feel more processed than listened to.	3/31/2015 7:38 AM
26	I'd also like to have the survey request what qualities people want for their transit. (Frequent? Ontime? Timed transfers? etc.)	3/31/2015 2:07 AM
27	Uses too much doublespeak. Elimination of routes or decreased frequencies or having to transfer when prior was direct are not "improvements", etc. Too much positive spin on changes rather than having people think for themselves.	3/30/2015 10:30 PM
28	The way this survey is set up, is hard to answer clearly about Option 1 and Option 2 with the Options only explained once in the survey. You should keep a pop up box link as reference of options 1 and 2 when asking the pro/con questions and opinions on the various route proposals.	3/30/2015 10:02 PM
29	Nothing any one says will change any thing. The City and I bet the County just go thru the motions so it can be said "we asked" and then you go right on with what ever you already wanted to do or what Amazon wanted you to do or some other developer. The changes on Dexter Ave N have made it a mess, the Mercer Mess is still a mess Broadway is a mess and will be such fun once the light rail starts blocking it up, making 23rd more narrow will be a mess but how wonderful a few people on bikes are happy. Seattle is a dumb City! Sorry to say that but it is only getting worse.	3/30/2015 9:53 PM
30	I do not know the above, but hope it would, otherwise I wouldn't have bothered. Finding this feedback form on your site is not very easy.	3/30/2015 9:08 PM
31	Based on other transit projects, I doubt that you pay any attention to these surveys.	3/30/2015 8:56 PM

32	In my experience, agencies such as Metro ask for input but it never results in any meaningful output--the decisions have been made already and surveys, etc., are most often just window-dressing to avoid uproar. Seattle has the BEST bus drivers and the WORST transportation planning and use of funds. The duplication of transportation agencies is a disgrace. There are many examples of systems in use in other cities, but Metro re-invents the wheel in planning. For low-income people, getting around is expensive and irritatingly baroque. When I worked at Children's Hospital, I could drive there from Montlake in 6-7 minutes versus taking a bus into the University District and then transferring to another bus to go out Sand Point Way N.E--a process of over an hour. Guess which method I used? Now that I'm retired and a bit disabled, the sheer lack of convenient access to routes throughout the city is maddening. Oh, about "Outreach"--if the Montlake Forum had not run info on this, I would never have known that Metro was asking for "input". I watch TV and read the newspaper every day, but didn't know about this. Why don't you send information to the neighborhood Internet forums? Nearly all neighborhoods have them. As far as going to a public meeting, it would depend on whether I could get there by bus...	3/30/2015 6:55 PM
33	Thank you for soliciting public comment!	3/30/2015 5:49 PM
34	Love the concept and getting public feedback, but don't trust you all enough to think that my opinion really matters.	3/30/2015 5:16 PM
35	I never heard about the November meeting (when and where was that?!). And the proposed public "listening"/information sessions about the changes are a joke. I am a professional in community involvement, and we aim to have our public meetings, open houses, etc. at times when the COMMUNITY can make it. Wednesday morning?! at prime commute time? Seriously, not many who regularly use the routes can attend because they're USING the lines at that time! Maybe your management isn't allowing special dispensation for staff to conduct the meetings in the evening, e.g., 6-8pm, or on the weekends, e.g., a Saturday morning, so that professionals, families and others with commitments preventing them from attending the proposed listening sessions. However, there should be some flexibility when you're working with a community IF you are truly wanting their input and that input is truly valued in what decisions will be made.	3/30/2015 3:56 PM
36	NOT ENOUGH NOTIFCATION TIME IN ORDER FOR PEOPLE TO CONSIDER CHANGES AND PARTICIPATE IN THE OUTREACH PROCESS.	3/30/2015 3:09 PM
37	I'm not sure there was quite enough community meetings for this - there were none, for example, up around Wedgwood. I also wonder if there was really enough time to digest what is being proposed here.	3/30/2015 2:44 PM
38	I think it is great to be able to give my feedback. Thank you for "listening!"	3/30/2015 2:04 PM
39	I fear most bus riders will not get to fill this form. It is lengthy. Bus riders are not generally middle-class people!	3/30/2015 10:09 AM
40	Sincerely hope it's heeded.	3/30/2015 8:57 AM
41	Thanks for taking the time to come up with such an ambitious plan. No matter where things go, it's reassuring to be dealing with an agency that's not afraid to upset the status quo and rebuild the transit network with smart and reasonable goals in mind.	3/30/2015 5:03 AM
42	Metro often doesn't stand up to a vocal minority of passengers who complain about losing "their bus". Transit service needs to be focused in the densest areas of the cities. Those of us who live in more spread out areas can use Car2Go/Bikes/Longer walks/Taxis to bridge the gap. Park & Rides are fine, but also take away resources from Metro's core competency: Providing bus service. Park & Rides that are oversubscribed should have parking fees	3/29/2015 10:56 PM
43	Thank you for making sure this opportunity for my feedback is available	3/29/2015 9:36 PM
44	I did not know this survey was available or about the Alternative Plans for change until March 29th when my neighbor told me about the survey.	3/29/2015 6:22 PM
45	Great job with outreach! I hope lots of people are responding so they can give input on their transit needs, too.	3/29/2015 3:26 PM
46	For older people who are not used to doing things online, going hrough thisquestionnaire was a painful process, done only with assistance. All the print was too small for me. Pages and pages I had to go through. Hard to understand some of the cocepts.	3/29/2015 1:20 PM
47	The fact that you didn't list Beacon Hill as a neighborhood is baffling to me & makes me question what good these surveys do.	3/29/2015 12:11 PM
48	your outreach is appreciated.	3/28/2015 9:38 PM

49	In general, Seattle government makes a decision and then notifies the citizens that they can share their ideas, sometimes giving a "choice" of two unhelpful options. The people heard from in the "early" information collecting are usually special interest lobbying groups (like Cascade Bike Group) or friends of city planners. It takes a while for the situations to filter down to the people who will be most affected. Since it will be at least six years before the Roosevelt transit station is completed, you need to think about the issues but people can't yet tell how things will work out. I appreciate that you at least asked ordinary people to weigh in before the "set in concrete" lines on the maps are drawn.	3/28/2015 7:49 PM
50	Many people bought or rented a home because of excellent bus service. Both Alternatives would take away options for many of those who travel to the University District from Olympic Hills, Jackson Park, Victory Heights, and Pinehurst. It is a betrayal of Metro's strongest supporters. 15th Ave NE (between NE 143rd and NE 115th Streets) has ten thousand condos and apartments within 1/4 mile from the road. Depending on what you decide, I might have to start commuting by car, as well as buy another for my household.	3/28/2015 2:54 PM
51	It would be valuable to provide ridership data for each of the routes. For example, how many people are riding the #8 versus the #11 and how does this map to frequency.	3/28/2015 1:19 PM
52	Please see my comment for alternative 1. This is an added comment I already participated in the full survey.	3/28/2015 1:00 PM
53	As a regular rider in the northwestern quadrant of Seattle, it is difficult to address specifics about alternate route choices in central and NE Seattle, except for those that would affect our access to Capitol Hill and the U-District. In a selfish vein, I could prefer that all local routes in the latter areas be eliminated so that the east-west trunk lines are improved. However, we are dependent on our "own", often hapless but accessible, north-south routes, and would want them improved rather than gutted! The outreach being focussed on two alternatives for resource allocation is also frustrating, as it doesn't address serious Metro shortcomings such as the distance between transfer stops, the chronic irregularity of northwest bound routes, and the supposed efficiency of endless routes through congested areas.	3/28/2015 11:17 AM
54	It's great you are doing outreach. Thank you. I hope it is not too late for additional considerations from the south to downtown (and the U District).	3/28/2015 8:43 AM
55	Be nice if I didn't have to drive to the overcrowded Kenmore park and ride. It would be cool if more bus service ran around the Kenmore area.	3/28/2015 8:08 AM
56	hurry it up for goodness sake.	3/28/2015 1:42 AM
57	I work at seattle childrens, which has always had a strong commitment to less driving/ more use of transit. It is really hard to get from mt baker to Childrens using the current system I have to do a lot of walking and always take at least 2 different forms of transport. Please prioritize a way for us to get from the university light rail station to childrens as this would be an amazing situation!	3/27/2015 9:37 PM
58	Earlier bus routes out of Duvall and more direct to Childrens's Hospital. Most nursing staff start at 7am, and we are off at 7:45pm. If I were to take the bus now it would take me 2 hours and I would arrive at 8:15 am. I can drive it in 35 min in the am. No benefit at all for me to ride the bus with the current public transportation.	3/27/2015 6:10 PM
59	Thank you!!	3/27/2015 5:47 PM
60	These are cuts, plain and simple, to NE Seattle transit. These are the cuts we voted to stop by raising our sales tax 0.1% in Prop. 1. It is so lame to propose the same cuts and call it better service and oh by the way keep the higher sales tax. LAME.	3/27/2015 5:20 PM
61	Being unable to look at alternatives 1 & 2 without the survey crashing is a perfect example of how bad Metro's IT capabilities are. This is Seattle! You should have access to lots of competent IT people! And along those same lines, why can't Metro make a Trip Planner that works. The old one was FAR better than the new one!!!! Especially when trying to use it on an iPhone!	3/27/2015 4:02 PM
62	Make your survey shorter. This is inappropriately long for people who work.	3/27/2015 3:44 PM
63	it is really hard to understand this material. there is probably no way around it, because it really is complicated, but I'm still not sure I understand all the impacts.	3/27/2015 3:21 PM
64	Thank you!	3/27/2015 3:04 PM
65	I do not recall receiving any mail regarding these proposed changes. As a Pike/Pine resident and member of PPUNC, I pay attention to these things. It might have been overlooked but I don't believe it was. Fortunately my friend is a transit planner, she knows my mom, and sent me the link.	3/27/2015 2:49 PM
66	COORDINATE via CITY DPD. PLEASE.	3/27/2015 2:41 PM

67	1. To achieve the frequency goals of Alternative 1, Metro must have a much more efficient payment system in place. Way to much time is lost loading and unloading passengers because of payment. 2. In concept, I prefer Alternative 1, even though I personally wish it had better connections for me to the light rail station. (Some bus routes that would get me there are moving further from my location, e.g. 48, and my new options will require more walking and more connections. (1/4 to the bus; 1/4 mile from Stevens Way to the light rail station. This makes is unlikely for me to use Metro to get to the light rail station.) However, Alternative 1 improves dramatically for me in 2021 when the Roosevelt station opens.	3/27/2015 2:35 PM
68	This survey was very long -- personally would prefer shorter surveys, more frequently (10-12 questions).	3/27/2015 2:33 PM
69	Don't remove areas of service. Please don't assume that just because light rail opens up (yay!) that routes will become obsolete; those in-between points still need to be accessible and that's where good bus service comes in. I've ridden the bus for commuting and personal purposes for the last 15 years, and much prefer using Metro to driving around Seattle.	3/27/2015 2:28 PM
70	I think the staff that attends the outreach events are great resources. Very welcoming and good at asking questions to get the information that some people have a hard time articulating.	3/27/2015 2:04 PM
71	I thought I had already taken this survey, but it seems you did not receive the results. I'm confused.	3/27/2015 1:56 PM
72	I'm highly skeptical of any plan that results in me having to transfer buses more often, regardless of how often they are supposed to arrive. One snarl and all those transfers will go right out the window and you'll be left stranded, waiting for who knows how long in some strange part of town that's in between wherever you want to be. At least with being on one bus, I always know where I'm headed and approximately how long it will take me to get there. I've avoided transfers like the plague for several years now and it would take A LOT for me to consider changing that. Like buses would have to show up on the dot and every 10 minutes or sooner for me to consider taking routes with transfers.	3/27/2015 1:48 PM
73	whatever the reason was to cancel route 265 it has caused for many people an issue and many people now have to drive or walk far to work. some of our patients have issues to come to get treatment.	3/27/2015 1:20 PM
74	I think you should make the results from the polls known and make it more available. Maybe have bus drivers pass out the information or have it available on the buses because I didn't know until my friend told me and I went on your website.	3/27/2015 1:16 PM
75	Thank you for letting me share my preference for Alternative 1 over Alternative 2 in Northeast Seattle.	3/27/2015 12:52 PM
76	I think that being in public places is a great start to listening to the public, but also being more open about where the blog is through emails, or tell the email viewers "This blog ____ is where we will update more than our monthly email so you do not get spammed with emails."	3/27/2015 12:20 PM
77	I hope my views will result in better decisions.. Keep the 11!!	3/27/2015 12:09 PM
78	I would scrap the concept all together, and redesign the light rail as a "spine" of the system, and use the buses as the "ribs" or branches off of the spine. I would set up larger transfer stations at each stop to facilitate transferring from one route to another. Think of the transit system of Mexico City, where the trains are the mass transit, and buses get people from the train to the farther outlying areas. It is highly efficient and very convenient.	3/27/2015 12:05 PM
79	I bus infrequently, so I would not know have known about this if my employer hadn't emailed me.	3/27/2015 11:10 AM
80	I think the decisions will be made regardless of rider feedback. Keeping riders happy does not seem to be a priority in this region.	3/27/2015 9:37 AM
81	This survey needs to be mobile-friendly, it's inaccessible on iPhone.	3/27/2015 9:31 AM
82	I don't think Metro is run well. Bad management	3/27/2015 7:53 AM
83	THANK YOU for asking the public for help. It makes me feel like Metro is really trying to do what people want, not just what is easy. We appreciate your efforts.	3/27/2015 7:36 AM
84	Looking forward to taking the Link light to the University district. Just wish they had better parking at the Tukwila Light rail station. It is already full to capacity. Maybe they should make a garage to accomodate more vehicles.	3/27/2015 7:29 AM
85	Thank you, I do hope you take our concerns in to consideration. Current access to Seattle Children's is inadequate to support the over 4000 staff there on a daily basis and the over 2000 patients, families, & visitors who come on a daily basis.	3/27/2015 6:55 AM
86	Too many questions - You are evaluating the evaluation process and thereby making it worse. Show a few clear tables or maps to help people understand their proposals and ask for their concerns and suggestions. A 40+ question survey is a serious deterrent to future participation.	3/27/2015 6:53 AM

87	I appreciate it.	3/27/2015 12:24 AM
88	Keep up the good work!	3/26/2015 8:41 PM
89	I just attended the Public Comment meeting held at University Heights this evening and wish to compliment DeAnne Martin and the young gentleman (I believe his name might have been Jeremy?) who wrote my suggestion down about the possibility of a "loop" for the Route 75 for letting passengers off at the U Link Light Rail Station instead of on Stevens Way -- they both "really" listened and encouraged suggestions & comments. I feel Jack really "knows his stuff", but is a little narrow in accepting comments, ideas & concerns from the ridership he should be striving to listen to and help. Thank you for hosting this public comment oppoutunity.	3/26/2015 8:26 PM
90	Thank you for asking! I feel really validated and excited about public transportation!	3/26/2015 4:44 PM
91	I feel with the great influx of people that will occur at the University of Washington light rail station near the stadiums, there should be buses that run from there to U-village and from U-Village to Seattle Children's hospital	3/26/2015 4:43 PM
92	Thanks for asking! More frequency is better! I don't mind walking but I do mind waiting!	3/26/2015 3:35 PM
93	I think its great that you are trying to reach more of the public in order to make it more interactive and reach a more knowledgeable grounds as to how people feel about the proposed changes and what future changes they want to see. Hopefully, enough people care enough to provide feedback that will help the public transportation service with their decisions. Keep it up!	3/26/2015 12:34 PM
94	Metro usually only does what they want to do and does not really care about feedback. I have been complaining about the double buses on the 311 in the morning and single in the afternoon for over one year and all I ever hear is we will pass on your concerns, but nothing changes.	3/26/2015 10:48 AM
95	More frequency on the buses. People drive to work because they can go get in their car and leave work right away. As a bus rider, I would like to do about the same, go to the stop and a bus will be by within minutes.	3/26/2015 10:09 AM
96	Not many folks are aware of the proposed changes and this was clear when I asked people on the bus, if they had taken the survey. Most people think the changes are for Seattle and north seattle neighborhoods and the Eastside routes are not affected. There needs to posters/info posted on bus routes that have changes proposed.	3/26/2015 9:09 AM
97	I would use the bus if I could take it directly to my work SCH from bellevue	3/26/2015 9:02 AM
98	I cannot believe anyone will actually consider these responses.	3/25/2015 9:59 PM
99	I will now search the web site to see if I can find the proposed 71 route changes. I started the survey but could not get back to the main Metro site to check for specifics.	3/25/2015 9:20 PM
100	None of the planning that I can see recognizes that people travel from NE Seattle to NW Seattle. WE DO!!!	3/25/2015 8:02 PM
101	Thank you for taking the time to ask people for feedback and needs. I can't wait for a direct route to seattle children's from the eastside!	3/25/2015 7:00 PM
102	Thank you so much for asking for feedback and for taking it into account!	3/25/2015 5:28 PM
103	I think the plans were already made and this process is merely a sop to the public. No one appears to know how people actually get where they want to go.	3/25/2015 3:48 PM
104	thanks!	3/25/2015 3:46 PM
105	Please continue the 255 up to Magnuson Park and frequent 75 route service.	3/25/2015 3:29 PM
106	I really don't believe that the people who ride public transportation in the Puget Sound region have any control over the decisions made about funding or service changes. Perhaps things would be better if there were just one transit authority serving the entire region, but the multiple, often competing, agencies just make it harder for riders to have any say in the services they desire and require.	3/25/2015 3:25 PM
107	My customer service experiences with Metro have been extremely negative. While I can hope for better service, the inability of Metro to solve a simple problem of the Access vans blocking the exit at the Bothell Park and Ride leave your ability to make good decisions about customers in doubt.	3/25/2015 3:10 PM
108	Let's do Seattle proud and create a usable and useful transportation resource for future generations!	3/25/2015 1:49 PM
109	I appreciate the outreach but will be interested in seeing how public sentiment will be used. I would love to be able to use mass transit more but with the multiple transfers I need to take to get from my home to work (Seattle Children's Hospital), it just takes way too many to make it worthwhile. I can drive there in close to half the time if I drive separately.	3/25/2015 1:41 PM

110	na	3/25/2015 1:35 PM
111	I really appreciate this survey being sent out, and hope that it proves to be valuable insight for you.	3/25/2015 1:29 PM
112	I hope it does, but I'm not sure it will.	3/25/2015 12:49 PM
113	Please listen closely to what I have said, and what other eastsiders are saying. We're all going to stop riding the bus because of this. I suppose that's really what you want though. It's far to logistically challenging to have to coordinate transportation from the eastside to the Puget Sound's mecca of Seattle.	3/25/2015 6:49 AM
114	At the moment I would like to go back to ensure that I expressed the need for transit on 15th Avenue NE. I filled this out several times and lost my comments when I attempted to go back.	3/24/2015 11:57 PM
115	The existing Central Link Light Rail has a lot of stations. These stations are in neighborhoods. These neighborhoods were not listed in questions 1 and 2. It seems like this survey would have been a good opportunity to find out how people in those neighborhoods would use the new U-Link and the connecting bus service.	3/24/2015 10:27 PM
116	I lost all of my comments three times to site crashes or accidentally hitting backspace. It sucked and if I hadn't been so concerned I would have given up and not finished the survey. I tried it first on my phone and although it let me, the survey really did not work well on the phone and I had to go back and do the survey at home rather than on the bus (again, could have been easier to fill out)	3/24/2015 8:35 PM
117	Thank you for making the effort to contact riders and ask for their feedback. I really appreciate it.	3/24/2015 6:13 PM
118	Please either extend light link rail to Kirkland or do not change routes 255, 252, 257.	3/24/2015 5:59 PM
119	You should provide more narrative about the proposed changes to individual areas and to individual routes, as opposed to generalized statements about the overall intent of an alternative.	3/24/2015 4:34 PM
120	As mentioned, although some of your tools were useful, it was hard to really grasp the impact on my specific situation. seattletransitblog.com helped with that somewhat. These plans are pretty confusing. It is not clear to me that you have adequately thought about how people will access transit if they can't walk farther. I don't know what your outreach has been to the disability community.	3/24/2015 4:30 PM
121	I think your outreach process is not bad. However, much of the benefits of the transit service you are proposing will go to those who do not yet live in Seattle, or do not yet use the bus. You need to find some way of giving more weight to future transit users and less weight to existing transit users. Those who are existing transit users will be inclined to advocate for no change.	3/24/2015 3:42 PM
122	I hope it's not too late for our opinions to matter.	3/24/2015 3:26 PM
123	Your questions are too vague.	3/24/2015 1:26 PM
124	I don't have a good view into how this will be used, or the weight it carries in decision making.	3/24/2015 11:33 AM
125	you will find it hard to sift through the comments (although the secretive way you are proposing to eliminate service and do major restructures with only vague public hints about Link-related service "improvements" may keep the number of comments low). For longer comments such as the ones I made, I suspect you will only see a truncated version. You obviously didn't have enough time to really work through multiple restructure scenarios, instead just building on the cutback scenario you built for last year's conditions. Speaking of which, since only Seattle voted to more revenue, where are the remaining county-wide cutback proposals? And why are you in such a hurry with these "Link-related" proposals that you couldn't work in at least some of the Seattle improvements we voted for last year? They shouldn't be divorced from this process when you are proposing cut-backs like this!	3/24/2015 11:09 AM
126	In-person meetings need to be in every neighborhood at times that are available for low income workers. As a university student, i have the opportunity to respond to this survey. However, I know that there are many who rely on the bus system who do not have the time or resources to respond to this issue. It is these people who you are affecting the most.	3/24/2015 8:57 AM
127	The only way to improve traffic is to increase transit not cut back and cancel routes that are well used and busses are always full to the brim.	3/24/2015 8:29 AM
128	This type of survey is a good way to go. Perhaps include a short video (under 3 minutes) of the proposed changes that people could or could decide not to watch.	3/24/2015 8:13 AM

129	Downtown Seattle is the prime transit corridor for public transit in this region. There are many jobs in the region in the suburbs (notably Microsoft in Redmond) and people rely on access to the downtown corridor to plan their commutes. The U-District, while obviously closer to the west end of the 520 bridge, is not a legitimate transit hub. Having people leave from a transit hub like downtown, only to have to transfer to a different transportation mode in a less dense area, will discourage people from taking that route. One day maybe light rail will extend from downtown to the employment centers on the eastside. Until then, don't force a transfer on people that have planned for and gotten used to a direct route.	3/24/2015 3:10 AM
130	employer notice followed by several meeting in the next few days - none of which I can attend.	3/23/2015 10:34 PM
131	Thank you for your efforts to re-examine our bus transit system as the light rail system is expanded. A commitment to monitor success and adjust if needed as necessary will be important.	3/23/2015 9:26 PM
132	It seems very important to have service to get ready for implementation of EASTLINK when it comes on line. My concern is that I would like to be able to go from the Eastside to the UW and by means of LINK RAIL TO DOWNTOWN SEATTLE EASILY.	3/23/2015 7:58 PM
133	the only demographic that should matter is whether and how often I ride the bus. These decisions affect every person that relies on transit for transportation, whether or not they have a car available, or what their income is, or what their income level is.	3/23/2015 6:00 PM
134	I hope you listen to those of us who use the bus on a daily basis. We want convenience and good commute times. Don't make it harder if you want people to take transit. I already have to arrange my work schedule around the bus schedule.	3/23/2015 5:30 PM
135	We need more light rail and more connectivity between Eastside locations and downtown Seattle, Madison, UD and Capitol hill!	3/23/2015 4:59 PM
136	I doubt that anything I say will influence what you intend to do; I believe it's just pro forma to invite feedback to meet funding requirements. These changes, if implemented, will have a real and very negative impact on my ability to get around, and the loss of non-transfer options will cause me real pain and misery.	3/23/2015 1:23 PM
137	Always questions if the feedback is taken seriously or not. There are so many aspects, so many small (tiny) stakeholders (passengers) to please, so at the end, the "professionals" are making the decision regardless.	3/23/2015 1:17 PM
138	So far, so good.	3/23/2015 1:01 PM
139	Thank you for listening and considering my point of view.	3/23/2015 11:25 AM
140	Seattle has historically done a terrible job of creating effective transportation options for roads, bus, ferry, train, link, light rail, trolley, SLU Transit, the tunnel to replace SR 99. The engineering of these projects, entering and exiting highways and byways on the left, removing the trolley which would have moved cruise travelers to downtown, increasing SLUT railways and no one uses it!!, tolling SR 520 and eventually I 90, loosing lanes to bike lanes that bike riders don't use, closing Bell St to through traffic and now the street that runs in front of Amazon in S. Lk Union - who is making these decisions? They are not serving the commuters who use mass transit. Look to other cities with transit systems that work: Portland, San Francisco, Chicago. We should have looked at Boston to determine the tunnel was a bad idea, and our tunnel is being built on 100+ years of silt - why is anyone surprised that buildings in Pioneer Sq are shifting? Seattle has continued to make bad decisions on the back of tax payers, starting with the I 90 bridge that sank in 1990 to the tragedy that is the SR 99 tunnel - All On The Backs Of Taxpayers. When will Seattle get it right?	3/23/2015 11:01 AM
141	I want and expect good government and a good public transportation system options. Seattle should not be lagging behind a city like Portland - but we are. I am sure all the decisions are not easy. But you all are paid to make positive tough decisions. When you do consider all the areas your decisions impact. Have planning ideas in place which we all can embrace not just a few - you can do that.	3/23/2015 8:09 AM
142	Please put this survey in its own web page. Clicking off the embedded window will close it and loose work. It is unusable on an ipad or other mobile device.	3/22/2015 11:06 PM
143	I'm glad you're reaching out (really reaching out) - putting staff on the metro platforms to encourage people to respond and to explain why is outstanding....please keep doing that.	3/22/2015 6:17 PM
144	Thanks again!	3/22/2015 5:23 PM
145	In my experience (I've lived in Seattle for the past 20 years, and several times previous to this), King County Metro Transit has solicited opinion, then ignored it. It almost seems like a game to Constantine. I'm not confident that this won't be another huge sinkhole of public money.	3/22/2015 2:29 PM
146	Alternative 1 is presented in a far more positive light than Alternative 2	3/21/2015 11:41 PM

147	Thank you	3/21/2015 10:17 PM
148	More information at bus stops would be helpful	3/21/2015 3:00 PM
149	i don't believe y'all actually read these but if you do i am very glad. i want the people here to be served by these buses.	3/21/2015 10:59 AM
150	Metro rarely considers views of transit riders. You only plan on how to revise, revise and shorten all current routes without regards to current established riders.	3/21/2015 10:48 AM
151	I hope any of this actually matters.	3/21/2015 12:22 AM
152	I worry that UW students/faculty/staff aren't going to be aware of this. I noticed the posters at the bus stops and made note in my mind to fill out the survey, but I have a feeling that most people see it but then forget. Any way to make it as little effort as possible for people to get to the survey would increase the likelihood, particularly students, of filling it out. I received an email but I think it was through a Metro-related list serve and not UW. Multiple emails tailored to UW people (as well as other college campuses in the city) with the survey link would really help. Thanks for the opportunity to give input!	3/20/2015 11:56 PM
153	Expanding the link light rail service to University of Washington would not only save so many commuters time and money, but reduce traffic and congestion. It is upsetting that so many individuals work or attend UW, but the light rail service does not stop at UW. There for commuters are taking their car to park at the lot, hop on the rail, then get on a bus. Three modes of transportation just to get to work. It would be nice to only use two.	3/20/2015 10:47 PM
154	Please understand that the people who will show up to hate Alternative 1 will be a very vocal minority. People defend existing service patterns because they fear losing a specific route or service pattern they use now, or may value in existence but don't actually use. If you were to reverse the situation... imagine it's the year 2020 and we had implemented Alternative 1, but were proposing to go back to what we have now... how many people would show up to protest that plan? Reducing the frequency of the 8, 48, 49, the loss of a direct SLU to Madison Valley connection, or LINK to Madison Valley connection, etc?	3/20/2015 8:41 PM
155	Lipstick on a pig. I will fully expect King County Metro to continue to fuck over Capitol Hill like it's been doing ever since Gary Locke and Ron Sims ripped it out of Seattle City government in 1995 and moved it under King County government. I am not in a Union, I am not affiliated with Metro and have no family members in Metro. I'm just a long term resident that's completely tired of your bullshit. RESTORE THE 47 NOW YOU ARROGANT FUCKS	3/20/2015 5:48 PM
156	Better engagement to those who use the most popular routes impacted - Many people who ride daily along these lines are completely unaware of the possible changes listed.	3/20/2015 2:00 PM
157	Please keep up the good work! With ST 3 on the horizon and our city's dire need of grade-separate transit, King County Metro and Sound Transit need to keep the pressure up in Olympia and need to continue informing the community at large as to what they can do to help the process. I fully support the new ORCA Lift program which I think goes a long way to off-set the fact that we have some of the highest fare rates in the country. I would like to explore ways to deal with the fact that we only recoup some 30% of costs at the farebox without making transit less accessible to low income families (ORCA Lift addresses the latter fairly well). I would like to explore ways to move Metro away from generating revenue from the ever-volatile sales tax. Well, a boy can dream right? Thanks again for all your hard work! I love living in a city where I can choose to live car-free and work in a different city (Bellevue), as frustrating as it can be at times.	3/20/2015 1:45 PM
158	I think you'll do whatever you want with no regards to how it impacts riders.	3/20/2015 1:43 PM
159	Please adopt Alternative 1	3/20/2015 1:31 PM
160	This survey is too long! Many will be turned off and won't contribute.	3/20/2015 11:21 AM
161	Honestly, I'm still doing this on the off chance my voice joins with others to be heard. But I don't believe I can make a difference, it seems like the decision is already made :(	3/20/2015 10:44 AM
162	Metro Seattle / King County is a fast growing region getting crowded with people and cars. We need an affordable, accessible, and fast way to commute. This area is a great place to live as long as residents can get around while not polluting the air or making a paved nightmare, full of traffic jams.	3/20/2015 9:07 AM
163	Glad that you are soliciting feedback.	3/19/2015 10:32 PM
164	36 questions is a long survey, although I realize that I didn't complete all questions on all routes. Progress bar? Ability to access metro website directly from survey for additional maps and illustrations?	3/19/2015 10:11 PM
165	I HOPE that my comments will be seriously considered. :-)	3/19/2015 10:05 PM

166	It might be better to more clearly state what exactly goes into the alternatives in the course of the survey? This might be tedious for people who've done their research ahead of time (which I should have done) but would help people like me who jump on surveys without doing much prep-work. :)	3/19/2015 8:33 PM
167	I think you're handling the outreach process exceptionally well, given how generally demanding the community at large seems to be about being able to provide that feedback, and how conflicted it can be when given.	3/19/2015 7:07 PM
168	Be more specific and fair about announcing changes, affected bus routes and inhabited areas via posted rider alerts; bad or good.	3/19/2015 7:02 PM
169	Please consider a shuttle and hub concept in your planning. I wouldn't mind transferring if service was frequent - I think it wuld make commutes faster and more economical. Thank you	3/19/2015 5:58 PM
170	I'm most excited about being able to take light rail to the airport!	3/19/2015 4:47 PM
171	Thanks for asking!!!	3/19/2015 4:05 PM
172	Before sending the link to the survey - make it more clear where to go exactly for the more detailed info. I was directed to just the 2 descriptions of the Alternatives.	3/19/2015 4:01 PM
173	I would like a response to this survey, if possible, and I might be intersted in coming to a meeting to talk about directly.	3/19/2015 3:34 PM
174	It seems to me that your alternatives don't address the issue of the light rail services for Eastside bus routes. It's better to keep those routes unaffected.	3/19/2015 3:30 PM
175	Interactive map was not particularly useful, at least for someone with my limited technical skills	3/19/2015 3:04 PM
176	The process itself seems pretty good. Can't say that I was not informed about this. METRO will have to convince folks that Alt. #1 is better [which is what I think METRO would like to see]. One way is to tell us about all the amenities that will be there at these "major transfer stops" along the newly consolidated routes--eateries? shops? METRO security at night? Please let us know.	3/19/2015 2:13 PM
177	na	3/19/2015 1:52 PM
178	There needs to be more clarity about what date these changes will be put into effect. Also, is this the plan for just the new underground light-rail? What about the changes that are coming because of the new above-ground light-rail on 1st and Capitol Hill? Are there 2 sets of changes to routes coming with the opening of the two new light-rail implementations?	3/19/2015 11:18 AM
179	no comment	3/19/2015 10:52 AM
180	I wish there was more respect/priority given to the good citizens of Ballard.	3/19/2015 10:24 AM
181	I think you should be presenting bus route changes in Maple Leaf to the Maple Leaf Council neighborhood meetings. It's a really bad idea to eliminate bus service from 5th Ave NE and 15th Ave NE in Maple Leaf.	3/19/2015 10:07 AM
182	It is difficult to believe that opinions from actual riders will figure into anything at all. Primarily, politics and big business will determine where the lines go and how.	3/19/2015 9:18 AM
183	Please recognize that transportation is part of a larger issue of public health and quality of life. In our area, with the growth in the metro area and especially since the tolling of 520, car traffic, and all of the ills that accompany it, including air pollution, noise pollution, pedestrian deaths, and travel delays, have all increased. Mass transit can reduce these problems. So in your planning, I urge you to think larger than simply ridership on your buses (though clearly that is important and related to these issues).	3/19/2015 9:02 AM
184	I'm not sure whether my opinions truly make a difference because unless those making the decisions use public transportation, they would not understand or appreciate my concerns. I am trying to be a good steward of this earth by driving a hybrid to my park & ride and catching a bus into work. Can you say the same?	3/19/2015 8:27 AM
185	Keep up the good work Metro. I hope one day we have faster, timely, service with less wait times	3/19/2015 5:18 AM
186	I look forward to using the light rail to travel from home in Renton to work at the U of WA.	3/19/2015 4:29 AM
187	The link rail to UW seattle stadium will benefit many students including myself, as i see the bus can be very crowded at times and people even have to wait for the next one.	3/19/2015 12:03 AM
188	After my experiences with the Parks department in Maple Leaf, I have little optimism that Seattle City services actually listen to their local constituents.	3/18/2015 10:50 PM

189	I attended local meetings when changes were proposed to replace the 358 with the E line. It was clear that Metro did not listen to the vast majority of opinions expressed during the meetings. So I don't have much hope that Metro will pay any attention to survey results either, but maybe surveys carry a bigger impact than written and verbal feedback during public meetings.	3/18/2015 8:52 PM
190	Not really a big fan of metro for the most part due to safety issues with crazy passengers. I honestly feel unsafe riding the bus sometimes, and the advertising on bus ceilings among other places is extremely obnoxious. Fares are MUCH too high.	3/18/2015 8:15 PM
191	Thanks! I love Metro. Thanks for taking me to and from home every work day for for the past 18 years.	3/18/2015 7:43 PM
192	In the last election, you played budget games with the voters. Not impressed.	3/18/2015 5:08 PM
193	This was quite complicated.	3/18/2015 4:27 PM
194	please remember that although the u of w transit hub serves a lot of folks who work at the us, not all riders who have to pass through this mess want or need to stop off there. there are plenty of folks who need to get downtown.	3/18/2015 3:45 PM
195	Thanks for you hard work!	3/18/2015 3:32 PM
196	This survey was too long and may have the effect of people bailing out before finishing.	3/18/2015 3:29 PM
197	I would like more public hearings around the U-District or Husky stadium and perhaps in the early evening if possible so that I could get information and provide feedback in person.	3/18/2015 3:23 PM
198	I am a big fan of public transportation. I do think that the Madrona / Central District area does get overlooked. More transit options to get to hubs such as downtown, the cap hill station, and Montlake should be provided along MLK. Currently, all of Eastern Seattle has to walk all the way to 23rd to get bus service to these hubs. As we all know from historical research on consumer readiness for public transportation, almost no one is willing to take 3 buses to get somewhere, but 2 buses/trains is OK. Since many people who get to Montlake, or cap hil station, or then going to get on one more bus/train to get to where they actually want to go, all citizens should not have to walk more than six or seven blocks to get to a bus that takes you to one of those. I currently live on 37th Ave, and I have to walk all the way to 23rd. I will meet you in the middle and walk to MLK (aka 28th) if you can get me to cap hill station, and Montlake. Currently, I do have a way to get downtown, via the #2 bus.	3/18/2015 2:59 PM
199	None	3/18/2015 2:49 PM
200	This survey was extremely long and given the small window hard to follow. I really wanted to have a description of the changes next to me when answering questions.	3/18/2015 2:47 PM
201	An online survey is lame. Most people have better things to do on the Internet. Hold public meetings, LOTS of them. Record opinions of the public, the people who are your customers. LISTEN - why do you have preconceived solutions?? Don't float alternative 1 and 2 trial balloons without a "No Change" Alternative.	3/18/2015 2:43 PM
202	This survey was a good idea, but the sign in the bus with the URL was hard to read (the / was not noticed at first). But this survey is hard to use on mobile devices due to it being in a popup window.	3/18/2015 2:35 PM
203	I appreciate you taking the time to clearly poll the public's preference for public transit updates.	3/18/2015 2:29 PM
204	I know that Metro must get so many complaints, and so I appreciate that Metro is taking the initiative to gather information from the community themselves, and I hope that they really take it to heart. Thank you for considering my feedback!	3/18/2015 2:10 PM
205	Thank you for reading my comments. If any clarity is needed, please do not hesitate to contact me angelaljacobson@gmail.com. Thanks! Angie	3/18/2015 2:02 PM
206	Thanks.	3/18/2015 2:00 PM
207	I don't think you're really interested in hearing what the riders have to say, which is pretty sad.	3/18/2015 1:46 PM
208	In general, we need more buses. The city's traffic congestion is not going to be solved by bigger roads, or by tolls. It's going to be solved by having more readily available transit options. Whatever needs to happen to increase the frequency and availability of transit is what we need. I much prefer to take transit rather than driving, but right now I drive pretty frequently because transit is not a viable option. That needs to change. If my taxes need to increase to make that happen, then so be it.	3/18/2015 1:44 PM
209	I wish we had the system we had 25 years ago or was changed for better. I love to use the public transportation as I have for more than 25 years in greater Seattle area, but I have to drive now due to the service.	3/18/2015 1:43 PM

210	I really don't think my opinion will make much difference and that the decisions will be made with little to no attention given to these surveys. I would like to think I'm wrong, and that's why I filled this survey out, but I don't have a lot of confidence that Metro won't do what it considers best and not what's best for the riders.	3/18/2015 1:28 PM
211	Outreach seems to happen after decisions have been made. Build parking close to stations so that people can drive and get onto public transportation. It is insulting and infuriating to have to take additional buses just to get to LLR because there is no parking near the stations.	3/18/2015 1:21 PM
212	This is a complex set of changes to consider, so providing feedback is tough for me to feel I'm being thorough and as well-informed as I'd like. I'd be better able to prioritize my time in giving feedback if I knew if and how the feedback is going to be used.	3/18/2015 1:19 PM
213	I just feel that living on the south end of town it is making it harder to get to and from work and even enjoy what is happening in seattle.	3/18/2015 1:11 PM
214	Please keep up the good work. We depend on you!	3/18/2015 12:55 PM
215	I would love to see more paid outreach to take this survey via FB. I have seen a few UW employees sharing the survey, but no sponsored ads to hit the targeted demographics. I am fortunate to have educated friends who post these kinds of things, but imagine people who are less educated (and probably use the bus more) not seeing this kind of survey offering and missing out on an opportunity to have a say in future transit outcomes. Thank you.	3/18/2015 12:29 PM
216	Hopefully someone will read the feedback and compile the similar ideas and bring them to the table. Please hear me out. PLEASE do not make us walk any further. Us as in the riders of our city. As it stands if the 125 doesn't come for 35 minutes for me, I walk the 2 miles to my house from the 120 route. It is uphill on the way home and it really makes me not want to take the transit. Especially when I waited in the U District and transferred downtown to wait some more and then walk up the hill. Those days my 10 mile commute is about 90 minutes including the walk. I have actually ridden my bike faster. In general it is faster to ride my bike than take the bus but I can't do that every day. There are also people who are less mobile than I as well and they probably just can't ride the bus. It is not accessible for them. That is sad. Especially when we live 4 miles from the heart of our metro downtown area.	3/18/2015 12:23 PM
217	Why does Metro think it has to revise the whole Northend transit system at this time?? Makes for more confusion. Riders simply want to ride the buses for as short and a time as possible before getting on the quicker, more efficient light rail system. This is what is done in larger "real" cities. I have a substantial amount of experience with the Chicago CTA system, where I almost never was stuck riding the buses. I think Metro really isn't trying to provide good connecting service to the light rail.	3/18/2015 12:20 PM
218	Too complicated!!! Sorry. I know this is inherently complicated but sad to say that I don't have hours to commit.	3/18/2015 12:12 PM
219	The descriptions of the alternatives are not all that clear.	3/18/2015 12:07 PM
220	Out reach is not bad, but I only knew about the survey because I am associated with UW, which sends me email updates. Otherwise, I wouldn't know that Metro/Sound transit was looking for feedback.	3/18/2015 12:03 PM
221	In regards to question #35, I feel it's important to have a voice and speak my concerns. It's just unfortunate that I have an overwhelming feeling that my concerns and feedback will go to the wayside. I feel like Metro/Sound Transit will proceed with whatever they want regardless of the feedback given. Even though I've been a bus commuter for over 15 years, I'm losing joy in saving the environment since it's becoming more of an inconvenience and frustration.	3/18/2015 11:57 AM
222	I would have loved to hear more about this in the first round of outreach. Would also like clear updates and opportunities to add feedback (without attending public meetings- no time to get there). Although I have a car, parking in Seattle is unrealistic price-wise and so I depend on public transit to get to/from school and work. With big changes, such as those being proposed for the 16, my ability to get to school/work would most likely be negatively impacted.	3/18/2015 11:55 AM
223	Thank you for providing the opportunity to easily provide rider input. Metro seems to actually respond to input received from the community and that motivates me to continue to join the process. I receive info via my employer, UW, and that also makes it a lot easier to know what's happening and when we are able to participate. Great job!	3/18/2015 11:53 AM
224	Please offer more busses from overlake village to u-dub/seattle/northgate. Thanks!	3/18/2015 11:52 AM
225	Please consider having a representative at the UW tower during work hours to explain options and collect feedback. Many UW employees work here, and we are one of the farthest buildings from the new light rail station, so we will be impacted by service changes.	3/18/2015 11:46 AM
226	Too many questions.	3/18/2015 11:44 AM

227	Metro is, as the young folk say, awesome. You and your drivers do a great job.	3/18/2015 11:43 AM
228	No opinion until METRO shares the results of this survey along with its decisions. I wish SDOT involved citizens as proactively in its during the decision making process as METRO appears to be doing. All SDOT ever says is something like x number of accidents occurred in last 5 years; therefore, we decided to build y. That is using statistics to say what you want after the decisions have been made. I hope METRO is most honest and transparent with the citizens during the decision making process.	3/18/2015 11:39 AM
229	Unfortunately I do not believe that any of my comments will have any impact on this process. It seems like once a Metro-related plan is conceived riders matter very little.	3/18/2015 11:38 AM
230	Thank you for taking the time to ask, the increase in our community has really put a burden on all of our regions transportation systems.	3/18/2015 11:38 AM
231	Seems to me that actions speak louder than surveys. We will see how well you do.	3/18/2015 11:35 AM
232	As a resident of the Renton area and working at the University of Washington, I am very excited about the tunnel extension. But getting to Link station will be the issue. Most station don't have parking. At this point, I will drive to the Tukwila station. That will approximately double my current commute to the Renton Park and Ride. I would like to see bus routes that could connect with the Link service.	3/18/2015 11:35 AM
233	Please also consider the history and amount of feedback you've received in the past when thinking about discontinuing and limiting Capitol Hill service.	3/18/2015 11:30 AM
234	I prefer to use the bus compared with driving. There have been many excellent changes over the years. There are still many barriers to using the bus as a preferred method of transport even between major areas.	3/18/2015 11:28 AM
235	We need better crosstown public transport.	3/18/2015 11:22 AM
236	Thanks for asking for our feedback.	3/18/2015 10:54 AM
237	this survey is way too long tho	3/18/2015 10:32 AM
238	Please speed up, the city is suffocating with traffic and bad transportation options	3/18/2015 1:13 AM
239	Would be helpful to have more meetings, with capped participation in each. Capping the number of attendees ensures everyone can be heard, with a lessened chance of things getting out of hand as has happened in the past.	3/18/2015 12:34 AM
240	These plans were formulated without considering legislative changes that will impact bus service, which is a huge factor that is currently totally opaque to me. Also, this survey is too long.	3/17/2015 11:53 PM
241	I feel like although my neighborhood uses public transportation and votes to fund it, that we are ignored when it comes time to provide service.	3/17/2015 7:48 PM
242	I am mostly concerned with dispersing from the Husky Stadium throughout U District and timing of transfers. More specifically the ability to get to University village as a more streamlined route without more wait times.	3/17/2015 6:06 PM
243	This was a really time-consuming survey. On a computer, if you click outside of the survey area, it looks like the survey closes. This happened to me, and I'm not sure all my answers were recorded. It took too long to redo all my answers. The posters at the bus stops are the primary place people will hear about the survey, so the survey should be compatible with mobile devices so people can take the survey while on the bus or waiting for the bus. I tried this, but it was very difficult to scroll on my device.	3/17/2015 12:10 PM
244	More info on Alt.s 1 & 2 within this survey would be useful but thanks for that which was provided	3/17/2015 11:40 AM
245	Thank you for doing this! Community involvement is very important.	3/17/2015 9:30 AM
246	Thank you for the opportunity to provide feedback. I trust you will make the best decision that helps to impact our community in the most positive, convenient way.	3/17/2015 8:35 AM
247	My hope is that my feedback will make a difference. I take and use public transit to go anywhere and find that the more options and choices there is available, makes the network more user friendly and is important with options and choices. Thank you for your considerations.	3/17/2015 7:53 AM
248	This survey is a bit heavy. I would have loved to fill out all of the sections, but I just didn't have time. Some guerrilla survey methods might help in the future.	3/17/2015 1:30 AM
249	No comment.	3/17/2015 12:38 AM

250	Don't mess this up. I'll donate money to whichever political campaign keeps the 545 running properly during off peak hours. And I'll vote.	3/17/2015 12:14 AM
251	Like the lies the politicians and Metro told the Seattle voters about the proposal to raise our taxes this survey and other input from Seattle residents will be ignored because these politicians and bureaucrats at Metro will do what they want to do because they don't care what the residents think.	3/16/2015 10:04 PM
252	Thank you for offering the survey!	3/16/2015 8:21 PM
253	Your efforts are well publicized and if anyone objects to the plans at the end of the process on the grounds that they didn't have enough time, don't delay your plans.	3/16/2015 6:55 PM
254	I have some feedback on reducing bus service. Seattle is growing fast and traffic is getting worse so unless you provide a viable alternative to people to move around, people will keep using cars and traffic will continue getting worse.	3/16/2015 6:08 PM
255	Please consider the feedback of folks who use Metro for transportation other than commuting back & forth to work -- thank you	3/16/2015 5:31 PM
256	It'd be much easier to understand the effect of the changes by asking someone "what routes/connections to care about today?" Then filter the information to that, instead of giving data about neighborhoods I don't care about and just make it harder for me to find what I do care about.	3/16/2015 4:54 PM
257	Metro is my primary source of transportation for commuting to and from work, and I try to utilize it as much as possible when attending special events (Sounders games, concerts, etc) Downtown. I have made use of Metro services for over ten years, and I have noticed increasingly crowded buses as well as buses that arrive 10+ minutes late due to overcrowding. I do appreciate Metro reaching out to the community for feedback, but I am skeptical whether that feedback is incorporated back into the process. Also, I have lost some trust in Metro after it cried wolf back in 2014 and threatened that service would be drastically reduced if Seattleites did not approve additional funding only to find out that that cuts would not in fact be that drastic and that there was money after all. Seattle is projected to keep growing, and for folks to make use of public transportation it has to be worth it. I understand funding is limited, but I hope that Metro considers increased ridership when it starts light rail service. Northbound buses that stop within the bus tunnel are already packed to the brim. Please take this into consideration and ensure that there is adequate and frequent light rail service that can handle the demands of the Downtown to UW ridership. Thank you for your consideration.	3/16/2015 2:25 PM
258	I think you already have a preferred plan. It feels good to voice my opinion, but I don't know that your plan will change.	3/16/2015 2:18 PM
259	Let's get this right!	3/16/2015 2:14 PM
260	This is probably something that would be worth advertising on buses, if you're not doing that already. I feel like I am lucky to have heard about this. However, most of my recent bus trips have been intra-city (B Line) and not to/from Seattle, so I might just have missed it.	3/16/2015 1:49 PM
261	I think I will have to take this survey again when I better understand the full plan. I did not get the message that one should first attend a session and then complete the survey.	3/16/2015 1:25 PM
262	I find the Link Connections site outlining the alternatives, http://metro.kingcounty.gov/programs-projects/link-connections/alternatives.html , rather hard to navigate to get the "big picture" of the impact of the changes. There are no illustrations, and the text doesn't paint a very vivid picture. I'm given to understand that my route, route 545, an extremely popular route, is up to be reduced to peak hours only, while a much less traveled route, route 542, is up to be increased to all day service. The net result for me, as someone who lives downtown and commutes from downtown Seattle to Overlake Transit Center each day, is that unless I'm strictly a "peak hours" commuter--something that is hard to guarantee with the wide changes in my workday hours at Microsoft based on business needs that change daily--is that where today I'm assured of a direct route with no transfers, I may need to have a transfer involving Link light rail involving more exposure to weather that takes no less time than it does today, and possibly more. I'm not sure this is a "good deal" for route 545 commuters at Microsoft.	3/16/2015 1:18 PM
263	I used to ride the bus all the time, but now I drive to work because it's so much faster. More frequent & less crowded busses from downtown area to the eastside would make the bus a much better option for me. I think it's great how much Sound Transit is engaging the community in this discussion!	3/16/2015 1:05 PM
264	Thanks for making our transit options better!	3/16/2015 12:54 PM
265	As these changes evolve, it would be very helpful to be updated as things change.	3/16/2015 12:40 PM
266	Please don't cut the 542 connecting the University of Washington with Microsoft and Redmond in general.	3/16/2015 12:40 PM

267	Send email for what has changed as a direct result of the feedback provided. Right now this survey feels like a black box and I'm unsure what impact my feedback will make.	3/16/2015 12:37 PM
268	I am so sorry but the proposed changes are very confusing and I am not sure how this will impact me so I don't have enough understanding to provide feedback	3/16/2015 12:31 PM
269	Keep the 12, baby!	3/16/2015 12:24 PM
270	You need to have shorter questionnaires!	3/16/2015 12:12 PM
271	survey too long!	3/16/2015 12:12 PM
272	N/A	3/16/2015 12:11 PM
273	Maybe next time put a QR code or something on the posters so people don't have to remember to go to the website once we get home to fill out the survey. Remember of course that people are, by definition, in transit, so the more mobile friendly, the better.	3/16/2015 12:06 PM
274	I hope the feedback of current transit users is considered.	3/16/2015 12:03 PM
275	Only time will tell if sharing my views has any impact. I'm pessimistic.	3/16/2015 12:00 PM
276	The changes are not clear at all and I was unable to provide feedback since I did not understand the changes.	3/16/2015 11:59 AM
277	I'd like information about parking for lightrail at the University station. It would be great to park and right light rail to Redmond from University if parking was available down there. It's too much time in the day to bus to that station and then transfer.	3/16/2015 11:53 AM
278	The biggest weakness with this is that you're using maps and data that do not include the new service improvements that were voted in last November. I feel like you're going to need to do this all over again once those get rolled out (unless you expect those to get rolled back again in the near future?)	3/16/2015 11:02 AM
279	The elimination of the 71, 72, 73 routes seem like exactly the threatened changes that were being caused by budget shortfalls a couple of years ago. The voters of Seattle then approved a 0.1% hike in sales tax to keep these and other routes funded. Now that there is plenty of money, the same cuts are threatened, now in the guise of improved service! What the heck?	3/16/2015 11:01 AM
280	Thank you for having a survey and such great information on the alternatives!	3/16/2015 10:32 AM
281	I believe that Metro Transit has an agenda independent of the needs of the commuters who pay taxes and pay for the buses. I have submitted feedback before and been ignored; commuters have suffered because of Metro decisions. I doubt that rational feedback is being taken into any kind of account.	3/16/2015 10:23 AM
282	I appreciate the efforts, please keep up the good work!	3/16/2015 9:32 AM
283	This is not about the outreach process ... but about taking babies and small children on the bus. Persons in wheelchairs are appropriately provided a drop-down step, a special location and a way to strap their chair securely in place to avoid rolling when the bus moves. Children in strollers, on the other hand, are expected to sit in their parents laps? In a car, a child has to be strapped down in a special car seat with a special head rest, that can't be more than 5 years old, etc, etc, but on the bus they're supposed to be safe sitting in someone's lap? Most bus drivers make me fold up my stroller and carry my kid. Why? At least in a stroller, I can strap my daughter in and put on the brake so the stroller won't roll, which I think is safer than sitting on my lap. If we hit a bump, or a sudden stop, she could go flying out of my arms. On one bus ride, the bus was so crowded a large fat person was almost squashing my daughter when she was a baby. I feel that some safer provisions should be made for babies and small children on the bus. There are more safety provisions on shopping carts at the supermarket than there are on city buses. This needs to change!!	3/16/2015 9:20 AM
284	I appreciate the effort and tremendous time and resources involved to accept and process the volumne of comments you no doubt must process.	3/16/2015 9:16 AM
285	255 is the only bus that frequently connects Kingsgate and Downtown Seattle. Why change the 255 Route to Children's Hospital? Create a new service from the Eastside to the University. Changing buses during the travel to Downtown Seattle adds more time. We need frequent all-day service between the Eastside and Downtown Seattle! You proposal will create slower connection from the Eastside to Downtown Seattle	3/16/2015 7:32 AM
286	Test survey--do not include in stats	3/15/2015 8:45 PM
287	When is the next community meeting for link light rail service?	3/15/2015 5:38 PM

288	Please, please, please remember that the people who show up at your meetings and who fill out this survey or who give you feedback in general are NOT a random or representative sample. The psychological literature on change aversion and loss aversion is very clear: people will care more about and speak out against changes and perceived losses far more than they will speak out about potential gains. Furthermore, you are much more likely to hear from people who currently use the system than people who do not, which will further bias responses in favor of the status quo. Remember this about central Capitol Hill in particular: The large majority of people who live in central Capitol Hill did not live there 10 years ago. The large majority of people who will live there 10 years from now do not live there now. The changes you are considering (in alternative 1) may be disruptive because people have organized their lives, chosen where they live and how they get around based around the current system. If you proceed with alternative 1, people will adapt and once they do they will fight any attempt to change the system back to what it is now. Public comment through is one way by which the public reveals its preferences, but a much more powerful way, a more representative way, is by the choices they make in the marketplace: do they ride the bus or not. Every city that has pursued the consolidated, simplified, high-frequency approach embodied in alternative 1 has seen ridership increase as a result. Seattle will see the same. That change in behavior is as important as any comment you receive at public meetings or online. Please, be the advocates for those who can't or don't show up.	3/15/2015 5:23 PM
289	Please reach out to people who don't ride the bus. Although some never will, a lot of them would if certain changes were made, and it's worth asking about those!	3/15/2015 9:22 AM
290	I am not sure many people are aware of the changes that may be coming. My neighbors who also regularly ride transit were not aware.	3/14/2015 10:17 PM
291	I am not certain I believe my voice will have an impact. I would like to see after this is all over how the public's feedback impacted the overall decision.	3/14/2015 8:15 PM
292	I hope that not all the decisions are being made by 30 somethings or the young. If they are, your time will come. You'll be old someday too.	3/14/2015 5:00 PM
293	The process is grand in concept and very disappointing with respect to genuinely considering community input. It has been woefully apparent in the many meetings/forums I have attended that the decisions have been made and the "public" outreach is for show. I do not have a favorable opinion of Metro as an agency.	3/14/2015 3:31 PM
294	I like it, but my primary complaint about Seattle transportation is that anything with wheels takes precedence over feet. We have a large senior and disabled population in this important health center, but all the accommodations are for vehicles, especially bicycles. Also, we now have "parklets" intruding into the surface streets. Please, Metro, tell the city that we do not need parklets sticking out into our already congested traffic routes. This may not be the place, but in addition to reserving our streets for traffic, I would like to see more and better bus stops. Example: on Market St. in Ballard, the westbound #44 stop between 11th St. and (almost) 17th street is too long, especially because it is uphill. Please consider elderly and disabled in all things, and thanks for the service you already give us.	3/14/2015 3:21 PM
295	44 needs more frequent service too	3/14/2015 11:27 AM
296	I do hope you don't get rid of 49 early bus from Capital Hill To UW	3/14/2015 10:06 AM
297	Considering the manner or community engagement thus far on this issue, I am unsure if my or any other transit rider's opinion or input will sufficiently influence your decisions on route planning. There is only one public info.meeting planning for the Madison Valley area re: the changes to the 11 and the 8 routes, and it's on a Wednesday morning?!?! When folks are at work? And it's only a half hour!?! I do community involvement for my job, and this is a woeful effort to try and engage the community.	3/14/2015 8:47 AM
298	I certainly hope so. I wouldn't have taken the time to study the issues and evaluate alternatives if I though otherwise.	3/13/2015 9:36 PM
299	Keep going! Keep building light rail! I am a great believer in mass transit and sold my car as a result.	3/13/2015 7:36 PM
300	Just because you are giving us the time to give you feed back don't mean you are listening to all the riders that you are upsetting with all of these changes. You are doing this so you can say that you gave us little to say that you are being unfair to all of us that pay for service that now you are wanting to take away from us. 37 Years I have been riding Metro. When you see my name on the next page you might say not her again!!	3/13/2015 6:43 PM
301	I don't ride the lightrail.	3/13/2015 5:38 PM
302	I feel that the needs I have expressed here have little chance of having substantive impact and anticipate a negative outcome from my perspective.	3/13/2015 5:09 PM

303	it looks as if the local service cuts that were planned last year because of the funding shortfall, and were cancelled, have been revived for this project. can the outreach process at least explain why the service cuts are considered necessary this time around?	3/13/2015 4:37 PM
304	This is the first I heard about these changes/alternatives - i.e. info was posted on the "Nextdoor Homer Harris bulleting board". I'd strongly suggest the info be posted / distributed in the neighborhoods.	3/13/2015 4:22 PM
305	Frequency and simplicity of network design should be the top design priorities.	3/13/2015 3:51 PM
306	Also listen to drivers who know more about the needs of their routes than anyone else.	3/13/2015 12:42 PM
307	Design surveys that don't take an hour to complete. Make them possible to take from a phone on the bus, so that I can do it while I'm a captive audience vs. having to go out of my way to remember to weigh in when I reach the office. The mobile experience on this survey was impossible to navigate. Show that you're actually listening to our feedback and making adjustments accordingly, as opposed to checking off the "ask for feedback" box on your to-do list.	3/13/2015 10:36 AM
308	You need a better connection between the airport baggage area and light rail station....moving sidewalk shuttles etc. Other cities have this.	3/13/2015 10:34 AM
309	Not sure why, but missed the publicity on input into routes and only the fact that someone decided to mention it at a meeting prompted me.	3/13/2015 10:08 AM
310	It seems like the questions are presented in a manner to get a desired response favoring Alternative 1. There is much promotion of the plan, and very little about how the removed services would destroy communities and impact the elderly and young.	3/12/2015 10:21 PM
311	Thank you for asking for our opinion	3/12/2015 9:29 PM
312	I may have been out of town when the outreach feedback was posted.	3/12/2015 8:53 PM
313	Metro service is only good for a few users in select destination and arrival points. This changes nothing for me.	3/12/2015 7:50 PM
314	There is a rumor that the #11 will be eliminated. I am unable to clarify that on the website. Why would you eliminate service to an entire neighborhood when E. Madison St is already so terribly congested? Please send mailers or post notices all over the neighborhood.	3/12/2015 7:29 PM
315	I doubt that my feedback will have any effect. I somehow think the decisions have already been made and Alternative #1 will be implemented.	3/12/2015 6:02 PM
316	N/A	3/12/2015 5:40 PM
317	I didn't realize until today that the light rail extension to UW would impact my eastside/Seattle route. Scary! I wonder how many eastsiders are just like me?!	3/12/2015 5:32 PM
318	thanks for asking!	3/12/2015 4:48 PM
319	Thank you for inviting input from people who actually depend on public transit.	3/12/2015 4:39 PM
320	I would like a longer comment period. I also feel like little has been done to let bus passengers know about the proposed changes, especially considering the magnitude and scope of these changes.	3/12/2015 1:44 PM
321	Thanks for this opportunity for feedback!	3/12/2015 12:58 PM
322	The oil-versus-water approach to the two alternatives is good, except that the Alternative 2 is too close to the existing network to be used imaginatively. Alternative 1, however, shows great, great promise.	3/12/2015 12:52 PM
323	I'm extremely excited that it appears Metro is taking this feedback seriously and putting bold new ideas out there to improve our bus network. As someone who has a car, I much prefer taking the bus when I can -- and being able to participate in the process is extremely rewarding.	3/12/2015 11:46 AM
324	I think having an outreach process like this is great. I hope that Metro will Walk the Talk when it comes to making the new changes.	3/12/2015 11:10 AM
325	I hope we get a system that serves us as paying customers.	3/12/2015 9:45 AM
326	Do you all even read this stuff?	3/12/2015 9:07 AM

327	It is important to me as I age and for my neighbors who are older to have 1. close accessible and safe public transportation options 2. safe pedestrian access to public transportation 3. affordable public transportation 4. frequent transportation services that link well together so that we are not standing or waiting for long periods of time Over time, I have seen the distance between transit stops increase which makes some of my elderly neighbors, although mobile, hesitant to use the service. As I age I want to be able to walk to the stops in a reasonable amount of time and in safety. I recognize that more frequent stops adds time to the service.	3/12/2015 8:20 AM
328	more than 30 questions = TOO MANY	3/11/2015 4:45 PM
329	I would advise riders of buses that their routes will be affected with signage or route specific emails like the traffic advisories I get from you guys.	3/11/2015 4:26 PM
330	Bus service is part of a larger transportation system. The survey seemed to be focused only on bus service, yet many of our decisions are based on more than bus service alone. I've recommended that serious consideration be given to the larger picture, including the need for adequate parking at light rail stations. People may want to use light rail, but not always in connection with riding a bus. I lived in the San Francisco Bay Area for years, and was loved BART. Sometimes I used the bus, too, sometimes I didn't. It was flexible. That system took into consideration the tremendously various needs of a large number of customers to get around efficiently and affordably. The bus system there is well-integrated with the rail system, and parking is well-designed to provide to the needs of all. Please, if you haven't already, go visit the folks at BART or other transit systems, and benchmark with them.	3/11/2015 1:51 PM
331	I voted with my heart and soul and tax dollars, and now the county is going to renege on what was promised. I now feel that my opinion matters not at all. Establishments servicing low-income clients who ride the #12 were not informed of impending cuts, which only increases the heartbreak.	3/11/2015 1:11 PM
332	Get out to West Seattle and defend Metro. We are under-served and unappreciated out here. I can understand the history of West Seattle trying to secede from Seattle.	3/11/2015 12:54 PM
333	SPLIT THE 48-67!!!!!!!!!!!!!!!!!!!!	3/11/2015 11:59 AM
334	I might use Link if it went somewhere I needed to go.	3/11/2015 11:02 AM
335	Send out actual paper surveys to the homes in the affected neighborhood(s).	3/11/2015 10:58 AM
336	While I understand a need to do specific neighborhood outreach regarding these changes, and I know it's hard to choose what neighborhood to target for feedback, sometimes I feel as if this approach ignores the needs of people in neighboring communities --- again, for example, potential changes to the 48 has a potential to affect a lot of people who *do not use* the route to travel for Cap Hill to the U District. People are connected to Ballard from the CD or Rainier Valley.	3/11/2015 10:56 AM
337	Well done. I feel heard.	3/11/2015 10:50 AM
338	I'm unclear as to how this extension of the Link lightrail system will work in cooperation with the First Hill streetcar project that is supposed to be opening soon.	3/11/2015 10:16 AM

339	<p>Every time a decision is made, it seems like special interest groups who have time for this stuff are the ones deciding on the main routes, and that regular people's votes and voices are not heard. The people who have time for transit are important but most of us have very little time in our days to add to the commute even if we want to. They will just use what they want from what we write to back up their own opinions and the fight continues. But the people who are not taking transit, and those who are, are not taking it solely for some future reward like reduced congestion in the future, or because they need to get from A to B, or whatever. They are doing it because it is the best, most efficient choice for them. Your main website has a trip planner but your main features seem to be about fairness and process. Well that is great but most people, when they are thinking "how do I get to work" are not thinking, "What's the feedback process?" "Was this fair?" "Was this data driven?" Not that those aren't important but... They are thinking, how fast will it get me from A to B? Now if you don't have a car, 70% of the time in this city the bus is faster than walking if you are a fast walker. (I used to walk and beat the bus from Wallingford to the Hill.) So can we focus on that? Point A to Point B in how many minutes. How many people start at A (or B, or C, or D), and how long does it take them to get to B (or A, or C, or D). The end. That is seriously 95% of your job. That covers full buses, it covers "on time", it covers whether or not drivers are stopping. You need to track that, not people's opinions. You know which routes are full. You know how long it is taking people to get places in their cars (WSDOT has this information). Use that to determine where to best place buses. From the Hill to Bellevue P&R in a half hour, every hour. From the U to SLkU in 10 minutes every half hour. From downtown to Greenlake in 15 minutes every half hour. Then have people text in if they made it or did not. It is complicated to make it happen but tracking it is not. You're cheaper than parking. You're more environmentally friendly. You're less stressful. So why doesn't everybody use Metro? Timing. I am tempted to think you know this and are going through this whole process just to placate special interest groups, but then I see proposed projects and the last 20 years and I think... no, I think they are actually using surveys and politics to build our transit system. I don't know. But in case X people A to B in Y minutes was not THE driving factor in every decision, with environmental and cost factors being weighed against it, then that is my 10 cents. Eyes on the prize here, and the prize is not a participatory or fair process, it is maximum benefit to maximum people. Thanks.</p>	3/11/2015 9:41 AM
340	PLEASE SEE MY PREVIOUS ANSWER ABOUT A BETTER SET UP WITH INTERACTIVE MAPS SHOWING THE CHANGES BY ROUTE NUMBER.	3/11/2015 8:59 AM
341	Past experiences show little regard to riders concerns.	3/11/2015 8:52 AM
342	If this is the outreach then it is totally inadequate.	3/10/2015 10:19 PM
343	Need to do focus groups with current & prospective riders.	3/10/2015 9:01 PM
344	Please consider making maps like Oran's for effective outreach.	3/10/2015 8:31 PM
345	If I haven't been clear, I would endorse Alternative 1 over Alternative 2 (though either will work for me.)	3/10/2015 6:13 PM
346	Thanks for doing this.	3/10/2015 4:46 PM
347	Can't think of anything	3/10/2015 4:46 PM
348	<p>I'll reiterate that, in general, I support the consolidation of routes, increased frequency, and additional east-west routes. But, I do believe that, for many, it will result in lots more transfers and/or walking. This has a big impact on folks with limited mobility and those traveling with small children. Even though I'm able-bodied and love to walk, my location puts me a long way from some of the routes I'd really like to use. One other important note: I believe more frequent bus service will be hampered unless Metro also implements a more efficient payment system. Many routes take a long time because of payment happening at load time. If that continues, it seems the more frequent routes will not necessarily be more reliable or predictable.</p>	3/10/2015 4:45 PM
349	Good Luck!	3/10/2015 3:54 PM
350	Thanks!	3/10/2015 12:01 PM
351	Thank you for having easily accessible and usable information and surveys!	3/10/2015 8:25 AM
352	<p>Metro is going to do whatever it needs to do. Our views, concerns, and suggestions will not be taken into consideration. I am not drinking the kool aide anymore. It's all about what you think is best for us.</p>	3/10/2015 8:20 AM

353	- "Alternative 1", deleting Route 25 service and combining the 43 and 48 to a less frequent schedule (every 10 minutes rather than the 7 minutes we get down 24th ave today) - "Alternative 2", which preserves the 25, but the 43 is further cut to once every 30 minutes from the current 10 to 15 minute frequency (and the 48 remains the same). We need to comment *to keep both bus lines running at their current schedules*, or how is anyone in Montlake/Portage Bay, the closest actual communities to the light rail station, going to get any benefit from it without increased access to the station? A quick Google Earth distance measurement shows that the nearest home in Montlake is already a quarter mile away from the stop. The "Hop In" (aka Montlake Blvd Market) is a half-mile away. Bus service needs to minimally stay the same to make the light rail stop gain it's full potential, otherwise it will be a squandered opportunity for our community to want to take light rail anywhere.	3/10/2015 8:15 AM
354	You've got a tough job trying to improve service, stay on budget, and not cut people's favorite routes. There's bound to be unhappy customers whether you provide fast, streamlined service or slower, more comprehensive service. Best of luck you to finding the right alternative.	3/9/2015 11:02 PM
355	I took the metro bus more frequently before the bus stop a block away from my home was removed. I have to walk 2 1/2 blocks to and from the closest stop. Also, there is no shelter at this Harvard and Shelby stop.	3/9/2015 10:38 PM
356	I don't know about your specific process, but with multiple experiences with City outreach, in general it is very easy to tell what the City wants to do from the beginning. They go through a public input process, half-heartedly pretending to seriously consider the alternatives, then go ahead and do whatever they intended to do from the beginning. This is definitely true of City land use planning, which is dictated by the real estate developers who fund it. Please don't emulate that agency.	3/9/2015 8:27 PM
357	many people along the Rte 28 and other areas on the NW Seattle won't pay attention because they don't think their routes will be affected since there in no real reason they should be. You need to reach out more directly to the potentially affected routes - how about on board the buses?	3/9/2015 7:13 PM
358	I'm really pleased that you surveyed the riders, I only hope that you take our decisions as feedback and listen primarily to planning experts rather than having our routes decided by popular opinion and committee. I want a transit system like Ottawa (dedicated roads, faster than car) rather than San Francisco (if it's not BART it's almost unusable, and even still it's a pain).	3/9/2015 6:02 PM
359	None	3/9/2015 6:01 PM
360	thanks for doing a survey - even if you don't use what you find out, you at least have it and can tabulate and report it	3/9/2015 5:39 PM
361	I do hope that my views will help you to understand that eliminating the #25 bus will be a big hardship on the transit riders on this route.	3/9/2015 4:36 PM
362	Thanks for the opportunity to comment.	3/9/2015 3:56 PM
363	#34 I can only hope.	3/9/2015 3:03 PM
364	Thank you for making the effort to solicit feedback!	3/9/2015 3:02 PM
365	Need better definitions of neighborhoods. Need better descriptions of how routes would change	3/9/2015 2:57 PM
366	good effort.	3/9/2015 2:48 PM
367	I think Sound Transit will force whatever changes they want on us.	3/9/2015 2:47 PM
368	I am grateful for the opportunity to give feedback because the main reason I purchased my home in Madison Valley was the convenience and safety of Routes 11 and 8 being in close proximity to where I would be living. I studied the bus routes carefully before deciding on a location in which to purchase my home! It would be devastating to me to lose access to these two routes with stops at E. Madison Street and Martin Luther King Jr. Way. Thank you for the opportunity to give feedback!	3/9/2015 2:34 PM
369	I greatly appreciate the information that is available, but it is pretty difficult to understand it all. With some of the maps it is difficult to separate the various information, and the maps about trip length changes is simply confusing (the icons chosen to represent the information, for example). The interactive map is a good idea, but is currently not very useful because you can't actually see the differences between the two plans and the current set-up (the colors are the same). Some (hopefully simple) adjustments to these kinds of things would help.	3/9/2015 2:33 PM

370	More tax payer dollars on something that can not be re utilized if ridership decreases or doesn't get used. More lanes disappearing for drivers who pay the majority of all taxes to fund these projects. Between bike lanes. link light and cars all on the same lane on Broadway everything will come to a standstill. What happens when a bus or trolley breaks down? Everything behind it will back up and be off schedule. It's not like they can be moved out of the way. Fewer lanes for traffic and nothing back for those who do drive. More taxes rougher pot hole filled roads. Give something to drivers such a smooth roads.	3/9/2015 2:31 PM
371	These surveys need to somehow reach more people... advertise on the buses or something. I'm subscribed to King County transit alerts via email and haven't heard about these from there either.	3/9/2015 1:54 PM
372	I was disappointed that the survey was not compatible with my iPad, so I was unable to provide answers while riding the bus. The survey also was too long. It is not likely that many bus users will take the time to complete the survey. Break it up into 3 or 4 smaller surveys and you might get better results.	3/9/2015 1:48 PM
373	Binning everything into 2 alternatives is too weasely and is slighting the process by burying plans deep. I can't imagine many digging this deep to figure out what is truly happning to them, and especially who in the low income community has time for this and will lose the most.	3/9/2015 1:31 PM
374	The online maps did not work well.	3/9/2015 1:23 PM
375	this survery is too long!	3/9/2015 1:05 PM
376	I have given feedback every time a survey or an opportunity for feedback has been solicited regarding routes that I use. Unfortunately, the resulting changes have demonstrated over the years that my expressed views have not corresponded with the views of those who ultimately make these decisions.	3/9/2015 12:28 PM
377	In the end, King County politicians make all the decisions about the life of the routes because of the amount of money they decide to throw at public transportation. In turn, Metro has to make the best of what little money the city gives them. But their decisions never really seem to reflect the opinions of the riders. We could go on, all day, expressing our opinions, concerns, criticisms and still never be able to influence the final decisions. King County only cares about the bottom line - the profits. We take these surveys in the hopes that something will change for the better for the riders that actually depend on these services, but in reality, we have little hope of ever seeing our needs actually being met because they conflict with the city's budget. Metro can try, but if the city doesn't give them the money they need, then we end up with route "efficiency" changes - which is just a PC word for route cuts. I wish all politicians would be forced to ride public transportation for a year so they could see what it's like and how many people really rely on it. I wish they would have to plan their days around public transportation to see how things like infrastructure, traffic flow, population density, big business and the like affect the lives of their citizens; their constituents. Maybe then they could see what public transportation really means to the people they are supposed to be representing and start throwing some desperately needed money at it!	3/9/2015 11:30 AM
378	option to provide feedback in other languages	3/9/2015 10:32 AM
379	why are you wasting my time and tax dollars "reaching out" when it will have not impact on the final resolution. All show -- no substance.	3/9/2015 10:16 AM
380	We will see if a difference is made.	3/9/2015 9:19 AM
381	As a fellow bus rider who lives near Laurelhurt said, and I agree.. 'I have ridden the bus for 33 years and there has not been single change in the bus schedule" We seen bigger buses (thank you) but no increase in service. The buses are crowded - people staked like sardines - especially in the later routes. No later bus times for people who have young childern and their 9 am schedules. The 65th st P&P needs to be expanded and security provided.	3/9/2015 8:48 AM
382	Sure seems to me like special interests govern how routes are prioritized. For example, in Alternate 2, why is Route 62 to Laurelhurst one of only two routes serving University Link station? Why not a route that continues up Sand Point, serving Childrens (largest employer in this area!?!?) and more neighborhoods northward?	3/9/2015 8:42 AM
383	There seem to never have been changes implemented in the favor of the comments I have provided.	3/9/2015 8:29 AM
384	1. This survey is too long, with no indication (that I noticed) of total length. This will reduce the amount of feedback received. 2. The link in this survey to metro.kingcounty.gov, if left-clicked, will destroy any survey-in-progress. This should have been tested early and prevented (or at least notated) prior to the survey going live. Thanks.	3/9/2015 8:13 AM
385	the public transportation in seattle is really very dissapointing!	3/9/2015 5:57 AM
386	I believe transit will do what transit wants regardless of what the community needs	3/8/2015 10:10 PM
387	Nicely organized, thank you.	3/8/2015 9:53 PM

388	I work at a hospital. Many of the people who come to our campus on First Hill have some element of temporary or permanent physical, mental, emotional or spiritual disability as they come to us. For some, it is the worst day of their lives. Many have been financially devastated by their illness. They need to be able to get to and from our campus safely and reliably, on safe, well-lit streets, and with convenient (Less than 1 city block) walks. More distance than that is a hardship for them, especially if their healthcare visit is going to require them to walk a block or two within our campus to receive their care. They do not have the stamina or endurance or time to wait for the access vans. Right now, the bus works for them. Please do not take this lifeline away, or alter it in a way that disenfranchises our patients. Please make these changes while taking their special needs into consideration.	3/8/2015 6:41 PM
389	We need to involve more people. Putting fliers/surveys in buses would be more effective.	3/8/2015 4:35 PM
390	Over the years, I've seen the same areas get improved service while the kirkland area receives only cut backs. Based on this pattern, I think it is unlikely that our service will be impacted positively.	3/8/2015 4:12 PM
391	Thank you!	3/8/2015 3:44 PM
392	I was lucky I saw capitol hill blog mentioning this - otherwise I wouldn't have a chance to share feedback. Outreach efforts didn't really reach me.	3/8/2015 2:07 PM
393	you are getting info/comments only from people who have, maybe, the patience to sit here to answer these questions. what about the bus users without a computer?????	3/8/2015 1:43 PM
394	I feel that it would be in the public's best interest for Metro to be as transparent with the budgeting and spending plans throughout this process as it has been with the rest of their plans.	3/8/2015 1:17 PM
395	It would be interesting to know if the outreach process produced any actionable results.	3/8/2015 12:47 PM
396	Please do more outreach around these changes. I'd like to attend meetings. I'd like to see some variations on the current alternatives. I think there's a 3rd alternative that would address my concerns and still improve connections/reduce duplication.	3/8/2015 10:43 AM
397	Thank you for asking for input.	3/7/2015 8:16 PM
398	Planning in this consensus city does an end run around public hearings and surveys such as this to satisfy the public input law only.	3/7/2015 8:14 PM
399	I hope the link service from SCC will duplicate the route of 9X. Otherwise do not eliminate it. It's hard to tell from your maps and information exactly how I would be impacted by these changes. The routes with bus #s are not clearly delineated.	3/7/2015 7:03 PM
400	I believe that Metro really does try to do the best for the ridership and to meet its needs. Not everyone can be pleased.	3/7/2015 3:51 PM
401	Taking this survey using Safari on Mac OS X using the built in screen reader, Voice Over, is cumbersome. The information in PDF format is hard to read and understand. You should let Survey Monkey know of their shortcomings in this area and/or use a different tool. As an example I had to go through every check box item twice using the screen reader tool. I had to click in the text boxes to enter text and I should have been able to do this with the keyboard.	3/7/2015 3:29 PM
402	As a senior, I was not aware of any information about these changes. If a friend had not told me I would not have known. My daughter who lives on E Pine didn't get any notice either.	3/7/2015 3:05 PM
403	i don;t know if my opinion matters. how are the results of this survey going to be managed - what's the plan?	3/7/2015 2:33 PM
404	I don't think most Metro riders are aware of these Alternatives. I haven't seen any notices in buses about them.	3/7/2015 1:52 PM
405	Get us to the light rail stops in a timely manner so we don't have to drive to them.	3/7/2015 1:28 PM
406	Thanks for asking for feedback.	3/7/2015 12:51 PM
407	My input regarding the Roosevelt repaving project was dismissed. Assisting bikes avoid blocking cars turning right on red at NE 50 th from Roosevelt is not an option they will make viable. There are lots of creative potential solutions not being considered. Same with this project. Regardless of how transit is either not helping or making worse the commutes, driving will simply be more difficult and the transit solutions are not helping a great number of people.	3/7/2015 12:31 PM
408	The site mentions a new series of meetings but does not list any.	3/7/2015 12:00 PM
409	Thanks for reaching out!	3/7/2015 11:58 AM

410	You will make your decision on what YOU want to do and not put into thought what we the people need. It is the way of the governing body of Metro and the Mayor of Seattle. Again, he wants us to drive less and at the same time wants to cut bus service. Many of us can't get around as we did in our youth, walk as far or ride a bike, so we need our buses. All you want to do is make it meor difficult to do so.	3/7/2015 11:47 AM
411	50 questions is too much	3/7/2015 11:21 AM
412	Make it easier. This is way to long and complex.	3/7/2015 10:53 AM
413	Using SurveyMonkey lends this survey a streamlined and elegant appearance which I appreciate.	3/7/2015 10:47 AM
414	I provide feedback as often as possible. I am not sure it makes any difference, as I have not seen changes in a timely manner that echo the suggestions I have made, or there have been no changes/improvements at all, or a degradation of service.	3/7/2015 10:04 AM
415	Thanks for letting me add my specific needs into the database for consideration as you work to find the most cost effective solution for public transportation in King County.	3/7/2015 9:54 AM
416	I would like to see transit in Seattle become more like that of Paris' Metro--but above ground; that is, consisting of lines with connecting points between them and frequent service along those lines, on weekdays AND weekends. Then, when one must transfer (change lines), the next bus on the second line is just a few minutes away. There should not be transit on every street but frequent service on a few streets, a designated street or streets in every neighborhood. There is one flaw in such a plan as described above, access to a line for some disabled persons; however, I do not believe that any other transit plan, current or proposed, addresses disabled access more adequately.	3/7/2015 9:06 AM
417	I read the results of Metro's previous survey from earlier this year, in which respondents emphasized a desire for more frequent reliable bus service, especially at rush hour. We want bus service to be consolidated, and we want buses to come more frequently at rush hour (e.g., every 5-7 minutes) so we don't have to rely on a schedule. I expect you'll get similar results from this survey. However, given Metro's track record of unreliable, overcrowded, expensive service, I have very little trust in your agency and I truly doubt that you will increase bus frequency despite all of the feedback you are getting.	3/7/2015 9:00 AM
418	The design of this survey was confusing. There was no way of knowing that choices for other neighborhoods would be offered after the N/NE Seattle option.	3/7/2015 7:58 AM
419	I feel process already in place. not sure again how buses #8 and 10 would change to reach my desired destination, eg #8 for CD district	3/7/2015 4:11 AM
420	I'd love a personal response that references my comments directly to know that somebody read them.	3/7/2015 1:15 AM
421	none	3/7/2015 12:58 AM
422	I am glad you've undertaken this survey/outreach. I'm hoping the end result will be satisfactory to the largest possible number of riders.	3/7/2015 12:27 AM
423	Make audio announcements on trains and buses for people with bad vision. Make them brief and simple.	3/6/2015 11:28 PM
424	My feeling is that this is all a waste of time. That the plan is made up and that this is only done to make it look like someone might have a change of heart. I have been involved in several things going on lately by local entities, especially over transit and I feel that it's hard to budge an already implanted concept. But if I don't try I will never know. I have a car; I can drive. I am not needy like many of the people who use transit and depend on it completely to get to work, school or to medical appointments. I hate seeing them disenfranchised, and they probably aren't likely to have access to this poll.	3/6/2015 10:50 PM
425	You probably don't want to hear this, but you probably -need- to -really- =hear= it. Every time I've interacted with a live-person, they've treated me 'politely' .. but given me the distinct impression they were just going through the motions and/or -they- were the experts and what the hell could -I- know that was of any value. They have =no= idea who I am, what my background is, etc, etc, but they treat me -not- =quite= 'patronizingly' and/or 'dismissively'! [(I used to work for the City of Seattle, Engineering Department, Traffic Division as an Engineering Tech/Aide. I actually know quite a bit about the traffic aspects, et al, of the Greater Seattle Area, but because I appear to be a 'geezer' [70 y.o.] and a 'civilian', they don't -really- (want to?) pay any attention to what I have to say. If this -really- =is= the case, why are they even bothering with this charade/farce?! All it does is piss me off!	3/6/2015 9:32 PM
426	I don't trust my feedback will have any affect as I think a major part of my feedback is the timing of bus changes being too fast, you not having enough data to know what to do until Light Rail to Capitol Hill and Husky Stadium (and any already scheduled bus changes based on last vote), are up and running a good length of time. Also Capitol Hill is rapidly changing. Density is increasing even more. As are the economics. Another factor to consider, as is the bus price increase that just went into effect. You don't have enough data to decide.	3/6/2015 8:33 PM

427	These surveys seem a waste of my time. No matter what I say or vote for, service seems to increasingly decline here in West Seattle on the Rapid Ride C route with packed busses almost 24/7 and late busses. Metro turns a blind eye to the rapid growth here and instead focuses on lesser growing neighborhoods in the North. Wake up please!	3/6/2015 8:31 PM
428	thanks for asking for feedback, I have used Metro Transit from the early 1970's and have always appreciated and liked using KCMT and hopefully can contribute to KCMT's success!	3/6/2015 8:23 PM
429	You mean like when we voted for Monorails and got car crashing light rail on surface streets. We also voted 3 times to stop the tunnel idea. You don't listen!!	3/6/2015 8:08 PM
430	Good work, people, on this presentation and survey! Nice job.	3/6/2015 8:03 PM
431	There needs to be more activity on social media, and QR codes at bus stations. There was no information at any of the downtown tunnels.	3/6/2015 8:02 PM
432	Be sure to do outreach to communities with people with disabilities. And communities of elderly people. These people may have a more difficult time getting out and in more difficult time gathering information from your website. I recommend that you go to them and present the information and get their comments so you can serve them well.	3/6/2015 7:48 PM
433	Metro isn't a bad agency, it is just bloated with too much non revenue producing personnel. Take the time to train your people to perform their assigned jobs, expect them to meet those standards, give them the tools to fulfill them. Create realistic, workable routes that make sense (not routes du jour), Every time I ride the bus, someone is hassled by the coach operator for their fare, Merto gets US Government grants to purchase it's coaches, Federal Law requires Metro to allow people who can't pay to be allowed to ride, State Law keeps the regular scofflaws off Metro's equipment. In other words don't make the ride more unpleasant than it has to be. As for your out reach, quit going into it with a preset idea of what the out come is going to be and disregarding the public input. People are not as stupid as you think they are, they just are not as able to express their ideas in a way that makes sense if they are not there to explain themselves.	3/6/2015 6:40 PM
434	I have no faith that my views will make any difference. The assumption seems to be that everyone wants to ride light rail. I just want my bus route to stay. It works for me and many others, and light rail is still years away. Give some indication that transportation for the elderly, permitting them to stay in their homes and give up their cars matters!!	3/6/2015 6:38 PM
435	I frequently feel that I'm talking to a brick wall and my opinions and experiences with Metro transit don't matter.	3/6/2015 6:31 PM
436	It would be nice to have more stations between here and there, like in in Montlake or something, maybe at the 520 with a connection	3/6/2015 6:06 PM
437	Nothing I can think of.	3/6/2015 5:58 PM
438	Email notifications are perfect to keep me informed...	3/6/2015 5:49 PM
439	I would hope my input is considered...but it will be only if hundreds of others give you the same feedback...then you will listen.	3/6/2015 5:42 PM
440	Thanks for asking! Also, thanks for publishing the routes and timetables that could be implemented under each Alternative--that really helped me understand how each alternative would affect me. Good luck!	3/6/2015 5:42 PM
441	Thank you for making it easy to provide feedback. I look forward to improved service with the start of University Link next year!	3/6/2015 5:30 PM
442	I hope you are providing outreach in other languages. I am concern that Beacon Hill wasn't listed, and a lot of marginalized people are in my neighborhood. It would be unjust if the feedback you are acting upon is only from white people, or folks in the North and East side.	3/6/2015 5:26 PM
443	This website and survey form was extremely difficult to use on a mobile device (which can often be someone's only internet access).	3/6/2015 5:20 PM
444	Thank you!	3/6/2015 5:19 PM
445	Onward and upward with better public transportation in Seattle!	3/6/2015 5:18 PM
446	The precedent here is pretty bad.	3/6/2015 5:16 PM
447	I hope my feedback is considered.	3/6/2015 5:05 PM

448	The descriptions of the alternatives were too detailed for me to understand very well. Maybe a video would work better?	3/6/2015 5:01 PM
449	You haven't shared how often Link trains will run when the new stations open. I hope it is more often throughout the entire day, otherwise I am afraid that they will be too crowded due to the additional riders traveling to and from the new stations.	3/6/2015 4:50 PM
450	Reason for comment above is that bus service to my neighborhood is continually cut, or changed, never seems to take into account experiences of commuters on my routes.	3/6/2015 4:43 PM
451	I think you should come to Seattle Central College and have a number of presentations about the coming changes - these meetings should be open to the public and students. Multiple meetings should take place during different times of the day and different days of the week.	3/6/2015 4:38 PM
452	This survey is too long!	3/6/2015 4:33 PM
453	I feel a bit forgotten in Woodinville. We're part of metro too but don't seem to be a big concern. No real changes in bus service here in 15 years that I've had experience on the 311.	3/6/2015 4:28 PM
454	Clarifying #42, I don't think individual responses on surveys ever persuade any board to consider the needs of populations. In many cases, I still feel that decisions are made to suit the convenience of special interests rather than Metro's most frequent riders.	3/6/2015 4:19 PM
455	I am not sure you listen to the public. I think you will do what you already have plans to do	3/6/2015 4:15 PM
456	You need to talk to people on E Madison who are bus dependent and stop creating an environment we we will be unable get around Seattle without doing multiple transfers! Does Metro care, let along SDOT with their BRT project.	3/6/2015 4:04 PM
457	Honestly, not sure our feedback matters? Haven't seen much change in plans after previous rounds of feedback. Loss of 47 after much outcry and a petition to keep that bus still rankles. Especially when you announced 1 day after cutting that service that "oh by the way, actually we do have enough money and didn't need to cut the service." So, does our feedback matter?	3/6/2015 4:00 PM
458	Reach out to the thousands of shift workers trying to use Metro and Link. We don't all live in Seattle.	3/6/2015 3:59 PM
459	My experience with fighting dealing with government agencies is that they ask for information, but go ahead and do what they want	3/6/2015 3:55 PM
460	Please keep me informed as the process moves along. Thanks.	3/6/2015 3:47 PM
461	Thank you for reaching out, but this survey was a long and tedious trek. I'm not sure how to improve that experience, but I feel like it can be improved. Too much reading, not enough visuals would be a cursory assessment.	3/6/2015 3:45 PM
462	Very nice to have the wealth of maps and route information, HOWEVER, opening the survey like you do in a modal window means that a user has to open a separate browser window in order to reference the site while they are answering questions. And clicking outside the survey area looks like it closes your survey session, with no way to get it back; not a good user experience. I'd suggest that you either open the survey in a new child window, or open it completely within the parent window so you don't have folks accidentally lose their survey experience.	3/6/2015 3:44 PM
463	Keep up the good work and allowing us to be involved in the decision-making process	3/6/2015 3:44 PM
464	maybe you could use maps that isolate routes or neighborhoods into smaller chunks.	3/6/2015 3:43 PM
465	I appreciate the clear information and the opportunity to respond and take part.	3/6/2015 3:39 PM
466	I haven't noticed any flyers at major bus stops (e.g. the various bus stops on UW campus), that would be a good way to reach out.	3/6/2015 3:36 PM
467	I very much appreciate it.	3/6/2015 3:36 PM
468	Thanks for listening	3/6/2015 3:33 PM

469	It feels great to voice my opinion, although my hopes for change are quite low. I'm glad I am lucky enough to have a car to use, because I feel like I can't get anywhere on the bus in a reasonable amount of time. I feel that things could be a lot more efficient if those in charge of these decisions rode these bus lines at peak and non-peak hours to understand their decisions, rather than go by what a route is mapped to do. For example, on paper, the 8 looks great- it is slated to run pretty frequently and goes to convenient locations. But in reality, the bus is completely packed, always late, often never shows up, and is jammed on Denny Way in the evening. How long will it take before these simple problems are fixed? I'm a student and would be more impressed if I saw metro workers on actual buses, talking to actual people about their concerns, WHILE they're on the bus. THAT'S how you do outreach.	3/6/2015 3:32 PM
470	Surface busses in downtown are a nightmare and everything that Metro and Sound Transit can do to leverage the massive investment in light rail should be done. This makes more effective use of our dollars. Also, regardless of the routing changes, there should really be some thoughts as to making the hub at UDub the same place where the busses pick up and drop. Also, if that is the case, something needs to be done about the frequency and timing of boat traffic in the Montlake Cut so that traffic isn't snarled.	3/6/2015 3:32 PM
471	See above. The graphics on the maps and the interactive maps should be clarified.	3/6/2015 3:32 PM
472	Please remember that many that use the bus don't take surveys because they are elderly or students who are not aware so do not take these surveys to tell you things like add more service to our packed #72 or don't take away the direct #11.	3/6/2015 3:26 PM
473	Process is good, but you are asking individual households and NOT reaching out to RETIREMENT COMMUNITIES, GROUP HOMES, etc. These citizens should be considered as special needs people.	3/6/2015 3:21 PM
474	I the new phone app I also love the e-mail notifications please continue to keep us informed	3/6/2015 3:19 PM
475	Thank you for putting the effort in to solicit public feedback.	3/6/2015 3:17 PM
476	Would like to see additional, route specific updates on the buses themselves or at transit centers/stops. I am concerned that most people who ride the bus aren't aware of the specific changes being contemplated for their regular routes.	3/6/2015 3:16 PM
477	Metro will do what ever Metro feels like without any regard to the opinions of the people who support Metro	3/6/2015 3:12 PM
478	My experience is that public comment is just given lip service and staff does what they want to do. And they manipulate the information so as to minimize comment that is contrary to what they want to do.	3/6/2015 3:10 PM
479	thank you :)	3/6/2015 2:58 PM
480	Thanks for the opportunity to provide input! We appreciate all you do.	3/6/2015 2:51 PM
481	This survey is itself informative and I did not feel I needed to seek out further current, detailed information on the alternative proposals. However, it is probably too long to get a thoughtful response from most transit users.	3/6/2015 2:50 PM
482	Please remember those of us who do not drive and who ride the bus every day, or at least every working day.	3/6/2015 2:49 PM
483	I hope so!	3/6/2015 2:42 PM
484	You need to do more about getting these ideas out into the public so we can hear about what's going. A meeting at 5 or 6 PM week days doesn't work for working folks either.	3/6/2015 2:41 PM
485	-Don't do option 2. If you're gonna spend a billion dollars or whatever to build grade-separated transit, make use of that investment. -ST really missed the boat by not including a 520 bus connection point station in UW Link. I'm concerned about buses sitting on Montlake trying to crawl their way up to the Link station, especially during UW special events like football/basketball games	3/6/2015 2:36 PM
486	I am not optimistic regarding any feedback I provide, since it seems that Metro has their plan, and no matter how many times it is delayed by offers of more funding, you are STILL determined to push through your plans for certain routes, no matter what, the 16 & 68 in particular suffer from this tunnel vision.	3/6/2015 12:37 PM
487	Don't let the naysayers drive this process. Proposal 1 is bold, and it's going to take some backbone from Metro to keep driving its point home. I don't think a lot of the curmudgeons will understand how effective and useful the changes will be unless you guys talk very slowly and in a comforting voice. This is a visionary plan (proposal 1) and will be targeted by a lot of angry people whose myopic views curtail anything forward looking in this city. One (or two or three) loud voices should not be allowed to destroy this reorganization.	3/6/2015 12:12 PM

488	This information should be very predominately posed on Metro's homepage; it is buried under the Programs & Projects page, so it is hard to find. You need to get the word out more aggressively via Twitter, emails, news media, etc. I've only seen this on Seattle Transit Blog and Capitol Hill Seattle. The Urbanist jumped the gun with a preliminary proposal - that was bad form on their part, but you should be more careful with how Sounding Board members use the materials you give them.	3/6/2015 10:54 AM
489	Great job Metro and ST planners with Alternative 1. Hope Politics and complainers doesn't stop and great plan	3/6/2015 10:46 AM
490	Please consider fixing a few of the neighborhood access issues in the updated routes. Going downtown on the bus is not important, but getting people to the link station and interconnecting neighborhoods is.	3/6/2015 10:43 AM
491	I appreciate you asking your users.	3/6/2015 9:48 AM
492	This should be more prominently displayed on Metro Transit's homepage as a slider or cover.	3/6/2015 8:57 AM
493	I have no idea if sharing my views will help. I can only hope.	3/6/2015 8:45 AM
494	Please do a similar Sounding Board for changes around Angle Lake Station! I like how this process is going.	3/6/2015 12:34 AM

Q62 We're moving to more electronic notification to keep people informed about Metro's service planning. If you use email and would like to stay informed about next steps in this decision-making process, as well as future opportunities to participate in decision-making, please provide us with the information listed below.

Answered: 1,490 Skipped: 5,069

Answer Choices	Responses	
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3	Elisabeth	4/1/2015 6:21 PM
4	Brian Glas	4/1/2015 2:58 PM
5	Jon Morgan	4/1/2015 2:31 PM
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7	Dave Broman	4/1/2015 1:50 PM
8	Greg McKnight	4/1/2015 1:18 PM
9	Sydni Gibson	4/1/2015 1:06 PM
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11	chrissy acarregui	4/1/2015 12:08 PM
12	Fiona Clark	4/1/2015 10:46 AM
13	Michelle	4/1/2015 10:28 AM
14	Brian	4/1/2015 7:40 AM

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414	Reiner Decher	3/23/2015 7:58 PM
415	Nancy Hautala	3/23/2015 5:30 PM
416	Treela McKamey	3/23/2015 2:54 PM
417	Brooke Emrich	3/23/2015 2:46 PM
418	Ben Sibelman	3/23/2015 1:43 PM
419	Per-Ola Selander	3/23/2015 1:17 PM
420	Joanna Power	3/23/2015 1:01 PM
421	Terry Intlekofer	3/23/2015 11:25 AM
422	David Ornstein	3/23/2015 10:49 AM
423	Gene Lawson	3/23/2015 10:30 AM
424	Kevin Dunlap	3/23/2015 10:24 AM
425	Brian and Linda Glas	3/23/2015 9:49 AM
426	Brett Durbin	3/23/2015 8:59 AM
427	Daniel Goodwin	3/23/2015 8:33 AM
428	John Bund	3/23/2015 8:10 AM
429	Erin Hardiman	3/23/2015 7:56 AM
430	Kevin Gow	3/23/2015 6:29 AM
431	Andrew Herington	3/23/2015 5:59 AM
432	Kevin Steffa	3/22/2015 11:06 PM

433	Anna Baker	3/22/2015 7:05 PM
434	ed hopkins	3/22/2015 6:17 PM
435	Eric Whitmire	3/22/2015 5:33 PM
436	Carl Wade	3/22/2015 3:17 PM
437	Kate Guschausky	3/22/2015 2:42 PM
438	Sue Shaw	3/22/2015 2:37 PM
439	Kyle Schoenfeld	3/22/2015 12:19 PM
440	Kory Pattison	3/22/2015 11:39 AM
441	Anastasia	3/22/2015 10:55 AM
442	Martin	3/22/2015 10:32 AM
443	Sarajane Siegfriedt	3/22/2015 8:14 AM
444	kellie o'hair	3/22/2015 6:52 AM
445	Judith Foulks	3/21/2015 7:48 PM
446	Lisel	3/21/2015 6:34 PM
447	Tom	3/21/2015 12:20 PM
448	Angus Davis	3/21/2015 11:37 AM
449	Dan Eisenberg	3/21/2015 11:28 AM
450	leo laika licona	3/21/2015 11:00 AM
451	Alex Shuen	3/21/2015 1:08 AM
452	Grace	3/21/2015 1:06 AM
453	Alex Glidewell	3/21/2015 12:22 AM
454	Sara	3/20/2015 11:57 PM
455	Gabe	3/20/2015 8:41 PM
456	Laura Tomaja	3/20/2015 8:22 PM
457	Kate Arsenault	3/20/2015 7:29 PM
458	lucia huntting	3/20/2015 6:06 PM
459	fu	3/20/2015 5:48 PM
460	Aaron	3/20/2015 5:29 PM
461	Keetje Abbenhuis	3/20/2015 4:55 PM
462	Kimberly Hay	3/20/2015 3:14 PM
463	Jennifer Madeoy	3/20/2015 3:11 PM
464	Timothy Cole	3/20/2015 3:04 PM
465	Shannon	3/20/2015 2:49 PM
466	Jean Garber	3/20/2015 2:39 PM
467	Kent McDaniel	3/20/2015 2:16 PM
468	Alec	3/20/2015 2:08 PM
469	Eric Mullen	3/20/2015 2:04 PM
470	Russ	3/20/2015 2:00 PM

471	Richard Figinski	3/20/2015 1:45 PM
472	Pete Stewart	3/20/2015 1:32 PM
473	Kao Nomura	3/20/2015 1:31 PM
474	Nora Micheva	3/20/2015 1:03 PM
475	Frank Fay	3/20/2015 12:39 PM
476	Andy Walker	3/20/2015 11:53 AM
477	Shannon	3/20/2015 11:20 AM
478	arvia morris	3/20/2015 10:54 AM
479	Adam Drake	3/20/2015 10:45 AM
480	Tony Ableman	3/20/2015 9:56 AM
481	Brian	3/20/2015 9:24 AM
482	David Duche`	3/20/2015 9:07 AM
483	Tobias Grünthal	3/20/2015 8:49 AM
484	Robert Tardif	3/20/2015 8:28 AM
485	steve damm	3/20/2015 7:49 AM
486	Kate Wellington	3/20/2015 7:32 AM
487	Ryan Pangrle	3/20/2015 12:56 AM
488	Lee	3/19/2015 10:33 PM
489	Dana Twight	3/19/2015 10:11 PM
490	Paul Munz	3/19/2015 10:03 PM
491	Lisa Martinson	3/19/2015 9:53 PM
492	Derek Moulton	3/19/2015 9:47 PM
493	Gabriel Patterson-King	3/19/2015 9:39 PM
494	Linda Townsend West	3/19/2015 8:38 PM
495	Jen	3/19/2015 8:33 PM
496	Tamar Goldberg	3/19/2015 7:52 PM
497	Chris Maines	3/19/2015 7:35 PM
498	Cheuk-Ning Li	3/19/2015 6:07 PM
499	Kathy Whalen	3/19/2015 6:05 PM
500	Mona Nelson	3/19/2015 5:58 PM
501	Steve Goodreau	3/19/2015 5:42 PM
502	Ariana Rundquist	3/19/2015 4:45 PM
503	Rebecca Sorensen	3/19/2015 4:16 PM
504	Nicholas Efthimiadis	3/19/2015 4:05 PM
505	Stephanie Hauge	3/19/2015 4:01 PM
506	Tom	3/19/2015 3:59 PM
507	Kim Schmitz	3/19/2015 3:40 PM
508	Mark A. Whitfield	3/19/2015 3:34 PM

509	Emily Ciarabellini	3/19/2015 3:31 PM
510	ctrabant	3/19/2015 3:21 PM
511	Derek Harwell	3/19/2015 3:20 PM
512	paelina	3/19/2015 2:54 PM
513	Lynne Werner	3/19/2015 2:38 PM
514	Aurora Gregory	3/19/2015 2:32 PM
515	Den	3/19/2015 2:31 PM
516	Loveday Conquest	3/19/2015 2:14 PM
517	Brooke Oettinger	3/19/2015 1:52 PM
518	Atticus Crowe	3/19/2015 1:49 PM
519	Ken Tanzer	3/19/2015 1:48 PM
520	Tom Allen	3/19/2015 12:34 PM
521	Stephen Fesler	3/19/2015 12:18 PM
522	Silvana Gross	3/19/2015 12:05 PM
523	Dana Phelan	3/19/2015 11:45 AM
524	Daniel Brackett	3/19/2015 11:31 AM
525	SharonF	3/19/2015 11:18 AM
526	Sarah	3/19/2015 11:18 AM
527	Constance Duong	3/19/2015 10:57 AM
528	Marvin E Barrett, Jr	3/19/2015 10:52 AM
529	Brent Holterman	3/19/2015 10:48 AM
530	Angie Manning Goodwill	3/19/2015 10:46 AM
531	steph garbaczewski	3/19/2015 10:42 AM
532	Kathleen Jones	3/19/2015 10:40 AM
533	Katie	3/19/2015 10:37 AM
534	Melissa	3/19/2015 10:33 AM
535	Carey	3/19/2015 10:31 AM
536	Ana	3/19/2015 10:30 AM
537	Scott Brown	3/19/2015 10:24 AM
538	mariah moody	3/19/2015 10:21 AM
539	Ann Testroet	3/19/2015 10:08 AM
540	Donna Hough	3/19/2015 9:19 AM
541	Mary	3/19/2015 9:15 AM
542	Mara Lavery	3/19/2015 9:05 AM
543	Bill Freeberg	3/19/2015 9:04 AM
544	Kelly Violette	3/19/2015 8:49 AM
545	Richard Methot	3/19/2015 8:32 AM
546	Christina Moon	3/19/2015 7:58 AM

547	Tyler Thoennes	3/19/2015 7:47 AM
548	Susan B	3/19/2015 5:18 AM
549	Joe Kavanaugh	3/19/2015 12:31 AM
550	Jason McAlees	3/19/2015 12:07 AM
551	Vasiliy	3/19/2015 12:03 AM
552	Alphie Wily	3/18/2015 10:35 PM
553	Tony Frego	3/18/2015 10:03 PM
554	Jeff Hou	3/18/2015 9:28 PM
555	Amy McKendry	3/18/2015 8:59 PM
556	Robert Wood	3/18/2015 8:58 PM
557	Anita Ross (already receive emails)	3/18/2015 8:53 PM
558	Trinh Ly	3/18/2015 8:42 PM
559	Maia Brown	3/18/2015 8:19 PM
560	Nicholas Erwin	3/18/2015 8:15 PM
561	Jeff	3/18/2015 7:59 PM
562	Amalia Magaret	3/18/2015 7:43 PM
563	Michael Mulch	3/18/2015 5:41 PM
564	Stephen Sliva	3/18/2015 5:24 PM
565	Lee	3/18/2015 5:06 PM
566	Steve Leigh	3/18/2015 4:51 PM
567	Allen Roberts	3/18/2015 4:41 PM
568	Scott Andrews	3/18/2015 4:38 PM
569	kris durkin	3/18/2015 4:33 PM
570	J Sofie	3/18/2015 4:29 PM
571	Liz Wimmer	3/18/2015 4:27 PM
572	Julie Taylor	3/18/2015 3:59 PM
573	Meg	3/18/2015 3:57 PM
574	Stephanie Selover	3/18/2015 3:44 PM
575	Peter Zimmerman	3/18/2015 3:43 PM
576	peter de man	3/18/2015 3:34 PM
577	klee	3/18/2015 3:32 PM
578	Martha	3/18/2015 3:08 PM
579	Haley Lytle	3/18/2015 3:07 PM
580	Stephen Graham	3/18/2015 3:01 PM
581	Michael Connolly	3/18/2015 2:59 PM
582	Ori Kashi	3/18/2015 2:49 PM
583	Jon Anscher	3/18/2015 2:47 PM
584	Ronald Muller	3/18/2015 2:45 PM

585	Lyle Appleford	3/18/2015 2:37 PM
586	Lynne Morris	3/18/2015 2:31 PM
587	Heidi Copeland	3/18/2015 2:27 PM
588	Betty Lanman	3/18/2015 2:16 PM
589	K. Reed	3/18/2015 2:15 PM
590	Kevin Judson	3/18/2015 2:13 PM
591	Anea	3/18/2015 2:10 PM
592	Tauri Senn	3/18/2015 2:07 PM
593	Angela Jacobson	3/18/2015 2:02 PM
594	Tyler Cooper	3/18/2015 1:59 PM
595	Jan Boyd	3/18/2015 1:57 PM
596	S	3/18/2015 1:55 PM
597	Madelon Bolling	3/18/2015 1:44 PM
598	Natalie Conner	3/18/2015 1:43 PM
599	Justin Gasper	3/18/2015 1:43 PM
600	Lisa Robinson	3/18/2015 1:41 PM
601	Mike	3/18/2015 1:30 PM
602	tim	3/18/2015 1:29 PM
603	Mercedes Elizalde	3/18/2015 1:27 PM
604	Adam Sherman	3/18/2015 1:26 PM
605	Robyn Tannous	3/18/2015 1:24 PM
606	Jeff LeDoux	3/18/2015 1:23 PM
607	linda golley	3/18/2015 1:22 PM
608	Chelsea Bueb	3/18/2015 1:15 PM
609	Michael Schirmer	3/18/2015 1:05 PM
610	Kim McKaig	3/18/2015 1:05 PM
611	Eric Muller	3/18/2015 1:03 PM
612	Kay Lutz	3/18/2015 12:58 PM
613	Erick Barron	3/18/2015 12:57 PM
614	Callee	3/18/2015 12:57 PM
615	Greg	3/18/2015 12:56 PM
616	Claudette Burd	3/18/2015 12:46 PM
617	Cathy Wright	3/18/2015 12:44 PM
618	Bobbie Salveson	3/18/2015 12:44 PM
619	Sandra Elliott	3/18/2015 12:42 PM
620	Gloria Farman	3/18/2015 12:39 PM
621	Elena O'Neill	3/18/2015 12:33 PM
622	Darrellyn Nuesca	3/18/2015 12:32 PM

623	Bryan Venema	3/18/2015 12:30 PM
624	Joseph Anderson	3/18/2015 12:30 PM
625	John Cady	3/18/2015 12:29 PM
626	Rochelle	3/18/2015 12:29 PM
627	Sarah	3/18/2015 12:26 PM
628	Brecken Cardinal	3/18/2015 12:24 PM
629	Jason	3/18/2015 12:23 PM
630	Robert Norheim	3/18/2015 12:16 PM
631	steve	3/18/2015 12:14 PM
632	Elizabeth Falsberg	3/18/2015 12:14 PM
633	Pamela Baker	3/18/2015 12:13 PM
634	Phillip Matt	3/18/2015 12:09 PM
635	Andrea Michelbach	3/18/2015 12:08 PM
636	Jane Higgins	3/18/2015 12:07 PM
637	sandra	3/18/2015 12:04 PM
638	Reggie Gausman	3/18/2015 12:01 PM
639	Sherry Edwards	3/18/2015 12:01 PM
640	Susanne Recordon	3/18/2015 11:59 AM
641	Rachael Frost	3/18/2015 11:59 AM
642	Ron Hause	3/18/2015 11:58 AM
643	Tonia Brown	3/18/2015 11:57 AM
644	Karen Erickson	3/18/2015 11:57 AM
645	Marco A. Solis-Bethancourt	3/18/2015 11:56 AM
646	Renee	3/18/2015 11:56 AM
647	Nora	3/18/2015 11:55 AM
648	Sonia Savelli	3/18/2015 11:55 AM
649	Stephanie	3/18/2015 11:54 AM
650	Trevor Koop	3/18/2015 11:54 AM
651	Kara Garcia	3/18/2015 11:51 AM
652	Chris P	3/18/2015 11:51 AM
653	Terri Starkey-Anciaux	3/18/2015 11:48 AM
654	Simon	3/18/2015 11:48 AM
655	carol sibley	3/18/2015 11:47 AM
656	Stephanie Gogarten	3/18/2015 11:46 AM
657	Andrea Hitlin	3/18/2015 11:46 AM
658	Eric	3/18/2015 11:45 AM
659	M Kennedy	3/18/2015 11:43 AM
660	Amber McCoy	3/18/2015 11:43 AM

661	Peter Wallis	3/18/2015 11:41 AM
662	Justin Williams	3/18/2015 11:39 AM
663	Crystal	3/18/2015 11:39 AM
664	elishema	3/18/2015 11:37 AM
665	Marlana Kuper	3/18/2015 11:37 AM
666	Mark	3/18/2015 11:35 AM
667	Karynne Patterson	3/18/2015 11:34 AM
668	Goldie	3/18/2015 11:34 AM
669	caitlin	3/18/2015 11:34 AM
670	Katie	3/18/2015 11:33 AM
671	Ian	3/18/2015 11:33 AM
672	Kalei Combs	3/18/2015 11:32 AM
673	Zanne Gerrard	3/18/2015 11:31 AM
674	Sheryl Stiefel	3/18/2015 11:31 AM
675	Andrea Cohen	3/18/2015 11:30 AM
676	Carol Brown	3/18/2015 11:30 AM
677	robert yates	3/18/2015 11:27 AM
678	Bob Hodges	3/18/2015 11:27 AM
679	Danielle Powers	3/18/2015 11:26 AM
680	Sherri Vansickle	3/18/2015 11:26 AM
681	Laura Dorsey	3/18/2015 11:25 AM
682	Jill Rand	3/18/2015 11:25 AM
683	Carolyn Bea	3/18/2015 11:25 AM
684	James Nau	3/18/2015 11:24 AM
685	P A Carithers	3/18/2015 11:24 AM
686	Cynnie	3/18/2015 11:23 AM
687	Alan Artru	3/18/2015 11:23 AM
688	Mark Poeschl	3/18/2015 11:23 AM
689	Stacey Bush	3/18/2015 11:21 AM
690	Andy	3/18/2015 11:20 AM
691	Genevieve Aguilar	3/18/2015 11:20 AM
692	Steven	3/18/2015 11:20 AM
693	Krista Seabrook	3/18/2015 11:19 AM
694	Susan	3/18/2015 11:18 AM
695	Stephanie Robles	3/18/2015 11:18 AM
696	Susan Yantis	3/18/2015 11:17 AM
697	Gabe	3/18/2015 11:16 AM
698	Beth Ogata	3/18/2015 11:16 AM

699	Lauren Exnicios	3/18/2015 11:15 AM
700	William Kaplan	3/18/2015 11:14 AM
701	Emily Dick	3/18/2015 11:14 AM
702	Brian	3/18/2015 11:14 AM
703	cindy tran	3/18/2015 11:13 AM
704	Geof Miller	3/18/2015 11:01 AM
705	Beka Smith	3/18/2015 10:55 AM
706	Diana Dean	3/18/2015 10:33 AM
707	Jeri OPT OUT ANY ADVERTISING OR PARTNERS	3/18/2015 10:15 AM
708	Kate	3/18/2015 10:14 AM
709	Nancy Edwards	3/18/2015 10:11 AM
710	Shaelyn	3/18/2015 10:06 AM
711	Tamara Yocum	3/18/2015 9:44 AM
712	Tommy Rogers	3/18/2015 9:19 AM
713	doug	3/18/2015 1:32 AM
714	Alexey Kuznetsov	3/18/2015 1:13 AM
715	Mark Kiser	3/17/2015 10:45 PM
716	Liza	3/17/2015 9:02 PM
717	Andy Martin	3/17/2015 7:56 PM
718	Lynn Gottlieb	3/17/2015 7:49 PM
719	Glen Moberley	3/17/2015 7:41 PM
720	Sara McSorley	3/17/2015 6:22 PM
721	Patrick McGrath	3/17/2015 6:21 PM
722	David Mincin	3/17/2015 5:22 PM
723	Bill Naslund	3/17/2015 5:07 PM
724	Sonia Lei	3/17/2015 4:11 PM
725	Jay Lever	3/17/2015 4:01 PM
726	Ryan Haskell	3/17/2015 3:39 PM
727	Peggy Shull	3/17/2015 3:26 PM
728	Wendy Roedell	3/17/2015 3:17 PM
729	J. Rothberg	3/17/2015 2:53 PM
730	Anne Loustau	3/17/2015 2:52 PM
731	Kathy Gei	3/17/2015 2:31 PM
732	Eugene Lin	3/17/2015 2:20 PM
733	jen belk	3/17/2015 2:17 PM
734	Dan McCurley	3/17/2015 2:00 PM
735	Jim Mc Nerney	3/17/2015 1:23 PM
736	Nina Muir	3/17/2015 1:18 PM

737	Joseph Ware	3/17/2015 12:48 PM
738	Margaret Moore	3/17/2015 12:38 PM
739	Annjanette Cooper	3/17/2015 11:16 AM
740	Sean Munson	3/17/2015 10:19 AM
741	Kate Cole	3/17/2015 10:00 AM
742	Ryan	3/17/2015 9:30 AM
743	Andres Hernandez	3/17/2015 9:30 AM
744	Theresa	3/17/2015 8:59 AM
745	Johnathan Luster	3/17/2015 8:36 AM
746	Mike Rorke	3/17/2015 8:28 AM
747	Andrew Enfield	3/17/2015 8:07 AM
748	Callie	3/17/2015 7:53 AM
749	Josh	3/17/2015 7:35 AM
750	Dustin Hodge	3/17/2015 1:30 AM
751	pablo sanchez	3/17/2015 1:09 AM
752	Michael Holman	3/16/2015 11:08 PM
753	Brian Cross	3/16/2015 11:02 PM
754	Megan Yoshimura	3/16/2015 9:36 PM
755	Bradley Smith	3/16/2015 8:52 PM
756	Karolin Lund	3/16/2015 8:22 PM
757	Erik Weis	3/16/2015 7:15 PM
758	Charles Tillnghast	3/16/2015 6:55 PM
759	Duffy Clarke	3/16/2015 5:31 PM
760	Ed Mueller	3/16/2015 5:26 PM
761	Eric Nelson	3/16/2015 5:13 PM
762	David Edelstein	3/16/2015 5:03 PM
763	Chris Glein	3/16/2015 4:54 PM
764	Ian Petersen	3/16/2015 4:52 PM
765	Carolyn Gronlund	3/16/2015 4:43 PM
766	Jason Gerend	3/16/2015 4:36 PM
767	Mark Taylor	3/16/2015 3:50 PM
768	Kellen Donohue	3/16/2015 3:48 PM
769	Lars Liden	3/16/2015 3:38 PM
770	Marion	3/16/2015 3:25 PM
771	Kadey Kloetsch	3/16/2015 3:25 PM
772	Michelle Gleason	3/16/2015 3:19 PM
773	Oren	3/16/2015 3:15 PM
774	Carolyn Buractaon	3/16/2015 3:09 PM

775	Douglas Knisely	3/16/2015 2:39 PM
776	David Goll	3/16/2015 2:27 PM
777	Matt Clark	3/16/2015 2:19 PM
778	John Hamby	3/16/2015 2:16 PM
779	Patrick Conlan	3/16/2015 2:14 PM
780	John Xu	3/16/2015 2:13 PM
781	Chris Mayer	3/16/2015 1:54 PM
782	Daniel Keymer	3/16/2015 1:49 PM
783	Dave Schell	3/16/2015 1:46 PM
784	Steven Fuqua	3/16/2015 1:44 PM
785	Boris Sokolov	3/16/2015 1:44 PM
786	Swapnil	3/16/2015 1:42 PM
787	Caroline	3/16/2015 1:38 PM
788	Constance Caramanolis	3/16/2015 1:33 PM
789	Paul van Brenk	3/16/2015 1:25 PM
790	Richard Beers	3/16/2015 1:22 PM
791	Casey Doyle	3/16/2015 1:19 PM
792	Dan Bruce	3/16/2015 1:18 PM
793	Daniya Ulgen	3/16/2015 1:16 PM
794	Allison	3/16/2015 1:16 PM
795	Anton Babadjanov	3/16/2015 1:14 PM
796	Jesse Carnathan	3/16/2015 1:12 PM
797	C Chao	3/16/2015 1:08 PM
798	Luis	3/16/2015 1:05 PM
799	Jason Bennett	3/16/2015 1:03 PM
800	Courtney Comfort	3/16/2015 12:58 PM
801	Naveen Makineni	3/16/2015 12:58 PM
802	Pete Hufnagel	3/16/2015 12:54 PM
803	Rira Johnson	3/16/2015 12:54 PM
804	Ned Friend	3/16/2015 12:54 PM
805	Kenny	3/16/2015 12:54 PM
806	Jason Strayer	3/16/2015 12:46 PM
807	Kevin	3/16/2015 12:44 PM
808	Boris Erickson	3/16/2015 12:42 PM
809	Jeremy	3/16/2015 12:40 PM
810	Dan Seare	3/16/2015 12:40 PM
811	Jackson Fields	3/16/2015 12:37 PM
812	Melinda De Lanoy	3/16/2015 12:37 PM

813	Brian Braeckel	3/16/2015 12:35 PM
814	Lisa Takimoto	3/16/2015 12:35 PM
815	Mohamed	3/16/2015 12:35 PM
816	Klmi Kawabori	3/16/2015 12:32 PM
817	Justin	3/16/2015 12:30 PM
818	Tony Kehlhofer	3/16/2015 12:30 PM
819	Andrew Machina	3/16/2015 12:29 PM
820	Josh Meisels	3/16/2015 12:25 PM
821	Craig Coyne	3/16/2015 12:23 PM
822	Erika Whinihan	3/16/2015 12:23 PM
823	Rhys Schmidtke	3/16/2015 12:22 PM
824	Nigel Stuke	3/16/2015 12:20 PM
825	Ben Howell	3/16/2015 12:19 PM
826	Daniel Hintzsche	3/16/2015 12:17 PM
827	John Call	3/16/2015 12:15 PM
828	Carla DiFranco	3/16/2015 12:14 PM
829	Jan Turecek	3/16/2015 12:14 PM
830	Eytan Bernet	3/16/2015 12:12 PM
831	Nils Pohlmann	3/16/2015 12:12 PM
832	Daniel Heldring	3/16/2015 12:11 PM
833	Jon Gill	3/16/2015 12:10 PM
834	Renjay	3/16/2015 12:07 PM
835	Brad Weinberger	3/16/2015 12:06 PM
836	Paul Britton	3/16/2015 12:04 PM
837	Cory Cross	3/16/2015 12:00 PM
838	tina stewart	3/16/2015 11:59 AM
839	James McNaul	3/16/2015 11:58 AM
840	Gustavo Maximo	3/16/2015 11:57 AM
841	Jeff Blakeley	3/16/2015 11:55 AM
842	prad.nelluru@gmail.com	3/16/2015 11:54 AM
843	Kevin Rio	3/16/2015 11:53 AM
844	Megan Carpenter	3/16/2015 11:52 AM
845	Allison Korczynski	3/16/2015 11:50 AM
846	Joey	3/16/2015 11:50 AM
847	Mathieu	3/16/2015 11:49 AM
848	Michael Selhorn	3/16/2015 11:48 AM
849	Michael Zawacki	3/16/2015 11:48 AM
850	Zach	3/16/2015 11:48 AM

851	Ford McKinstry	3/16/2015 11:47 AM
852	Aritra DattaGupta	3/16/2015 11:46 AM
853	Rebecca	3/16/2015 11:42 AM
854	Kyle Pflug	3/16/2015 11:40 AM
855	Craig Sclater	3/16/2015 11:37 AM
856	Shashank Tyagi	3/16/2015 11:36 AM
857	Emily Price	3/16/2015 11:34 AM
858	Sara Ali	3/16/2015 11:33 AM
859	Lennart Wistrand	3/16/2015 11:18 AM
860	Christopher Burke	3/16/2015 11:02 AM
861	Jed Bradley	3/16/2015 10:59 AM
862	Judy Oglione	3/16/2015 10:55 AM
863	Jill	3/16/2015 10:52 AM
864	Michael	3/16/2015 10:52 AM
865	Heather Dunning	3/16/2015 10:32 AM
866	Ben Mitchell	3/16/2015 9:32 AM
867	Sherry Marazita	3/16/2015 9:24 AM
868	Charlotte Archer	3/16/2015 9:20 AM
869	Farokh Talebi	3/16/2015 9:20 AM
870	Stuart Sabel	3/16/2015 9:14 AM
871	James Trinklein	3/16/2015 8:36 AM
872	James FitzGibbon	3/16/2015 7:45 AM
873	Tim Hurvitz	3/16/2015 7:37 AM
874	David	3/16/2015 7:37 AM
875	Elena Rysin	3/16/2015 7:32 AM
876	Carol Black	3/16/2015 7:03 AM
877	Ross Bleakney	3/15/2015 9:02 PM
878	Josh Malamy	3/15/2015 8:39 PM
879	SK	3/15/2015 6:41 PM
880	Agnes Guerry	3/15/2015 5:39 PM
881	Anthony Russo	3/15/2015 5:23 PM
882	Mark Raynault	3/15/2015 2:50 PM
883	Brooke Reaser	3/15/2015 2:38 PM
884	Marco Zangari	3/15/2015 2:23 PM
885	lynn felsinger	3/15/2015 12:55 PM
886	Kathy Laughman	3/15/2015 12:46 PM
887	Eve Psalti	3/15/2015 12:37 PM
888	Joel Flank	3/15/2015 11:20 AM

889	Susan Curhan	3/15/2015 11:01 AM
890	P Iyer	3/15/2015 10:42 AM
891	Felix Lion	3/15/2015 9:02 AM
892	Kristen Smith	3/15/2015 8:38 AM
893	Nancy Whittington	3/15/2015 8:35 AM
894	Mike	3/15/2015 5:26 AM
895	Joseph Zagrodnik	3/14/2015 10:31 PM
896	Gary Lai	3/14/2015 10:17 PM
897	Katherine	3/14/2015 8:15 PM
898	Susan Coldwell	3/14/2015 8:03 PM
899	Tracey Byrne	3/14/2015 4:04 PM
900	Matthew Brewer	3/14/2015 3:58 PM
901	Rhea Lutton	3/14/2015 3:32 PM
902	jane couchman	3/14/2015 3:22 PM
903	Tom reynolds	3/14/2015 3:20 PM
904	Tom Tokarz	3/14/2015 11:52 AM
905	Bob Gale	3/14/2015 11:51 AM
906	Natalie Bicknell	3/14/2015 9:58 AM
907	Julie	3/14/2015 8:47 AM
908	Reagan	3/14/2015 5:00 AM
909	Peter Costantini	3/13/2015 11:25 PM
910	Frederick Truscott	3/13/2015 7:37 PM
911	Glen Mulkey	3/13/2015 6:45 PM
912	vickie Mason	3/13/2015 6:43 PM
913	Eric Aderhold	3/13/2015 5:20 PM
914	Esther Handy	3/13/2015 5:02 PM
915	Paul Hillman	3/13/2015 4:43 PM
916	Penelope Yonge	3/13/2015 4:38 PM
917	Christiana Dietzen	3/13/2015 4:24 PM
918	Jill Fluvog	3/13/2015 4:23 PM
919	Jerry Packard	3/13/2015 4:14 PM
920	claire page	3/13/2015 4:14 PM
921	Ian Strader	3/13/2015 3:51 PM
922	Ann Skrobut	3/13/2015 2:47 PM
923	Dreux Amaral	3/13/2015 2:04 PM
924	Bonnie Miller	3/13/2015 1:34 PM
925	Dmitry	3/13/2015 1:30 PM
926	Akihiko Lin	3/13/2015 1:07 PM

927	Matt Wenger	3/13/2015 1:05 PM
928	Amy Payne	3/13/2015 12:58 PM
929	Rod Davis	3/13/2015 12:15 PM
930	Diana	3/13/2015 11:24 AM
931	Monika Wleklinski	3/13/2015 11:05 AM
932	Brendan Weitzman	3/13/2015 10:36 AM
933	Stacey	3/13/2015 10:23 AM
934	Thomas Kelly	3/13/2015 10:08 AM
935	Rachel Diaz	3/13/2015 8:27 AM
936	Steve Ruedy	3/13/2015 7:35 AM
937	Taylor	3/13/2015 7:13 AM
938	Ben Anderstone	3/13/2015 1:38 AM
939	Wyeth Wasserman	3/12/2015 10:22 PM
940	Brian	3/12/2015 10:17 PM
941	Eric Rising	3/12/2015 9:29 PM
942	Robert Elleman	3/12/2015 8:55 PM
943	Ronald Ho	3/12/2015 8:54 PM
944	Donna Ellefson	3/12/2015 7:57 PM
945	russ geyer	3/12/2015 7:27 PM
946	Diane Murray	3/12/2015 7:18 PM
947	jon	3/12/2015 6:37 PM
948	Vivien	3/12/2015 6:02 PM
949	john	3/12/2015 4:48 PM
950	David A. Wood	3/12/2015 3:59 PM
951	Tegan Mulholland	3/12/2015 3:45 PM
952	ben	3/12/2015 3:42 PM
953	Ariel hay	3/12/2015 3:31 PM
954	Liz Campbell	3/12/2015 2:57 PM
955	Linn Shih	3/12/2015 2:37 PM
956	Monique Spivey	3/12/2015 2:24 PM
957	Mika Munari	3/12/2015 2:06 PM
958	Angie Lee	3/12/2015 1:53 PM
959	Courtney Engles	3/12/2015 1:44 PM
960	Michael Friedman	3/12/2015 1:16 PM
961	Jay	3/12/2015 11:46 AM
962	Laila Barr	3/12/2015 11:11 AM
963	John Windberg	3/12/2015 11:02 AM
964	Thierry Moreau	3/12/2015 10:51 AM

965	Sandra Kawamura	3/12/2015 9:56 AM
966	Chelsey Neil	3/12/2015 9:29 AM
967	Alessandro Bitto	3/12/2015 9:19 AM
968	Mike Ruby	3/12/2015 9:08 AM
969	Laura	3/12/2015 8:33 AM
970	erik hulseey	3/11/2015 11:47 PM
971	Pat Naughton	3/11/2015 10:31 PM
972	Ben Markwardt	3/11/2015 10:29 PM
973	Erika Harris	3/11/2015 10:21 PM
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980	Kevin	3/11/2015 5:36 PM
981	Laura Seitz	3/11/2015 5:07 PM
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984	erik	3/11/2015 4:30 PM
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987	Christine Wang	3/11/2015 2:56 PM
988	Carol Ingram	3/11/2015 1:51 PM
989	S Stone	3/11/2015 1:12 PM
990	L. Silverman	3/11/2015 12:54 PM
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992	Leah Zoppi	3/11/2015 11:13 AM
993	Jesse Vargison	3/11/2015 10:59 AM
994	Jeff Dubrule	3/11/2015 10:57 AM
995	Shannon Hughes	3/11/2015 10:51 AM
996	Young Lim	3/11/2015 10:48 AM
997	Kara Schoonmaker	3/11/2015 10:46 AM
998	Nancy Carter	3/11/2015 10:39 AM
999	Kyle Sheppard	3/11/2015 10:35 AM
1000	Harry Ross	3/11/2015 10:34 AM
1001	Pete Lorimer	3/11/2015 10:31 AM
1002	gina	3/11/2015 10:16 AM

1003	jeremy mazner	3/11/2015 10:09 AM
1004	Erik Rucker	3/11/2015 9:36 AM
1005	wendi gephart	3/11/2015 9:29 AM
1006	Hannah Markwardt	3/11/2015 9:13 AM
1007	Carol Sue Ivory-Carline	3/11/2015 8:59 AM
1008	Alex Marin	3/11/2015 8:52 AM
1009	Chris Downs	3/11/2015 8:28 AM
1010	Tom Faber	3/11/2015 8:08 AM
1011	Dean Kralios	3/11/2015 7:06 AM
1012	Heather Ralph	3/11/2015 5:56 AM
1013	Linda K. Vesper	3/10/2015 10:39 PM
1014	KJ	3/10/2015 10:20 PM
1015	Steve Gustaveson	3/10/2015 9:32 PM
1016	jeff altman	3/10/2015 9:01 PM
1017	janet woodward	3/10/2015 8:20 PM
1018	Hunter	3/10/2015 7:43 PM
1019	Kathy Dickeman	3/10/2015 7:34 PM
1020	Evan Nelson	3/10/2015 7:05 PM
1021	Dustin Backlund	3/10/2015 6:04 PM
1022	Ralph Haugerud	3/10/2015 5:43 PM
1023	Eleanor Martinez Smith	3/10/2015 5:28 PM
1024	Franz Amador	3/10/2015 4:47 PM
1025	Yael Dragwyla	3/10/2015 4:46 PM
1026	Thomas Donovan	3/10/2015 4:45 PM
1027	Evan Gallo	3/10/2015 4:37 PM
1028	Shawna Hallowood	3/10/2015 4:25 PM
1029	Alison Parsons	3/10/2015 4:07 PM
1030	Franklin Fite	3/10/2015 3:54 PM
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1032	hannah moore	3/10/2015 3:40 PM
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1044	Neil Corcoran	3/10/2015 12:01 PM
1045	Gregory Pauley	3/10/2015 11:58 AM
1046	Steve Jordan	3/10/2015 11:49 AM
1047	Lisa	3/10/2015 11:41 AM
1048	Amy Theobald	3/10/2015 11:30 AM
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1050	David Shelton	3/10/2015 11:28 AM
1051	eric a.	3/10/2015 11:21 AM
1052	Peter Shalit	3/10/2015 11:16 AM
1053	Jonathan Shade	3/10/2015 11:13 AM
1054	Tee Earls	3/10/2015 10:57 AM
1055	Lee London	3/10/2015 10:42 AM
1056	Greg Koehler	3/10/2015 9:50 AM
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1058	Anna T	3/10/2015 8:51 AM
1059	Tasha Essen	3/10/2015 8:44 AM
1060	Alyssa Manning	3/10/2015 8:25 AM
1061	Emily Lloyd	3/10/2015 8:25 AM
1062	I	3/10/2015 8:15 AM
1063	ER	3/10/2015 8:13 AM
1064	Patricia Dawson	3/10/2015 7:27 AM
1065	Debbie Bermet	3/9/2015 10:09 PM
1066	Darryl Vhugen	3/9/2015 10:00 PM
1067	Anne Profumo	3/9/2015 9:16 PM
1068	Cristopher Nix	3/9/2015 8:58 PM
1069	Skylar Thompson	3/9/2015 8:46 PM
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1071	John Waggoner	3/9/2015 8:23 PM
1072	Morphy Winston	3/9/2015 8:16 PM
1073	ELLEN PORTER	3/9/2015 7:37 PM
1074	Stephanie	3/9/2015 7:13 PM
1075	Tyler Szabo	3/9/2015 6:02 PM
1076	Michelle Molina	3/9/2015 6:01 PM
1077	Karen Rini	3/9/2015 5:51 PM
1078	Jim Lema	3/9/2015 5:51 PM

1079	Hans Gundersen	3/9/2015 4:50 PM
1080	donna lively	3/9/2015 4:43 PM
1081	Veronica	3/9/2015 4:42 PM
1082	Sandy Kraus	3/9/2015 4:36 PM
1083	Sara Burgess	3/9/2015 4:28 PM
1084	Erika Peterson	3/9/2015 4:27 PM
1085	Derek Hou	3/9/2015 4:21 PM
1086	Carla Englander	3/9/2015 4:12 PM
1087	Marci Hobbs	3/9/2015 3:54 PM
1088	Kamalea Cott	3/9/2015 3:44 PM
1089	Abe Lillard	3/9/2015 3:34 PM
1090	Carol Hermer	3/9/2015 3:26 PM
1091	Kim Gregor	3/9/2015 3:18 PM
1092	Russ Pengelly	3/9/2015 3:12 PM
1093	kp	3/9/2015 3:11 PM
1094	JoAnn Keenan	3/9/2015 3:11 PM
1095	Frank Buono	3/9/2015 3:10 PM
1096	Rachel Mathison	3/9/2015 3:03 PM
1097	Scott Hennes	3/9/2015 3:02 PM
1098	Jean Leed	3/9/2015 3:01 PM
1099	Ellen	3/9/2015 3:00 PM
1100	Jane Hadley	3/9/2015 2:57 PM
1101	Shakema Magee	3/9/2015 2:56 PM
1102	Chanh Ong	3/9/2015 2:48 PM
1103	Teri Rutherford	3/9/2015 2:43 PM
1104	Erica	3/9/2015 2:35 PM
1105	Wendy Holman	3/9/2015 2:35 PM
1106	Kari Nathan	3/9/2015 2:33 PM
1107	Larisa Moore	3/9/2015 2:33 PM
1108	Ruth Beardsley	3/9/2015 2:30 PM
1109	Catherine Adams	3/9/2015 2:28 PM
1110	Lauren	3/9/2015 2:19 PM
1111	Miles Strombach	3/9/2015 1:55 PM
1112	Grace Reamer	3/9/2015 1:48 PM
1113	josh ledgard	3/9/2015 1:43 PM
1114	Sally lee	3/9/2015 1:41 PM
1115	Rachael Huffman	3/9/2015 1:24 PM
1116	Keith Mutch	3/9/2015 1:23 PM

1117	Linwood Robinson	3/9/2015 1:17 PM
1118	Andrew Zellman	3/9/2015 1:01 PM
1119	Timothy Mendes	3/9/2015 12:41 PM
1120	Melissa	3/9/2015 12:40 PM
1121	Sandra Bigley	3/9/2015 12:29 PM
1122	Tyler Davidson	3/9/2015 12:29 PM
1123	Zachary Pullin	3/9/2015 12:11 PM
1124	JM Garr	3/9/2015 12:07 PM
1125	Karl Swenson	3/9/2015 11:26 AM
1126	Sandra Lorenzen	3/9/2015 11:23 AM
1127	Patricia Scott	3/9/2015 11:01 AM
1128	Pam Stewart	3/9/2015 11:01 AM
1129	tim mitchell	3/9/2015 10:56 AM
1130	Colleen Butler	3/9/2015 10:31 AM
1131	Pascale Lelong	3/9/2015 10:27 AM
1132	Kendra Hall	3/9/2015 10:23 AM
1133	Amy Hevly	3/9/2015 10:21 AM
1134	Donna Sharpe	3/9/2015 10:16 AM
1135	Cheryl	3/9/2015 10:16 AM
1136	KRIS PATRICK MILLER	3/9/2015 10:16 AM
1137	Richard Jost	3/9/2015 10:05 AM
1138	Steve Miller	3/9/2015 10:04 AM
1139	Ori Artman	3/9/2015 10:01 AM
1140	Kathy	3/9/2015 9:53 AM
1141	Kelly black	3/9/2015 9:22 AM
1142	Walter Whitson	3/9/2015 9:20 AM
1143	Brianna Behar	3/9/2015 9:20 AM
1144	Anthony Buch	3/9/2015 9:18 AM
1145	Faith Lovejoy-Gilson	3/9/2015 9:14 AM
1146	Theresa Berkeridge	3/9/2015 9:11 AM
1147	kay	3/9/2015 8:48 AM
1148	Julie Fisk	3/9/2015 8:47 AM
1149	patrick mesick	3/9/2015 8:30 AM
1150	felicia	3/9/2015 8:29 AM
1151	Laura Rutledge	3/9/2015 8:29 AM
1152	Helen Lowery	3/9/2015 8:23 AM
1153	Lauren Summers	3/9/2015 7:59 AM
1154	Susan Fletcher	3/9/2015 7:56 AM

1155	tara marino	3/9/2015 7:50 AM
1156	Darin Jones	3/9/2015 6:56 AM
1157	Alexander Miranda	3/9/2015 6:32 AM
1158	Sonja Fitzgerald	3/9/2015 5:58 AM
1159	reidun decker	3/8/2015 9:39 PM
1160	John Lewis	3/8/2015 9:25 PM
1161	Maiya A. Brotzman	3/8/2015 8:58 PM
1162	Tony Frego	3/8/2015 8:32 PM
1163	Lucille Marchand	3/8/2015 7:38 PM
1164	Lisa Turner	3/8/2015 7:27 PM
1165	Scott Smith	3/8/2015 6:41 PM
1166	elizabeth	3/8/2015 5:22 PM
1167	Doris Johnson	3/8/2015 5:19 PM
1168	Ashish	3/8/2015 4:35 PM
1169	Inness	3/8/2015 3:56 PM
1170	Aitana de la Jara	3/8/2015 3:44 PM
1171	Bee	3/8/2015 3:17 PM
1172	Rohan Aras	3/8/2015 2:37 PM
1173	Sheyna Watkins	3/8/2015 2:14 PM
1174	Philip Brazil	3/8/2015 2:12 PM
1175	Eugene S	3/8/2015 2:07 PM
1176	enid slivka	3/8/2015 1:44 PM
1177	emily	3/8/2015 1:17 PM
1178	Paul Siscel	3/8/2015 12:41 PM
1179	Michael Caputi	3/8/2015 12:23 PM
1180	Denali Van Ness	3/8/2015 12:19 PM
1181	Cara Beth Lee	3/8/2015 11:25 AM
1182	Katie Farrell	3/8/2015 10:57 AM
1183	Cathy Baker	3/8/2015 10:43 AM
1184	Andy Martin	3/8/2015 10:29 AM
1185	Bryce Seidl	3/8/2015 10:19 AM
1186	Dennis McCarthy	3/8/2015 9:44 AM
1187	russ geyer	3/8/2015 9:22 AM
1188	Dante Martinez	3/8/2015 9:07 AM
1189	Morgan Akers	3/8/2015 8:52 AM
1190	Chuck Rohrer	3/8/2015 8:01 AM
1191	Joshua Treybig	3/8/2015 12:09 AM
1192	Debbie Lanning	3/8/2015 12:09 AM

1193	Dylan Holmes	3/7/2015 9:57 PM
1194	Davidson	3/7/2015 8:17 PM
1195	Dixie Crockford	3/7/2015 8:14 PM
1196	Lois Hanson	3/7/2015 8:02 PM
1197	Susan Beardsley	3/7/2015 7:04 PM
1198	Lloyd Bauer	3/7/2015 6:25 PM
1199	Elizabeth Burns	3/7/2015 5:24 PM
1200	Yulia Ivashchenko	3/7/2015 4:33 PM
1201	Kate MM	3/7/2015 4:13 PM
1202	A W Burt	3/7/2015 3:06 PM
1203	Brian Kennedy	3/7/2015 3:01 PM
1204	Margaret Hughes	3/7/2015 2:48 PM
1205	Julie Hiebert	3/7/2015 2:34 PM
1206	Nora Smith	3/7/2015 2:03 PM
1207	Beaton Brown	3/7/2015 1:53 PM
1208	Lorrin Nelson	3/7/2015 1:49 PM
1209	laurie	3/7/2015 1:23 PM
1210	Nick Wagner	3/7/2015 12:52 PM
1211	Lois Billig	3/7/2015 12:32 PM
1212	Margaret Weiland	3/7/2015 12:28 PM
1213	Le Moyne Mueller	3/7/2015 12:24 PM
1214	SG	3/7/2015 12:17 PM
1215	Zachary Fewtrell	3/7/2015 12:14 PM
1216	Harriet Wasserman	3/7/2015 12:00 PM
1217	Melody Winkle	3/7/2015 11:58 AM
1218	Russ Richards	3/7/2015 11:51 AM
1219	Jerald Tobin	3/7/2015 11:47 AM
1220	Brian Finney	3/7/2015 11:31 AM
1221	Shane Valle	3/7/2015 10:57 AM
1222	theresa olson	3/7/2015 10:53 AM
1223	Holly Jessup	3/7/2015 10:50 AM
1224	Marcus Rajala	3/7/2015 10:47 AM
1225	Michael Kischner	3/7/2015 10:43 AM
1226	Eva Marczinko	3/7/2015 10:32 AM
1227	erica	3/7/2015 10:28 AM
1228	Gillian Gaar	3/7/2015 10:13 AM
1229	Rosemary Sult	3/7/2015 10:03 AM
1230	Sharon Nichols	3/7/2015 9:55 AM

1231	Lauren Manes	3/7/2015 9:52 AM
1232	Janet Johnson	3/7/2015 9:52 AM
1233	Benjamin Childs	3/7/2015 9:35 AM
1234	Janice Bradley	3/7/2015 9:07 AM
1235	Chris Tezak	3/7/2015 9:00 AM
1236	Michael Gillespie	3/7/2015 8:56 AM
1237	Nicholas Heer	3/7/2015 8:50 AM
1238	Donald Price	3/7/2015 8:32 AM
1239	Jeff Hammerquist	3/7/2015 8:04 AM
1240	Putnam Barber	3/7/2015 7:58 AM
1241	leon	3/7/2015 7:20 AM
1242	Janice Cacek	3/7/2015 7:14 AM
1243	steve smith	3/7/2015 6:43 AM
1244	isaac	3/7/2015 6:30 AM
1245	Jon Gordner	3/7/2015 1:15 AM
1246	Jason Knichel	3/7/2015 1:07 AM
1247	Rick	3/7/2015 1:02 AM
1248	Kyle Matheson	3/7/2015 12:59 AM
1249	Deanna Wells	3/7/2015 12:50 AM
1250	John	3/7/2015 12:28 AM
1251	Mikail Kachiyants	3/6/2015 11:29 PM
1252	Simon Thwaits	3/6/2015 11:15 PM
1253	Jesse Goodnoe	3/6/2015 11:06 PM
1254	Logan James	3/6/2015 10:59 PM
1255	Kristin Dubrule	3/6/2015 10:59 PM
1256	Dorothy Crean	3/6/2015 10:51 PM
1257	Adrienne Weller	3/6/2015 10:35 PM
1258	Tana Lin	3/6/2015 10:23 PM
1259	Wayne	3/6/2015 10:15 PM
1260	Tobin Williamson	3/6/2015 9:40 PM
1261	Antony F Ferrucci	3/6/2015 9:33 PM
1262	John Dibble	3/6/2015 9:17 PM
1263	Tamara Stawicki	3/6/2015 9:08 PM
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1265	Eric Fettman	3/6/2015 8:45 PM
1266	Aleksandra Culver	3/6/2015 8:31 PM
1267	william davison	3/6/2015 8:24 PM
1268	Bruce	3/6/2015 8:20 PM

1269	Jill	3/6/2015 8:19 PM
1270	Daniel Doucette	3/6/2015 8:17 PM
1271	Garry B. Moreland	3/6/2015 8:09 PM
1272	Roger L Winters	3/6/2015 8:03 PM
1273	Jessica Tupper	3/6/2015 8:03 PM
1274	marilyn stark	3/6/2015 7:51 PM
1275	Laurel	3/6/2015 7:49 PM
1276	Hans Ehlert	3/6/2015 7:47 PM
1277	Scott Dover	3/6/2015 7:43 PM
1278	Gary Christian	3/6/2015 7:31 PM
1279	Marcia Lupton	3/6/2015 7:27 PM
1280	David Madsen	3/6/2015 7:01 PM
1281	Norah Willett	3/6/2015 6:58 PM
1282	Patrick M. McAteer	3/6/2015 6:40 PM
1283	Judith Hance	3/6/2015 6:39 PM
1284	Lydia Olchoff	3/6/2015 6:34 PM
1285	Deja Hanson	3/6/2015 6:31 PM
1286	Millan Philipose	3/6/2015 6:25 PM
1287	Roxann Fraser	3/6/2015 6:25 PM
1288	kjurick	3/6/2015 6:18 PM
1289	Rory Murphy	3/6/2015 6:13 PM
1290	Craig	3/6/2015 6:11 PM
1291	Jim McAvoy	3/6/2015 6:06 PM
1292	Ben Hannas	3/6/2015 6:01 PM
1293	Peter Newman	3/6/2015 5:57 PM
1294	Anne Morrison	3/6/2015 5:53 PM
1295	Mark Young	3/6/2015 5:50 PM
1296	Joyce	3/6/2015 5:49 PM
1297	Walter Kuciej	3/6/2015 5:46 PM
1298	Jim Rymsza	3/6/2015 5:42 PM
1299	Samuel	3/6/2015 5:39 PM
1300	Nancy Gray	3/6/2015 5:38 PM
1301	Bob Edmiston	3/6/2015 5:37 PM
1302	William	3/6/2015 5:32 PM
1303	Chris Shotwell	3/6/2015 5:30 PM
1304	David Seater	3/6/2015 5:22 PM
1305	sleeplessbooks@gmail.com	3/6/2015 5:20 PM
1306	Sheri Greaves	3/6/2015 5:19 PM

1307	David Brezynski	3/6/2015 5:18 PM
1308	Ulysses Hillard	3/6/2015 5:17 PM
1309	Caroline Weller	3/6/2015 5:15 PM
1310	Andrew Hopt	3/6/2015 5:10 PM
1311	Anthea Rutherford	3/6/2015 5:05 PM
1312	Nancy Wessenberg	3/6/2015 5:05 PM
1313	dorcas dobie	3/6/2015 5:01 PM
1314	Theresa Hernandez	3/6/2015 4:55 PM
1315	Hillary	3/6/2015 4:53 PM
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1317	Justin Phillips	3/6/2015 4:51 PM
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1453	Renee Staton	3/6/2015 9:09 AM
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1457	Rick	3/6/2015 8:43 AM
1458	Mat Martineau	3/6/2015 8:09 AM

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#	Email Address:	Date
1	lilandradawn@hotmail.com	4/2/2015 3:09 AM
2	teubnp@comcast.net	4/1/2015 9:12 PM
3	elisabethwarcher@yahoo.com	4/1/2015 6:21 PM
4	mattbaer@gmail.com	4/1/2015 4:10 PM
5	glas68@gmail.com	4/1/2015 2:58 PM
6	jon.morgan.1999@owu.edu	4/1/2015 2:31 PM
7	kacipe@comcast.net	4/1/2015 1:57 PM
8	davebroman@ymail.com	4/1/2015 1:50 PM
9	gmcknig@yahoo.com	4/1/2015 1:18 PM
10	squidviscous@hotmail.com	4/1/2015 1:06 PM
11	logandear@gmail.com	4/1/2015 12:53 PM
12	cacarregui@comcast.net	4/1/2015 12:08 PM
13	fiona.clark55@gmail.com	4/1/2015 10:46 AM
14	brianmagee24@live.com	4/1/2015 7:40 AM
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22	marylamb@msn.com	3/31/2015 7:25 PM
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24	cindyri@q.com	3/31/2015 5:55 PM
25	jim.toomey@live.com	3/31/2015 5:08 PM
26	tiaredickinson@gmail.com	3/31/2015 4:58 PM
27	eric@pennquinn.com	3/31/2015 4:50 PM
28	jon@dubman.com	3/31/2015 4:46 PM
29	kpm@uw.edu	3/31/2015 4:44 PM
30	jennifergalicia@gmail.com	3/31/2015 4:39 PM
31	meg.mackrell@gmail.com	3/31/2015 4:22 PM
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38	mesha@uw.edu	3/31/2015 3:15 PM
39	marcella.blackledge@seattlechildrens.org	3/31/2015 1:54 PM
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43	hjhardin@gmail.com	3/31/2015 12:51 PM
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58	phillip@pinehurstseattle.org	3/31/2015 10:42 AM
59	conbain@comcast.net	3/31/2015 10:24 AM

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65	susanmcorwin@yahoo.com	3/31/2015 8:55 AM
66	catherineannsisk@gmail.com	3/31/2015 8:46 AM
67	jeffrey.e.david@gmail.com	3/31/2015 8:45 AM
68	emily.k.donaldson@gmail.com	3/31/2015 8:09 AM
69	svold@lwsd.org	3/31/2015 7:39 AM
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214	graunked@gmail.com	3/27/2015 1:14 PM
215	treadway@ilstu.edu	3/27/2015 12:52 PM
216	dan.ryan@gmail.com	3/27/2015 12:41 PM
217	mdmaltby@earthlink.net	3/27/2015 12:24 PM
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219	christine.cooper@seattlechildrens.org	3/27/2015 12:16 PM
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227	christine.lundberg@seattlechildrens.org	3/27/2015 11:24 AM
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231	christian.woods@gmail.com	3/27/2015 10:22 AM
232	angellaterell@gmail.com	3/27/2015 10:17 AM
233	aimee.oneill@seattlechildrens.org	3/27/2015 10:03 AM
234	freedreamr@gmail.com	3/27/2015 9:57 AM
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1300	mcateer.patrick@gmail.com	3/6/2015 6:40 PM
1301	judithhance2@gmail.com	3/6/2015 6:39 PM
1302	lolchoff@hotmail.com	3/6/2015 6:34 PM
1303	ravuun@aol.com	3/6/2015 6:31 PM
1304	millan.philipose@gmail.com	3/6/2015 6:25 PM
1305	roxy848@gmail.com	3/6/2015 6:25 PM
1306	stoastspam@gmail.com	3/6/2015 6:18 PM
1307	rmurphy@uw.edu	3/6/2015 6:13 PM
1308	crmaciver@comcast.net	3/6/2015 6:11 PM
1309	Jamesmcavoy716@Hotmail.com	3/6/2015 6:06 PM
1310	bhannas@ecotope.com	3/6/2015 6:01 PM
1311	psnewman@compuserve.com	3/6/2015 5:57 PM
1312	revmikel@silcom.com	3/6/2015 5:53 PM
1313	msyoung@uw.edu	3/6/2015 5:50 PM

1314	latij21@gmail.com	3/6/2015 5:49 PM
1315	walterk74@comcast.net	3/6/2015 5:46 PM
1316	skbernstein@gmail.com	3/6/2015 5:42 PM
1317	jimrym@gmail.com	3/6/2015 5:42 PM
1318	tkin1t3asy@yahoo.com	3/6/2015 5:39 PM
1319	nlgray@wm.edu	3/6/2015 5:38 PM
1320	Lenswork64@hotmail.com	3/6/2015 5:37 PM
1321	william@crockerclan.com	3/6/2015 5:32 PM
1322	shotwell.chris@gmail.com	3/6/2015 5:30 PM
1323	dseater@gmail.com	3/6/2015 5:22 PM
1324	sleeplessbooks@gmail.com	3/6/2015 5:20 PM
1325	sgreaves@whi.org	3/6/2015 5:19 PM
1326	david.brezynski@gmail.com	3/6/2015 5:18 PM
1327	uhillard@gmail.com	3/6/2015 5:17 PM
1328	weller.ce@gmail.com	3/6/2015 5:15 PM
1329	andrew.hopt@gmail.com	3/6/2015 5:10 PM
1330	anthea_rutherford@yahoo.com	3/6/2015 5:05 PM
1331	wessenberg@qwestoffice.net	3/6/2015 5:05 PM
1332	dorcasdobie@comcast.net	3/6/2015 5:01 PM
1333	theresa.hernandez@kingcounty.gov	3/6/2015 4:55 PM
1334	hmmiller@gmail.com	3/6/2015 4:53 PM
1335	joelmatsuo@hotmail.com	3/6/2015 4:53 PM
1336	jayteemunny@gmail.com	3/6/2015 4:51 PM
1337	jeffcool@hotmail.com	3/6/2015 4:48 PM
1338	Vashonann@aol.com	3/6/2015 4:44 PM
1339	francie00@comcast.net	3/6/2015 4:41 PM
1340	bshaiman@hotmail.com	3/6/2015 4:40 PM
1341	mbarna17@gmail.com	3/6/2015 4:39 PM
1342	matthewperry@hotmail.com	3/6/2015 4:39 PM
1343	gotomoviemaven@comcast.net	3/6/2015 4:39 PM
1344	cthomas@rp-lawgroup.com	3/6/2015 4:38 PM
1345	meloyanik@hotmail.com	3/6/2015 4:36 PM
1346	soross@uw.edu	3/6/2015 4:33 PM
1347	jlenih2@gmail.com	3/6/2015 4:31 PM
1348	debbie.wonderkitty@gmail.com	3/6/2015 4:28 PM
1349	smilertoo@aol.com	3/6/2015 4:27 PM
1350	jdetter@u.washington.edu	3/6/2015 4:26 PM
1351	gement@hotmail.com	3/6/2015 4:23 PM

1352	leefitchett@cmcast.net	3/6/2015 4:23 PM
1353	apassaglia@gmail.com	3/6/2015 4:22 PM
1354	netsjc4793@yahoo.com	3/6/2015 4:19 PM
1355	transitready@gmail.com	3/6/2015 4:17 PM
1356	cathy.esterman@gmail.com	3/6/2015 4:13 PM
1357	troy.hoshor@gmail.com	3/6/2015 4:07 PM
1358	judygus@uw.edu	3/6/2015 4:06 PM
1359	zeener49@gmail.com	3/6/2015 4:06 PM
1360	RJNewbeck@comcast.net	3/6/2015 4:04 PM
1361	patshuler@earthlink.net	3/6/2015 4:00 PM
1362	aerialscribe@gmail.com	3/6/2015 4:00 PM
1363	lyoung@u.washington.edu	3/6/2015 4:00 PM
1364	eengelhart2@gmail.com	3/6/2015 3:59 PM
1365	cassie_55308@yahoo.com	3/6/2015 3:58 PM
1366	vbaceman1@aol.com	3/6/2015 3:57 PM
1367	yxo.adama@gmail.com	3/6/2015 3:55 PM
1368	adoyel@gmail.com	3/6/2015 3:54 PM
1369	mbalicka@uw.edu	3/6/2015 3:53 PM
1370	chrisvandrimmelen@gmail.com	3/6/2015 3:52 PM
1371	yzarin@seanet.com	3/6/2015 3:51 PM
1372	kilobyte@gmail.com	3/6/2015 3:49 PM
1373	magper@comcast.net	3/6/2015 3:47 PM
1374	nhmachida@gmail.com	3/6/2015 3:45 PM
1375	michael.boer@gmail.com	3/6/2015 3:45 PM
1376	tjs_rebirth07@yahoo.com	3/6/2015 3:45 PM
1377	michael.arch@gmail.com	3/6/2015 3:40 PM
1378	vacd@juno.com	3/6/2015 3:39 PM
1379	smerel@uw.edu	3/6/2015 3:38 PM
1380	yofoureyes@msn.com	3/6/2015 3:36 PM
1381	goldmanl@uw.edu	3/6/2015 3:36 PM
1382	jt43@uw.edu	3/6/2015 3:36 PM
1383	alanbjones@frontier.com	3/6/2015 3:36 PM
1384	dwchung03@gmail.com	3/6/2015 3:35 PM
1385	jebraggin@gmail.com	3/6/2015 3:32 PM
1386	brown.e.megan@gmail.com	3/6/2015 3:32 PM
1387	baselle5000@gmail.com	3/6/2015 3:31 PM
1388	vkshoemaker@comcast.net	3/6/2015 3:30 PM
1389	britzen@q.com	3/6/2015 3:29 PM

1390	denis_kautsman@hotmail.com	3/6/2015 3:29 PM
1391	frenchtweety@hotmail.com	3/6/2015 3:27 PM
1392	travelersez88@gmail.com	3/6/2015 3:26 PM
1393	madgetheripper@gmail.com	3/6/2015 3:26 PM
1394	barrylia@hotmail.com	3/6/2015 3:26 PM
1395	mariepasquale@yahoo.com	3/6/2015 3:21 PM
1396	bilyncoo@aol.com	3/6/2015 3:21 PM
1397	chrisscoles@hotmail.com	3/6/2015 3:20 PM
1398	kelawilson1@gmail.com	3/6/2015 3:19 PM
1399	marciburden@gmail.com	3/6/2015 3:17 PM
1400	dgg954@gmail.com	3/6/2015 3:15 PM
1401	dohern@gmail.com	3/6/2015 3:14 PM
1402	paperclipstars@gmail.com	3/6/2015 3:13 PM
1403	patty.neil@pemco.com	3/6/2015 3:12 PM
1404	dave.lory@mac.com	3/6/2015 3:12 PM
1405	carl@ciconiaco.com	3/6/2015 3:10 PM
1406	jutta.huxhage@eddiebauer.com	3/6/2015 3:10 PM
1407	imagesforu@comcast.net	3/6/2015 3:08 PM
1408	chuvr3@gmail.com	3/6/2015 3:07 PM
1409	hoiflam@gmail.com	3/6/2015 3:05 PM
1410	haan59@yahoo.com	3/6/2015 3:04 PM
1411	milthorst@w-link.net	3/6/2015 3:03 PM
1412	larobe55@yahoo.com	3/6/2015 3:02 PM
1413	smcurtis2@comcast.net	3/6/2015 3:02 PM
1414	contact@travisgreer.com	3/6/2015 3:01 PM
1415	realgroove@hotmail.com	3/6/2015 2:58 PM
1416	ron@greenglyn.com	3/6/2015 2:57 PM
1417	rikdeskin@gmail.com	3/6/2015 2:56 PM
1418	kahigg@gmail.com	3/6/2015 2:56 PM
1419	tommelancon@me.com	3/6/2015 2:56 PM
1420	allen.snyder@libertymutual.com	3/6/2015 2:56 PM
1421	thegreencedar@hotmail.com	3/6/2015 2:54 PM
1422	jwright15@gmail.com	3/6/2015 2:53 PM
1423	ian.torrey@gmail.com	3/6/2015 2:53 PM
1424	be236@hotmail.com	3/6/2015 2:53 PM
1425	bminer206@yahoo.com	3/6/2015 2:51 PM
1426	kmlcortes@gmail.com	3/6/2015 2:51 PM
1427	russell.juliee@gmail.com	3/6/2015 2:50 PM

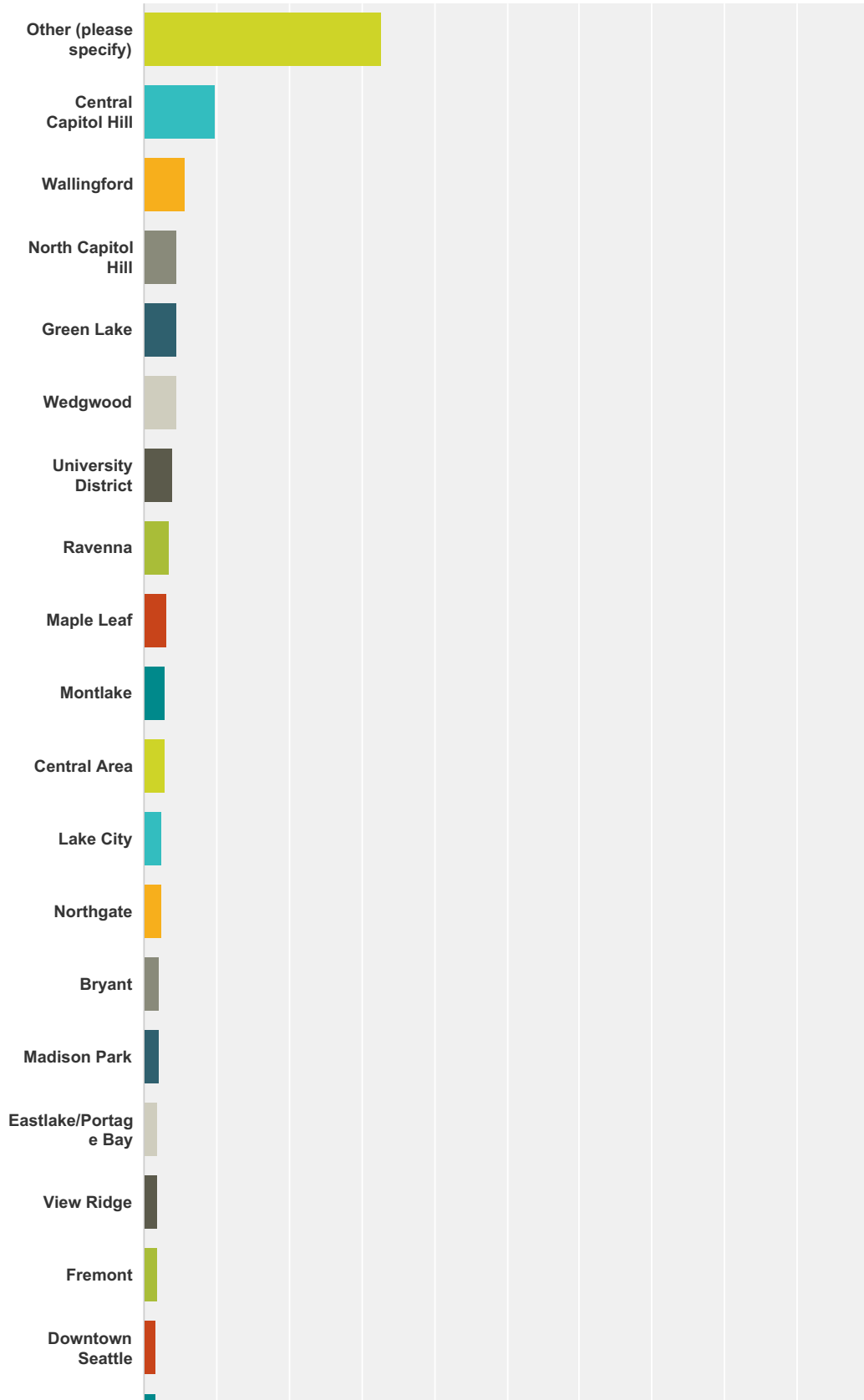
1428	s_mullen@spu.edu	3/6/2015 2:49 PM
1429	dschmitt1843@gmail.com	3/6/2015 2:47 PM
1430	denise@harnly.net	3/6/2015 2:47 PM
1431	terry13924@seanet.com	3/6/2015 2:46 PM
1432	James.Miller@alum.mit.edu	3/6/2015 2:46 PM
1433	memochida@gmail.com	3/6/2015 2:46 PM
1434	trevorgriffey@gmail.com	3/6/2015 2:45 PM
1435	campbdnw@uw.edu	3/6/2015 2:45 PM
1436	yvo.vandoorn@gmail.com	3/6/2015 2:44 PM
1437	kwan.alaina@gmail.com	3/6/2015 2:43 PM
1438	jeannej81@aol.com	3/6/2015 2:43 PM
1439	mayaeayah@hotmail.com	3/6/2015 2:42 PM
1440	andrea.sauter@gmail.com	3/6/2015 2:42 PM
1441	korslund@uw.edu	3/6/2015 2:41 PM
1442	micahpkurth@gmail.com	3/6/2015 2:41 PM
1443	amy.morgan@gmail.com	3/6/2015 2:39 PM
1444	carlinej@umich.edu	3/6/2015 2:39 PM
1445	larryscheib@yahoo.com	3/6/2015 2:38 PM
1446	ejbrobson@gmail.com	3/6/2015 2:37 PM
1447	missmiko.geo@yahoo.com	3/6/2015 2:36 PM
1448	mgrangeroneil@yarmuth.com	3/6/2015 2:35 PM
1449	swarm@uw.edu	3/6/2015 2:35 PM
1450	anishap@uw.edu	3/6/2015 2:32 PM
1451	cchaddock@gmail.com	3/6/2015 1:26 PM
1452	valjc@juno.com	3/6/2015 1:19 PM
1453	karenpearson.35@gmail.com	3/6/2015 1:11 PM
1454	dawnrise69@hotmail.com	3/6/2015 12:38 PM
1455	misterwhite@gmail.com	3/6/2015 12:13 PM
1456	holzerda@gmail.com	3/6/2015 12:13 PM
1457	jimmydewar@gmail.com	3/6/2015 11:04 AM
1458	rhursh@gmail.com	3/6/2015 10:52 AM
1459	dar_swiftblade@hotmail.com	3/6/2015 10:46 AM
1460	johnreyn@gmail.com	3/6/2015 10:19 AM
1461	puzzlegut@gmail.com	3/6/2015 10:19 AM
1462	bdm@sprylo.com	3/6/2015 10:17 AM
1463	michel@drschummer.de	3/6/2015 9:48 AM
1464	MAndersson1968@gmail.com	3/6/2015 9:39 AM
1465	amanda.thompkins@gmail.com	3/6/2015 9:38 AM

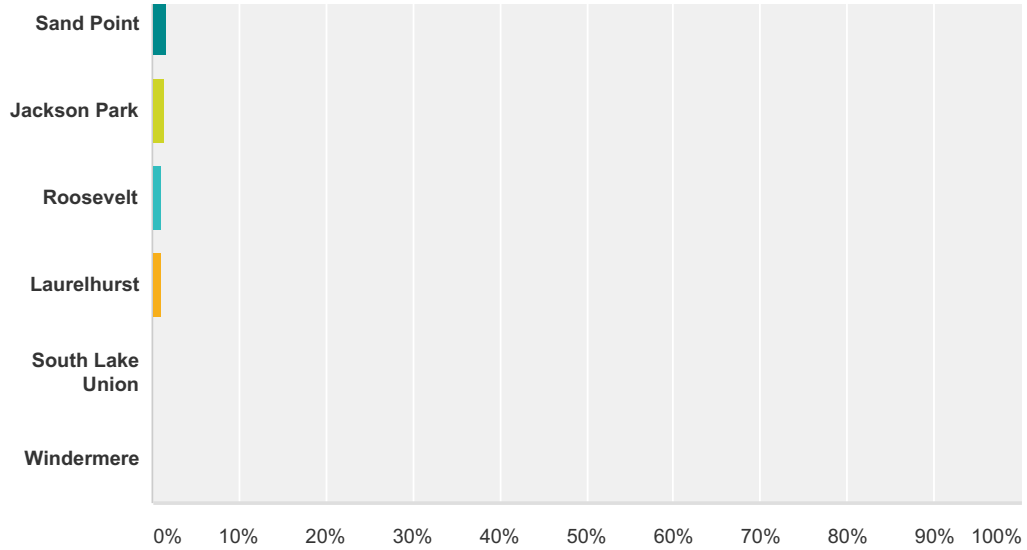
1466	cody@codybaker.org	3/6/2015 9:36 AM
1467	retroflower@gmail.com	3/6/2015 9:22 AM
1468	daihard@gmail.com	3/6/2015 9:19 AM
1469	npeyton@gmail.com	3/6/2015 9:11 AM
1470	regularjeffknight@gmail.com	3/6/2015 9:11 AM
1471	reneeastaton@gmail.com	3/6/2015 9:09 AM
1472	beckdanielwren@gmail.com	3/6/2015 9:02 AM
1473	mtrecha@gmail.com	3/6/2015 8:58 AM
1474	mearagirl@yahoo.com	3/6/2015 8:46 AM
1475	rick.bendix@gmail.com	3/6/2015 8:43 AM
1476	mat@martineau.name	3/6/2015 8:09 AM
1477	bruce@brucekeeper.com	3/6/2015 8:03 AM
1478	joshuayfan@hotmail.com	3/6/2015 12:39 AM
1479	brent_white@hotmail.com	3/6/2015 12:35 AM
#	Phone Number:	Date
	There are no responses.	

Appendix J: Survey Responses (Phase 3)

Q1 In what city or neighborhood do you live? (check one)

Answered: 1,951 Skipped: 21





Answer Choices	Responses	
Other (please specify)	32.70%	638
Central Capitol Hill	9.79%	191
Wallingford	5.54%	108
North Capitol Hill	4.61%	90
Green Lake	4.56%	89
Wedgwood	4.56%	89
University District	4.00%	78
Ravenna	3.49%	68
Maple Leaf	3.13%	61
Montlake	2.97%	58
Central Area	2.87%	56
Lake City	2.46%	48
Northgate	2.41%	47
Bryant	2.10%	41
Madison Park	2.05%	40
Eastlake/Portage Bay	1.90%	37
View Ridge	1.90%	37
Fremont	1.79%	35
Downtown Seattle	1.74%	34
Sand Point	1.64%	32

Jackson Park	1.38%	27
Roosevelt	1.13%	22
Laurelhurst	1.03%	20
South Lake Union	0.15%	3
Windermere	0.10%	2
Total		1,951

#	Other (please specify)	Date
1	Columbia City/Mt Baker area of Seattle	5/31/2015 11:14 PM
2	Columbia City/Mt Baker area of Seattle	5/31/2015 11:02 PM
3	Columbia City/Mt Baker area of Seattle	5/31/2015 10:56 PM
4	Madison Valley	5/31/2015 8:21 PM
5	Madison Valley	5/31/2015 8:10 PM
6	Bellevue	5/31/2015 8:07 PM
7	Bellevue	5/31/2015 8:06 PM
8	Greenwood	5/31/2015 7:35 PM
9	Pinehurst	5/31/2015 7:33 PM
10	Bellevue	5/31/2015 5:53 PM
11	Ballard/Phinney	5/31/2015 4:28 PM
12	23rd Avenue East & East Republican	5/31/2015 3:10 PM
13	Whittier Heights/Pipers Creek	5/31/2015 12:52 PM
14	vicinity of 15th Ave. E & E John St.	5/31/2015 11:01 AM
15	vicinity of 15th Ave. E & E John St.	5/31/2015 10:51 AM
16	15th Ave. E & E. John St. Don't know what "central cccc' means	5/31/2015 10:46 AM
17	Renton/Maple Valley	5/31/2015 1:57 AM
18	Shoreline	5/30/2015 11:34 PM
19	15th Ave E. & E. John St. I don't know what you mean by "north" & "central" Capitol Hill	5/30/2015 10:55 PM
20	Pinehurst	5/30/2015 7:21 PM
21	Pinehurst	5/30/2015 6:25 PM
22	Bellevue	5/30/2015 3:36 PM
23	Pinehurst	5/30/2015 1:10 PM
24	Northeast Queen Anne	5/30/2015 12:46 PM
25	Redmond	5/30/2015 9:41 AM
26	Meadowbrook	5/30/2015 5:23 AM
27	Pinehurst	5/30/2015 5:11 AM
28	Queen Anne	5/29/2015 9:12 PM
29	Greenwood	5/29/2015 8:26 PM

30	Edmonds	5/29/2015 7:17 PM
31	Hawethorne Hills	5/29/2015 6:01 PM
32	Way to include all the white areas - So racist SO so racist. Beacon Hill/Columbia City/Rainier Beach	5/29/2015 5:21 PM
33	Kent	5/29/2015 5:14 PM
34	West Seattle	5/29/2015 4:34 PM
35	Renton	5/29/2015 4:21 PM
36	LOYAL HIEGHTS	5/29/2015 3:48 PM
37	Ballard	5/29/2015 3:01 PM
38	Renton	5/29/2015 2:54 PM
39	Kenmore	5/29/2015 2:53 PM
40	Shoreline	5/29/2015 2:39 PM
41	Madrona	5/29/2015 2:06 PM
42	SeaTac (work downtown Seattle)	5/29/2015 2:02 PM
43	West Seattle, Alaska Junction	5/29/2015 1:49 PM
44	Green Lake/Wallingford border	5/29/2015 12:26 PM
45	North City/Lake Forest Park	5/29/2015 11:49 AM
46	North City/Lake Forest Park	5/29/2015 11:43 AM
47	Victory Heights	5/29/2015 11:38 AM
48	Madison Valley	5/29/2015 11:33 AM
49	Woodinville	5/29/2015 10:58 AM
50	Greenwood	5/29/2015 10:54 AM
51	Juanita/Kirkland	5/29/2015 9:20 AM
52	Crown Hill	5/29/2015 8:54 AM
53	25th Ave NE - east border of University District, not the heart of	5/29/2015 8:50 AM
54	Phinney Ridge	5/29/2015 8:46 AM
55	Magnolia	5/29/2015 8:25 AM
56	Shoreline	5/29/2015 8:06 AM
57	Tacoma	5/29/2015 7:58 AM
58	Ballard	5/29/2015 7:48 AM
59	Lower Phinney/Crown Hill	5/29/2015 5:55 AM
60	Bitter Lake	5/29/2015 2:26 AM
61	Lower Queen Anne	5/29/2015 1:30 AM
62	phinney	5/29/2015 12:02 AM
63	First Hill	5/28/2015 11:12 PM
64	licton springs	5/28/2015 11:07 PM
65	Southeast Capitol Hill...? Bellevue and Pine. I-5 shores.	5/28/2015 11:01 PM
66	I attend Seattle U	5/28/2015 10:58 PM
67	Ballard	5/28/2015 10:58 PM

68	Ballard	5/28/2015 10:38 PM
69	Work in Fremont, live in Burien	5/28/2015 10:32 PM
70	I work in Fremont, live in Burien	5/28/2015 10:31 PM
71	On Ravenna Pl NE. on the outskirts of both Ravenna and University	5/28/2015 10:06 PM
72	Ballard	5/28/2015 10:01 PM
73	Broadview/Carkeek Park	5/28/2015 9:31 PM
74	Greenwood	5/28/2015 9:24 PM
75	Pinehurst	5/28/2015 8:48 PM
76	Pinehurst	5/28/2015 8:45 PM
77	West Seattle	5/28/2015 7:50 PM
78	Ballard	5/28/2015 6:15 PM
79	Ballard (why is this not on the list of options??)	5/28/2015 6:13 PM
80	Madison Valley	5/28/2015 6:07 PM
81	Lichton Springs	5/28/2015 5:46 PM
82	I just want the 47 back.	5/28/2015 5:39 PM
83	Lake Forest Park	5/28/2015 5:21 PM
84	Madrona	5/28/2015 4:50 PM
85	North Queen Anne	5/28/2015 4:49 PM
86	Madison valley	5/28/2015 4:49 PM
87	Des Moines	5/28/2015 4:49 PM
88	Ballard, Crown Hill	5/28/2015 4:40 PM
89	Broadview	5/28/2015 4:38 PM
90	Lake Forest Park	5/28/2015 4:24 PM
91	Redmond	5/28/2015 4:15 PM
92	Meadowbrook	5/28/2015 4:14 PM
93	Madison Valley	5/28/2015 4:12 PM
94	Broadview	5/28/2015 4:12 PM
95	White Center	5/28/2015 4:06 PM
96	Shoreline	5/28/2015 4:05 PM
97	Kirkland	5/28/2015 4:05 PM
98	Columbia City, Mt. Baker	5/28/2015 4:04 PM
99	Whittier Heights	5/28/2015 4:02 PM
100	Renton	5/28/2015 4:02 PM
101	Phinney/Greenwood	5/28/2015 4:01 PM
102	Vashon	5/28/2015 11:16 AM
103	Vashon	5/28/2015 10:30 AM
104	Kirkland	5/28/2015 8:37 AM
105	Mercer Island	5/27/2015 11:12 PM

106	Central District	5/27/2015 8:28 PM
107	Queen Anne	5/27/2015 2:15 PM
108	far east side of Capitol Hill/ Madison Valley	5/27/2015 12:18 PM
109	Ballard	5/27/2015 10:43 AM
110	Mercer Island	5/27/2015 10:32 AM
111	Shoreline	5/27/2015 9:13 AM
112	Eastside (Redmond)	5/27/2015 8:51 AM
113	Westlake	5/27/2015 8:41 AM
114	Licton Springs	5/26/2015 10:38 PM
115	Lacey, WA, but I visit Ravenna and Lake City areas often	5/26/2015 3:45 PM
116	Hawthorne Hills	5/26/2015 12:01 PM
117	shoreline	5/26/2015 11:29 AM
118	Shoreline	5/26/2015 11:13 AM
119	Pierce County	5/26/2015 9:43 AM
120	Tacoma, WA	5/26/2015 7:42 AM
121	Ballard	5/25/2015 11:15 PM
122	Pinehurst	5/25/2015 9:10 PM
123	Cottage Lake	5/25/2015 10:33 AM
124	Auburn, Lakeland North	5/25/2015 9:22 AM
125	Kirkland	5/25/2015 9:11 AM
126	Lower Queen Anne	5/25/2015 8:50 AM
127	Edmonds	5/24/2015 5:49 PM
128	Issaquah Highlands	5/24/2015 4:10 PM
129	West Woodland	5/24/2015 1:49 PM
130	Greenwood	5/23/2015 10:01 PM
131	Greenwood	5/23/2015 7:35 PM
132	renton	5/23/2015 5:56 PM
133	Greenwood	5/23/2015 2:01 PM
134	Madison Valley	5/23/2015 11:57 AM
135	Madison Valley	5/23/2015 11:46 AM
136	Ballard, but I work in the U District	5/23/2015 10:09 AM
137	Kirkland	5/23/2015 9:04 AM
138	Kirkland, WA	5/23/2015 9:02 AM
139	E Line along Aurora	5/23/2015 6:55 AM
140	Queen Anne	5/23/2015 12:15 AM
141	Shoreline	5/22/2015 4:50 PM
142	west seattle	5/22/2015 3:28 PM
143	Shoreline	5/22/2015 2:38 PM

144	Mountlake Terrace	5/22/2015 10:21 AM
145	South Seattle	5/22/2015 10:20 AM
146	shoreline	5/22/2015 9:44 AM
147	lake forest park	5/21/2015 9:38 PM
148	Meadowbrook	5/21/2015 7:44 PM
149	Rainier Valley (Othello)	5/21/2015 7:35 PM
150	Crown Hill	5/21/2015 4:25 PM
151	Ballard	5/21/2015 4:22 PM
152	Tacoma	5/21/2015 4:03 PM
153	Bothell	5/21/2015 3:30 PM
154	Ridgecrest	5/21/2015 3:25 PM
155	Lake Forest Park	5/21/2015 3:12 PM
156	Kirkland	5/21/2015 12:25 PM
157	Lynnwood	5/21/2015 10:20 AM
158	Shoreline	5/21/2015 9:30 AM
159	Queen Anne	5/21/2015 9:17 AM
160	Meridian Park, Shoreline	5/21/2015 9:08 AM
161	Kent	5/21/2015 9:08 AM
162	Sammamish	5/21/2015 7:32 AM
163	Whittier Heights	5/20/2015 11:36 PM
164	Beacon Hill	5/20/2015 10:48 PM
165	Rainier Beach/South Seattle	5/20/2015 10:23 PM
166	Crown Hill	5/20/2015 9:55 PM
167	Kirkland	5/20/2015 8:10 PM
168	Kirkland	5/20/2015 8:02 PM
169	Lower Queen Anne	5/20/2015 7:49 PM
170	Kirkland	5/20/2015 7:49 PM
171	Bellevue	5/20/2015 7:38 PM
172	Auburn	5/20/2015 7:11 PM
173	ballard	5/20/2015 6:41 PM
174	Interbay	5/20/2015 6:15 PM
175	Crown hill	5/20/2015 5:51 PM
176	Ballard	5/20/2015 5:43 PM
177	Star Lake	5/20/2015 5:35 PM
178	Ballard neighborhood of Seattle	5/20/2015 4:50 PM
179	West Seattle-Roxhill	5/20/2015 4:29 PM
180	ballard	5/20/2015 3:15 PM
181	Shoreline	5/20/2015 2:07 PM

182	Greenwood	5/20/2015 1:44 PM
183	Greenwood	5/20/2015 1:40 PM
184	Mount Baker	5/20/2015 1:36 PM
185	Greenwood	5/20/2015 1:36 PM
186	Shoreline	5/20/2015 12:59 PM
187	Broadview	5/20/2015 12:58 PM
188	Phinney Ridge	5/20/2015 12:46 PM
189	Ballard	5/20/2015 12:34 PM
190	Phinney Ridge	5/20/2015 12:15 PM
191	Bothell	5/20/2015 12:03 PM
192	Ballard	5/20/2015 11:56 AM
193	Ballard	5/20/2015 11:30 AM
194	Ballard - Whittier Heights	5/20/2015 11:15 AM
195	Kent	5/20/2015 11:04 AM
196	West seattle	5/20/2015 10:36 AM
197	ballard	5/20/2015 10:07 AM
198	Highland Park	5/20/2015 10:05 AM
199	Ballard	5/20/2015 10:01 AM
200	Ballard	5/20/2015 9:57 AM
201	Whittier Heights	5/20/2015 9:52 AM
202	Haller Lake	5/20/2015 9:35 AM
203	Greenwood	5/20/2015 9:17 AM
204	West Seattle	5/20/2015 9:15 AM
205	Bainbridge Island	5/20/2015 8:58 AM
206	Renton	5/20/2015 8:51 AM
207	Tukwila (Southcenter)	5/20/2015 8:40 AM
208	Wedgwood	5/20/2015 8:09 AM
209	Federal Way	5/20/2015 8:01 AM
210	Columbia City	5/20/2015 7:41 AM
211	Woodinville	5/20/2015 7:40 AM
212	Ballard	5/20/2015 7:29 AM
213	Federal Way	5/20/2015 6:47 AM
214	Queen Anne	5/20/2015 6:34 AM
215	Greenwood	5/19/2015 11:11 PM
216	Greenwood	5/19/2015 10:57 PM
217	Greenwood	5/19/2015 10:53 PM
218	Greenwood	5/19/2015 10:48 PM
219	Kirkland	5/19/2015 10:34 PM

220	Everett	5/19/2015 10:16 PM
221	greenwood	5/19/2015 10:02 PM
222	Bothell	5/19/2015 9:53 PM
223	Ballard	5/19/2015 9:49 PM
224	Bellevue	5/19/2015 9:48 PM
225	Madison Valley/CD/Madrona juncture: 30th Ave E & E Howell St	5/19/2015 9:06 PM
226	Redmond	5/19/2015 9:06 PM
227	Phinney Ridge	5/19/2015 8:41 PM
228	Phinney Ridge	5/19/2015 8:37 PM
229	kind of the juncture of central district, Madison Valley, and Madrona - at 30th E & E Howell	5/19/2015 8:36 PM
230	Greenwood	5/19/2015 8:00 PM
231	Greenwood	5/19/2015 7:57 PM
232	Shoreline	5/19/2015 6:53 PM
233	Issaquah	5/19/2015 5:43 PM
234	Ballard/ North Beach	5/19/2015 5:18 PM
235	lake forest park	5/19/2015 5:08 PM
236	bellevue	5/19/2015 4:59 PM
237	greenwood	5/19/2015 4:52 PM
238	Alaska Junction, West Seattle	5/19/2015 4:33 PM
239	West Seattle	5/19/2015 4:30 PM
240	Matthews Beach	5/19/2015 3:57 PM
241	Redmond	5/19/2015 3:40 PM
242	Westlake	5/19/2015 3:38 PM
243	Greenwood/Crown Hill	5/19/2015 3:26 PM
244	Capitol Hill - 24th and Harrison	5/19/2015 2:54 PM
245	Greenwood	5/19/2015 2:42 PM
246	Queen Anne	5/19/2015 2:41 PM
247	Pioneer Square	5/19/2015 2:33 PM
248	Redmond	5/19/2015 2:32 PM
249	Lakewood	5/19/2015 2:26 PM
250	GREENWOOD	5/19/2015 2:22 PM
251	South Seattle	5/19/2015 2:20 PM
252	Mt Baker	5/19/2015 2:19 PM
253	Greenwood (Holman and 105th)	5/19/2015 2:05 PM
254	Tacoma	5/19/2015 2:01 PM
255	phinney/ballard	5/19/2015 1:56 PM
256	Capitol Hill at 24th and Harrison	5/19/2015 1:54 PM
257	Shoreline	5/19/2015 1:54 PM

258	Magnolia	5/19/2015 1:32 PM
259	Kenmore	5/19/2015 1:30 PM
260	Ballard	5/19/2015 1:26 PM
261	Kirkland	5/19/2015 1:18 PM
262	Redmond, Overlake	5/19/2015 1:06 PM
263	Bellevue	5/19/2015 1:06 PM
264	West Seattle	5/19/2015 1:00 PM
265	Queen Anne	5/19/2015 12:59 PM
266	Federal Way	5/19/2015 12:52 PM
267	South Everett	5/19/2015 12:50 PM
268	downtown bellevue	5/19/2015 12:44 PM
269	Phinney Ridge	5/19/2015 12:38 PM
270	Greenwood	5/19/2015 12:37 PM
271	Phinney Ridge	5/19/2015 12:36 PM
272	Woodinville	5/19/2015 12:29 PM
273	Haller Lake	5/19/2015 12:25 PM
274	Renton	5/19/2015 12:23 PM
275	Kenmore	5/19/2015 12:02 PM
276	westlake	5/19/2015 11:59 AM
277	Broadview	5/19/2015 11:53 AM
278	West Seattle	5/19/2015 11:51 AM
279	Shoreline/Lake Forest Park	5/19/2015 11:47 AM
280	Shoreline	5/19/2015 11:47 AM
281	Bellevue	5/19/2015 11:45 AM
282	issaquah	5/19/2015 11:43 AM
283	North Ballard	5/19/2015 11:39 AM
284	Kirkland/Kenmore	5/19/2015 11:39 AM
285	Bellevue	5/19/2015 11:38 AM
286	Tacoma	5/19/2015 11:37 AM
287	Shoreline	5/19/2015 11:34 AM
288	Ballard	5/19/2015 11:33 AM
289	Shoreline	5/19/2015 11:31 AM
290	Lake Stevens	5/19/2015 11:30 AM
291	West Seattle	5/19/2015 11:27 AM
292	Greenwood	5/19/2015 11:24 AM
293	Queen Anne	5/19/2015 11:21 AM
294	White Center	5/19/2015 11:21 AM
295	West Seattle	5/19/2015 11:20 AM

296	Greenwood	5/19/2015 11:20 AM
297	Kitsap Peninsula	5/19/2015 11:18 AM
298	Greenwood	5/19/2015 11:17 AM
299	Greenwood	5/19/2015 11:17 AM
300	Bothell	5/19/2015 11:14 AM
301	Mt Baker	5/19/2015 11:14 AM
302	Ballard/Loyal Heights	5/19/2015 11:13 AM
303	Bothell	5/19/2015 11:06 AM
304	Sammamish	5/19/2015 11:04 AM
305	Shoreline	5/19/2015 11:03 AM
306	South Kirkland / Bridletrails	5/19/2015 10:59 AM
307	Issaquah Highlands	5/19/2015 10:58 AM
308	Lakewood, WA	5/19/2015 10:58 AM
309	Snohomish County	5/19/2015 10:56 AM
310	Auburn	5/19/2015 10:55 AM
311	Victory Heights	5/19/2015 10:54 AM
312	Lynnwood	5/19/2015 10:53 AM
313	Ballard	5/19/2015 10:50 AM
314	Phinney Ridge	5/19/2015 10:50 AM
315	Kent/Des Moines	5/19/2015 10:48 AM
316	Queen Anne/Magnolia	5/19/2015 10:48 AM
317	Queen Anne	5/19/2015 10:46 AM
318	lake forest park	5/19/2015 10:46 AM
319	Ballard/Loyal Heights	5/19/2015 10:46 AM
320	Ballard/Loyal Heights	5/19/2015 10:44 AM
321	Shoreline	5/19/2015 10:44 AM
322	Greenwood-phinney	5/19/2015 10:36 AM
323	Queen Anne	5/19/2015 10:33 AM
324	Ballard	5/19/2015 10:33 AM
325	Leschi	5/19/2015 10:30 AM
326	Woodinville	5/19/2015 10:21 AM
327	ballard	5/19/2015 10:21 AM
328	Kirkland	5/19/2015 10:18 AM
329	Sammamish	5/19/2015 10:15 AM
330	Crown Hill /Ballard border	5/19/2015 10:08 AM
331	Queen Anne	5/19/2015 10:08 AM
332	Loyal Heights/Sunset Hill	5/19/2015 10:06 AM
333	Tacoma	5/19/2015 9:54 AM

334	Seatac/Burien	5/19/2015 9:53 AM
335	Ballard	5/19/2015 9:47 AM
336	Queen Anne	5/19/2015 9:47 AM
337	SEATAC/Burien area	5/19/2015 9:44 AM
338	bothHELL	5/19/2015 9:43 AM
339	Vashon	5/19/2015 9:42 AM
340	Queen Anne	5/19/2015 9:41 AM
341	kirkland	5/19/2015 9:41 AM
342	Hillman City	5/19/2015 9:40 AM
343	North Capital Hill/Roanoke Park	5/19/2015 9:38 AM
344	kirkland	5/19/2015 9:37 AM
345	Phinney Ridge	5/19/2015 9:36 AM
346	Woodinville	5/19/2015 9:35 AM
347	Woodinville	5/19/2015 9:34 AM
348	Phinney Ridge	5/19/2015 9:32 AM
349	East Capitol Hill, Arboretum Heights	5/19/2015 9:32 AM
350	Woodinville	5/19/2015 9:32 AM
351	Mill Creek	5/19/2015 9:31 AM
352	Sumner	5/19/2015 9:31 AM
353	Ballard	5/19/2015 9:31 AM
354	renton highlands	5/19/2015 9:30 AM
355	Sammamish	5/19/2015 9:29 AM
356	Bothell	5/19/2015 9:29 AM
357	Kenmore	5/19/2015 9:27 AM
358	Kitsap County	5/19/2015 9:27 AM
359	Crown Hill	5/19/2015 9:25 AM
360	Rainier Valley	5/19/2015 9:23 AM
361	kirkland	5/19/2015 9:23 AM
362	Bothell	5/19/2015 9:23 AM
363	Kent	5/19/2015 9:22 AM
364	West Seattle, one of Seattle's biggest neighborhoods, doesn't get it's own option?	5/19/2015 9:22 AM
365	Greenwood	5/19/2015 9:21 AM
366	Skyway	5/19/2015 9:21 AM
367	Kirkland	5/19/2015 9:20 AM
368	Kent	5/19/2015 9:19 AM
369	cross between Maple Leaf/Wedgwood/Lake City	5/19/2015 9:18 AM
370	Greenwood/Phinney Ridge	5/19/2015 9:18 AM
371	Woodinville	5/19/2015 9:18 AM

372	loyal heights/crown hill	5/19/2015 9:17 AM
373	Bellevue	5/19/2015 9:17 AM
374	west seattle	5/19/2015 9:16 AM
375	Kirkland	5/19/2015 9:16 AM
376	Renton	5/19/2015 9:16 AM
377	Woodinville	5/19/2015 9:16 AM
378	Kirkland	5/19/2015 9:15 AM
379	Orting	5/19/2015 9:15 AM
380	Kenmore	5/19/2015 9:15 AM
381	Kenmore	5/19/2015 9:14 AM
382	Ballard	5/19/2015 9:14 AM
383	Ballard	5/19/2015 9:14 AM
384	Kirkland	5/19/2015 9:13 AM
385	Kenmore	5/19/2015 9:12 AM
386	Ballard	5/19/2015 9:12 AM
387	Beacon Hill	5/19/2015 9:12 AM
388	kenmore	5/19/2015 9:12 AM
389	Vashon Island	5/19/2015 9:12 AM
390	Kent	5/19/2015 9:12 AM
391	Kirkland	5/19/2015 9:11 AM
392	Rainier Valley	5/19/2015 9:10 AM
393	Greenwood	5/19/2015 9:10 AM
394	Queen Anne Interbay	5/19/2015 9:08 AM
395	Bellevue	5/19/2015 9:08 AM
396	West Seattle	5/19/2015 9:08 AM
397	Ballard	5/19/2015 9:08 AM
398	Auburn, WA	5/19/2015 9:07 AM
399	Lake Forest Park	5/19/2015 9:06 AM
400	Magnolia	5/19/2015 9:06 AM
401	Vashon	5/19/2015 9:06 AM
402	North Queen Anne	5/19/2015 9:05 AM
403	Bellevue	5/19/2015 9:05 AM
404	Madrona	5/19/2015 9:03 AM
405	North of market street between ballard and phinney ridge	5/19/2015 6:30 AM
406	Mount Baker	5/18/2015 7:31 PM
407	Mount Baker	5/18/2015 5:28 PM
408	it's north Ravenna or Hayes Park/Dahl	5/18/2015 3:54 PM
409	sHORELINE	5/18/2015 3:30 PM

410	broadview	5/18/2015 12:51 PM
411	Ballard	5/18/2015 10:23 AM
412	Queen Anne	5/18/2015 10:02 AM
413	Licton Springs	5/18/2015 7:24 AM
414	Ballard	5/17/2015 8:47 PM
415	ballard	5/17/2015 7:49 PM
416	West Seattle	5/17/2015 11:00 AM
417	Hillman City	5/16/2015 9:24 PM
418	Rainier Valley	5/16/2015 5:30 PM
419	Belltown	5/16/2015 4:31 PM
420	Greenwood	5/16/2015 4:11 PM
421	Greenwood	5/15/2015 7:29 PM
422	88th & Burke = Licton Springs = North of greenlake, SW of Northgate, East of Greenwood.	5/15/2015 4:57 PM
423	Currently Phinney Ridge, but moving to First Hill next month. BTW, why isn't First Hill listed here?	5/15/2015 4:43 PM
424	Pinehurst	5/15/2015 3:35 PM
425	Licton Springs	5/15/2015 3:27 PM
426	Shoreline	5/15/2015 1:57 PM
427	Bellevue	5/15/2015 11:28 AM
428	Roanoke Park/ Portage Bay	5/15/2015 11:13 AM
429	Roanoke Park - Portage Bay	5/15/2015 11:12 AM
430	Roanoke Park - Portage Bay	5/15/2015 11:11 AM
431	Burien/Seahurst	5/15/2015 10:48 AM
432	Lower Queen Anne	5/15/2015 10:02 AM
433	lake forest park	5/15/2015 9:03 AM
434	Roanoke Park	5/15/2015 8:31 AM
435	Rainier Valley	5/15/2015 6:28 AM
436	Bellevue	5/14/2015 10:52 PM
437	Ballard	5/14/2015 10:25 PM
438	broadview	5/14/2015 9:41 PM
439	Queen Anne	5/14/2015 8:36 PM
440	Bellevue	5/14/2015 6:41 PM
441	Madison Valley	5/14/2015 6:27 PM
442	Bellevue	5/14/2015 6:03 PM
443	crown hill	5/14/2015 4:35 PM
444	Greenwood	5/14/2015 2:56 PM
445	Kirkland	5/14/2015 11:42 AM
446	Renton	5/14/2015 11:12 AM
447	Renton	5/14/2015 11:11 AM

448	Bellevue	5/14/2015 10:35 AM
449	Lower Queen Anne	5/14/2015 10:27 AM
450	Madison Valley (Arboretum area)	5/14/2015 9:47 AM
451	Loyal Heights	5/14/2015 9:45 AM
452	Sammamish	5/14/2015 9:31 AM
453	Bellevue	5/14/2015 8:15 AM
454	Greenwood	5/14/2015 8:11 AM
455	Bellevue	5/14/2015 8:09 AM
456	Kirkland/Finn Hill	5/14/2015 1:53 AM
457	Madison Valley/Madrona	5/14/2015 12:04 AM
458	M	5/13/2015 10:28 PM
459	Pinehurst	5/13/2015 10:06 PM
460	South King Co.	5/13/2015 9:24 PM
461	Kirkland	5/13/2015 9:10 PM
462	Pinehurst	5/13/2015 7:44 PM
463	Broadview	5/13/2015 7:35 PM
464	Queen Anne	5/13/2015 7:35 PM
465	Broadview	5/13/2015 7:24 PM
466	Madison Valley	5/13/2015 7:06 PM
467	beacon hill	5/13/2015 7:06 PM
468	Squire Park	5/13/2015 6:31 PM
469	ballard	5/13/2015 6:21 PM
470	Licton Springs (close to Green Lake)	5/13/2015 6:16 PM
471	Bellevue	5/13/2015 6:11 PM
472	Madison Valley	5/13/2015 5:51 PM
473	Redmond	5/13/2015 5:40 PM
474	Hillman City	5/13/2015 5:32 PM
475	Ballard	5/13/2015 5:31 PM
476	Redmond	5/13/2015 5:26 PM
477	Shoreline/Meridian Park	5/13/2015 5:13 PM
478	Bothell	5/13/2015 5:03 PM
479	Magnolia	5/13/2015 4:20 PM
480	Greenwood	5/13/2015 4:19 PM
481	SE capital hill	5/13/2015 3:44 PM
482	Kenmore	5/13/2015 3:35 PM
483	SE capital hill	5/13/2015 3:26 PM
484	East Capital Hill	5/13/2015 3:18 PM
485	Lake Forest Park	5/13/2015 3:06 PM

486	South Park	5/13/2015 2:12 PM
487	Haller Lake	5/13/2015 2:10 PM
488	Seward Park	5/13/2015 1:40 PM
489	Kenmore	5/13/2015 1:07 PM
490	Magnolia	5/13/2015 1:07 PM
491	Bothell	5/13/2015 1:03 PM
492	Graham, Washington	5/13/2015 12:50 PM
493	Crown Hill	5/13/2015 12:48 PM
494	Graham, Washington	5/13/2015 12:25 PM
495	BALLARD!	5/13/2015 12:20 PM
496	woodinville	5/13/2015 11:55 AM
497	Pinehurst	5/13/2015 11:48 AM
498	Magnolia	5/13/2015 11:35 AM
499	Westwood Village	5/13/2015 11:21 AM
500	hawthorne hills	5/13/2015 11:20 AM
501	North Ravenna - 80th NE	5/13/2015 11:19 AM
502	Burien	5/13/2015 10:58 AM
503	Madison Valley	5/13/2015 10:58 AM
504	Greenwood	5/13/2015 10:15 AM
505	Greenwood	5/13/2015 10:06 AM
506	broadview	5/13/2015 10:01 AM
507	broadview	5/13/2015 9:54 AM
508	Greenwood	5/13/2015 9:49 AM
509	North College Park (South end of Northgate)	5/13/2015 9:33 AM
510	Madison Valley (29th and Madison)	5/13/2015 9:32 AM
511	Ballard	5/13/2015 9:31 AM
512	Madison Valley	5/13/2015 9:29 AM
513	Phinney Ridge	5/13/2015 9:09 AM
514	Madison Valley	5/13/2015 9:06 AM
515	Ballard	5/13/2015 9:04 AM
516	Madison Valley	5/13/2015 9:04 AM
517	Greenwood	5/13/2015 9:03 AM
518	Ballard	5/13/2015 9:02 AM
519	West Seattle	5/13/2015 8:57 AM
520	Ballard / Crown Hill	5/13/2015 8:51 AM
521	Bothell/Mill Creek	5/13/2015 8:50 AM
522	Magnolia	5/13/2015 8:44 AM
523	Kirkland	5/13/2015 8:43 AM

524	Seward Park	5/13/2015 8:38 AM
525	Ballard	5/13/2015 8:35 AM
526	SODO	5/13/2015 8:33 AM
527	I commute from outside of Seattle to my place of work in the Eastlake neighborhood	5/13/2015 8:31 AM
528	Kent	5/13/2015 8:31 AM
529	Renton	5/13/2015 8:11 AM
530	Whittier Heights	5/13/2015 8:08 AM
531	Auburn	5/13/2015 7:58 AM
532	SKYWAY	5/13/2015 7:52 AM
533	Greenwood	5/13/2015 7:51 AM
534	Woodinville	5/13/2015 7:49 AM
535	Woodinville	5/13/2015 7:44 AM
536	Ballard	5/13/2015 7:39 AM
537	Ballard	5/13/2015 7:38 AM
538	Redmond	5/13/2015 7:35 AM
539	Woodinville	5/13/2015 7:34 AM
540	Columbia city	5/13/2015 7:30 AM
541	west seattle	5/13/2015 7:13 AM
542	Shoreline	5/13/2015 7:12 AM
543	Beacon Hill	5/13/2015 7:11 AM
544	Shoreline	5/13/2015 7:10 AM
545	Federal Way	5/13/2015 7:07 AM
546	Lake Forest Park	5/13/2015 7:04 AM
547	Kirkland	5/13/2015 6:59 AM
548	Carkeek Park	5/13/2015 6:58 AM
549	Kirkland	5/13/2015 6:58 AM
550	West Seattle why is this not an option?	5/13/2015 6:43 AM
551	Kirkland	5/13/2015 6:19 AM
552	north of Sultan, WA	5/13/2015 6:03 AM
553	Phinney Ridge	5/12/2015 11:29 PM
554	Broadview	5/12/2015 11:23 PM
555	Broadview	5/12/2015 11:19 PM
556	Ballard	5/12/2015 10:38 PM
557	Whittier Heights/Pipers Creek	5/12/2015 10:35 PM
558	Loyal Heights	5/12/2015 10:05 PM
559	Loyal Heights	5/12/2015 9:59 PM
560	Madison Valley	5/12/2015 9:57 PM
561	Redmond	5/12/2015 9:31 PM

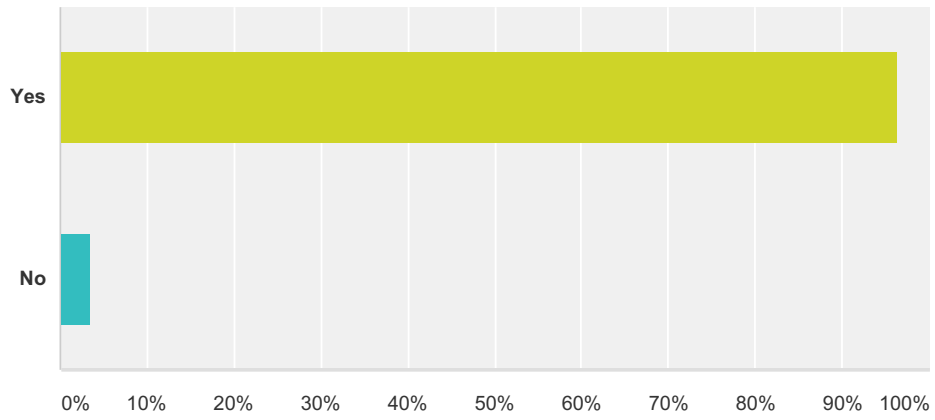
562	Greenwood	5/12/2015 9:27 PM
563	Ballard	5/12/2015 9:24 PM
564	Leschi - not surprising that you don't list it, since our service has been gutted these past few years	5/12/2015 9:14 PM
565	East side of Capitol Hill	5/12/2015 9:11 PM
566	Pinehurst	5/12/2015 8:56 PM
567	Rainier Beach	5/12/2015 8:52 PM
568	Crown Hill	5/12/2015 8:50 PM
569	Issaquah	5/12/2015 8:48 PM
570	Bellevue (Crossroads)	5/12/2015 8:45 PM
571	Crown Hill	5/12/2015 8:41 PM
572	Hill man city	5/12/2015 8:38 PM
573	Ballard/Whittier Heights	5/12/2015 8:36 PM
574	Tacoma	5/12/2015 8:33 PM
575	MercerIsland	5/12/2015 8:29 PM
576	Magnolia	5/12/2015 8:18 PM
577	Hawthorne Hills	5/12/2015 8:03 PM
578	West seattle	5/12/2015 7:54 PM
579	Queen Anne	5/12/2015 7:48 PM
580	Shoreline	5/12/2015 7:40 PM
581	Greenwood	5/12/2015 7:37 PM
582	West Seattle	5/12/2015 7:30 PM
583	Columbia City	5/12/2015 7:29 PM
584	Columbia City	5/12/2015 7:21 PM
585	downtown seattle	5/12/2015 7:16 PM
586	Central Area - Madrona	5/12/2015 7:15 PM
587	Woodinville	5/12/2015 7:07 PM
588	Magnolia	5/12/2015 7:01 PM
589	Mill Creek/Lynnwood	5/12/2015 6:57 PM
590	Beacon hill	5/12/2015 6:56 PM
591	Mill Creek/Lynnwood	5/12/2015 6:53 PM
592	Redmond	5/12/2015 6:42 PM
593	West Seattle	5/12/2015 6:31 PM
594	Hawthorne Hills	5/12/2015 6:29 PM
595	Renton	5/12/2015 6:28 PM
596	Redmond 40th st	5/12/2015 6:21 PM
597	Redmond	5/12/2015 6:20 PM
598	Shoreline	5/12/2015 6:19 PM
599	downtown	5/12/2015 6:18 PM

600	Hawthorne Hills	5/12/2015 6:10 PM
601	Broadview	5/12/2015 6:09 PM
602	Queen Anne	5/12/2015 6:01 PM
603	Lower Woodland Park	5/12/2015 5:53 PM
604	seward park	5/12/2015 5:51 PM
605	Queen Anne	5/12/2015 5:50 PM
606	Burien	5/12/2015 5:47 PM
607	Ballard	5/12/2015 5:45 PM
608	Bitter Lake	5/12/2015 5:44 PM
609	Whittier Heights	5/12/2015 5:43 PM
610	Greenwood	5/12/2015 5:41 PM
611	marysville, wa	5/12/2015 5:39 PM
612	Victory Heights	5/12/2015 5:32 PM
613	Magnolia	5/12/2015 5:32 PM
614	Ballard	5/12/2015 5:32 PM
615	Renton Highlands	5/12/2015 5:31 PM
616	Haller Lake (maybe you're considering it Northgate?)	5/12/2015 5:29 PM
617	Greenwood	5/12/2015 5:27 PM
618	Matthews Beach	5/12/2015 5:27 PM
619	Magnolia	5/12/2015 5:26 PM
620	Kirkland, WA.	5/12/2015 5:24 PM
621	Columbia City	5/12/2015 5:24 PM
622	Kirkland	5/12/2015 5:19 PM
623	Boarder of Capitol Hill and Central Area off of Madison and 23rd	5/12/2015 5:17 PM
624	Queen Anne	5/12/2015 5:16 PM
625	Ballard	5/12/2015 5:13 PM
626	Bellevue	5/12/2015 5:12 PM
627	Greenwood	5/12/2015 5:12 PM
628	Ballard	5/12/2015 5:10 PM
629	Pinehurst (NE 125th st and 15th Ave NE)	5/12/2015 5:10 PM
630	Greenwood/Phinney	5/12/2015 5:10 PM
631	Belltown	5/12/2015 5:09 PM
632	Eastside Kirkland	5/12/2015 5:08 PM
633	23rd Ave / Madison Valley	5/12/2015 4:52 PM
634	Shoreline	5/12/2015 3:53 PM
635	Between Wedgwood and Ravenna on 25th ave	5/12/2015 3:46 PM
636	Bellevue	5/12/2015 3:20 PM
637	Ravenna / Roosevelt since we're on 16 NE and 70th, right on the boundary.	5/12/2015 2:58 PM

638	First Hill	5/12/2015 2:30 PM
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Q2 Do you currently use Metro or Sound Transit bus service?

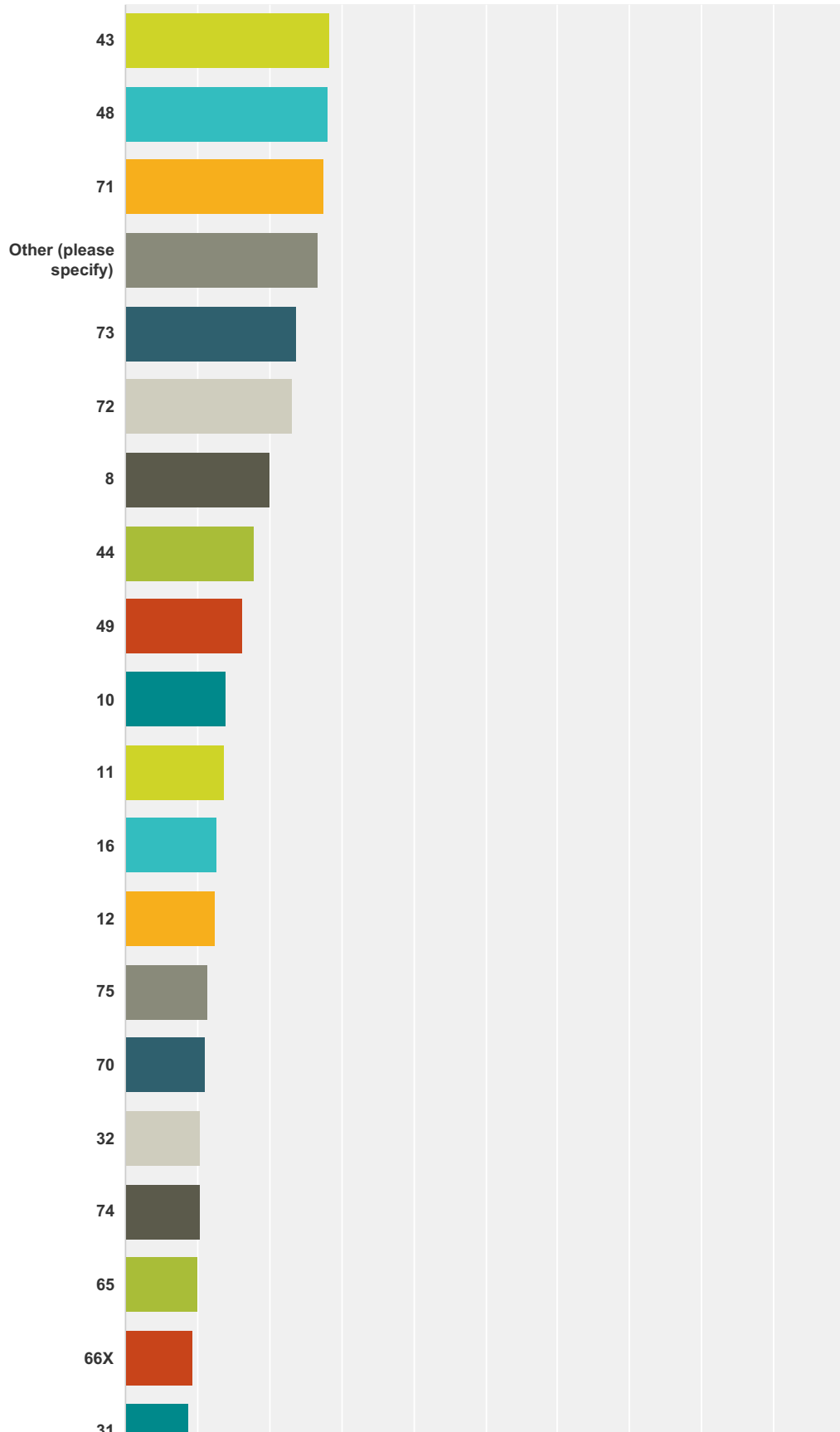
Answered: 1,946 Skipped: 26

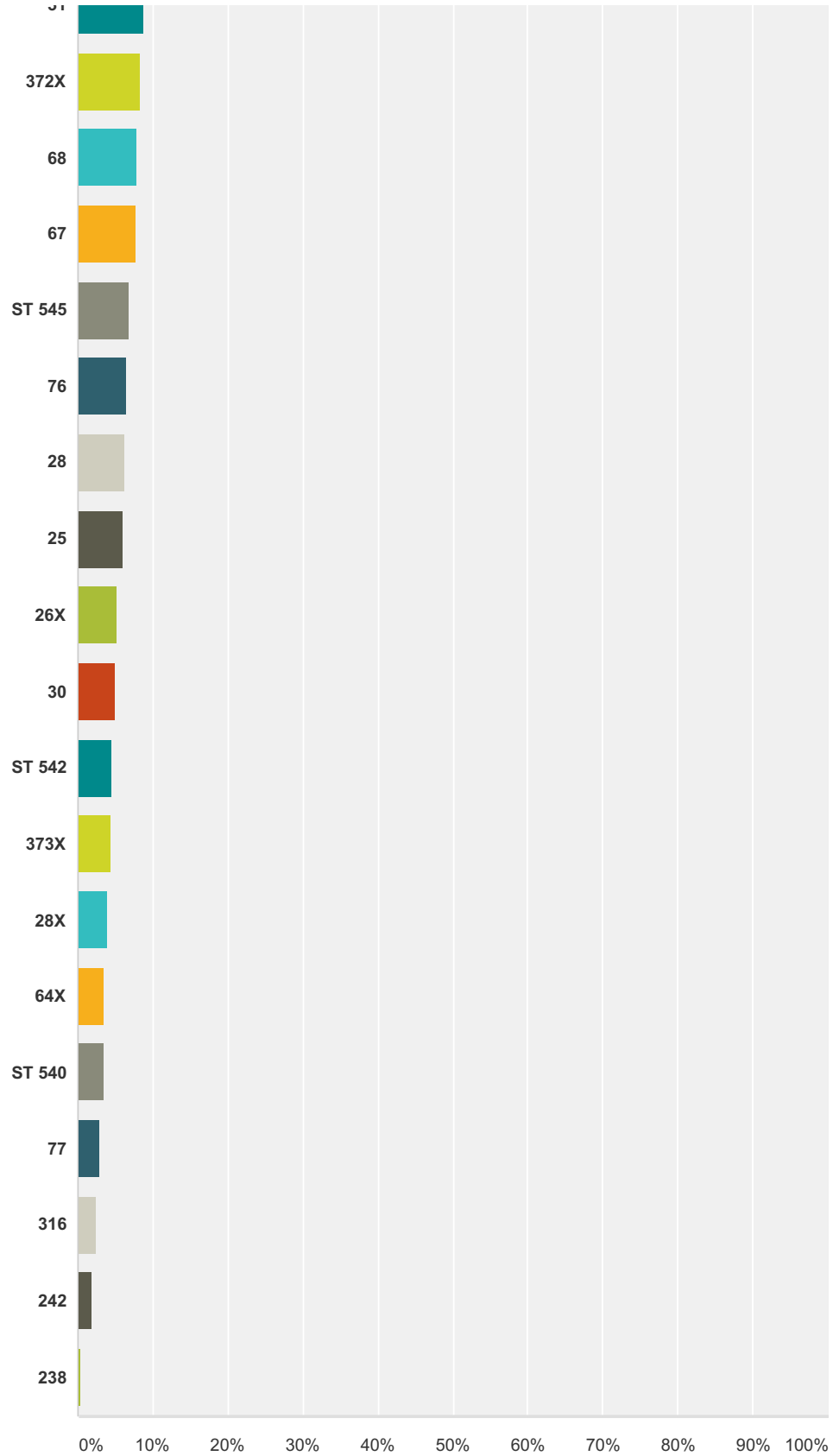


Answer Choices	Responses
Yes	96.45% 1,877
No	3.55% 69
Total	1,946

Q3 What bus route(s) do you ride?

Answered: 1,835 Skipped: 137





Answer Choices	Responses
43	28.45% 522

48	28.12%	516
71	27.52%	505
Other (please specify)	26.81%	492
73	23.71%	435
72	23.11%	424
8	19.95%	366
44	17.98%	330
49	16.35%	300
10	13.90%	255
11	13.79%	253
16	12.64%	232
12	12.53%	230
75	11.50%	211
70	11.01%	202
32	10.52%	193
74	10.52%	193
65	10.03%	184
66X	9.48%	174
31	8.72%	160
372X	8.45%	155
68	8.01%	147
67	7.68%	141
ST 545	6.87%	126
76	6.54%	120
28	6.32%	116
25	6.16%	113
26X	5.29%	97
30	5.07%	93
ST 542	4.63%	85
373X	4.47%	82
28X	4.03%	74

64X	3.54%	65
ST 540	3.54%	65
77	3.00%	55
316	2.56%	47
242	1.91%	35
238	0.33%	6
Total Respondents: 1,835		

#	Other (please specify)	Date
1	D-line, Central Link, 50	5/31/2015 11:15 PM
2	D-line, Central Link, 50	5/31/2015 11:03 PM
3	D-line, Central Link, 50	5/31/2015 10:58 PM
4	2,3,4,27	5/31/2015 9:28 PM
5	26	5/31/2015 8:59 PM
6	26	5/31/2015 8:51 PM
7	41, 312, 522	5/31/2015 8:07 PM
8	5	5/31/2015 7:55 PM
9	41	5/31/2015 7:34 PM
10	271, ST 556, ST 550	5/31/2015 5:55 PM
11	5, 15, 17, 18, 40 and lots of others	5/31/2015 4:29 PM
12	D, 5, 26, 40, 15X, 345	5/31/2015 12:54 PM
13	2, 3, 4, 5, 7, 36, 217, 271	5/31/2015 12:07 PM
14	2	5/31/2015 11:15 AM
15	2	5/31/2015 10:43 AM
16	2	5/31/2015 10:42 AM
17	346	5/30/2015 11:35 PM
18	1	5/30/2015 6:32 PM
19	26 66	5/30/2015 5:51 PM
20	26 normal one, in addition to the 26x checked above	5/30/2015 5:51 PM
21	41, ST522	5/30/2015 1:43 PM
22	26	5/30/2015 12:46 PM
23	RapidRide B Line	5/30/2015 9:42 AM
24	120	5/30/2015 5:34 AM
25	5; 40	5/29/2015 9:28 PM
26	2, 3, 4,5, 26, E	5/29/2015 9:14 PM
27	2	5/29/2015 9:12 PM
28	512	5/29/2015 9:03 PM

29	5, 26, 40	5/29/2015 8:26 PM
30	7	5/29/2015 5:22 PM
31	169, 150	5/29/2015 5:14 PM
32	101 148 102	5/29/2015 4:21 PM
33	40, D RAPID RIDE	5/29/2015 3:49 PM
34	E Line	5/29/2015 3:43 PM
35	41	5/29/2015 3:18 PM
36	D, 5	5/29/2015 3:02 PM
37	41,101,102,906,150	5/29/2015 2:55 PM
38	ST 522, 312	5/29/2015 2:54 PM
39	E line	5/29/2015 2:40 PM
40	5	5/29/2015 2:14 PM
41	Link Light Rail from SeaTac Station to Downtown	5/29/2015 2:03 PM
42	255, 252, 257, 311	5/29/2015 2:03 PM
43	312	5/29/2015 1:50 PM
44	2, 7, 41, 255	5/29/2015 1:45 PM
45	41	5/29/2015 1:39 PM
46	26	5/29/2015 12:06 PM
47	40	5/29/2015 11:29 AM
48	522,312,41	5/29/2015 10:15 AM
49	255, 257, 311	5/29/2015 9:21 AM
50	5, RRD & RRE	5/29/2015 9:21 AM
51	346 and 348	5/29/2015 8:51 AM
52	5	5/29/2015 8:49 AM
53	47	5/29/2015 8:45 AM
54	alternate route -- 41 to Northgate TC and then transfer to 75	5/29/2015 8:35 AM
55	26, 40	5/29/2015 8:19 AM
56	26	5/29/2015 8:11 AM
57	D	5/29/2015 7:50 AM
58	26	5/29/2015 7:49 AM
59	In the evening, any bus travelling on 4th and across SR 520 stopping at the Montlake stop.	5/29/2015 7:29 AM
60	41	5/29/2015 7:06 AM
61	5; 345	5/29/2015 2:28 AM
62	1, 2, 13 and D-Line Rapid Ride	5/29/2015 1:32 AM
63	7, ST550, ST554, 216, 218, 36	5/29/2015 12:45 AM
64	at some time I use them all. I have marked the ones I recall using recently,	5/29/2015 12:19 AM
65	271	5/28/2015 11:16 PM
66	E line, 355	5/28/2015 11:07 PM

67	5, 5X	5/28/2015 11:03 PM
68	271	5/28/2015 11:01 PM
69	D-line, 40, 5	5/28/2015 10:59 PM
70	Light rail	5/28/2015 10:33 PM
71	2	5/28/2015 10:28 PM
72	5, 21,355, D, E	5/28/2015 9:33 PM
73	26	5/28/2015 9:24 PM
74	5	5/28/2015 9:24 PM
75	27	5/28/2015 8:45 PM
76	41	5/28/2015 8:45 PM
77	255	5/28/2015 8:38 PM
78	C, 116, 118, 119	5/28/2015 7:51 PM
79	41	5/28/2015 6:11 PM
80	345, 346, D line, E line, 40	5/28/2015 5:47 PM
81	I want the 47 back	5/28/2015 5:39 PM
82	7, 14, 27	5/28/2015 5:28 PM
83	E	5/28/2015 5:25 PM
84	312	5/28/2015 5:01 PM
85	I use then all and have marked ones that I use rather regularly. Most often of these in order of use, I use the 2, 48,49, 11, 43, and the others evenly.	5/28/2015 4:53 PM
86	197	5/28/2015 4:50 PM
87	2, 3, 4	5/28/2015 4:50 PM
88	26, 40	5/28/2015 4:49 PM
89	41, 522	5/28/2015 4:42 PM
90	15X, 18X and D line	5/28/2015 4:41 PM
91	271	5/28/2015 4:35 PM
92	various downtown , S & SE Seattle routes	5/28/2015 4:27 PM
93	2, 3, 4	5/28/2015 4:08 PM
94	I ride 125 to downtown, transfer to 2. At night, ride 2 and transfer to 120.	5/28/2015 4:07 PM
95	Will ride the 47 most of the time when re-instated!	5/28/2015 4:07 PM
96	7, 9, 14, 36, 131,132	5/28/2015 4:06 PM
97	347,331, Rapaid Ride E Line	5/28/2015 4:06 PM
98	other express routes to University from downtown	5/28/2015 4:02 PM
99	5	5/28/2015 4:01 PM
100	Primarily the 26. 40 sometimes if 26 and 28 are late	5/28/2015 1:58 PM
101	26	5/28/2015 1:35 PM
102	26, 40	5/28/2015 12:15 PM
103	26	5/28/2015 12:08 PM

104	118, 119, C	5/28/2015 11:22 AM
105	26	5/28/2015 9:10 AM
106	255	5/28/2015 8:38 AM
107	26, 40	5/28/2015 8:24 AM
108	26	5/28/2015 7:44 AM
109	26	5/28/2015 6:45 AM
110	26, 40	5/27/2015 5:19 PM
111	312, 522	5/27/2015 3:57 PM
112	550, 216	5/27/2015 10:32 AM
113	522, 41,	5/27/2015 9:02 AM
114	214, 554	5/27/2015 8:51 AM
115	26	5/27/2015 8:42 AM
116	E	5/26/2015 10:39 PM
117	26	5/26/2015 8:27 PM
118	e	5/26/2015 5:48 PM
119	272	5/26/2015 5:13 PM
120	41	5/26/2015 3:46 PM
121	E line, 346, 41	5/26/2015 10:25 AM
122	26	5/26/2015 10:25 AM
123	The 586 from Tacoma stops at 45th & University. The current schedule for the 75 gets me to work too late. Why are you discontinuing the 30?	5/26/2015 7:43 AM
124	271	5/25/2015 11:16 PM
125	41, 347, 348	5/25/2015 9:11 PM
126	931	5/25/2015 10:33 AM
127	Connections from North Seattle to suburbs (Lake Forest Park, Kenmore, Bothell, etc.)	5/25/2015 9:52 AM
128	255, 271, 245, 167	5/25/2015 9:13 AM
129	ST 421, ST 511/512	5/24/2015 5:51 PM
130	7	5/24/2015 1:49 PM
131	26	5/24/2015 11:14 AM
132	5	5/23/2015 10:02 PM
133	5, 355	5/23/2015 7:38 PM
134	114,101,105,908,f	5/23/2015 5:57 PM
135	41, 271, ST 550	5/23/2015 2:21 PM
136	RT.277	5/23/2015 9:04 AM
137	RT 277	5/23/2015 9:03 AM
138	Route E Line along aurora	5/23/2015 6:55 AM
139	Also the E route along Aurora	5/23/2015 6:39 AM
140	2	5/23/2015 12:15 AM

141	41, 303, 347, 346, 345	5/22/2015 4:51 PM
142	41,372.150,347,348	5/22/2015 4:35 PM
143	120	5/22/2015 3:29 PM
144	41, 594, and others depending on my destination	5/22/2015 2:40 PM
145	303,301	5/22/2015 10:21 AM
146	522 > 312	5/21/2015 9:38 PM
147	28 28x	5/21/2015 4:22 PM
148	590	5/21/2015 4:04 PM
149	167, 234, 244, 252, 257, 311, 556	5/21/2015 12:27 PM
150	3 or 4 for work purposes	5/21/2015 12:26 PM
151	41	5/21/2015 12:05 PM
152	41, 40	5/21/2015 11:17 AM
153	And 41	5/21/2015 11:01 AM
154	E	5/21/2015 10:28 AM
155	413	5/21/2015 10:20 AM
156	40, 303, D Line, 550	5/21/2015 9:07 AM
157	218	5/21/2015 7:32 AM
158	40, 5, D	5/20/2015 11:37 PM
159	255	5/20/2015 8:03 PM
160	255	5/20/2015 7:59 PM
161	3, 4, 550	5/20/2015 7:50 PM
162	197	5/20/2015 5:35 PM
163	D & C line. USED TO ride the 48X and 46, before they were deleted!	5/20/2015 4:52 PM
164	21, 21x, C	5/20/2015 4:30 PM
165	522	5/20/2015 4:24 PM
166	d line	5/20/2015 3:16 PM
167	41	5/20/2015 2:47 PM
168	E Line	5/20/2015 2:35 PM
169	522	5/20/2015 2:08 PM
170	255,7	5/20/2015 1:36 PM
171	522	5/20/2015 12:59 PM
172	5	5/20/2015 12:47 PM
173	312, 306, 522	5/20/2015 12:27 PM
174	5, 40	5/20/2015 12:18 PM
175	40	5/20/2015 11:30 AM
176	C line	5/20/2015 10:38 AM
177	rapid ride/d-line, 2, 17x, 18x, 40	5/20/2015 10:11 AM
178	41, 304, 522, 308	5/20/2015 9:36 AM

179	E, 5	5/20/2015 9:18 AM
180	111 or 114	5/20/2015 8:51 AM
181	150	5/20/2015 8:41 AM
182	197	5/20/2015 8:02 AM
183	5	5/19/2015 10:58 PM
184	5, E Line	5/19/2015 10:49 PM
185	ST 512, Community Transit 880, CT 810, CT 860	5/19/2015 10:18 PM
186	15X, 40, D	5/19/2015 9:50 PM
187	checked are my basic routes many others as needed	5/19/2015 9:22 PM
188	9, 60, 36	5/19/2015 9:21 PM
189	150, 41, 345, 346, 347, 348	5/19/2015 9:11 PM
190	#2, occasionally # 71X, 72X or 73X	5/19/2015 9:08 PM
191	twice a day five days a week	5/19/2015 9:01 PM
192	# 2 and occasionally some of the U District to Downtown expresses (71X, 72 X, 73X)	5/19/2015 8:57 PM
193	5, 5X	5/19/2015 8:37 PM
194	60	5/19/2015 8:25 PM
195	#26 local usually, #40	5/19/2015 8:09 PM
196	#26 local , #40	5/19/2015 8:07 PM
197	ST 522	5/19/2015 7:30 PM
198	E line	5/19/2015 7:11 PM
199	Rapid Ride\ Aurora	5/19/2015 6:54 PM
200	41	5/19/2015 5:36 PM
201	ST522	5/19/2015 5:20 PM
202	ST 522	5/19/2015 5:18 PM
203	550,249,271	5/19/2015 5:00 PM
204	5, E	5/19/2015 4:53 PM
205	2, C Line, 40	5/19/2015 4:34 PM
206	120, 125	5/19/2015 4:30 PM
207	522, 347, 348	5/19/2015 4:26 PM
208	355, E line	5/19/2015 3:52 PM
209	120	5/19/2015 3:16 PM
210	41	5/19/2015 3:08 PM
211	5, 355	5/19/2015 2:42 PM
212	5, D	5/19/2015 2:23 PM
213	9	5/19/2015 2:20 PM
214	5 or 355 or 40 to 303	5/19/2015 2:07 PM
215	ST 590	5/19/2015 2:01 PM
216	41, 347, 348	5/19/2015 1:45 PM

217	24 and 33	5/19/2015 1:33 PM
218	268, 255	5/19/2015 1:06 PM
219	120	5/19/2015 1:01 PM
220	40	5/19/2015 12:59 PM
221	193	5/19/2015 12:53 PM
222	355	5/19/2015 12:49 PM
223	271	5/19/2015 12:49 PM
224	271	5/19/2015 12:45 PM
225	271	5/19/2015 12:44 PM
226	5, E-line	5/19/2015 12:37 PM
227	345; 346	5/19/2015 12:26 PM
228	550	5/19/2015 11:45 AM
229	7	5/19/2015 11:39 AM
230	303	5/19/2015 11:35 AM
231	17x, 18x, 40, D line	5/19/2015 11:34 AM
232	5 40 26	5/19/2015 11:33 AM
233	ST 510	5/19/2015 11:31 AM
234	2	5/19/2015 11:22 AM
235	113, 120	5/19/2015 11:22 AM
236	355	5/19/2015 11:20 AM
237	5	5/19/2015 11:18 AM
238	I also use the community transit	5/19/2015 11:18 AM
239	5	5/19/2015 11:17 AM
240	others outside this area include 15,17,18, 40, Dline	5/19/2015 11:14 AM
241	9, 14, 7	5/19/2015 11:14 AM
242	309	5/19/2015 11:09 AM
243	306,312,522	5/19/2015 11:06 AM
244	41	5/19/2015 11:03 AM
245	277 and 255	5/19/2015 11:00 AM
246	303	5/19/2015 10:58 AM
247	216, 218, 219	5/19/2015 10:58 AM
248	586	5/19/2015 10:58 AM
249	5	5/19/2015 10:55 AM
250	855/871	5/19/2015 10:53 AM
251	197, 150, sounder	5/19/2015 10:50 AM
252	522, 313	5/19/2015 10:48 AM
253	271	5/19/2015 10:48 AM
254	1, 2, 13, 29, D	5/19/2015 10:47 AM

255	355	5/19/2015 10:44 AM
256	40	5/19/2015 10:43 AM
257	303	5/19/2015 10:42 AM
258	27	5/19/2015 10:31 AM
259	271, 232, 311	5/19/2015 10:22 AM
260	269, 216	5/19/2015 10:16 AM
261	40	5/19/2015 10:03 AM
262	40	5/19/2015 9:59 AM
263	ST 522	5/19/2015 9:55 AM
264	586	5/19/2015 9:54 AM
265	118, 119	5/19/2015 9:46 AM
266	4 and 14	5/19/2015 9:46 AM
267	5, 40	5/19/2015 9:45 AM
268	1, 2, 13, D	5/19/2015 9:42 AM
269	255, 277, 311, 257, 252	5/19/2015 9:41 AM
270	7	5/19/2015 9:40 AM
271	522, 312	5/19/2015 9:39 AM
272	2	5/19/2015 9:38 AM
273	311	5/19/2015 9:33 AM
274	271 255 586	5/19/2015 9:31 AM
275	167	5/19/2015 9:30 AM
276	5	5/19/2015 9:28 AM
277	first I take the 101 or 102 to downtown Seattle, then transfer to seventy to get to the University district	5/19/2015 9:23 AM
278	167	5/19/2015 9:23 AM
279	255	5/19/2015 9:23 AM
280	40	5/19/2015 9:22 AM
281	252, 167, 424, 271	5/19/2015 9:21 AM
282	5, 355	5/19/2015 9:21 AM
283	5	5/19/2015 9:19 AM
284	271	5/19/2015 9:18 AM
285	E Line	5/19/2015 9:17 AM
286	277	5/19/2015 9:16 AM
287	255	5/19/2015 9:14 AM
288	372	5/19/2015 9:14 AM
289	40, 18x	5/19/2015 9:14 AM
290	E Line	5/19/2015 9:14 AM
291	41	5/19/2015 9:13 AM
292	277	5/19/2015 9:12 AM

293	Link light rail	5/19/2015 9:10 AM
294	355	5/19/2015 9:10 AM
295	197	5/19/2015 9:08 AM
296	24	5/19/2015 9:07 AM
297	309	5/19/2015 9:06 AM
298	2	5/19/2015 9:04 AM
299	bicycle	5/18/2015 10:00 PM
300	2, 3, 4, 7, 9, 14, 36 and 60	5/18/2015 5:47 PM
301	2, 3, 4, 7, 9 and 60	5/18/2015 5:38 PM
302	304	5/18/2015 12:51 PM
303	26	5/18/2015 10:54 AM
304	5, E Line	5/18/2015 7:27 AM
305	5, C	5/17/2015 5:56 PM
306	345, 346, 347, 348	5/17/2015 1:29 PM
307	C Line, 21, 36, 50, among others.	5/17/2015 11:02 AM
308	26	5/16/2015 9:25 PM
309	255, ST 540	5/16/2015 9:05 PM
310	26 (non-express)	5/16/2015 7:37 PM
311	21, C	5/16/2015 7:17 PM
312	2	5/16/2015 5:31 PM
313	41	5/16/2015 4:36 PM
314	1, 2, 13, C, D, 3, 4, 26, 40	5/16/2015 4:33 PM
315	5	5/16/2015 4:12 PM
316	522, 41, 5, D Line, E Line, C Line, and many others.	5/16/2015 11:39 AM
317	26, 40	5/16/2015 9:30 AM
318	355X	5/15/2015 10:48 PM
319	5 and C	5/15/2015 7:30 PM
320	45	5/15/2015 6:36 PM
321	271	5/15/2015 5:46 PM
322	41,312,522	5/15/2015 4:45 PM
323	41	5/15/2015 4:26 PM
324	41, 347, 348	5/15/2015 3:36 PM
325	40, 41, 346	5/15/2015 2:33 PM
326	5	5/15/2015 2:29 PM
327	550 into Bellevue	5/15/2015 12:09 PM
328	41	5/15/2015 11:29 AM
329	I use Metro only occasionally and sometimes walk to get the bus on Eastlake and don't know the bus numbers there.	5/15/2015 11:14 AM

330	RapidRide D, 3, 4	5/15/2015 10:05 AM
331	2	5/15/2015 10:00 AM
332	#2,3,4,13,550,594	5/15/2015 9:39 AM
333	512, C, D, E	5/15/2015 9:26 AM
334	2	5/15/2015 9:16 AM
335	sound 522	5/15/2015 9:09 AM
336	3, 4, 60	5/15/2015 8:31 AM
337	26	5/15/2015 7:40 AM
338	7, 9, 36 and others	5/15/2015 6:30 AM
339	255	5/14/2015 10:53 PM
340	18X, 15X, 40, DLine	5/14/2015 10:25 PM
341	41, 555	5/14/2015 10:17 PM
342	271	5/14/2015 6:03 PM
343	9 & 60	5/14/2015 1:18 PM
344	255	5/14/2015 11:42 AM
345	271, 560, 167, 540	5/14/2015 11:13 AM
346	556	5/14/2015 10:35 AM
347	271	5/14/2015 10:11 AM
348	26 Local	5/14/2015 10:08 AM
349	26	5/14/2015 9:11 AM
350	271	5/14/2015 8:16 AM
351	16,40,41,68,75,345,346,E-BUS	5/14/2015 7:05 AM
352	40,41,345,346,75,68,16.E-bUS	5/14/2015 7:03 AM
353	26	5/14/2015 6:45 AM
354	522, 255	5/14/2015 1:54 AM
355	271	5/13/2015 10:17 PM
356	41	5/13/2015 10:08 PM
357	132, 131, 60	5/13/2015 8:30 PM
358	132, 131	5/13/2015 8:29 PM
359	41	5/13/2015 7:45 PM
360	5, D, E	5/13/2015 7:35 PM
361	5, D, E	5/13/2015 7:24 PM
362	345, 346	5/13/2015 6:17 PM
363	41	5/13/2015 5:51 PM
364	17, 18, 15, 40, D	5/13/2015 5:31 PM
365	2	5/13/2015 5:29 PM
366	D, 26	5/13/2015 5:27 PM
367	271	5/13/2015 5:26 PM

368	312, 5,	5/13/2015 5:11 PM
369	3 4 7 60	5/13/2015 4:29 PM
370	Light rail at Mt Baker station	5/13/2015 4:21 PM
371	5	5/13/2015 4:20 PM
372	19, 24, 33	5/13/2015 4:20 PM
373	ST 522	5/13/2015 3:39 PM
374	ST 522	5/13/2015 3:35 PM
375	26	5/13/2015 2:57 PM
376	41	5/13/2015 2:57 PM
377	255, 271	5/13/2015 2:11 PM
378	sound transit 586	5/13/2015 12:51 PM
379	40	5/13/2015 12:49 PM
380	#9	5/13/2015 12:25 PM
381	586	5/13/2015 12:25 PM
382	3, 4, 14	5/13/2015 12:12 PM
383	2, 271	5/13/2015 11:00 AM
384	121 122 123 33 F Line 180	5/13/2015 10:59 AM
385	5, RapidRide E	5/13/2015 10:15 AM
386	522, 312	5/13/2015 10:13 AM
387	5, RapidRide E	5/13/2015 10:06 AM
388	304	5/13/2015 9:55 AM
389	26	5/13/2015 9:51 AM
390	41	5/13/2015 9:39 AM
391	312	5/13/2015 9:23 AM
392	RapidRide E	5/13/2015 9:10 AM
393	C & D Line / 15 / 40 / 2 / 17 / 18 / 303 / 60	5/13/2015 8:55 AM
394	24, 33	5/13/2015 8:47 AM
395	255, 234	5/13/2015 8:44 AM
396	ST 522	5/13/2015 8:43 AM
397	15X	5/13/2015 8:35 AM
398	41	5/13/2015 8:24 AM
399	167,271, 75	5/13/2015 8:13 AM
400	177, 190, 192	5/13/2015 7:58 AM
401	9	5/13/2015 7:53 AM
402	5, D, E	5/13/2015 7:51 AM
403	15, 15X, 18, 18X, 17X, 40	5/13/2015 7:40 AM
404	271 - I take both buses to commute from Ballard to Bellevue	5/13/2015 7:39 AM
405	522, 311	5/13/2015 7:34 AM

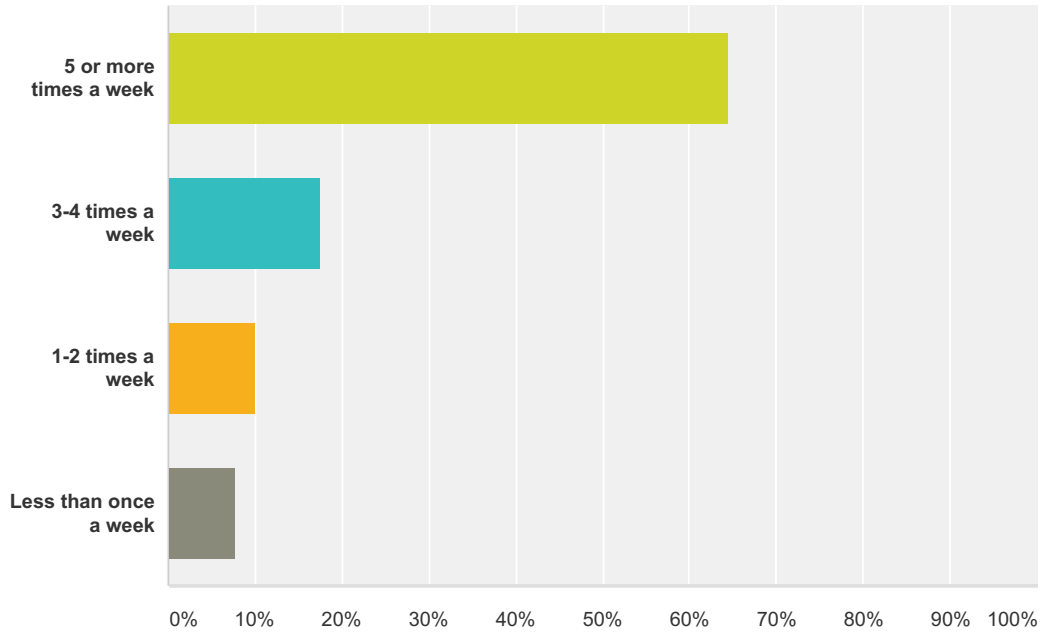
406	7	5/13/2015 7:31 AM
407	255, 249	5/13/2015 7:22 AM
408	36, 99, 1, 2, 13, 3, 4	5/13/2015 7:12 AM
409	303	5/13/2015 7:10 AM
410	308	5/13/2015 7:04 AM
411	Rapid D	5/13/2015 6:58 AM
412	245, 248, 255, B	5/13/2015 6:21 AM
413	7	5/13/2015 12:04 AM
414	26 40 3 4 255	5/12/2015 11:39 PM
415	5	5/12/2015 11:30 PM
416	5	5/12/2015 11:23 PM
417	41	5/12/2015 11:17 PM
418	2,	5/12/2015 11:00 PM
419	40, 26	5/12/2015 10:54 PM
420	D, 5, 26, 40, 15X, 345	5/12/2015 10:39 PM
421	D Line and 15X	5/12/2015 10:39 PM
422	41	5/12/2015 10:22 PM
423	40	5/12/2015 10:06 PM
424	40	5/12/2015 9:59 PM
425	41	5/12/2015 9:49 PM
426	41	5/12/2015 9:32 PM
427	5, 355, E	5/12/2015 9:27 PM
428	40, 41	5/12/2015 9:25 PM
429	212, 550	5/12/2015 9:17 PM
430	27 - not surprising that you do not list it	5/12/2015 9:14 PM
431	216, 218, 219	5/12/2015 8:59 PM
432	26 Local	5/12/2015 8:57 PM
433	26 local	5/12/2015 8:55 PM
434	41 and ST 522	5/12/2015 8:48 PM
435	Used to use 205 for Mercer Island REGULARLY before it was cut!	5/12/2015 8:46 PM
436	E, 40, ST 522	5/12/2015 8:34 PM
437	550, 49, 43, 271	5/12/2015 8:30 PM
438	If going areas of town requiring transfers (I cannot walk but a block or two) if taking the 68 southbound I catch the 68 going northbound to NGTC & get a more a more direct bus such as to Benaroya at night.	5/12/2015 8:25 PM
439	41	5/12/2015 8:23 PM
440	when I go downtown: 24 or 33 - but preferred the 19	5/12/2015 8:20 PM
441	522, D, 312	5/12/2015 8:11 PM
442	55 and c line	5/12/2015 7:55 PM

443	41	5/12/2015 7:50 PM
444	347, C874 (in U Dist),	5/12/2015 7:45 PM
445	40, D	5/12/2015 7:38 PM
446	312	5/12/2015 7:35 PM
447	7	5/12/2015 7:29 PM
448	7	5/12/2015 7:22 PM
449	2, 3	5/12/2015 7:16 PM
450	931,522	5/12/2015 7:07 PM
451	26	5/12/2015 7:02 PM
452	24,33,19	5/12/2015 7:01 PM
453	ST 511	5/12/2015 6:57 PM
454	40	5/12/2015 6:47 PM
455	21x, c line	5/12/2015 6:32 PM
456	907,143,566,560,169,594,2,1 etc.....	5/12/2015 6:28 PM
457	348, 347	5/12/2015 6:26 PM
458	249	5/12/2015 6:22 PM
459	26	5/12/2015 6:18 PM
460	41, E line	5/12/2015 6:18 PM
461	312	5/12/2015 6:16 PM
462	41	5/12/2015 6:09 PM
463	271, 41,150,24, 106, 101	5/12/2015 6:06 PM
464	2, 13, 29	5/12/2015 5:53 PM
465	27, 72, 50	5/12/2015 5:52 PM
466	41	5/12/2015 5:46 PM
467	271, 41	5/12/2015 5:42 PM
468	5	5/12/2015 5:41 PM
469	41	5/12/2015 5:40 PM
470	303	5/12/2015 5:37 PM
471	1, 2, 13, D	5/12/2015 5:36 PM
472	3, 4, 24, 27	5/12/2015 5:34 PM
473	Rt 275 before it became the Rt.277. So I should say that I have been riding Rt.275/277 for over 30 years and now you want to take that bus away. That is one of the dumpest things that I have ever heard of. I will not be using the link to downtown Seattle I just go to the University of Washington for work.	5/12/2015 5:32 PM
474	2, 3, 4, 5, 7, 9, 14, 26, 36, 40, 60, 217, 255, 271, 554	5/12/2015 5:32 PM
475	3, 4, 24, 27	5/12/2015 5:29 PM
476	5, 5X, 26, 40, 355	5/12/2015 5:28 PM
477	41 & ST 522	5/12/2015 5:27 PM
478	41	5/12/2015 5:27 PM
479	41 usually to the tunnel, then transfer to 66 or 67 to get me up to Maple Leaf from the transit center	5/12/2015 5:24 PM

480	3, 27	5/12/2015 5:20 PM
481	41	5/12/2015 5:19 PM
482	277, 255	5/12/2015 5:19 PM
483	3, 27	5/12/2015 5:18 PM
484	ST 550, D Line, B Line, 13	5/12/2015 5:17 PM
485	60	5/12/2015 5:16 PM
486	17x, 18x, 40, 29, D, 15x	5/12/2015 5:14 PM
487	15X	5/12/2015 5:11 PM
488	26, 40	5/12/2015 5:11 PM
489	40	5/12/2015 5:10 PM
490	554	5/12/2015 4:52 PM
491	light rail and various ways to connect to it via NE 65th or 15th NE, various routes depending on need (not commuting)	5/12/2015 2:36 PM
492	2, 3, 4, 41	5/12/2015 2:31 PM

Q4 How often do you ride transit?

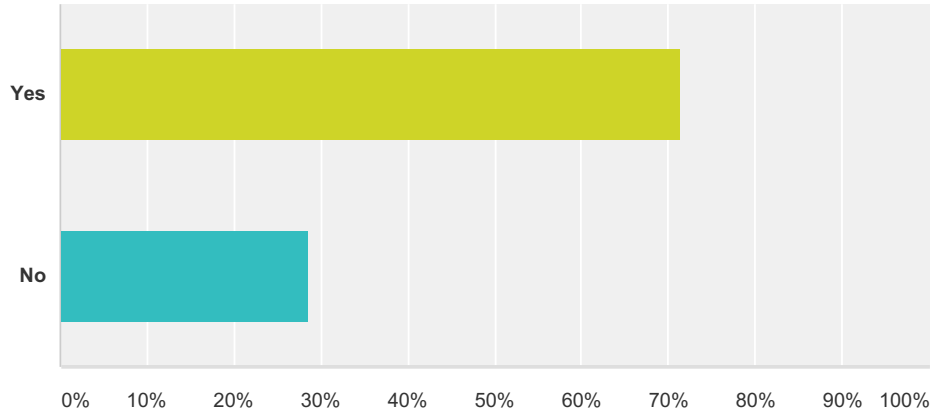
Answered: 1,831 Skipped: 141



Answer Choices	Responses
5 or more times a week	64.55% 1,182
3-4 times a week	17.64% 323
1-2 times a week	10.05% 184
Less than once a week	7.76% 142
Total	1,831

Q5 Would you like to give us feedback on changes being considered for north Seattle (including neighborhoods in northeast and northwest Seattle)?

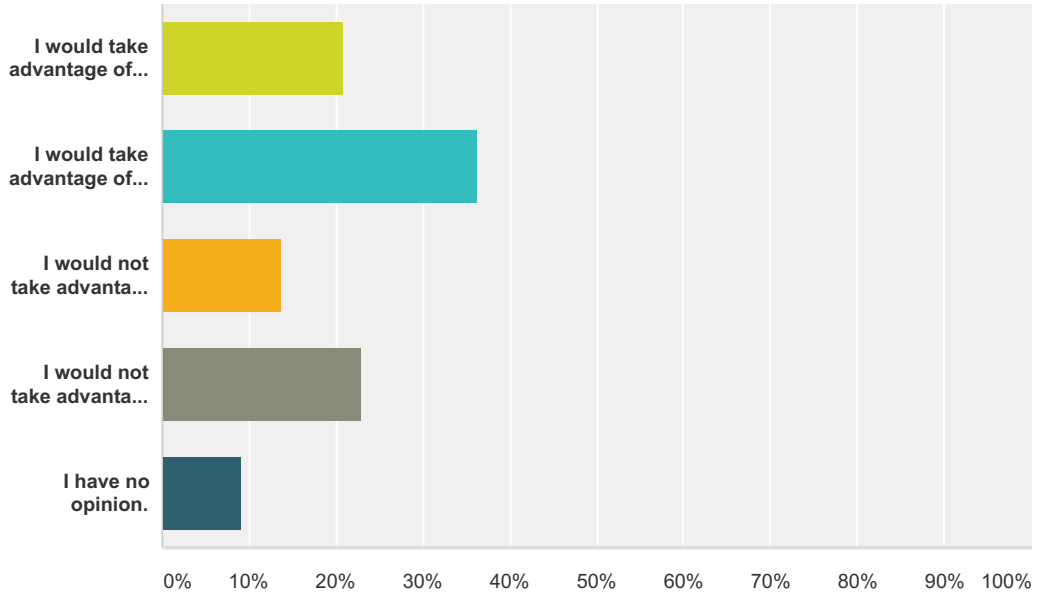
Answered: 1,797 Skipped: 175



Answer Choices	Responses
Yes	71.40% 1,283
No	28.60% 514
Total	1,797

Q6 How would these proposed changes, designed to make convenient, all-day connections to the University of Washington Link station, affect your use of transit?

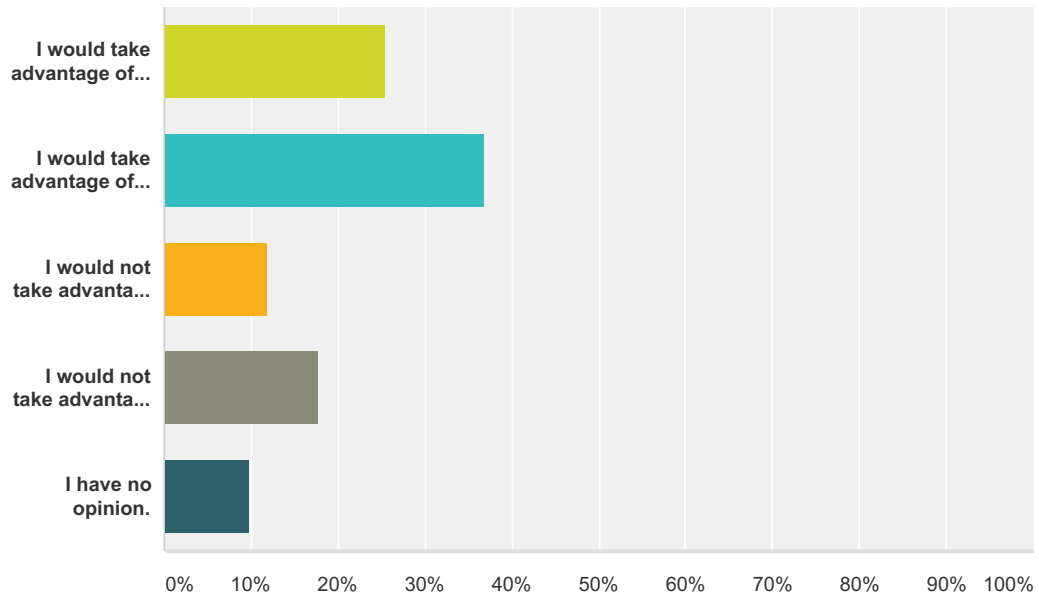
Answered: 1,210 Skipped: 762



Answer Choices	Responses
I would take advantage of them and use transit more than I do now.	20.83% 252
I would take advantage of them and use transit the same amount as I do now.	36.36% 440
I would not take advantage of them, but could accept these changes.	13.72% 166
I would not take advantage of them, and could not accept these changes.	23.06% 279
I have no opinion.	9.26% 112
Total Respondents: 1,210	

Q7 How would these improvements in frequency affect you?

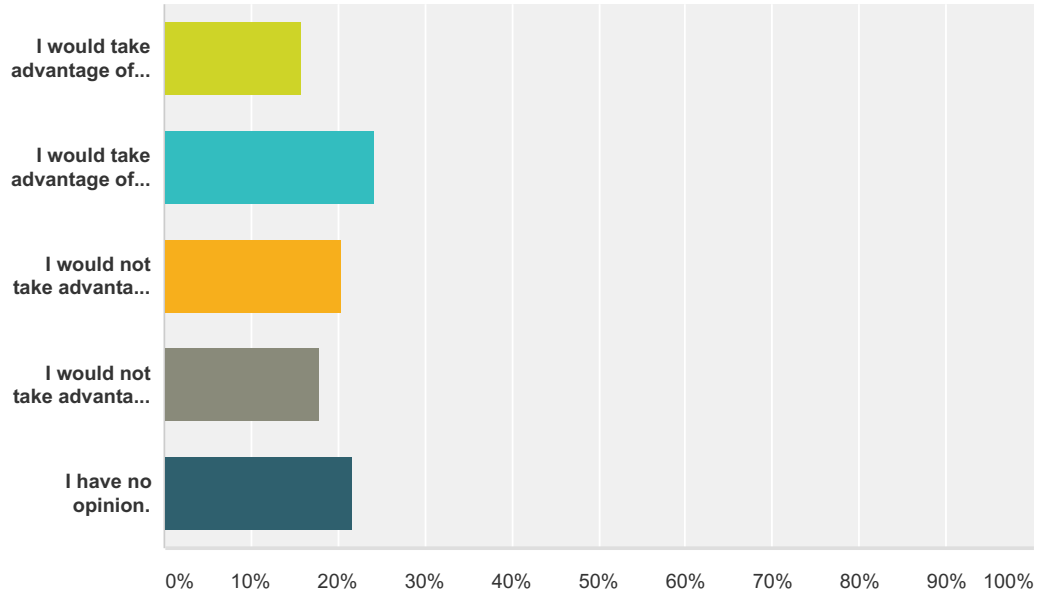
Answered: 1,191 Skipped: 781



Answer Choices	Responses
I would take advantage of them and use transit more than I do now.	25.52% 304
I would take advantage of them and use transit the same amount as I do now.	37.03% 441
I would not take advantage of them, but could accept these changes.	11.84% 141
I would not take advantage of them, and could not accept these changes.	17.80% 212
I have no opinion.	9.74% 116
Total Respondents: 1,191	

Q8 How would the proposal to replace all-day bus service between NE Seattle and downtown Seattle with connections to light rail affect you?

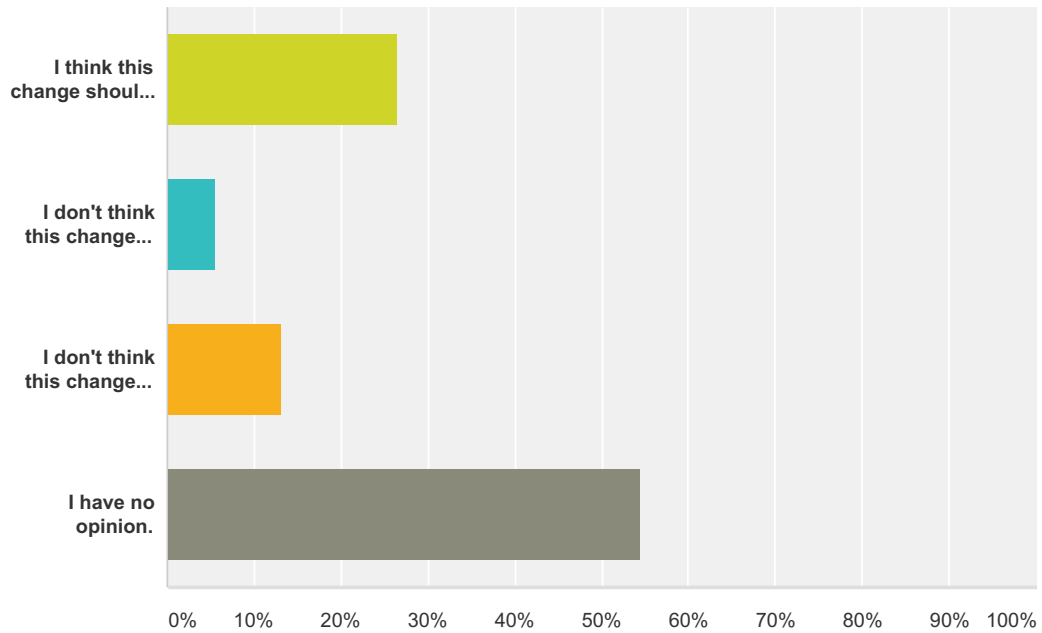
Answered: 1,118 Skipped: 854



Answer Choices	Responses
I would take advantage of these connections and use transit more than I do now.	15.83% 177
I would take advantage of these connections and use transit the same amount as I do now.	24.15% 270
I would not take advantage of these connections, but could accept these changes.	20.39% 228
I would not take advantage of these connections, and could not accept these changes.	17.89% 200
I have no opinion.	21.74% 243
Total	1,118

Q9 What do you think about the splitting of Route 48?

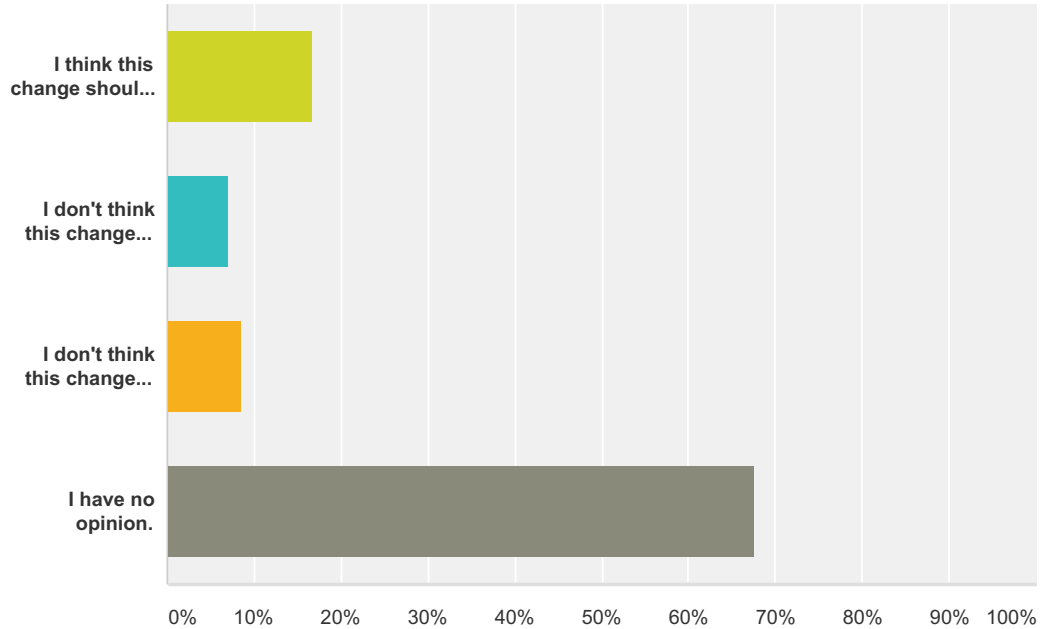
Answered: 1,116 Skipped: 856



Answer Choices	Responses
I think this change should be made to improve the reliability of the service.	26.61% 297
I don't think this change would improve the reliability of the service, but could accept it.	5.73% 64
I don't think this change should be made because the reliability improvements do not outweigh the negative impacts on the connections provided along the entire pathway of current Route 48.	13.17% 147
I have no opinion.	54.48% 608
Total	1,116

Q10 What do you think about the proposal to operate Route 65 independently and through-route routes 31 and 32 with Route 75 only?

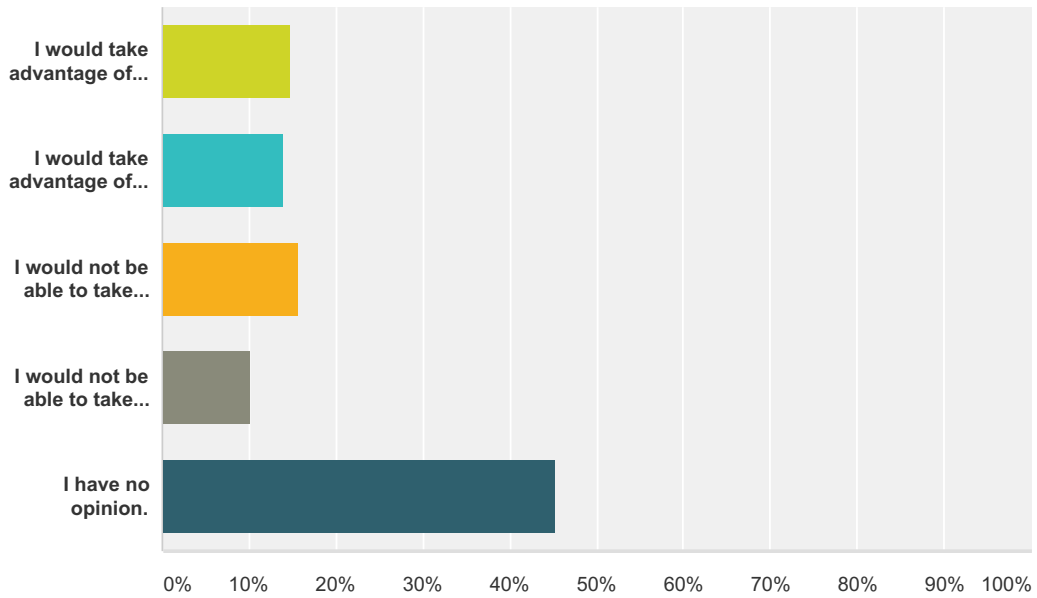
Answered: 1,114 Skipped: 858



Answer Choices	Responses
I think this change should be made to improve the reliability of the service.	16.79% 187
I don't think this change would improve the reliability of the service, but could accept it.	7.09% 79
I don't think this change should be made because the reliability improvements do not outweigh the negative impacts on the connections provided by the way these routes are through-routed now.	8.53% 95
I have no opinion.	67.59% 753
Total	1,114

Q11 How would the proposed change to the Route 16 affect you?

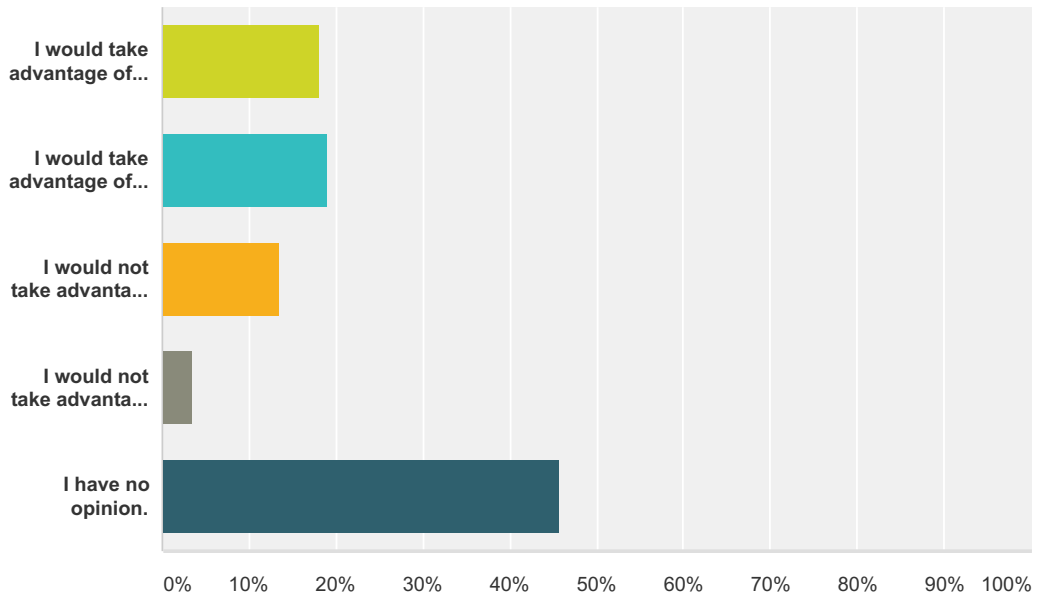
Answered: 1,099 Skipped: 873



Answer Choices	Responses	
I would take advantage of this change and use transit more than I do now.	14.74%	162
I would take advantage of this change and use transit the same amount as I do now.	14.01%	154
I would not be able to take advantage of this change, but could accept it.	15.65%	172
I would not be able to take advantage of this change, and could not accept it.	10.19%	112
I have no opinion.	45.40%	499
Total		1,099

Q12 How would improved frequency on routes 44 and 75 affect you?

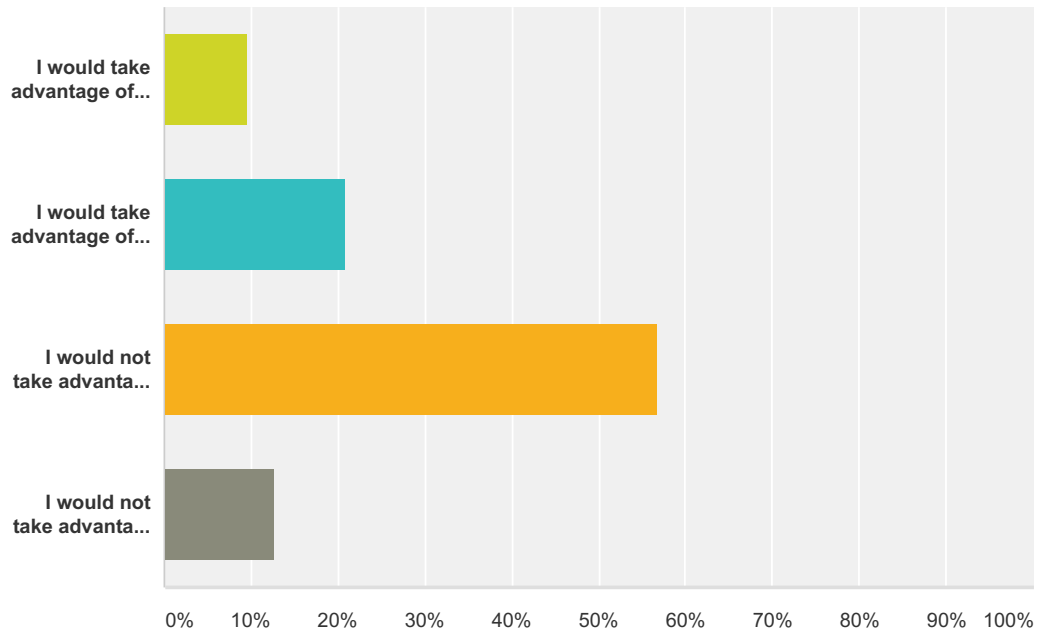
Answered: 1,094 Skipped: 878



Answer Choices	Responses	
I would take advantage of this improvement and use transit more than I do now.	18.10%	198
I would take advantage of this improvement and use transit the same amount as I do now.	19.01%	208
I would not take advantage of this improvement, but could accept it.	13.62%	149
I would not take advantage of this improvement, and could not accept it.	3.56%	39
I have no opinion.	45.70%	500
Total		1,094

Q13 How will the proposal to revise Route 73 affect you?

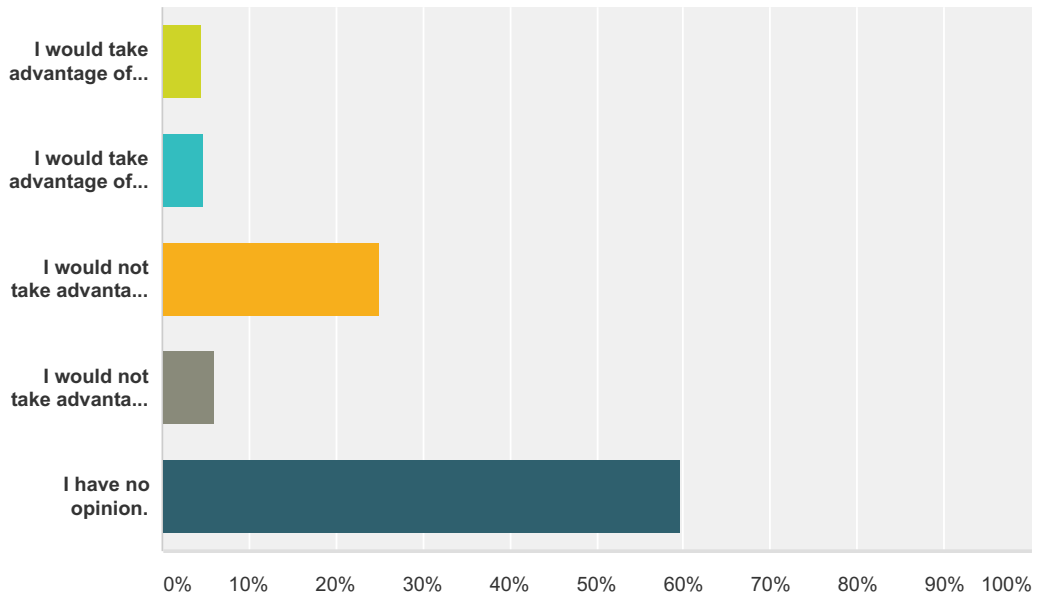
Answered: 1,026 Skipped: 946



Answer Choices	Responses
I would take advantage of this change and use transit more than I do now.	9.65% 99
I would take advantage of this change and use transit the same amount as I do now.	20.96% 215
I would not take advantage of this change, but could accept it.	56.73% 582
I would not take advantage of this change, and could not accept it.	12.67% 130
Total	1,026

Q14 How would a new DART Route 941 affect your use of transit?

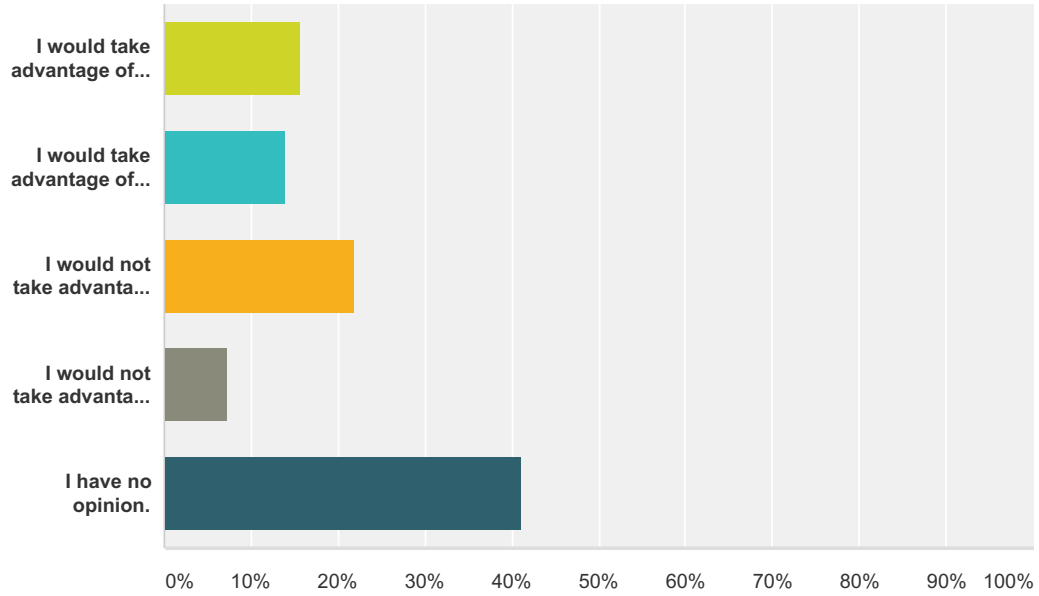
Answered: 1,080 Skipped: 892



Answer Choices	Responses
I would take advantage of it and use transit more than I do now.	4.54% 49
I would take advantage of it and use transit the same amount as I do now.	4.72% 51
I would not take advantage of it, but could accept this change.	25.00% 270
I would not take advantage of it, and could not accept this change.	6.11% 66
I have no opinion.	59.63% 644
Total	1,080

Q15 How would a new connection between Wedgwood, Ravenna, Roosevelt, South Lake Union, and First Hill affect your use of transit?

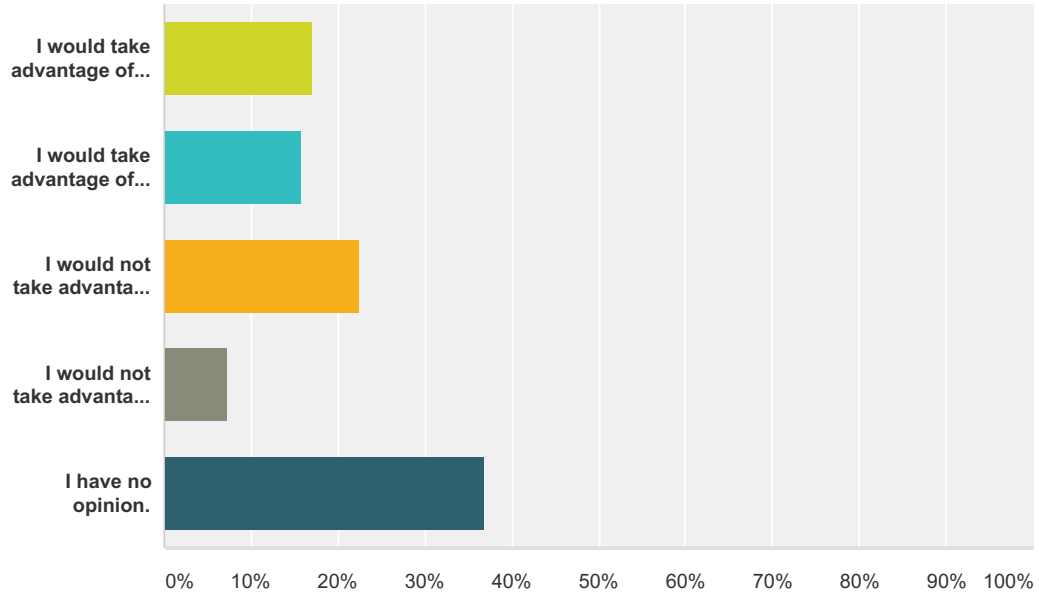
Answered: 1,045 Skipped: 927



Answer Choices	Responses
I would take advantage of it and use transit more than I do now.	15.60% 163
I would take advantage of it and use transit the same amount as I do now.	14.07% 147
I would not take advantage of it, but could accept this change.	22.01% 230
I would not take advantage of it, and could not accept this change.	7.27% 76
I have no opinion.	41.05% 429
Total	1,045

Q16 How would your use of transit be affected by a new connection between Northgate, Maple Leaf, Green Lake, South Lake Union, and First Hill?

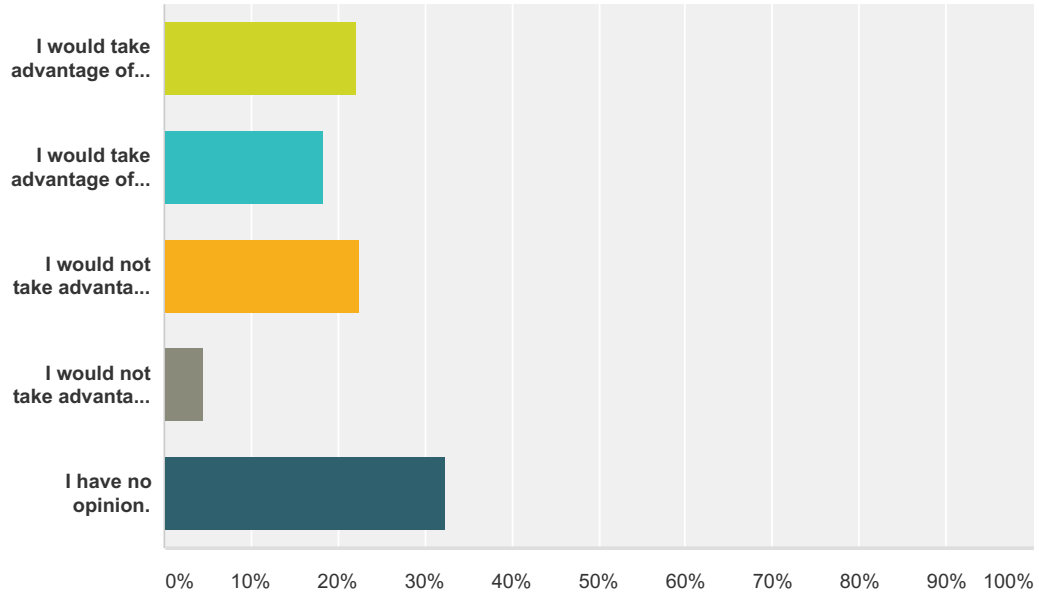
Answered: 1,030 Skipped: 942



Answer Choices	Responses	
I would take advantage of this new connection and use transit more than I do now.	17.09%	176
I would take advantage of this new connection and use transit the same amount as I do now.	15.92%	164
I would not take advantage of this new connection, but could accept it.	22.62%	233
I would not take advantage of this new connection, and could not accept it.	7.38%	76
I have no opinion.	36.99%	381
Total		1,030

Q17 How would your use of transit be affected by a new connection between University Village and light rail at University of Washington Station?

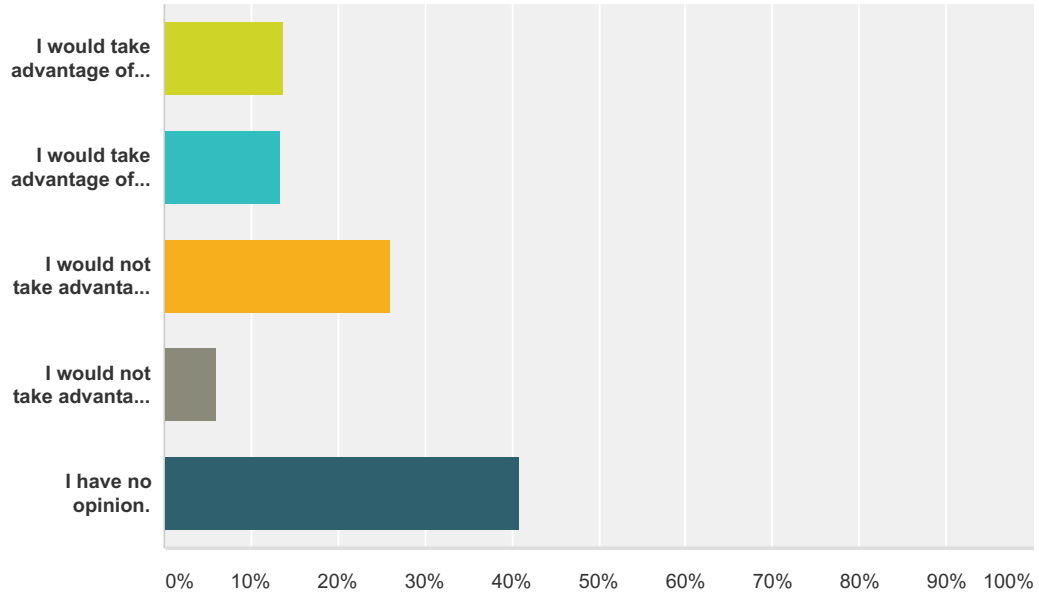
Answered: 1,032 Skipped: 940



Answer Choices	Responses
I would take advantage of this new connection and use transit more than I do now.	22.19% 229
I would take advantage of this new connection and use transit the same amount as I do now.	18.41% 190
I would not take advantage of this new connection, but could accept it.	22.48% 232
I would not take advantage of this new connection, and could not accept it.	4.65% 48
I have no opinion.	32.27% 333
Total	1,032

Q18 How would your use of transit be affected by a new connection between Northgate, Maple Leaf, and the University of Washington Medical Center?

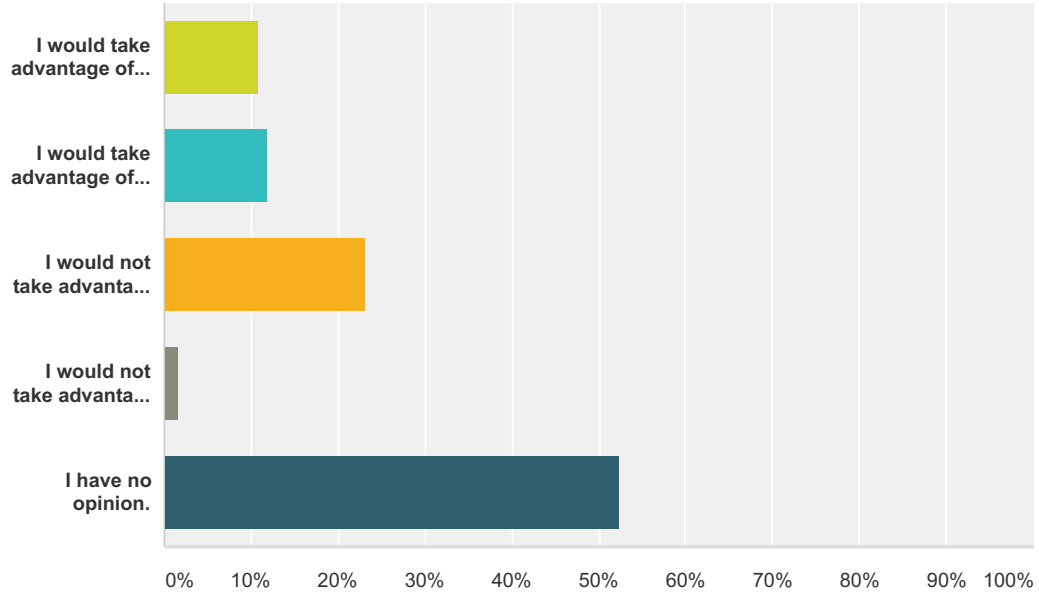
Answered: 1,042 Skipped: 930



Answer Choices	Responses
I would take advantage of this new connection and use transit more than I do now.	13.72% 143
I would take advantage of this new connection and use transit the same amount as I do now.	13.34% 139
I would not take advantage of this new connection, but could accept it.	26.01% 271
I would not take advantage of this new connection, and could not accept it.	6.05% 63
I have no opinion.	40.88% 426
Total	1,042

Q19 How would your use of transit be affected by increases to the frequency and span of Route 70?

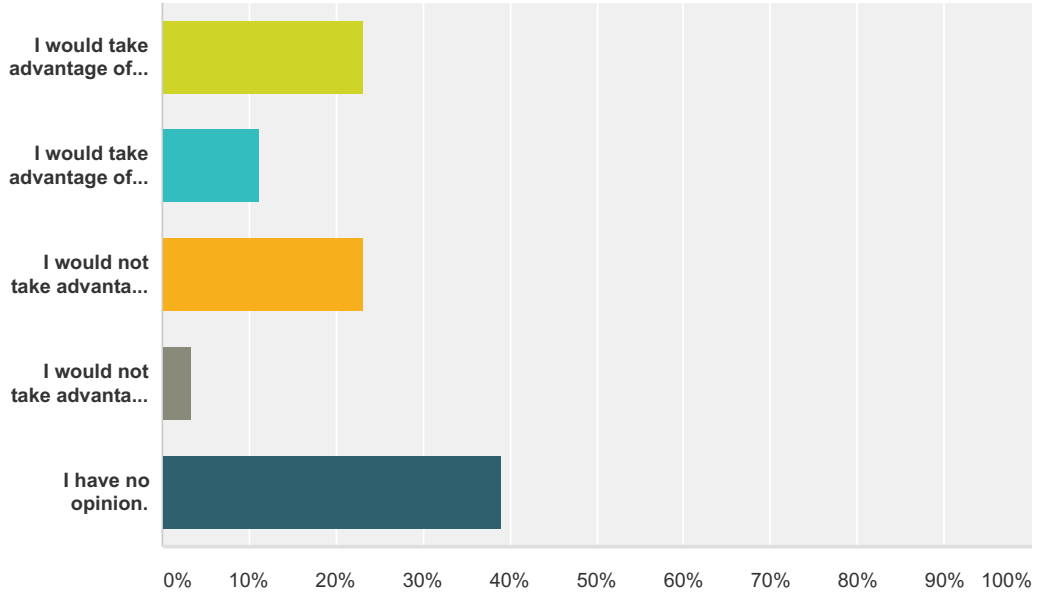
Answered: 1,038 Skipped: 934



Answer Choices	Responses	
I would take advantage of this new connection and use transit more than I do now.	10.89%	113
I would take advantage of this new connection and use transit the same amount as I do now.	11.95%	124
I would not take advantage of this new connection, but could accept it.	23.12%	240
I would not take advantage of this new connection, and could not accept it.	1.73%	18
I have no opinion.	52.31%	543
Total		1,038

Q20 How would this addition of late night and weekend service affect your use of transit?

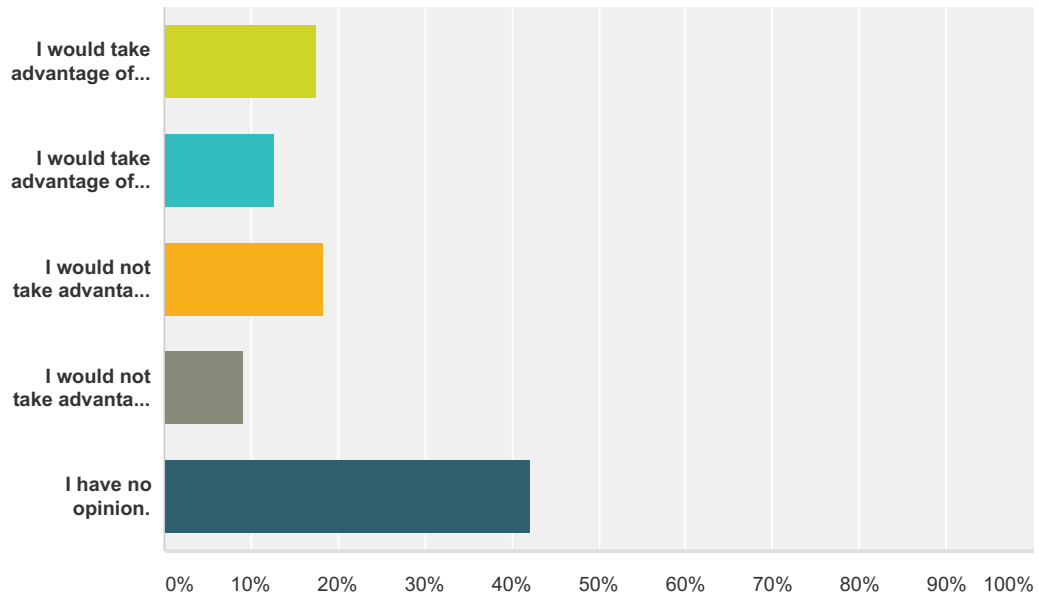
Answered: 1,039 Skipped: 933



Answer Choices	Responses	
I would take advantage of this additional service and use transit more than I do now.	23.10%	240
I would take advantage of this additional service and use transit the same amount as I do now.	11.36%	118
I would not take advantage of this additional service, but could accept these changes.	23.10%	240
I would not take advantage of this additional service, and could not accept these changes.	3.37%	35
I have no opinion.	39.08%	406
Total		1,039

Q21 How would these changes to routes 26, 26X, and 16 affect your use of transit?

Answered: 1,032 Skipped: 940



Answer Choices	Responses	
I would take advantage of this additional service and use transit more than I do now.	17.54%	181
I would take advantage of this additional service and use transit the same amount as I do now.	12.69%	131
I would not take advantage of this additional service, but could accept these changes.	18.41%	190
I would not take advantage of this additional service, and could not accept these changes.	9.21%	95
I have no opinion.	42.15%	435
Total		1,032

Q22 Do you have anything else you'd like to share about the proposed changes in north Seattle, such as ideas you have for making this proposal better at serving the mobility needs of your community?

Answered: 699 Skipped: 1,273

#	Responses	Date
1	<p>Don't cross routes 67 and 73 at Ravenna Blvd/ NE 65th St. Instead keep 67 on the Roosevelt Way & 11th Ave NE couplet and route it on Campus Pkwy to the west entrance of UW then through campus on Stevens Way with a terminus where the proposed 73 terminus is shown. Route 73 should continue on 15th Ave NE & University Way NE then turn east on NE Pacific St to a terminus by the UW Med Center LRT station looping around the Montlake triangle (i.e., switch University terminus of 67 & 73). #48: University District terminus loop around University Heights Community Center at NE 50th & Brooklyn, instead of the fish-hook turn into campus. #16: Do NOT change from Northgate to Sand Point as the terminus. Keep 16 on Aurora Ave N., Bridge Way for routing into Wallingford, continue around east side of Green Lake and on to N Seattle College. Change only routing via N 92nd St to Northgate Transit Center from the south. East-West connection: Keep route #71 but revise to a Sand Point - Seattle Center route. The revised 71 from Sand Point travels NE 65th St., N 65th St., E. Green Lk Way & Green Lk Way N., Fremont Ave N., across the Fremont Bridge, then along either Westlake Ave N. or Dexter Ave N. to Mercer St. The 71 could loop clockwise around the Seattle Center on Broad St., Denny Way, 1st Ave N., and Mercer St. Keep #26 & 28 on Dexter Ave N. Route 26 on N 35th St. and Wallingford Ave N to N 40th St. Keep #31 and 32 on Stone Way N. between 35th and 40th St. Alternate plan for East-West connection: Route the #26 along NE 65th St. to Sand Point. Keep the 16 on a north-south trajectory connecting Wallingford, Green Lake, and Northgate. Route 941 DART terminus by UW Med Center LRT station is not obvious from map of Montlake Triangle area. Since it travels closest to Children's Hospital of NE routes, consider routing it to the south side of the UW Medical Center and Health Sciences Bldg along NE Columbia Rd where the UW Health Sciences express bus stops. More changes in the network for NE and north Seattle will be possible when LRT reaches the NE 45th St./ U-District Station. Don't expect to make all connections for downtown at the UW Med Center Station. The increased frequency and extended hours on the #70 will help, and keep the intermediate destinations between the University District and Downtown well served. Without all-day service on the 66, the connection between #67 and #70 is important to enable through trips from Northgate, Maple Leaf, and Roosevelt to Eastlake and South Lk Union. Finally, before Link LRT opens to UW Med Center, change the name of the downtown "University Street" tunnel station to "Seneca Street". With both a University of Washington and a University District station, the last thing the system needs is a source of confusion for a station downtown that also sports the "University" label. Change it to Seneca Street, the sooner the better!</p>	6/1/2015 12:58 AM
2	<p>A change was made a number of years ago to not have the #16 go up/down Wallingford via Stoneway and 40th to 45th. Then with the Mercer Street reconstruction to benefit Paul Allen the #16 rerouted down Aurora and no service to the Seattle Center to third avenue. Now you want to take the #16 and put it on part of the #26 route and add 15-20 minutes to the route. There are already enough delays with wheelchairs/lifts to make it necessary to take an earlier bus to get anywhere on time. Now you would have to leave two buses earlier to get to your destination. This means adding an hour on to the trip that in the past would require only a half hour. Poor decisions for work or appointments of any kind. Another reason to drive and not take the bus.</p>	6/1/2015 12:27 AM
3	<p>I support the elimination of Route 72, especially through the NE 80th corridor. The number of on / off's are low and this sector is no longer needed. Thanks for the improved efficiency!!</p>	5/31/2015 11:56 PM
4	<p>I would like to see better service to Northgate from the Wedgwood/View Ridge/Bryant areas. It looks to me now that the proposal will require transfers to be made either in the U District or perhaps on or near Lake City Way. The current route 68 fills that need somewhat, but it is not in the proposal. I consider Northgate to be the prime shopping area close to much of NE Seattle. There needs to be ways to get there - it doesn't have to be frequent service as in rush hour or going downtown, but something consistent.</p>	5/31/2015 10:43 PM

5	<p>Ending the 43 makes it very difficult for people to get from Capital Hill to the University District and downtown in a timely convenient way. I will not be using the light rail to go to the U district because it is not near where I live and even if I did take it I would have to transfer to a bus after 1 stop - definitely not worth it to me. Ending the 43 ends the flexibility we need to be to get to the U District, downtown and Wallingford as easily as we do now. We will now have to walk to 19th and Madison to get a bus downtown whereas currently we can walk to 23rd. I voted to improve and maintain existing bus service in Seattle. There was no indication at the time that measure was put on the ballot that there would be suggested changes involving the light rail that would diminish service. I feel that Metro and the City of Seattle were not honest with their plans with the tax payers of Seattle.</p>	5/31/2015 10:06 PM
6	<p>Routing 26 around the Wallingford area means either a 1/2-1 mile walk or multiple transfers to get to downtown. You are removing a convenient 26 route and replacing it with nothing - how is that supposed to better connect us to downtown?</p>	5/31/2015 9:05 PM
7	<p>Route 71 has existed for over 50 year serving the View Ridge Community, roughly bordered by 40th AVE, NE on the west, NE 75th on the north, Sandpoint Way on the east and NE 65th on the south. We have 30 minute bus service, 7 days a week from about 5AM to 1AM the following morning. The bus route has many stops along NE 75th, 55 Ave, NE 65th and on the return NE 50th. We have ONE bus service to the University District, close service to the University and downtown. View Ridge has a large number of seniors and students who regularly ride the bus. The proposed changes will be very difficult also for all ages with walking problems, especially since equivalent service to the University, University link tunnel, and downtown will require a bus transfer. This ONE bus service every 30 minutes, 7 days a week from 5AM to 1AM the following morning is being replace by a new DART route 971 which travels south on 45th AVE, NE. This leaves most of the east part of View Ridge with no scheduled service unless the rider calls 2 hours in advance and limited off route service will be available. Alternate routes to the University and the new University link are available but this requires a transfer. The amount of walking for those living near NE 75th, 55 Ave, NE and NE 50th is increased tremendously. Also the DART is 1hr service and does not run on weekends and after 7pm, a severe limitation for those of us going to the University or downtown for evening activities on nights and weekends. Also there is no convenient access to the University as there was with bus service along University avenue. What is needed is regular 30 minute service to the View Ridge neighborhood along NE 50th, NE 75th, 50 Ave, NE and NE 65th, 7 days a week, 5 AM to midnight daily. Important in any use of the proposed route 16 or proposed route 65 is the use of these streets. If route 71 is eliminated, we will find it extremely difficult to get bus use on these streets once it has been largely eliminated. These streets have had bus service for 40 year and so people expect buses to be on those streets. If the service is eliminated, it would be almost impossible to get that service back and those no convenient service to View Ridge in the future will be possible. What View Ridge residents want is one bus service to University District and downtown, with a bus every 30 minutes, 5AM to midnight, 7 days a week using the already existing route along NE 50th St, NE 75th, 55 Ave, NE and NE 65th. That is the service we currently have and should expect with any change. Using routes 16 and 65 as currently proposed are not acceptable alternates due to impossible amounts of walking for people with walking issues and vastly increased walking for the rest of us living in View Ridge, north of NE 70th. Perhaps routes 16 could be modified to allow the required service by being routed through View Ridge either north on 55 Ave, NE and the east on NE 75th and finally south on NE 50th. Perhaps every other bus could service View Ridge so we would get 30 minute service. Alternately, perhaps route 65 could be modified to service View Ridge along the route currently taken by route 71. However, this still means a bus transfer in many cases. Perhaps a better solution would be change DART route 941 to a regularly scheduled 30 minute, 5 am to midnight, 7 day a week METRO bus servicing the View Ridge community along NE 75th, 55 Ave, NE and NE 65th and then proceed south to the University Link via 35th Ave, NE. This would allow equivalent route 71 service thru View Ridge and get us conveniently to the University and the University Link Tunnel. Access to the University District would not be as good but a one bus transfer along NE 65th or at 35th Ave, NE to route 65 or route 16 would make this doable. DART as it is currently proposed will probably lead to less ridership and more autos on the road due to its routing and lack of regular schedule thru the View Ridge community.</p>	5/31/2015 8:59 PM
8	<p>Moving the 26 route away from south Wallingford will leave the area in a transit desert. The 26 line is the ONLY convenient line in the south Wallingford neighborhood, and it takes us downtown and north to Green Lake, allowing for ease of transit to major destinations. (The 31 goes through our neighborhood, but takes significantly longer to get downtown.) The light rail will not be close enough to compensate for this loss. Currently, residents in our neighborhood have to walk nearly a mile to reach any other bus lines; removing the 26 line from the south Wallingford neighborhood will damage the neighborhood and our residents unnecessarily. Please do not remove our best means of transit through the city.</p>	5/31/2015 8:58 PM

9	<p>I live in Lake City, work downtown, and visit Wallingford twice a week after work for an exercise class. I am delighted by the increased frequency of the 16 - it is often very crowded, and does not come frequently enough. I have found that driving to and parking in Wallingford in the morning, and then commuting by bus to work from Wallingford is the best way to accommodate my commute needs, and the changes you are proposing will improve this commute. I think re-routing the 16 to Sand Point will help with east-west connections, which is something I wanted to see more of. However, I'm not sure it will help my personal commute: I can currently get home to Lake City from Wallingford via the 16 to Northgate, and then the 75 to Lake City. It looks like this option (which admittedly is not great - it takes an hour) is going away. I will also miss the 72, which occasionally saved me from some commute nightmares and helps connect Roosevelt/Cowen Park area with Lake City. Overall, I do think serving more people with transit options is better than saving every little route. I think the proposed changes will improve some of my commutes but likely not increase how often I use transit, as I currently use it every work day. I'm also very glad that the 312 and 522 will continue going strong - they are great commuter buses and routes.</p>	5/31/2015 8:34 PM
10	<p>I am an active retired person who has lived in View Ridge for over 35 years. I have two UW students who rent rooms from me and one adult child who also lives at home. All 4 of us take the 71 bus everyday at different times of the day. The students need transportation home from the University District from 3:00 pm until midnight, depending on their classes and research projects. I have other friends who are retired with some handicaps and they are concerned about the length of walking to the 16th bus on 65th. They also want one bus that will take them downtown to doctor appointments and shopping. The 71 bus route has serviced View Ridge for over 50 years. Most of us bought houses in this area because of the use of one bus that will take us directly to UW campus and directly downtown. My fear is if you change any of these current routes and the streets that the buses have gone down for over 50 years; you will not ever get those routes back as new people move into the neighborhood. Route 16 does not service most of View Ridge. People living north of NE 75th St will have to walk over 10 blocks to reach NE 65th St; a mile to reach 35th Ave NE or go up or down Very Steep Hills to reach Sand Point Way. Route 71 has always come into View Ridge for us. Students at Roosevelt High School will also be affected by changes in route 71. Now that we have no school buses for those students living in View Ridge; many students need 71 to get them to school and home again in the afternoon. They also use 71 for after school activities and sports. One suggestion I would make is to make a special route to 65 such as (65B) that could leave 35th at NE 75th and wind through View Ridge on most of the current 71 route. If 65 bus is increased to 10 or 15 minutes, then an alternate 65B could come through View Ridge every 30 minutes. The problem with that is that we would have to connect with another bus to proceed downtown.</p>	5/31/2015 8:33 PM
11	<p>This proposal does not do enough to connect the Eastside to destinations in Northern Seattle. The original proposal connected the 271 and the 45, this allowed a 1-seat ride between the Eastside and many destinations, including connections to other routes such as the E line, the D line, the 5 etc... It looks like this connection was lost to maintain the tail of the 271 past Eastgate P&R. This seems like the wrong investment. The tail could be easily served with an infrequent coverage route. Moreover, there is no off-peak service between Kirkland or Redmond to the UDistrict! Although at the moment you can take the 255 or 545 and transfer to the 271 at Montlake, the Montlake flyer stop will be closed soon with the SR 520 replacement, meaning that there won't be any way (off peak) to get from Redmond/Kirkland to the Link or destinations north. The cheapest solution would be to have the 271 take 112 th ave NE to get to 520 and then take the HOV onramps. This was considered previously and would allow transfers at Yarrow Point or Evergreen Point between the 255/545/271. A more expensive solution would be to revisit having 1 of either the 545 or 255 go to the UDistrict. I assume there was a lot of pushback on having all routes truncate at Link, and possibly it was a bridge too far to have both the 255 AND the 545 change. But it should be strongly considered to have ONE of them switch. That would allow transfers between the other at Yarrow Point and also wouldn't be too negative impact to journey times.</p>	5/31/2015 8:18 PM
12	<p>* Please keep the 67 on its current path on 5th NE rather than looping around the traffic-clogged Northgate Way. Until Link actually gets to Northgate, we need a fast bus connection to the Northgate TC. While I can understand the desire to serve Roosevelt Way, that can be done on the 73; the frequent 67 should go directly to Northgate TC rather than get caught in traffic jams on Northgate Way. * Please put back the 45-271 through-route, or otherwise extend some service to Montlake. Currently, except during peak hours, everyone will need to either transfer to the 271 or 48, or walk from Pacific St to transfer to SR 520 service.</p>	5/31/2015 8:14 PM
13	<p>With the increase and increasing rental density on Stone way I would like to see keeping the 31 and 32 running down Stone way vs Wallingford. At least revisited the route. Thank you</p>	5/31/2015 8:05 PM
14	<p>Need better east-west connections across Seattle. This may help, but more needs to be done.</p>	5/31/2015 7:43 PM
15	<p>I think the following changes would make for a better overall system: http://seattletransitblog.com/2015/05/31/proposed-changes-to-the-new-67-and-73/ and http://seattletransitblog.com/2015/05/31/move-the-255-out-of-the-tunnel-and-move-other-buses-in/</p>	5/31/2015 7:38 PM

16	<p>I use Route 43 on almost all of my trips to NE Capitol Hill (Group Health area), N Capitol Hill (Broadway & John), and downtown. I go to the Group Health area (16th Ave NE & Thomas) 2-4 times per week. Currently, my trip (walk to bus stop, wait for bus to arrive/leave, trip, walk to destination) to this area from home to destination is 35 minutes. With the proposed deletion of Route 43 and having to use Route 48 (with more walking), in my testing 6 times, my trip takes 55-60 minutes. This is not progress, this is regress. My view is it is unnecessary and unwise to delete Route 43. Route 43 & Route 48 have about the same volume of ridership daily as of the rider stats I was able to find from 2015. I find it hard to believe, even with the increased frequency & hopefully timeliness with the split to 2 routes of this always late route, it will be able to handle the demand of both even with light rail. Also, I walk everywhere. But with a recent foot injury which may be permanent, my walking time will be increased 25-50%. This is my view as expressed by the Seattle Displacement Coalition: Bus service, station parking "I will fight for better and more frequent bus service into and through our neighborhoods. Right now, the bus service we need is being sacrificed and routes redirected to serve light rail. That isn't the answer for those of us who don't work downtown, and with the distance between rail stops, it's difficult even for those who do. "The vast majority who ride transit take the bus and always will. Enhancing bus service and expanding routes will do much more to get people out of their cars in the long run than rail. "Many low-income and working people commute to jobs in places other than downtown. Right now, their only choice is to commute by car. We need more bus service for these people, running to and from other activity centers — not just downtown. "Parking is needed around rail stops — not only to support light rail but to support the small businesses trying to make a go of it near those stops. Every study shows a huge portion of those taking rail drive to a rail stop. If there's no parking there, their cars spill over into surrounding neighborhoods. It's also folly to reduce or remove parking requirements for developers putting in dense projects around rail stops."</p>	5/31/2015 4:53 PM
17	<p>I will be using the DART 941 service for the first time and am excited to do this. I still need to get to work on time. If the estimated pick-up time is more than a 15 minute wait, this will be bad. Can we watch where a DART bus is, using the Metro app? To insure a successful launch, can you work with your variables so a rider will very rarely be denied a ride due to DART's reservations policy of a first-come, first served basis? The best thing about Laurelhurst is everyone talks to their neighbors. The worst thing about Laurelhurst is everyone talks to their neighbors. I would over service the DART for the first six months so that word gets to the neighbors that the DART system works.</p>	5/31/2015 4:08 PM
18	<p>Yes, I would like to propose this option for the revised Route #16. Instead of going through Fremont which is already congested with Routes 26, 31 and 32, plus the Fremont Bridge interruptions, what about the possibility of having the Route #16 go over the Aurora Bridge and then go onto Dexter Avenue? I think a fourth bus going through Fremont would be a mistake; too much congestion. I am a long time Metro rider of 30+ years and depend on it since I do not own a car. Getting downtown quickly from 54th Ave North and Meridian is extremely important for me since I go from there to work downtown. Thank you for taking this proposed change into consideration.</p>	5/31/2015 3:54 PM
19	<p>I use metro route 16 for the vast majority of my transit trips, primarily for commuting for work between Wallingford and downtown Seattle. Shifting route 16 to a path running through downtown Fremont and along Dexter Avenue and away from Aurora Ave would greatly increase my commute time, along with the commute times of all of the people who board the bus as it passes through Wallingford before getting onto Aurora Ave. The same case holds for the northward trip from downtown to Wallingford. The 16 route is almost always completely full each morning before getting onto Aurora Ave, so this is a popular commuting option to downtown for the increasing population of the Wallingford/Fremont corridor. Increasing the trip time would decrease the functionality of this bus for a lot of commuters, and drive them to other bus routes.</p>	5/31/2015 3:27 PM
20	<p>Could we experiment with a reverse commute run of the 28X connecting the regular route's 8th Ave. NW corridor with Bitter Lake's school, rehab, retirement, and commercial concentration? (The laborious track through low-density, low elevation Broadview could be eliminated.)</p>	5/31/2015 1:16 PM

<p>21</p>	<p>Yes. For those in-close/not-suburban households within the area ROUGHLY between S99 & I-5 between about N/NE 65th & N 35th, these changes will have seen the spending of \$1.9 MMM and, all things taken into consider, zero net benefit/deficit. I live in Wallingford, so I'm looking at this from my on neighborhood's benefit/cost. But I'm not a nimby, and I have a BA in Planning (Transportation), so I am basing this on some technical background. For getting downtown for work or Seattle Center for fun, clear deficit. Longer trips with worse traffic, though more frequent departures. Robbing Wally to pay Fremont. Only way this might net out is if expected donnybrook on Aurora comes to fruition after after/if they bring down the Viaduct, although a lot of that traffic may try to use Dexter and QA Ave to dodge that blockage, which would neutralize that potential add. As far as the 16 (my most frequently-used) route is concerned, I strongly believe this is a significant net negative). For going to Northgate/NSCC area, maybe not a frequent trip for non-shoppers/non-students, a little roundabout. Not fatal, not positive though. For going to the airport, maybe neutral. If the inescapable N-S traffic clog comes about when they take the Viaduct out of action, then the my 35 minute walk with luggage or 30 minute walk to the 44, 44 to University Station might net out as a benefit. Right now, I 16 or 26 to Westlake, then Light Link (which is great) but would become a little tougher. With no traffic clog, people in my hood who take bus+Light Link or ride+Light Link to SEA is the same or maybe better than it will be once Metro reroutes/schedules on this current plan. So for this chunk of four (plus two half-) census tracts that represent mostly walkable, traffic-suppression behavior voters who probably overwhelmingly supported paying for Sound Transit's giant cost, we're not really netting positive benefits, just a mix that totals out to neutral. It's sad. The one thing that might make this net out is if you could get them to keep the Viaduct in place reinforced, which would rationalize a lot of N-S trips and actually make the Murray Memorial Tunnel additive, but that's outside your brief. And I guess my "objections" (survey didn't provide any choice between can't live with it and neutral, so I had to lie and say I can't live with it) are that, over a billion dollars later, this set of voters with good car/energy consumption habits will, GENERALLY, be no better off transit-wise than they were before the expense and effort. Not much worse, maybe not worse at all, but no better. POSSIBLE SOLUTION Maybe the solution is something like bringing back the 6 and routing that through Fremont while leaving the 16 roughly intact so there's some Green Lake -->Wallingford-->Downtown without the rococo of the Fremont/Fremont Bridge/Dexter detour. Best wishes in your complex tasks.</p>	<p>5/31/2015 12:34 PM</p>
<p>22</p>	<p>I notices that a misleading flyer was posted around the stops on 35th and Wallingford, indicating that they would be closed and lose service. I wanted to make it known that, while less than ideal, losing a one seat ride downtown on the 26 at a stop at my doorstep is more than made up for by the increased frequency on the 16. I cannot stress enough how much more important frequency is than proximity. I often walk from 35th and Wallingford to 34th and Fremont anyway, as the frequency on the 26 is simply insufficient. Also, while I invariably choose the 26 from downtown, the proposed 16 would similarly be a massive improvement. Not just for the improved frequency, but for the increased connectivity. I urge Metro to make these proposed changes, and not bend to the fears of misinformed neighbors</p>	<p>5/31/2015 12:16 PM</p>
<p>23</p>	<p>At the meeting I did not see any improved connections to Children's Hospital. I know that for folks that work at Children's (and the neighborhood) that parking is an issue - especially for folks who work nightshift. Did I miss something or is there really no improved transit options to Childrens' hospital? And I hope Metro is able to respond quickly if a route is not working out as planned. We supported metro by voting in new taxes. It would be a shame to see our commute times lengthen.....</p>	<p>5/31/2015 12:12 PM</p>
<p>24</p>	<p>I may be missing something, but I can't figure out how I will deal with the elimination of the 71. I frequently catch ride it in the evening & weekends from Capitol Hill (15th Ave E & E. John St) either downtown via 10 or 43 or on University Ave. via the 43. I can't see how the new light rail like will be of use to me unless I want to go to the airport or to Northgate when that link is completed. Accessing the University business district from Capitol Hill will make more sense via the 43, 49 or 48.</p>	<p>5/31/2015 11:10 AM</p>

25	<p>I ride the 16 daily. It doesn't make sense to me why the 16 is switching with the 26 via Dexter rather than the quick trip on Aurora. Currently the 26 takes the slower route, but also has an express bus to compensate for the slower route. Not only is the 26 getting the faster route, they also are keeping their 30 min bus frequency with an express bus thrown in while the 16 is going to have a 15 minute frequency that takes a slower route. Currently, it doesn't make sense to switch a route that apparently needs higher frequency and therefore a faster route, with a route that has lower bus frequency along with an express bus. In my opinion one of two things should happen. 1. The 16 stays on its current route via Aurora with increased trips and the 26 stays on Dexter. If you want the system to have better efficiency, keep things the same until the light rail on 65th opens. Why couldn't the 26x take Aurora to speed up the trip to satisfy those riders who want a faster commute? 2. The 16 and the 26 switch at Dexter and Aurora, but the 26x goes away and the 16 gets an express bus that takes Aurora at least until the light rail station opens on 65th. Only problem with this option is I don't know if the 16x would bypass my stop. I do understand that the point of increased frequency on the 16 is for the future connection with light rail, which will probably make my trip to pioneer square more efficient. Only problem is that section isn't set to open till 2019, so why change the route now. Increasing bus frequency now if the changes to the route happens is a waste of resources. I might even walk over to the 26 because it will be quicker and not even take the 16, which has a stop that is 400 ft from my front door. I know how government can be through so its probably being done now because reallocating resources is not easy so it has to be done when you get the chance. Myself and others who currently take the 16, will likely abandon it for the quicker 26 because a frequency increase on a slower route won't help me get to work in a timely manner. I live on the street the 16 takes between 57th and 59th and I really don't like the idea of increased bus frequency because of the narrow street. I know a lot of others in the area feel the same way and they have even tried a petition with metro and have had no luck. I don't mind the bus on this street but increased frequency is going to be a problem and doesn't make sense until the light rail reaches 65th. I also couldn't tell if your planning on changing anything on the 16 downtown and I hope the answer is no because the first stop is 400 ft from my office. Just my 2 cents and I don't know all the factors that go into making these decisions, I am sure every one thinks they are an expert on transportation!!!</p>	5/31/2015 9:56 AM
26	<p>What happened to the 72 bus that serves my neighborhood and is packed with commuters?</p>	5/31/2015 9:21 AM
27	<p>My non acceptance of the Route 16 changes is due to the route the bus takes on Kirkwood Pl N. As a resident of the street, I find it unacceptable to increase bus traffic on this street because of the narrowness of the street. Currently, it's dangerous for cars, buses and pedestrians to be on the street together and it only works because the bus doesn't run that frequently. More busses means more possibility for accidents and parked car side swiping. The new routes do address a problem of east/west connection which I support, however, the bus needs to move off Kirkwood in order for me to accept the proposal. Please re-review the propose regarding the relocation of Bus16 submitted by Mr Douglas Martin on Dec 5th to Mr Kevin Desmond. I will only support any additioanal service for Bus 16 if it comes with a new route. Thank you for your consideration, Vivian Ma 5721 Kirkwood Place N</p>	5/31/2015 6:31 AM
28	<p>Please do not modify the bus 16 route. I live on this route and commute every day. The express bus makes it more convenient and easier to get downtown. This is a very popular route and the bus is often full or busy. The proposed changes would make me much less likely to utilize public transit. If the new route is significantly slower I would probably be encouraged to drive an automobile. Please do not re-route 16 through Freemont. Please leave it on Highway 99. Thank you.</p>	5/31/2015 3:35 AM
29	<p>I would use the bus and soon Light Rail to go downtown and to Seattle Center much more often than I do now if you provide me with better options than I currently have. Often it is quicker and easier to drive my car and use some discount parking coupons than it is to take 2 buses each way. Or on Sundays I can drive downtown and then find free parking for 2 hours, although this is difficult to do when there are Mariners, Sounders and Seahawks games. I do not work full-time but I do volunteer work downtown. Currently I can walk to my bus stop at 39th Ave NE and NE 55th St and take the #74 only if it is during commuter hours. If not commuter hours or if it is on the weekend, I drive about 11 blocks and park my car near the PCC on 40th Ave NE and NE 65th St. and take the #71 I do not understand all the changes but hope there will be a bus for me within walking distance (I live on 39th Ave NE between NE 52nd St and NE 55th St) running about every 20 minutes to the new Light Rail station so that I can get downtown in 30 minutes or less. Also I hope that where the bus lets me off is a short walk to the new University Light Rail station.</p>	5/31/2015 12:01 AM
30	<p>I may be missing something, but I am finding this survey difficult to relate to in terms of my regular transit use. I live in the vicinity of 15th Ave & E. John St on Capitol Hill. I frequently travel to NE 65th & 25th Ave NE including weekends and evenings. I currently take the 71 to Wedgewood- either from the Convention Center Station via the 10 or 43 or from University Ave via the 43. Walking or riding to the Broadway light rail station & then transferring again at the UW E. campus light rail station in order to travel to Wedgewood doesn't make any sense to me. Aside from trips to the airport or Northgate, when the route is extended, I can't see how the UW E. campus station is going be of any use to me.</p>	5/30/2015 11:20 PM

31	There is no option for weekend service to replace the route 71. Tis connection has been available for decades. We are an aging population along with many young families that need the weekend connection without walking a half mile to get it. Please provide a weekend option on 40th and 75th.	5/30/2015 9:36 PM
32	i bought a house partly because it was on route 71, but didn't know that during peak hours this bypassed south lake union (place of employment. Not amazon.) this was too bad. I live near sand point road and 70th. I've asked over and over in these surveys, apparently a minority, to be able to go from NE seattle east of 35th ave (e.g. not up and over the view ridge hill) to south lake union, which is only 7 miles. this area of seattle seems to be the ONLY area where you can't take a bus directly to south lake union. Connecting on a bus to go 7 miles, when you live in the heart of a busy residential area (sand point/magnuson) and are headed to south lake union, makes the bus about a 200 minuitees of extra commuting time per week (compared to car 20 min drive one way). I don't have this kind of time to take buses/transfers/etc. I will be forced to continue to drive (carpool) from sand point/magnuson to south lake union, with these change.s Deleting 71 doesn't effect me because it never worked for me (no peak hour service to SLU). I really wish the residents of magnuson/sand point-- and note, more income-based housing is being built IN MAGNUSON-- could get to south lake uniokn on the metro buses without transferring through the U and losing a lot of extra time. i am sure there are (and will be) many more residents who don't want to bus or walk up to 35th ave to take 64x or transfer through the U to get to SLU. thanks. thanks for listening.	5/30/2015 9:30 PM
33	I think it's a mistake taking Route 26 off of Wallingford and N 35th St. There are 2 new 4 story condo buildings being built near 35th and Wallingford, so now would be an especially bad time to take bus service away from that area.	5/30/2015 9:25 PM
34	First -- whoever in the planning department decided to build the link from downtown to Northgate in two phases five years apart should be forced to stand and watch the buses caught in the AM and PM rush hour traffic jams at Husky Stadium every day from 2016 to 2021. We could allow them to choose as an alternative to be shot . When the Northgate extension opens, I surely hope that you will not try to route people from NE Seattle to the stadium station. In the meantime I will have to live through five years of distinctly worse service. I probably will not ride Metro to downtown during this period. Thank you. Three concrete suggestions: 1. I ride a jammed-full 71 bus to the U-District every morning -- I will now have to transfer. I expect that it will be faster for me to transfer to the 45, not the 67 or 73. I doubt I'll be alone. Expect overloads on the 45 and perhaps plan for more buses at rush hour. 2. In the evening rush hour, I expect that people in the U-District, particularly students living on west campus, will find it faster to ride the 70 than to struggle over to Stadium Station on your frequent buses that will only add to the congestion along Pacific Way and be stuck there. Put more buses on the 70? 3. Your frequent service from Northgate to the U-District to the Stadium Station on the 67 is clearly intended as the route of choice for the many, many students who live between the U-District and Roosevelt. (When we get to the Ave, we are standing room only move to the back squeeze hard together folks maybe leave some people behiind every day on the 71's that arrive not long before class starting times). But your high-frequency service that students will want to use is 2 or 3 blocks farther away from campus. I predict that the 45 is going to struggle to pick up the load that now rides the 71, 72 and 73 from campus to 65th Street. WOULD IT MAKE MORE SENSE to run the high frequency service along 15th or on the Ave? Just because there will be a station at 65th and Roosevelt in six years doesn't make Roosevelt the route of choice now.	5/30/2015 9:23 PM
35	The 16 is awesome! An east-west route on 65th between Sand Point and Greenlake/Fremont is just what we need. My only wish is that it went west to Ballard rather than south to downtown. Thanks for resurrecting the 73. The lack of 15th Ave NE service was causing concern for friends living in Pinehurst , and made me reluctant to live there. It's fine if it's daytime only because the 347/348+67 transfer is more viable in the evening when the Northgate Way traffic has died down. I half wish the 67 stayed on 5th/80th rather than going up to Northgate Way and getting stuck in traffic. The expanded 372 will significantly help northeast Seattle.	5/30/2015 9:18 PM
36	I live in Wedgwood and use Route 71, specifically the stop at NE 80th St and 40th Ave NE. Many times I am riding the bus downtown for evening performances where I volunteer as an usher. Returning I walk the two blocks to my home at 10:30-11 pm. I would be much less comfortable walking from 35th Ave NE. I do not understand what the DART proposal is. In short, it appears that route 71 is going away without anything in its place. I looked at your maps and find them confusing. Am I mistaken about route 71? Will it still go north/south on 40th Ave at NE 80th. Are there places I could drive to in the neighborhood to get more frequent transit to downtown? If I pay to take the bus to the Husky Stadium light rail stop, will I get a transfer at no additional cost? thank you, Marcia Lupton 206-841-2909 marcialupton@gmail.com	5/30/2015 8:51 PM

37	<p>The proposed changes for route 16 do not meet your stated goals- in fact they do the opposite. The new Green Lake to Sand Point connection does not make it any more efficient for me to use the light rail. We currently have options for taking the bus to Fremont and do not need to divert the bus to this area. The existing bus lanes and infrastructure on Aurora are the fastest and most efficient connection to downtown. I do not see a reason to change the route to a less efficient street system in Fremont, a bridge without a dedicated bus lane and a bridge that opens for marine traffic. This proposal increases the time it would take to reach downtown- exactly the opposite of your stated goal. The current time is about 25 minutes with no traffic. If the time increases much more, it will be impractical for people to live in Wallingford and work downtown. Please leave the current routing from Wallingford to downtown.</p>	5/30/2015 8:32 PM
38	<p>I can't find anything about changes to the 26,so this survey and the graphics accompanying it are not informative.</p>	5/30/2015 8:16 PM
39	<p>My suggestion would be to start running the 373X, 67, 347, and 348 earlier in the day—as early as the current 73 —because Olympic Hills, Jackson Park, Pinehurst, and eastern Victory Heights communities will lose early morning bus service. The other suggestion is to have the 73 transfer to the UW station at the Montlake Triangle—not Stevens Way—because it would be faster. I've been taking the 73 in the morning from my home in Pinehurst to my job at UW Medical Center for over 8 years. However, I must now consider driving my car to work due to the current the proposal. If you don't want people driving cars (assuming that is even an option for commuters), then you can't reduce service hours. The current 73 would be replaced (in part) by the 67. However, it would be off to a later start. I'm not even sure if the 67 will start early enough on the weekends for me to get to work on time. If you want to increase ridership, then you will also need to eliminate gaps in service. Currently, I catch the 73 across the street from my home on NE 123rd Street. Under the proposal, I'll have to walk 0.7 miles on the weekends because the 347 and 348 won't start early enough—and even possibly weekdays! If you want to increase transit ridership to Downtown Seattle, then you will have to make transfers faster. This would be achieved by having the 73 terminate at the Montlake Triangle—instead of stopping on Stevens Way, which is a 5 minute walk to Husky Stadium—the only North Seattle LINK transfer point to before 2022. The 73 had more weekday ridership than the 67 & 68 combined in 2014. However, the new Route 67 will have the faster path (University Way); faster transfer to LINK (terminate at Montlake Triangle); weekend services; and longer weekday hours of operation. If you want people to ride transit, then service has to be fast, convenient and comfortable. Olympic Hills, Jackson Park, Pinehurst and the eastern part of Victory Heights will be receiving the opposite when the 73 is reduced.</p>	5/30/2015 7:48 PM
40	<p>I live in Maple Leaf, west of 5th Ave NE on NE 90th Street. I'll summarize my comments into a succinct plea, and that is to PLEASE KEEP THE CURRENT BUS ROUTE 66 ON 5TH AVE NE FROM NORTHGATE!!!!!! If you continue to read my comments I'll explain why I say this... I have mobility issues and cannot walk very far. Right now I'm using crutches to get around, and on a good day I use a cane. I often use the 66/67 to get to both the U-District and to the Northgate Transit Center. I work in the U-district and when I want to get downtown I take the 41. I am very upset that you are taking the current 66/67 bus service off of 5th Ave NE. Walking over to Roosevelt to catch the proposed new route 67 doesn't work for me. I will have to drive over there to use the proposed southbound 67. You are also making it impossible to get to the Northgate Transit Center. I'll have to drive up to that Park 'n Ride in order to use the 41 in the future. These proposed changed to the 66 and 67 bus routes do not serve people on the west side of Maple Leaf well at all, especially those of us who live west of 5th Ave NE. Another problem with removing the current 66 bus is that there is no way to get to Roosevelt in the U-District, and to Eastlake. I have also looked at the proposed new route 67, and it's going to be a slow ride down to the Stadium light rail station. Roosevelt in Maple Leaf is really backed up already since there's a dedicated bike lane, only one lane of traffic each way with no place for buses to pull over, and a new, popular Maple Leaf Reservoir park that draws a lot of people who are crossing Roosevelt to get there. Then when you get to University Ave NE that is going to be slow going as well. This is a milk run bus route, and it is going to take forever. Looking at the travel times you have published, you are saying it's going to take 30-40 minutes to get from Northgate to the Stadium station on the new route 67. Add on the time it's going to take to get to the light rail platform, wait for a light rail train to show up and then get downtown and you are talking over an hour of travel time. This is not efficient! In contrast the 41 will get to downtown still much faster from Northgate, and in six years the light rail will be running from the Northgate station. I really, truly hope you'll be restoring bus service up to the Northgate transit center by then!!! I get that you are trying to funnel people to the Stadium light rail station, and that makes sense from maybe NE 80th Street and southward. However if you live north of 80th, and certainly on NE 90th Street like I do it makes much more sense to go to the Northgate Transit Center and take the 41 from there, especially when the current 66/67 bus route is an efficient and quick way to get to the transit center. Just as the airlines say the closest exit may be behind you, in Maple Leaf the fastest way downtown is to go north to the Northgate Transit center and then take the 41 express bus from there. SDOT recently started to do a study called "Roosevelt to Downtown HCT Project Definition" and if you look at the map that shows their route you will see that it is the current Metro bus route #66 from Northgate down to Westlake!!!! I don't understand this duplication of effort between Metro and SDOT, especially when the current bus route #66 is already serving the exact corridor that SDOT is proposing. You could just leave the current bus route #66 in place and save everyone a lot of time and money. Here's the link to the SDOT project: http://www.seattle.gov/transportation/roosevelthct.htm In summary: Please keep the current bus route #66 intact!!!! Thank you, Ann Testroet ann.testroet@gmail.com</p>	5/30/2015 7:18 PM

41	<p>My suggestion would be to start running the 373X, 67, 347, and 348 earlier—as early as the current 73—because Olympic Hills, Jackson Park, Pinehurst, and eastern Victory Heights communities will lose earlier morning bus service. The other suggestion is to have the 73 transfer to the UW station at the Montlake Triangle—not Stevens Way. I've been taking the 73 in the morning from my home in Pinehurst to my job at UW Medical Center for over 8 years. However, I must now consider driving my car to work due to the current proposal. If you don't want people driving cars (assuming that is even an option), then you can't reduce service hours. The current 73 would be replaced (in part) by the 67. However, it would be off to a later start than the current 73. I'm not even sure if the 67 will start early enough on the weekends for me to get to work on time. If you want to increase ridership, then you will also need to eliminate gaps in service. Currently, I catch the 73 across the street from my home on NE 123rd Street. Under the proposal, I'll have to walk 0.7 miles on the weekends because the 347 and 348 won't start early enough on the weekends—and even possibly weekdays! If you want to increase transit ridership to Downtown Seattle, then you will have to make transfers faster. This would be achieved by having the 73 terminate at the Montlake Triangle—instead of stopping on Stevens Way, which is a 5 minute walk to Husky Stadium. The University District station will not be opened until 2022. This leaves the only transfer point to Downtown Seattle at the stadium. 73 had more weekday ridership than the 67 & 68 combined in 2014. However, the new Route 67 will have the faster route (University Way); faster transfer to LINK (terminate at Montlake Triangle); weekend services; and longer weekday hours of operation. Olympic Hills, Jackson Park, Pinehurst and the eastern part of Victory Heights will be the losers when the 73 is reduced. We will have diminished early morning service.</p>	5/30/2015 6:39 PM
42	<p>My biggest concern is that traffic on Aurora during rush hours will be worse than it is on surface streets and so my bus trips downtown on the 26x (currently take the 26) will end up being slower during peak times than they are now. Is there a bus lane on Aurora? If not, could there be? Otherwise, good show, this plan seems like a good one and while I was rather wary at first given all the changes to most of the routes I use, I think most of them are at least alright if not pretty good.</p>	5/30/2015 6:02 PM
43	<p>the #16 through Green Lake and Wallingford is a main artery for many people to downtown. please don't cancel this route or make it much longer.</p>	5/30/2015 6:00 PM
44	<p>The changes to route #16 as a route change is tolerable, but not ideal for our family. However, the increased number of buses that run down Kirkwood Pl. N. is not DOABLE. The street is too narrow for the buses that run on it today. A bus and any other vehicle cannot pass safely! A bus and a delivery truck, such as fed ex, UPS, furniture trucks, construction trucks, etc. can't pass at the same time which creates congestion. Increasing the frequency and number of the buses that run on Kirkwood Pl. N. doesn't make good sense since the street can't handle the current capacity. Don't increase the frequency of buses. If you must, move the bus line to Latona or Greenlake Way where it is safer for the community.</p>	5/30/2015 5:14 PM
45	<p>It would be helpful if more busses went directly to the UW light rail station instead of on campus. It seemed the only bus that went to the station was route 65 which is nowhere near the NE 65th St and 25th Ave NE area. A bus going down 25th Ave NE to the light rail station would help. With the elimination of route 71 and 64X going to and from downtown it only leaves route 76 which is already often standing room only. I believe the proposed changes had an increase in frequency of route 76 which would probably help with crowding. Also, with the elimination of route 71, it was hard to find out what was available after peak hours in the evening to get from downtown to the NE 65th St and 25th Ave NE area. It would have been helpful to have more detailed maps of the bus routes to know what the walking distances might be. In general it is most helpful to have the least number of transfers/connections as these just add more time and inconvenience to the trip.</p>	5/30/2015 4:15 PM
46	<p>I have concerns about having to pay two fares to get downtown from Bryant.</p>	5/30/2015 3:13 PM
47	<p>I've been taking the 73 in the morning from my home in Pinehurst to my job at UW Medical Center for over 8 years. However, I must now consider driving my car to work due to the current proposal. If you don't want people driving cars (assuming that is even an option), then you can't reduce service hours. The current 73 would be replaced (in part) by the 67. However, it would be off to a later start than the current 73. I'm not even sure if the 67 will start early enough on the weekends for me to get to work on time. If you want to increase ridership, then you will also need to eliminate gaps in service. Currently, I catch the 73 across the street from my home on NE 123rd Street. Under the proposal, I'll have to walk 0.7 miles on the weekends because the 347 and 348 won't start early enough on the weekends—and even possibly weekdays! If you want to increase transit ridership to Downtown Seattle, then you will have to make transfers faster. This would be achieved by having the 73 terminate at the Montlake Triangle—instead of stopping on Stevens Way, which is a 5 minute walk to Husky Stadium. The University District station will not be opened until 2022. This leaves the only transfer point to Downtown Seattle at the stadium. 73 had more weekday ridership than the 67 & 68 combined in 2014. However, the new Route 67 will have the faster route (University Way); faster transfer to LINK (terminate at Montlake Triangle); weekend services; and longer weekday hours of operation. Olympic Hills, Jackson Park, Pinehurst and the eastern part of Victory Heights will be the losers when the 73 is reduced. We will have diminished early morning service. Here's what you need to do to fix this: My suggestion would be to start running the 73 at its current time or else start running the 67, 347, and 348 earlier in the mornings.</p>	5/30/2015 3:07 PM

48	Your survey needs to show the maps of the new transit routes. The website says new routes, but clicking on the line shows nothing whatsoever. It is therefore impossible to conclude that you are doing anything, but abolishing Route 71 and leaving the areas it serves without transit service. If you want to know how rider's feel, give out route information on the buses during the day the way that you give out transit schedules. A system that has been in effect for sixty years works well. Rumor has it that to get to downtown, North East Seattle will have to take a bus to the Husky Stadium station and transfer there. That puts transit riders into the congestion that for many hours extends back to University Village southbound and northbound extends back from N.E. Blakely to University Village and from N.E. 55th St. to McDonald's drive-in entrance. Both often takewaiting an intersection cycle to clear.	5/30/2015 2:09 PM
49	The problem seems to remain of getting from Northgate to Downtown in the evening. A travel time of 25 minutes on the 41 is mentioned. This does not seem to happen with the terrible traffic on I-5. It often takes much longer than that. A travel time of 35 minutes is mentioned for the route 67 from Northgate to UW Link. This is much longer than what I was expecting. What is the point of going to UW Link if no time will be saved? I had thought that the new 66X would serve the UW Link, but I seem to be mistaken. No travel time is mentioned for this route from Northgate to First Hill, so I don't know if it is a benefit to me. I don't see much in the package for me. I am doubtful that the terrible commute in the evening from Northgate to Downtown will improve. I am left to wait for the Northgate Link and may be dead by the time that happens. Northgate is a major hub and the UW Link is a connection to the CBD, but I don't see much in the way of connecting these two quickly. A fast connection is needed until Northgate Link is running.	5/30/2015 1:11 PM
50	It appears from the comparison map that 26 and 28 along Dexter would be going away. If that is true, many people who live on the east part of Queen Anne would have no way to get downtown. That's a lot of people, including myself!	5/30/2015 12:51 PM
51	We live in the 6200 block of 30th Ave NE. To get downtown, we walk 2/3 of a block, catch the 71, and get off the bus in the tunnel. The new plan: We walk 5 blocks (0.3 miles) to 35th Ave NE. Take a 65 that drops us off either A) 0.3 miles from light rail on the UW campus or B) finishes its run through campus and east on Pacific, dropping 0.1 miles from light rail. Then we wait for a train, board and get off in the tunnel. For us, this plan grades out as a fail.	5/30/2015 10:23 AM
52	Looks like there's more direct connections between Northgate/Maple Leaf and the 520 bridge stops at Montlake. That's going to make it a lot easier for me to get to/from work.	5/30/2015 9:42 AM
53	The loss of Route 72 will cause me to drive my car much more.	5/30/2015 5:43 AM
54	Please, please, please make sure there is a bus stop at Stevens Way & Rainier Vista. It's already a long walk from Husky Stadium to Stevens Way... don't make it worse by forcing people to walk to Garfield Lane or Benton Lane.	5/30/2015 12:28 AM
55	Make sure there is a stop on Stevens Way *AT* Rainier Vista. It's already a long walk from Husky Stadium to Stevens Way... don't make it worse by making people walk to Garfield or Benton.	5/30/2015 12:20 AM
56	The proposed changes to route 16 would diminish the useful role it currently serves for East Queen Anne as a Northbound connection to the U District and NorthGate, as well as Southbound. * Moving the stop from Aurora & Lynn down to Dexter will increase the walking distance from East Queen Anne, making it less convenient. * The change to Dexter may also reduce the timeliness of 16 since it will lose access to the bus lanes on aurora. * Changing the 16 to not directly serve NorthGate will break a useful, non-transfer required connection to that area from East Queen Anne. * Increased frequency of 16 would not be worth the trade-off. Right now, for some of it's service corridor where it partially overlaps with the Rapid E, that frequency is already achieved since the 16 and E tend to alternate arrival times. The Alternative 2 (Sound Transit?) proposal both sounds more appealing than Aternative 1. Better geographic coverage is more important than more frequent service. The current 30 minute service for many routes is sufficient, and increased frequency is not worth losing that. In addition, increased geographic coverage often creates the possibility of multiple routes to a destination or transfer, which can be useful when there are isolated traffic problems that may affect one route but not the other, or only one of the routes is running late. For example, having the ability to take either the 16 or the Rapid E north from Aurora and Lynn and transfer to the 44 at 46th/45th means there is an increased chance that one of them will be on schedule and make the 44 connection.	5/29/2015 9:34 PM
57	Fewer transfers to north shoreline and lake forest park. Love you transit!	5/29/2015 9:15 PM

58	<p>1. The reduction of relatively fast thru bus service from NE Seattle to Downtown; e.g., the elimination of the route 71 is very problematical. I don't think that we should rely solely on Link Light Rail service to get people between NE Seattle and Downtown Seattle. While the proposed new Route 16 does provide a way to get from NE Seattle to Downtown Seattle via one bus, it takes a very roundabout route, and therefore would take a long time to go from NE Seattle to Downtown Seattle. Therefore we need, in addition to Link Light Rail, fast, frequent, reliable direct bus connections between NE Seattle and Downtown Seattle at all hours, not just rush hour. 2. The lack of frequent link bus connections from Husky Stadium to NE Seattle on nights and weekends; e.g., 30-minute headway on the Route 65 is a problem. Therefore, I think that at most a 15-minute headway should be maintained at all times, with even more frequent service during peak travel hours. Otherwise, it is likely that the Route 65 will become as hopelessly overcrowded as the 71, 72 and 73 have been for years. The 65 gets very overcrowded at times now; what will happen when Link Light Rail goes to Husky Stadium? 3. We need to immediately deal with the frequently-gridlocked Montlake Boulevard near the Husky Stadium light rail station. To place a major Link Light Rail station at Husky Stadium, in the middle of one of the most gridlocked traffic areas in Seattle, without taking major action to improve bus access to the station, is unacceptable and will result in major delays for bus passengers wishing to get to and from Link Light Rail. Therefore, I suggest implementing one or both of the following: a - Construct a busway through the vast Montlake parking lot that would go from somewhere near NE 45th Street and Mary Gates Memorial Drive to as close as possible to the Link Light Rail station at Husky Stadium. b - Construct a bus-only lane on southbound (and possibly also northbound) Montlake Boulevard between at least about NE 45th Street and the Link Light Rail station at Husky Stadium.</p>	5/29/2015 8:56 PM
59	<p>The proposed change to the 28 leaves a huge gap in service between Fremont and north Seattle. From Fremont, riders can either take the 31/32 to the U-District, the 16 to Wallingford, or the 40 to Ballard. There is nothing in between, and there is no easy way to access other service except by walking half a mile up a steep hill, or taking a bus in the wrong direction (towards downtown). For anyone with mobility impairments -- and that's a *lot* of people -- the walk from 34th to 39th is essentially impossible. Even for able-bodied people, the walk is sufficiently annoying -- and the two bus stops (38th/Aurora and 39th/Fremont) are sufficiently unpleasant -- that many of today's would-be Route 5 riders choose an alternate path, such as the 28, the 40, or a private car. Metro clearly understands that there's a difference between stopping at 38th/Aurora (or 39th/Fremont) and stopping at 34th/Fremont. Similarly, there's a difference between stopping at 45th/Wallingford and 45th/Latona. This is why Metro is promoting the new 16 -- whose routing I applaud, and will use very often -- as a "new connection between ... Wallingford and Fremont". The new 16 will serve that trip much better than either the 16 or 26 do today. Further west, however, the opposite change is happening. RapidRide D does not serve Fremont, and it would make no sense if it did. The same is true for RapidRide E, which would not be very rapid if it had to detour through Fremont. However, the 5 and the 28 have no such problem. Both buses arguably have to go out of their way *not* to go to Fremont. The 40 is a poor substitute, both because the trip through Ballard is a lot slower than taking 8th Ave NW or Greenwood Ave N, and because it only serves the neighborhood's northern periphery. I'm mostly focusing on Fremont, but note that the Aurora routing is also bad for commuters heading to South Lake Union. While there will hopefully someday be a Mercer stop on RapidRide E, there isn't one right now. Meanwhile, the stop at Aurora & Denny is a 10-minute walk away from Westlake and Harrison (a rough midpoint of Amazon's campus). A routing along either Dexter or Westlake would be far better. Metro's proposed change to the 28 takes away these important connections, and replaces it with nothing. The benefit of this change, of course, is a faster and more reliable ride to downtown during off-peak hours. (During peak, riders can already take the 28X.) Speed and reliability are absolutely important, but so is access. Please don't take away the connection between Greenwood and Fremont. I don't care whether you restore the 28 local, or send the 5 to Fremont, or do something else entirely. I just want some way of getting between the two neighborhoods that doesn't involve a 10-minute hilly walk on both ends.</p>	5/29/2015 8:50 PM
60	<p>Please do not isolate the Wallingford neighborhood near Gasworks. Please keep Route 26 from 35th & Wallingford into Fremont and up Dexter. Eliminating this access is equivalent to eliminating livelihoods. Thank you.</p>	5/29/2015 8:36 PM
61	<p>I think anything you can do that keeps transit more accurate and on time and more frequent are good changes!</p>	5/29/2015 7:35 PM
62	<p>Thank you for expanding service for 372x ending as early as it does is a major problem for students and staff at UWB who work nights.</p>	5/29/2015 5:04 PM
63	<p>My question is this: Would these changes mean less express bus service from the U District to the downtown tunnel?</p>	5/29/2015 4:52 PM
64	<p>Don't add more time to my Route 16 commute!</p>	5/29/2015 4:45 PM
65	<p>You completely miss the point on Green lake. What we need are DART buses to get us from here to a transit hub so we can take one of the north/south sound transit lines. EG, from Green lake to the U W station, or perhaps to Roosevelt Station when it's completed. they are too close to drive and to far to walk.</p>	5/29/2015 3:56 PM

66	Most of these proposed changes make transit service much more difficult and time-consuming for me. I will have to transfer more often and/or walk further to catch/transfer buses. I live in Ravenna, near 15th NE and NE 73rd, and I currently have all-day service on 15th NE of 4 buses per hour to UW and express service to downtown (72, 73), with the option of more routes if I walk (twice as far) to 15th NE and NE 65th (71, 64, 76, 48), or to 15th NE and NE 75th (68). All of these routes, except 76, are either being deleted (71, 72, 68) or re-routed in ways that require more walking and/or transfers. The most awkward example is the 73, which will be the only route near my home, which will not go downtown (current route), but will terminate on UW campus, and will not even actually go to the stadium - this will require either an additional walk (campus to stadium) and a transfer, or two transfers (73 to a bus to stadium, then 2nd transfer to rail) to get downtown. The only ideas I have for making the proposal better are to retain the current routes & schedules for 72 and 73, so that people in this area do not have such a negative impact to transit service, at least not until the Roosevelt rail station opens.	5/29/2015 3:47 PM
67	I don't think I'm paranoid, but the changes proposed by Metro are making me less sure. I am certain that virtually every change Metro makes (in this instance route 16) makes my travel by bus WORSE. How do you people dream these things up. Your new proposal is going to make my getting to downtown from Wallingford awful. Please retire those people who work on making changes to bus routes; they're the enemy.	5/29/2015 3:38 PM
68	Many people from downtown and south of downtown Seattle rely on Bus 66X to get to the Roosevelt Clinics near UW. We can take link to Husky Stadium but need good bus connections from there to the Roosevelt Clinics. Hope such transit services will be provided and with good frequency throughout the day.	5/29/2015 3:29 PM
69	Many students in the north end take the 48 to get to Garfield and Holy Names high schools. I wonder how they would get there and back with the changes to 48. Also, I would like to know about service changes planned for 23rd Ave while street improvements close the roadway down. Finally, it may be awkward to make a change from local service to light rail to capitol hill and then transfer again to get to Garfield, but I wonder if that would be possible with any degree of efficiency -- thinking about this as an option if the 48 can't travel along 23rd Ave because of construction.	5/29/2015 3:24 PM
70	Eliminating the 28 would greatly reduce bus options for Crown Hill and Whittier Heights. It is a great connector to downtown for north Ballardites. Without it, we would walk 7 blocks to the D or 8 blocks (uphill) to the 5 on Greenwood. 40 goes up 24th and then at 85th crosses 15th NW. It's unwieldy for north Ballardites. More frequent 44 route would help east/west, but it doesn't connect well to 40, 5, nor 5. By not even listing Ballard as one of the areas for this survey, it is apparent that its concerns are not a priority.	5/29/2015 3:11 PM
71	These new routes have effectively cut west Maple Leaf to downtown bus service during non-peak hours.	5/29/2015 3:07 PM
72	More frequency	5/29/2015 2:43 PM
73	As I understand it, route 71 would turn into an east-west shuttle. I hope it would continue to run the hook (or is it a dogleg) up 40th to it's current terminal point on 35th & 85.	5/29/2015 2:18 PM
74	Don't slash route 71, as it is the only reliable way for me to get downtown!	5/29/2015 2:09 PM
75	We are transitioning from a one-seat transit system to a frequent service system. The transfers at the UW Light Rail station must be lightning fast. Time them and make transit a first-class mode of transportation. Lessons must be learned from the atrociously slow transfers between Mount Baker Station and Mount Baker Transit Center, as well as between the Downtown Seattle Transit Tunnel and any bus except those on 3rd Ave.	5/29/2015 2:04 PM
76	quicker bus service between maple leaf and first hill in the evening and from first hill to maple leaf in the morning	5/29/2015 1:54 PM
77	I find the change to Route 16 between Green Lake and Northgate unacceptable. There are many students riding from south of Green Lake to the North Seattle College on this route and having to schedule around transfers is problematic when making it to class on time. This is especially true since the proposed lag time between rides on the 26X is 30 minutes compared to the current 20 minutes on the 16. Since you were able to create a 'new' route (45) between Ballard and the University, why can you not create a new East-West route along 65th instead of totally removing the 16 between Green Lake and Northgate? And, more importantly, when did Sand Point become a destination? I commented in the March survey that an East-West route that connected Green Lake to an easier access to U Village would be helpful. I am assuming that somehow this change to the highly used, and very conveniently located 16, is a response to that. I highly suggest that this change be reconsidered.	5/29/2015 12:21 PM
78	Creating parking/making parking at the light rail site accessible. I would take light rail from the UW station to my work in Pioneer Square but in order to do that, using transit and not a car, I would have to take 2 different buses just to reach the light rail station. This makes no sense. Having parking available would make the choice for me about using the light rail. There is already free parking available and in use at the transit stop under the freeway on NE 65th (the Greenlake Park and Ride); why cannot something similar been done for the UW light rail station?	5/29/2015 11:20 AM

79	On the first map showing routes for NE I did NOT see any indication of service on NE 75th, at least from Roosevelt to at least 25th. The text descriptions of proposed changes for the 67/68 are not at all clear. Please clarify. If it is correct that there will be no #68 or 67 (whatever the route that goes from Northgate down 75th to the University and back North) down 75th, I am vehemently opposed. If service will continue on 75th between 25th and Roosevelt, please make this clear. If service from 25th and Roosevelt on 75th will be eliminated, it will pose a major hardship for me. I have limited mobility and no car. Having to walk uphill to catch either a 72 or 73, or walk further to catch the 66, is very difficult on good days and impossible on bad days.	5/29/2015 11:06 AM
80	Where possible, it would be great to address reliability concerns through capital improvements such as bus lanes, queue jumps, etc. rather than cutting long through-routes such as the 48 in half. I know that is not immediately implementable but it should be the long term goal.	5/29/2015 10:51 AM
81	I thought the new proposal was to keep 49 as it was currently routed AND provide more frequent service - yet the map seems to show it has been proposed to be rerouted off of Pine? This is a big impact to my ridership because I depend on 49 (Summit & Pine) to get me to 15th & 42nd in the UW area frequently. I have disabilities, so this route, though lengthy, requires no transfers and minimal walking. It would be helpful if the interactive map allowed you to click on a specific bus # and have the route highlight on it. If it is as it appears by only seeing periodic bus numbers without the route loop showing, the Link station on Broadway is too far for me to walk to and is too far away from the UW area I go to for doctors. So getting to these frequent appointments is going to drastically and negatively impact my transit use and, therefore, my health. Having to catch a bus to the Link, then to another bus vs just getting on 1 bus is a true hassle I do not look forward to. I was honestly hoping the Link would be a benefit to my ridership, but appears at this point to be a problem instead. Wish Seattle would have taken input from other more successful transit cities so the entire system was less complicated and, hence, more streamlined and fast. Just seems to be too disjointed as a whole and not necessarily looking to get better.	5/29/2015 10:11 AM
82	Since the 65 line was extended north there has been routine delays (at least 5 minutes) and crowding in the early morning southbound buses (between 6 and 7am). I live in Wedgwood and by the time the bus arrives in my neighborhood (about 1/3 of the route) the bus is full. Please address this by modifying the early morning timetable (perhaps add more early routes). I work at UW hospital in the operating room and I cannot count on the bus to get me to work on-time. The other issue with the 65 bus is the limited schedule during UW campus holidays/breaks. Most riders on this line are not students, but the staff of both Children's Hospital and UW Hospital. When the University is not in session we are forced to take busses that bring us to work at least 45 minutes early and the busses to and from the hospital are very crowded.	5/29/2015 10:03 AM
83	Improve sidewalks at key access points, taking into account fall risk where tree roots and untended plantings make walking unsafe and signage not visible. Improve visibility of street signage along main routes. Enlarge letters and use reflective, high-contrast materials. Better coordinate/regulate bicycle traffic on routes designed for primarily pedestrian access. Take into account how auto, bike, bus and light rail use will change with the development of 65th St. and Northgate stations.	5/29/2015 9:55 AM
84	The new Route 16 will definitely alleviate traffic and congestion in the Ravenna area. I like this new bus route because it will open up the Ravenna corridor to more business in the area.	5/29/2015 9:52 AM
85	Whatever bus services the route of the 31 & 32- Fremont to U-district, would need to address big gaps in service during the 8am - 9am hour.	5/29/2015 9:34 AM
86	The 16 should NOT be made into a Wallingford-Fremont connection. Every commute rush, it is standing-room-only, and (when heading downtown) is occasionally over-full by the time it gets onto Aurora. It sheds 1/3 of its riders in SLU and the majority of the rest in the downtown core. Adding 20 minutes to the commute time to provide Wallingford-Fremont connection is solving the wrong problem. The 26X is already a slower option than the 16: please don't degrade the 16 in favor of the already inferior 26X. East-west connections are helpful, but not at the expense of commuter routes that already have demand exceeding supply. Also: The "sounding board" meetings are a bit insulting - we are invited to come and talk with people who have no decision making authority? That seems like a tremendous waste of everyone involved's time.	5/29/2015 9:31 AM
87	First, thank you for allowing us to comment on the proposed changes. But, I do have concerns. First, despite reading the proposed service changes several times and watching Tedd's video, I am still confused about how Route 941 or DART would work. Where would it stop? At my house? Would it run after 7pm on weekdays or on weekends? How much would it cost? I could not find answers to these questions in the proposals. Second, with the removal of Route 71, how would I, a View Ridge resident, get to and from Downtown Seattle after 7pm on weekdays and all day on weekends? Also, since I have taken Route 71 from my house to Downtown Seattle and then hopped on Light Link Rail to Sea-Tac airport, how would I do that if the bus stop were far from my house and I was carrying luggage? In sum, unless Route 941 (DART) stops near my house and was available at least until 9pm on weekdays and on weekends, it seems to me that the proposed changes would make my transit options to Downtown Seattle LESS convenient and more complicated. Regards, A long-time View Ridge bus rider	5/29/2015 9:27 AM

88	Thanks for the extension of Route 16 to View Ridge. I will be able to take the bus from View Ridge to Green Lake instead of driving -- parking is so difficult there! I will need to transfer at 15th to get to the UW campus (work) or downtown, but increased frequency along NE 65th makes this trip easier.	5/29/2015 9:26 AM
89	I'm glad extra routes are being added to 76. I'm extremely disappointed that the 64 route is being changed and is not even a possible option to get downtown any longer. I'm TERRIFIED that route 71 has been discontinued...cannot figure out how I'll freaking get home if I have to work late and miss the 76. Your model of a half-mile walk to a stop is NOT PRACTICAL for an aging population, and will simply put more people into cars...	5/29/2015 9:12 AM
90	I live near Jackson Park and my main bus to UW and downtown is the 73. I appreciate that you have modified the earlier proposal to keep the 73 running through Pinehurst to NE 145th St. I can accept a bus that runs to Husky Stadium to connect to Link light rail. There are still some improvements you could make to the proposal. The 73 is a commuter bus for people in northeast Seattle to get to the UW and downtown. As such it should not make a pointless detour through the Roosevelt district and wander down Roosevelt Ave to the UW. Just send it straight down 15th Ave NE the whole way. The point is to get to Husky Stadium as quickly as possible. The 73 is usually full by the time it moves south of NE 80th so there is nothing to be gained by swinging through the heart of Roosevelt and then going down Roosevelt instead of 15th. You want to get people to the light rail at Husky Stadium, then go there instead of fooling around. The proposal calls for the end of weekend service on the 73. This is insupportable. Use a smaller bus on the weekend if you must, but we live in a 24/7 society and weekend service must continue. Finally, the proposal eliminates the loop through Olympic Hills at the north end of the route. Why? That is a pretty big chunk of Seattle that will not be served by bus except at the edges. Please do not lose this piece of the bus line. Thank you for the opportunity to comment. Chris Burke Olympic Hills 206-371-6450	5/29/2015 9:10 AM
91	Unless I have missed some critical information, the loss of route 68 means I start commuting in a personal vehicle rather than public transit which I currently use. From the information I have read, the 68 is claimed to be a "redundant" route to the 372. This is just not true and I think a poor argument for the many people I share rides with that live north of University Village and travel along 25th Ave NE to the Northgate Transit Center. The 372 is a north/south route. As far as I can tell, this would make my commute to and from work a three bus as opposed to two bus commute. This is no longer acceptable for me. It would add an additional wait to an already lengthy commute. I am all for more frequent runs N/S and E/W, but there are key destinations (transit centers) that might require a few exceptional routes. Seattle's roadway grid just does not make certain N/S and E/W routes possible. Without certain exceptions, users would be required to make more transfers. Not good. Please reconsider the 68.	5/29/2015 9:09 AM
92	I live in Wedgwood at 45thNE and NE75th - currently take the 76 to work and back; it takes 3 times as long as driving, but that's what is available. I have a problem with the proposed 65 route - in a morning commute, walking to 35th, catching a high frequency bus, it's about 15 minutes at the top. Then, instead of heading directly to the stadium light rail station, it's going to go through campus - uphill, windy, slow stopping for peds all the time, finally getting off campus, into the hospital - slow again, wheelchairs (it's a hospital stop, right?) and finally, finally getting to the light rail station. I peg that at 20 minutes minimum. Then wait for a train. then train to downtown. Up to a 10 minute wait, then 8 minutes to downtown. 15+20+10+8 = 53 minutes. The 76 is faster. Why would I bother with walking further, two waits for a vehicle, transfer in foul weather or fair - you've given me nothing. You need to optimize the route (65) at peak hours for commuters, or there's no gain. Every morning, on the 76, in both directions, by the time the bus hits the freeway, at least half, if not all of the standing room is full. You say that ridership is light in the NE, but on the few routes that I frequent, we're at capacity. Shorter, more direct, more frequent shuttles would make more sense to me as a rider, and spring for an independent route to cycle through the campus, rather than adding that baggage to what should, in concept, be an express. And the 941, running once an hour? What if it's full? Why gamble on that?	5/29/2015 8:47 AM
93	This is a great start. Hopefully, the buses can be made more frequent, especially nights and weekends, in the future. When scheduling the routes, please attempt to coordinate the evening schedules of the 65 and 372 so that people living between the two routes, who could take either bus, can see something coming within 15-minutes (as opposed to both routes leaving the UW Station at the same time).	5/29/2015 8:41 AM
94	the changes proposed for the 16 route which is already over-capacity would have a negative impact on the service in Wallingford. This is the only N-S route for this neighborhood.	5/29/2015 8:37 AM
95	It looks like there are options for those of us who take the 26, but it will take a transfer and more time for me to get to/from work with this proposal. the 26X route involves much walking both to the bus and once off the bus to get to work since it does not appear that there is a stop at 7th/Blanchard anymore. So then maybe I wait 20 minutes for a connection which is not a good option. If there were actually going to be more frequent buses so that missing a bus didn't mean waiting another 20-30 minutes to get the next or that a connection was only 2-3 minutes away, I would only be moderately inconvenienced, but I am extremely skeptical that this will happen. I anticipate that I will have to walk farther, wait on connecting buses 20 or more minutes and still have bus service times that are infrequent, often late or not arriving (i.e. when OneBusAway says "scheduled arrival" I have figured out that probably the bus is not coming, this seems to happen monthly).	5/29/2015 8:33 AM

96	Your cancellation of 242 makes my commute from Maple Leaf to Redmond far more difficult and will probably lead to me returning to driving alone to work instead of using transit.	5/29/2015 8:28 AM
97	I live on Wallingford Avenue below 40th and work downtown so the 26 is my bus - a bus that is full every time I ride it. Within a quarter of a mile of my home, in the area serviced by the current 26 route (in other words, along 35th and up Wallingford) there are four new huge housing projects under construction. I do not believe all these new residents will walk up the hill to 40th to catch the 26X, so this proposed change will dump hundreds more cars on the streets leading into and out of Seattle. Current residents of this area, and these new residents, should continue to be served by the bus that already makes its way right through the middle of this rapidly developing neighborhood.	5/29/2015 8:08 AM
98	Route 941 seems a poor service investment. Could route 65 be improved instead? Why does route 73 jog via Roosevelt? A direct path seems better.	5/29/2015 8:00 AM
99	Removal of routes 71 and 72 and no connection with route 73 eliminates 3 of the 4 options I have to commute. Need to keep 72 and 73 and continue with downtown for both	5/29/2015 7:58 AM
100	On the proposal grid, it appears that route 73 will not operate on weekends. Is this true?	5/29/2015 7:05 AM
101	I absolutely hate it that you are taking out a route I use EVERY DAY and offer NOT ONE acceptable alternative! The current route 66x from Northgate to the Ferry terminal past Fred Hutch, through downtown is ALWAYS crowded during peak hours yet you are ELIMINATING THAT ROUTE!!! I don't want to have to drive to Northgate to get on a bus via the freeway and then have to take another bus from first hill to get to work! I think this proposal is thoughtless and mean spirited. Not everyone wants to take the stupid train to capitol hill. A lot of us who work DOWNTOWN just want to continue to take ONE bus to work! Your plan will drive us back into our cars because there will be no easy way to get anywhere we want to go! Please reconsider taking this very busy route away!	5/29/2015 6:04 AM
102	The web site I read said that you're going to stop ALL service on the 73 on weekends. Where's that in your damn survey? THAT IS UNACCEPTABLE!!!	5/29/2015 4:37 AM
103	I live on Ivanhoe PL NE Seattle, WA. 98105. Not sure how I get to the new University Light Rail station from my house. Can you help explain? Thank You. jr.weissman@gmail.com	5/28/2015 11:42 PM
104	-I think the many connections between Husky Stadium station and U-District are important and should not be changed. -I think the service between the station and U-Village looks pretty light and might not be enough for people living in the area -I think changes to the 31/32 and 44 are very helpful -It would be nice to have a connection from Fremont to Husky Stadium, possibly either the 31 or 32 could be modified for this, or a similar route added	5/28/2015 11:17 PM
105	I primarily use D-Line, 44, 40, 16, 5. When leaving my car on Capital Hill, I use the 10 & 49. I use other buses to connect to these such as the 43 & 16. I am retired, prefer to use the bus to avoid having to pay for downtown parking, am pleased for all these truly global changes by Metro, and I am sure it will be beneficial to hundreds of thousands of persons who would like to stop driving so much. I often go days without using my car due to the ease of using the bus, including the Central Link to the airport. Driving in Seattle is burdensome and parking rates are hurtful, which is the kindest word I will use. I'm a retired senior and deeply appreciate the Reduced Rate ORCA pass.	5/28/2015 11:08 PM
106	I really like the more frequency in general, especially at night, especially serving my neighborhood as it relates to UW and other neighborhoods. I am completely dependent on the bus because I am 1) too disabled to drive and 2) too poor to own a car so any increase in bus service in any way is fantastic by me. I wish more people would ride the bus. I think you should do a PR campaign getting more people to ride the bus, there's too many cars in Seattle!!!! But again thank you so much!!!! I would not be able to hold any jobs without the bus due to my disability and extremely low income. I love the bus!!! I think the changes you did are good. I get all my errands done, go to my jobs, and go to social events exclusively using the bus and I love it. I think that you could get more funding for the bus and expand its service even more by getting more people to ride it. I think a lot of people think the bus is dirty or scary or inconvenient for them, i wish that could change above all things since the bus is the best thing ever	5/28/2015 10:41 PM
107	Connecting SPU / Front to Lightrail is key t reducing congestion on and around Aurora Ave and Fremont.	5/28/2015 10:40 PM
108	Dexter is not a reasonable reroute for bus route 16. This will not create shorter transit times between Wallingford and downtown Seattle.	5/28/2015 10:34 PM
109	A lot of the buses that connect the northern University District to Downtown are being removed (71-73) and I get the idea is that the light rail will replace them, however the light rail station is way in the south of the University District and there aren't many buses that seem to go to the station so it seems that it'll be quite difficult to get there from the northern U-District. I live on Roosevelt and 56th and it seems like it'll be way more difficult to get downtown with these proposed changes.	5/28/2015 10:34 PM

110	I disagree with 48split. There are fair amount of high school students who ride 48 from North Ballard, Greenlake, Roosevelt neighborhood to Garfield High School. The split proposal will inconvenience many students. I can see having Express service between Medical center and Holy Name (Aloha) and Garfield High School. 48 route split is a bad idea. If you really have to split, make sure connection is smooth between 45&48.Current proposal does not work have any cosiderations of transferring the buses.	5/28/2015 10:24 PM
111	I would like most current bus routes that I use (74 and 76) going directly to the Light Rail stations. Also, stop increasing the prices and have ONE payment for Metro and Light Rail. I pay on the metro and my transfer takes me right on Light rail.	5/28/2015 10:14 PM
112	Do not delete the 242 route. Nothing in the proposed changes addresses the loss of service from this cancelation. Light rail certainly does not help in this situation. The 242 is the only option for many North Seattle residents who need to commute to the east side.	5/28/2015 10:11 PM
113	You have stated that these changes improve the integration of the Link Services with bus routes in the district. Your stated goals are: ==> Integrate with new Link light rail service ==> Create a more reliable, frequent, and easy to use network that emphasizes connections to the new Link service Why is Route 26 a repeated target of your misguided plans? First in 2014 and now again in 2015. Here are a couple of obvious reasons your proposed changes to the 26 route = pure fantasy. 1. The population density in the Wallingford area targeted is increasing rapidly because of continued planning approval for high density residential developments. 2. Neither the 26 or 26X go anywhere near the new Link light rail service, by a good distance. 3. Having to walk 5 or 6 blocks to come even close to a suitable bus route is not 'easy to use', especially in bad weather. The changes may appear trivial to you, but I can assure they are not. If you are resolving some internal battle over resources please don't make this service the victim, especially since you appear to have sufficient funding for many, many other improvements. Status quo is sometimes the correct answer as well. Disenfranchised riders would now need to drive into the downtown area, an effect that contradicts your goals. I am having a great deal of trouble holding back my vitreole on this issue since it is evidently a 2nd attempt at shutting down this route, for some political reason or another. There is no logic to the proposal and I would suggest strongly that you drop this totally irrelevant change from your plans. You have kept these proposals quiet for quite some time, only sending an alert 2 days before your period for comment closes. You probably don't have more than a couple of hundred responses to the survey, thereby using those statistics as an indication of disinterest and therefore implicit support. You couldn't be further from the truth. I would usually close with 'yours respectfully' but I'm afraid I can't do that on this occasion.	5/28/2015 10:09 PM
114	The only feedback I have is about the hyperlink on the first page of this E-mail. It took me to a search page that gave three choices, with advertisement that had nothing to do with the subject in the sentence. What does adds about Ford cars have to do with King County Metro?	5/28/2015 9:44 PM
115	I would love to have the 77 express route run more frequently and/or on weekends.	5/28/2015 9:28 PM
116	I think the plan as proposed provides a great inconvenience for transit riders living in Ravenna north of NE 65th Street and wishing to go downtown. Excepting peak travel on the 76X, we are faced with a convoluted trip to Husky Stadium Station, an unnecessary jog to the east, and then a transfer to Link -- all together adding time and a transfer to what had been a one-seat ride.The restructuring of the 73 would make a lot more sense if there was a functioning Link station at Roosevelt. From my perspective, the transit planners threw us under the bus, and, unless there is some equity for us, there we will remain without relief until 2021/22. It would be much more efficient and transit friendly for Metro to retain the old 73X on its current route with a 1/2 hour headway until the Roosevelt Link Station opens. Frequency in this case does not compensate for a longer trip and the inconvenience of the Husky Stadium link transfer.	5/28/2015 9:22 PM
117	It looks like you have replaced a straight connection from Pinehurst to Downtown on the 73 with a complex trip involving two transfers, as the 73 will go nowhere near the new light rail stop. How can this possibly be an improvement? I can be Downtown now in less than 45 minutes. I can't believe I will be able to do that with this new system. The new 73 route does not connect with the light rail station, and I can't walk from Stevens Circle up/down the hill/stairs to get to the new station. It doesn't appear that I will be able to transfer to another bus on Univ. Way that will take me Downtown via the Express Lanes/Bus Tunnel. Is that correct? Those of use who are not able to walk far or use stairs are going to have a much more complicated and longer commute from Pinehurst to Downtown. Is that correct? I'm not sure you are really thinking about true mobility issues with this new plan.	5/28/2015 8:57 PM

118	Yes, 3 things: 1. The proposal is bold and quite likely, a big reshuffle of N Seattle's bus map is long overdue. However, in 6 years' time light rail comes to 65th and Northgate, and again affects matters. Will you once again re-shuffle then? 2. In the same vein, Montlake and Pacific, where the UW stadium light rail station will open, is a very congested area. What kind of measures are you taking to make sure buses won't just get stuck getting to/from that station? 3. Last but not least: right now, to my knowledge there is no fare transfer between bus and light rail. Your new proposal practically forces NE Seattle residents, outside of commute hours, to take bus+rail if they want to get downtown by transit. So, will your new plan include a fare transfer? If not, is it equivalent to taxing the residents of this part of town. Thank you and good luck.	5/28/2015 8:54 PM
119	1. Will the 312 on Lake City Way be the only direct way (no transfers) from Maple Leaf (89th and Ravenna)to downtown if the 72 is cancelled? 2. There is a bus shelter/stop southbound on Ravenna between 90th and 89th that currently is used only for the 72. What will happen to the shelter/stop if the 72 is cancelled (it is basically in the front yard of my condo)?	5/28/2015 8:15 PM
120	i currently ride the 73 from the beginning of it's route each morning, early. i am disappointed that it is being closed. because i do not have a choice i will need to walk farther than am able due to health reasons to try and get a different bus	5/28/2015 6:49 PM
121	Why didn't you ask me about route 28 changes!! I and my neighbors would mourn the loss of the 28 regular route, and we only had the option to share the 28 express with the world, mainly because busses are already standing room only at morning and evening rush times, and that is with both the regular and express coming from and to Downtown very often! . You should NOT reduce any amount of busses during those peak times, especially with such high ridership #s. I catch the 6:30 or 6:50 express bus each morning, it is always full to standing, and that is when the local comes by right before. If you take away the local, that means I have much less chance of catching a bus at my needed time, and odds are doubled that I would be standing. It is ridiculous to do this to this ridership! Please come up with another alternative!	5/28/2015 6:24 PM
122	Direct service from Northgate Transit Center, or Greenwood, or Green Lake to Capitol Hill is still lacking in these changes. This is a route I would take frequently. The 48 experiences long delays, especially in the summer as people use it to travel to Greenlake and Golden Gardens. I occasionally take this bus from 85th to Mount Baker TC and would be personally affected by the addition of a transfer, but I feel it would be worth it. I often will see the 48 get backed up; last weekend I sat at Greenlake and knew that the 48 was running more than 45 minutes late, and watched three eventually go by tailing eachother.	5/28/2015 6:01 PM
123	Your multiple choice options are not impartial and are heavily weighted toward approval of the proposed changes. This is not an impartial survey.	5/28/2015 5:46 PM
124	I just want the 47 back as it connects me to downtown.	5/28/2015 5:40 PM
125	The proposed changes to the 16 will have a major impact on me and people I know who use the route (4 in all, other than myself). First of all, why was there no notice of the proposal posted on #16 buses? I did see a sign at a stop saying that changes due to the completion of the UW station would be discussed, but never dreamed in a million years that Metro could in any way associate such a profound change in a well-established bus route with the completion of that station. They have nothing to do with each other! People I know in Wallingford avoid downtown Fremont like the plague. It's congested to start with, but when the bridge is up, service will be very undependable, as opposed to the straight 20-minute shot downtown that now exists from Stone Way & 45th. The schedule of the 16 has been much more reliable since the Aurora Ave transit lane was established. The new Route 16 will be much longer than the present one, and the long journey from Magnuson Park will add a lot of opportunities to put the bus off schedule, especially during the winter rainy season. Also, I (and one other person I know) use the 16 to go to N Seattle Community College and Northgate now. This won't be possible in the future. We'll have to transfer at Green Lake, which may look OK on a paper map, but will be a major inconvenience. Thanks for the opportunity to comment, but the comment period should be extended longer.	5/28/2015 5:34 PM
126	Please do not cut the 242. In order to replace this route I would have three lines / two transfers - first to Northgate, then to Green Lake, then finally to Overlake. This could be acceptable with a line that transfers in Green Lake to the 242 but there are no bus lines that go that go from Ridgecrest to Green Lake. Finally, this line always operates at capacity.	5/28/2015 5:26 PM
127	Eliminating weekend service of the 66 and 73 effectively cuts off Maple Leaf from a direct route downtown. Eliminating 72 altogether is a disaster for those of us who live in the South Maple Leaf/North Ravenna neighborhood. There are plenty of people who live in NE Seattle who do not commute to the UW; many of us have jobs downtown and also appreciate the opportunity to take advantage of Downtown activities during the weekends. This proposal is all about the UW which is great for those that work/study there, but absolutely not useful for the rest of us. I don't know what sort of input Metro received in putting this plan together, but I think the proposal for essentially eliminating all of the busses that I and my neighbors use is perfectly awful.	5/28/2015 5:13 PM

128	I am really not excited about the 16 bus changing to go over the Fremont bridge instead of Aurora bridge. I will not use it any longer due to the change which is sad because I live at 45th and Meridian and it is an extremely convenient currently for my commute every day downtown to work. This change would likely cause me to drive more regularly to the office and therefore not utilize transit. The reason behind this is because traveling over the Fremont bridge will increase my commute time in general and then if the bridge is raising it will really add time. I hope you reconsider changing the 16 to go through Fremont.	5/28/2015 4:53 PM
129	Unless you restore service on the 28/28x route to operate north of NW103rd St. to NW145th St during the day and weekends, even infrequently, none of the changes are meaningful to me. Has a shuttle been considered to fill this need? Metro feels ok taking the taxes this area provides but doesn't give us the service we need for people who need to get to the 28 local service without walking several blocks to board the route 5, getting off at Holman Road and walking several more blocks and transferring to the 28 local to get where we are going. Until Metro gives us back at some of that service I will vote against any tax or proposal that goes to the voters.	5/28/2015 4:51 PM
130	A LOT of people use the Route 64 along the Stewart and 5th Ave. stops. Dropping this leg off the route is a mistake. It's fine if to take it along Fairview but keep the Stewart / 5th Ave leg.	5/28/2015 4:48 PM
131	Please consider NW quadrant of Seattle. It usually is left out in planning exercises and considerations. Rapid D-Line is not very successful for NW area (NW of 80th and 15th Ave). The NW quadrant of Seattle is under served and should see improvements especially in the west to east connectivity.	5/28/2015 4:46 PM
132	You need to consider the current realities of insufficient transit service in NE Seattle which these proposals would not address. 1) current service improvements did nothing to remedy overcrowded buses on NE 65th to downtown, which pass either pass by commuters or mean standing all the way. No one who gets on at Green Lake Park & Ride currently gets a seat. You only added one north-bound bus in afternoon, but in morning the buses (64, and 76 ,and also 71) get filled with Roosevelt HS students, leaving no room for there best of us. We could still have this problem on NE 65th if frequency is not increased b/c high schools do not offer school bus service any longer. 2) we need guarantee of 7-day/week service on 25th NE, as well as 15th NE. Traffic is terrible here on the weekends, esp. when there are Husky home games, but we have no service on Sundays, and little on Saturdays. Need easy connections via NE 75th as well, to Wedgwood business district. We are in a bus desert in this sense, a big problem for many elderly people who live in area. as well as general public. 3) new plan seems like it would make it much more difficult, and possibly more expensive, to get to U-District directly from Ravenna area. If there is no direct bus service. If transfer to Link to get into hear of U-District is necessary, does this mean passengers would be charged the higher Link fare? 4) what will option be to get easily to Northgate if #68 is eliminated and before Link goes to Northgate? 4) good to connect Sandpoint Way/Children's Hospital/Magnuson Park via NE 65th St., we need more East-West connections	5/28/2015 4:43 PM
133	I live on Eastlake & Mercer, and I am completely dependent on the 66. I catch it a minimum of twice a day, and often more. It is the ONLY route that goes by my home, my workplace (pioneer square) and a grocery store that wouldn't require me to walk several blocks lugging heavy bags with multiple back, hip and knee injuries to consider. PLEASE DO NOT DISCONTINUE REGULAR ALL DAY, ALL WEEK/WEEKEND SERVICE ON THE 66 ROUTE.	5/28/2015 4:39 PM
134	The splitting of long routes into shorter, independent routes sounds excellent and like a great way to improve reliability/frequency of routes. I've never really understood through-routing as a concept, and it makes trip planning extremely clumsy and frustrating. I would also love to see the expansion of live bus arrival tickers to more stops, especially those that are main hubs outside of downtown - 34th Ave Fremont and University District come to mind.	5/28/2015 4:36 PM
135	I commute between Bryant and First Hill. This is challenging with relatively few 64X buses in the evening, ending well before 6pm. This is my primary concern, being able to get from First Hill to Bryant.	5/28/2015 4:36 PM
136	Your response options don't really allow me to say what I really mean. These changes do not reflect an improvement in the service. As we all know, the link system will actually add time to the commute, and as traffic congestion worsens, will also increase missed connections between the light rail and connector buses. Now, I take one bus that gets me close to where I live or at least within reasonable walking distance. The link option does not allow me to take one mode of transportation and still get within reasonable walking distance to where I live. And, it now adds increased travel time, not less. Just like the routes that use to go from Northgate to the Airport, travel times to the Airport have significantly increased through the use of Link. I do support light rail, but think it should be in addition to the current bus service as another option, not a replacement for bus service.	5/28/2015 4:31 PM
137	no	5/28/2015 4:24 PM

138	Residents in Laurelhurst are very disappointed about the proposed elimination of route 25. I personally take 25 every day to go to work. 25 is the only bus that goes through Laurelhurst and has provided service to many people including students, people who come to Laurelhurst to work (usually lower-income), as well as Laurelhurst residents who go to work. Laurelhurst is also an old neighborhood, with many seniors, who rely on bus 25 to go to other places. Eliminating this service will significantly hamper the mobility of these people and more importantly force them to use automobiles, which is not sustainable. Metro proposed new route 941, but this new route does not really cover Laurelhurst, as it only goes on 45th street til about 47th Ave. It is unrealistic to expect Laurelhurst residents, living through the neighborhood, will come to the 45th street in order to catch a bus. The elimination of bus 25 can only result in lost ridership for King county metro and Laurelhurst being completely transit-unfriendly. We hope that you do not remove bus 25. We propose to link bus 25 to the new light rail station at the University of Washington. If King county metro feels there is not enough ridership for route 25, perhaps a smaller bus can be used, which was used in the distance past (before the frequency was cut to once per hour; it used to be twice per hour). Thank you for your consideration. Cynthia (206-327-9181)	5/28/2015 4:23 PM
139	I'm disappointed in the proposed changes to bus service on Capitol Hill. The proposal removes or makes travel within the capitol hill neighborhood more difficult. Many people use Metro to travel within the neighborhood. Focusing bus service to Link would not improve mobility in many situations. The proposal removes or eliminates many existing connections to and from other neighborhoods - such as Route 12 connecting north capitol hill to first hill. How about re-connecting the 10/12 or the recent proposed option of 2/12 integration?	5/28/2015 4:23 PM
140	I like that there will be more frequency in our neighborhood of View Ridge and a better ability to connect east-west and to other neighborhoods in stead of just heading downtown. However, I am not sure I understand the logic behind making such significant service changes before the Roosevelt Light Rail Station is complete. Those of us that live in View Ridge currently only have access to Routes 71 and 76. I understand removing these routes in favor of a more frequent route whose sole purpose is to direct riders to the nearest Light Rail Station. For my family and my neighbors, that Light Rail station would be the Roosevelt Station. With the current options proposed to us, we will need to make at least one transfer or walk 15+ blocks in order to get to the UW Light Rail Station. I am concerned that having to transfer will make public transportation options less desirable and force people to drive their cars more. I strongly urge you to reconsider your changes--at least for the next couple of years--to routes 71 and 76. Thank you.	5/28/2015 4:22 PM
141	I live on 65th and 23rd northeast. From what I can see, there will be bus service on NE 65 only during peak hours. - the # 76 If I am reading the proposal correctly, during non peak hours I would have to get home - to 23rd NE - from 35th NE or 12th NE. the peak only # 76 would be the only bus up and down 65th. This is a 10 - 12 block walk. This would be very inconvenient in bad weather and most unpleasant in the dark. If I were to have mobility issues, I would be stuck. I strongly suggest a shuttle of some sort up and down 65th.	5/28/2015 4:21 PM
142	The proposal to stop through routing on the 65 increases my daily commute by 5-15 minutes. The proposed changes guarantee that I will have to wait for a transfer, rather than just taking one of the through routed trips. I don't really care about increased frequency on off-peak hours. I only ride the 65 during peak hours. If peak hour frequency also increased, then the time I would have to wait for a transfer to the 31/32 might be OK. I will continue riding this route regardless of what proposed changes go into effect. But I would be happier if at least one peak trip on the 65 continues to through route to the 32. I'm OK with the northern end of the 71 being removed. The connection to downtown at UW makes sense.	5/28/2015 4:19 PM
143	If route 66x is changed to the freeway, there would be no bus route on northbound Eastlake after it splits to Fairview. The current route of the 66 can be altered - but it should not be taken off of Eastlake - there are several large companies here and that bus is used frequently during peak hours.	5/28/2015 4:18 PM
144	I'm thrilled with the re-instatement of the 47, excellent decision. If I had two suggestions it would be: -Extend the service of the 47 to evenings (it's dark in our neighborhood, and this option would make us feel safer). -Extend the 47 and/or 49 routes (or peak hours atleast) to run South of Pike/Pine downtown (potentially down 1st or 2nd ave), as this will connect so many downtown workers to their highrises. I moved to Capitol Hill for the proximity to work downtown and I have to take two buses/connect to get to 1st and Madison. Pretty frustrating. Question: Is the stop going to be available at Summit and Mercer for the 47 (Northbound)? So many people used to exit at that stop and with the new development, I'm sure more will also. Just curious.	5/28/2015 4:14 PM
145	No	5/28/2015 4:09 PM
146	Please route the 372 north along Montlake as is planned for the 65. For people trying to access the Husky stadium station from the north, the connection at Stevens Way is a haul and undermines choice ridership. by looping back along Montlake, at least the PM could be a seamless connection. At a very minimum, the stop at Stevens way needs to be directly in front of the land bridge connection, UW Architect be damned. We have a couple thousand people in Ravenna trying to get to the station, just tell RBCA where to send the letters. Also, ST is woefully short of bike racks at the Station. They'll need a couple thousand. A time competitive transit route to DT will get lot of people on bikes.	5/28/2015 2:41 PM

147	Making changes to the 26 based on efficiency regarding the new light rail system makes no sense. I use the 26 every business day just like many others - the bus is full most mornings and afternoons that I ride it. The 26X is not a faster option as described, it takes just as long if not longer than the 26. Eliminating the 26 causes a longer commute time due to a further distance to walk to the bus stop and/or a transfer in Fremont to catch another bus. in a 3 - 4 block area of the 35th and Wallingford Ave. N. stop there are two apartment buildings being constructed with over 100 new apartments and a commercial building going up as well. Eliminating the 26 and this stop will cause a tremendous amount of stress on the system and this area.	5/28/2015 2:19 PM
148	I am concerned about the closure of stops along Wallingford Ave N, especially at Wallingford Ave N and N 35th street, on route #26. Closing these stops would end non-transfer service for from my home to downtown. If the 31 and 32 take over these stops, I will have to transfer in Fremont to get to downtown. For a 65 year old woman in winter and in rainy Seattle, this is more than an inconvenience. Please provide through service to downtown for those of us who live in the area between 15 and Stone Way N and between N 40th Ave N and Lake Union.	5/28/2015 12:24 PM
149	I think they way that you've provided exceptionally scant information as to exactly how these routes would be changed (route, etc), and only provided "increased frequency" is almost masterful. The information you've provided is almost worthless, but you're gone through the motions of eliciting public opinion. Nicely done!	5/28/2015 9:41 AM
150	The proposal has a glaring problem: there remains no good connection between lower Wallingford and 45th Street (Central Wallingford). A simple solution here: 1. Keep 31/32 running on Stone Way & 40th as today. 2. Route the revised 16 along 35th street and up Wallingford to 45th In addition: the revised Route 26 only comes every 30 minutes during the day & evening?? Switch the 26 to short buses and run it every 15 minutes, please!	5/28/2015 9:17 AM
151	Seems like the route 255 which is operating really awful during peak hours will become useless at all and I personally will not have any other choice but to just drive by myself from Kirkland to Westlake. 255 is currently overloaded with people trying to get from Kirkland to downtown Seattle. I would suggest to just add more buses to this route.	5/28/2015 8:45 AM
152	I am at 43rd and Stone, and am upset about the Route 16 change. Currently this moves people from Wallingford and points north to downtown quickly and effectively, and I absolutely love how the route skips all the congestion around the Fremont Bridge and teleports everyone directly to downtown on Aurora. Rerouting every 16 bus through Fremont and along Dexter would add 15+ minutes to the route and possibly more if the bridge is up, and IMO really destroy the value that the 16 provides to the commuters of this route. The route is already long enough for riders further north and east of me in Wallingford; why make it longer for them? You're already increasing the frequency of the 16 which is nice; how about making every other 16 a 16X that follows the old Aurora route? That way riders along Dexter and in Fremont can still be served, and people like me who like the express aspect can keep zipping on into downtown with minimal delay. Thanks!	5/27/2015 5:46 PM
153	It's impossible to get from Capitol Hill to Fremont or SLU right now. I have to either take the 8 (which, honestly, it's faster to walk up Denny Hill than wait for the 8), or go all the way through downtown at 5pm. I spend an hour every day going four miles. I could go through the U district with the proposed changes - but that would mean two transfers - I'm about .7 miles away from the Cap Hill station - and there's not currently a bus that goes from Central over to that station. If there was I could take that...transfer..one stop to UW..and then take a bus to Fremont from there? Still sounds incredibly painful. On top of that a ton of the doctors offices/banks/things people have to do are in South Lake Union (Amazon - where I don't work but they clog up traffic like it's nobodies business). Please give them a bus route to make traffic better. I think they all live in Cap Hill? It'd also be great to be able to go to swedish without having to walk all the way to the 8 route, decide the 8 isn't coming, and then walk up to Belmont and Pine for a bus that is actually reliable. This feedback is very specific but I feel that the other diagonal (not UW -> Downtown) is being very neglected right now. It's so quick to get anywhere but where I need to go :(	5/27/2015 5:30 PM
154	A direct connection between the 75 and the University Link Rail station is needed. Dropping bus riders off on the UW campus and expecting them to walk for several minutes to get to the light rail station to go downtown is ridiculous. The 75 should stop at the light rail station--people going to the UW could walk from there (after all, the UW didn't want the light rail station on-campus. Let them walk).	5/27/2015 4:05 PM

155	<p>Yes! Please DO NOT reroute the #12 bus from 19th Ave and Madison Ave. This bus route serves at least 6 different public and private schools, the Miller Community Center, the Community Health Clinic, several hospitals, museums, Town Hall, the ferry docks and the Pike Pine Corridor. Many kids ride this bus back and forth to their schools (ours do!) and to doctors appointments as do the elderly. It serves a mental health clinic connecting people who may not even be able to drive safely with other services. This bus would be used more frequently if there were more service added at night. This is a simple but essential city bus route. This vital north/south corridor will be poorly served by the #11 bus and there will be no coverage at all for many Capitol Hill residents. North Capitol Hill residents will be completely isolated from the Madison corridor where there so many schools and services. Please KEEP the #12 route as it is! Why not just bump the #10 route 3 blocks over to the Broadway station then back down the Pike Pine corridor? That would make so much more sense than removing the 12 from the 19th and Madison corridor to serve that purpose? Thank you for your consideration. I'm a big believer in public transportation and support adding bus service and all your efforts to get people out of their cars. Katharine Harkins 1233 21st Ave E Seattle, WA</p>	5/27/2015 3:46 PM
156	<p>I do not think the survey offers the right choices. You should have an "other" option, and an option of "I do not like the change, but will still take the bus because I have to". My proposal to make this plan better is to have 48 follow it's existing route from 65th to the hospital (or the new split route 48, which I think is a good idea). This would allow better access to Roosevelt High School, serve the new highrises that will be built at 65th and 15th, provide more convenient bus access on 15th, use a more traffic friendly route than U way, and not provide redundant and not needed service along Roosevelt Way and Ravenna Blvd because of the new routes. I must admit I was initially in a bit of a shock when I realized the new bus "improvements" would eliminate the four buses from my stop (southbound at NE 65th and 15th) that I have been riding for over 40 years, 71, 72, 73 and 48. I can hike to Ravenna Blvd. and University, but it isn't as easy as it used to be. Please consider keeping good-ol'-reliable 48 on its same path on 65th and 15th. I just don't think turning on Roosevelt and then going up Ravenna gains you anything (you will have other very frequent buses to serve there) while it loses you a very important intersection. David Hoff Dhoff@pacifier.com</p>	5/27/2015 3:02 PM
157	<p>I still don't see any easy connection path for the densely-populated area of Sand Point (between 50th and 75th) and the Link Light Rail station. There are loads of people who would like something better than a 40-50 minute commute to downtown on the 74. It seems obvious to connect the 75 directly to the Link Light Rail station without going through the U. I hope I'm wrong and I'm just having trouble seeing the new routes and how they interact.</p>	5/27/2015 1:05 PM
158	<p>Your survey questions are not useful because they don't cover the actual issues relating to the changes in your bus service. I live on Sand Point and the service will be less and will be clunkier by these changes because I live between NE 65th and NE 45th which where all the service is going to move to. Those of us between those points will now only have the 75 for service (except the peak time service of the 74). It will be difficult to get to the link station because of the need for a transfer from the 75 at some point to catch the linking line. The 75 is notoriously late and often overcrowded to to point that people are passed by and not picked up. I very much doubt that the increased pick up times will actually come about with it since i have waited as much as 45 minutes for a bus at times on the evening route. Those of us in that no man's land on Sand Point between NE 65th and NE 45th will not see any improvement in service.</p>	5/27/2015 12:51 PM
159	<p>Don't cut the 43 thank you</p>	5/27/2015 11:42 AM
160	<p>I believe that the current plan does not take into account the Rosevelt BRT plan from the city of Seattle and that the 70 or 73 should be modified to serve the BRT corridor. We need all-day access to eastlake and SLU from Maple Leaf, Rosevelt, and the U-district. Also, I believe the 73 should continue downtown as it does now via the I-5 express lanes.</p>	5/27/2015 10:50 AM
161	<p>Will the new route that replaces the 48 still give access from Geenlake to Roosevelt High School?</p>	5/27/2015 10:19 AM
162	<p>What about 242? I depend on that to get me to work every day without transfers. Your new plan means that I have to transfer twice to get to my destination on 148th in Bellevue, and it will take longer. This change makes me think I will have to move to the East side if I don't want to spend my life in traffic...</p>	5/27/2015 9:19 AM
163	<p>About Route 65, the "Proposed Changes by Route" map shows a loop through the UW campus running in the same direction all day. But the "Proposed Routes near Montlake Triangle" map appears to show Route 65 dead-ending on Pend Oreille Road, so that it doesn't go all the way through campus, just turning around on campus. Which is correct?</p>	5/27/2015 9:13 AM
164	<p>I like the 64 on weekdays, the 65, the 40, the 75, the 522. thanks for improving them.</p>	5/27/2015 9:05 AM

165	<p>If you turn the 26 into 26 Express, where would it stop? It's not clear from your map. If you remove the Latona & 45th and Thackery & 45th stops, you would be inconveniencing a lot of people and add many unnecessary transfers for those who work in the UW Tower neighborhood of the U. District - making the 44 EVEN MORE CROWDED. Seattle's bus service requires too many transfers, which exacerbates its unreliable and late service. A bus that's running 20 minutes late is not uncommon and, frankly, unacceptable for a major US city. Since the Light Rail will go nowhere near SLU or Westlake, keeping the 26 as is and/or ensuring stops in Westlake (on Dexter or Aurora) and on 45th (near I-5) are imperative. I would hate to end up in a situation -- again -- in which it's more convenient and cost-effective to drive, especially since it's everyone's goal to reduce the number of vehicles on Seattle's roads, which are unfit for the rapid growth in the area. Thank you for considering the public's feedback.</p>	5/27/2015 8:58 AM
166	<p>I live in Montlake. Please do not eliminate routes 25 and 43. Especially 43 as it is always crowded and is the only bus line that goes directly downtown. (I realize 25 goes downtown but it only operates during commuter hours) Our kids need the 43 to get around town without their parents taking them! If you are going to tell me that the University train station is going to compensate, please consider that it is a 20 minute walk from our house to the train station. Thanks, Carol Troup caroltroup@live.com</p>	5/27/2015 8:53 AM
167	<p>You will really be eliminating a valuable service to lower Wallingford as a result of eliminating route 26 (non-express). This route currently has many apartments units near the Wallingford and 35th Street 26 bus stop. This stop is an extremely important stop for commuters traveling to downtown and south lake union: I counted 378 apartments within 1 block of the 35th and Wallingford bus stop (This number was estimated by the number of mailboxes in multi-unit housing - I did not count single family homes in this number). Changing this stop to have 30's busses which take us to a transfer to 16 in Fremont is a total abandonment of this dense and high metro use resident population in South Wallingford - We need a bus that travels directly to downtown at the 35th and Wallingford bus stop. It is important to point out that at least 236 new commuters will be moving within a hundred feet of the 35th and Wallingford bus stop within the next year (i.e., dpd permit # 3014232 - 131 apartments (some with multiple bed rooms) with 14 Live Work and dpd permit # 3014233 - 80 apartments (some with multiple bed rooms) with 11 Live Work). That will be a total of 614 metro commuters abandoned in South Wallingford. Please contact me if you have any questions.</p>	5/26/2015 8:50 PM
168	<p>Yes, Concerns: The proposed east-west route on 65th and connection to downtown via the Meridian-Kirkwood-Woodlawn "bottleneck" and Fremont-Dexter route is poorly conceived, inefficient, unreliable, and degrades the residential quality of our neighborhoods. Please consider the following: 1. The intended goal of linking neighborhoods and parks with light rail (via 65th route) is only partially achieved (i.e., route east to Sand Point is good idea), but fails in providing direct accessibility west and south to Green Lake and Lower Woodland parks, arguably the most popular recreation facilities in the city (e.g., walking, running, swimming, ball fields, golf, tennis, rowing, and picnic). The proposed route south of Ravenna on Woodlawn, Meridian, Kirkwood veers away and uphill from the parks which reduces walkability, especially for anyone carrying sports gear or a picnic. Parking in east Green Lake and Lower Woodland parks is overloaded and spills into the adjoining side streets increasing congestion and aggravating parking for residents. 2. Routing the bus through the Woodlawn, Meridian, Kirkwood neighborhood is a traffic bottleneck because these residential streets are too narrow and are not designed to support safe two-way traffic and high-frequency transit with large-heavy-buses. During peak hours it will be very difficult to maintain schedules and uniform traffic flow because the narrow corridor (i.e., 24-ft wide on Meridian, Kirkwood) only allows one-way traffic. Buses facing oncoming traffic must stop, or pull out at an intersection, to allow safe two-way passage. This problem will only get worse with the proposed 7-15 service frequency during peak hours. 3. Elimination of the Aurora portion of the route effectively eliminates efficient and fast connectivity to downtown for the southeast Greenlake/TangleTown neighborhood. Travel time for downtown commutes will be increased due to the slower route on Dexter or commuters with need to transfer to the 26X; wasting time and losing the one-route commute. 4. The proposed route and increase in transit frequency will exacerbate the ongoing problems concerning excessive noise, traffic congestion, house shaking, and road safety in the Woodlawn, Meridian, Kirkwood neighborhood. Last December 72 members of this neighborhood submitted a signed a petition asking Metro to consider options to reduce bus impacts. Clearly, Metro has not listened to neighborhood concerns and has ignored public input. Solution: Change the proposed routes 16 and 26 as follows: a) connect the proposed 65th and Ravenna segment of Route 16 to Fremont and Dexter via East Green Lake Way and Stone Way, and b) connect the proposed Route 26X from Ravenna to downtown via Latona, 56th, Meridian, and Wallingford streets. This would: • link the transit network (i.e., Route 16) to the parks on level-wide roads that are suited for bus transit and easy/safe access to parks, • provide efficient, reliable, and faster connectivity to downtown for the majority of commuters in the highest density areas including Southeast Greenlake/TangleTown and Wallinford, and • reduce safety hazards in the "bottleneck" and greatly improve the residential quality of the Woodlawn, Meridian, Kirkwood neighborhoods.</p>	5/26/2015 8:25 PM
169	<p>I think that the elimination of route 68, especially during rush hours, is a mistake and will add congestion to alternate routes.</p>	5/26/2015 7:07 PM

170	The problem with replacing route 16 with the proposed 26x is that the new route does not go close enough to the Polyclinic, Group Health, the Library or Northgate Mall to be of much use to the elderly and (relatively) infirm who need access to these places. Walking from the Northgate bus barn up the steps to the Mall is impossible with a walker and challenging with a cane. It's a flatter hike to the Polyclinic, the Library or Group Health but it's considerably longer. The current swing the 16 does around Northgate Way puts the passenger within an easy flat and short walk to all the above. Your plan of creating a system with fewer but faster and more efficient routes sounds great, but does a disservice to a population of older users for whom proximity and ease of access mean more than speed and efficiency.	5/26/2015 6:39 PM
171	The proposed changes with more frequent bus service are very desirable and will greatly improve bus service in north Seattle. Thank you. Weekend bus service on proposed Route 73 would be desirable but probably not possible at this time.	5/26/2015 3:57 PM
172	I'm concerned about several things. I often ride the 73 from downtown to Maple Leaf (on 15th). I do not want to have to transfer at the University Station. This seems like it's going to add a lot of time to the route. Additionally, I don't like how the 73 veers off 15th. There should be bus service all the way down Roosevelt, and all the way down 15th. Many of these changes are going to create longer walks from the bus route to the stop. This is problematic, especially at night or in bad weather. I also often take the 66 from downtown to Maple Leaf, since it lets me stop at a couple of grocery stores, then re-board and continue my trip home. Again, I'll now need to make additional changes from downtown. I do like increased frequency for the 75 and 67. But I don't think East-West service has been improved at all, and this has been a problem for a while. There need to be more connectors between Roosevelt and 15th. The 73 (and 72) both do yeoman's work as far as serving my bus needs, and I'm disturbed that the 72 is on the chopping block and the 73 will involve a transfer when it didn't used to. Please consider the needs of older riders. It's not as easy for people who are in their 50s and 60s to make these long hikes between stops. Sure, some of the routes (like the 25, which I also take sometimes) are slower, and have lots of stops, but there is a certain type of ridership served by this. We aren't all millenials.	5/26/2015 3:54 PM
173	I support the increase in bus frequency for route 75, it would make my commute more convenient both in the morning and evening. I also support increasing the 75 schedule during the mid-day period. Having a reliable connection at all hours with route 75 and the new UW Link station is critical for me.	5/26/2015 3:11 PM
174	seems like south wallingford is just cut out with the rerouting of the 26. of course, it takes nearly an hour to get downtown on the 26 as it is, so i guess improved times will help some, but there's a large swath of wallingford that has no useful bus routes. before the change, it goes down wallingford to 35th but to have to walk all the way up to 40th or over to stone way? never mind.	5/26/2015 2:01 PM
175	I'd first like to note that there were no survey opportunities to assess the impact of removing routes. Secondly, I'd like to note that once you are east of 23rd/24th in Montlake, getting to SLU is incredibly painful. Worse, with the deletion of route 43, getting downtown is now painful and getting to SLU is ridiculous and not even worth the effort. With the deletion of route 43 I would stop using the buses and start driving again. It just would not be worth the effort. I would highly suggest considering making SLU a transportation hub. Right now everything is about getting from SLU to downtown and then going to your final destination. Also, I would consider better serving the Montlake area. With the coming construction changes to 520, the Montlake bridge, and the onramp / offramp, people are going to turn to public transportation to help out. Instead, service is being cut causing more transportation issues. A link station closer than UW could hep, as could a better replacement for the 43 line being cut. Or you could just leave the 43 line in and have it be easy to get downtown for Montlakers. Thanks for all your hard work; please take this into consideration.	5/26/2015 1:01 PM
176	I want to know what Metro has in mind for snow routes; as the number of option (routes) is reduced, reliability of the remaining routes will be very important.	5/26/2015 12:44 PM
177	Great job guys! Really like the proposal.	5/26/2015 11:26 AM
178	I take bus 242 for 15 years and don't have another way to go to work. Please keep it. Thank you	5/26/2015 11:18 AM
179	The 26 stop at 35th and Wallingford is the ONLY bus stop in the area and tons of people utilize this stop to get to work in South Lake Union and downtown. It is one of the reasons that people moved to this neighborhood. Removing the stop would hurt the working people and hurt the elderly population that lives in this neighborhood. You are doing a disservice to the King County public by deleting this stop.	5/26/2015 10:38 AM
180	I live currently in Wallingford and the bus stop at the corner of 35th and Wallingford gets me to and from work everyday. The number 26. I have never seen less than 5-10 people get on and off at that stop. Removing the stop is unacceptable and would prevent me and others from getting to work.	5/26/2015 9:35 AM

181	I need a bus from 45th & University to Sand Point....where I work. Now you have decided to discontinue the 30 and that does not make me happy at all. This just adds one more stress to working. I am not impressed at this point. What about having the 74 run both directions??? Where is the connection from the Sounder bus from Tacoma to the U district to Sandp Point to ge me to work by 7 am. I have no desire to get up andy earlier than I do now.	5/26/2015 7:56 AM
182	Elimination of routes 71 and 72 would make life harder for people who normally take those routes if they are not replaced with service direct to the UoW Link station (the station itself, not Stevens way) over their ENTIRE LENGTH. To make a trip to downtown that I now make on the 71 (starting 100 meters from my doorstep) I would have to either walk to 25th and board the 372, followed by a walk from Stevens way to UoW Link on the other side, or take the revised 16 service that reaches downtown by winding through traffic west of lake union instead of using the express lanes. My proposal for bus service around Link is simple: truncate all routes that travel from northeast Seattle to downtown at the UoW station itself. The 71 and 73 could certainly benefit from that connection, without forcing their riders to walk long distances from their homes to the bus or between Stevens way and the train, and if the 372 was routed to the station itself the 72 could be eliminated entirely. 76, 77, and 316 service through to downtown is redundant and contributes to highway congestion. It might even be possible to truncate the 312 and 522 at Link, which is likely to be faster than I-5 at some times of day. This could also have the added benefit of providing service from lake city way and 25th ave NE directly to the train without disrupting 372 service for those whose destination is the University itself. DART could be a useful tool in Wedgewood, Laurelhurst, Sand Point, Viewridge, and Windermere, but only if it is in ADDITION to the 71, rather than instead of. If regular bus service in those areas is replaced with sporadic and unreliable DART, people will just get in their cars instead. I applaud improvements in service frequency in the proposal (those are long overdue). The splitting of the 48 could prove problematic for students who travel from capitol hill or the south end to Roosevelt, Hazelwolf, Billings, and Bishop Blanchet. Perhaps certain 48 trips could become the 45 (or vice versa) at the UoW station during peak hours?	5/25/2015 10:32 PM
183	Concerning Route 16: By routing it out of the Northgate area, the NE Seattle neighborhoods further north are more cut off. It might be easier for residents of the NE neighborhoods further south to travel east-west, those further north would be more isolated from the west side of I-5. People in these neighborhoods will have to travel to the University district to transfer to a route that heads to the Wallingford, Fremont, Ballard area. This is especially worrisome considering proposed changes to the weekend schedule of route 73 which would make it all but impossible to do so on the weekends. Concerning Route 73: Without any weekend service, residents of the Jackson Park, Pinehurst, and (to a lesser extent) Maple Leaf neighborhoods will be practically unserved by Metro routes on the weekends when they are more likely to want to go to the University District, Wallingford, Fremont, Ballard, or Downtown for shopping and recreational activities. A reduction of frequency or shorter operating hours on the weekends for route 73 would be perfectly reasonable, but the elimination of weekend service seems like an oversight.	5/25/2015 9:35 PM
184	I find it hard to believe that the north end of the revised Rte. 16 will have much ridership east of the Roosevelt/University districts. You are propsoing to replace frequent, direct service to Green Lake/North Seattle College with less frequent, and less direct service on the revised rte. 26/26X, thanks to the jog over to 65th St. Why are changes being proposed for 2016 to routes that might serve the 65th St. Link station, which won't open until 2021? And, by the way, service to downtown via the rte. 16 is neither "infrequent" nor "unreliable".	5/25/2015 7:48 PM
185	Sadly I was unable to attend the Open House last week which might have cleared up my concerns and confusion.....as the information provided on the website appeared to greatly reduce my use of the system. I have had the privilege of good service for a number of years using the 71 route. It is steps from my door. This proposal will reduce my use of the system but might bring more people on to the bus system. I realize that giving everyone the same advantages I have had is the right thing to do. But based on how I look at the 16, 45 and 76.....I will not be using this system as much as I am now. I do not even know how to tell you to fix this.....	5/25/2015 4:06 PM
186	This questionnaire never offers the option to answer "this change would cause me to use transit less than I do now", which is the case for me regarding the swaps between rtes. 16 and 26/26X. And why are connections to the Roosevelt Link station being made now, when the station won't open until 2021?	5/25/2015 1:40 PM
187	Please install more electronic kiosks at major hubs in and around Maple Leaf, Northgate, Lake City, and keep timelines and real-time arrival departures accurate. Often when trying to go to and from the northern burbs to points south, and vice versa from downtown back north, it is unclear what the best transfer options are on say the 41, 75, 73, and 372, 306, 522 because sometime connection busses come early and then leave and the bus drivers from routes seem to have no clue about the other routes or issues impacting them. Please install more actual kiosks for adding to an e-purse besides the few of them downtown. While it is great that more busses etc will provide services so disabled riders can transfer a number of times to get to a destination without much time on the streets in wheelchairs etc, could some of the planning actually improve the lives of us who don't mind walking a block or two to get to the the connection stop and have that reflected in the TripPlanner recommendations? Overall I vote for more frequent stops that can get us to-frommajor hubs (Kenmore, Lake City, Downtown, Capital Hill, etc.) at any time of the day and night and then less service within these hubs.	5/25/2015 10:03 AM

188	If your going to radically change a route, i.e. 66x, don't use the same route number. It's nothing like the current route! It's very confusing. Also you've slashed the 66x so much why bother!!! WTF #\$\$#@#\$\$#@%#@!!!!!!!	5/25/2015 12:02 AM
189	It seems a little disingenuous to say that Metro is expanding service on the 73 bus. You're really reducing service by removing its trips downtown and ending the 71 and 72 bus routes. Please keep in mind that the new Husky Stadium Light Rail station is a solid 20-30 minute walk from most of UW's classes and offices. The trip downtown by lightrail may be only 8 minutes, but you're adding long walks or extra transfers to a lot of people's commutes by removing so many bus options to downtown. It sounds like the 74 bus will help fill in some of these gaps. At a bare minimum, could you please have it stop at all the downtown tunnel stops, like the 73 bus did? My transfer is at Convention Place, which is cleaner and safer than Westlake and some of the other tunnel stations.	5/24/2015 4:20 PM
190	I would like to see the use of shuttles between neighborhoods. This would be useful for both commuters and seniors and the disabled. It is particularly difficult for seniors and the disabled to access both light rail and Rapid Ride because of the distances between stops. There are also commuters who do not use either service because there is no place to park near the stations. It would not be necessary for them to drive if they were able to take a reliable, nearby neighborhood shuttle.	5/24/2015 2:07 PM
191	Route 48 reliability is not so important if the frequency is short. Random events like bridge openings, traffic lights, and wheelchairs cause variations that are a large proportion of 8 mins. Therefore keeping the route 48 in one piece and avoiding transfer times is more valuable than schedule reliability (as long as separations between buses is near 8 mins).	5/24/2015 11:36 AM
192	still worried about how I'll get from my neighborhood (bottom of Viewridge) to the UW Light Rail Station. It's not clear how close the 75 will get to the station. If I have to walk down to sand point, wait for a bus, walk a distance on campus to get to the light rail station, I'm probably just going to stick with the bus. When the Roosevelt station opens, the new East/West routes on 65th will be awesome.	5/23/2015 10:11 PM
193	This will effect many people who have disabilities. Some people with certain disabilities already have issues taking the bus and the changes will cause more issues due to bus changes and the lack of availability of reliable service. Light rail is much appreciated for those with disabilities yet the bus changes will effect some with certain disabilities immensely especially those who do not qualify or meet criteria for Access.	5/23/2015 2:33 PM
194	The RTS. that you are talking about I don't use as off on as the RT. 277 or the 540. The RT277 goes by my house and I can leave my car at home. In the afternoon I am able to take the RT540 and transfer to another bus at the KTC to get home faster then RT 277 for it takes the 405 and that can take up to 30 minutes longer to get home. If you put the 540 going to the Houghton P&R that means longer travel time. For we all know that 405 is a nightmare 90% of the time.	5/23/2015 9:19 AM
195	I insist that bus engine and brake sound reduction/mitigation measures be taken on Route #16 buses. I am disheartened to read Kevin Desmond's 12/12/14 response letter to Mr. & Mrs. Martin and others which failed to address sound related concerns. While I want to encourage more bus and transit options for Seattle, it should not come without reasonable sound mitigation efforts. Additionally, night time #16 buses should be smaller and quieter; never have I seen a #16 bus past 8PM with more than 1/4 capacity of riders. My wife and I moved within the last 2 years to the corner of Woodlawn Ave. N, and 65th street. We love the neighborhood, but have contemplated moving primarily because of noise from metro buses and trucks, which peak well over 90 decibels over 25 feet from our corner where buses start and stop at a stop light in both the north and southbound directions. Thankfully, trucks rarely travel by our house in the evening/late night hours. Metro buses, however, routinely shake our house well into the late evening hours. We have spent >\$10,000 on sound proofing and fencing materials in the last 2 years alone, primarily to mitigate sound from metro bus and truck traffic in our yard and inside our house and still plan more. While I use the #16 bus daily to get to work, I would gladly travel >0.5 miles, such as to Aurora/Route 99 to take the E line bus, in order to shift the #16 away from our residential intersection. Had we known about the metro and truck traffic noise we would experience living on our corner, we would not have purchased our home.	5/23/2015 7:22 AM
196	Northbound, I think both routes 16 and 26x should turn right onto 65th from Woodlawn and Latona respectively instead of twisting and turning and looping to maintain part of their current routing. If the 16 makes stops on 65th, Sunnyside, and Latona and then continues straight on 65th after crossing Ravenna Blvd, the areas formerly served would still be within comfortable walking range. Likewise with the 26, if it could turn right from Latona onto 65th and turn left on Ravenna Blvd it would still be very close to the areas previously served, but would as well as avoid twisting and turning through narrow residential streets, and save much time. The GreenLake Park and Ride Area could also be better utilized as a bona fide transit center for all the routes proposed to be serving that location. For those concerned about the Hearthstone retirement home no longer having bus service outside their door-- I ride the 16 several times a day usually and have never seen any of their residents ride the bus, only the employees.	5/22/2015 11:46 PM

197	<p>I live in the central district at 26th and Denny, but make frequent trips to north Seattle(Wallingford, Ballard, Ravenna, U-district). The discontinuation of the 43, especially when it combines/turns into the 44, makes those trips require a transfer, some of them out of the way, which are often unreliable. The 48 being split means that I also would have to make a transfer, rather than take a one-bus ride from the central district to Ravenna. It really seems as if these transit changes are designed to make the exact area of the central district in which I live, less accessible to the north end and more inconvenient/expensive, by forcing use of light rail and/or new route connections. Too many "one bus" trips turned into transfers, new routes making stops or forcing transfers in areas that are less accessible or unsafe. Make transit stops safer in the downtown corridor if you want to force folks to transfer there.The 43 and the 48 should be left alone. Being able to ride one bus, maybe two if I'm riding all the way to Ballard and the 43 does not become the 44, without transferring downtown, is the most convenient and safe option from the Central District. Same for the 48, being able to ride from the CD to the Roosevelt/Ravenna area on one bus, that essentially delivers "door-to door" service.</p>	5/22/2015 5:39 PM
198	<p>DeletionOf route73 from downtown service is a disservice to those of mobility and handicap needs. Deleting service frequency, especially weekends causes trip interference necessitating a transfer in transportation. New taxes by the city of Seattle has not increased service. Service is decreased by proposed changes. Considerable congestion exists at the university district. Making the area a drastically expanded transit hub as the proposed link changes imply could place an overwhelming strain on the area. Fare processes between Metro and Sound Transit are incompatible. Continuing route 73 to downtown Seattle as it now exists would be much easier for a rider not to transfer modes. It could save that traveler an approximate 15 minutes of possible transfer time. Maintaining the route to downtown would not save money, nor would it inflate link ridership. Some important things downtown service would do is: decrease the added congestion to the university district as the link proposal implies. It would alleviate an unnecessary and disparate mode change by any type of rider, it would form a continuous ride. At the U District, as it is now the 73 has finished pickups. Proper transportation would then carry them through rather than disrupt the ride. If the riders are on take them on through and alleviate congestion rather than cause busloads of it.</p>	5/22/2015 5:25 PM
199	<p>I have been riding route 66 for years from Roosevelt NE in the U District to downtown. I see by the proposed maps that it will be moved to the freeway heading south, and will no longer serve the U District. I also see on the map that the bus I would take once the changes are in place would be the 70 on University Way NE. I suppose this will work, but many of the people on my bus come from the Northgate park and ride and get off at either Fred Hutchinson or further down the line toward downtown. I'm not sure exactly why the 66 is being rerouted. Most of the people who ride that route work downtown and are not University of Washington students. Is the purpose of the move to get the buses off Roosevelt now that there's a protected bicycle lane? I'd vote for keeping the 66 right where it is. Thanks</p>	5/22/2015 5:12 PM
200	<p>I am opposed to the elimination of Route 71. To compensate for the removal of this route, I would either have to walk nine more blocks to catch the bus than I do now, or take two busses instead of one. There is a great travel time advantage to keeping the 71 so it can collect people along the east/west run and then with the route turning north/south for access to the University of WA campus.</p>	5/22/2015 4:04 PM
201	<p>I am opposed to the elimination of Route 71. To replicate my use of that route, I would have to transfer busses whereas now I don't. It is beneficial to have a route that runs east/west, then turns north/south to the University District. The other option would be for me to walk 9.5 blocks instead of the 0.5 blocks I must walk now.</p>	5/22/2015 3:53 PM
202	<p>The #71 route has low ridership past 40th Ave NE (PCC) in part because it's hard to access and there is minimal need among the affluent there. But it connects areas where elderly and not so affluent also live. The 65-71 combination, when running in sync [rarely] provides a lot more access than you realize. Because the area is poorly served and it's hard to get to stops, people don't use it; because people don't use it you cut service. If you cut that access to the future Roosevelt station now, will it come back? But i am one of a growing number of citizens dependent on good service to that area. I gave up my car for ecological reasons 5 years ago and now because of health/disability i cannot walk as far as you want us to get to more widely dispersed stops. I do not trust DASH service. What can you do to make it possible for me with my .25 mile walking limitation to catch busses i need to places i need to go?</p>	5/22/2015 2:53 PM
203	<p>Route 25 is an important route that links Eastlake/Portage Bay to Montlake and is the only direct route to University Village. Alternatives can take up to an hour with transfers to go a fairly short distance. I ride the 25 to downtown and U Village from Portage Bay often. Ridership dropped dramatically after the frequency of trips was reduced. If it ran more frequently more would ride it. I found the 49 & 70 to be convenient to downtown, but no good route to U Village. Consequently, there's a lot of traffic to U Village that is getting worse every year with little bus coverage for those in the surrounding areas of Eastlake, Portage Bay and Montlake to U Village shopping. I hope something can be done to alleviate this gap. Best regards</p>	5/22/2015 12:30 PM

204	<p>1) For years, Metro has struggled to work away from a Seattle-centric (downtown Seattle) orientation. This plan reverts to that 1940's orientation, sacrificing neighborhood connectivity for a slavish dedication of connecting to downtown Seattle (via Link). Virtually all of NE Seattle that now is connected directly to the vibrant University District will, instead, be connected to the Montlake triangle - overkill even for Husky fans, and very congested. Rt 71, 72 and 73 service into the U District are eliminated and not replaced. And the U District itself gets disconnected from much of Capitol Hill with loss of Rts 25 and 43. Seattle's hilly topography is largely ignored in your "grid" when considering the greater distances folks will have to walk to access service. You also force massive amounts of transfers to the UDist for those living along NE 65th, and revised Rt 16 will be very unreliable due to length and where it operates. The transfer environment at Stadium Station stinks. WAIT FOR LINK EXTENSION INTO U DISTRICT, AND PRESSURE ST TO OPEN THAT EXTENSION SOONER. 2) Your crappy area maps describing the proposed changes are too small to be able to read them without a great deal of difficulty. They are much smaller scale than Metro's existing service area maps on-line, with NO ability to enlarge. 3) It was a mistake to bill these massive changes of bus service as "improvements" related to Link extension; that hides the significant effects this will have on folks who don't go downtown much and thus think the changes won't affect them. 4 Many areas (e.g., Montlake, View Ridge) either lose service or face drastic reductions. DART service in the city is totally inappropriate. Hourly service on 941 only during daytime weekdays is too little, and doomed for failure. You force us to return to driving.</p>	5/22/2015 11:34 AM
205	<p>I'd like to see all day service along NE 55th continue either by restoring the 30 (or returning the 30 to its original route serving Magnuson park to Seattle Center) or by adding more day time runs to the 74. For those of us who want to go from our neighborhood to the north end of the u district (for the YMCA, Farmers Market, Scarecrow video, Blessed Sacrament) it can be a hardship to trek to 65th or to have all the alternative routes travel south of the u district in order to serve light rail. I ride the bus every day and almost never go downtown. I go from NE seattle to u district, Roosevelt, magnuson, Wallingford, seattle center, and capital hill. I will actively avoid light rail because of the tunnels.</p>	5/22/2015 10:09 AM
206	<p>Ted did a poor job of explaining his three for one change to Rte 73. Based on his poor illustration during the drawing of the new route, he makes it seem like the new route is going to make a circle down Roosevelt the up 11th and back down Roosevelt then to UW. Very confusing. He also says we are getting more service. That is true for weekdays when the route operates at a higher frequency to UW, but he fails to explain that all 73 service is cancelled on weekends. This is not more service, this is less service. The residents of Jackson Park are not very well represented so I guess I don't expect much to change but I did support the transit issues and find that I now get less service so I see no need to support transit in the future.</p>	5/22/2015 9:04 AM
207	<p>Hello, Thank you for giving riders the opportunity to express our opinions. This is regarding the route 242 being deleted. This is a busy bus route and it's often standing room only in the evening. It also services disabled riders who can only pick up this bus (one blind and one who can barely walk). What about them? This is the ONLY bus that goes directly between the Green Lake transit center and Redmond. The 542 is also being revised takes an additional 30 minutes EACH WAY. It's a milk run. The proposal from Metro is to take the 542 or go downtown to transfer. That would take an a minimum of 90 minutes each way to go 13 miles. My suggestion is for someone in a decision making position to try it round trip 5 days a week and then tell us that 242 is cancelled. It was my understanding that if Metro received more funds, this bus route continues. Metro received more funds and now this bus is route on the chopping block. I'd like to know how Metro is doing their accounting. I imagine there is an oversight committee outside of Metro that audits. If they don't, they should. I am very unhappy with this change and would like to know who else I can implore to keep this route. Thank you for allowing me to express my opinion.</p>	5/22/2015 8:31 AM
208	<p>Please!! Don't disappear route 72. Is the route we will use to get to my son's elementary school, from Lake City to Wallinford, without transfers. I ride the bus with my 2 kids everyday. Many persons that come to the food bank ride this route, many of them disable, old, or with kids. They just cross the street and don't have to carry their heavy bags. Many low income families that live in Lake City and don't have a car ride this route. Please don't disappear route 72!!</p>	5/22/2015 12:20 AM
209	<p>Please keep a regular route in Laurelhurst. Do not replace it with DART. If 941 is going to run every 60 minutes, it will have as low ridership as the 25. To increase the ridership, increase the frequency of service!</p>	5/21/2015 11:25 PM
210	<p>I like the idea of fewer routes with improved frequency of service.</p>	5/21/2015 9:43 PM
211	<p>Thank you!</p>	5/21/2015 7:49 PM
212	<p>Please maintain the current route for the 28 local and 28 x. The proposed route for 28x would additional commute time to an already lengthy trip. Removing the 28 local route with no access to the Dexter corridor would be significant impact on travel time and transferring to another bus is not desirable nor reliable.</p>	5/21/2015 4:32 PM

213	It's not what you're adding. It's what you're removing. The 242 fills a very specific need, and does so quite efficiently and effectively. It was designed to get people from Shoreline, Maple Leaf and Green Lake to work at Microsoft's Redmond campus in the morning, and back home in the evening. I can't remember the last time I was on a 242 that wasn't full. And a huge proportion of the riders take it every day, day in and day out, for years. It's working, because it's incredibly convenient.. If I have to do a transfer to get to work, the convenience is gone. In the bad weather, I'll end up back in my car, and so will a lot of others on the bus. Stop trying to kill it.	5/21/2015 3:53 PM
214	Please don't get rid of the 372 run east of the UW Bothell campus. I live in north Bothell and drive to the park & ride to catch the 372. It takes a good 20 minutes for me to drive to the park ride as is. There is no parking at the UW Bothell campus for me to catch the bus there and street parking near a college campus will be a nightmare. The Kenmore park and ride will take me longer to get to and if that is my only transit option, I'm afraid I will have to cancel my bus pass and just drive to work each day. With a child in day care, I need a reliable one-bus route. If the 372 east run goes away, I don't have any other options for commuting to work via transit :(	5/21/2015 3:44 PM
215	RETAIN SERVICE FOR ROUTE 242! How can you consider cutting this?	5/21/2015 3:30 PM
216	I ride the 372 five days a week to UW Medical Center. I do work weekends. I would have appreciated having weekend service IF it extended father north. To add weekend service only to Lake City doesn't help me, and is redundant since I can take a 65 or 75 to Lake City already. Either way I have to walk 1-2 miles north or wait on Lake City Way for a 522. Might you consider weekend 372 service to Kenmore or Bothell?	5/21/2015 3:22 PM
217	I primarily use route 43 to get to the downtown area and around Capitol Hill. Eliminating this route means I will have to walk further to get to a bus or I will have to transfer, which means the trip will take much longer. I voted for and am willing to pay for increased and improved bus service. Eliminating a heavily used route is not the answer.	5/21/2015 3:16 PM
218	The elimination of route 30 severely affects my commute. While the 74 will run more frequently, it is already packed to standing room only. I have no other options to get to work. This is compounding the difficulty I'm experience due to my University of Washington office's recent move further away from the Ave. No other routes connect my home to my new work location, and the existing dependable route is marked for elimination. What is a 15 minute drive by single occupant car is now a 25 minute bus ride plus waiting time, which will become even more unpleasant once I'm forced to jam myself in a crowded articulated bus. Metro is not working for me -- it is not "getting me there."	5/21/2015 3:12 PM
219	I think your plans to remove the 43/71/72 are about 10-15 years ahead of reality. It would be more applicable when the University District light rail station opens. You would turn my current 1 bus commute to 2 + light rail (1 bus to Cap Hill light rail + light rail to UW stadium + bus to 45th Ave). I would probably start driving every day.	5/21/2015 1:33 PM
220	Nice job, Metro. What happened to the idea for the 2-way 74?	5/21/2015 1:03 PM
221	I'm a lecturer at the UW and I look for bus stops that are closest to my classrooms as the campus is so large. It appears that the 373 will no longer run down University Way NE, which concerns me as that is the closest bus stop.... How well are the Link Light Rail and bus timetables being coordinated? As tightly as they are in Tokyo?	5/21/2015 12:14 PM
222	MONORAIL!!! Keep on the plans to increase service to Northgate through Link. Link route to Ballard. I voted for the last levy, I'd vote for a new one to keep Metro routes steady or (preferably) growing.	5/21/2015 11:19 AM
223	I have some concerns about moving both the 31 and 32 off of 40th between Stone and Wallingford. My husband is blind, and relies on the stop at 40th and Ashworth to get to work in Fremont in the morning. Having to walk to Wallingford or rely on the very unsafe crosswalks at 40th and Stone would make his daily commute significantly more dangerous.	5/21/2015 10:34 AM
224	I ride route #32 every day of the week to go from Queen Anne to the University District and back for work. The route (32) already goes through several areas of Seattle and is usually crowded, with people having to stand for much of the ride from Fremont on. It sounds like you plan to add another area to the 32 route without increasing the frequency, so it'll end up more crowded on the bus. I think that route would benefit from additional times during the work week anyway.	5/21/2015 9:42 AM
225	I am most disappointed in the proposal of the elimination of routes 67 and 68 going on campus. This adds at least 10 minutes to my commute due to either having to walk further or taking the 75 which takes that much longer. Although there is more frequent service, it is still more inconvenient for me. I would rather have the 67 on campus with the 75 going to the station.	5/21/2015 9:40 AM
226	The 242 is not being replaced by anything. This is simply a reduction of service until many years from now when the Link rail begins to run past Northgate. The bus I ride every day, which is always full, will be cancelled, and no other options from my home are fast enough to make bus riding viable over driving.	5/21/2015 9:12 AM

227	This survey was limited to people who live north of downtown, but thousands of us depend on metro to commute to the University of Washington from all parts of the city. If you do not work close to the stadium (I work on the other side of campus and it is a long walk), this proposal decreases the options for bus service to University Way significantly. This will require yet another transfer or a reduction in service. Please approach this as a commute change for the entire county, not just north Seattle and downtown.	5/21/2015 7:24 AM
228	I live in Whittier Heights and work for one of the major employers in Fremont. The proposed changes to Route 28 will add at least ten minutes to my commute each day as I would have to walk up and down the hill from 39th Street where the bus would be routed on its way to Aurora. My first preference would be to keep the 26 and 28 running through Fremont as they do today. The 16 could continue running on Aurora or it could be diverted through Fremont as in the proposal, it makes no difference to me. If Metro does go through with this change, I would ask that special care be taken to ensure that the nearest Route 28 stop to the Fremont employment area has sufficient rain protection for all of the riders. The current large waiting area near the Chase Bank is great in this regard, and I can't imagine a single standard-sized bus shelter being sufficient. Failure to provide adequate waiting facilities seems like it would be just adding insult to injury for those of us whose trip home is about to become longer.	5/20/2015 11:47 PM
229	Did I miss the place to give feedback about the 28/28X? We've fought this before, I don't know why Metro keeps coming back to it. A lot of people use the 28 to get to the heart of Fremont. My husband works in Fremont, at Google. He rides the bus to work every day, so we only need one car. We ride the bus to visit him. the reroute would be very inconvenient, especially with a toddler. Please maintain the current routing through Fremont.	5/20/2015 10:01 PM
230	The proposed elimination of near 30 minute service via NE 75th and NE 65th would have a profound impact on students and seniors living in the Viewridge neighborhood. The DART option is only hourly and only runs to 7pm. If it is like other "on demand" Metro service it will not be reliable and timely. The 71 route has been in existence for 40 years in my memory and the new alternatives via 45th Ave NE and Sandpoint Way do not increase reliability and efficiency for this neighborhood as I see it. Seniors would have to either walk a mile or more to 45 Ave, NE or down a very steep hill to Sandpoint. The large sloping hills in Sandpoint make walking difficult for long distances. This would necessitate have an automobile with the proposed changes. Unfortunately many of the changes increase service to already well served areas in Northgate and North Seattle but leave the Viewridge area with less reliable service especially for retirees and students. What is needed is service to the Viewridge neighborhood along NE75 and NE 65th on a 30 minutes basis throughout the day and evening which expeditiously allows passengers to get to the University Metro station which will be open this Fall. I don't see how this proposal serves that goal. If there is disagreement with my study of the proposal, please have someone call me as I think that the current proposal does a disservice to Viewridge area seniors and students. My phone number is (206) 526-1623. Perhaps I have missed something.	5/20/2015 9:23 PM
231	Elimination of Route 43 will terribly inconvenience all riders who use it to get downtown. I urge you to please reconsider.	5/20/2015 9:07 PM
232	I am a supporter of Light Rail. It's for the common good and will offer more connectivity for some of the historically less dense, growing neighborhoods. My wife and I have no car. We live on 17th Ave. E., between Thomas and Harrison. The 43 and the 12 are the routes we use most. The 12 gets my wife to and from work with reasonable 3-block walks on each end, but the proposed change (no longer running on Madison) will lengthen her commute and likely cause her to incur the time cost of a transfer on many occasions, based on time of day and day of week, and longer walking distances. I use the 43 to get to and from work with a 2-block walk to the stop close to home and a walk of 5 blocks plus the Pike Place stair climb between the end of the line and my place of employment. Without that route, my commute will include a transfer, sometimes two, even more walking distance and a significant increase in time cost. Our household relies heavily on the 12 and 43. Curbing and altering service on the 12, and eliminating the 43, will cause a significantly negative effect on our working lives as our commute times will increase dramatically. Please do not curb the 12 or eliminate the 43. It will have a negative impact on our daily lives.	5/20/2015 9:06 PM
233	I've been looking forward to the University Link Station for months, until I saw the proposed route to funnel riders to it. It will take me longer to get to Capitol Hill and Pioneer Square using the Link (two buses before I even get out of the neighborhood), than it would to keep using the buses I take now. I hope you reconsider and put the route where working-folk can save time using public transportation, instead of hoping to convert phantom riders.	5/20/2015 8:33 PM
234	Please do not change the 540 to Houghton park and ride and cut out south Kirkland park and ride. Many, many many UW students take the 540 from South Kirkland park and ride to get to school. It would be very inconvenient for students if the switch is made. Please! Keep 540 to south Kirkland park and ride!!!	5/20/2015 8:07 PM
235	28x increased frequency and all day and weekend service will be great!	5/20/2015 6:44 PM

236	I don't understand why the shortened route 48 will get increased frequency, but the new 45 will not. The area served by the shortened 48 seems to overlap the area served by light rail. The area served by the new 45 does not have any alternative way to get to the U-District. The busses are absolutely packed every day now. There needs to be increased bus service between Greenwood and the U-District.	5/20/2015 6:01 PM
237	I like the changes to route 73 and 373 compared to earlier proposals that would have ended route 73 at Northgate.	5/20/2015 5:22 PM
238	With the funding cuts we previously lost Route 46 (the ONLY reasonably fast way to get from Ballard to the University district) and the Route 48X (a much faster way to get from north Ballard to the University district, especially during heavy traffic periods). Splitting the 48 route is an excellent idea for keeping this route on time, assuming it's implemented with this as the priority. However, the new 45 does not appear to have an Express route. The 48X was *heavily* used. Including an express 45 from north Ballard to the University should be a priority. I've reduced the amount I ride the bus to the U since the 48X went away; I would very likely return to riding the bus more often if there was a 48X/45X route. The old 46 was always full. It only ran in the morning and evening, but was a vastly faster way to get to the University than the 44 (or 48, for those of us half way between the two). With the masses of smaller condos/apartments/apodments being built in Ballard THERE NEEDS TO BE AN EFFICIENT WAY TO GET FROM BALLARD TO LOWER FREMONT, LOWER WALLINGFORD AND (MOST IMPORTANT) THE UNIVERSITY!! Making the 44 more frequent is a step in the right direction, but the simply truth is that the ride Ballard->University is so slow it's faster to bike -- or even run -- the commute than take the bus. There needs to be a faster route Ballard->University.	5/20/2015 5:02 PM
239	The only real negative thing I've seen is that dropping rt 43 means loosing any direct connection from the U-district to Group Health's main campus and nearby areas. The link capitol hill station might be fairly close, but it does seem to be a considerably longer walk.	5/20/2015 4:06 PM
240	I need to take route 242 from Montlake freeway station to northgate on a daily basis. Deleting this route greatly inconveniences my schedule since I do not see a proposed alternative. In order to instead catch the 555 which runs a similar route I must leave work early and I do not think my supervisor will approve.	5/20/2015 3:48 PM
241	The proposal is unclear in how commute times will be affected with the combination of the 28 and 28X, which are at capacity most days during peak hours. The key info that is not included is number of stops; the lack of stops is the primary reason for it being more expedient (and express). Please either give the info necessary to understand the change or do not change the route/s.	5/20/2015 3:24 PM
242	With the deletion of route 68 and moving the 67 to University Way, I'm worried about over crowding of buses. These are both fairly busy routes and even with the additional buses that will be running I don't know if that will accommodate those numbers. I also am interested to see how/which buses will go through the University of Washington campus and how that will affect the ability to move throughout campus. I don't know of any great ways to fix these problems, I'm just concerned they will be accepted because it will be "less" of a problem than what's happening now.	5/20/2015 3:06 PM
243	I would like more service from NE 145th St East/West to Aurora Ave	5/20/2015 2:15 PM
244	Route 45 should be through-routed with route 271, just as in the previous alternative 1. This would provide a new connection between northwest Seattle and Bellevue, which is currently lacking.	5/20/2015 2:03 PM
245	For many years I've thought it would be a good idea to split route 48 into 2 routes, so BRAVO! I can't wait. You could do this tomorrow as far as I'm concerned. I am sure it will make the buses that leave the UW after 4 pm much more reliable and because of that I'm more likely to use them.	5/20/2015 1:49 PM
246	I think there is one area in northeast Seattle which is being shortchanged in your plan, and that is Lake City, especially as it connects to the University District. Here's my specific situation (and I'm sure there are many others): I live at the north end of the U District, where it intersects with Ravenna Blvd. I rely on the 72 to take me to 123rd and LCW where I take classes. My current route takes about 30 minutes, including 15 minutes on the bus and 15 minutes walking. Without the 72, my best option would be the 372, but this increases my walk time to 30 minutes (15 minutes to the bus, 15 minutes on the bus, 15 minutes to my final destination) for a total commute of 45 minutes. Other alternatives exist, but would mean taking two or more buses. I previously lived at NE 92nd Street, where I caught the 72 to go downtown. Under your new plan, getting downtown would now necessitate a transfer (e.g. 372 to UDistrict light rail) except during commute hours when I could take the 312. I am a big believer in public transportation. I have ridden Metro for over 40 years. I do not own a car. I have studied your plans as they've developed, filled out surveys, etc. I strongly believe that transportation to/from Lake City is greatly harmed by the current plan, and that the plan has not changed in response to feedback. Over the past few years northeast Seattle has lost the 79 (while the 76 and 77 continue to exist), service on the 72 has been reduced to hourly after 6 pm and on weekends (while the 71 and 73 remain at 30 minutes), and now the 72 is planned for elimination. How is Lake City being well served by this? Joan Moritz jzmoritz@gmail.com	5/20/2015 1:06 PM

247	Thank you for maintaining 28x service to Broadview during peak hours.	5/20/2015 1:02 PM
248	Currently, there is no light rail station planned for Phinney Ridge, so I would like to see changes to the connecting bus services to facilitate fast and easy connection from Phinney Ridge to the link station being built on N 65th St.	5/20/2015 12:52 PM
249	I often take the 44 bus from Phinney Ridge to University Village. It would be helpful if the bus would go all the way rather than having to disembark and walk from 15th Ave in the University District to reach University Village. The 5 bus route should travel from Greenwood through Fremont on its way downtown. I usually walk after the last stop before the Aurora Bridge. The time difference between taking Aurora downtown and Westlake or Dexter would offer more opportunities and the time lost would be acceptable. The 5X bus should continue as it does now. I use the 28 bus is regularly, but a 25 minute wait is common to the point that I do not use it as often as I would. On occasion, I have walked from N 65th Street up 8th Ave N all the way to N 85th Street without seeing a bus. The 28 bus is also a great way to go to Carkeek Park if not for the infrequency of buses. I am a young 75 years old and don't mind walking, but, as I age the knees are not as good as they used to be, and hope that these suggestions will be considered.	5/20/2015 12:45 PM
250	Increasing the frequency of route 44 is great - please have the 44 run as often as possible. It is often overfull during peak times, and with the new housing being built in Ballard it seems likely that the route will be even more popular.	5/20/2015 12:39 PM
251	Let's do it fast! We need these changes!!!! Alternative #1 is so good!!!!!! The bus routes are too complicated right now and stop running too early in the evenings. I am still forced to drive primarily because the bus I ride is too far away and Lightrail is not as accessible for me and/or does not stop at the UW. I feel safer on the Lightrail. The Lightrail saves me money, reduces my travel time, helps the environment by lowering carbons, and reduces chances of being involved in traffic accidents or issued redlight tickets, parking tickets, and moving traffic violations. Go Alternative #1!	5/20/2015 12:38 PM
252	If you discontinue service on the 73 on weekends, while keeping 373 service as it is now, how is someone supposed to get from Shoreline/Jackson Park to the University on the weekend? Parking is only free on campus on Sundays and after 12 noon on Saturdays. I often have to be on campus early morning on Saturdays. I guess I have no choice but to drive or get someone to drive me.	5/20/2015 12:08 PM
253	In general, this plan seems like a good way to allow transit riders access to improved downtown travel via the link. The amount of increased East-West bus service also seems improved. However, as a resident of Sand Point, it's still very difficult to travel the full width of Northern Seattle, i.e. all the way to Ballard or Golden Gardens. Currently on a week day this trip requires at least 1.5 hours in one direction and a bus change. I'm not sure how schedules would sync up under the proposed changes, but it would be helpful if these types of trips were as short as possible. When you have to ride the bus for so long, even a 15 min wait for a connection becomes a burden.	5/20/2015 11:47 AM
254	Please ensure that morning and afternoon times continue to include instances when the 44 (from Ballard) changes to 43 and travels to Downtown Seattle.	5/20/2015 11:35 AM
255	I saw the improved frequency of the number 67 which excites and encourages me, but will I be able to still take it from my Northgate Neighborhood to my workplace on campus? If it no longer does that, then the improved service does me NO GOOD. So, don't change the Northgate to UW campus routing. I NEED TO GET TO WORK!!! (I don't have a car and most of the people around me who commute from there to UW campus don't either.)	5/20/2015 11:29 AM
256	I was told this survey would allow me to weigh in on Metro's proposed changes to Route 28 Local and the 28 Express combination, eliminating some stops. I would like to see more on that. Currently, both the 28 and 28E are frequently running late/inconsistent on weekday mornings where I get on at 70th and 8th.	5/20/2015 11:21 AM
257	The elimination of the #43 is WRONG!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! It serves a unique area. There would be little bus service to the area between the 48 (23rd Ave) and Broadway. It would make it harder to get to Group Health from the UW. Faster service to downtown does not replace this. The mobility impaired would especially find it difficult not to have stops near Group Health. University Station does NOT serve the heart of the U.District. Getting to the University Station from 45th would require another transfer. When the 43rd and Brooklyn station is complete, this would alleviate the delay---but that is not scheduled for several years. The various improvements in time etc. do NOT eliminate the need for the #43. You WILL increase car traffic if you eliminate the 43 !	5/20/2015 11:15 AM
258	I love the new 16 route, as I often want to go to Green Lake on the bus, right now it is too complicated and slow. I love the new 65, which I could use to travel to the airport easily with the stop at the light rail station. I was wondering how I was going to do this, and with this proposal it is clear. My only wish is that the light rail service is fast enough so that the trip to the airport is under 45 minutes.	5/20/2015 11:14 AM

259	A general comment I would like to make to Metro, Sound Transit, & Seattle Street Car management is that there are commuters on the Saturday & Sunday, as well as Monday thru Friday. It would be very helpful to many hospital employees who live in the Seattle city limits to be able to get to work on First Hill & the U-district in a timely manner on the week end. We live in the city for a reason; to be able to use public transport. I would love to ditch my car, but unfortunately, I will be working 2 week ends a month for the rest of my career & King County Metro isn't reliable on the week end.	5/20/2015 10:30 AM
260	I live 1/2 blocks from route 71. Route 65 is a 7 block walk for me and that distance is becoming more difficult as I age. You mentioned a route through Wedgwood. That might work if it comes along NE 75th.	5/20/2015 10:30 AM
261	The reroutes of 16/67 will make it increasingly difficult for those who are travelling to or from the neighborhoods surrounding North Seattle Community College.	5/20/2015 10:26 AM
262	Please do not remove the current 28X route. It greatly improves my commute vs. taking the regular 28 route. Adding a couple more buses in the morning isn't useful if the route takes much longer to get downtown.	5/20/2015 9:54 AM
263	I am worried about the deletion of the 43 with the current proposal. I live near Group Health on Capitol Hill and commute to UWMC and the 43 has been the bus I take everyday to commute. If the 43 is deleted, I will have to either walk a half-mile to the link station or a 1/2 mile to the 48. While I am young and able to make this walk easily, there are many 43-users who would find it difficult to add this lengthy walking commute into their daily commute. The 43 is really the only bus that currently connects downtown, almost all of Capitol Hill, Montlake, and the U District. I feel that deleting this route cuts out a huge corridor and would make it very difficult for people living around 14th-18th in between Pine and Aloha to commute to either downtown or UW.	5/20/2015 9:48 AM
264	The proposal to split 48 into 45 and 48 contains info on future 48 but nothing except the route for 45. Currently I walk to either Aurora to take E downtown or to Greenwood 85th to take 5. E gets me to Amtrak efficiently except during rush hour. When U-link is running I would seriously consider 48 (45) to Link and light rail to King Street, but there is no data on frequency for 45. Also I would be more likely to attend stadium events with better transit service in the evenings. I currently drive to work because best schedules take 90 minutes or so including a quarter mile walk and driving takes 25 minutes to an hour. Other than dedicated buses geared to union hours there is no respect for folks who work in centers of employment that are removed from downtown Seattle. This includes synchronization of traffic signals, which affect buses as much as personal vehicles.	5/20/2015 9:27 AM
265	I do not approve of the idea of deleting the 72. The 72 is the only accessible route from my place of residence which would not require transfers from the U District to get downtown, and if it is deleted, I would have a much harder time of getting downtown because there would be more wait time for a transfer that would get me there.	5/20/2015 9:16 AM
266	I ride 71X, 72X, 73X, or 74X every day on my commute between the U District and the Downtown transit tunnel. These routes are incredibly crowded during peak hours, especially during the summer when a large number of students have internships downtown. In the evening rush hour, not everyone who wants to get on at Westlake is able (sometimes University Street too) and the bus often passes Convention Place without stopping. In the morning, the 74 is crowded with commuters from Northeast Seattle, so it is a challenge to squeeze onto the bus, let alone get a seat, at stops in the U District. I saw you plan to cut 71, 72, and downtown service on 73. Even with a few more runs of the 74, I am concerned that I and other commuters from the U District will have to wait much longer because of buses passing us by with no room. I much preferred the early proposal to run the 73 (and 74) frequently to downtown during peak hours. Please don't cut this bus service until the core U District light rail station opens. After a lot of digging, I figured out that there are several routes being added for frequent service between the core of the U District and the Husky Stadium light rail station. This adds a transfer to my route, but it might be acceptable. On the proposal for route 73, you say "For service between the University District and downtown Seattle, use Link light rail or route 74 (peak periods only)." Please be more specific about the improved service to the light rail.	5/20/2015 9:07 AM
267	I would like to keep Route 30 to go to NOAA campus from U-District.	5/20/2015 8:19 AM

268	Route 16 and 26 go through neighborhoods. The buses are very noisy and impede traffic. Increasing the frequency above 15 minutes would have a very negative impact on the neighborhoods. As it is houses shake, no one outside can talk because of the engine noise, cars have to pull to the side of the road often stopping in areas where parking is tight, and the noise from the buses blaring their route numbers and that they are about to make a turn which penetrates inside the houses even with closed windows are problems. Buses going every 7 minutes would have a dramatic negative lifestyle impact. Every 20 minutes is an acceptable compromise, with 15 minute intervals during rush hour. Even better than increasing service would be if the buses actually ran reliably. It also wasn't clear to me from the map that the 16 bus route would go all the way downtown. It needs to, or it becomes useless for many people. By the way, I am not part of the 72 signatures that the Martin family has but together claiming that they are our neighborhood representatives. They are not the neighborhood representatives; just people who bought on the bus route and now regret it. Most people do not want to have to walk all the way to Green Lake Way to catch a bus. Also I am happy to have an east-west bus line, although for me one into Ballard would be more helpful than one to Magnuson. Why don't I take the bus more often? First: It is too expensive (The cost for a one way ticket is the same as an all day pass in Austin., TX). If two people in a family want to ride, the car becomes a cheaper option. Or not going where parking is expensive and just driving. Second: The 16 route is very unreliable on the return route from downtown. You wait forever, then 2 or 3 show up at once. Waiting for a late bus in the dark rain is no fun. Third: When you have a lot of heavy shopping, work materials, etc. to carry transfers are a horrible idea. Thanks for asking for our input on these proposed changes. K. Janney	5/20/2015 8:06 AM
269	I understand the need to delete some service to provide more frequent and reliable service on other more used routes. The deletion of route 68 is one of these deletions. I live in Wedgwood at NE 75th and 31st NE. The 68 route from the 25th-75th intersection provided a route to get to Northgate. I do not clearly see how to get to Northgate from my area without walking over to 15th or traveling south, to the U District and then going to Northgate. (This is one of those times when I will probably be using the car rather than the bus. Taking more than an hour to get to my medical appt or for shopping/movie and then even longer getting back, just is too much.) I will get looking for bus alternatives when the new plan is finalized. I may be missing something, like taking 273 or 65 north to connect with a cross to Northgate sooner than traveling to the U District. Note: you are doing a great job utilizing the feedback we gave you in Phase 2. Thanks.	5/20/2015 6:25 AM
270	Connection to University district is not very direct and Route 65 changes is affecting me in the U district as it appears to be one way in Stevens way, which I am not comfortable with. I wold like it to be like existing near the Stevens way link in campus.	5/19/2015 11:06 PM
271	It will be greatly beneficial if route 65 goes on Stevens Way through the university campus in both directions. The current proposal will force people to walk longer while boarding towards Wedgwood.	5/19/2015 11:03 PM
272	I would love a direct route between Greenwood / Phinney Ridge and Capitol Hill. This is my current biggest problem with riding transit is it takes too long to get from Capitol Hill (where I am frequently on week nights) and Greenwood (where I live).	5/19/2015 11:02 PM
273	Very excited by 45/48 proposed split. Increased frequency of the 44 and new 45 routes should help to reduce connection time with the D line, a critical connector. Frequency is the smaller part of the current problem--transit time is excessive, especially on NW portion of current 48. Reduced or staggered stops on 44 & 45 could really help. Longer light on 85th at Aurora, a frequent 10+ minute wait at rush hour, could also really help. Thanks, Metro!	5/19/2015 10:03 PM
274	The 30 is an invaluable east-west connector for me. I use it to get from Sand Point to the Ave. There is no other route that provides that service. Please try to save the 30!	5/19/2015 10:03 PM
275	No, I live in the border of the Central Area and Capitol Hill. I do not use north end services often	5/19/2015 9:28 PM
276	Please keep the 41 the way it is (really great)! I use the 41 and 73 most frequently. I end up driving every Wednesday around 6pm, from Pinehurst to UW, because the 73 is either extremely late or never shows up around that time for some reason! I have to run home and drive (and sometimes pay for parking which is tough for a poor graduate student!) so that I don't miss class. In the future, I would love to see better services going east to west in north Seattle. At times, this survey described north Seattle as Green Lake and Sand Point; although it's true that both these neighborhoods are north of downtown, what about Broadview, Bitter Lake, Lake City, Haller Lake, etc.?	5/19/2015 9:22 PM
277	How would Ravenna residents get to Northgate if 68 on 25th is eliminated?	5/19/2015 9:12 PM
278	I like the idea of more service connecting the Wedgwood area.	5/19/2015 9:03 PM

279	The rerouting of routes 31 and 32 off of stone way cuts off bus transportation for many UW students and families living off campus. I work night shift at UWMC and have relied on the bus for transportation but the proposed changes increase my distance to the bus stop from 3 blocks to 8-10 depending on the stop which can be a safety hazard as a young female walking alone at 11pm. Without the bus I have no way to get to work. The 16 is also frequently used to get to NSCC and northgate and sending it straight to sandpoint after Greenlake will increase commute time for school, work, and errands. Could the 16 be routed to Sandpoint after stopping at North Seattle Community College thereby serving both areas? Even if it did not stop at the north gate transfer center it would be helpful if it stopped on Mercer between 95th and 105th in order to connect with the busses up there.	5/19/2015 7:42 PM
280	Bring back the 48X... or call it the 45X after the changes take place. Whatever you call it. Improve the direct connection between 85th and Aurora to the University of Washington Medical Center	5/19/2015 7:16 PM
281	I see that there is a proposal to delete the route 71. I think this is a terrible idea, and would probably result in my finding a new neighborhood to live. I live near 65th Ave NE & NE 35th Ave. The connection to downtown via route 71 is very key in making this area a reasonable one in which to rent. I see that in place of route 71, the recommendation appears to be: 1. Take the route 16. I used to occasionally take this route from work downtown to Wallingford or Green Lake. It stops everywhere, and is fairly unbearably slow even to those neighborhoods. It looks like the revised route would go past Greenlake, and across 65th. This would be an extremely indirect and long way to get home. I would guess 45 min - 1 hour during regular commute times. 2. Take the 65 to the ULink station. It would be roughly 20 min to get to the ULink Station, and then some waiting time for the train, and finally the ride downtown. Likely also 45 minutes or more. I road the bus for about 4 years as my only means of transport, and generally found that if I needed to change buses, it was almost not worthwhile taking the trip given the delays that any 2 buses might have. I think the point of the work you are doing is to improve transit for Seattle residents. The deletion of the route 71 certainly does not do that for my neighborhood.	5/19/2015 6:12 PM
282	Really appreciate expanded services for 372X--thanks!	5/19/2015 5:27 PM
283	More routes servicing NW seattle. Hard to get from Ballard to FH	5/19/2015 5:22 PM
284	First of all, this is a terrible survey that doesn't actually give a range of responses that would be helpful - it's leading and I don't feel like I got to really show how I feel about some of these changes. Second, some of these changes are actually really great but I have to protest the deletion of the 71 service. Granted, the 71 is pretty unreliable time-wise BUT it at least provided a convenient way to get from NE Seattle to the U-District and downtown. I understand the link will make getting downtown via one line moot, however I think having to change modes of transport becomes more time consuming and inefficient. As a View Ridge resident, my concern is that the neighborhood is not hugely walkable (have you seen the hills??) and I know that I and others would be affected by the feasibility of getting to the 75, 65, or other lines that may or may not exist anymore in a way that makes sense to walk to a bus, take a bus, then take the Link downtown. It just seems.....a lot. I can see the logic behind this DART idea but what will you do when there are so many requests for pick up/drop off, people can't get the service they need? And why only during the day hours?? Not everyone works 9-5. This is so disheartening.	5/19/2015 5:17 PM
285	the light rail doesn't go everywhere and just because it goes from the u district to capitol hill doesn't mean it goes where everyone needs to go so there is still a need for more than one other direct route!!	5/19/2015 4:22 PM
286	Could there be a bus that connects U-Village to the U-district along N 45th St.? As far as I know, there are no buses that do this, and it would make my commute MUCH faster if there was a bus that went up the ramp (N 45th St.) instead of winding through campus.	5/19/2015 4:07 PM
287	I like the increased frequency changes to 372X. I currently take the 72 and would prefer to take this bus rather than the 372. However, this change isn't that detrimental to my commute.	5/19/2015 4:01 PM
288	Further improving the frequency of the 75 would be helpful. An east-west route from Sand Point to greenlake will be very nice. The U village to lightrail bus seems a bit unnecessary.	5/19/2015 3:51 PM
289	Your proposal seems to completely ignore the large number of commuters who are traveling from north Seattle to SLU. Currently the 66X is quite crowded leaving the U District (and picks up more riders along Eastlake), and *many* of these riders get off in SLU. Your proposal does two things to these riders: (1) those getting on the 66X during peak hours in the U District will now be experiencing the unending line of vehicles exiting I5 at Mercer; I have a great view of this line from my office window; it's terrible. And I'm sure a bus lane isn't in the plans. (2) those getting on the 70 along Eastlake (or in the U District off-peak) will be stuck with a *much* longer ride vs. the 70. SLU isn't getting a light rail connection, but what it is getting is many more jobs and businesses. And lots more traffic if you make the changes listed in this proposal. You should be making its bus connections more plentiful and more pleasant, but your proposal does the opposite of both. I suggest that you give commuting to SLU from the U District a try before you make the currently bearable commute completely miserable.	5/19/2015 3:47 PM

290	Several comments 1) it seems that you' be sending buses down Revenna Blvd west of 15th NE the parking will have to be removed so that buses can make those corners. 2) Regarding mobility. IT will be quite a distance from Stevens in the UW to the Stadium lightrail link. Maybe you all should have some golf carts handy to move people that need the help. - at least till the lightrail link on Brooklyn and 45th opens then you'd be able to bring buses closer to the link. 3)I think you should bring one more line to the U District via the north side of UW instead of sending all those buses through stevens way in the UW. I think this will cause way more traffic jams on Stevens WAy and all through out the south side of UW.	5/19/2015 3:46 PM
291	I like that you don't overlap routes of the 73 and 373 as much. This provides better access to bus in NE Seattle.	5/19/2015 3:14 PM
292	I would be distressed if the #43 is eliminated. It is the bus I take most often to work on Capitol Hill and to downtown. On occasion I also take it to the University District. Transferring is unreliable in terms of time, especially with the #8 that is chronically late. Added time to transfer, and inclement weather waiting for transfer buses, will at times cause me to drive when I otherwise would use Metro.	5/19/2015 3:04 PM
293	I travel from West Seattle to the university of Washington as a student every day of the week, so I'll definitely take advantage of the light Rail services as they would get me to campus a lot faster as opposed to the 71-73 express buses. I'd just like to emphasize that connecting bus routes from the light Rail to 15th avenue NE with frequent times would be greatly helpful and I'm sure will also serve the majority of UW's commuting students since that's the easiest way to get to the various class locations.	5/19/2015 3:04 PM
294	I love public transportation but I currently find most of the routes to be infrequent enough and unreliable enough to depend on for commuting or events that have specific start times. My favorite routes are 16, 26, 44, 48, 66 and 70. Late evening service is important too - if you take the bus somewhere in the early evening, you want to be able to take it home too!	5/19/2015 2:54 PM
295	I feel that splitting the 48 would make transit from Capital Hill and North Seattle much more difficult, and I would be left without a good route to do that. I also feel that changing route 16 would make my commute much more difficult, as I use that bus frequently to travel between Northgate and South Lake Union.	5/19/2015 2:47 PM
296	No, but I love the plan!!	5/19/2015 2:46 PM
297	I have a hard time believing the UW link station transfers to bus are going to work as smoothly as you do, but I'll wait and see. Or take Community Transit 512 like I do most of the time from downtown Seattle to UW since the 71/72/73 are generally too jammed.	5/19/2015 2:41 PM
298	An express bus that goes from Capitol Hill to Ballard/Fremont would be amazing.	5/19/2015 2:36 PM
299	Please keep in mind that many students and workers live in Eastlake and commute over to the University; the cutting of routes means we have less options to make this trip. Right now it looks like you might be limiting us to just the 70 and 73? The 70 is never on time, so I might actually start using transit less because it becomes so unreliable. Also, the options allowed for this survey are frustrating; there is no option for us to indicate if we would use transit LESS based on certain changes. I don't feel like all response options are available, and there is no "write-in" option. This may give you some misleading end results...	5/19/2015 2:18 PM
300	I do not want to be forced onto light rail that only goes to Husky Stadium. Metro should continue offering buses that go from downtown directly to the U-District. Husky Stadium is *not* the U-District. Please keep at least 1 frequent bus that serves downtown to the U-District. This kind of redundancy is essential for a resilient transportation system.	5/19/2015 2:16 PM
301	Keep the D line, it is great!	5/19/2015 2:16 PM
302	I'm generally impressed with how Metro has handled these difficult decisions! However, I have one mid to major concern. It appears that both routes 373 and 373 are M-F only. One of them needs to run on weekends to connect Jackson Park to the U District. Please, pretty please.	5/19/2015 1:55 PM
303	The removal of the number 19 bus line was a very bad decision. The commute from Magnolia to Downtown takes forever, buses are almost always late and an express bus would be preferred. All the proposed plans completely ignore the Magnolia neighborhood. That is very bad.	5/19/2015 1:38 PM
304	I strongly support higher frequency and better coverage, even at the expense of "one-seat rides".	5/19/2015 1:32 PM
305	More frequent all-day service is helpful for graduate level students like myself who take evening classes at the UW main campus. Thank you!	5/19/2015 1:28 PM

306	<p>I live on Route 16 off Kirkwood St. I believe in public transit and I'm glad to see all the light rail efforts underway. I do not personally ride public transit and will not be riding it now or in the future. (RE: Route 16) The street (Kirkwood) I live on is not able to support any more bus traffic and is not a legitimate bus accessible street to begin with. These busses disrupt a normally quiet neighborhood which has very limited ridership from the immediate neighborhood; however the neighborhood/street bears the negative burden of commuters riding the bus from other parts of the route. I do not want to see any bus traffic increased on my street and would like to see the bus route changed, to be moved off of Kirkwood street and to a more appropriate bus accessible street. Safety is also a concern, in that bus speed is predominately higher than the street allows and the bus often has to wait or pull over due to the inability of the street to accommodate 2 way (meeting vehicle) traffic. Moving to another street would also speed up the bus, if it had more room to operate/navigate. I would also like to see/hear what initiatives our transit system is considering in regards to mitigating the noise level of the busses currently in operation and the purchase of new busses which will take into account noise produced by engines, braking and general bus operations. Busses need to be quieter and take into account the quiet neighborhoods in which they operate. Thank You for the Survey and hearing my voice, it is very much appreciated. Jim Decker Ph: 425-577-0472</p>	5/19/2015 1:19 PM
307	<p>I could be wrong but the proposed transit maps look like "my recent tax increase" didn't pass for METRO – because again you are reducing service and that which seems like a bait and switch routine. Seattle voters have a short term memory. In my neighborhood I'm experiencing compression of the major arterials and jamming one lane with traffic were there were 2 lanes, traffic flow especially towards the freeway is screwed. Just trying to make a trip to the grocery store is hazardous detail and you can't do that on a bus. Trying to change bus transportation does not change fix or make street access better.</p>	5/19/2015 1:19 PM
308	<p>South lake Union needs more connection from downtown - options are very limited for getting to the sound transit.</p>	5/19/2015 1:10 PM
309	<p>Fix the 32 route. The buses get hung up just before Stevens and Garfield heading west and just before Queen Anne Ave heading back toward the University. Sometimes they add 10-15 minutes to my commute right before those stops. Why is that? It's really annoying when I arrive at the stop less than a minute after the bus pulls away and I have to wait 30-45 minutes for the next one (prior to my 45 minute bus ride). This is entirely too long for a trip between Queen Anne and the UW. More frequent 32 buses are needed. Also, what's with the B Team drivers for the 32? It seems like they're really bad at knowing how hard to press the pedals. I happen to live on Mercer Place and can feel my condo vibrate as the D Line and 32 buses go up and down from Mercer St. Can you either teach your drivers how to go up that hill without barreling along at such a speed that they crack the plaster in my walls? Or maybe you can send the buses down further to avoid driving up a road that's not built to handle such heavy truck traffic.</p>	5/19/2015 1:09 PM
310	<p>The 43 is very convenient for traveling downtown. Since there are only a couple stops for the new light rail which will require busing for access, commuting downtown will be longer/less convenient having to split the trip into two modalities.</p>	5/19/2015 1:06 PM
311	<p>I would like to thank yo for hearing the requests of riders of routes 48 and 67. 48 has been very unreliable due to the long length of the route and I appreciate the increase in service as well as the split to the 48 and 45 routes. Route 67 service is the most direct way for riders to get to Northgate from the UW and having dedicated service would be awesome. Thanks so much!</p>	5/19/2015 1:05 PM
312	<p>I would be happy to use mass transit if it did not take over 2 hours and 3 transfers to get from 128th/Airport and Highway 99 in Everett to Ballard. I do not understand why I need to go downtown to go north back to Ballard. I can connect from the Swift to the E Bus in Shoreline but it takes two more transfers to transfer to the D Bus at 3rd NW and 105th. If the D Bus went all the way out to Aurora then the E would connect with the D and it would take you down town via Ballard which many of the people that work at the hospital want to get to in the first place.</p>	5/19/2015 12:58 PM
313	<p>I really like the idea of shortening (splitting) route 48 to improve reliability of service.</p>	5/19/2015 12:58 PM
314	<p>Changes/eliminations to route 73 will cause me to take routes 67 and 75 from mapleleaf/northgate to the UW hospital. I appreciate the frequency of service on weekdays. But I am a SHIFT WORKER that works weekends too (there are lots of hospital workers on this schedule). Please, please make sure the 67 and 75 continue to operate the weekends and start EARLY before 6:00 (need to get to work by 6:30 AM) and also run late with a routes operating AFTER midnight please (we get off after 11:30 PM) Thank you.</p>	5/19/2015 12:47 PM
315	<p>The Route 16 buses do not belong in the narrow Green Lake neighborhood streets. Certainly not the loud diesel engines! This route needs to be remapped off of Woodlawn Ave to Green Lake Way or another large arterial. The buses are loud, dirty and too frequent already. Express buses and frequent buses belong on large arterials like Aurora, not in neighborhoods with bikers, pedestrians and children. Thank you.</p>	5/19/2015 12:32 PM

316	Before you change routes 66 and/or 67, you should do an on-bus survey of the current riders of those routes. The University is just finishing moving about 150 staff members from campus to Roosevelt Commons West (4300 Roosevelt Way NE). Many of those staff, including myself, ride from Northgate to Roosevelt at 45th. Note: our destination is NOT downtown. In addition, there are a number of elderly riders who get off one stop farther south at the Roosevelt clinics (NOT the Medical Center). Your proposed changes would leave us without reasonable bus service to work or to obtain medical care. Routing 67 down University Way is not a good option. Most of the students who ride that bus are going onto campus, NOT to the Medical Center and NOT to the light rail station. I don't know how you "heard" what have "heard" about the desires of potential riders in the Maple Leaf area (who are about to loose their own route 68 to UW), but I would suggest you make an effort to listen once more, and perhaps to more of the people who already depend on Metro bus service for their commute. Brion Norton	5/19/2015 12:05 PM
317	Increase frequency of Route 28 to the end of the line in Broadview.	5/19/2015 11:59 AM
318	While i think that the removal of the 68 is actually a good choice, getting rid of the 71 and 72 is a ridiculously poor choice. the 71, 72 and 73 are incredibly overcrowded by university of Washington students already and reducing these to one bus, even with more 73 arrivals will cause many people to miss their busses constantly. This will not be further compensated by the addition of the link rail because, although this may be useful for football games, the husky stadium is too far away from main campus to be used for purposes other than transport to and from husky stadium or the UW medicine. please reconsider the removal of the 71 and 72 routes, especially the 71 as it routes down 65th and i, along with a full bus of people, use it every day.	5/19/2015 11:38 AM
319	The 16 is how I get from Wallingford to Northgate. Now, the 26 will go to Northgate, but I'd have to walk to Fremont to catch the bus. This is inconvenient. The 26 bus stops aren't nearby, and the 16 bus stops are, but Sandpoint and Northgate aren't close.	5/19/2015 11:37 AM
320	The 12! I'm upset about the 12 being re-routed. There are many buses that go from east capitol hill to downtown (especially if you didn't delete the 43), but the 12 is the only bus that goes from east capitol hill to first hill. I ride this bus daily and my commute would be severely disrupted if this route were to change.	5/19/2015 11:37 AM
321	Having a route that connects the residential areas near Cowen Park and the western side of the University District to downtown with a single bus is important to me. The current routes 71, 72, 73, and 66X provide this connection, but this route will be greatly reduced to fewer 66X connections. It is important that there is a single bus that continues this route during both peak and off-peak hours to maintain a reasonable commute between residential areas downtown without transfers.	5/19/2015 11:28 AM
322	This reroute overwhelmingly impacts Wallingford in a negative way by the reroute of 31/32. I will probably use transit less if this proposal goes through.	5/19/2015 11:27 AM
323	Emphasis should be maintained on easy, quick transfers between all day routes and the new UW light rail station	5/19/2015 11:27 AM
324	More/quicker bus opportunities between Greenwood and UW!!! Right now you have to get to 85th street and catch a local 48. S-L-O-W and P-A-I-N-F-U-L. So many neighborhoods mentioned here that connect through to UW EXCEPT Greenwood! C'mon!!!	5/19/2015 11:25 AM
325	An additional route from UW to the Edmonds ferry terminal would made commuting much easier for professionals and students living on the Kitsap Peninsula.	5/19/2015 11:21 AM
326	I need to be able to travel between Downtown and University District every day and sometimes multiple trips in one day. The 71, 72, and 73 has been awesome for me - cutting two bus lines and reducing the areas 73 reaches would impact me greatly in a negative way and I am afraid of losing my convenient transportation.	5/19/2015 11:18 AM
327	Living in Ballard, we are lacking a plan like the Link that connects the neighborhood to the airport. We have D line for downtown. But it seems like we could use a better plan for faster access.	5/19/2015 11:18 AM
328	I don't see a direct route up 15th Ave from UW to Roosevelt High School. The revised 48 turns at Ravenna and the 73 doesn't go on 15th near the University. This would make it harder for me to volunteer at Roosevelt during the day (I am a professor at UW) or for high school students to take classes at UW.	5/19/2015 11:16 AM

329	<p>Why are you getting rid of the 71? There's nothing here to replace it! I live at 44th and 65th and I use the 71 every day (and I mean every single day, not just Monday through Friday) to get to and from the U District. Now, there's no bus that goes directly from my neighborhood to the U District every half hour. If anything, you should be increasing the 71's frequency, not taking it away (although I do think it would help service if the stops were every three or four blocks instead of every other block on 65th). Many members of the UW community live in the Wedgwood/Bryant/Sand Point area and the bus service as it stands now works well for us. I chose where I live because the 71 offers a direct route. The proposed 941 route will drop you off below U Village, which means you have to transfer to get up to campus. On the 76 or the 16, you would have to transfer at 15th Ave. The 65 also drops you off by U Village or on the far south side of campus, plus anyone who doesn't live right on 35th will have to walk or transfer. There are no options for my neighborhood that don't have me transferring or a walking at least ten blocks. Please don't take the direct bus from the Wedgwood/Bryant/Sand Point area to UW campus away! I know you all are really excited about this new light rail connection, but we don't all live near it, I won't be using it very often. I don't want the route I use and rely on every day being sacrificed for the light rail connection. I'll add at the end of this that I don't have a car and am adept at using the bus routes as they currently stand. I actually don't have a problem getting around at all. However, if this goes through, I think I will have to stop using the bus every day because I don't want to have to worry about transferring buses to get to work. I guess I'll start carpooling, probably with other neighbors who get cut off from UW. There's always a group of us waiting at our stop for the 71 each morning.</p>	5/19/2015 11:12 AM
330	<p>Reducing connection service between University Way NE and Downtown is hugely inconvenient for customers who work in the North end of the U District. While the light rail service purports to be much faster than buses making that trip, the added walking time erases any benefit. This reduction in service should have been postponed until the Brooklyn Street station opened. The Husky Stadium station is simply inconvenient when trying to reach most locations in the U District.</p>	5/19/2015 11:04 AM
331	<p>Maintain service of route 72 through the wedgewood neighborhood Increase service of route 309X</p>	5/19/2015 11:04 AM
332	<p>I would really like to see an end to the practice of reducing the number of trips for the 373 route whenever the UW is not having classes. There are so many of us who work at the UW, regardless of the class schedule (medical, administrative, etc.) that it makes no sense to cut back on frequency of trips just because students are on break.</p>	5/19/2015 11:00 AM
333	<p>Please do not eliminate route 43. I live on 18th avenue and work at UW. My stop is on 15th Avenue and Campus Parkway. I will have to walk 6 blocks to catch the 48 or take two buses and the lightrail in order to get to work. That seems unreasonable.</p>	5/19/2015 10:53 AM
334	<p>I would like the route on 42nd to stay there. Very helpful for commuting for that neighborhood of 7th-9th.</p>	5/19/2015 10:53 AM
335	<p>My biggest concern is with the elimination of the 71 and 72 routes that run along University Ave. The stadium light rail stop is actually quite a stroll from the western parts of campus and the U District. It will be inconvenient and confusing for many people who are used to having easy and frequent bus options between the U District and downtown to now have to get over to the stadium.</p>	5/19/2015 10:51 AM
336	<p>I would like to see more service to Shoreline. Ideally, there would be routes that circle from Shoreline CC to UW and back at peak times. The 355 is PACKED at peak times showing that people want to ride the bus. The issues are that there aren't enough seats for the peak routes and the buses struggle to get through downtown at the start of the routes to Shoreline and end up late. Very late sometimes. Thank you for trying to make transit better-I really appreciate it.</p>	5/19/2015 10:50 AM
337	<p>Would it be possible to have reader boards (similar to what is available at train stations) at some of the busier bus stops showing when the next bus is expected?</p>	5/19/2015 10:49 AM
338	<p>There's no mention of Lake City neighborhood. I commute from Lake City to University of Washington and cutting this route would impact to the morning and afternoon commute.</p>	5/19/2015 10:45 AM
339	<p>Please stagger the times of the 73 & 373. Currently they run within 5-10 minutes of each other and that leaves a 25-30 minute gap until the next set of buses to the UW from 15th AVE NE in Maple Leaf. Deleting weekend service of the 73 decreases my transit options. Terminating the 73 in the University district decreases my transit options from Maple Leaf to downtown. They are now limited to peak times on weekdays only on the 77. Currently, if you want to get downtown from the U-district you go to University Way and have very frequent service on the 71, 72, 73, or 74. This service has been amazing, reliable, direct and very useful to me. It is not entirely clear how I will make this trip via transit with the proposed changes. It doesn't feel very efficient to travel by bus from University Way east to Husky Stadium and then transfer to light rail. I could see myself opting for a Car2go when heading downtown instead of transit until the U-district station opens.</p>	5/19/2015 10:39 AM

340	I had heard that the 27 would be returning to full service in June, but I did not see it on this particular proposal, so I am concerned. The 27 connects my family to other bus lines (i.e. 48 and downtown). Without it, we do not have any good alternatives (we are near the lake and have a toddler and in the fall will also have an infant). We rely very heavily on the bus services to connect us to childcare and our jobs (at the UW and downtown).	5/19/2015 10:36 AM
341	East-west connectivity in north Seattle is poor, i.e. routes linking UW to Wallingford/Fremont/Ballard. The proposed changes to routes 31/32 would DECREASE the usefulness of the metro system for my commute to work. This would result in fewer metro trips and a longer commute.	5/19/2015 10:35 AM
342	The proposal has many improvements for those of us in the Greenlake who ride the bus daily (weekdays). I am hoping that the proposal to split route 48 is going to be a great benefit to the reliability and predictability of this run that is so important to the many residents who either work or attend school at the UW or the UW medical center, or people who need to go to UW medical center/hospital. Greenlake residents would also likely ride the bus even more on weekends if it were easier to get from Greenlake (Woodlawn and Ravenna) to University Village, Queen Anne, Eastlake, Ballard.. Right now, we can take the 26 to Fremont and Seattle, and the 16 into Wallingford and Seattle. I would not want to lose that capability. The Greenlake community has great bus service--I purchased my home here because the bus is literally at my door (48, 16, 316, 26)--but it could be better, and I think that your proposal is working toward that. One big gap for me is the difficulty of getting to University Village/Union Bay area for medical care and for shopping. I think that is being addressed in the proposal. The Greenlake Community has a wonderfully heterogeneous demographic--from infants to the large elder community at the Hearststone retirement and assisted care facility. The population density has skyrocketed in the 8 years that I have lived here. Parking has become intolerable. I have a parking spot in my building, but there are no places to family or friends to park if they visit. Many condos and apartments are being built that have a off-street parking for a fraction of the people who will inhabit the building, due to the Urban Village zoning. Improved mass transit in these areas that Seattle is designating as Urban Village is critical. I am very pleased that the voters supported \$\$ for this, and I appreciate that you are doing these surveys. Thank you.	5/19/2015 10:34 AM
343	Without the 43, the central district is underserved in transportation options. Splitting this route in 2 will only increase the time it takes for underserved populations to reach the university. Less money invested in door to door service for wealthy and/or gated communities would allow for more transportation to areas that depend on it for their jobs and children.	5/19/2015 10:34 AM
344	I'm concerned about the proposed cutting of route 72. I often take this route north to Lake City. The 372 would get me close to where I need to go and more service of that route would be nice, but the stops are fairly far away from one another up that way. I could support the proposal if more stops were implemented for route 372, particularly among Lake City Way.	5/19/2015 10:32 AM
345	The Roosevelt corridor from 45th up to Northgate Way needs direct and regular service. With the removal of route 68 and the westward shift of the 66, the 67 is the only bus that provides a straight north/south route that goes up 11th/12th and Roosevelt to Northgate. The proposed changes to the 67 and the 73 will provide coverage going up Roosevelt and 15th, respectively, but those routes need to be in place as proposed to compensate for the removal of the 68 and the westward shift of the 66.	5/19/2015 10:27 AM
346	The removal of route 71 is unacceptable. It will force me to commute to the UW more frequently by car because I will not walk on rainy days for at least half a mile in the rain.	5/19/2015 10:24 AM
347	I would rather see a few more routes for the 373x. If you miss the 5:35 pm bus to Aurora Village the next one isn't for an hour, which is a long time to wait. Alternatively, I've walked to catch the 73 and between walking and waiting, and then the LONG busy bus ride, the next 373x has passed the 73! This is frustrating service. 1) add a 6:00 PM 373x route to Aurora Village (picking up at Stevens Way) 2) add an 8:05 AM route to University Village (Starting at Aurora transit center) Alternatively- make a few of the 73 routes a quicker express bus making fewer stops.	5/19/2015 10:21 AM
348	Please do not cancel route 43...without it Montlake has no way to get to Capital hill or downtown	5/19/2015 10:21 AM
349	Whoopie ! Now I'll get to take THREE buses to get to and from work instead of two !	5/19/2015 10:20 AM
350	I notice that the route for the proposed 45 bus uses University Way instead of 15th ave NE. For those of us who commute to the main UW campus this represents reduced convenience. The convenience reduction is not severe enough to impact my decision to use transit, but I would ask that the switch to University Way be informed by data on whether the majority of route users head east or west from the current routing and whether the reduction in convenience for eastbound commuters would be alleviated or exacerbated by travel time differences between the 15th ave and University Way options.	5/19/2015 10:12 AM

351	<p>Moving 31/32 from Stone Way to Wallingford Ave, would be a profound negative impact on my life and many other riders. I live at 41st & Whitman and work at UW at Bloedel Hall. I take the 31/32 everyday to work. Right now, according to Google, via 31 or 32, the trip takes me 20 minutes w/ .3 miles walking distance. Once in Wallingford, the 31/32 travels east in a fairly straight line. If the 31/32 is moved to Wallingford Ave, it would take me (according to Google) 12 mins to go .5 miles (up a steep hill) just to get to the closest 31/32 bus stop. Alternatively, I would take the 44 which would take 28 minutes with a walk of .45 miles. (An increase of my commute by 40%). Or it might take longer depending on where the 44 stops get moved when the stadium opens. Not only that, I have walk north to only ride the bus back down south. My commute to work turns into 3 sides of a rectangle - not very efficient and pretty maddening. The bus stop at 40th and Stone is very busy, and many people would be affected by this change. I'm all for positive changes to bus service, but it seems like Stone Way riders are getting the short-end of the stick.</p>	5/19/2015 10:09 AM
352	<p>If the new route 67 could still be run on campus you'd save 20 minutes of commute time from my day. I appreciate the added hours and frequency, but I'm must walk 10+ minutes additional to and from the bus versus on-campus access. This, partnered with the change of route by the transit center adds 30 minutes of commute time to my day. I know the extra exercise will be a good thing, but I don't look forward to the winter. If the travel time on the bus is reduced by at least 10 minutes each way this would be acceptable to me, but I'm not sure if the new route will provide this time savings. It is pretty awful currently that it regularly takes me 45 minutes to get from the U district to Northgate in rush hour (30 mins in good traffic). Additionally, I am curious why so many changes have been made to Northgate transit center service a full 5 years ahead of when we get light rail. It seems like there will be fewer choices of routes (with increased frequency). The increased frequency is appreciated, but the reduction of routes is definitely not. There used to be a convenient way to get to U-Village and central campus from Northgate. This is no longer the case. The 75 does not count as it is a "milk run" that takes 45 minutes to get to the end of the route. I could literally jog home faster than if I took the 75.</p>	5/19/2015 10:08 AM
353	<p>I support all of the proposed changes that affect me.</p>	5/19/2015 10:02 AM
354	<p>I would take advantage of the added times during midday for rt 65. I appreciate that the route is not significantly changed as this is how I get to my job at UW.</p>	5/19/2015 10:01 AM
355	<p>You mention adding weekend service between University district and Lake City. Does that mean you would stop at 145th street (where lake city changes to Bothell Way)? That doesn't help much really need to continue further north. By REMOVING 72 you make any reasonable connection from Lake City to University District (ie, University Avenue) very difficult ... multiple transfers, etc. Don't like that option very well.</p>	5/19/2015 9:59 AM
356	<p>This nicely addresses the need for most folks to get downtown using light rail, but it just means more transfers to get places now. I would rather sit on the same bus that came less frequently, then have to transfer 2 times if I were going downtown (or the airport). For example, I would rather walk up the hill to the 71 and take it all the way downtown to transfer to light rail instead of taking a combination of busses to get to Husky Stadium to get on light rail. Even if the busses are more frequent, transfers still take a lot of time and are a hassle - especially if you are going to the airport and have just a small suitcase to lug around. And, for those of us that don't go downtown very often, it is a shame that you are removing the route 30 altogether. Because I don't always work at peak travel times, I often find it easier to walk the 1.8 miles to work instead of walking part of the way and taking one or two different busses. I know you have to do what is best for the majority, so I will just work around whatever you folks think you need to do.</p>	5/19/2015 9:56 AM
357	<p>It feels like the University community is being short-changed by these changes. Many routes which used to serve campus (and students commuting to campus) now serve the transit station, giving better access to working professionals trying to get downtown, but adding a significant walk by avoiding the campus entirely. I would see a 10-15 minute walk added to my commute because Route 67 no longer travels on campus and my building is not near the new light rail terminal. If you are going to force UW students to purchase a U-PASS membership, please don't make us hike from the bus to our buildings, too! The result would be a significant decrease in my utilization of Metro services because of the added inconvenience.</p>	5/19/2015 9:56 AM
358	<p>the 372, which was designed to be an EXPRESS bus from Bothell to UW will still be nothing more than a way to support Lake City and leave Bothell residents with an untenable commute. Only Metro could turn a 10 mile commute into 1.25 hours of sheer bouncing, steaming, nauseating HELL!!!! The UW forces us into this HORRIBLE bus system which seems to utilize planning methodology from the 1950s. Let us stop at every corner in the city and punish employees who cannot afford to leave in the city by making their commute utterly miserable. Of course, the Metro planners have totally ignored all of the money spent in the 1990s to add the bus lane on Bothell Way to speed up bus service. If is quick between downtown Bothell and Lake Forest Park and then it is bounce, stop, bounce, stop, bounce, stop, bounce, stop so that the City of Seattle folks don't have to walk more than a block to the bus. Only the morons at Metro could think that EXPRESS means 95 stops!</p>	5/19/2015 9:54 AM
359	<p>Cutting direct access from Stone Way to the University of Washington is foolish given the amount of use this service currently sees.</p>	5/19/2015 9:53 AM

360	I think that an east-west route along 65th street would be very beneficial for connecting Ballard-Phinney Ridge-Wallingford-U District. I will look again at the proposed changes to the 16, but it doesn't sound like it goes far enough west to be accommodating for my needs. I also would suggest a few express routes for the new proposed 45 bus in early morning and evening for UW commuters. Thank you.	5/19/2015 9:52 AM
361	While the light rail station in Capital Hill is centrally located, there is a challenge of getting around due to the hills. I think it is important to maintain connections to the areas in Capital Hill that are not near the light rail station. In particular would the area between Madison st., 15th & 19th that would be the bus lines 48, 43 and 49. These are the only routes that connect the U-district to the areas of Capital Hill that walking to the one and only light rail station would be very inconvenient.	5/19/2015 9:52 AM
362	The 31/32 service picking up from stone way and 40th going to the U district is one of the busiest stops that I use. Moving 31/32 service over to Wallingford Ave would make commuting to work and school much more difficult for me and others living in the neighborhood. I strongly request that you please keep this route as is to maintain an easy commute for the many people in my neighborhood who use this stop.	5/19/2015 9:49 AM
363	Having a bus stop every block may be beneficial for those that can't walk far, but it really slows down the service. Maybe we should space out stops in between transfer points.	5/19/2015 9:49 AM
364	Currently it just spends me less than 5 minutes to University Way and 50th st to take route 71/72/73 to Westlake and transit to LINK very smoothly, and there are so many 71/72/73 buses and I don't need to wait too long. But if 71 and 72 are removed, and I have no idea how could I go to LINK at Husky Stadium rapidly, I might still choose to take 73 to Westlake. Obviously by then route 73 will be much less than combination of 71, 72 and 73. So it seems not very good change for me. Or could you give me suggest how could I get to LINK at Husky Stadium from Brooklyn Ave and 52nd St quickly? Thanks.	5/19/2015 9:44 AM
365	Please reconsider getting rid of the 72X. I know a lot of people rely on this bus to get downtown from north Seattle and it is much more convenient then the 372X which stops on campus AND then having to transfer to a different bus.	5/19/2015 9:43 AM
366	We need more spaces at Park and Rides.	5/19/2015 9:42 AM
367	Seems like the Metro is always catering more to North Seattle more than downtown needs. Regardless, I'd rather see the prices drop. Public Transportation should be more affordable--not a privilege for tech employees who want the convenience of quick travel without having to live downtown.	5/19/2015 9:42 AM
368	I think it's a problem to move the 67 from 5th Ave to Roosevelt. For example, I live on 1st Ave NE. Therefore, I walk to 5th Ave each day to catch the 67. Under the new proposal, I would have to either catch the 66 and walk from its last stop to my job at UW Med Center or walk all the way to Roosevelt to catch the 67, which is quite far. Either way, my commute times would be increased by 15 minutes each way, which is a lot of time. I would prefer to have the 67 & 68 route maps maintained mostly as they are, but possibly rerouted to stop closer to the UW stadium light rail stop.	5/19/2015 9:41 AM
369	Getting rid of 72 is a terrible idea. It both takes me to work at UW and it takes my daughter to Roosevelt High School. Beyond it impacting me personally, its a lifeline for students both in high school and at UW. It makes it, therefore, also a lifeline to their parents. Getting rid of 72 is bad for parents and kids. It will result in more driving by car which will cause more traffic, more pollution, and more accidents. Keep 72!	5/19/2015 9:40 AM
370	By having both Routes 31 and 32 go on Wallingford Avenue rather than Stone Way you are inconveniencing a large number of people who get on those buses at the Stone Way & N 40th stop. You're basically relegating everyone who lives about 40th Street and who needs to commute to the UW to ride the 44 which is always stuck in I-5 traffic or to walk about a mile to catch the 31/32 that get to UW very quickly. So unless the proposal somehow fixes traffic on 45th street it's basically screwing everyone who lives around Stone Way above 42nd Street. I know that current proposal somehow increases the availability of the 44, but having them more frequently is not going to keep them from getting stuck in traffic. Some possible solutions would be to have either the 31 or 32 go on Stone Way as they do now and the other go on Wallingford Ave. For people going to Fremont it will not matter which bus they take, but for everyone who lives in a large swath of Wallingford they can still get to/from home/UW conveniently (i.e. without having to walk across the UW campus to catch the 44 and then sit in traffic). Alternatively, just leave the routes the same and have the few people who catch the bus on Wallingford walk over to Stone Way as there are (and with all of the new apartment complexes will be) many more people who live either on Stone Way or between Stoney Way and Aurora who would all of a sudden not have a convenient bus to the UW. I hope you think hard about taking both of these buses off of Stone Way as you are going to be affecting a lot of people who chose to live there due to the convenience of these buses. Additionally, realize that the 44 is not really a valid solution for many of these people due to the insane I-5 traffic that one is subject to riding that bus anytime between the hours of 6AM and about 8PM.	5/19/2015 9:39 AM

371	The 71,72,73 express busses are usually very busy. On my way to downtown I have a handful of times where the bus was too full to sit down, or even on-board. A reduction of these bus routes would increase this problem. I understand the link light rail is extending to husky stadium, but metro users on the opposite side of campus, on University Ave, would still take the 71-73 to downtown since it will be more convenient. I'm worried the Express bus from U-District to downtown would be even more crammed than before with these revisions.	5/19/2015 9:39 AM
372	I noticed you will delete route 68 the reason being that it is a duplicate. However the 68 is the ONLY bus that travels on the north end of Roosevelt Way NE (i,e between safeways and northgate avenue). Deletion of 68 would result in unnecessary disruption and inconvenience to a lot of travelers.	5/19/2015 9:39 AM
373	The 48 should be the north bus number and the 45 should be the south bus number. Breaking them in two is going to limit peoples ability to get to work from one end to the other. You are going to segregate neighborhoods in the south	5/19/2015 9:38 AM
374	I think the proposed rerouting of routes 31 and 32 along Wallingford Ave rather than Stone Way N is a misguided. While I understand something must be done to compensate for the loss of the 26 route in this area, I think that the much higher density of housing in the Stone Way corridor (and west of Stone Way to Aurora) argues that at least ONE of the 31 or 32 routes should maintain its original routing south along Stone Way from 40th. With both routes moving along Wallingford Ave it requires much more walking uphill for anyone living along Stone Way (and particularly west of Stone Way). However, I think that the rerouting of these routes to 34th rather than 35th is a good move as the congestion through central Fremont is a real drag on these routes.	5/19/2015 9:38 AM
375	Weekend and evening routes are important to my well-being and lifestyle and safety. Also, any further connection between UW and Ballard is great.	5/19/2015 9:38 AM
376	Thank you for proposing Route 45! If the times are consistent and the buses not overcrowded, this will lead to me taking the bus 3 to 4 times each week rather than driving to work.	5/19/2015 9:37 AM
377	splitting the 48 is crazy - if you are encouraging use of the transit system, don't make it more cumbersome by increasing the number of transfers to get from one place to another. The 48 is standing room only as it is now, and with the removal of the #4 route for months, and then splitting up other routes and suggesting that more people take the 48 (example #8 and #43 sites) is just plain crazy. During fall/winter rainy days I've had THREE fully packed buses pass me up at the Yesler and 23rd stop on a routine basis causing me and others to be extremely late for work and starting our day off on a really bad foot. The number 48 has more schools (college, universities, private and public schools) on it than any other route in the city, and no increased in buses during peak school hours in the morning and afternoon to adjust for that fact. Seattle Metro used to be top in the nation in service, convenience and cleanliness of buses...no longer....and I find that really sad.	5/19/2015 9:37 AM
378	I am absolutely appalled that the route 43 will be eliminated. That is the worst idea ever! That is the only bus I take to Capital Hill. You just put another car on the already congested Capital Hill roadway. The 941 idea that would allow people to reserve special pick ups is outrageous! Everything comes at a cost. Too bad if you moved into a neighborhood that doesn't have good bus service. The first thing I did when I looked for a house 30 years ago was check out the bus routes. I will find it difficult to approve/vote for any increases to Metro if this essentially public funded free taxi is allowed. Many of the suggestions may be good but without knowing the cost involved with each it is hard to prioritize them. Next survey should say this option will cost \$x million. Is it worth it to you? I doubt very much if there is enough money for all of this and some of the changes sound pretty frivolous and should not even be considered.	5/19/2015 9:35 AM
379	45th Ave NE south of NE 65th street will not accommodate buses. 40th Ave NE would be a better choice.	5/19/2015 9:35 AM
380	Denny is an area that troubles me. One of the only cross town bus is the 8 but it gets stuck going east during rush hour due to the I-5 traffic/on ramp. The bus which works fine during non-rush hour times, becomes almost useless between 4:30 - 6:00 pm, is there an alternative way to get cross town? I would be interested to see a proposal that circumvents some of this traffic but still provides crosstown service. Thanks for listening.	5/19/2015 9:34 AM
381	I'm very excited about the proposed change to route 372X - a huge number of students and professionals utilize this route, making buses full to capacity during peak hours. Increased frequency and service hours would be extremely convenient and ensure better safety of all bus passengers without squeezing them all in like sardines in a can. I would utilize the transit system more often should this change be made.	5/19/2015 9:31 AM
382	I think there should continue to be a connection between Ravenna/Roosevelt and SLU that takes surface streets. It appears that this is being cut or redirected to I5, which could be a mess depending on the traffic. I have to say that the maps for the proposed changes are pretty confusing, so whatever you could do to improve them would be appreciated.	5/19/2015 9:30 AM

383	Eliminating the #72 would greatly impact access from Lake City to the UDistrict. I'm not talking about the campus or link connections. I'm talking about being able to run errands between the two areas by bus without having to make connections -- sometimes more than one. It would impact those who need services in the UDistrict or Lake City or anywhere in between. Access to the grocery stores, small businesses, doctor appointments, etc. -- the everyday things people have to do. You are forcing people to use the link by eliminating bus routes and access to local venues. I know someone has to pay for the link, but forcing people to walk from the UW campus to the link to get downtown is just stupid. Right now, I can take the 72 to downtown -- one bus -- no transfers. The changes will force me to make other choices by having to take the 372 to Lake City and catch the sound transit 522 to downtown. I don't need to use the link and taking away the bus service still won't get me to use it. My next step will be to buy a car.	5/19/2015 9:30 AM
384	I ride a bus from the "East Side", so these changes will not affect my transportation as much as they probably would people that commute in the UW District and around it. Hope we have enough funding to offset or, at least, delay the transportation nightmare that is looming over Seattle and is getting darker by the month... Thanks.	5/19/2015 9:29 AM
385	Patients to SCCA clinics take the 66X bus now that drops them off at SCCA. By changing routes off of Eastlake Ave E, patients will have to walk up a steep hill on Aloha to get to the clinic. This is a would not be possible for most patients coming to the clinic. Please reconsider.	5/19/2015 9:27 AM
386	Love the new 16 route!	5/19/2015 9:27 AM
387	You didn't ask about deleting the 72 route...just adding more frequency to the night shift of the 73 bus isn't going to make up for getting rid of one whole route. To get home, I take the 72, and can take the 73 if I walk a bit more. But that means I only wait maybe 15 minutes. By getting rid of the 72, I now have to increase my wait time to 30 minutes, and I am much less likely to be taking public transit then.	5/19/2015 9:27 AM
388	I notice that there is nothing about providing bus service to get people from Woodinville to UW Bothell in order to take a 372. As it stands right now, the 372 is the closest bus stop to me and it's about 3 miles from my home. Walkable, but time consuming. It is also the only bus that travels down the corridor and I have seen nothing about replacing it with any other bus. Moving it back to UW Bothell, without any sort of bus running to UW Bothell would make walking to the bus impossible. Is there any thoughts about having a shuttle of some sort ferrying people to UW Bothell from bus stops that would be losing all bus service due to this change?	5/19/2015 9:26 AM
389	I rely on the 71E to get me from my home in Wedgwood to my work in the U District every day, but getting home is more complicated, as that route frequently gets snarled up coming out of downtown. As long as there is a direct connection between NE 65th Street (around 45th ave NE) and University Way NE (Around NE 45th Street), I'll be happy. If integrating some of the downtown part of the route with light rail improves reliability north of the Ship Canal, I'll be happier. I would definitely be interested in transit that takes me downtown during non-work times, and am looking forward to being able to take the train to the airport. Thanks!	5/19/2015 9:24 AM
390	An express bus or shuttle that takes people from north UW campus to the University Stadium light rail station. A fast, convenient way for students to get downtown (faster than the buses currently offer) would do a lot for ridership on light rail. This would be a temporary solution until the U-District station is opened.	5/19/2015 9:24 AM
391	The proposed changes to improve frequency and extend the times of bus routes in Seattle Metro is generally beneficial, however, this will not alleviate the larger problems of heavy traffic on Seattle roads. Improving the bus system is a short-term fix, but improving roads and installing an East-West light rail system will contribute to the long-term well-being of Seattle citizens.	5/19/2015 9:23 AM
392	Do not delete route 68. 372X only is not enough for those of us live along 25th Ave and commute to UW Seattle. We love route 68.	5/19/2015 9:23 AM
393	U District to Fremont, can we do this from 20th Avenue NE (old route 30) again ?? MORE FREQUENT SERVICE East/West to Fremont and Queen Anne please Splitting the 48 (aka Forty LATE) can help. Please keep this southern route to UW/Mount Baker on schedule. Worst bus I have ridden in Seattle. Finally - the light rail is not here. We need more bus service NOW. Thank You.	5/19/2015 9:21 AM
394	I don't see a plan for those of us who live in the Eastlake/U-district area to take a bus to Northgate. Perhaps I just missed it, but I usually travel by bus to shop there rather than drive. I would hate to see access to Northgate deleted for my area. Also, I take a 71 bus now to get to 65th & Ravenna on a regular basis and don't see a replacement for that. Otherwise great job on rerouting the buses.	5/19/2015 9:21 AM
395	Stops along 15th from 40th to 55th, in the U district are essential to many UW students	5/19/2015 9:21 AM
396	Improve bus movement on 35th ave and 45th street with stoplight prioritization for buses more dedicated bus lanes and enforcement of no stops or parking along north 35th Ave ne between hours of 4-6	5/19/2015 9:21 AM

397	I use route 68 to get to work and get home. IF you must eliminate it, then the revised 372 MUST stop at NE 60th Street. I have arthritis in my hip and I cannot use the stops at NE 65th Street and NE 55th Street because they are too far from my house. I have NO OTHER OPTIONS. I work at the University of Washington Medical Center and I cannot afford to pay for parking there. The LINK lightrail will not help me at all.	5/19/2015 9:20 AM
398	Eliminating the 71, 72, & 73 between the U-District & the transit tunnel will greatly affect my ability to use transit. I already work on a tight time schedule to ensure I make it to work early and can leave on time to make the first Sounder train south each day. Without frequent/reliable/quick service between the UW Tower and Jackson Street, I don't have the luxury of assuming I can make that train home. Due to child care restrictions of having a child in care 10 hours or less per day, I need to make these connections. I may end up driving every day to work to ensure I can pick up my child from care every day due to the lack of convenient service. Once light rail reaches the U-District at the UW Tower, I would revise my habits and probably take transit again.	5/19/2015 9:20 AM
399	Outside of the 372X route, I will have no other useful routes without having to make several connections. The Link Connections are basically irrelevant to me at this time. At least a mile walk to the nearest station, then another mile walk to get to my intended destination once departing light rail.	5/19/2015 9:20 AM
400	I love that there is a proposal to have the 372X run on the weekends, but I read that it will only go to Lake City on the weekends, which I think is a mistake. While Lake City does cover a portion of the normal route, that means it will not affect almost half the people who normally take that bus. If possible it would be nice if the 372 could do more of it's current route if it does run on weekends.	5/19/2015 9:17 AM
401	VERY supportive of new 45 bus - the 48 has been unbearable this last year. We need more frequent service from 4 - 5:30 pm.	5/19/2015 9:16 AM
402	No	5/19/2015 9:15 AM
403	Don't change my 12 bus route to/from work -- from Interlaken to 1st Hill. PLEASE!!!	5/19/2015 9:15 AM
404	Metro buses are dirty and dangerous. I would not consider riding buses because of the skanky passengers, grime and smells. I especially would not consider riding buses in Seattle at night. I've watched too many people in years past being harassed on buses by other passengers, or endured foul-smelling mentally ill people on buses. It's not worth it.	5/19/2015 9:14 AM
405	What about route 28x? That bus is packed all hours it runs and now you are proposing added more stops and making it a longer trip by going through Fremont before getting on Aurora? By extending this route you are not providing any service to those of us who live on the market st corridor between market and 65 without making a transfers to get downtown I for one know to will cause me to drive again as it would make the commute to downtown about 40 mins and I could drive it in 20.	5/19/2015 6:37 AM

406	<p>For residents of Meridian Ave N/ Kirkwood Pl between 56th and 65th the proposed changes to Route #16 would make our already-dire situation with the bus even worse. You are ignoring our feedback! 1. The proposed route for #16 won't go to Northgate, it will go to Sands Point. How many low income, disabled and elderly people need to go to Sands Point on a regular basis? Not many. 2. You're sending articulated, double-length, diesel buses down a narrow street, and now you want to do it EVERY SEVEN MINUTES. My neighbors have had car mirrors ripped off by the bus (twice) and once neighbor had an entire quarter panel from the front of their car torn off by the bus. Meridian Ave. is narrow between 56th and 65th. The city calls this part of Meridian Ave N. an "arterial" but it is not anything like, say, 50th or 45th. It's dangerous for bikes and pedestrians -- a lot of people walk down to Green Lake this way. 3. The #16 will no longer run down Aurora to downtown, it will go over Dexter Ave -- much slower for people going downtown. I will either take the #26 or I bike. 4. The buses run all hours of the night, even though the routes ostensibly stop at 1 am. The #16 bus routinely rolls through -- empty -- at 2 am and 4 am, presumably going to the bus depot. WHY IS THE BUS GOING PAST AT 2 AM and 4 AM? For those of us who live along this stretch and (like everyone else in Seattle) have no air conditioning, it is seriously noisy in summer when the windows are open. I'm sure the dB level violates city standards. It does not have to be this way. Was it your goal to force everyone along this route to buy expensive, energy-consuming air conditioners, because we cannot sleep? If a PERSON were doing this, we'd call the police! 5. Except for rush hours, the #16 is mostly empty during midday and evenings. We used to live on CapHill and the #10 bus -- fully electric -- stopped directly behind our house. It was quiet, and not a problem at all. And where I grew up (in NYC) smaller "feeder" routes used "jitney" buses (like the MS Connector buses) to get people from residential neighborhoods like ours to bus terminals -- nobody ran big diesel buses (much less double-sized articulated ones) through residential neighborhoods except for large arterial streets. This is just poor planning and fleet management by the city. Here's what I'd propose instead: - #16 continues up/down Stone Way across 45th and 50th and follows E Green Lake Drive to Ravenna/ bus stop at shop corner.. This takes people from downtown/Fremont/Wally to Green Lake, where the fields, courts and park are. It also goes past several retirement homes including the Hearthstone this way. Nobody wants to go to our little stretch of Meridian, and it is easy for those of us who live on this stretch of Meridian to walk one block over to Green Lake Way. - #16 turns on Ravenna and goes across to 65th to connect up to the new light rail station at Roosevelt. This lets people taking light rail get to Green Lake Park easily. The #16 then continues along 65th to Sands Point, completing that route. - The #26 runs along 45th to Meridian to 56th to serve Tangletown neighborhood, then across 56th and N on Latona (as it does now) then to 65th P&R => Northgate to serve people who need to get to Northgate. 56th is much wider than "Kirkwood Place" (what Meridian is called from 56th - 59th) or Meridian 59th - 65th. I think this makes a lot more sense and gets people to Green Lake Park and downtown -- and intersects with the new light rail station in a better manner.</p>	5/18/2015 10:12 PM
407	<p>Deleting the 43 will force me to get back into my car to go downtown.</p>	5/18/2015 10:01 PM
408	<p>I live at 75th ne & Roosevelt. Currently I use 66, 72 or 73 to commute daily from 75th NE/Roosevelt to SLU. The proposed bus routes completely removed the possibility of direct transport from maple leaf to SLU, as 72 being removed, 73 being shortened, and 66 being only available at peak hour and won't have stops in local streets. the proposed bus routes makes it not harder to commute to SLU but also hard to downtown from Maple Leaf/north Roosevelt. we cannot depend on the link train because: 1 the Roosevelt station is on 65th ave ne, which is too far for people I've beyond 75th ave ne, 2 the link station in Roosevelt and Northgate won't be ready till 2021, and this proposed bus routes will take effect next year.</p>	5/18/2015 8:55 PM
409	<p>The new 16 route is excellent. I will definitely use this route more than I currently do. Please make this change. Thanks.</p>	5/18/2015 8:39 PM
410	<p>I live in Mount Baker within walking distance of the light link and work at the NOAA campus on Sand Point Way NE. I'm disappointed that these proposed changes do not include a direct connection to the UW light link from the NOAA campus during peak hours. Montlake Blvd is one of the most congested roads in Seattle. At rush hour, transit from UVillage to the Montlake cut can take 20 minutes. A direct bus connection to the light link from the NOAA campus would allow for a meaningful transit alternative to this bottleneck. Please consider providing this direct connection.</p>	5/18/2015 7:41 PM
411	<p>Asking people to take two modes of transportation (bus and rail) between Downtown and NE Seattle might be a "turn-off" for some people, but if the trip was faster as promised, it might make transit more "people friendly." However, until LINK stations open in the University District (west of the UW campus) and in the Roosevelt district are open, these "ehnnancements" won't work for too many people. Also, where are stops for the the routes that are proposed to terminate near the station located near Husky Stadium going to be? If they're near the Medical Center, that's too far away for a lot of people--they need be a LOT CLOSER!!!</p>	5/18/2015 5:59 PM

412	<p>I live in Ravenna on the edge of Roosevelt (a block east of Roosevelt High School). The overall changes would be detrimental to my transit situation. I commute to the Eastside (Redmond) and to downtown. For my commute to downtown, in the current service pattern, I have: All day: 71X/72X/73X direct to downtown, frequent, from 15th and 65th NE. Peak time: 71X/72X/73X, as well as 76 and 316 further away. With the new changes, I would have: All day: 16 (which looks like it will be slower as it goes through Wallingford, the Fremont bridge, and Westlake to downtown). Peak time: 76 and 316. I will also have the option of taking a bus to Husky station and light rail from there. However the 48 which I would take is now further away onto Roosevelt, and this is still a 2-seat option instead of a 1-seat option. I know that in 2021 the Roosevelt station opens and we get a great 1-seat option to downtown, but I do not want to lose convenient transit to downtown in the meantime between 2016 and 2021. For my commute to Redmond, I can currently take the 542 and 242 at peak. The 242 being cancelled is a bit inconvenient for my Eastside stop but I see how it makes sense, and I can live with it. Off-peak, going to Redmond, I can currently take the 48 from 15th and 65th to the Montlake flyer stop and catch a 545 from there. With the new changes, I would take the 45 from Roosevelt (so 5 minutes further away) which would drop me by Husky station, then I would need to walk across the Montlake bridge (5 minutes at least) to the flyer stop to catch the 545. So this is less practical. I know one option under consideration was to have the 45 intertwine with the 271, providing a connection to Bellevue. This would be a great option, as I sometimes have to go to Bellevue, and also the 45 would then stop by the Montlake flyer station. I understand that Metro backed off on this idea after undoing the cut to the end of the 271 and being concerned about reliability. If the tail of the 271 could still receive service in a different way, and the 45+271 option was still present, it would be great. Thank you.</p>	5/18/2015 4:56 PM
413	<p>I am very excited about the improvement to route 67. I would use it to get to work at the U of W.</p>	5/18/2015 3:34 PM
414	<p>The destruction of all the continuous-to-downtown routes (66, 67, 71, 72, 73, 74 and 79) will have negative impacts on my twice daily use of the bus. The 79 should be restored to service because its unique routing (U District to South downtown business district via I-5, exiting under the Seattle Municipal Tower) ensured both a high/loyal ridership and an excellent short commute time. In its demise, I now regularly have to juggle 66-67-355 routes and 71-72-73-74 options via the bus app whose accuracy the county does not seem interested or able to improve. Replacing a single continuous-to-downtown route with 2 chopped up routes only succeeds in injecting a connection and resulting wait into every rider's commute. Add congestion and uncertainty about approximate arrival times to this and the result is: both longer commute times and dissatisfaction of riders will result. In these proposed changes intended to ferry light rail riders to the UW Husky station, there seems to be no awareness that traffic near the UW Husky station is already a mess; adding buses will make it worse. Trying to inject more buses into this corridor will only increase traffic and as a result increase commute times. There's little use in trying to ferry potential light rail riders to the station. It would be better to wait until the U District and Roosevelt stations are in operation before destroying all the neighborhood bus routes. I hope the county is planning a lot of stops on NE Pacific street for when riders get fed up waiting in gridlock and demand to get out of the bus and walk to the light rail station.</p>	5/18/2015 2:15 PM
415	<p>If I understand correctly that route 372x will be making more stops between NE 95th St. and NE 65th St., then this change makes the other proposed changes for NE Seattle very worthwhile. I was concerned that I would be out of luck for using busses in the NE Seattle area because it would have been more than 1/2 mile to any bus stop. If route 372x will not have more stops than it currently has between the above mentioned streets, you've left a huge gap in service area that will leave many without useful options for bussing. I am excited to see a frequent service grid emerge with this plan, and am grateful for it. Currently it takes 2 to 4 times as long to bus to Ballard than to drive, and I'm looking forward to having bussing to and from Ballard and similar areas become a useful possibility for people who live in my area. Thank you for all of the time and effort that has been put into this project.</p>	5/18/2015 1:21 PM
416	<p>I am quite disturbed by the fact that the bus routes 28 and 28x have been somehow lumped in with routes that service the University District and NE Seattle. The 28 is a NW bus route. Living in Broadview we already have to contend with the fact that we only have bus service during peak periods. I have learned to live with this, using the bus only to commute to work daily - I no longer use public transportation to go to Seattle for social outings or sporting events BUT by combining the 28 and 28x I will no longer ride that bus for work. The changes to the route will extend my travel time to downtown Seattle to an unacceptable length. I have already begun exploring other options and now I ride the 304 Richmond beach express.</p>	5/18/2015 1:00 PM
417	<p>I NEED Route 71. At age 80, 10 blocks is too far for me to walk to a bus stop, especially on my way home. Fortunately, I still drive, but many elderly and physically riders do not. We will be left without a way to get to the U District and downtown. There MUST be a route that follows the current #71 route. A close bus stop was important to me when I bought my home, and is even more important now, 15 years later. What are folks like me supposed to do? We are not employed, and need transportation to grocery stores plus downtown all days of the week, all day long. #31 is necessary for me to get to Seattle Center. Many changes will force elders and infirm simply to stay at home. HUGELY UNFAIR!!!!</p>	5/18/2015 12:43 PM
418	<p>Appreciate faster connections, just hope reliability and consistency also worked on. I often find I have to take an earlier bus since I don't trust that the bus I really need will come on time.</p>	5/18/2015 10:59 AM

419	Hi, I am reading your changes to frequency for the 316 bus however I do not see any changes in the times the bus runs. We ride the last 316 out of our area (greenlake, woodlawn and Latona) at 824am and the bus is always full. We, and many other riders would appreciate extending the peak times to accomodate today's work force who can arrive later and work later. If there were busses leaving the area until 9 or 9:30 and coming back from downtown until 7 or 7:30 that would be very useful and with the changes to the 16 bus I am sure they will be a much needed addition to a rapidly growing area (Greenlake). Thank you.	5/18/2015 10:40 AM
420	The number 16 runs in front of my house. I don't have anything against a bus system, but Kirkwood PI N is an awful street to have a large bus running up and down. It's too narrow. Cars have been scraped, mirrors have been knocked off, and animals have been killed. A bus and a car CANNOT both fit on that street. So to increase the frequency even more is ridiculous. Why not have that bus go down GL way? That's wide enough for 2 cars. PLEASE PLEASE reconsider this. It is so awful and so loud as it it. Thank you Julia	5/18/2015 9:37 AM
421	I personally like the increased busses planned for route 16 and want it to continue along Meridian as planned	5/18/2015 8:35 AM
422	I would very much miss the 25. I use it to get to Magnuson Park, to U Village, to my mechanic, and to the UW. If the 43 and 48 are the powerhouse buses that get me most everywhere that I need to go regularly, I still need the 25 to round out my usage.	5/17/2015 11:02 PM
423	I echo the concerns expressed by Doug and Judy Martin, neighborhood representatives (dated Dec 5, 2014, addressed to Mr. Kevin Desmond). I live on Kirkwood PI N where route 16 travels. I am in favor of moving the route off of this residential street to a route more suitable for bus traffic (how about Green Lake Way?)	5/17/2015 4:44 PM
424	Since I live just west of I-5, most of these changes will complicate my life with a probable steep learning curve and dubious improvement as I see a strong likelihood of needing additional busses to carry our simple errands	5/17/2015 1:36 PM
425	More direct transit opportunities from NE Greenlake to major hubs, particularly to Montlake/UDistrict, Capitol Hill, and Downtown.	5/17/2015 1:35 PM
426	Re:: changes to Rte 16, could you maybe just leave it alone? I've accepted the fact that Link isn't ever going to make my life any easier, but why should Metro make it harder? I often ride to downtown, but sometimes ride to Green Lake or Northgate. Hard to imagine that anyone wants to ride to Sand Point (which, of course, would mean that the northern end of the route would be cut). In case you've forgotten, people don't want to transfer between routes or transit modes. p.s. If I ever want to take my dog to the Magnuson off-leash park, we'll drive!	5/16/2015 9:43 PM
427	I live off the 71 bus route in Ravenna, and it brings me into the U District. Living across the street from this route has been so convenience, to get either to the Ave or to downtown. I am concerned that it will be more difficult for me to get to the ave or to downtown from where I am. I can go east/west on 65th street with the new 16 route which is good especially because it will run all day, but how do I get to the Ave? How do I get downtown? Many of these changes may be good but at the moment they will be a major disruption in my work commute, my socializing, and my general ease of using the transit system.	5/16/2015 8:14 PM
428	There needs to be a way to get from Ravenna to downtown earlier on weekday mornings. I have not seen anything written on proposed timetables for the additional AM RT 76 runs but the current 1st AM runs of the 64 & 76 routes barely (and sometimes do NOT) get me to downtown by my required start time of 6:30 AM. Local bus RTs as they currently exist take too long and the proposed transferring to Link will involve waiting for a bus AND again waiting for the LINK adding additional commute time (and cost??). Also, I would like to address the holiday schedules and especially the last week of the year schedule when Metro takes the first AM run of the 64 & 76 offline leaving no way to get downtown on time without taking a local that doubles my commute time. Why remove the first bus? Most people can go into work early but can't go in late, forcing me and fellow riders to drive for a week. If the new proposals will not add additional runs during this time, at least make a shuttle between the Greenlake P&R to downtown similar to the 41. Bottom Line: There needs to be an express bus run from Ravenna to Downtown and it needs to start earlier in the morning and afternoon and go later.	5/16/2015 3:35 PM
429	I am very concerned about the decision to remove the #43. Having to transfer to get from Montlake to downtown Seattle would be inconvenient and have more chances of buses being late. Because I ride non-peak hours, I don't consider the transfer locations to be safe options in the early morning/evening.	5/16/2015 2:26 PM
430	Since the 72 and 68 are deleted, the 372 should become a local bus between U Village and Lake City. There should be a clearly marked path between UW campus stops (Okanogan Lane, Garfield Lane) and the Husky Stadium Link station.	5/16/2015 2:23 PM

431	I didn't see any place to give feedback about the proposed axing of the Route 43. I absolutely reject the idea that substituting service on the east side of Capitol Hill on the 48 that necessitates a transfer in the U-District to the 44 is an adequate substitute for the Route 43. My late-night trips on the 43/44 are a convenient solution for me to get between the hill and home in Wallingford. Having to stand around the U-District late at night for unreliable transfers adds a lot of stress and time to my travels. I am hearing a lot of similar concerns from other users of this route, which is well used and can't be substituted adequately with any of the proposals Metro has put forth. Please retain the 43/44 connections.	5/16/2015 1:34 PM
432	The loss of the #12 bus route not only affects all of us who use it in the neighborhood, including people who could NOT manage walking up the hills for the 10 and or 43, but it absolutely affects St. Joseph's church and school, Holy Names Academy, The Nova School, Stevens Elementary School, and the Hebrew Academy. These schools NEED connections which are close by to protect the children attending them. They should be able to get to their schools readily and safely, whether in kindergarden or high school. The light rail does NOT make this any easier without the #12 bus. Please let us keep our reliable bus service that takes many to hospitals, doctors' offices and various shopping areas as well as work!	5/16/2015 12:56 PM
433	1. Transit riders from the Wallingford Avenue N. Corridor will need to transfer from route(s) 31/32 in Fremont for downtown service. Therefore sufficient capacity on routes 16, 40 and 28 will be needed to handle this additional capacity. In addition, there needs to be shelters at this transfer location to accommodate the additional passengers waiting during inclement weather. 2. The proposed additional service on route 16 will increase left turn movements from N. 35th onto Fremont Ave. N. This is currently a highly congested intersection because of eastbound general purpose traffic prevents buses from making the turn, causing missed signal cycles and huge traffic backups. For this proposed (and needed) service change to succeed, SDOT must fix this intersection with a transit-only turn signal phase, a right turn lane from 35th onto Fremont Ave N. or other solutions. 3. The walking connection between routes 31/32 to the University Link station must be addressed.	5/16/2015 9:52 AM
434	Please don't delete route 72, I take it to work every day.	5/16/2015 6:23 AM
435	The utility of Route 16 is completely destroyed by these changes to a route that has existed for a long time. I bought a house 22 years ago, in Wallingford, with a plan to age in place and not depend on a single occupancy vehicle when I am a senior citizen. The 16 provided a direct route to Northgate and Downtown for doctor visits and shopping. The 16 provided a direct route to entertainment and cultural venues, the Seattle Center, the main library, and Pioneer Square. The 16 goes directly to and from Colman Dock. Wallingford will soon have a permanent high school. When the Lincoln High School site was occupied by interim high schools, I saw the school band and athletes traveling to the Seattle Center. How are the ballerinas going to get to the Seattle Center? There are various small schools that transport groups of children on field trips on the 16. I always take my in-laws from out-of-state to see the sights on the 16. The proposed changes to Route 16 are a great loss of mobility to seniors, youth, and anyone who is happy to take Metro rather than drive.	5/15/2015 11:20 PM
436	Any additional service on 5th Ave NE would have to include a stoplight at the corner of Banner Way and 5th NE. When drop offs at the 65th Street Park & Ride in the p.m make the 4 way stop congested, the transit slows down for SO long in all directions. This is an ongoing problem the City has to face quickly before buses, bicyclists or pedestrians get hit.	5/15/2015 8:15 PM
437	Stoneway is far enough east I don't want to have to go the UW every time I want to Downtown or North.	5/15/2015 7:31 PM
438	I recommend that route 16 should run along the wider East Greenlake Way N than Meridian Ave N and Kirkwood Pl N. It should also continue along Hwy 99 instead of local streets.	5/15/2015 6:56 PM
439	The proposed change in 16 cuts service almost in half between Green Lake, Bishop Blanchet High School, North Seattle College, and Northgate - major transit destinations, and cuts service almost in half to downtown from between North Seattle College, Licton Springs, and North Green Lake. As a result, I will likely drive more. It reroutes frequent service to an east-west route between Green Lake and Sand Point. Although it will be very convenient to have this route, it will not be heavily used and could have much less frequent service. The result will be that 16 remains well used from downtown to Green Lake, but will be sparsely used between Green Lake and Sand Point -- this will leave empty buses for almost 1/2 of their trip. , a poor use of equipment, fuel, drivers time, and money. A better result would be to have an independent crosstown Sand Point to Ballard route via Green Lake at a frequency commiserate with its traffic.	5/15/2015 6:53 PM
440	I do not like that route 71 is discontinued. We need an all day route from this area to downtown Seattle. There are people who need to connect downtown with buses that serve areas that the light rail does not serve. It does not make sense to either take three buses to get to these areas or a bus, then light rail then a another bus. Three transfers are too much.	5/15/2015 6:38 PM
441	Bus 43 is very useful for transit from Montlake to Downtown and very reliable, it would be good to keep it.	5/15/2015 6:20 PM

442	Why in the world would you reroute 31 and 32 off of Stone way and via 40th to 34th and via Wallingford Ave? The 31/32 is primarily used by students and those who work at the UW. Stone way is growing rapidly with large scale condos significantly comprised of those who work and study at the UW. These busses are constantly full during peak hours. The south Wallingford demographics are single unit dwellings who work downtown. Lastly, the service downtown in Wallingford is not served well because it is the end of very long routes. This causes busses to be often full, off schedule or otherwise unpredictable. This is going to be exacerbated by the 16 starting even further away.	5/15/2015 6:10 PM
443	i dont care for having to transfer from bus to light rail to get downtown from maple leaf but if the frequency of the 73 and the new 67 are increased i guess it is an acceptable trade	5/15/2015 5:57 PM
444	How is one supposed to get from Portage Bay to the north end, to the UW, to downtown, especially if one is older and cannot walk a half mile to Eastlake transportation or a mile to Montlake? The 25 connects so many areas and is the only accessible bus in Portage Bay and parts of Montlake.	5/15/2015 5:20 PM
445	the problem is, the proposal is extremely hard to understand. I can't figure it out at all. I already don't use metro as I used to because of the reduced bus lines (route 16) and I can't understand what the new routes will do - it looks like there will be even less service on the North/NW end than there is now?? please make the proposal easier to understand, it's TOTALLY obscure unless you're an engineer.	5/15/2015 5:01 PM
446	The deletion of route 71 affects me badly. When the 76 is not available, which is most of the day, I will have to transfer at least once or possibly twice to get to the Roosevelt or Ravenna areas. There will be no direct service for my son to get to school at Roosevelt High school. Your re-routes of north and northeast busses through south lake union will cause serious delays on those routes as traffic is stopped in that area much of the day. Reliability will not be enhanced.	5/15/2015 4:37 PM
447	Have both 73 and 373 run on University Way and then 15th NE. If they are different and one is on Roosevelt, but still go to the same place, which road do i and wait at the bus stop for?	5/15/2015 3:41 PM
448	From my reading of the proposal, existing commuters on 72/73 will have to use 73 -> transfer to rail. It wasn't clear how long these transfer times would be or how close the 73 will actually be to the rail station (walk could be up to 1/2 mile?). This worries me.	5/15/2015 3:24 PM
449	Do not change route 16 in green lake area because people who want changes in route do not use the bus anyhow, they drive their cars. However, for people who use the bus would be farther away from bus stop, including senior citizens. Thank you.	5/15/2015 2:39 PM
450	I like the idea of bus 373X using 15th ave NE instead of University way NE.	5/15/2015 2:07 PM
451	Eliminating all bus service between the U-district and downtown except for route 70 is crazy. It's a good idea in 2021 when the U-district light station opens, but it's too soon in 2016. The UW stadium station is too far from where everyone lives in the U-district to reduce bus traffic by as much as your thinking in 2016. I like the new campus loop the 65 makes.	5/15/2015 1:50 PM
452	One of my biggest complaint is payment and connecting with another route. I do not like the idea of paying metro, then transfer to light rail and pay again. I believe some of the changes will effect the elderly and riders with disabilities.	5/15/2015 12:45 PM
453	How keep a schedule on a DART route like new 941? How be sure to connect with LINK station in time?	5/15/2015 12:25 PM
454	I'm concerned about the elimination of the 68 bus route and service along the 75th/25th Ave. corridor. Many college students and UW staff live in this area and ridership on the 68 bus is high during commute times. Also many Eckstein Middle School students rely on this bus route to get to and from school and will now have to transfer from the 16 to the 67 or 73 to access Maple Leaf/Northgate neighborhoods. Also, there are fewer Northeast neighborhood routes that will access the UW campus. The 67 no longer runs onto campus and 75 primarily serves Sand Point/Lake City. The 373 will continue serving the dense group of students living near U Village and Lake City, but does not serve neighborhoods directly north of campus. The new 73 route may help backfill the loss of the 68 but it does require more walking for residents who live near the denser areas along Roosevelt. The other area of limited bus service is Nathan Hale High School, which is primarily accessible via Lake City Way (75, 373) and 35th. Nearly all the students in the reference area are considered in the "walk zone" even though that zone includes steep hills, few sidewalks and crossing high volume arterials, such as Lake City Way. This might be a prime area for a DART route that just runs during the peak hours of school access and provides a safer option for students (many of whom have instruments and bulky backpacks). Encouraging more transit ridership would also help relieve car congestion around the school.	5/15/2015 12:04 PM
455	I do not think Metro 43 should be eliminated.	5/15/2015 11:29 AM

456	The deletion of route 43 would result in a longer commute for me as I live on 24th & E. Roy St. I could need to take the 11 or 12 which are a much longer walk. I may need to drive downtown if the 43 is deleted. Thank you	5/15/2015 11:28 AM
457	I support any alternative that provides more direct service between link light rail at Husky Stadium and NOAA's Sand Point Campus/Lake City via Sand Point Way.	5/15/2015 10:54 AM
458	Don't change the 11 bus route to go down Madison. I live on 23rd and work on Pine. I use the 11 to get to and from work every day, and under the new changes, it would be much less convenient for me to take the 12 instead. I have to go so far out of my way to get to and from each bus stop, I might as well just walk. The 11 bus is crowded with Madison Valley/CD/East Capitol Hill dwellers like me who are in the same situation, and I am sure none of them would be happy about this change either. We need a convenient way to get to Pine/Pike, both in Capitol Hill and downtown. If anything, you should make the 11 run more frequently on the same route.	5/15/2015 10:49 AM
459	It is absurd to cut bus service in the Portage Bay-East Lake area. At a time when we are trying to get people out of their cars you have been doing everything to put them back in their cars. The distances between bus stops are much too long' busses don't have clocks installed so that riders never know if a bus is on time or not. I have lived in European cities and have never needed a car because of the innovative public transportation. Rome has small busses that go to off beat neighborhood, busses and trams in Amsterdam, rome, Paris and every other Italian, French or Dutch city run frequently. Many as often as every six minutes. The cost of pollution should be taken into account as a cost we will eventually pay and it might be better to charge a veery low fee for bus service so we will not have to pay a very large tax for cleaning up our air. We need progressive, forward thinking people to run public transportation. Thank you for reading this	5/15/2015 10:38 AM
460	I suggest moving the 373 to match the routing of the new 73.	5/15/2015 10:34 AM
461	I think many of the changes make sense and will be an improvement, but only in areas that already have adequate bus service. The Lake City neighborhood is conveniently left out of these proposals, and as one of the most low-income communities, filled with residents who rely on public transportation every single day, that is unacceptable. Lake City is obviously not a destination for most people to try a new restaurant or bar, and that is unfortunate. However people still live and work in this neighborhood and need adequate service!!! I work at a nonprofit organization in Lake City 40 hours a week. It's not my home but I consider it to be a neighborhood that I care about. Deleting the 72 route will be a huge blow to the many people who rely on it here and who don't happen to live as close to the less convenient 372. The majority of UW students have the luxury of living close to the routes that will be maintained should this proposal goes through, but not everyone who lives in the U-district is a student or has that luxury. It is one of the few affordable places left in this city, especially for single people to find housing, and that should go into consideration. Those of us without personal vehicles who need reliable transit *throughout* the city should be thought of and prioritized rather than those who only use transit when they want to go downtown, or to Centurylink, without having to park their cars. It's great that there will finally be new light rail stations in Capitol Hill and at the Husky Stadium, but it's not enough, it will not be as convenient (the Stadium station in particular). These changes are too much too fast, and you're a little too eager to give yourselves a pat on the back to say the least. I sincerely hope you will weigh all of the available options and consider my perspective.	5/15/2015 10:32 AM
462	Your proposals do not deal with people in Madison Park who just want to get to Downtown Seattle. To transfer to another bus on Capital Hill further delays the journey and is not realistic.	5/15/2015 9:48 AM
463	The north Seattle changes look great.	5/15/2015 9:45 AM
464	Routes 71/72/73 have become extremely crowded at certain times of the day, from Univ. Way southbound - also sometimes at night from downtown northbound. I do not understand why this extreme crowding has occurred, except that it may reflect a greatly increased number of students at UW? I am sometimes concerned that this might be dangerous; if the bus has to stop shortly, dozens of people would fall forward onto others, and many could be hurt. Drivers are now asking everyone to move back, move back "Squish in" one new woman driver is saying - but this packing of buses might be 1) overweight (is there a law on maximum weight?) and 2) dangerous in case of accident or sudden stops. I think Metro needs much more frequent bus service at all times, to avoid this overpacking of buses. Also my problem has been long waits downtown in Westlake, for 71/72/73. Service from Westlake in the tunnel northbound is not nearly often enough. I have given up waiting, and I now use 66 and 512 only (the past four months. I never wait in the tunnel at Westlake - I only use it southbound. You should look at the crowds waiting to go northbound in the tunnel. I hope your changes are accounting for these problems and issues. Lastly: I have complained that the C route on the Viaduct and the bridge, are way too fast. That improved for a week, but again the C drivers are going over the speed limit. This might have disastrous consequences in case of accident due to bad weather, MOTORCYCLES, speeding cars, etc. METRO buses cannot exceed the speed limit. Watch for that, I'm serious.	5/15/2015 9:38 AM
465	You have put a lot of good thought into this. BRAVO	5/15/2015 9:19 AM

466	The elimination of Route 71 will impact about 95% of my current bus use. Currently my trips are simple, with at most one transfer to reach my destination. With your new system I will have to transfer up to three times to reach the same places. Even with more frequent trips I cannot imagine that this will be faster. In some cases I will no longer be able to reach my destinations at all by transit and will have to eliminate many activities, negatively impacting my quality of life and my health. It seems to me that these changes mainly benefit people who work downtown and only use transit for that purpose, and will hurt the vast numbers of us who use transit for other purposes.	5/15/2015 9:05 AM
467	I think that the 45 should run more often. I don't think that splitting the route will make much of a difference to how busy it is because if someone needs to ride the entire route, they're still going to get on the 45 and then transfer. I think that if the 48 is going to run more often on its new route then the 45 should run more often as well.	5/15/2015 8:37 AM
468	Route 26 is the ONLY route to downtown that services Wallingford. I will have to walk over a mile to Fremont to catch the nearest bus to get to work if the proposed changes take effect. A route that services Wallingford Ave to Fremont is required, the proposed changes to route 26 will remove the only transit option in the area. If the 26 and 26X are combined (a good idea as some people, including some metro drivers, think the two routes follow the same path) then the route that the 26 local currently services will need to be covered by some other means.	5/15/2015 7:51 AM
469	Right now I live one block from Route 66 which I take to Fred Hutch or downtown Seattle. The ride takes no more than 20 minutes. Your proposed changes would make it very difficult for me to reach the same destinations. When the Link Light Rail at 65th and Roosevelt opens, I see that as a good possibility for public transit. But I believe that will not happen till 2021. Why change things so drastically at this point?	5/14/2015 11:09 PM
470	I'm concerned that the proposals to combine routes 28 and 28X are not addressed in this survey. The change will result in no bus from Ballard to Fremont or South Lake Union neighborhood from Ballard. The literature is unclear where the combined 28/28X stops are going to be. Today, the 28X doesn't stop beyond 8th and Market. Since it will now be going down 8th to Leary then up 39th, will it make any stops along the way to connect to e.g. the 40, so I rider can get to Fremont or South Lake Union? I need more information in order to make an informed opinion and request Metro provide more detail of this bus change to the public. I think it's disingenuous to hide the change to this bus route beneath improvements designed to improve access to Link Light Rail.	5/14/2015 10:41 PM
471	I am NOT in favor of the deletion of route 242. I would accept the changes if route 542 was extended to Northgate TC (some or all trips).	5/14/2015 10:27 PM
472	The proposed changes to the 28 and 28X would have a significant negative impact on transit use. Using the same bus number for buses that terminate in two locations would make riding the bus more confusing. Currently the 28X runs every 10 minutes at peak times and is usually standing room only by 65th street. Having it extend further south before expressing will only make the crowding worse. It will also make the trip take longer. (From far northwest seattle, there are no fast connections to south lake union and downtown.) The 28 also currently provides stops in Fremont and South Lake Union, two major employment centers. These stops will be eliminated by making all runs this "pseudo-express" The proposed changes claim to use Seattle money to improve the buses, but the only difference is going from 20-30 minute peak headways to 10-30 peak headways on the 28. Since the 28X already has peak headways of about 10 minutes, this looks like a reduction in headways. With the lengthier trip on the 28x, this would be longer trip for no gain. BETTER PLAN: Use Seattle resources to extend 28 back to broadview for all regular service. This will provide the critical link between northwest seattle neighborhoods that is currently missing. (The current routing requires longer walks + two additional transfers.) Update the 28X to stop at every other stop along 8th Ave NW. This will speed up the runs and allow for faster, more reliable trips.Add additional runs on the peak-hour 28. This will provide additional coverage for the skipped stops and provide the service to Fremont and South Lake Union. ALTERNATIVE PLAN: Have the 28 continue down it's 3rd NW routing to NW 145th and then continue down 145th to I-5 to Stewart and then down to its downtown routing. This would add the missing service on 145th and allow a fast trip from far northwest Seattle to downtown. This could then be the all-day routing with the a "local service" and an "express service" built into the same route.	5/14/2015 10:13 PM
473	The loss of #71 between View Ridge to downtown is potentially a major disruption as it is an artery to downtown. My wife and I find this a real life-line since parking downtown is so difficult and when we really need to get downtown this is a reliable bus line. It is especially useful since it operates in the evening. The new #16 goes to where I work on Westlake Avenue so this is a bonus (since the #30 was discontinued). I am thinking the #16 could take a long time getting from NE Seattle to downtown though. The new #941 van is only proposed to come once an hour and not at all in the evenings. This seems not frequent enough. Plus the schedule seems unpredictable since there will be stops in the DART area which add uncertainty. Linking NE Seattle to the new light rail station at the University would seem like a priority.	5/14/2015 9:30 PM
474	It appears that the removal of the 71,72, 73 lines as they run today is done just in order to increase the ridership of the light rail until the station at 65th is completed. I think that this is an artificial move that makes for a lengthier commute and would backfire.	5/14/2015 5:52 PM

475	The community of Montlake seems to be getting worse service through all of this. Right now, I have the option of taking either the 25 or 43 downtown (and points in between). With the new proposal, I would have to take the 48 away from downtown to the light rail which would backtrack my route to go downtown. If I want to go somewhere on Capital Hill such as Group Health, I would have to take the 48 to the 8. And if I want to get to Fairview Ave, I would have to take the 48 to UW to pick up the 70. It seems that for every place I want to go, where I can get to with a single bus today, I would need to take either 2 buses or a bus and train, often heading away from my destination. All in all, this will significantly lengthen my trips and I'm going to end up driving more than I do today. In fact, I think getting on a bus or train will become the exception for me instead of my first choice like it is today.	5/14/2015 5:49 PM
476	Increasing the frequency of route 70 might not actually help during peak evening hours- the problem is that it gets stuck downtown, and no matter how many trips it should be taking, they will all get stuck, together, downtown. The problem will still exist: no buses will pick people up. I propose a reroute of 70 away from any traffic snarls downtown and in SLU so it can efficiently get to eastlake bordering south lake union; this way, SLU bussers can walk to the stop and actually take the bus through eastlake in a timely manner.	5/14/2015 4:47 PM
477	Please do not eliminate route 25. As light rail starts up on Capitol Hill and the UW, it will be more used. For instance, we live near Roanoke Park. It's 1.5 miles uphill to the Capitol Hill rail station, and 1.5 miles downhill to the UW station. We need a bus which will at least enable people to reach the US station area.	5/14/2015 4:21 PM
478	Looks like a reasonably well-thought-out proposal, thanks for taking the time.	5/14/2015 3:07 PM
479	I take the 72 bus to get to and from Lake City everyday for work. It seems to me Lake City is being completely ignored in this entire process and cut off from much of the rest of the city or at least where I currently live. None of the changes to other routes, such as 372, are viable alternatives to the current 72. While the 372 goes near my work it goes nowhere near where I currently live in the U District. I will be forced to move, get a new job, or purchase a car under the current proposal. I don't understand the complete ignoring of Lake City or understand Metro's jumping the gun on transit six years before it arrives where people actually live as opposed to a stadium.	5/14/2015 3:05 PM
480	Thank you for listening to the community and I really appreciate the service to connect the new Link station with Seattle Children's.	5/14/2015 2:53 PM
481	Many older people have mobility issues, and would absolutely need bus service close to light rail.	5/14/2015 2:52 PM
482	I really need reliable all day service from downtown (not First Hill) to the Greenlake park and ride. Nothing in this proposal seems to do that. Having to transfer from the link station to another bus or walk from 15th down to the park and ride doesn't help. There are many many occasions on which I end up driving downtown during the week because I know I'm not going to be able to quickly get a bus back to the Greenlake park and ride mid-day.	5/14/2015 1:19 PM
483	You propose to eliminate the only TWO ROUTES I USE: 25 and 43. How do I get downtown? Montlake seems to have been left out of your considerations. My important routes are to the University Meany concerts and downtown. Do you expect people to transfer all over to make these simple trips? PLEASE RECONSIDER. What about smaller vehicles?	5/14/2015 1:07 PM
484	We live around 19th NE and NE 77th, and the elimination of the 72 & 68 routes would be devastating for us. We are both retired, and my wife is legally blind. We now can walk a block to get to a bus, but now will have to walk five blocks in either direction, negotiating some very steep hills. Metro has tried to kill the 68 & 72 routes many times over the years, yet both remain packed. The 68 bus in fact often has to pass people up at some stops. I don't see what this has to do with Light Rail, which won't be available for another six years. As for mobility needs, since the Roosevelt Light Rail station will be such a long walk for us, and there won't be any buses stopping near our house any longer, how about some circulating, "hop on, hop off" small shuttles with no fixed stops or schedules, designed to help users get to and from the Roosevelt Light Rail station?	5/14/2015 1:05 PM
485	Still need better connections between NE Seattle and UW link station, meaning routes that go from Sand Point, View ridge, and/or Hawthorne Hills to the station via Montlake. Without this link, transit will take much more time than driving either to downtown Seattle or to the East side. Not sure how to make this possible, but there needs to be more park and ride options near the 520 bridge and/or the UW link station to reduce car dependency. Thanks	5/14/2015 12:21 PM
486	I am concerned about safety issues along 45th Ave NE, especially between NE 65th Street and NE 55th Street. This is a relatively small road that gets smaller with parked cars on each side of the street with a lot of cars. Several years ago the City installed a traffic circle at the intersection of NE 62nd Street and 45th Ave NE, largely in response to the communities complaints about speeding traffic. This is also a popular bike and walk path so there are vehicles moving at a mix of speeds. As an alternative, I suggest traveling along 40th Ave NE which would add easy connection to a City park and two grocery store, and allow easier connections with Route 65.	5/14/2015 11:52 AM
487	I am concerned that the new proposals for 16 and 26X will result in overloads of 26X buses at Stoneway and 40th, when passengers from the north and heading downtown get off there to transfer from the 16 to the 26X. Has this important transfer point been considered in the planning for the changes to these routes?	5/14/2015 11:43 AM

488	I live in North Capitol Hill and commute to UW. I also use the 12 to get downtown. The 12 is supposed to come every 5-15 minutes but every half hour one of the buses just doesn't show up. So this should be changed to really reflect what you say in your promotional materials. As I commute to UW I currently use the 43 and the 48 interchangeably. I like having two different lines in case one doesn't show up or is delayed. Right now, during the school year, these buses are crowded at the end of the day. I am scheduled for knee surgery and cannot stand and be jostled during the bus movement. I must have a seat and I have had to ask a younger person to relinquish his seat. The buses should not be so crowded but nothing in your proposed changes talks about relieving the overcrowding.	5/14/2015 11:42 AM
489	Please retain Route 25, or provide something similar. The 25 allows riders to easily get to Eastlake and the University Link station and bus transit hub. Route 25 is one of the few routes that serves the residences between the two north south corridors of Eastlake and 23rd/24th and the University, as well as providing service to University Village and Children's Hospital. It also runs right past my home, which I appreciate. I anticipate using it more as I age and eventually give up my car. Please consider that there is plenty of North/South service (thank you!) but relatively little East/West service.	5/14/2015 11:30 AM
490	The 43 was the most convenient route from E of I5 up through Capitol Hill to DT. If I was coming from W of I5 on the 44, sometimes the 44 would change into the 43. The commute took less than 30 minutes. It was wonderful. Without the 43, there's only the 48 that goes up 23rd and people would have to transfer on the 8 to ride through Capitol Hill to DT. The 48 would get over crowded. I am currently a morning and evening commuter and I take the 48 or the 43. Both buses are crowded/standing room only. It would be a HUGE mistake to eliminate the 43!	5/14/2015 11:26 AM
491	Please continue to route 540 through Kirkland park and rides.	5/14/2015 11:17 AM
492	My concern is that service on 25th connects through the transit area on the ave rather than providing dropoff or pickup at 25th/montlake. I am concerned that there is less of a direct route north or south. Furthermore, connection to Northgate is now more challenging.	5/14/2015 11:05 AM
493	I like a lot of the proposed changes & think they will definitely help improve and increase transit usage in NE Seattle and some in NW Seattle. I think the more routes that connect efficiently through the University Link the better.	5/14/2015 11:04 AM
494	I do believe that splitting the 48 is an excellent idea. Having the 45 start and end north of the Montlake bridge (at the Link station) will be the single best thing that will help this bus's reliability. The idea to reroute from Greenlake using the old (65th to 15th to Pacific) to the new (65th to Roosevelt to Ravenna to University Way to Pacific) is my area of concern due to heavy traffic during rush hour (morning and particularly in the afternoon). I just want to be sure that you have considered three things: 1) Will flow out of the U District on University Way during rush hour be slower due to the 1 north-south lane than it is on 15th with its 2 north-south lanes? 2) Will westbound buses in the 5-6pm slot find it easier to turn left from 12th to 65th than they do now from 15th to 65th? I hope so, since this is a real bottleneck. 3) Will all of the students who ride the 48 now up 15th to housing between 50th and 65th be well served by the route changes? I cannot figure out what will be left heading north on 15th past 50th in the new configuration, except for the 373X, but perhaps the idea is to have them ride up University Way instead. There are many riders heading north from campus and the U District during the afternoon rush hour, using buses on University Way and 15th Ave NE. Campus stops along 15th Ave NE from Pacific to NE 45th have been renovated in recent years and accommodate many riders with shelter and a huge sidewalk. Moving over to University Way would not provide nearly as much shelter, or space, would force people to cross the busy 15th Ave NE, and would bring people closer to all of the crime and marijuana smoking that occurs on University Way. With the changes to routes 71,72,73 and 48, it seems you are eliminating too many north-south buses and are asking them to travel on University Way instead of 15th. Please consider having the 45 continue to travel on 15th to 65th. Otherwise, I think University Way could become extremely congested with buses and have overcrowded sidewalks during the evening rush hour.	5/14/2015 10:57 AM
495	I support frequent bus service from the Link stations to the surrounding neighborhoods (hub and spokes). Frequent bus service means moving away from the heavy articulating buses which cause costly wear on the roads and increased use of smaller buses. My experience on transportation systems in other cities is that riders like (1) a readerboard counting down the arrival of the next train/bus and its route number, (2) simple on/off procedures for buses so it's clear which doors to use, (3) utilitarian seating, enough bars to hang on to when having to stand, and wide enough aisles to accommodate people getting on/off as well as those standing. Move away from paper schedules and provide real-time information at the Link stations and bus stops on train and bus arrival times for connections. My observation in other cities is that Seattle bus stops are spaced relatively close to each other--perhaps necessary given the climate and hills--but for the most part people in other cities walk farther between their connections.	5/14/2015 10:45 AM
496	Please improve connections to Fremont from all parts of town, especially downtown/Belltown/Q. Anne.	5/14/2015 10:31 AM

497	Routes 71 and 68 are the buses that I always take. THEY ABSOLUTELY SHOULD NOT BE DELETED! I can't imagine how people who live in NE Seattle would get downtown or to the U District without the #71 bus! I take the #68 bus to Northgate all of the time. I catch it at NE 60th St. and 25th Ave N.E. This will be gone! I am very upset. I am turning 70 this year. It is really not realistic for me to have to walk 10 or 20 blocks just so I can take a bus!	5/14/2015 10:28 AM
498	I encourage you to reinstate the 45/271 through route. This would be beneficial for those in Northeast Seattle that need to get to the east side, i.e., transfer from the 16 to the 45/271. I also encourage you to re-route the 271 to serve Evergreen Point, and thereby avoid the frequent backups on 84th Ave. Thank you for the good work.	5/14/2015 10:18 AM
499	I work at the Hearthstone retirement Community where many of our residents use #16 & #48 to go to Northgate Mall and medical appointments on Meridian. The proposed changes, although fine for me personally, would be a burden for those with limited walking ability where 2 blocks is a long way. You might argue that they could use Access which would take them door-to-door, but Access adds hours to their trips.	5/14/2015 9:52 AM
500	Do not delete the 72, especially in early mornings. People depend on this route for an efficient way to work in the South Lake Union/DT area. Eliminating this early morning service will leave some North of the U-Dist without an efficient bus route nearby or will add to a longer commute when having to switch to the 70 etc... Could you add a early morning 70 to the Lake City Area to make up for this deletion?	5/14/2015 9:26 AM
501	The residents of Meridian Ave. N between N 64thSt. and N 56th St. are TOTALLY AGAINST your plan to increase service on the #16. Our street is TOO NARROW TO ACCOMODATE THESE LARGER BUSES!!!! If you add more buses every 7 minutes we will have a huge back up of oversized,loud busses sitting on our street!!! WHATS THE MATTER WITH YOU PEOPEL WHY DON'T YOU COME AND LOOK AT THE STREET! THESE BUSES ARE TOO LONG, TOO WIDE AND TOO NOISEY FOR A RESIDENTIAL AREA!!! YOU ARE CHANGING EVERY ROUTE EXCEPT THE ONE THAT WANTS TO BE CHANGED!!! The buses constantly are hitting cars, taking off rear view mirrors, speeding down a narrow street with many children on it, as well as keeping everyone awake night and day, with the loud engine noise right on top of us! There is absolutely no reason why the bus can't be moved to Green Lake Way, the street is wide enough to handle those buses! Please start listening to us and make the wise decision to move these huge buses off a route that they obviously have outgrown!!!!!! The people of our neighborhood are willing to walk several blocks to catch a bus and then be able to come home and sleep through the night undisturbed! We have a wonderful, caring neighborhood of families and look out for each others children, we deserve some peace and quiet in our neighborhood. Not to mention the fact that you are causing damage to our homes with shaking that is happening with these bigger buses, the foundations of our homes are in danger of permanent damage!!! Please listen to us and do the right thing! Judy and Doug Martin	5/14/2015 9:15 AM
502	Frequency of the 16 bus through the neighborhoods of Greenlake and Wallingford is of great concern. There are many proposed alternatives to increased frequency on this route in Greenlake and we have been told that the routes 70year history through this area is the reason it is staying. We have documented bus collisions with numerous parked vehicles, damage to personal property, excessive noise pollution from bus frequency and an overall dissatisfaction with Metro's response to our communities concerns. While some routes are getting moved OFF of surface streets, the 16 is increasing is frequency. This is unacceptable. We propose a shared route system where other suitable routes are considered for 3-5 year durations. Why not give the residents a break from the constant bus traffic. Let us all bare the burden of the noise, accidents, house devaluation., etc. increasing the frequency of a low passenger 16 route is not the right solution. Let's develop and grow together and consider intelligent alternatives to outdated ideas.	5/14/2015 8:38 AM
503	I live near 85th N & Ashworth Ave, just north of Green Lake. With the changes to Route 16 & 48, I would no longer have direct access via bus to downtown or to Northgate, except when some express busses run or unless I make transfers. Other than express busses there would be no local service for me, except to UW. Please reconsider doing away with the transit between Northgate & downtown via the current route 16. Why can't you leave 16 the way it is and add, or revise, another route for the Sand Point to Green Lake?	5/14/2015 8:35 AM
504	Please keep 71, 72 or 73 to downtown. This proposal would eliminate 3 route options for my daily commute	5/14/2015 7:53 AM
505	You are destroying a single family neighborhood by increase the number of trip of the Route 16 thru Greenlake. Your proposed increase from 3 to 7 trips (or 6 buses to 14 buses) per hour on narrow streets puts children and families on this route in danger.	5/14/2015 7:42 AM
506	The Proposed All-Day Routes Map is almost impossible to read on the computer, it is so small and busy. I needed to pull out a magnifying glass to understand anything. Can't you break it up or put in a way to enlarge an area? Please consider improving coverage at Hallar Lake by having one of the 345/346 buses turning right at 122nd st and Meridian and the other turning left to go around the lake. Then they can meet up at 128th and Meridian and continue on their routes. Just a small changem shouldn't affect schedules, but will GREATLY IMPROVE CUSTOMER SERVICE AND METRO COVERAGE OF THE AREA!	5/14/2015 7:17 AM

507	moving the morning time of the 73 to 6:00 am greatly affects my neighborhood as we have several residents that work for UW medicine and this would affect our work hours	5/14/2015 6:07 AM
508	I thought maybe the 255 would run to the train station at UW more often especially on weekends when bus service from the Eastside to downtown Seattle is sparse.	5/14/2015 1:59 AM
509	I really like the proposed route 16, and the frequent route 65 service to the University Light Rail station along 35th NE.	5/13/2015 11:20 PM
510	Routing a number of bus routes heavily used by UW-Seattle students on Montlake and Pacific instead of on Stevens Way is going to make connections less reliable, not more, particularly during rush hour when Montlake Ave. gets EXTREMELY backed up. For example, when Pend Oreille Road was closed for a week during spring break, what is normally an 11-minute bus ride between NE 65th St. and the Stevens Way & Garfield Lane stop on the 372 became a 25-minute bus ride because of backups on Montlake. I strongly strongly strongly encourage you to reconsider routing the 372 and 65 away from the main campus route. Even though the proximity to other transit stops along Pacific (at the UWMC) and the light rail station would indeed have benefits, the unreliability of travel along Montlake is going to cause more delays. If you must make this change, at least preserve route 68 through campus so students living along the 25th Ave NE corridor (of which there are thousands) can still have a somewhat reliable connection to campus. Or, split route 372 into two versions, one that goes down Montlake and Pacific, and another that goes through campus along Pend Oreille Rd. and Stevens Way, and let travelers decide which of the two routes best serves their needs. Routing these buses ONLY along Montlake is, in my opinion, unacceptable for UW students and for those needing reliable connection times to buses towards East Side.	5/13/2015 10:26 PM
511	I appreciate your decision to keep the 73 alive. However, I still don't like two things about it. First, you tout the change as "more frequent services" while changing the start hour from 5 am to 6 am, which would inconvenience those who need to start work early. The start time should remain 5 am. Second, you removed the weekend service. I strongly ask that you reconsider this decision and retain the weekend service. Even every 30 min. on Saturdays and every hour on Sundays would be better than nothing. Thank you for reading.	5/13/2015 10:15 PM
512	I wish the 542 would run a little later than peak times in the morning so I could volunteer at my daughters public school and still be able to take a bus to work at Microsoft.	5/13/2015 10:08 PM
513	preserve the existing 32 as is, and preserve the section of the 66 between Downtown Seattle & the REI on Eastlake As-IS!!	5/13/2015 9:36 PM
514	Please reconsider the routing of Route 70. In Alternative 1 route 70 terminated at the University Link Station and gave Eastlake residents access to light rail. In the current scenario Eastlake is completely cut off from light rail and always will be. Connections to the heart of the UDistrict aren't terribly useful when better services exist in both South Lake Union and Downtown. Perhaps access to local markets could be solved by having the 70 terminate at University Village which would allow it to serve the Link station and give Eastlake residents more shopping options. Overall the proposed changes would probably cause me to drive more.	5/13/2015 9:26 PM
515	I like the additional late night and weekend service for 372. I think that is very important to connect the University of Washington and 25th Ave NE Stops. I also like the new route 16 that runs along 65th st. That is a huge improvement. I think the frequent service along these major streets is so important!	5/13/2015 9:09 PM
516	Please keep route 72 and 73 the same. This proposal would eliminate 3 route options for my daily commute to downtown seattle	5/13/2015 9:09 PM
517	Please keep 72 or 73 between northeast seattle and downtown. New changes would eliminate 4 route options that I could use to commute.	5/13/2015 9:00 PM
518	Optimize connections between Stevens Way and the UW Light Rail Station. Routes 75, 48 will function, but it would nice to see a route that travels along Stevens, turn onto 15th Ave NE, and then on to NE Pacific St, so that the campus can have convenient connection to the Light rail station.	5/13/2015 7:54 PM
519	The 73 should loop all the way to the Light Rail station at Husky Stadium until the UW Tower Light Rail Station opens, otherwise it's rather pointless to have it terminate short of a connection where people once could ride it all the way downtown from as far north as Jackson Park! Also, if the intent is to make one set of changes to routes now rather than small changes now, and then again in 2022 when more stations open (Cap Hill), then why isn't there a focus on having smaller and more frequent bus runs to the new stations opening in Northgate (or, at least, make sure that the routes that would connect to the light rail there would be synchronized with the light rail schedule.)	5/13/2015 7:54 PM

520	I live in the Broadview neighborhood. I purchased my house prior to the deletion of the Metro route 28 on 3rd Avenue NW and 8th Avenue NW north of NW 125th Street. The continuation of only peak period limited service to the Broadview neighborhood does not serve my needs or the needs of my area. For me to support any current, or future, changes of Metro Bus service will be difficult since my neighborhood has no bus except peak period service. Bus service in the Broadview neighborhood north of Carkeek Park is what I and my neighbors, to use bus service. I would use the bus service regularly if the 28 travelled north of Carkeek Park.	5/13/2015 7:46 PM
521	Please don't cut service to NSC at North Gate for the 16. This proposal does not serve that need and takes away the only bus that travels along Green Lake that takes that route.	5/13/2015 7:32 PM
522	The current system serves my needs perfectly, allowing me to get between Wedgwood and downtown, and Wedgwood and the U District, on one convenient bus. With these changes I will have to transfer at least once per trip to get downtown, and perhaps more than that to reach the U District business area. This will save me neither time nor stress, and will probably cause me to curtail any evening trips for the sake of my personal security. This was not what I envisioned when I voted for Prop. 1, and causes me much distress as I was hoping for more usable transit, not less, as I age.	5/13/2015 7:03 PM
523	You say to merge the Link Light Rail with Metro you need to modify several routes. I see this as a way to force, not entice citizens of Seattle to ride the light rail system when it finally gets completed. I was not one of the citizens who voted to tax our vehicle registrations to support Metro, however, since this socialistic method of fund raising was enacted, then why are we not seeing that money (\$240 from myself alone) used to supplement the existing system rather than revise existing routes and force our people to take multiple rides to reach the same destinations?	5/13/2015 6:54 PM
524	I think that sending Route 67 down Roosevelt in Maple Leaf is going to cause traffic problems because the buses will be running every eight minutes, and Roosevelt is one way in each direction because of the bike lanes that have been installed. There is no where for the bus to pull over so traffic is going to be constantly congested and backed up worse than it is now on Roosevelt. Roosevelt is already a very busy north-south route and adding eight buses an hour in each direction isn't going to help matters any. Also, taking a useful bus route (i.e. 66 and 67) off of 5th Avenue NE is going to impact everyone that uses those routes, especially the people that live west of 5th Ave NE. I personally cannot walk over to Roosevelt in order to catch a bus. You are also making it impossible to get to the Northgate Transit center in a direct and quick way, especially by removing the 66/67 off of 5th. Your current proposed 66 route isn't going to make it easy to get to the Northgate transit center since it hardly ever runs. *****I REALLY HOPE YOU ARE GOING TO RESTORE FREQUENT BUS SERVICE TO THE NORTHGATE TRANSIT CENTER LIKE YOU HAVE NOW ON 5TH AVE NE ONCE THE LIGHTRAIL STARTS RUNNING TO NORTHGATE? I IMAGINE YOU HAVE STARTED TO PLAN THOSE ROUTES NOW IN ORDER TO HAVE THEM FIGURED OUT BY 2021? *****	5/13/2015 6:05 PM
525	STOP PUTTING MORE BUSES DOWN UNIVERSITY AVE. The 48 service currently goes down 15th, A TWO-LANE ROAD. Moving the 45 service to University Ave., A SINGLE LANE ROAD, IS STUPID Run the 45 service down 15th instead of University	5/13/2015 6:02 PM
526	As someone who rides the #8 multiple times a week with a mobility scooter, it is a hassle transferring between buses. Deploying the ramp on the newer buses is faster and more reliable than the lift on older buses. It would be nice to see more new buses on the #7.	5/13/2015 5:45 PM
527	I use routes 30, 74, 75 and 65 most frequently. I want to be able to access those routes at times other than rush/commuter hours. I am elderly, do not drive and rely on bus service during all parts of the day.	5/13/2015 5:43 PM
528	I do not understand your rationale of removing the 16 from Northgate to send it to Magnusson Park. Northgate will no longer have direct access to the heart of the Wallingford/Stone Way entertainment and shopping district. No, the 26X is NOT a suitable substitute, as it crosses 45th at the sketchy end by I-5, almost a MILE from where the 16 currently hits 45th. It completely avoids the restaurants, shops and theaters on 45th between Meridian and Stone Way. I will not be willing to take 2 buses just to get home to Northgate from Wallingford late in the evening, and will most likely have to go back to driving instead. Is that what you consider an improvement? This entire project was supposed to be about making things more frequent and convenient for your paying customers. Removing/diverting routes is completely counter-productive in that respect, especially ones that do not have a reasonable alternative.	5/13/2015 5:42 PM
529	I think splitting the 48 and the 8 into two routes will really help them keep on time. I think the changes to the 16 and 26 make sense. More buses using Aurora mean fewer buses waiting for the Fremont bridge opening/closing, which has caused some delays in my experience. Buses using Aurora also means easier transfer to the E line, esp. going North toward Shoreline. But most of all, thank you for connecting Sand Point with the revised 16. I believe that route will be very useful to me; Sand Point has been a difficult part of the city for me to use the bus to visit, and it looks like that will be remedied by the new plan. And thank you for actually listening to rider feedback. After the monorail debacle it means a lot to be heard.	5/13/2015 5:41 PM

530	In general more frequent and faster connections will be an improvement. However, I'm unclear on how I would get to the U-district (University Way) from downtown with these new changes. Would I have to take the train/subway and then transfer from Husky Stadium? Having to transfer from Husky Stadium rail to a bus to go the mile or so up the hill to University Way would be a deterrent from taking public transportation on this route.	5/13/2015 5:41 PM
531	It seems to me that getting from my house on 28 Avenue NE just north of 65th to downtown is made more complicated. There doesn't appear to be one bus to take. I'd have to transfer buses, walk further or switch to the light rail. As an older person with somewhat limited mobility, more changes make the trip more difficult.	5/13/2015 5:28 PM
532	Revising Route 65 to serve South Lake Union is a waste of time and precious resources because the current Routes 40 and 70 as well as the South Lake Union Trolley provide coverage. Previously Route 62 served the area exclusively but Metro deleted it because of low ridership.	5/13/2015 5:25 PM
533	There is still no good East-West route for Northwest Seattle. I cannot get from the "wrong" side of Aurora to the U Link station in under 1 hr and 30 minutes (E to the 48) vs a car commute of 15-30 minutes depending on traffic. Since the 48 is being broken up, it sounds like my bus option would be increasing to 3 buses. I would love to take the bus if the rapid ride actually was quick on Aurora or there were a more direct line from Northgate to UWMC (right now it still seems like the only option would be the 67 along Roosevelt?) It doesn't seem like much was done to address the Crown Hill / Greenwood accessibility to anywhere but downtown.	5/13/2015 5:21 PM
534	where can I comment on the stupid stupid stupid plan to start route 8 at 23rd - making it impossible to get to SLU without going downtown? I have been trying to comment on this AND THERE IS NO PLACE TO COMMENT ON IT.	5/13/2015 5:13 PM
535	I would like Route 30 to be continued as its deletion will make it more difficult to get directly to the University District.	5/13/2015 5:08 PM
536	I am seeing conflicting info on 372X. Will it go on to main UW campus, or will it circle campus (traveling along Pacific)?	5/13/2015 5:07 PM
537	Please don't remove all buses from University Way.	5/13/2015 5:02 PM
538	I commute from the Eastside to North Seattle. Currently, if I work later than about 7:00, I have to take the 545 and transfer to the 48 at Montlake (which, as an aside, has become an unmitigated nightmare of late). The proposed revisions would require either transferring from the 545 to the 48 at Montlake (assuming that stop ever reopens), and from the 48 to the 45 somewhere in the U-District; or walking half a mile to where the 45 starts. Again, I commute from the Eastside to North Seattle. Every day. I reiterate this because, as far as I can tell, no one at Metro realizes anyone ever does such a thing.	5/13/2015 4:47 PM
539	I currently have two options for my daily commute from Fremont to the my workplace in the U District. I can catch the 31/32 at Stone Way & 38th, then transfer to the 71x/72x/73x to get to upper campus. This is the fastest option, with the least amount of walking and wait time between transfers. My other alternative is to catch the 16 on Stone Way & Bridge, then transfer to the 44 to get to my office. This option nearly always results in a lengthy transfer wait due to just missing a 44 and/or the 44 running behind. With the proposed move of 31/32 off Stone Way, I think I would use the increased service of the 16 & 44. However, I'm still leary that this will actually increase my transit time, as I only have one bus option at my transfer point.	5/13/2015 4:46 PM
540	I wish the frequency of the new 26/26x route could be increased during off-peak hours, as that is when I travel on it (currently the 16 from Green Lake to Fremont and Queen Anne.) But the new routing doesn't effect me. I am glad that the 26 will no longer be parking in front of the businesses in the Circa Building at Green Lake--that will help those businesses quite a bit!	5/13/2015 4:42 PM
541	Removing the downtown stops for the 64X will absolutely impact my commute. And removing the 71 & 72 erase all options I have if I can't take the 64X. I will continue to take Metro and use the light rail because it is the only way I can get to work downtown. But these changes add 1 - 2 connections to my commute and make any stops much farther from my home and work. I understand the reasons behind these changes, but I feel that removing the downtown stops for the 64X will negatively impact half the riders who take that route. It is quite an addition to commute time, connections and distance to stops. I am happy for the expansion of light rail, but very disappointed about the impact it will have on me and my neighbors.	5/13/2015 4:38 PM
542	I am affected by rts 8, 10, 11, 12, 43 and 48 are in my Capital Hill neighborhood. Planned changes to rt 12 are not acceptable to me. This rt serves many people, and myself, needing to visit doctors and appointments on First Hill (Swedish). I do not need nor want to have to transfer at the hoity-toity new Cap Hill tunnel station, just because it is there. As a former employee of KC Metro, I find it hard to believe that this organization is now letting newly appointed Transit Planners, with no historical knowledge of the current riding public, propose and possibly change long-established needed routes. Leave these routes alone, please ! Just because there will be new underground transit facilities does not mean that the whole transit system needs to be changed nor adapted to connect with them.	5/13/2015 4:38 PM

543	I would like to see more frequent service to and from Magnolia during peak period times. Is there any way to get a DART bus to service Magnolia to the North side of Queen Anne or Fremont so that Magnolians can get frequent buses to the UW? They could switch to a bus going to the UW in Fremont. It is my observation that the 31 going to and from the UW is mostly used by people getting on at the UW and getting off at Fremont. Magnolians could suffice with a DART bus that would take them closer to their homes, not just service to the Magnolia village.	5/13/2015 4:29 PM
544	No. I like the proposed changes for the routes I use.	5/13/2015 4:23 PM
545	It is not clear how the Dial-a-ride works. Riders frequently connect from one route to another how can riders plan connections on a route that may have dial-a-ride excursions? Also, routes 16 or 74 be taking riders into the NOAA Western Regional Center on Sand Point Way will they merely be using this as a starting point heading south? If these routes enter the complex, they should pick up riders. A continued concern that my family and co-workers have is transit not be faster than driving alone. Buses HAVE to get out of traffic. Ridership will greatly increase if there are bus ways or dedicated freeway lanes during peak hours for transit. Thank you	5/13/2015 4:05 PM
546	As to weekend service on 372: what about parking in Lake City? Weekdays I get picked up in Kenmore, weekends I need to get myself to Lake City. And also for regular 372 service: do the people in Woodinville have somewhere to park in Bothell?? I see NO mention of more space at Park and Rides or new Park and Rides.	5/13/2015 3:43 PM
547	64X and 66X: How does Metro ensure reliability issue on these two routes as they all use Mercer St. entrance/exit of I-5? Peak time delay can be as long as 30 min (per my limited experience with route 309). Limited transit options for NE South Lake Union and Eastlake: without 66, route 70 is very unreliable during the peak time (similar due to Mercer St. congestion). There is urgent need to improve the public transit system in South Lake Union area, both infrastructure (transit lane please!) and route connections (e.g. no transit service on Mercer corridor).	5/13/2015 3:14 PM
548	I have concerns about older and/or disabled adults and what's proposed for #16 and #26. These proposed changes will not serve us well.	5/13/2015 3:08 PM
549	Keep the new route 67 that goes from Northgate Way and 5th to the UD and make it go as often as possible. It is hard for those of us that live in west Northgate to easily get to the UD as well as to the bars and restaurants in Roosevelt/Ravenna.	5/13/2015 3:01 PM
550	The northeast Seattle proposal rocks!	5/13/2015 2:25 PM
551	Please don't delete Route 30. Many people from NOAA, who work at the Western Regional Center (WRC) just off Sand Point Way NE, use bus 30 because it comes onto the WRC campus. Deleting Route 30 would require people to walk between the WRC campus and Sand Point Way NE --- via NOAA Drive --- in order to use the Route 75 bus. This twice-daily walk --- morning and evening --- would not be easy for some. Also, Route 30 conveniently accesses several areas --- like 50th and University Avenue --- not reached by Route 75, as Route 75 cuts through the UW campus. Thank you for the opportunity to comment. Mike	5/13/2015 2:24 PM
552	Deleting the Route 43 bus saddens me greatly. It suggests that no-one at Metro has looked at the topography of Seattle. Yes, the Route 12 is relatively close to the current route 43, but getting to the 12 (especially on the way to work), means a big up-hill slog that leaves one sweaty--not the way to start the work day. Please reconsider the #43 route.	5/13/2015 2:03 PM
553	Please consider better connections between the waterfront and North Seattle! You took away the Cedar Street stop on the 16 line, and now it takes two buses to get to Elliott West where I work. This is causing HUGE traffic jams. Everyone who works a mile from downtown uses their car instead of mass transit. A bus that travels along the interbay from North Seattle would be VERY useful !!!	5/13/2015 2:02 PM
554	Even though the 48 frequency is increased from North Capitol Hill to UWMC and the University District, I worry "every 10 minutes" is still not enough without the 43. At peak times, the busses (currently 43 and 48) are often very full from 23rd and Madison to the UW Medical Center. Every 5-7 minutes at peak times would be much preferred.	5/13/2015 1:48 PM
555	Greater frequency for 64X, 76, 74X, and 316 would be GREAT!!! Much-needed, as these buses tend to be packed to the gills.	5/13/2015 1:33 PM

556	The removal of the 43 bus will add a bus transfer to my trip to the U-District. I am near 15th E and can not walk hills to reach 23rd or Broadway. The new train will not help as I have to go to NE 50th and I can't walk to it anyways. The proposal will make my commute longer and less predictable. There seems to be a "hole" of service along the 15th E corridor. It is likely that these changes would force me to move or consider driving every day.	5/13/2015 1:26 PM
557	All the buses going from downtown to and over Capital Hill seem to leave and cross Broadway at the same time making catching an alternate route if you miss one impossible this should be changed.	5/13/2015 1:13 PM
558	I am very angry about your proposed route for 16! Route 16 runs past our house at ALL hours of the day and night. Its loud, its smelly, its FAST!!! The route on Meridian Avenue North is WAY TOO TIGHT - our cars have been hit and damaged MULTIPLE times by the bus because it can't fit down this street! It's terrible! There are other, adjacent streets that are wider (Latona, for example) and much more able to handle the traffic and have room so cars can actually pass one another and cars parked do not get hit. There are families and lots of people who walk and bike and it's dangerous. We have asked repeatedly to have it moved to a wider more bus appropriate street. ARE YOU LISTENING! There is ABSOLUTELY NO reason for me to even use this route! Its very easy and convenient for me and everyone else in the neighborhood to walk over to Latona or 65th park and ride and pick up a bus to anywhere. You should kill this route -- it makes no sense to have it run through Green Lake and ruin the quality of life for the people who live there.	5/13/2015 1:11 PM
559	Nothing specific was mentioned about routes 30, 71, and 76. I use these routes DAILY for my transit from Wedgwood to NOAA Sand Point. Will there still be service to or near NOAA?	5/13/2015 1:06 PM
560	Splitting the route 48 as proposed is unhelpful. The new route 45 is through-routed over Lake Washington, which would create the same variable delays in service from the UW to NW Seattle that the current route 48 suffers. No reliability would be gained.	5/13/2015 12:59 PM
561	It is not clear how service between the U district and Sand Point will be enhanced or even maintained with the elimination of route 30 and the changes to routes 16 and 75. It looks like one would have to take two buses instead of one, particularly if one wants to go to the NOAA facility at Sand Point.	5/13/2015 12:38 PM
562	Why are neighborhoods west of Fremont/Wallingford not included? Ballard is a large neighborhood, even having a bus route from 15th ave NW would be convenient. I was very frustrated when I moved into my apt on 24th ave NW a month before the direct bus line to the NOAA campus on Sand Point was shut down. Any direct route from Ballard to Sand Point (or anywhere with a more convenient route) would be advised. Consider the influx of tax payers to this area and the ever increasing construction of condominiums (with very little parking available) taking place currently and into the future. Thank you. I would love the opportunity to take advantage of the Seattle Transit system however services to/from Ballard are severely lacking, especially west of 15th Ave NW.	5/13/2015 12:26 PM
563	This looks pretty good! I'm a little disappointed that the 43 is cut entirely, but with the improvements to the 48, the 8, and the 11, I can live with it - eventually I think I'll probably even like it better!	5/13/2015 12:20 PM
564	I am very angry about your proposed routes! They are not respectful or considerate of the people who live in these neighborhoods. In particular route 16 runs past our house at ALL hours of the day and night. Its loud, its smelly, its FAST!!! The whole house shakes -- I mean really! There are families and lots of people who walk and bike and it's dangerous. We have asked repeatedly to have it moved to a wider more bus appropriate street. ARE YOU LISTENING! There is ABSOLUTELY NO reason for me to even use this route! Its very easy and convenient for me and everyone else in the neighborhood to walk over to Latona or 65th park and ride and pick up a bus to anywhere. You should kill this route -- it makes no sense to have it run through Green Lake and ruin the quality of life for the people who live there.	5/13/2015 12:17 PM
565	Transit between NE and NW neighborhoods is slow and lacking. More buses between Ballard and U District, stopping in Fremont, Wallingford, etc. would be helpful. I do not live or work up North, but when I am up in the U District visiting friends, it would be nice to get to Ballard or Fremont without having to transfer.	5/13/2015 12:16 PM

566	<p>I very much appreciate the idea for the new DART Route 941 to get from my home near Princeton and Sand Point to the new Link light rail station at Husky Stadium, but it must run more frequently than once per hour or I am not likely to take advantage of it. When I arrive at the light rail station from downtown or the airport, exhausted, I'm not going to be willing to wait half an hour or more for the 941, even if it will take me to my door. I used to take the bus to work every day, and frequently took bus/light rail to the airport or downtown. I want to do that again. Please run Route 941 every 15 minutes. It is good news that you are increasing the frequency of 75 and 48. No one should ever have to wait longer than 10 minutes for these important routes, and your goal should be under 5 minutes. Realistically, I suspect you have many potential riders, like myself, who really WANT to take transit every day and replace our cars. However, every time we try to take the bus we are stymied by long wait times. The degree of frustration is so high that we give up and turn away from public transit. A great deal of research has shown that people make decisions emotionally. When we think about riding the bus, we think about the frustration we felt waiting for the last bus we took. Further, a new generation is growing up despising public transportation. My son takes the bus to school every day. He has to transfer, and his wait times are so long that he hates the bus. He is desperate to buy a car. He is going to carry that emotional conviction with him for the rest of his life. That's one more vote lost for your cause. Whenever you have declining ridership, the solution should be to INCREASE the frequency of the routes. This will lead to an increase in ridership. Additionally and maybe even more importantly, a fast, reliable public transportation system with minimal waiting will launch a new generation of strong advocates for transit. I suggest looking to European models of public transportation. For example, in many German cities, streetcars and buses run every 5-10 minutes and cover the entire city with no more than a two-block gap. Transfers are almost always required, but due to the frequency of transit routes, no one minds them. The reason people hate transfers here in Seattle is because of the 20-minute wait in the middle of their rides. If cost is an issue with this plan, see the next paragraph. I also believe that your current funding model is flawed. I keep seeing news articles claiming that public transportation in Seattle is "running a deficit." This is an inaccurate way of assessing the situation. Public transportation income should include not only fare revenue but also (1) money saved by businesses when their employees spend less time driving in traffic; (2) reduced healthcare costs due to less contamination of the air from automobile exhaust fumes; (3) other similar benefits to society. It is important to document these cost and revenue benefits of public transportation and not to accept the idea that fares have to pay for all public transportation costs. Metro Transit needs to launch a new approach to dramatically increase ridership by making the transit experience more pleasant. That means significantly reducing wait times and walk times. Perhaps you should reach out to private foundations; write a proposal for a major funding initiative that will enable you to invest in the future and reach an untapped population of new customers. If you can convert a significant number of automobile commuters to transit commuters, revenue for your system will increase, pollution and carbon emissions from automobiles in the King County area will decrease, King County health costs will decrease, and millions of people's lives will be improved because they will spend fewer hours each year waiting in traffic, breathing exhaust gases, with their blood pressure spiking. That's an extremely laudable goal, highly worthy of investment. Thank you for taking the time to read my comments. I appreciate everything you do to improve transportation in the Seattle metro area.</p>	5/13/2015 12:10 PM
567	<p>I did not see an opportunity to comment on the 372X. I normally catch this bus in Woodinville. I could catch it in Bothell, however there is limited parking at Bothell P&R. Is there any plan to increase parking availability in Bothell along the 372 route? Thank you!</p>	5/13/2015 11:59 AM
568	<p>I do not understand why you have to change route and time table of any bus lines that serve North Seattle. North Seattle (or North of U district) would not have any access to Light Rail till 2022. Please wait to mess with any of bus routes that serves this area until any light rail station after University of Washington stadium is opened. This creates more inconvenience for residents that you may think.</p>	5/13/2015 11:53 AM
569	<p>This new proposal is better for North Capitol Hill residents than the earlier two, because it better mitigates the negative effect of taking out the 43. However, residents who currently use the 43 to get from Capitol Hill East of 15th to the U-District will either need to walk to 23rd Ave (through a non-safe neighborhood at night and being exposed to significantly more noise at the bus stops) or take two buses. Both alternatives make commutes longer, even though the 48 would run more frequently. For those Capitol Hill residents who live closer to the new light rail station, they might still need to transfer at the UW light rail station because it is located at the fringe of the U-District until Brooklyn opens.</p>	5/13/2015 11:42 AM
570	<p>What about Route 71? Will route 16 provide this service from 54th NE to Roosevelt and NE 65th. We need an east west connection along NE 65th (high hills) and the University District. It would be good to keep this connection until the light rail station is completed at Roosevelt & NE 65th. Route 75 is primarily service for students and staff of UW. The increased ridership will mean possibly overcrowded buses during certain times. Also, traveling through the UW to reach the light rail station means more traffic through the UW campus. The UW campus is not safe at night. Will the station at Stevens way be improved to assure pedestrian safety? What is the DART service? Does it operate on a fixed schedule? What stops will be fixed and what is meant by flexible stops?</p>	5/13/2015 11:29 AM

571	I like the idea of # 16 going near U Village, but don't want to sacrifice the ability to get from Green Lake to Northgate, as I do now on the #16 route. I am a Senior resident and use # 16 to get to Meridian and Northgate Way for Dr. appointments and I appreciate being able to do this without a transfer needed. I also go on to 5th NE and Northgate Way for errands in that area.	5/13/2015 11:27 AM
572	You have totally eliminated service to my area -- NE 80th and Ravenna Your expectation that I can hike a half mile to a bus stop is contemptible. But I know that my comments will mean nothing to your grand plan. They have not in the past and they will not in the future.	5/13/2015 11:24 AM
573	I voted for Prop 1 in November because I believe in mass transit and am a firm supporter of it. I had no idea I could be voting to have my bus service on route #26x diminished and the proposed change to this route seems ill-advised. If you haven't heard from other 26x riders, I suspect it is because, like me, they'd never imagine anyone would change what is probably one of the best functioning routes in the City! This route currently operates at peak (congested rush hour) times only. It functions VERY WELL, albeit is often very crowded (standing room only) by the time it departs it's last southbound stop at the north end of the Aurora bridge, before getting onto Aurora towards downtown. In other words, it is consistently filled to or nearly to capacity. The same is true northbound around 4:00 pm and onward - standing room only heading out of downtown. My first concern here is that by eliminating route 26 (non-express) altogether, many route 26 riders would use the 26x, further overcrowding it. The route 26x buses typically are punctual, with the punctuality understandably diminishing somewhat as rush hour progresses. That is to be expected in the late afternoon because bus drivers who have carried riders to the north-most point on the route (Greenlake) then turn around and head back south through rush hour traffic to pick up the next load of downtown riders. My primary concern with the proposed changes to route 26x is that having #26x go so much further north to Northgate to drop riders before coming back downtown during the evening commute seems like a way to ensure significant delays - and reliability and punctuality will become a thing of the past. Sometimes I take the 355 x at the end of the day, and it suffers from having to fight its way back downtown during rush hours from further north and - as a result - not infrequently is 25-45(!) minutes behind schedule during the afternoon commute. PLEASE DO NOT CHANGE Route 26x to extend it to Northgate. That is what the new Link service to Northgate was supposed to do! I do not believe your Metro + Link proposed changes will "improve service" for current 26x riders (like me) who already pack ourselves into our buses going both north and south during rush hour, but are happy to do it because the bus is so reliable. You risk rendering dysfunctional one of the best functioning routes in the City! Please reconsider! Thank you.	5/13/2015 10:56 AM
574	What about any bus routes via Ravenna ave NE? I live at the Ravenna ave NE and 89th St and as far as I can see both existing routes #72 and #372 will be either relocated (#372) or cancelled (#72). I am afraid that as a 85 years old woman with impaired mobility I am going to be left without any means of public transportation. Erika	5/13/2015 10:54 AM
575	Route 72 - Please do not cancel this route! As we age, and when we finally retire in the next year or so, we anticipate using the bus even more than we do now, especially in the daytime. Our closest bus stop is at 15th NE & NE 80th. To cancel Route 72 decreases the number of daytime buses available to us. As we age and walking becomes more challengeing, walking to Roosevelt NE or 25th Ave NE to catch a bus will not be a viable option.	5/13/2015 10:42 AM
576	Dear Metro, Please, pretty please, do NOT delete route 30. I, along with many other commuters, take this bus to and from work at the NOAA main campus and other stops every day. There are a lot of NOAA commuters that would have a very difficult time making so many connections, as well as making the long walk to/from the 75 bus stop. The 75 route is not convenient (or physically possible) for NOAA commuters as some of them are handicapped and cannot walk the 0.4 - 0.5 miles to and from (from is a very long, uphill walk) the 75 bus stops every day. My route 30 buses to and from work are crowded every day, so much so that some riders do not have seats and have to stand. I understand that changes need to be made, however the 30 does not go near Husky Stadium and it's daily commuters would be in a terrible position, many having to drive to work, adding to the traffic problem. The 75 does not wind through the Sand Point neighborhoods as the 30 does, leaving a lot of commuters on my route to have to make multiple connections as well. I attended meetings and lobbied for all my friends, family, and acquaintances to vote for the bus legislation last year, in hopes that my bus route was not discontinued. This seems like it was a complete waste of my time and energy, as you were proposing to cut this route for the lightrail, which many of us will never use. If the 74 would go both ways in the morning and afternoon, to accommodate all of the NOAA commuters I would be okay with the changes, but as of now, there are only 74s going the opposite direction of the NOAA commuters. Our route was already cut to mornings/afternoons, and it is not a good choice to completely eliminate it. I am happy to do whatever it takes to keep it going. Please consider your fellow government employees, contractors, and the handicapped when making your decision to keep the 30 running. Thank you, Kristin Fonte	5/13/2015 10:28 AM

577	Wow, so many changes. But, it seems like service isn't going to improve for the North College Park neighborhood. I'm actually glad to see changes to the 48; it's unreliable, overcrowded, and slow. But, under the proposed changes, it not longer services North Seattle at all, so none of that helps my area and I would need to use the new 45. But this new route looks even slower and more crowded. How does the 45 fix the 48 problems in North Seattle? If you think it will, you should say why in the route proposal your circulating, because it looks worse. The 48 is slow from North Seattle because it goes to one high school, then Greenlake, then the library, then another high school, and then it picks up UW students North of the UW. The new 45 may get fewer students from the second high school, but isn't their a new transit center being built on 65th, so that's going to be slower. It also goes on the AVE which is one lane and very crowded. Besides, isn't there already many other buses that service the North U. District? And, why haven't you brought back the 48X route or something like that? I'm thinking something like the 355, but I wish it had just one stop closer to the UW. But, I-5 is bad during peak hours, anyway, so putting an express on surface streets is better.	5/13/2015 10:26 AM
578	LATER SERVICE FOR ROUTE 67 IS UNNECESSARY AND A WASTE OF MONEY DO NOT REMOVE ROUTE 68!!	5/13/2015 10:26 AM
579	i would like to comment on proposed DART 941. I live on NE 86th St, on what is now the last leg of the 71. Since January, 1989 I have had to deal with your buses coming up at on our street until 2:00 am each morning. I deal with the dust, noise and the inconsistency of ;your drivers at the speed they come up the street. There is no chance of me leaving my windows open at night during the hot summer nights due to the noise your buses generate. Now that you are deleting the 71, you have replaced it with DART 941 which will do the same. The one saving grace is that the proposal is to have it end at 7:00 pm, not 2:00 AM. My question to you is why not route the last leg off of 86th street and onto another street? You could route it on NE 75th ST and have it turn right off of that. The turn radius should allow for that. You could also route it off of NE 87th or 88th since when our street is occupied that is what you do. There is no reason to have the last leg of this bus on a residential street especially when the passenger load is minimal. If that can't be done, NE 86th street has done its due diligence of hosting the last leg (26 years) and it is now time for some other residential street to do so.	5/13/2015 10:18 AM
580	doing away with 242 would be a major blow for me and I would likely drive to work every day if 242 went away.	5/13/2015 10:15 AM
581	When the light rail reaches 65th street, you better have a plan for the parking. Increase parking spaces at the 65th P&R would be good.	5/13/2015 10:00 AM
582	For those of us who live on Dexter, eliminating route is a bad idea. With the frequency of new condos going up ON DEXTER ITSELF, plus limited parking, 2 Dexter Buses is nearly enough to handle to daily M-F commuter traffic. As it is, during peak hours we pay more to stand in the aisles (overcrowded buses). I am VEHEMENTLY AGAINST eliminating ANY of the buses that currently run on Dexter Ave N. Because I'm partially disabled, having a bus on Aurora would be troubling, and difficult to manage. I bought my condo in part because it's across the street from a bus stop, which allows for my greater independence and mobility.	5/13/2015 9:58 AM
583	Please bring the 47 back as soon as possible!	5/13/2015 9:56 AM
584	I am really happy to see that you have included a revision to keep route 73 as that is an important route for me! Though I am a little nervous having to make a connection from my neighborhood to get downtown now (instead of having a straight shot) it seems like the concern about frequent and reliable bus service to fill in the bus portion of that leg makes me feel a little more at ease about the whole thing. I know it will take getting used to, but overall I am excited to explore the new service revisions for myself on foot! Thank you!	5/13/2015 9:50 AM
585	I wrote this to you before (on the previous request for feedback), but it was ignored, so I'm trying again: PLEASE do not run the 31/32 up Wallingford Ave. instead of Stone Way. This makes no sense, as Stone Way is among the fastest growing commercial-residential corridors in North Seattle. I live on Stone Way and 40th St., and I count 5 city-block-long, multi-story residential buildings going up **right now** on Stone, all within four blocks of my home. There is similar development across Stone in the narrow strip of Fremont between Stone and Aurora (developments such as the Velo building). In contrast, Wallingford Ave. has no new development, and will never be upzoned from its current single-family-home focus. It is almost exclusively residential with no capacity for growth. Why would you choose to run the 31/31, which so many people depend upon to commute daily to the U District and/or to transfer there, up Wallingford Ave instead of Stone Way? Please rethink this, as it is a poor long-term decision. Since so much of Stone Way is currently in development, you will not receive a lot of feedback from people living here. In your plans to change Capitol Hill, I note that many, many people rejected the proposed changes and you responded. Future residents of the many multi-family buildings in development on Stone Way will not have this opportunity to respond to and reject this change. IF you make this change, the people moving to the area and commuting east-west will be car-bound rather than transport riders, as I am. Future residents of Fremont between Stone Way and Aurora will not make the .5 mile walk to Wallingford Ave to commute east-west to the U District, so they will drive. I have been living here without a car for many years, supporting transit. Please do not ruin my neighborhood.	5/13/2015 9:45 AM

586	Eastlake area will lose two bus services, #66 and #25. It will be less convenient after the revision. Taking #70 to get downtown takes so long time with a lot of passengers and traffic. We need a bus route taking Eastlake avenue to get downtown, such as current #25 & #66 routes. Thank you,	5/13/2015 9:33 AM
587	I would like to see Route 72 retained as it provides the only direct (one bus) service from Lake City to the Roosevelt area and north University District. Apparently, the alternative for me will be to take two buses (the 65 and the revised 16) to get to the Roosevelt area. But two buses is usually less efficient than taking one even if you are successful in increasing the frequency of buses. I think during the afternoons especially buses will be late, will come almost together, and riders will often have to wait longer than 15 minutes to transfer. In my experience, one bus is more efficient than two because of the transfer time. I'm sorry Metro has used the opening of the U of W Link station as a reason to cut routes through neighborhoods. I'm speaking specifically here about the routes 43 and 72. I no longer use metro to go to work. But I do use the bus service regularly to travel through the neighborhoods of north Seattle and Capitol Hill. Some of the changes you are proposing will make it more difficult for me to travel throughout this area. Old reliable one-bus routes will be eliminated, frequency will be increased, but except on routes 75 and 372, at an expense in time--the time in waiting to transfer. Right now I only plan to use the Link from the University to get to the airport. I think the University Station is going to be crowded and noisy, and I believe that Montlake area will be every more of a bottleneck than it is now with traffic and transit slowdowns.	5/13/2015 9:22 AM
588	If you look at the ridership numbers for Route 30, you will see that most riders go from NOAA to the University District. This is due to the fact that most of these people connect there with routes to the downtown area or south of Seattle. The new routes lose this connection. Route 16 takes a roundabout way to get to the downtown and misses the University District, and in order to use 75, NOAA riders will have to walk about one-half mile to and from the transit stops on Sand Point Way. Over the past five years my transit ride has gone from using one bus to three, and I am now afraid that the next change will be me back in my car.	5/13/2015 9:22 AM
589	Thank you for your hard work.	5/13/2015 9:13 AM
590	Yes, better service is needed from the U-district to downtown transit tunnel, Routes 70,71X,72X, 73X. Many commuters use these routes to make connections in the tunnel and on 3rd avenue from the U-district. Link Rail isn't helpful here. Many board the bus on University Way, 15th NE and NE Campus Parkway, Light rail tunnel is too far to walk. Please add more buses and frequency of these routes. Thank you!	5/13/2015 9:07 AM
591	I drive from north Bothell to the park & ride at 10303 Woodinville Dr. If you cut this part of the 372 route, I don't know how I will get to work at the UW Seattle campus. Kenmore park & ride is too far (it already take 20 minutes to drive to the park & ride I'm using now!) and there is so much student housing near the Bothell campus that finding parking there is really unreliable. There needs to be a park & ride option near the Bothell campus for those of us who live north of the city to use when commuting to Seattle.	5/13/2015 9:01 AM
592	Need more frequent service in Ballard running on 15th Ave NW	5/13/2015 9:01 AM
593	The idea of chopping up bus routes, as happened in South Seattle, did not work for me. It now takes me an hour and a half for the 10 mile commute from the U district to my house in SE Seattle. Even when buses are scheduled to come every 10 minutes, this 10 minutes--or 20, or 30 depending on the traffic, can mean missing a connection. It is very uncomfortable to wait on the street for a bus in the winter and spring.	5/13/2015 8:57 AM
594	Cutting the 73 service on the weekend is a hardship for me to get to work. I will have to either transfer at Northgate or walk 20 minutes to catch the 372 over in Lake City (from Jackson Park).	5/13/2015 8:55 AM
595	Increase the quantity of route 15X - more buses are needed. In the morning, it is standing room only to downtown. A large number of folks are left at the Market St bus stop as the 15X is full. The PM 15X service is quite limited for those that work after 5 PM.	5/13/2015 8:47 AM
596	I don't see any additional mention of services to the South Lake Union area going up Eastlake Ave. I see the 66 being taken away and added to the services already servicing Capitol Hill and UW. Increasing frequency of the 70 is just going to mean more buses arriving at the same time at the stops as during peak hours they can't stay on time and are almost always running late so connections are not met downtown. Congestion needs to be addressed not only service. Nothing is done about cars driving on 3rd ave during times it is buses only. Nothing is done about the congested areas where the buses get hung up and delayed during their regular route. If you don't fix congestion too there is no hope for the 70. Especially when the drivers act as if the rider is an inconvenience to them. At one point we were told the Lake Union trolley was going to go up Eastlake but it stops at Fred Hutch.	5/13/2015 8:45 AM
597	Any routing that relies on connections through Montlake reflects a disconnect from reality. There is not reliable traffic flow at any time of day. Until the Montlake situation is corrected/replaced/fixed, the light rail station will serve those with pedestrian accessibility only.	5/13/2015 8:31 AM

598	You could better explain where route 48 will split. It provides good service to UW now. Where will riders have to switch? If it is near Uw then perhaps the two could overlap on campus to allow riders to stay on one bus to the campus destination. Please be advised that this survey interface is terrible on my iPhone. I only have time to answer on my commute (so on my phone). It was a struggle to use the interface. It is something with the pop up window that is not mobile friendly. I gave on one or two prior surveys. I barely got this one to work.	5/13/2015 8:28 AM
599	Why can't the 177 or 178 buses at Star Lake prior to 6:00 p.m. Multiple buses stop at 2nd and Jackson in comparison to one 192. The route passes the bus stop it doesn't make sense and there is room on the bus. By the time the 192 comes on many occasions it is standing room only.	5/13/2015 8:03 AM
600	As the 71 is going away and this is the only non-commuter hour and weekend service from the Wedgwood area between 85th Street & 40th Ave NE to downtown and the U-District, it's essential that expanded # 65 bus service running along 35th Ave NE go forth as proposed. This will now be the only off-hour and weekend options for getting downtown via a light-rail station. This route needs to be frequent enough to connect riders to the Stadium light rail station in order to have a reasonable commute time since the 71 is going away. It does seem, however, looking at the proposed new routes that the Wedgwood area got the short end of the stick, particularly people who live between 35th Ave NE & 55th Ave NE and are north of 65th st street and this is large pool of riders. If the #65 expanded service proposal changes, there must be an all-day alternative to get Wedgwood riders to a light rail station.	5/13/2015 8:01 AM
601	I like the increased Sunday service on the new route 45 very much. I take the route 48 every weekday afternoon. Service on that route can be very bad. Just last week I had to wait at 15th NW and NW 85th for 35 minutes for an eastbound bus. This was from just before 6:30 PM until 7:05 pm. I hope the planned splitting of the route helps. I know it's not completely the fault of the route, because I have had some bus drivers on the 48 who are always on time. The only other improvement in general that I can think of is better security on all Metro buses. I take the D every weekday afternoon and I have only seen fare enforcement officers 2 or 3 times. I'd like to see them more often. I would also like to see uniformed security stationed on buses.	5/13/2015 8:00 AM
602	Definitely support the increase in frequency of the 48, and splitting the route to increase reliability. The one part of all bus routes that is particularly frustrating is that when there are delays, buses are often backed up so that frequently there will be 3 route 48 buses within a couple minutes of each other. This also happens with the other bus I take every day, the 271. I understand that delays are unavoidable, but it seems that if 2 buses are next to each other, the 2nd bus should wait at a given stop for 5 minutes or more, so that the buses are spaced out again. Having 2 buses following each other doesn't help. If the buses were to space themselves out, the average overall time that anyone would need to wait would be reduced since, in affect, the frequency of the buses would be increased, instead of having 2 or 3 buses, 1 of which is really crowded, followed within minutes by buses that are basically empty. Since we now have phones and other technology to deal with this issue, it's very frustrating that the service doesn't adapt to the reality of traffic to better serve the riders, which is the whole point of the buses.	5/13/2015 7:55 AM
603	To Whom it May concern - you are taxing greatly the commuters in and around Woodinville. Please be reminded Woodinville has commerce areas that do very well and many commuters who use the Woodinville Park and Ride. You have cut 522 routes already many of them only go to Bothell and do not go on to Woodinville, now you propose to do the same with the 372 that has been a life line on cold winter days if I have to catch a 522 out of Seattle that only goes to Bothell then I can catch a 372 connection. The 311 tripped is packed standing room only every trip home from Seattle and it's dangerous in winter. I have endured an 8 hour bus ride on a un-heated 311 bus in freezing weather stuck on the 520 bridge in a snow storm. The 522 used to be a better winter weather bet. And oh by the way, I voted and we approved more money to increase bus service and here you are cutting it. How about not cutting service to Woodinville, how about increasing service? That would be nice. Thank-you	5/13/2015 7:43 AM
604	I was hoping the changes would include adding more routes to 373, such as an earlier route and weekend routes. Looks like the change to staying on 15th rather than University Ave might work fine...it wasn't clear to me in the information, but it looks like 373 will continue to serve the stops on campus, which is important for my personal commute. Thank you!	5/13/2015 7:18 AM
605	The amount of time it takes to ride th bus has increased over the past 2 years. I cna drive to work in 15 minutes. When I started taking the bus it took between 30-35 minutes to get to my office, it now takes over an hour (very bad service). On my trip home it use to take 40-45 minutes, now it's any where from 50-90 minutes. Your reversions will add time and thenumber of transfers I will need to take. Once you put the changes in place I will drive to work again. Also I want to understand since we are payiong 60.00 on car tabs and our mayor wants to increase property taxes to add money for Metro to increase services for Seattle redidents WHY ARE YOU TALKING ABOUT CUTTING SERVICES TO SEATTLE RESIDENTS? Both Metro and the Mayor should be embarassed by this plan.	5/13/2015 7:17 AM
606	No	5/13/2015 12:14 AM

607	It appears that Broadview (especially north of Holman) is getting worse service with this proposal. Combining the 28x with the 28 likely means a slower trip downtown. Is this correct? What I'd really like to see is both routes kept and both running north to 145th.	5/12/2015 11:41 PM
608	I'm disappointed that neighborhoods of Phinney Ridge/Greenwood/ and Ballard aren't included. Those of us living in these neighborhoods also need better east-west service. In order to go to Capital Hill from Phinney Ridge, we currently have to take the 5 downtown, then transfer back north & east to Capital Hill. Please put something on the table for east-west accessibility from the NW neighborhoods to Capital Hill. Thank you for your consideration.	5/12/2015 11:41 PM
609	As a Maple Leaf-to-Westlake commuter, I'm trading the 72/73 for the 67 + LINK. I think this will be an improvement, but it all depends on how smooth the transfer is from LINK to the 67 on the way home. If its a <5 minute wait under a shelter, wonderful. If it's 8-10 minutes in the rain, not so much. Metro absolutely needs to nail the reliability of LINK-to-bus transfers.	5/12/2015 11:26 PM
610	Creating a reverse commute route (even one bus each way) to connect the 8th Ave. NW corridor and the D with schools, the #345, and the 130th St. housing/job/service corridor over to Aurora. (This could even create better #40 transfers (to/from Broadview/Bitter Lake) than the ridiculous ones with the 5.) This route could be a foreshortened pattern of the peak 28X, and become existing runs in the opposite directions... The creation of the 25 seems very promising for closer schedule adherence; the next step should be to work on placing bus stops where they'll be easier for transfers at NW intersections.	5/12/2015 11:19 PM
611	I had heard the 28 route was going change but I didn't see any questions about it. I like the 28 route as it is, although improving service speed and reliability would be great.	5/12/2015 10:59 PM
612	There needs to be some bus stop consolidation on Route 44. Its nice to have increased frequency. But - in places it seems that stops are spaced more frequently than 1/4-mile -- sometimes even a couple blocks away. That's too close together. Improve frequency and speed of the route 44.	5/12/2015 10:49 PM
613	The addition of more frequent late-night and weekend service is appreciated. This is a world-class large city, not a small town that shuts down at 8pm.	5/12/2015 10:39 PM
614	Please continue to consider better east-west service for the North Seattle area, such as a route that connects Ballard to Sand Point. Thanks for all your hard work!	5/12/2015 10:10 PM
615	If you take out commuter 71 and 76 and do not have any other plan but 65 or 75 you are breaking an already broken route. I take 71 and walk part way to work because 65 is to crowded and in summer you take buses away from it. 73 I need more service there its horrible especially holidays. I take three buses one day a week to 91st and 15th...I do not care about light rail connect. I would rather have better trained bus drivers...they are mouthy and take off before you sit down many times...or they run a lift and kneel bus without need when they are already behind.	5/12/2015 9:57 PM
616	Yes. If you are going to break route 48 into two routes, please consider extending the new route 45 to serve Ballard and Fremont. The end of this route should be a destination, not the middle of nowhere. In Greenwood, we have been waiting for an opportunity to gain direct transit connections to the destinations most proximate to us - Northgate, Ballard and Fremont. The new route could share a terminus with route 40 and create new cross-town connection opportunities similar to the opportunities the NE service chance will provide with route 60. This would be a big deal for our neighborhood. Also, please more videos of Ted Day - he's fantastic.	5/12/2015 9:41 PM
617	I live in Wallingford and am satisfied with the new routing and plans for the 16 and 26X. I do have concerns about reliability - particularly with the 26X being extended to Northgate - as well as capacity during the morning rush hour.	5/12/2015 9:38 PM
618	Since I live n Ballard I would I like to see if you can expand the 44 route to the old route 61, this help serve Sunset hill area and North Beach Area during off peak and Weekends.	5/12/2015 9:36 PM

619	<p>It is good news that frequency is increasing on routes in the north, but this is still woefully inadequate. I have traveled the world, and third world countries have better public transportation than Seattle. I have lived in Vancouver, BC, and buses do not even post schedules; instead, they post frequency (in terms of minutes, which is usually a single-digit numeral, by the way) according to time slot (e.g., "before 6am," "7a-10a", "11a-3p", etc., etc. It is so frequent you do not even have to think twice about whether or not it is worth going to wait for a bus. Additionally, we need to continue to give multiple modes of transportation along routes. Sound Transit should have *never* discontinued the airport bus service (#194) when the lite rail opened to the airport. Major cities have more than one (usually several) ways to get along the same general direction (redundancy). So it would not be a good idea to replace transit routes from Capital Hill to the University district, just because there is going to be lite rail service (which will not be frequent enough in any event). This is especially critical as Capital Hill has become a night-life center, and there is nowhere left to park (not a concern, if there were public transportation options for getting there and back!). Finally, why is it that service in the north increases while service in the Central District continually gets cut or removed (or service dwindled such that riders abandon the service because it is so pathetic)? The most densely-populated part of the city gets less service? This makes no sense.</p>	5/12/2015 9:30 PM
620	<p>I am definitely a little disappointed that the more radical of the changes originally proposed aren't taking place. I really want to see more frequency on fewer routes. The 12, for instance is a boondoggle and I am really hoping it goes away at some point in the future. That said, I'm super excited about the new 16. I will definitely take advantage of it.</p>	5/12/2015 9:23 PM
621	<p>NE 65th St riders still have a three-bus ride to connect to downtown or have to meander through Wallingford in order to reach downtown.</p>	5/12/2015 9:19 PM
622	<p>I love the increase in service of the 76!! But since it is peak hours only, what about getting from Wedgwood to downtown during non-peak hours since it looks like you are proposing to eliminate the 71??? This concerns me a lot! Also, how will the Roosevelt students get to Wedgwood after school? Thx.</p>	5/12/2015 9:18 PM
623	<p>I am writing re: the changes proposed to the 28, which I oppose. I live on 70th just off 8th. On the 28x, which I ride daily during the a.m. and p.m. peak, the changes would result in more time on city streets rather than Aurora, and slower service. The times I use the 28--weekends or later in the evening--the roads are clear enough that the trip time is pretty good, so converting it to a 28x ride then wouldn't be a significant improvement. I see no compelling reason to include Bus 28 in these changes. It doesn't strike me as being connected to the arrival of Link at Husky Stadium. I recall it was included in earlier proposed changes--its seems like an add-on here, not a change relevant to the light rail in a neighborhood not really affected by light rail. It's telling that the introductory question about where you live doesn't include Ballard or Whittier Heights, the neighborhoods most affected by the proposed changes to the 28. It's also telling that none of the survey questions reference the 28. Why is this route even involved? If you do eliminate the 28, I'd emphasize the importance of adequate frequency during the a.m. peak. The 28x is often at standing capacity at Market Street; if 28 local riders going to South Lake Union had to take the 28 local and transfer at Leary Way NW, there may not be space for everyone beginning at Market Street. I'd add one other point--I purchased my condo in part because of the proximity of fast buses going to Downtown (28x), and buses going to downtown Fremont (28). From my perspective the change would be a degradation of service and make this neighborhood less transit-friendly. I've been able to go grocery shopping in Fremont on the 28, but I don't think that would work if I had to transfer to the 40 on Leary. First of all, transferring with groceries would be a pain, secondly the 40 is often a short bus, and crowded. On the other hand, on the 28 I know I can get a seat on the trip going north at 34th and Fremont. So I'd likely drive my car more with these proposed changes. Sincerely, Newell Aldrich newell_aldrich@yahoo.com</p>	5/12/2015 9:08 PM
624	<p>I live midway between the 16 route and the 26 route in Wallingford. Thank you for not messing with the Wallingford to downtown parts of these routes. I do not want to have to go to the University District to use light rail, because it is faster to just walk a few blocks and catch the 26 Express, which is a great route for my daily commute. I occasionally go to the U District to catch the 70 series express buses when I'm desperate, and it doesn't save any time because of the backups on 45th. Until the light rail system goes far enough north to make a dent in the freeway traffic, 45th will be slow west of the freeway.</p>	5/12/2015 9:07 PM
625	<p>I live in Laurelhurst and have been eagerly awaiting the U Link station thinking that I will finally be able to take transit more than I currently do to my job downtown. As you know, the Metro Trip Planner tells you to take the route 25 to the U District and transfer to the routes 71, 72 or 73 as that is the fastest way downtown. I thought that with the U Link station I would now be able to get to downtown even faster and MORE frequently. But, NO... "due to the low ridership on the route 25" --according to your website this is the reason given for deleting the route, but we all know why ridership is low--IT ONLY RUNS EVERY HOUR! Anyone who needs reliable transportation to get to work would not take this bus. I usually try and get a ride to the U District instead of taking the route 25. It is faster to ride my bike than take two buses to work. I am very disappointed that METRO is continuing to not serve Laurelhurst even though we will now have a light rail station very close. You should serve the neighborhood with a shuttle but not one that only runs once an hour (as it says the DART now will). This makes no sense. I want to ride transit but I can not if it only runs once an hour.</p>	5/12/2015 9:06 PM

626	I really think this proposal is an improvement over the previous two alternatives, but am still concerned about connections from Eastlake to downtown and the U District. I often decide not to go to Eastlake (either from work downtown or from home in the U District) because getting back to the U District via transit is pretty tough in the evenings as is. This proposal seems to reduce the evening service along Eastlake if I have understood it correctly. Otherwise, I'm pretty excited about having grade separated, frequent service to downtown!	5/12/2015 9:04 PM
627	are you aware that there are 650 additional housing units being planned around the Issaquah Highlands? are you planning additional bus service for this area? Every day, I ride buses with 20 to 30 people standing from Seattle to Issaquah Highlands.	5/12/2015 9:04 PM
628	I am shocked 68 is being eliminated. It is full so much of the day, seniors, Uni students, commuters and the like. It takes many to a major shopping center (Northgate) and to the Transit Center. These two destinations, especially the latter, are vital to folks in Ravenna neighbourhood (long ignored and overlooked) and stops along the way. We needed a bus for so many years. When it was new I thought I was seeing a miracle and didn't believe it. Now I will be experiencing a nightmare but do believe it. The closest was a 10 block walk to 82 or 65th which I cannot do. Now # 68 is soon to be history...very distressing to me. I may have more opinions as I study the proposed changes for various routes. This is my input for today. Do you know how close the 372 stop will be to the Univ. Light Rail stop at Husky stadium? Closer than the light Rail stop at SeaTac I hope. That one was not designed for people in mind...bionic sprinters or athletes or 1000% healthy walkers perhaps...what a shame.	5/12/2015 9:00 PM
629	It appears that there is no ability to get from Sand Point and the University link station without transferring for all trips during the day which is not an improvement to get anywhere south of the canal which is a disappointment.	5/12/2015 8:59 PM
630	I live in Crown Hill and work on Dexter Avenue North. If the proposed changes to the 28 and 28Express routes are made, as well as the ones to the 26 and 26Express routes, how am I supposed to get to my job? The Express routes only make one stop on Aurora, too far past where I work on Galer. I would have no choice but to go to Aurora and take the E Line and get off at the Galer stop. Unless there is an added stop or two on Aurora to the Express routes, one of them being at Galer, this is going to be a huge inconvenience to me. And also if the Express routes are combined with the local routes, will they no longer run at all on the weekends? That's going to cause a lot of problems who use the local 26/28 routes on the weekend. Having lightrail in the U District means nothing to people who live in Ballard or Crown Hill and are trying to get downtown each day without having to make multiple transfers. Taking a route that runs completely from there to downtown and making it so that people now have to transfer to another bus to complete their trip is not an improvement in efficiency. It's an inconvenience that will lead to more people driving instead of taking the bus.	5/12/2015 8:58 PM
631	I have heard that the 19 might be "coming back" during peak hours. Is this true? I hope so. The 24 (what I must use now) winds thru Magnolia and it almost doubles the time it takes to go to downtown.	5/12/2015 8:28 PM
632	East- west connection loop for north seattle along 125th st- right now the only way from lake city to broadview is 4 buses- though northgate or shoreline	5/12/2015 8:16 PM
633	I work in the U District and live in Shoreline. I ride the bus every day to UW tower because parking is very expensive. I would like to have lots of parking at any Link stop because there is no walkable bus near me; I would have to drive to a Link stop to ride the Link to the U District in order to utilize Link. If I had to drive to a park n ride, get on a bus to go to the Link station, I would not use Link.	5/12/2015 8:13 PM
634	Connecting Sand Point, View Ridge, Bryant, Ravenna, Roosevelt, Green Lake, Wallingford and Fremont makes tons of sense (although it would have been nice to keep the 71 route number) especially since it will be a very busy bus because of Green Lake P&R connections, and when light rail comes to NE 65th Street.	5/12/2015 8:07 PM
635	I am a bit disgruntled by the fact that the 65 will not have service every 15 minutes on Saturdays. I ride the 71 quite frequently in the midday and on weekends, and people almost never use the View Ridge loop. I believe that money would be better spend increasing frequency on the fairly trunk route 65 rather than making an hourly DART route going through neighborhoods that will almost never use it.	5/12/2015 8:04 PM
636	I don't understand how changing the route 16 onto Dexter from Aurora Improves service. Taking the bus off of Aurora will make the trip downtown far longer and much less reliable. This is a decrease in service, not an improvement and it will definitely affect my use of transit to go downtown and will affect my decision as to whether to go downtown or to shop at Northgate or at Alderwood mall, both of which are easy to drive to with plenty of parking. This change in service will definitely decrease my likelihood of going to cultural events downtown, particularly at night, when unreliable service makes waiting for the bus very unattractive. Also, I voted for the taxes to support improved bus service and I've gotten decreased service. I will not vote for transit improvements in the future. It's a waste of money.	5/12/2015 7:57 PM

637	First, I don't see how changing the 16 route by using Dexter instead of Aurora Avenue improves service. This change would increase the time to get downtown. Second, I am disappointed that after voting to increase taxes to improve bus service I am getting a decrease in service on the 16. Not much improvement on the 44 and a decrease in service on the 31 and 32 as they will no longer come through to Stone Way. I will not be voting for increasing taxes to improve transit in the future. It's a waste of money.	5/12/2015 7:48 PM
638	I am deeply disappointed to see that Lake City, particularly south of 125th St., has been completely neglected in any of these N.E. Seattle transit improvements. This area is underserved, with chronically delayed and overcrowded buses, which contribute to my 13-mile commute to lower Queen Anne taking up to 2 hours each way. PLEASE FOR THE LOVE OF GOD make some transit improvements to Lake City!	5/12/2015 7:45 PM
639	If 48 needs to be split into 2 routes, it would make my commute longer. Maybe have the regular route still operate at least some of the time.	5/12/2015 7:38 PM
640	Do you have a bus from light rail at Husky Stadium by Children's Hospital? That is greatly needed.	5/12/2015 7:32 PM
641	On the Route Map for revised Route 16, it looks like Route 16 will no longer go to the Ferry Terminal, Pioneer Square/S. Jackson St., yet neither did I see any marks indicating that portion of Route 16 would be eliminated. Please advise.	5/12/2015 7:22 PM
642	I do not take the link light rail now and I do not plan on taking it in the future I am scared of it.	5/12/2015 7:20 PM
643	Northgate to Wallingford & Fremont: Currently the #16 serves the north end of the mall on NE Northgate Way, where several senior living centers are located (on 3rd NE and 5th NE). The stop on NE Northgate way beside the Petsmart is always in use by seniors and those in mobility scooters, to access the hospitals and clinics along Meridan Avenue. You are completely eliminating this segment and replacing it with nothing. This is neither helpful or more frequent service. For those of us going further, to Green Lake or Wallingford, we must now make our way to the Transit Center - a good 15 minute walk for a fit person, in order to catch the replacement line, the 26X. You are replacing a service that currently runs 3 times an hour with one that runs twice an hour. Again, neither helpful or more frequent service. Unlike the 16, which runs down Meridian Ave N to NE 45th street, and along NE 45th for all the shopping and restaurants, you propose using the 26X which goes down Latona Ave NE, and crosses NE 45th just by I-5, almost a mile away. This effectively bypasses the best part of Wallingford! So, no direct access to Wallingford from Northgate any longer. Great, more diminishment of service. I see absolutely NO benefit for passengers in Northgate with the reroute of the #16. This also has nothing to do with the UW Stadium light rail station opening. You are just messing up connectivity in Northgate SIX YEARS before the station there is due to begin service. This is just incomprehensible. Elimination of the #68: While I see the #67 reroute will cover some of this eliminated route, what are people who live on NE 75th St between Roosevelt and 25th Ave NE going to do for a bus? Have you seen how steep that hill is? Do you realize that the 372 on 25th Ave is always standing room packed during peak commute hours? Also, with this change there will be no bus route between Northgate and UW Village - yet another shopping area eliminated for those reliant on public transit. Please explain to me you rationale for making all these changes to bus routes that run between Northgate and the UW area, when they have no bearing on the UW light rail station opening to serve all points SOUTH of there. With the exception of tweaking timetables for more efficiency and less overcrowding on existing routes, no route changes should even be considered until the Northgate light rail opens in 2021. THEN some of these changes might be justified, but not until then. With each and every route change north of the Montlake Cut and the new UW station, you are creating the need to change buses at least once where before there was just one bus ride. You are also making people walk further, which has a deeply negative impact on the elderly and disabled. This is NOT what I voted for when allowing you the extra revenue to IMPROVE bus service! You propose deleting SIX bus routes from the UW northward, yet the 4 routes you are creating (reviving) are all SOUTH of Montlake. How is this an improvement? How is this expanding bus service since getting all that additional funding from sales tax and car tab fees? How are we supposed to take you seriously? This is NOT acceptable, unless you are planning on encouraging more people to drive to work.	5/12/2015 7:17 PM
644	Why do I have to take a bus to campus and then walk to the rail station instead of being dropped off at the station. Also I had trouble with your survey. When I tried to move to the next question and touched the screen it thought I was either changing or marking an answer. Also your set five choices don't speak to every ones opinion of the questions.	5/12/2015 7:09 PM
645	I would like to see lite rail go to Lynnwood/Mill Creek so we wouldn't be slowed by traffic stalls	5/12/2015 7:02 PM
646	28 should stay on the Fremont bridge. West Greenwood to Fremont core is a needed route and the only one is the current 28.	5/12/2015 6:56 PM

647	The 71 all day service (every 30 minutes) from Wedgwood at 85th st is essential as there is no other direct service from downtown Seattle to Wedgwood. Keeping the 76 is great as this will be a shorter trip to downtown than having to make a connection to a light rail station, however with the current proposal there is no good option to get downtown during non-commuter hours. It's okay if you're near 65th st but if you're at 85th st near 35th ave the options are almost nonexistent.	5/12/2015 6:50 PM
648	I very glad that the 26 (to be 26X) will not be eliminated along Latona!	5/12/2015 6:50 PM
649	I just moved to Maple Leaf under the assumption that I would continue to have good options for commuting to the Eastside. The 242 route provides me a means to walk to the bus stop and then walk to the office as well. It offers a single route that gets me where I need to go with no transfers. It lets me focus on work or whatever else I need to do on my commute since commuting from Maple Leaf takes a long time. This change will make working on the bus significantly harder and potentially longer if I end up spending a lot of time waiting for connections.	5/12/2015 6:43 PM
650	I think more distributed to the neighborhoods bus routes are better. It is often difficult to get to the major corridors to get to the bus. The mobility needs of older people are not well served by the changes proposed by Metro.	5/12/2015 6:38 PM
651	I'd like to see less of the Sound transit trains being set up due to the high cost of implementing this from a structural and also a service perspective as well as the increased traffic issues due to setting up the tracks, more vehicles on the roads, too much disruption already in the downtown tunnel due to the use by trains and buses and the additional cost of paying for the train service by passengers. People are already paying much higher rates for ORCA cards, including the Reduced Fare Orca card. I strongly encourage you not to cut the bus #43 as it is so convenient and is currently covered by the Orca card. People with disabilities and seniors are particularly impacted by this proposed cut to bus service and increase in fares. If this change is going to be enforced, it would have to include the cost of the Sound Transit service, including the train, be included in the Reduced Fare Orca card without yet another increased cost of the ORCA card.	5/12/2015 6:33 PM
652	I am extremely disappointed that Lake City (especially south of 125th St.) has been completely neglected as you look at improving service in NE Seattle. My daily commute from Lake City to lower Queen Anne is a nightmare, with overcrowded, chronically late buses taking up to 2 hours each way for a 13-mile trip. PLEASE FOR THE LOVE OF GOD make some improvements to Lake City service!	5/12/2015 6:24 PM
653	While the 67 is nice, it does not meet the need for a speedy and direct connection between Northgate and the new UW station.	5/12/2015 6:15 PM
654	Please, please, please DO NOT do away with the current route of the 71 bus that serves the U District and downtown. I rely on it to commute to the UW, and frequently use it to get downtown. I'd have to walk 15 blocks to get to the 65, or 10 blocks if the 71 went only on 65th, and then transfer. This might not be a problem once light rail comes to Roosevelt, but that's six years away! Those of us who live half-way between Sandpoint Way and 35th will be basically stranded.	5/12/2015 6:06 PM
655	All these questions and you don't even ask about the changes to route 28/28X. They are the same changes, I believe, as proposed before. Given that, and that you don't ask for responses, I have to assume that you're determined to revise the route with or without public response. Nevertheless, I'll reiterate my objection -- mainly, that the route through Fremont is heavily used by riders and that rerouting onto 39th Street imposes a hardship on these many riders. 39th Street is steep, heavily trafficked, and a significant climb above the center of Fremont where many people board and disembark. For me personally, it would be the final straw. Several years ago you chose to eliminate stops both near my house and near my business. I now have to walk several additional blocks to ride the bus. Elimination of these stops has had minimal effect on the timeliness of bus service so it is a pure inconvenience. If you implement the route change away from 36th Street, you are adding several more blocks to my walk. For the price of a ride, I can deal with inconvenience or delay, not both. This proposal promises both and makes the revision a bad deal.	5/12/2015 6:02 PM
656	Thanks for listening! I can't wait.	5/12/2015 6:02 PM
657	My family are heavy transit users. There are the following needs: 1) Route 50, that serves seaward park: It is EASY to get OUT of seaward park area to light rail, but HARD HARD to get from light rail back to seaward park. 2) North end: UPREP: Corner of 25th Ave NE and NE 80th: We need a great route from this intersection to/from the husky stadium light rail. (We have multiple kids at uprep) Thank you!	5/12/2015 6:01 PM
658	I want to know that if we are gaining more transportation modes that the safety of pedestrian traffic is not compromised.(no one gets hit by a vehicle, and the buses we have are well maintained and checked on regular basis) I am possibly not educated in how much all these changes are REALLY going to affect the amount of single drivers on the road. BUT I pray to God that more incentives and such are making people smarter and living more green for our city's health. I am among many commuters that give up on the bus more often and carpool with another driver to get to the Eastside for work, from Ravenna/ Wedgewood/ UW/ Sandpoint. The 542 is AWESOME, but it doesn't run late enough or on the weekend.	5/12/2015 6:00 PM

659	None of these route changes or improvements are in my neighborhood or neighborhoods I travel to or through regularly.	5/12/2015 5:58 PM
660	PLEASE KEEP THE ROUTE 73	5/12/2015 5:57 PM
661	I take the 71 on a regular basis at 40th ave & 75th st in the middle of the day to get downtown. I am concerned about the deletion of this route. I am not sure if taking the 65 to the light rail will be a sufficient alternative. Also the 941 doesn't seem to operate very often. I understand we could reserve pick up times. I would need more information about this service to feel comfortable with the change.	5/12/2015 5:55 PM
662	1) Could the 65 be extended to the layover area Metro built at 143rd & Linden? This would provide a nice crosstown along 145th Street and provide connections to the E-Line and Sound Transit's service along I-5.	5/12/2015 5:54 PM
663	Will the 43 continue its' same route? The train goes from one side of Capitol Hill to the UW - what about the other side of Capitol Hill?	5/12/2015 5:53 PM
664	No matter what else you do, if you cut route 71, a huge chunk of residential area west of Sand Point and east of 35 ave. will have no service. If I continued to live where I am, I would be UNABLE to use 95% of the current public transportation I rely to get to work and school, and I know I am not alone.	5/12/2015 5:52 PM
665	None of the changes seem to help the Capitol Hill area except in the Pike-Pine corridor(\$\$\$) and it seems all resources are going to the richer north end of Seattle as always. There are those of us who do not drive and live in and take transit in the CD/Capitol Hill that the elimination of the 43 will greatly affect. Instead of taking one bus to the Green Lake/Wallingford area I will now have to take up to 3 buses. That is not expectable. I know everyone wants the "Poors" out of Seattle to make way for all the tech dollars, but really? The tax payers of Seattle passed a tax increase so that service would not be impacted as much as it would be in most of King County and this is how the funds are being used. Only the north end, Madison Park and Part of Capitol Hill are being listened to and accommodated? WOW!!!	5/12/2015 5:50 PM
666	It seems that many of the changes were part of the cuts proposed by Metro before revenues rose back up! Seems like it's all kind of a scam....	5/12/2015 5:49 PM
667	You are abandoning bus riders who have to walk to catch a bus to get anywhere. You've already eliminated every other bus stop increasing the walking distance for seniors and the disabled. Now you propose to eliminate direct bus service downtown via the University District for everyone who regularly uses the local 73 for doctor appointments and shopping. By concentrating on connecting to the link light rail, you are leaving non-commuters in the lurch. I have no use for the link light rail - I need an easily accessible bus route.	5/12/2015 5:48 PM
668	As an older person with no car, I can now take the #31 directly from Magnolia to Campus Parkway during midday hours, then stay on the bus as it becomes the #65 and travel to 35th Ave NE and NE 82nd Street (Seattle Audubon), where I typically need to go to purchase 25 pounds of birdseed every six weeks. Breaking direct link between the #31 and #65 would add as much as an hour to a trip that normally already takes an hour and a half at minimum, and would mean having to board and reboard buses while carrying a heavy load around on the return run. No faster alternative ways to get from Magnolia (where I live) to NE 82nd Street exist. I do appreciate the fact that service levels on the #31 have been maintained, but do not like having the direct connection with the #65 broken and ask that this through connection be maintained. Please keep me informed as you continue to revise the forthcoming changes. My email is: essay@nwlink.com -- thank you.	5/12/2015 5:48 PM
669	none	5/12/2015 5:47 PM
670	These changes look AMAZING!!!!!!! Thank you all for your hard work on crafting a thoughtful, smart, transit proposal. I am super excited for these changes to happen. The new route 16 makes East-West travel from Northeast Seattle WAY easier. And the increased frequency of route 75 will make it much easier to connect to/from the Light Rail. These changes will allow me to take transit for SO MUCH MORE of the traveling I do around Seattle. I can't wait! Thank you for all of the hard work and thought that you put into this.	5/12/2015 5:47 PM
671	71 eliminated????? For all we older folk who have no cars and only use 71 ALL the time.... this is horrible!!!!!!!!!!!!!!	5/12/2015 5:44 PM
672	I am very disappointed that Route 71 is to be discontinued. This route serves View Ridge well from early morning to late evening 7 days a week. The DART service cannot compare to the current service. While DART may be convenient to a few people, eliminating a key route in this area is a poor decision. If one insists, DART may be added for the few elderly people that may take advantage of this service during the peak daytime hours but you are doing a disservice to University students and employees that routinely use this route. Route 941 times are insufficient, it does not run on weekends, and it requires walking up or down a steep hill to get to the bus stop. I thought with the increase revenue that was provided to Metro that this route would be maintained. I believe it is a big mistake to eliminate this route.	5/12/2015 5:42 PM

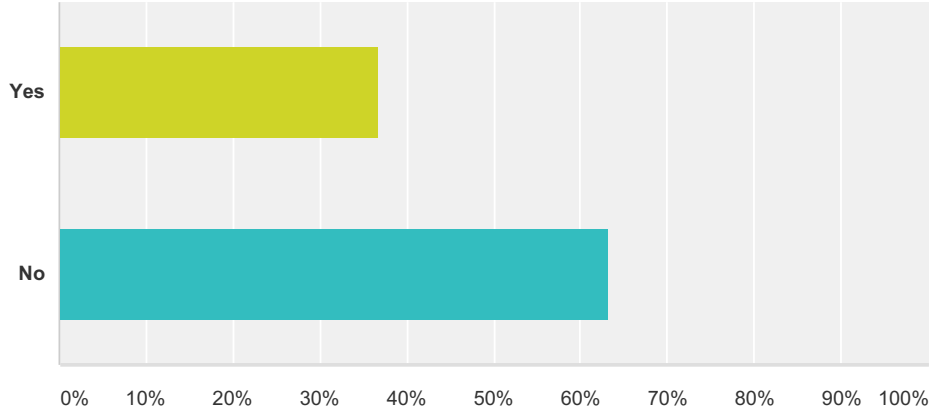
673	I hate the fact that route 72 is being deleted as it provides a direct route to downtown Seattle and would be replaced by route 372. I don't have a problem with transferring to Light Rail at Husky Stadium but route 372 is routed on to the UW Campus and for passengers to transfer they would have to walk across the campus to do so and that is a bunch of BS. Why can't route 372 be routed down Montlake Boulevard to the light rail station and then routed onto the campus. Under this proposal passengers will be FORCED to walk through all kinds of weather to be able to get to downtown,. Again I repeat that is a bunch of BS. Either route 372 directly to the light rail station or keep route 72 and route that to the light rail. The taxpayers in Seattle voted to increase their taxes to support Metro and maintain and improve service but instead the riders of route 72 are not getting what they voted for. In short Metro is giving them the shaft and that is a bunch of BS. And if you don't know what BS that stands for bull shit.	5/12/2015 5:40 PM
674	The best part of this proposal for me is the frequent all day/evening service for Sandpoint. Right now I can't use the bus as I work from 11:30am to 8:00pm in Sandpoint.	5/12/2015 5:38 PM
675	A mini-van for which I need to make a reservation is not at all useful. The reasons for the DART service include narrow and winding streets, not at all applicable to NE 65th St, which forms the bulk of the current route 71. If the current route 71 is considered redundant with other buses in the area and there is overlap with other 70 routes, why not run it down to the University Light Rail station? Then we could transfer to go downtown. Or run it to 15th Ave NE for a transfer to campus. No other route serves View Ridge. The half-hourly service is reasonable, especially since the 71 is mostly on-time, except when it comes from downtown. Besides we have One Bus Away, so we know when it is coming.	5/12/2015 5:37 PM
676	I hate the proposed changes to Route 73; I need that route frequently and seven days a week from 6 AM - 11 PM. If weekend service is ended, I will drive to the U District from 15th Ave NE & NE 125th.	5/12/2015 5:35 PM
677	I hope that the new 28X route will make a stop in Fremont. I have been frequently using the stop at 34th & Fremont to get downtown on the 26, 28, and 40. It looks like now only the 40 will be available at that stop, and it's the slowest bus ever. I would walk a few extra blocks to be able to get on the 28X, so I hope it makes the stop at Fremont & 39th, or wherever it crosses Fremont Ave.	5/12/2015 5:35 PM
678	I think the changes are great, in general. I still have reservations about the fact that the 75, my regular bus, won't stop at the new Husky Stadium Link station, and will require a hike to get from UW Stevens Way to the Link station.	5/12/2015 5:32 PM
679	More frequent buses on route 41 and having more of them go all the way to Lake City. Routes connecting to Northgate Transit Center (like the 66) should make fewer stops to reduce travel time. Also more convenient park and ride parking spots (closer to the bus stop) at Northgate.	5/12/2015 5:31 PM
680	i wish there was more transport from downtown Seattle to commuter areas., People that live in Seattle cannot go to so many places because the transit only goes downtown in the morning and tn the evening transport only leaves Seattle. This policy cheats many taxpayers.	5/12/2015 5:31 PM
681	I think the 73 should have a more direct connection to the University of Washington/Husky Stadium Link Station. It appears the 73 is doing a loop through UW without connecting to the triangle parking lot near the UW Medical Center/Husky Stadium Link station. This connection is excellent otherwise.	5/12/2015 5:31 PM
682	I really like having the option of reliable transit from Maple Leaf and the Northgate Transit center to the new light rail at UW. We would take advantage of that not just during rush hour, but for evening and weekend sporting events when I-5 is impassable. Thank you for working on these new routes and giving us a chance to comment.	5/12/2015 5:29 PM
683	Please keep the 48 together. The light rail doesn't do anything to provide access to the Central District from Greenwood, and it is very important to me to have a route there without transfers.	5/12/2015 5:28 PM
684	I use the Route 25 every work day. Our bus is frequently standing room only in the morning. For many of us in Montlake it is by far the most convenient bus to take. I strongly oppose cancelling the route.	5/12/2015 5:23 PM
685	This is regarding route 73. I live at NE 123rd st and 15th Ave NE and my husband work at UWMC. He currently takes route 73 to get to work on Saturday and Sunday for his shift that starts at 6:30 AM. Your proposal, despite of people wanted to have more weekend service, cut off his method of transportation. What this means is I have to drive him early in the morning on what you considered as people's "weekend". New proposal for route 73, which would be effective in 2016, clearly ignore any people who work at Medical Center and live in north of Northgate way. Hospital operates 24/7 and there are quite large group of employees who live in north Seattle area. By having this new proposal, you're forcing them to drive to University instead of currently way of them taking bus. Also this would increase vehicular traffic on weekend (Sat and Sun) to univeristy district for people who would like to go to games, as well as farmer's market. I believe you're new proposal actually enforce people to drive more on Sat and Sun by cutting route 73 on those two days and show that you do not care for people whose only method of transportation is Metro. Please bring back route 73 weekend runs even if it is hourly. Thank you for your consideration.	5/12/2015 5:22 PM

686	Must know more before a solid opinion is forthcoming	5/12/2015 5:22 PM
687	Cutting the 26 when it was already packed was absurd. It had plenty of demand and yet you choose to service low usage routes for people who live in the suburbs by choice. Your 26X solutions are inadequate.	5/12/2015 5:21 PM
688	Having more buses on the weekends.	5/12/2015 5:16 PM
689	don't change the 28X	5/12/2015 5:13 PM
690	As long as my stop at N 34th Street for the 26, 28 and 40 won't be gone, I'm okay with the changes.	5/12/2015 5:12 PM
691	I live within walking distance of the future Roosevelt Station, but I commute every week day, so five years will seem like a long time to wait for light rail. As such, I would like to add the following comment: more frequent bus access to UW Station from North and NE Seattle will be pointless if it takes longer to connect me from my house to Husky Stadium than it does to connect me from my house to downtown via bus on I-5 express lanes. I could see this happening given the massive amount of congestion on Montlake and Pacific. Since no new bus-only lanes are included in any of these proposals, has anybody approached the UW to consider making Stevens Way a bus-only road during peak congestion hours? .	5/12/2015 4:55 PM
692	!This is a huge problem for all the Garfield and Holy Names high schoolers who currently take the 43 route from 23rd north to 65th st near Roosevelt High School and then transfer to 71 or other routes by Roosevelt HS to get home. I cant see how my kid can get home anymore!! Please make plans for all these kids, who fill the after school 43 and 48 buses heading north and need to get to Roosevelt HS to transfer or walk home.	5/12/2015 4:23 PM
693	Please do not cut the 242 route. It is full every morning and helps to 1) alleviate an already over congested 520 and is one of the few buses that helps riders transit from Seattle to the eastside. The proposed alternatives will add an hour to commutes to the eastside of those who choose to travel via public transit and spare the environment extra emissions and extra fuel. How about raise toll and parking rates to encourage single drivers to take public transit, currently based on the amount of commuters the toll rates / parking fees are not exceeding the demand.	5/12/2015 4:00 PM
694	How do people who live on 25th get down to light rail, especially on the weekend? I currently use 372x or 68 to transfer to 70s to get to downtown. There are no buses purposed for the 25th and 75th corridor. We voted last year to expand Metro services to take place in June. Now those purpose are obsolete due to the light rail at Husky Stadium. So how do people in the 25th Ave and 75Th get to 1) the light rail station and 2) the U-District?	5/12/2015 3:55 PM
695	Living at 46th & Burke in Wallingford, it seems that me and my neighborhood are one of the few losers in this proposal. Route 16 turns into a slow milk-run though Fremont and Dexter while the 26X comes every half-hour off peak and is 7 blocks from my apartment. While nice to have a bus to Fremont, I'd much rather have a fast bus downtown. On paper, 44 to Link makes sense as a great way to get downtown. However, we all know 45th Street sucks for reliability, Route 44 is already packed, and it'll get worse as more people would be drawn to Link. If this were 2021 with U District Station opening much closer to Wallingford, this would be a different story and the 44 would be a lot less painful. Some back-of-napkin calculations based on the current 26 travel times from OneBusAway and person experience: my commute to the Central Business District will be somewhere between 10 to 20 minutes longer each direction by adding a 7-block walk to the 26X, using 44 to get to Link including the transfer time into the 100' deep station, or slogging it out on low-speed Dexter with the 16.	5/12/2015 3:21 PM
696	Rerouting 73 off of The Ave and down 11th makes it a lot less convenient for riders who have UW central and north campus their destination. I ride this bus everyday and these stops are heavily utilized by both boarding and disembarking riders. It's going to make using metro a lot less convenient for me.	5/12/2015 3:15 PM
697	I don't mind that some of the routes are going away, but I feel they are being replaced by a better system and would provide more options for us. Especially in getting to the Sound Transit Station at the University. Plus the other options for getting round the area will be much easier and efficient for me. Great job, just get it finished tomorrow, I want to start using it right now! Thank you.	5/12/2015 3:09 PM

698	Since route 72 and 71 are the two routes I normally use to get to the U District and downtown, eliminating them will make bus use much more difficult for me personally.	5/12/2015 2:45 PM
699	My main concern is the few number of buses that actually go directly to the Light Rail. The new configuration would add a half mile walk between the bus I take and then to the UW Light rail. For airport transport this is lugging luggage a long way, it is not useful in bad weather and, well, I ain't getting no younger, as they say. The STEven's way option is hilly as it exists now and a long walk for many types of people. Why not get these lines all the way and make a seamless transition between bus and light rail? This baffles me. The increase in frequency is great. The new E-W options are great. But my main route is either downtown or the airport and this arrangement makes it a much more challenging option and I presume I am not the only one. Are there not more options for direct transfers AT the light rail? Is the traffic designed so poorly that it cannot be accommodated? It would accommodate truck after truck of dirt. Why not busses?	5/12/2015 2:42 PM

Q23 Would you like to give us feedback on changes being considered for Capitol Hill and the Central Area, including Montlake, Madison Park, and Madison Valley?

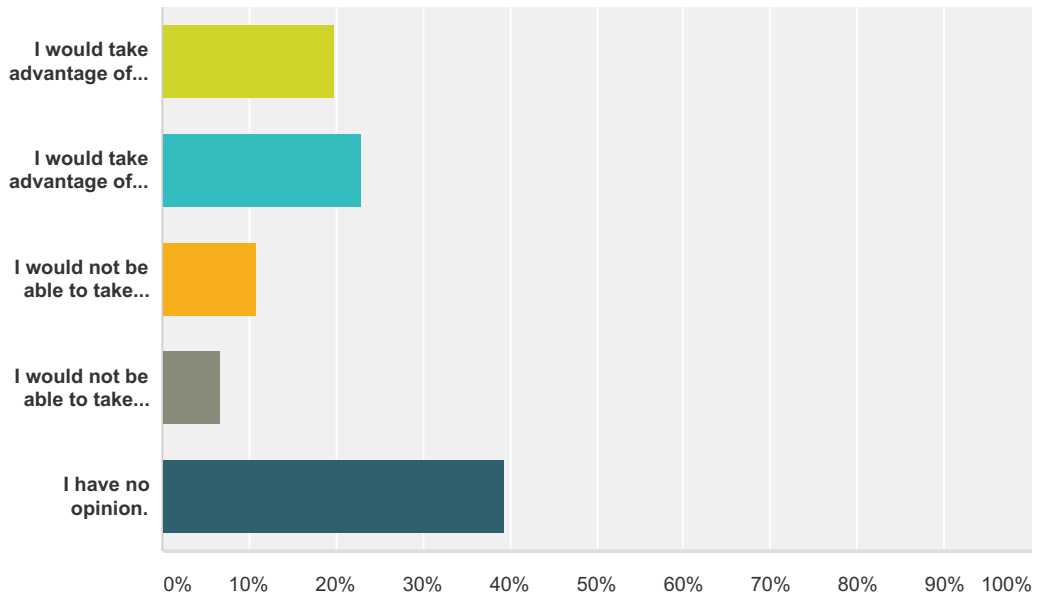
Answered: 1,551 Skipped: 421



Answer Choices	Responses
Yes	36.75% 570
No	63.25% 981
Total	1,551

Q24 How would these frequency improvements affect you?

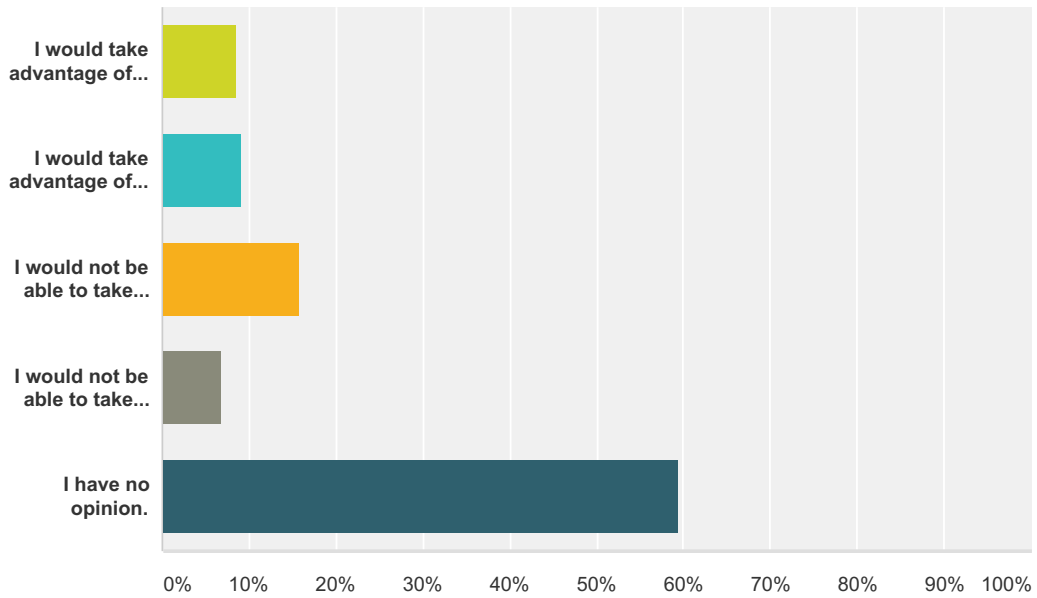
Answered: 1,389 Skipped: 583



Answer Choices	Responses
I would take advantage of them and use transit more than I do now.	19.87% 276
I would take advantage of them and use transit the same amount as I do now.	23.04% 320
I would not be able to take advantage of them, but could accept these changes.	10.80% 150
I would not be able to take advantage of them, and could not accept these changes.	6.77% 94
I have no opinion.	39.52% 549
Total	1,389

Q25 How would a revised Route 11 affect your use of transit?

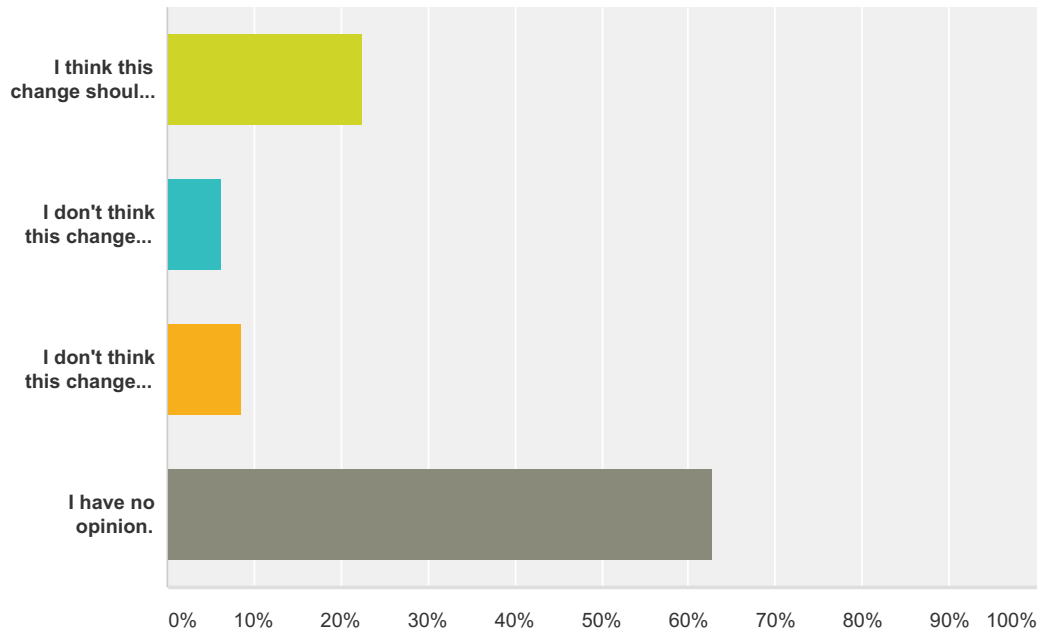
Answered: 1,354 Skipped: 618



Answer Choices	Responses	
I would take advantage of this change and use transit service more than I do now.	8.64%	117
I would take advantage of this change and use transit the same amount as I do now.	9.16%	124
I would not be able to take advantage of this change, but could accept it.	15.81%	214
I would not be able to take advantage of this change, and could not accept it.	6.94%	94
I have no opinion.	59.45%	805
Total		1,354

Q26 What do you think about the proposal to split Route 8?

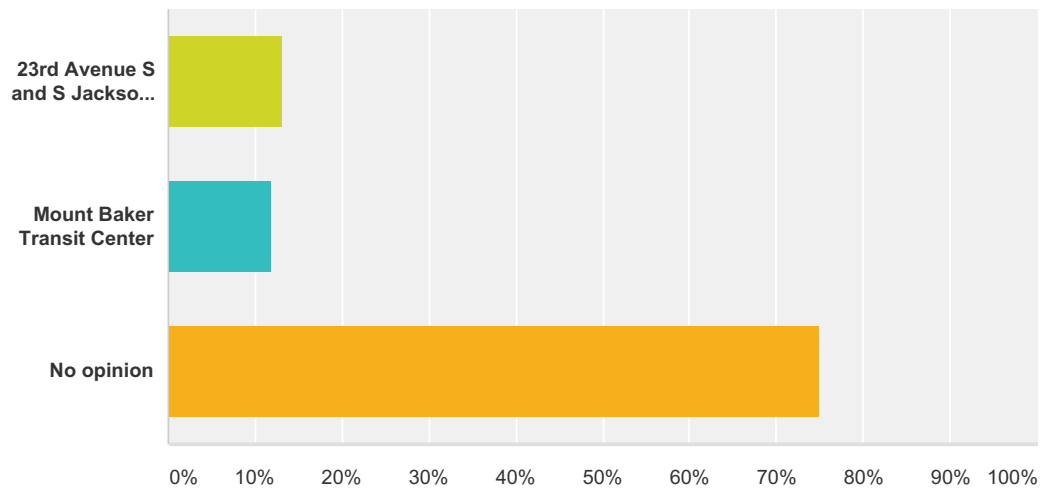
Answered: 1,241 Skipped: 731



Answer Choices	Responses
I think this change should be made to improve the reliability of the service.	22.56% 280
I don't think this change would improve the reliability of the service, but could accept it.	6.20% 77
I don't think this change should be made because the reliability improvements do not outweigh the negative impacts on the connections provided by the way these routes are through-routed now.	8.46% 105
I have no opinion.	62.77% 779
Total	1,241

Q27 If Metro splits Route 8 into two routes, where would you prefer the split to occur?

Answered: 1,245 Skipped: 727



Answer Choices	Responses
23rd Avenue S and S Jackson Street (currently proposed)	13.25% 165
Mount Baker Transit Center	11.89% 148
No opinion	74.86% 932
Total	1,245

#	Other (please specify)	Date
1	I thought the 8 proposed in Alternative 1 was vastly superior to the one proposed here. I thought the 38 routing was sub optimal and seemed to exist mostly to serve a chunk of Madison that already has plenty of other options, especially with the new 11.	5/31/2015 9:50 PM
2	Neither of these areas are particularly desirable areas to have to switch buses during night time hours in terms of safety, especially considering there is no security at Mount Baker TC.	5/31/2015 11:03 AM
3	The 38 should be extended a bit north to Garfield High School. Having the 8 go to Mt Baker Transit Center is almost as long as the existing route, and not much of an improvement. The ideal thing would be to get the 38 to Capitol Hill Station somehow.	5/30/2015 9:22 PM
4	I'd prefer that the split happened at Capitol Hill Station, to encourage transfers to Link. If that's not possible a split at the Mount Baker "Transit Center" is a much better option than 23rd Avenue S and S Jackson Street.	5/30/2015 12:30 AM
5	My first choice would be to have the routes split at Capitol Hill Station... but if there's no way that could be done... the Mount Baker "Transit Center" is a *much* better option than 23rd Avenue S and S Jackson Street.	5/30/2015 12:22 AM
6	I strongly support Metro's proposed change. I think that Jackson is the perfect place to break up the route, not least because I think that it could eventually turn into the modified Route 106 that Metro has previously proposed. Splitting at Mount Baker is almost pointless, since it means that everyone between 23rd/Madison and Mount Baker has to suffer the unreliability of Denny.	5/29/2015 8:52 PM
7	If the routes split i would like to see more orca machines on the street and not just at the main transit runner stops ... 23rd & jackson would be an ideal location	5/29/2015 6:41 PM
8	Note: I currently use route 8 to get to Mount Baker Transit Center. However, it's already faster to transfer to the 48 at John Street. So for even for me, the 8 doesn't need to serve Mount Baker Transit Center.	5/29/2015 2:13 PM

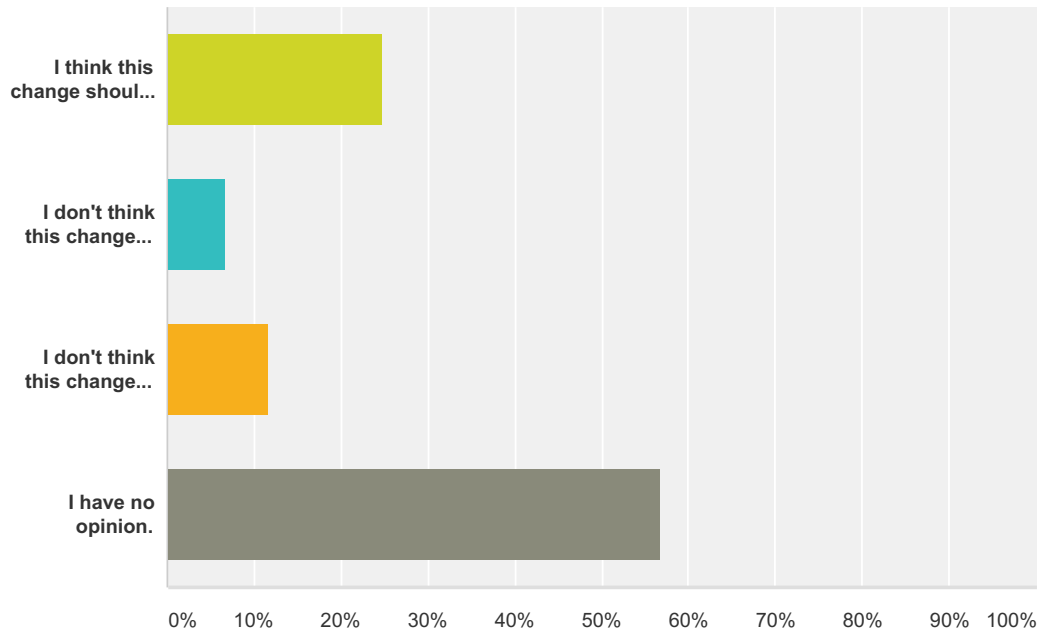
9	Currently take 8 to Link at Mt Baker. Would be able to take it the other direction now to Cap Hill Link, but unsure how new changes would affect real world route reliability given traffic, etc. This would provide both options, however.	5/29/2015 12:14 PM
10	Splitting Routes 8 and 48 along the racial lines of Seattle indicates a shift towards re-segregating the city. The negative impacts include increased and concentrated poverty among blacks, and may lead to higher unemployment and lower school completion rates.	5/29/2015 9:57 AM
11	No if. Please break route late.	5/29/2015 8:03 AM
12	I seldom visit these parts of town and when I do, I prefer to drive.	5/28/2015 11:10 PM
13	I would assume whichever is safer for riders...	5/28/2015 10:45 PM
14	When route 11 was split into two routes, reliability did not improve! I doubt it will improve in the case of route 8 either, but I can accept it. It's worth a try.	5/28/2015 6:15 PM
15	i would have preferred to see the routes specifically on your explanation area. i couldnt figure out what was listed there for this route.	5/28/2015 4:43 PM
16	I support any terminus that will make electrification more likely.	5/28/2015 4:22 PM
17	My neighbor who is in her 60's will have to walk an additional 3 or 4 blocks if the bus split starts on Jackson. She would have to take the 48 to the Mount Baker Station to get to the 8, which adds more time and stress to her commute. Stops that were convenient for people with small children, groceries to carry and disabilities were removed, so to add even MORE changes that impact these people is moving into ridiculousness.	5/28/2015 4:14 PM
18	Route 8 - Honestly it's the only route to get people from Seattle Center up across 5 without going downtown. Unfortunately it's super backed up by all the people waiting to get on I-5. Can we just let the drivers use the left lane and cut out half the stops so merging isn't such a problem. It's like...you can see the bus is 4 blocks away but those 4 blocks take 10-15 minutes. But only the right lane is backed up right there on Denny. The bus is just very unfortunately stuck in a lane waiting for a highway it's not going to get on. Or make a bus lane there - but that's expensive :P. Oh! Or we could route the bus along a street /one block off/ Denny?? I'd be thrilled.	5/27/2015 5:34 PM
19	NO UW DISTRICT TO SAND POINT!!!	5/26/2015 7:58 AM
20	It would be better if the split route 8 could serve Garfield High School, perhaps doing the turnaround at 21st and Jefferson like was proposed last year.	5/26/2015 2:44 AM
21	There was no comment box for the 48, but splitting that route would be a really bad idea. It cuts off students in the south and central areas from K-12 education north of the canal. It also serves to separate the white areas of the city from the non-white areas. I can't help but wonder if this was the underlying motivation.	5/25/2015 10:40 PM
22	My son will attend Washington Middles School (2101 S. Jackson) in the fall. He may take #8 to school. It would be great if the #8 went closer to the school, perhaps by looping around 20th Ave S instead of 23rd. These are 11-year-old kids on the bus!	5/23/2015 11:59 AM
23	My son will attend Washington Middle School (2101 S. Jackson) in the fall, and may take the #8 bus. It would great if the #8 could go closer to the school, perhaps by looping around 20th Ave S instead of 23rd Ave S. These are 11-year-old kids going to school on the bus!	5/23/2015 11:50 AM
24	Please split the route at the transit center. This provides access to the Link lght rail. Do not split at Jackson.	5/21/2015 4:17 PM
25	I generally take route 8 from Aurora Avenue and Denny Way to routes east. Frequency of route 8 is generally OK but occasionally is quite late due mostly to traffic issues. More buses would help alleviate this issue.	5/20/2015 12:50 PM
26	I work at a school 10 blocks from 23rd and Jackson- what a waste of time to have to transfer, Also please take into account the Lighthouse for the Blind which uses #8 a lot. A lot of the passengers are blind/deaf and use the #8. Splitting at Mount Baker would help them to continue on this route without transfers	5/19/2015 9:22 PM
27	This route should extend to a light link center, so that people can continue to access the southern parts of the city without going downtown.	5/19/2015 10:11 AM
28	What about the South End. We ALWAYS are the last to be considered. You took away one of the busiest routes in the South End of Seattle. Bus #133. This Bus was always packed and sometimes standing room only. In order to get to the U-District from the South end we would have to transfer busses 3 times and it would take a lot longer then just driving in the traffic. Infact, there isn't a bus that can get me to work ontime.	5/19/2015 9:58 AM
29	Do not split it	5/19/2015 9:36 AM

30	This does nothing to impact the West to East trip. It recently took an hour to travel between the Dexter and 15th Ave bus stops, and service is typically 20+ minutes late. You'd be better off improving traffic flow on Denny, especially putting in a "no right on red" turning eastbound on Denny at Westlake.	5/19/2015 9:26 AM
31	I said I did not want to give feedback on Capitol Hill and Central Area proposal and yet I cannot skip it. This is a very badly designed feedback system!	5/19/2015 9:22 AM
32	Madison Valley was also a reasonable option.	5/18/2015 12:48 PM
33	Madison street	5/16/2015 4:15 PM
34	I don't consider these to be safe locations.	5/16/2015 2:27 PM
35	same comment as before - the entire proposal is impossible to understand at all, so how can I comment?	5/15/2015 5:02 PM
36	My observation is that reliability problems are heavily centered on Denny Way, and not significant between the proposed split point and Mt. Baker TC. Having access to Link at the south end should be an important goal, and introducing a bus transfer so close to that point seems counterproductive.	5/15/2015 12:22 PM
37	The 8 needs more late-night service too. 3 times per hour minimum. And once per hour on weekend nights is not nearly often enough. The 8 is a very key link to the near-south to people in the CD. Stopping it at Mt. Baker instead of the currently proposed Jackson St. hooks it up with a lot more buses AND Link, at very little marginal cost.	5/15/2015 10:05 AM
38	If the split is an attempt to improve the timing of this run, you cannot realistically expect any improvements on delay unless the 20-30 minute back up on Denny Way from lower Queen Anne up to Denny and Stewart is addressed. Traffic attempting the crawl up Denny to reach the 1-5 entrances make this the most inefficient of all through ways. As important as it is to have a route that reaches the edge to downtown and allows for people to reach the South Lake Union/Cascadia core, I can only foresee 4 or 5 number 8 busses along Denny after I've given up and started walking up toward Olive.	5/15/2015 9:24 AM
39	Capitol Hill station. (That is the point of having this restructure.)	5/14/2015 1:09 PM
40	I think splitting this at 23rd Ave S & S Jackson as proposed is the best option for more efficient & reliable service. When I lived in this area I usually gave up on taking the 8 and would walk up to 23rd Ave E from MLK because the frequency was low and reliability was terrible.	5/14/2015 11:06 AM
41	I thought the more northerly split previously proposed made sense.	5/14/2015 11:05 AM
42	There is more infrastructure to support transfers at the Mt Baker station than 23rd and Jackson	5/13/2015 7:43 PM
43	No splitting of this route is acceptable. This proposal borders on racism by requiring some of the poorest riders to take two separate bus routes rather than one through route.	5/13/2015 7:09 PM
44	If you do split the route at 23rd & S Jackson, please continue to improve the stop/facility to handle the increased traffic when people need to transfer between the two routes. To me Mount Baker Transit Center seems like a safer place to do that, but 23rd/S. Jackson seems better in terms of location and avoiding traffic delays.	5/13/2015 5:46 PM
45	Splitting Routes 8 and 48 along northern and southern boundaries re-segregates the routes along racial boundaries, with chiefly whites using it north and blacks using it south of the understood demarcation line of 23rd Avenue South and South Jackson Streets. It is deplorable that Metro transit engages in re-segregating this so-called "progressive" city because it shows how whites have a vested interest in maintaining privilege in "their" city, and the powerlessness of the few blacks who have done very little to stop it. Although community members will couch gentrification in terms of making progress and improving service, I see nothing good from dividing the city along artificial racial barriers to the exclusion of others.	5/13/2015 5:32 PM
46	Prefer the original "Alternative 1" split.	5/13/2015 5:30 PM
47	Closer to Capitol Hill, in order to separate the portion of the route that experiences heavy traffic from the remainder of the corridor.	5/13/2015 5:29 PM
48	MLK. IT IS RIDICULOUS TO EXPECT ANYONE LIVING IN MADISON VALLEY TO CLIMB THE HILL TO 23RD TO GET TO SLU WITHOUT GOING DOWNTOWN. THIS IS AS TERRIBLE TERRIBLE TERRIBLE IDEA.	5/13/2015 5:15 PM
49	OF COURSE THE 8 SHOULD TERMINATE AT THE MT BAKER LIGHT RAIL STATION!!! AND KEEP THE FREQUENCY ON ROUTE 8 UNTIL 1 AM SO WE CAN CONNECT WITH LATE LIGHT RAIL TRAINS FROM SEATAC THAT TERMINATE AT BEACON HILL STATION. You can terminate route at either Beacon Hill station or Mt Baker station, it doesn't matter as long as the 8 connects to trains that arrive after midnight. Transferring buses at 23rd and Jackson after midnight is not safe, so it can not be a transfer point for any bus so late.	5/13/2015 4:40 PM

50	Ridiculous !! More public confusion and more waiting times for transfer connections.	5/13/2015 4:40 PM
51	Capitol Hill Station. That protects the maximum number of riders from the 8's unreliability due to Denny Way.	5/13/2015 2:27 PM
52	Please consider people who take #8 to connect to the LINC!	5/13/2015 1:11 PM
53	Mount Baker provides the Link connection that is best for the CD and MLK corridor. If the whole spirit of this exercise is to improve the transit network by leveraging Link, then this decision should be a no-brainer.	5/13/2015 9:31 AM
54	Better connection to Link at Mt. Baker for CD residents. This whole exercise is supposed to be about leveraging Link connectivity as part of the new network, right? (Fixing Mt. Baker TC itself is a separate problem.)	5/13/2015 9:13 AM
55	Did you look at a turn around near Group Health on Capitol Hill? That would be my personal preference. But Metro should go with whatever serves the system best.	5/13/2015 8:51 AM
56	I do not think that the route should be split.	5/13/2015 7:32 AM
57	Since the 8 typically runs 10-20 minutes late every day, would hope that this split would mean you could count on the 8 to be on time to get you where you need to be on time. Currently, you must catch it at least 30 minutes prior to when you want to leave in order to hopefully make your schedule.	5/13/2015 7:13 AM
58	I think the route has to split at either the Mt Baker Transit Center OR further north than 23rd Avenue and S. Jackson. Perhaps the Group Health on Capitol Hill (16th & Denny) would be better. I often use the 8 as an alternative from the Mt. Baker Transit Center, when connecting with the light rail on the 23rd/MLK corridor and would wish to keep this option, if possible.	5/12/2015 9:36 PM
59	Or at 15th Ave & John, so that central district residents still have a connecting to Group Health.	5/12/2015 9:22 PM
60	8 --> MBTC, especially with proposed frequency increases and planned work on improving bus<->rail connection, is a faster way for me to get to the airport, even once the Capitol Hill Link station opens.	5/12/2015 8:30 PM
61	I'd actually prefer this to be further North; e.g. at 19th and John. It seems like between 19th and Fairview is the busiest part of this route.	5/12/2015 7:40 PM
62	23rd and Union seems like a better split.	5/12/2015 7:33 PM
63	Either could work well.	5/12/2015 7:25 PM
64	I would use only the portion of the route from Queen Anne to 23rd Avenue East.	5/12/2015 5:50 PM
65	An alternative to the reasonable Mt Baker TC would be along MLK near Garfield HS near Cherry, with the added benefit of linking 38 riders to the 3 for First Hill hospitals access.	5/12/2015 5:45 PM
66	WE NEED ROUTE 71 !!!!!!!!!	5/12/2015 5:45 PM
67	This split should be made at CHS since Denny is a parking lot causing the performance problems.	5/12/2015 5:25 PM
68	Again until i get solid info must decline most opinions	5/12/2015 5:24 PM
69	Splitting this route would just separate south seattle from the rest of seattle more than it is right now.	5/12/2015 5:23 PM
70	Ending Route 8 at a transit center makes significantly more sense in terms of building the best overall network with the highest number of transfer possibilities. With Route 8 ending at 23rd & Jackson, the total number of transfers isn't significantly higher, whereas Mt Baker TC offers many more buses and Link Light Rail connectivity. Why end a route so close to a Link transfer point but not quite go the final mile?	5/12/2015 3:24 PM
71	At the Capitol Hill light rail station.	5/12/2015 2:33 PM

Q28 What do you think about the proposal to split Route 48?

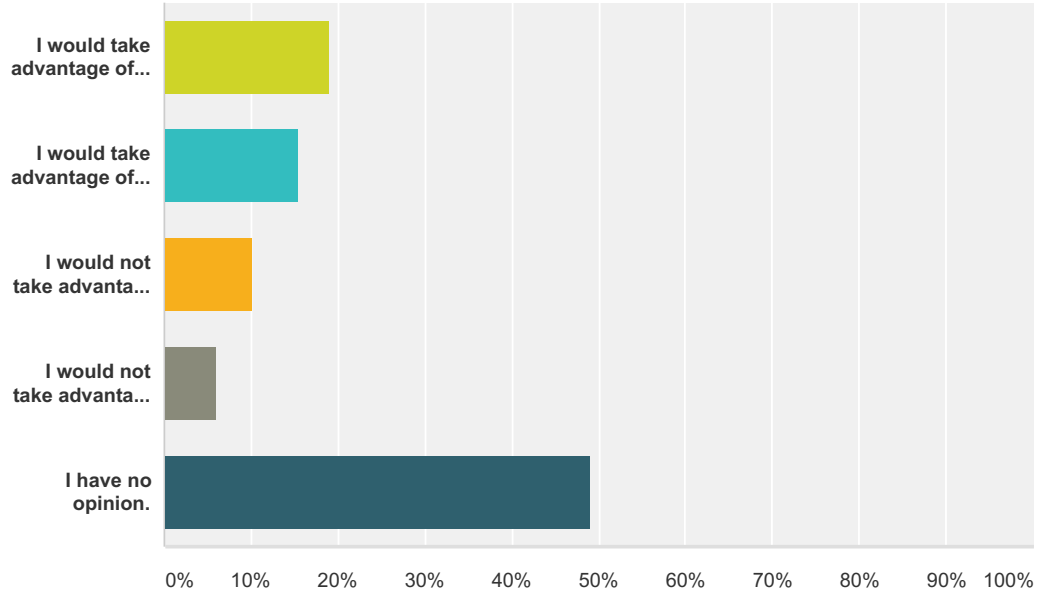
Answered: 1,287 Skipped: 685



Answer Choices	Responses
I think this change should be made to improve the reliability of the service.	24.86% 320
I don't think this change would improve the reliability of the service, but could accept it.	6.68% 86
I don't think this change should be made because the reliability improvements do not outweigh the negative impacts on the connections provided by the way these routes are through-routed now.	11.73% 151
I have no opinion.	56.72% 730
Total	1,287

Q29 How would your use of transit be affected by proposed frequent, all-day connections to the Capitol Hill Station?

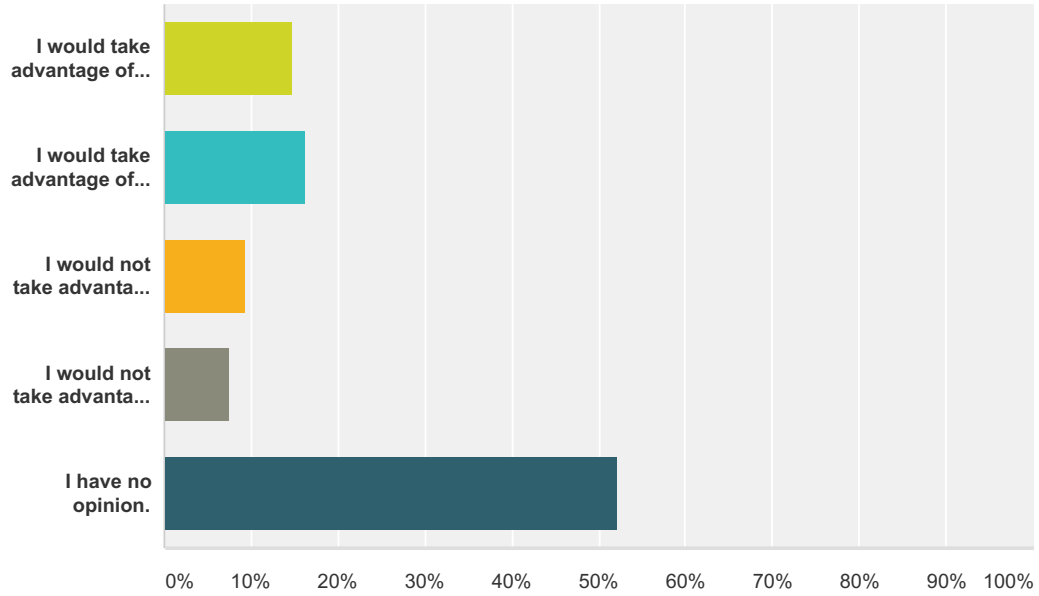
Answered: 1,270 Skipped: 702



Answer Choices	Responses
I would take advantage of these connections and use transit more than I do now.	19.06% 242
I would take advantage of these connections and use transit the same amount as I do now.	15.35% 195
I would not take advantage of these connections, but could accept these changes.	10.31% 131
I would not take advantage of these connections, and could not accept these changes.	6.14% 78
I have no opinion.	49.13% 624
Total	1,270

Q30 How would your use of transit be affected if Route 12 were revised and frequency were improved on routes 8, 11, and 48?

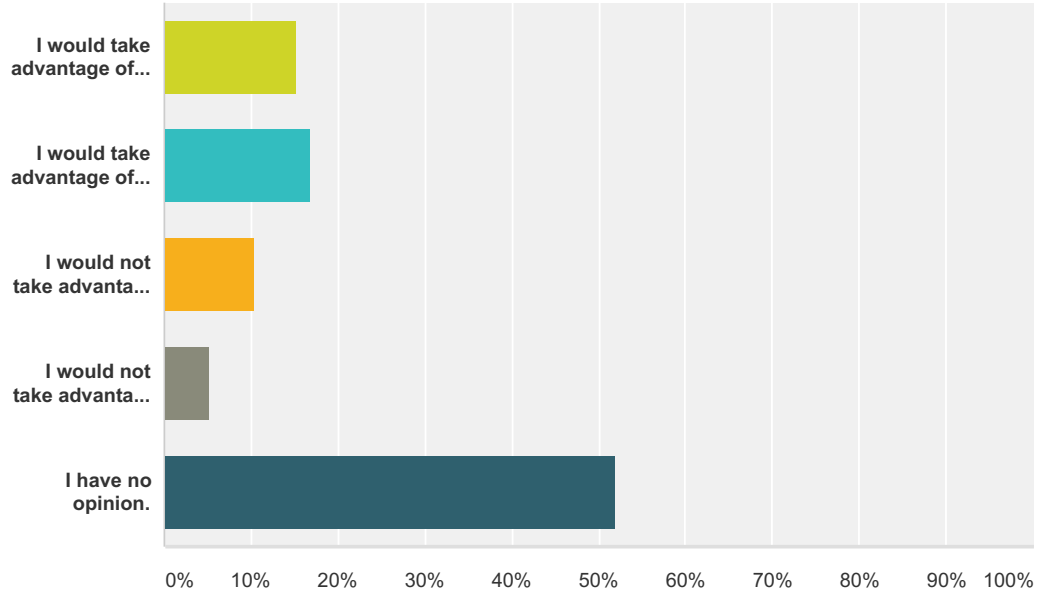
Answered: 1,262 Skipped: 710



Answer Choices	Responses
I would take advantage of these changes and use transit more than I do now.	14.74% 186
I would take advantage of these changes and use transit the same amount as I do now.	16.32% 206
I would not take advantage of these changes, but could accept them.	9.35% 118
I would not take advantage of these changes, and could not accept them.	7.45% 94
I have no opinion.	52.14% 658
Total	1,262

Q31 How would your use of transit be affected if this level of service were provided along the Pike/Pine corridor?

Answered: 1,254 Skipped: 718



Answer Choices	Responses	
I would take advantage of this service and use transit more than I do now.	15.23%	191
I would take advantage of this service and use transit the same amount as I do now.	16.99%	213
I would not take advantage of this service, but could accept these changes.	10.53%	132
I would not take advantage of this service, and could not accept these changes.	5.26%	66
I have no opinion.	51.99%	652
Total		1,254

Q32 Do you have anything else to share with us about Metro's proposal for Capitol Hill and Central Area bus service, such as ideas for how to make the proposal better meet the mobility needs of your community?

Answered: 393 Skipped: 1,579

#	Responses	Date
1	Good connections between #8 & #48 are needed if the route 43 is eliminated. Look for east-west routing between 19th Ave E. and 24th Ave E. that is not too steep so that an extended 12/ modified 43 could operate from north Capitol Hill through Montlake to the University District.	6/1/2015 1:11 AM
2	No	6/1/2015 12:32 AM
3	Ending bus service on 19th at John where the #12 turns to go to downtown is a huge negative impact on many riders - it is a very busy route and for there to be blocks with no bus service would be a hardship to students and people who work downtown. Currently the 43 goes all the way do Madison and then turns - that will now end as well and people who do not want to be forced to take the light rail will have to get off on 19th and John and walk to Madison - one again this makes no sense especially since we keep being told by Metro publicity that service is being expanded - it is not expansion if you have to get off and walk 9 blocks to transfer to another bus to go to the University district. I voted to improve and maintain existing bus service in Seattle. There was no indication at the time that measure was put on the ballot that there would be suggested changes involving the light rail that would diminish service. I feel that Metro and the City of Seattle were not honest with their plans with the tax payers of Seattle.	5/31/2015 10:13 PM
4	I think the level of service on Pike/Pine is massive overkill. The walk to most of those locations along Pike/Pine from the Cap Hill station is not significant. Moving the 49 to Madison connected a lot more people to the Cap Hill Light Rail Station that would have a significantly harder walk.	5/31/2015 9:54 PM
5	Please DO NOT discontinue bus route #4!!!!	5/31/2015 9:32 PM
6	My only concern is that the 12 will no longer provide access to medical facilities on Madison.	5/31/2015 9:20 PM
7	Do not change route 12. For most commuters in this area/on this route, access to downtown is more important than access to the light rail. The 12 needs to continue on Madison to allow access to the more south regions of downtown. The 10 can be used for access to light rail.	5/31/2015 8:53 PM
8	* I strongly advocate for restoring the originally-planned routing of the 49 to Madison. That will give the western Madison corridor an actual connection to Link. I would regularly use it to get from Capitol Hill station to First Hill. (The current 60 is too infrequent to rely on.) * I favor keeping the current 11 routing rather than keeping it on Madison all the way, to provide better access to the Capitol Hill shopping district. The 12 could be put back on Madison if desired for intermediate coverage, as outlined here: http://seattletransitblog.com/2015/05/14/how-metro-should-revise-alt-3/	5/31/2015 8:21 PM
9	The effort to realign service around CHS is aggravating because I do not anticipate using light rail for most of my transit needs.	5/31/2015 8:19 PM
10	I like the #11 running from Madison Park to the Pike/Pine corridor.	5/31/2015 7:11 PM
11	The #12 route serves at least 7 different schools: Stevens, St. Joe's, Nova, SAAS, Northwest and O'Dea, Seattle University, 3 clinics: Country Doctor, Sound Mental Health and the Polyclinic, 2 hospitals: Swedish and Virginia Mason, The Miller Community Center and playing fields, 2 grocery stores, the Town Hall, the Frye Museum, the main Seattle Public Library, the ferry docks and even the court house is served by the #12 bus route. Many children, elderly, and mentally ill residents rely on this route for basic services. The #11 bus serves Madison Park not north Capitol Hill so adding service to this line is not helpful here. I think making the 10 bus take a bump in it's route to connect to the light rail makes more sense than pulling the #12 off it's route.	5/31/2015 3:36 PM

12	As near as I can tell, I'll be limited to a Route 48 to get to work in the U District. I work an alternative schedule including Sunday evenings. Relying on one route is never good. And the Light Rail won't get me anywhere near home on Capitol Hill.	5/31/2015 3:16 PM
13	The new proposal for the Route 11 is terrible. There is no longer any service planned from Madison Park to Pike/Pine. The Rapid-Ride should cover Madison fine, please leave the 11 alone as it is widely used as is. Madison Park needs easy access to Pike/Pine.	5/31/2015 2:59 PM
14	I live, work, and spend the majority of my leisure time and money in central Seattle, including CD, Capitol Hill, Downtown, and Belltown. My use of Lightrail is primary to Sea-Tac and the stadiums. My primary transits needs and survey responses speak to travel within core Seattle. Frequent service from the Pike/Pine Corridor, including late night, would be benefit work commutes, non-work shopping and entertainment, and tourist travel. Unfortunately the proposed rerouting of the 11 away from Pike/Pine means those of us east of E Madison & 23rd loss safe and convenient travel to Pike/Pine. The 12th on 19th and 10th on 15th would be furthest eastbound routes from Pike/Plan. While understanding the hospital and business transit needs on Madison Ave this route does not service the same variety of services and attractions as Pike/Pike. Primarily a business district, evening/night foot and police traffic is limited, which is a personal concern for travel outside of daylight. Since many of the questions speak to multiple bus routes I did want to say that more frequent and reliable service on the 8 to the new station would be a huge benefit.	5/31/2015 11:40 AM
15	Please see my previous comments re access to Wedgwood from Capitol Hill. A link from the E. UW Campus light rail station up Montlake Blvd & continuing north on 25th NE (University Village) would be very useful to me. Several of your map links aren't currently working and I am having a hard time figuring out what is being proposed.	5/31/2015 11:19 AM
16	The proposed change to Route 12 restricts access to the many health care providers along or near to Madison Street: Swedish, Virginia Mason, Minor & James, Polyclinic, Hearing Speech & Deafness Center, and others. If the proposed changes are made, those of us who use these providers will no longer be able to reach them without transferring buses and/or walking a substantial distance. That will be particularly difficult for senior citizens and those with mobility issues. Please keep route 12 serving Madison. Thanks.	5/31/2015 9:43 AM
17	Route 12 should continue to run on Madison street so that it provides convenient access to all the medical offices that are on Madison. This is important, as the current proposal would require passengers to transfer busses or walk a long distance in order to reach doctors offices on Madison. Elderly riders especially would be impacted by this change.	5/31/2015 8:29 AM
18	In order to earn a living, my wife needs the 12 to commute during bankers hours, and that route is already SRO during those times. The later-evening 12 always appears empty, and has been on the dozen or so occasions I've used it in the last year. I need the 43 for what's already a time & walking intensive commute for my off-hours job at a music venue. It (the 43) only works one-way and involves more than a mile of walking. At 2am when my work day is finished, my public transit options range from walking that same mile+ uphill and waiting 3 hours for a 43, and walking as long to catch a bus to Columbia City or Rainier Beach, then waiting for a transfer, and ultimately getting home in 2 hours. I understand and appreciate the light rail. I've voted for it at every turn. It's good for the city and the neighborhood. I understand and accept that you must curb bus service to account for it. Please don't curb that bus service which allows the existing residents to commute and earn a living.	5/31/2015 4:13 AM
19	My wife and I live on 17th Ave. E., between Thomas & Harrison. My wife uses the 12 to commute during 9-5 M-F rush hour times. The 12 is already running at standing-room capacity during those peak periods. Please do not curb service on the 12 during normal rush hour periods. I use the 43 to commute off-hours, as I work at a music venue on the waterfront. The 43 ends where I then walk more than a mile to work. As Metro's system exists, I am only able to perform that commute on the way to but not from work. At 2am when my shift is done, between long walks and transfer times, my public transit options range from the silly to the scary. Because of that, I often sleep at work and then walk another mile+ to the 43 to get home the next day. The 12 and 43 are barely making our working lives possible. Please do not curb the service on these routes.	5/31/2015 2:46 AM

20	<p>The northeast Seattle and route 48 changes are excellent, and I wish more of the 520 changes have been retained, but on Capitol Hill all three alternatives have as many disadvantages as advantages, and this third one threatens to be worse than the status quo in a few ways. So please take the time to do Capitol Hill right even if it means more rounds of proposals and possibly going into later next year, but don't hold up the other areas' changes to wait for Capitol Hill. The two biggest flaws in this proposal are the gap between mid Madison and Pine Street, the gap between 23rd/Montlake and Capitol Hill Station, and the gap between Madison Street and any Link station. Secondly, it overserves 19th Ave E and implicitly promises that level of service will be there forever. A lot of people in the Summit area go to mid Madison (17th to 29th), and a lot of people in mid Madison and Madison Park go to nightlife/shopping/friends around Pine Street and Summit. The current 11 serves these but the all-Madison 11 does not. Instead it serves the hospitals, library, lower downtown, and the ferry terminal. That's a significant market but I think it serves fewer people than the current 11 does. What western Madison needs is a route to 23rd, which the current 12 almost does and Madison BRT will do. But that's "in addition" to the current Madison-Pine service, not "instead of" it. David Lawson of the Seattle Transit Blog has another proposal: http://seattletransitblog.com/2015/05/14/how-metro-should-revise-alt-3/ . It restores the current 11, moves the 10 to 15th-John-Pine, the 49 to Broadway-Madison, and the 60 to 12th-Boren-SLU. This would give better overall Capitol Hill service. It addresses Madison-Pine trips (11), it gives 15th a nearby Link transfer (10), it connects Summit to the businesses on 15th, it doesn't connect Summit to useless stops on 19th, it gives western Madison direct access to Capitol Hill Station, it preserves Beacon Hill's service to First Hill and gives new access to western Capitol Hill and SLU. If the #11 change goes through, please monitor the mid Madison to Pine market to make sure it's not making too many people's trips less convenient or discouraging them from using transit. If the #12 change goes through, consider changing the route number. For people living in the middle, it's a quite different route than the longstanding 12. We're used to the 12 being just outside our area of practical use, and it would take some adjustment to remember that it now goes to our area. Moving the 12 to Pine-John-19th restores a good service level in Summit and central Capitol Hill to 19th, but it leaves a gap to 23rd. 23rd and 15th have more ridership than 19th. If 19th should have any service, it should be peak-only or infrequent daytime. What bothers me is how 19th is cutting into more frequent service in higher-volume areas, and how somebody going from John or Summit to 15th or 23rd finds he can't go those places without transferring but he can go to 19th. The most important feature of this proposal is the 15-minute evening/Sunday service in several Capitol Hill and northeast corridors. This is the #1 issue with using transit on Capitol Hill. The 8, 10, 11, and 43 all drop to half-hourly, and even where they overlap they aren't evenly spaced, so instead of giving 15-minute service where they're combined, it's 10/20 or 5/25, which is not much more useful than a single 30-minute route. So please keep the full-time frequent service in all future changes. But note that even 15 minutes does not make a good transfer; e.g., between the 8 and 48. The 8 will be 15-30 minutes evenings and weekends, and the 48 evenings. That does not replace the 43 very well, and 48+11 transfers have the same problem. So although this proposal makes the grid better in some ways, it does not do so completely.</p>	5/30/2015 10:16 PM
21	<p>I am against the revisions to the #12 route. People will not be using the Capitol Hill link station for weekday commuting (who goes from Capitol Hill to south Seattle?) and moving the #12 route off of Broadway affects many, many students, schools and medical services that people use all the time, not to mention the people who take the #12 downtown every day to work.</p>	5/30/2015 9:47 PM
22	<p>Everyone getting on the 12 in capitol hill on 19th is stuck midway between the train stops. We'd have to go backwards on the bus to the Broadway station to go forward on the train to the UW stadium. I ride the 12 every day to work on the south side of downtown- the proposed route change would eliminate this possibility. Many people in the neighborhood get off @ Swedish, Polyclinic, Virginia Mason and rely on this route. The proposal would make the 12 overlap significantly with the 10 and that doesn't seem to make sense for those of us near the origin of both routes. I fought hard to get people to vote for increased funding for metro services to maintain our 12 route services and I was so thankful when it passed; now I feel like I may be getting screwed in the whole process and I am very disappointed. It feels very much like a bait and switch for those of us that rely on the 12 route and I may end up wishing that I could have my tax money go elsewhere.</p>	5/30/2015 9:34 PM
23	n/a	5/30/2015 9:26 PM
24	<p>I would like to see Bus Route 12 stay on the Madison corridor and not get moved to the same streets that several other bus routes run.</p>	5/30/2015 8:27 PM
25	<p>Restoring the 47 will be a huge advantage to many apartment/condo dwellers who have no, or few, cars. Taking away the 47 was a huge blow to them, probably not necessary once prop 1 was passed. My neighborhood was devastated at the thought of totally losing the # 12 from Madison to Galer. It was as if no one looked at the 3D nature of the landscape. Going to 15th or 23rd is not a huge distance, but the elevations are almost straight up. People pushing strollers, carrying babies, or old people, would be unable to reach transit. So the new plan for #12 is much better. We will miss having direct services to Seattle U and to clinics on Madison, but this is MUCH better than the original option #1.</p>	5/30/2015 6:54 PM
26	<p>Keep the 48 from mt.Baler Transit Center to Loyal Hts. as is.</p>	5/30/2015 6:04 PM

27	It would have been nice if saying "no" to giving feedback on this section had forwarded me to the next section. but it let me click through okay without answering anyway.	5/30/2015 6:04 PM
28	I need to commute from Montlake to the South Lake Union. Currently there is no route which would take me there.	5/30/2015 3:56 PM
29	The improvements sound great for frequency and speed, but I am not seeing how they maximize the potential of the Link. Perhaps the routings are too complicated or unfamiliar to me to have a full realization.	5/30/2015 1:24 PM
30	Montlake is a very sparsely serviced area. We need more stops.... more bus service to get into main areas of city.	5/30/2015 11:43 AM
31	Dropping 43 is a disaster. It links north capitol hill and U district to Group Health and downtown. A simple 10 minute trip will require a transfer. Surprisingly poor choice of a change in service.	5/30/2015 10:37 AM
32	Good idea to have the 12 go down E Thomas/John. I could easily take the 12 to get to the Link if I wanted. I suggest it then goes down Broadway (or even Boren) to serve Madison between Broadway/Boren and downtown to improve service between North Capitol Hill and First Hill/Downtown (thinking ferry terminal).	5/30/2015 10:20 AM
33	I think there's too much focus on serving Downtown Seattle via Pike/Pine... you really need to get as many routes within a block of Capitol Hill station to encourage passengers to transfer to Link.	5/30/2015 12:34 AM
34	If the 43 goes away I will start driving downtown. 23rd from Montlake to the university light rail station is a parking lot at evening rush hour.	5/29/2015 11:11 PM
35	When Metro first released Alternative 1, I was positively delighted. It was an amazing and commendable plan, and I was really excited at the idea that transit in Capitol Hill and the CD might actually become usable. Meanwhile, Alternative 2 seemed almost like a foil -- specifically designed to highlight how much better Alternative 1 would make use of our limited service hours. So imagine my disappointment when, a few weeks ago, Metro released a single proposal that would be less functional than *both* alternatives. First, the good parts, since I know that you have very hard jobs and you get a lot of criticism from the public [sadly including myself -- though I did make a point of sending you an email praising Alternative 1 :)]. Then I'll talk about the bad, and how I think it could be better. - The proposed Route 8 split is perfect. I hope that the southern route eventually becomes Route 106, as previously proposed. But in the meantime, this will definitely make the southern route more reliable, and it's a very clever way to avoid taking away service from 23rd/Jackson without forcing any single bus to make the full detour. - I'm extremely happy that the 43's current routing is deleted. It's one of a very small number of buses in Metro's system with no unique stops (barring the 47's temporary deletion), and buses like that just shouldn't exist. - I didn't like the idea of putting the 49 on Madison, or sending the 8 on Madison, and I'm glad to see those removed. - While I liked the idea of sending the 8 to Madison Park, it seems hard to believe that Madison Park and Madison Valley residents would like the idea of losing their only downtown bus. I'm glad that downtown service has been restored. - I'm glad that the map now shows the 47, a bus that becomes much more important in a world without the 43. The bad: - Despite what I said about the 8, I think there's a missed opportunity to improve reliability. Most of the congestion on Denny is west of Capitol Hill Station, not east of it. The trip between CHS and 23rd/Jackson will be needlessly unreliable. - The 11 is an interesting case. On the one hand, it's a single arterial street, and so the idea of a single bus is appealing. And the Seattle DOT seems dead set on having Madison BRT. On the other hand, as you know, demand is totally inconsistent. Boren/Madison will probably constitute 25-50% of all non-downtown boardings on the entire route. Demand falls after 12th, and almost disappears entirely after 23rd. And to be honest, most people just don't want to go to 3rd and Madison. - I'm really not a fan of the 12, or of 19th Ave service in general. Pretty much no one ever uses that service. There are better uses for those service hours. - I think there's a big missed opportunity in keeping the 9/49/60 on roughly their current routings. The gap in 12th Ave service remains. Even aside from that, Broadway is not particularly congested, and there is quite a bit of demand for service that crosses CHS. I frequently want to travel from Broadway/Roy to 12th/Jackson, and even though it's a straight and uncongested trip by car, it's extremely difficult by bus. What I'd change: - Modify the 11 to follow the 43's current routing between downtown and 23rd, and otherwise maintain its routing on Madison. This would provide better connectivity to CHS and the heart of downtown. - Modify the 12 to use the current turnback routing (stopping at 15th), running at whatever frequency is needed to adequately meet First Hill demand. - Eliminate service on Madison between 15th and 23rd (yes, really). Instead, provide 10-minute frequency on the 2 and the 11. Everyone along Madison is a maximum of 5 minutes away from either the 2 or the 11 by foot, and both of them go downtown, so no one is losing service -- it's just being streamlined. - Split the 8 at CHS, either in addition to or instead of the 23rd/Jackson split. - Combine and replace the 9, 36, 49, and 60 into a single route that runs between the U-District and Othello. I realize you're not going to make this change this time around, but I'm still going to ask for it every time you have a survey. :) - In lieu of a 9/36/49/60 route, consider modifying the 9 so that it runs along Boren all the way to SLU. This is less redundant with Link and with my proposed Route 8, and it provides a key crosstown connection that does not exist today.	5/29/2015 10:43 PM

36	I like the idea of every 10 minutes through the pike/pine corridor. When I lived on Capitol Hill, I found that later in the evenings, buses would get clumped together. So three buses would show up at a stop at one time (49,12,10) and then it would 20-40 minutes before the next buses. It would have been more helpful for a lot of people who could have ridden any of those buses to get up onto the hill home to have them spread out in arrival time.	5/29/2015 7:39 PM
37	No thanks	5/29/2015 4:36 PM
38	See my prior comment -- relates to 48 service on capitol hill.	5/29/2015 3:25 PM
39	I said I did NOT want to comment on this portion of service, but was forced to answer all the questions anyway? Survey needs to allow this section to be skipped, if requested.	5/29/2015 3:14 PM
40	(specific routes in next question) The previous question stated that routes 10, 12, 47, and 49 would be improved to increase service along the Pike/Pine corridor. This cannot be true. Route 12 is being moved off of the Pike/Pine corridor, and route 47 never ran on it. (I personally live on the John Street corridor, so I would benefit from these changes. Just thought the survey was misleading.)	5/29/2015 3:02 PM
41	I hope that Metro WILL NOT DELETE ROUTE 25. I have family that lives on Lakeview Blvd and it is very difficult to get there now as it is with the very limited Route 25 schedule. There is no convenient way to get to Lakeview Blvd. from downtown Seattle using Public Transportation. Since Route 14 no longer serves Summit it is quite a long walk to get to Lakeview Blvd. I hope Metro will consider not deleting this route. If so, I hope Metro will add service to Summit Ave again.	5/29/2015 2:12 PM
42	I would like to see the new route 11 actually become a BRT.	5/29/2015 12:33 PM
43	Route 43 is a good option for me, and I don't understand why it's being eliminated. Also, the eastbound stop at Westlake and Denny has a terrible smoky odor emanating from the adjacent building.	5/29/2015 12:29 PM
44	The changes proposed would not affect my use of the routes, as I depend on them now. However, I really appreciate the effort to improve frequency. That's a real consideration, especially in inclement weather.	5/29/2015 11:35 AM
45	Clearer written descriptions of proposed changes would be a big help in understanding just what the options are. At present, the descriptions of changes to at least the 67/68 are not clear at all. From the map, it seems as if there will be no service at all on 75th St between 25th and Roosevelt, but the text description does not support this. So I am baffled about just what is being proposed for these routes. I did not look at other routes, but if there is this level of disconnect between maps and text descriptions for other routes, I would expect a great deal of confusion on the part of current riders.	5/29/2015 11:11 AM
46	True shame to lose trolley service. Hopefully that can be rectified eventually.	5/29/2015 10:52 AM
47	I mostly bike commute but concerned about loss of frequency of service from the eastside of capitol hill to UW with loss of the 43.	5/29/2015 10:17 AM
48	Need route 49 or some route to continue as the 49 is now - Summit & Pine direct connection to 15th & 42nd.	5/29/2015 10:14 AM
49	Especially in Montlake, improve sidewalks at key access points, taking into account fall risk where tree roots and untended plantings make walking unsafe and signage not visible. Improve visibility of street signage along main routes. Enlarge letters and use reflective, high-contrast materials. Better coordinate/regulate bicycle traffic on routes designed for primarily pedestrian access. Currently bicyclists ignore stop signs, ride on sidewalks, etc., putting themselves, walkers and drivers at risk.	5/29/2015 9:59 AM
50	I like the all night frequency proposals for the Pike/Pine Corridor because it provides enough bus service in the area. Once Metro implements this plan, walking home in the cold rain will be a thing of the past.	5/29/2015 9:59 AM
51	I would like to take advantage of the new light link connections for an easier trip to the airport and for other downtown trips. However, I am concerned about the connectivity between the east side and the light link system. Concerns I have regarding the proposed changes to route 540: - there is less parking available at the Houghton P&R then there is at the South Kirkland P&R, so deleting the South Kirkland stop will likely overload parking at Houghton and not provide the intended connectivity for many potential riders. - It is important for the 540 to run all day and not just at peak times. (including late night travel) This would allow commuters much-needed flexibility and accommodate airport trips for red-eye flights. - The plan calls for a connection between 255 and 540 to re-include the South Kirkland P&R. This bus should also have at least one or two late-night trips added for the same reason. Thank you for the opportunity to comment.	5/29/2015 9:37 AM
52	Please maintain the 25 and 43 bus routes.	5/29/2015 9:29 AM
53	No.	5/29/2015 9:28 AM

54	I appreciate the opportunity to comment, however, I find the information provide is too skimpy to thoroughly grasp the change to route 11. It would have been better to provide specifics of the proposal such as where the bus stops would be downtown (on the newer portion of the route). You state that the frequency would be improved, but that is not evident in the summary as it states that it would be between 8 - 15 minutes during peak hours. The only improvement that offers if somehow you stick to the schedule. I have been a rider of the # 11 for 20 plus years. In the last 10 years the reliability of the route from downtown to Madison Park during peak hours has been just short of miserable. The schedule states that it should run every 15 minutes during peak, but experience is that it runs at best every 20 - 30 minutes. So if the new proposal is to represent improved service it MUST improve the reliability of the schedule and the only way to do that is to add more buses to ensure that you truly stick to a 15 minute schedule. As far as the change itself to the route, I'm not pleased but it is better than eliminating it. Finally, I urge and request that you improve the reliability of the route 11 peak hour service. The residents of Madison Valley and Madison Park have not been adequately served by Metro for the last decade. I certainly hope that with this change the service improves.	5/29/2015 9:17 AM
55	You asked if I wanted to address Capitol Hill/Central Area, I answered no, and then you proceded to ask me a bunch of questions about it anyway. I'm glad I didn't say Yes.	5/29/2015 8:48 AM
56	I am disappointed that the frequency improvements of the 8 extend only to weekdays. To have a bus connecting core neighborhoods like just so close to the city center drop to 30-minute frequency after 7 PM should not be acceptable. Meanwhile, the Pike/Pine corridor looks a bit over-served, given that Link will also be running. A shift in resources to keep the 8 frequent between Capitol Hill and Uptown later in the evening would be welcome.	5/29/2015 8:46 AM
57	The 8 is a broke route because of Denny. Try catching the 8 at Seattle Center on a random weeknight (it is even worse during the summer and December) and try getting to 19th and Thomas. It is sometimes an hour long commute. The 8 needs a dedicated bus lane, better timed lights, going Eastbound the removal of the left hand turn onto Dexter, less SLU bus riders at Westlake and Denny, removal of parking spaces on Olive/Thomas going Eastbound to Cap Hill or something else I can't think of. Otherwise, the 8 will continue to be a broken bus in the evening. Living on 19th and John, I am sad that the 43 is being removed but I can understand. Also, there should be increased bus service on 15th in the U-District to the Light Rail station until the new Roosevelt stop comes online. Especially given the loss of the 71,72,73 to downtown. A lot of students and staff take those buses to Downtown from the Ave.	5/29/2015 8:41 AM
58	Service should be maintained for the current route 4.	5/29/2015 8:38 AM
59	Please keep 12 available on 19th Ave E. Many use that route to get to school	5/29/2015 8:28 AM
60	Please DO NOT REMOVE route 43!!! I use this everyday to commute to work, and the new capitol hill link station is too far away from me to be convenient for commuting. I work at UW hospital and route 43 is the only logical way to get to the hospital for people in capitol hill. The parking at UWMC for employees is horrible (We pay for parking, and it is approx 3/4 mile away from the hospital--closer to 1 mile now with the convoluted pedestrian detour around construction). It takes me roughly 30 minutes to commute by bus from my door to the hospital in the morning on route 43 (including walking time, etc). It would take me 40 minutes total (at least) of walking to get to the capitol hill link station, and from the UW link station to the hospital in the morning, not to mention the actual time in transit on the link. I'm afraid 40 minutes of walking + transit time on the link (even if it is just 5 minutes), would be burdensome enough to make me start driving to work everyday again. Even with the almost mile walk from the parking lot, my transit time would be less when driving than using the link. (this is important when I need to be at work at 5:45 am)	5/29/2015 8:26 AM
61	I liked alternative one routes 49 and 8.	5/29/2015 8:06 AM
62	The plan is to delete the 25 route because of low ridership. I take the 25 every morning to work but don't take it in the evening because it is so infrequent, unreliable, and the arrival times don't work for my schedule. So instead I take overcrowded busses that service the East Side via SR 520. I think you will find that other commuters do the same as the morning busses are quite full and the evening are not. I also understand that the streets are narrow and difficult to maneuver for the full size busses along this route. Have you given any consideration to utilizing a smaller vehicle to service the Montlake Community? Once the 25 is cancelled, I will be adding to the overcrowding of the SR 520 busses both morning and evening. The 48 takes too long to get downtown so I will not use that route. I am capable of walking the over one-half mile to get to SR 520 but others in the neighborhood are not so fortunate. I applaud the links you will provide to the Light Rail but you have left a gap in the overall transit service by eliminating Route 25.	5/29/2015 7:44 AM
63	No, except that it's about time, especially with the #8 bus. Going to Capitol Hill from Lower Queen Anne isn't a problem since I catch the bus at the very beginning of the line. But coming from Capitol Hill is a problem because the bus is constantly late and always trying to catch up. So I'm really glad about the upcoming changes.	5/29/2015 1:38 AM

64	<p>If th 48 is split it should be at Mount Baker. I like the old alternative 1 where the 49 went to Broadway and Madison and then to 1st Avenue. The route would have access to the link station and fill in a piece of Madison where additional transit is desirable. The 11 should remain as is and would serve the Pike/Pine corridor. The 12 should continue to serve 19th Avenue and then Madison to 1st Avenue. People are use to that service, Moving only the 49 would be the least disruptive to transit riders. I notice that large group of students and a majority of rides exit the 49 at the Central College and also enter there. However these students will be able to use the 11 or Link to get downtown if the 49 route to 1st was inconvenient. Students would still be able to arrive there The 10 could be routed along E. John and continue downtown. This would provide some mitigation for the loss of the 43 as the 10 would give them access to the transfers on Broadway and a route downtown.</p>	5/29/2015 12:33 AM
65	<p>To make up for the lack of a 'Summit' station (i.e. something near convention place / i-5 / melrose), those Pike/Pine buses should really be 10 min or better, 7 days a week, until late. Moreover, the 8 needs to run more frequently into the night on weekends, as LQA / Belltown / Capitol Hill / CD (chuck's!) is a common path of revelry.</p>	5/28/2015 11:07 PM
66	No	5/28/2015 10:46 PM
67	<p>Please do not split 48 route. There are manyGarfield High School students who comes from NW Seattle, Greenlake, Roosevelt area. I am sure many Holy Name students use 48 as well. The split will make commute much harder for students. Adding express service between medical center and Aloha (Holy Name) and Garfield High School would be nice. Current split proposal also do not have smooth transfer between 45&48. If you really have to split, please make sure the transfer is easy for riders.</p>	5/28/2015 10:38 PM
68	<p>All positive I'm sure, so I don't see why the 26 was singled out. It makes it abundantly clear there is another agenda at play. I would stop short of the word manipulation at Metro, maybe some concession or other, but this affects people's lives.</p>	5/28/2015 10:12 PM
69	I live on Lakeside S and miss the all-day service on Route 27.	5/28/2015 8:48 PM
70	<p>Removing Routes 43 and 25 would make it really inconvenient for me. I am 79 years old and walk rather slowly. Now I can take the 43 bus to Group Health on Capitol Hill without having to transfer, although it takes me fifteen minutes to walk to the nearest 43 bus stop from my home. My husband and I use the 43 bus to go downtown in the evening for symphony concerts. What are we supposed to do, walk to and from the University link station? Although the 25 bus service has been cut back again and again, it was the closest stop to our home and we have used it to get to the University and downtown during the day.</p>	5/28/2015 7:51 PM

71	<p>The Comments and points that I am about to make revolve mostly around people in my neighborhood and their ability to access Capitol Hill and Downtown. I live in Madison Valley and take the 8 to work every day. I have broken the discussion into pieces based on route. Route 11 This Route currently connects Madison Park/Valley with the Pike/Pine corridor and the retail core of downtown. The proposed changes will completely change the destination of the route and this neighborhoods ability to traverse the city. Under the proposed changes the route will serve the financial district area of downtown and require anywhere from a 1 to 5 block walk to get the rider to the old route. Madison BRT - I want to point out Seattle's current plan to install BRT from the Ferry Terminal to MLK via Madison. If the city is successful in this it will mean that the 11 and the new BRT line will have the same route except for MLK to 43rd Ave E. This new BRT should be fully considered and planned for when developing a new plan for the 11. If the 11 is realigned off Pine to Madison now, I fear it will be eliminated with the BRT begins service cutting off Madison Park from bus service. The Madison Park neighborhood needs to continue to have access to an All-Day bus route to downtown/Capitol Hill. http://www.seattle.gov/transportation/MadisonBRT.htm</p> <p>Route 12 With the 43 eliminated I understand the desire to have a bus that serves John and Thomas Streets into Downtown. However, the realignment of the 12 to Thomas from Madison means that there is a 4-5 block gap between the northern neighborhood of 19th Ave E and its current destination. Also, Thomas Street is incredibly narrow and buses currently have to stop to pass one at a time. The Right turn from 19th Ave E on to Thomas may prove difficult or nearly impossible for many drivers in both articulated and fixed buses. It will also require the movement of overhead bus lines to allow for the turn.</p> <p>Summary of Disadvantages</p> <ul style="list-style-type: none"> • The new changes will provide no direct service from the back side of Capitol Hill, Madison Park/Valley to the Pike/Pine Corridor without a 1.5-10 block walk. • The Madison BRT plan could make several of these changes unnecessary and require they revert to old routes after implementation or be eliminated. • The new route would create a large number of bus to bus layovers not bus to light rail to maintain current service routes. <p>My Recommendation Route 12 and Route 11 should stay in tacked until the Madison BRT is running. At that time the 12 should adjust its route to serve more of 19th in North/South function and rely on the BRT to connect people to Downtown. Route 11 should remain in tacked entirely to continue serving Madison Park to Pike/Pine with a transfer to the Madison BRT to service the financial district portion of downtown. Route 10 should realign to E John St at 15th Ave E and serve the John/Olive Corridor to downtown at Pike/Pine. There is one bus stop that will lose service on 15th Ave E and that change will effect fewer people than the current proposal. Route 8 – Question of Planning With the creation of the Capitol Hill Light Rail Station the Central District makes obvious sense as a turnaround place. When considering the constant late status of the 8 I would like to ask if though is being put into whether making right turns at the turn around location or left turns at the turn around location will be faster. This turnaround route contains very active crosswalks at each turn. It also has left turn lanes and left turn arrows at each turnaround intersection in the turnaround route.</p>	5/28/2015 6:56 PM
72	<p>The current route 11 via E. Pine St. takes me to several destinations that I travel to daily or several times a week: Seattle Central College, businesses on E. Pine & Pike, department stores downtown, the Pike Place Market and the Link station at Westlake. The proposed route 11 will take me near no destination at all except the Central Library. Everyone will have to walk three blocks just to get to the bus tunnel. I do not understand why route 12 is getting our destinations and we will have to ride through Pill Hill, which is useful only a few times yearly.</p>	5/28/2015 6:22 PM
73	<p>Please restore the 47</p>	5/28/2015 5:41 PM
74	<p>Like the idea of more bus service, don't want to cut routes.</p>	5/28/2015 5:40 PM
75	<p>I work with blind and Deaf-blind people who currently use the #8 bus from their workplace at LightHouse for the Blind to Madison Valley, Central District, Capitol Hill and Seattle Central College, and the Seattle Center. Breaking Route 8 at 23rd and Jackson would impede their commutes. I think splitting Route 8 at the Central Link station on Rainier, south of the Lighthouse for the Blind, would be a more sensible alternative.</p>	5/28/2015 5:10 PM
76	<p>If frequency on the 8 between 23rd and the CHS is increased to match the current combined frequency of the 8 and the 43, then I'm cool with it. However, since I live on 25th and E Madison, a deleted 43 and a 12 that only goes to 19th would really be a service cut without at least a doubling of 8 frequency (including weekends and late night). Also, an all Madison 11 is less useful than the Westlake via Pike/Pine corridor current version. My stop is 25th and E Madison or 23rd and E John, and I basically go to my lab in Montlake (NWFSC), gym on Broadway (Gold's), or occasionally to the downtown shopping core (Westlake). It seems like the 48 NB to UW will have an improved frequency that makes up for losing the 43, but I'm not convinced (especially on weekends and late night...when I'm coming/going to the gym or late cocktails) that my east-west service (between the CHS, PikePine, and home) will match what I currently have. To sum up: My morning commute from 25th/23rd and John to Montlake will be the same or slightly improved due to a high frequency 48. My afternoon commute from UW (Montlake) to Gold's Gym on Broadway will be VASTLY improved for obvious reasons. However, I think my EB late evening commute from Broadway to 25th and E Madison will suffer a bit unless all E John service extends to at least 23rd (like what the 43 does now) and improved 8 frequency is extended to evenings and weekends. In the revised plan it seems like there is a gap that might create degraded service for a strip along the east side of Capitol Hill. And I definitely do not like an all Madison 11 over a PikePine to CBD 11.</p>	5/28/2015 4:53 PM

77	the frequency is good. if it needs to be even more frequent on some routes as usage grows, please be open to increasing it	5/28/2015 4:46 PM
78	Please make sure that the #12 continues to run on 19th Avenue East, north from E Thomas St, all the way to Stevens Elementary School at 19th & Galer -- and to downtown somewhere near 1st & Madison. Thank you!	5/28/2015 4:37 PM
79	The bus stops along 23rd ave need to be re-evaluated. The 48 makes a stop on 23rd and Jefferson, but there are no more stops until 23rd and Yesler. That is a long walk. But there is a stop on 23rd and Cherry and 23rd and Jefferson. That is one block. Both of those stops serve busy streets, but I sure would like my stop back on 23rd and Alder or Spruce. Along the 3 and 4 route going to Madrona/ Judkins Park on Jefferson, there are a few more places where the bus stops were removed. These stops are on hills (going uphill) and can make or break you when you have a toddler, groceries and it is hot outside. I don't drive. Many of my co-workers and folks in my community depend on Metro to get us to and from work, school and activities.... And we pay taxes, we pay for bus passes and feel shorted by Metro's ill consideration of how changes impact us. We don't think the long term "rerouting" of the 4 would ever be considered in Capitol Hill or Madison Park. Madrona has TWO buses that empty out after MLK, but they are still in operation.	5/28/2015 4:34 PM
80	Focus on dedicated bus lanes - prioritize bus right-ways. And in areas away from downtown focus on west/east corridors to improve access instead of Planning mobility	5/28/2015 4:32 PM
81	Maintain Route 12 service between Capitol Hill and First Hill. Maintain Route 11 service between Madison valley, Capitol Hill and downtown. Madison already works well as a transfer point for riders on Route 11 traveling to First Hill or mid-downtown and as a transfer point for riders on Route 12 traveling to Pike/Pine or north-end of downtown. It would be nice to see how those patterns could be enhanced in the adjusted proposal.	5/28/2015 4:30 PM
82	You should not move the route 12 to Pike/Pine, but keep it on Madison, by way of Broadway. I heard Mayor Murray say they were going to improve bus service on Madison. The 12 should continue to serve Seattle University, the hospitals, the library, the southern half of downtown, including the government buildings and the ferry terminal.	5/28/2015 4:27 PM
83	I ride the buses every day of the week to work on Capitol Hill and back to White Center. I like having a short ride up Capitol Hill to land me rather close to Broadway & Madison. There are a lot of transient peoples along Broadway, in alleys, around QFC, sometimes there is serious crime. I'd prefer to be close to the Poli Clinic when I get off, but East John is too far away. I'd like more ways to go to the Seattle Public Library downtown on either morning or early evening commutes. I'd like the 3rd & Pike area to be more clean and less drug dealing or loitering of many types of people, not just commuters. I'd like more room on evening buses as we are packed during rush hour. 125 is not frequent enough for me. I take the 120 because it comes more frequently but it results in me walking uphill for several blocks at the end of day, then up stairs. So I'm very tired in evening. I'm 68 and still working full time. I thank Metro for all the good drivers and good rides, I'm so appreciative. Thank you everyone.	5/28/2015 4:17 PM
84	no comment	5/28/2015 4:10 PM
85	I'm glad to hear that there will be more frequent service from downtown at night. After 8:00 p.m. (or possibly even earlier) on the weeknights, there's a 30 minute window where there's no bus service that serves N. Capitol Hill.	5/28/2015 4:07 PM
86	The new 12 is useless. It's a neutered 43 that goes nowhere in particular.	5/28/2015 3:00 PM
87	We live in North Capitol Hill and my sister and I take route 12 to and from school at Seattle Academy every day. Several of our friends in the neighborhood do the same. We would not be able to do that if you change route 12 as proposed. Our parents would have to take us by car instead, but that isn't always possible. Please consider keeping route 12 the same as it is now!	5/28/2015 2:36 PM
88	1. PLEASE increase the frequency of the 9 and the 60. I really want to use the 9 to get to places like Loew's and Seattle Boulderling Project which are way down Rainier Ave, but the current 30 min frequency is very frustrating, and the end of service at 7pm makes the route useless for heading down Rainier Ave for errands or recreation after work since it will be difficult to return home to Capitol Hill later in the evening. The First Hill Streetcar will make Seattle Boulderling Project walkable from the 12th and Jackson station, but Rainier Ave is a great corridor that I would visit more often if I could take direct transit without having to stand at a bus stop for as much as half an hour. 2. Please extend the Broadway bicycle track up to Roy St. I know the streetcar will get there someday, but we need a bicycle track up there now! As is currently I have to do a hop across lanes to get into the cycle track when heading south on Broadway from north of Denny. But then again, less access to the quiet north end of Broadway might help keep the nouveau douche population in their colonized and homogenized Pike/Pine corridor.	5/28/2015 9:40 AM

89	I think that it is a problem that there will be no bus service on 19th between Thomas and Madison if you do the proposed changes to the 12. If you must change the 12, why don't you have it go to Madison and turn right to Pine or Pike and then take that street down to downtown (if you don't want to replicate the 11). Then people can easily transfer from the 12 to the 11. Otherwise, there is no easy way for people to make that change. There are often elderly and disabled people on the 12, and I think they would benefit from an easier transfer. Thank you!	5/27/2015 10:09 PM
90	Given who the current #12 serves: many students, elderly and folks with health challenges and what it serves: schools, hospitals & clinics and cultural sites, it would be a tremendous loss to have it moved. My children ride this bus to and/or from school everyday. It is essential it is to keep the #12 bus on it's current route down 19th and Madison. The #12 route serves at least 7 different schools: Stevens, St. Joe's, Nova, SAAS, Northwest and O'Dea, Seattle University, 3 clinics: Country Doctor, Sound Mental Health and the Polyclinic, 2 hospitals: Swedish and Virginia Mason, The Miller Community Center and playing fields, 2 grocery stores, the Town Hall, the Frye Museum, the main Seattle Public Library, the ferry docks and even the court house is served by the #12 bus route. Many children, elderly, and mentally ill residents rely on this route for basic services. The #11 bus does not serve Madison Park not north Capitol Hill so adding service to this line is not helpful here. I think making the 10 bus take a bump in it's route to connect to the light rail makes more sense than pulling the #12 off it's route.	5/27/2015 10:07 PM
91	Please do not eliminate the 43.	5/27/2015 5:42 PM
92	I'm a little bit sad about Route 12 going away. I currently take either the 11 or 12 and that provides decent reliability (though sometimes there's that silly situation where all the busses are 25 minutes away). If we got rid of 12 and didn't at /least/ double the 11 to keep service consistent with frequency now I'd be upset. If the "increased frequency" of the 11 is 2x ++ that would make me really happy.	5/27/2015 5:37 PM
93	Yes! Please DO NOT reroute the #12 bus from 19th Ave and Madison Ave. This bus route serves at least 6 different public and private schools: Steven's, St. Joe's, Nova, SAAS, Northwest and O'Dea, the Miller Community Center, the Community Health Clinic, several hospitals, museums, the Town Hall, the ferry docks and the Pike Pine Corridor. This bus line is commonly used by children, the elderly and the mentally ill. Many kids ride this bus back and forth to their schools (ours do everyday) and to doctor appointments. It serves a mental health clinic connecting people who may not even be able to drive safely with other services. This bus would be used more frequently if there were more service added at night to this route. This is a simple but essential city bus route. This vital north/south corridor will be poorly served by the #11 bus and there will be no coverage at all for many Capitol Hill residents. North Capitol Hill residents will be completely isolated from the Madison corridor where there are so many schools, services and cultural centers. Please KEEP the #12 route as it is! Why not just bump the #10 route 3 blocks over at John St. to the Broadway Light Rail Station then back down the Pike Pine corridor and add service? Wouldn't that make so much more sense than completely removing the 12 from the 19th and Madison corridor to serve that purpose? Thank you for your consideration. I'm a big believer in public transportation and support adding bus service all over the city. I applaud all your efforts to get people out of their cars.	5/27/2015 4:40 PM
94	Yes! Please DO NOT reroute the #12 bus from 19th Ave and Madison Ave. This bus route serves at least 6 different public and private schools: Steven's, St. Joe's, Nova, SAAS, Northwest and O'Dea, the Miller Community Center, the Community Health Clinic, several hospitals, museums, the Town Hall, the ferry docks and the Pike Pine Corridor. This bus line is commonly used by children, the elderly and the mentally ill. Many kids ride this bus back and forth to their schools (ours do everyday) and to doctor appointments. It serves a mental health clinic connecting people who may not even be able to drive safely with other services. This bus would be used more frequently if there were more service added at night to this route. This is a simple but essential city bus route. This vital north/south corridor will be poorly served by the #11 bus and there will be no coverage at all for many Capitol Hill residents. North Capitol Hill residents will be completely isolated from the Madison corridor where there are so many schools, services and cultural centers. Please KEEP the #12 route as it is! Why not just bump the #10 route 3 blocks over at John St. to the Broadway Light Rail Station then back down the Pike Pine corridor and add service? Wouldn't that make so much more sense than completely removing the 12 from the 19th and Madison corridor to serve that purpose? Thank you for your consideration. I'm a big believer in public transportation and support adding bus service all over the city. I applaud all your efforts to get people out of their cars. Katharine Harkins 1233 21st Ave East Seattle, WA 98112	5/27/2015 4:02 PM
95	Hello, I have heard talk of cutting the route 43 bus line. I would like to strongly disagree with this choice as it is a main bus line used to get to downtown seattle/montalke/u-district. the only convenient way for me to catch the commuter bus at the montlake 520 station to get to redmond to visit my family. While improvements to other capitol hill-downtown bus lines are appreciated, please reconsider canceling the route 43. Thank you for your time. Best, Whitney Sullivan long time capitol hill/u-district resident	5/27/2015 2:48 PM
96	More frequent and reliable service between lower QA and the U-Dist (route 32). Also just updating the tech of the rapid ride lines, whose readerboards and pay stations are frequently down.	5/27/2015 2:19 PM

97	The NEW #12 would be basically the ONLY alternative to the deletion of the #43 going downtown for anyone further north of madison. It is extremely important to at least have the #12 run frequently and also some later at night. Also, it would be nice to have NO intermediate stops from downtown up to Capitol hill station, stop at 15th, stop at 19th, from there the stops are fine. The train stations will not serve our area at all as built. Its a 20-25 minute walk to the Capitol hill station The #11 is already VERY slow/ too many stops/ too much traffic on Madison already. I just do not see it getting faster. Delete some stops!	5/27/2015 12:29 PM
98	Don't cut the 43	5/27/2015 11:45 AM
99	I believe that Pike/Pine is over served in this plan and that the route 49 should be getting more late-night service to connect two of the most common late evening neighborhoods.	5/27/2015 10:53 AM
100	The service between Capitol Hill and the Eastside (Bellevue, Issaquah, and Mercer Island) is dependent on the bus/train availability in the tunnel which is overcrowded to the point of not being usable. It is useless to improve the service from the hill to the tunnel without better service in the tunnel. We need more buses until the train comes.	5/27/2015 10:36 AM
101	Please see my feedback that I typed earlier. I probably should have placed it in this section. Thanks	5/27/2015 8:55 AM
102	Montlake is a community with a high percentage of families, it is extremely unlikely that those families would walk down the hill to the light rail station in UW to then take light rail downtown. Losing the 43 would negatively impact everyone I know in this neighborhood and we'd be forced to get our cars more, the very thing we are hoping to avoid by moving in this neighborhood in the first place.	5/27/2015 6:59 AM
103	This survey overly constrains the responses. Route 48 should be divided, but the southern break-point should be the Mt Baker Transit Center, not S Jackson. Removing Route 43 makes getting to the U from addresses east of Broadway much more difficult. The claim that the proposed change in Route 12 provides a substitute service makes no sense to me. Moving Route 12 off Madison St makes connections to First Hill and the southern parts of downtown much more difficult. More frequent service on the Pike-Pine corridor can be achieved in other ways. It is very difficult to understand how these changes are related to the opening of two new light-rail stations. Most of them seem intended to deal with other problems with the current service map. And some of them do that only at the expense of producing new problems.	5/26/2015 5:20 PM
104	No.	5/26/2015 3:59 PM
105	na	5/26/2015 3:13 PM
106	Ya, the whole point of me taking this was to object to the deletion of route 43, which of course, you don't ask about. Looks like you want to kill it without any feedback.	5/26/2015 12:03 PM
107	We need to retain 43 or find a better substitute, because it leaves two gaps: downtown service from Montlake, and service to UW and northbound LINK from upper Capitol Hill (Group Health, 15th Ave and John/Thomas corridors). One way to fill this need might be to extend the revised 10 or 12 to terminate at the Montlake Triangle or Montlake Lid.	5/26/2015 11:15 AM
108	The primary goal of this project is to improve access to and encourage usage of the light rail system. After all, it is called the "Link Connections" project. At the very least, the proposal should make access to light rail no harder. As a Madison Park resident, Route 11 is my access to greater Seattle. The current 11 is a long two blocks from the new Capitol Hill Station - not optimal, but feasible for many users. Metro's proposed 11 worsens Madison Park access to light rail. It makes Capitol Hill Station harder to reach. The 3+ block walk to University Station after a much longer ride across Seattle is not a reasonable alternative. I am mindful of the history of an electric trolley the length of Madison Street, the allure of the only straight shot from Sound to Lake, and the anticipation of a BRT. But these are the goals of a different project, one that should be addressed when Move Seattle is passed this fall and funding for the Madison BRT becomes real. This effort should focus on Link Connections. Please keep 11 as-is. At the very least, don't take away the 2+ block access of 11 at Pine and Broadway to the Capitol Hill Station.	5/26/2015 10:09 AM
109	NONE	5/26/2015 7:58 AM
110	Some form of service from 23rd to Pike/Pine needs to be preserved. Right now that is provided by two routes, 11 and 43, and to go from two to nothing is not at all useful and a major loss.	5/26/2015 2:45 AM
111	Splitting the 48 could provide improved peak service to and from the UW, but at the cost of separating the northern and southern areas of the city from one another. It would also insert a transfer into trips from the rainier valley and central district to K-12 education north of the ship canal. This would add travel time for students taking those trips and provide a disincentive for parents to send their children to school on public transit. It could even cause some parents to choose not to send their children to schools north of the ship canal.	5/25/2015 10:48 PM

112	We need the direct route the 43 currently provides between Capitol Hill and the UW stops on 15th. Having to take the 8 to a connection with the 48 would be unreliable and, when the weather is bad, really inconvenient. It would also add to the travel time. KEEP THE 43!	5/25/2015 12:24 PM
113	It takes forever to get from Capital Hill back north through the U district and then to points north (Lake City, Kenmore) particularly nights. Any chance there could be some express busses going that way that just stop one place in these hubs and then people could walk to wherever and not hold up the increasing riders that will be living in the north and suburbs	5/25/2015 10:06 AM
114	no	5/25/2015 9:25 AM
115	Again the 12 is nothing like the current 12 and therefore DON'T CALL IT 12!!! The 11 is horribly slow- recall it the slow boat to China!!!! So taking the 12 away will create the problem the 8 had and it wouldn't solve anything!!	5/25/2015 12:06 AM
116	Removing the #43 bus will negatively impact the community. Getting to downtown will now require transfers or a 7 block walk up a steep hill to an uncovered bus stop, not the most ideal situation in during our wet winters. Transfers are unreliable and greatly increase the amount of time to get anywhere.	5/24/2015 12:39 PM
117	I don't understand why route 11 is being altered to run the entire length of Madison. Isn't that what BRT is doing? Why duplicate the service? Also, I get the impression that people who are travelling from Madison tend to want to go down the Pine corridor to downtown, rather than get dumped several blocks south of their ultimate destination. Is there really the demand at the waterfront to warrant redirecting 11 from the current Pine/Pike route?	5/23/2015 10:44 PM
118	I don't ride these routes often enough to be able to give any input.	5/22/2015 11:48 PM
119	I live at 26th and Denny, and work on Pike and Melrose. The move from the 11 making a stop in the pike/pine corridor to only running down Madison, makes the trip I take daily more inconvenient and challenging. I have some mobility issues and adding a transfer and/or a lengthy walk to my daily commute is a terrible option. I also travel in the very early morning, which means that having a stop a short walk to/from my home and to/from my workplace is also a safety issue. Not to mention transfers are often unreliable, making my commute longer and/or causing me to spend more time in commute to ensure that I arrive places on time. Same issues as splitting the 8 and the 48 into new lines for half of the service area. Or eliminating the 43. A two bus trip for folks over here to get from the CD to the center of Capitol Hill, where as currently it is one 7-10 minute ride?! Or a two bus or more trip to get to Rainier Beach or Ravenna, Ballard or Wallingford?!? Why is it that this specific area of the CD is being cut off from convenient "one bus" trips to the far north or south of the city, or even the center of the next neighborhood?!? What about the many Seattle Central students who live in the CD?! Some of these changes force people to make transfers in inconvenient, inaccessible (the steep hill from 23rd ave down to MLK is NOT accessible for everyone) or dangerous areas (downtown), or to pay extra to connect to light rail. If Metro's whole intent is to shuffle more riders onto light rail connections, I certainly hope that Sound Transit and Metro can make the change to inter-agency transfers, or you are certainly making people then pay twice for a trip that formerly would have cost them one price. It almost seems as if these particular changes are bent on catering only to the upper middle class folks who ride busses from their condos to their cushy jobs at one of the many tech companies or UW. People who can afford to transfer to any mode of public transit because their jobs subsidize or pay for their transportation costs, or can afford to be late to work because they have the luxury of not being fired for being 10 minutes late. Please consider the rest of the population in the CD and south end and leave these busses alone.	5/22/2015 6:28 PM
120	The areas lack north south service as metro has lacked cross town service. The newer route 65 is a step toward service. A better example is if route 65 continued to Aurora Avenue.	5/22/2015 5:31 PM
121	Love added frequency of route 49	5/22/2015 12:32 PM
122	The frequency improvements here and elsewhere sound good, but weighed against the loss of service elsewhere, remain too drastic in their effects. Seattle isn't ready, and transit isn't well-funded enough for these grandiose plans.	5/22/2015 11:40 AM
123	*Capitol Hill service is already very good; I think it's been a mass oversight that responses resulting in using transit about the same were disregarded. It is difficult for many in this neighborhood to use transit any more than they already are--that doesn't mean that there wasn't enthusiasm over Alternative 1 options. *The same goes for this round of proposals--while I think many of the changes are great improvements, it is impossible for me to say I'd use transit any more than I do. I bike, walk, or use transit; I do not use a car and I cannot reasonably claim to use transit more. *The true investment that would result in greater transit use in this area would be to provide more night/weekend service on the 8. The current service levels are abysmal during these times, and I know many who instead utilize Lyft/Uber/Car2Go instead of waiting the 45 minutes (because the 8 is always late) for the next bus. *To help provide this investment, reduce service in the Pike/Pine corridor. It duplicates too much service and is unnecessary.	5/21/2015 10:00 PM
124	none	5/21/2015 9:45 PM

125	No, but thank you!	5/21/2015 7:50 PM
126	I need more frequent service on Route 50 between Rainier Ave. S. & Link Light Rail at Othello Station; then I could use Metro & Link Light Rail to get from home to work at the University!	5/21/2015 7:44 PM
127	Please split the 8 at Mt. Baker Station so that people can use it to get to that light rail station. This proposal removes a way to take the 12 to the south end of downtown from 19th. That is a really useful service. There is already a way to get to the north end of downtown from the north part of Cap Hill (the 10). Why do we now have two buses to the north end of downtown and none to the south? Please keep a the connection to the south end of downtown. Keeping the 43 would provide a connection to the light rail (which the 10 does not provide). This proposal takes away the ability to take the 43 from the 24th ave corridor to downtown. I appreciate you prefer for people to take the 48 to the link but that is two seats and there for cumbersome. Plus some people may no be comfortable with traveling underground in the bore. please retain the 43 bus to provide flexibility in this corridor. Please send the 541 south over capitol hill from 520 rather than north to the U-district. There is plenty of connectivity going north from montlake but, with the 43 going away, none heading over capitol hill from montlake. use the 541 to fill this gap.	5/21/2015 4:33 PM
128	Eliminating route 43 means longer walks to uncovered bus stops up the steep hills of the neighborhood. More trips would require transfers, and it would not improve service. 43 is heavily used	5/21/2015 3:36 PM
129	I am very disappointed in the elimination of Route 43 which is the primary route I use. Eliminating it will mean a much longer walk to a bus stop and many rides will require transfers. This area of Capitol Hill has very steep streets, and many of the bus stops do not have shelters, which makes waiting for the bus in the rain unpleasant. I voted for improved bus service; this is not an improvement.	5/21/2015 3:25 PM
130	The main reason I use Metro is that I can take one bus downtown to the retail core. This would no longer be the case and it will impact my ability to use Metro. Requiring us to take 2 buses to get to the Broadway light rail station pretty much guarantees I will not be able to use that either.	5/21/2015 12:58 PM
131	Running buses until midnight is not "late night service". That's basic service. I think most people have something more like 2:30am in mind, for obvious reasons, and a more reasonable level of late night service would aim for something closer to 3:00-3:30am to adequately serve the wait staff at Capitol Hill's numerous late night venues (read, actual "late night", not the definition you're working with), who can no longer afford to live on the Hill. Perhaps surveying people about what terms like "late night service" and "the needs of the community" mean might be a reasonable step to take before planning service changes like this. On the other hand, thank you for getting rid of the 43. Fingers crossed that you don't decide to have 44s now spontaneously change into 12s at random times during the day.	5/21/2015 10:42 AM
132	Thanks!	5/21/2015 9:41 AM
133	Need to have some connection to Cherry Hill	5/21/2015 8:54 AM
134	Better service from the Eastside, Issaquah and Sammamish, seem to be forgotten in all the new proposals, I am sure you are getting plenty of tax money from us, the biggest growing area with the least amount of public transportation to get into the city, the city of sammamish has no public transportation during non-commute hours monday-friday and nothing on the weekends.	5/21/2015 7:38 AM
135	Please keep the 43.	5/21/2015 7:32 AM
136	Changing the 12 route is a big negative. It's the easiest way to get to the southern end of downtown. I was disappointed when the 10 route was changed years ago to just go downtown on Pine and return on Pike. I am even more disappointed that the plans are to do the same with the 12. It's a pain to get to the city and county buildings now. Please don't cancel the 43. It's one of the best routes in the city. The new light rail station at Husky Stadium is not remotely convenient to get to activities on the west dude of UW campus. That would be a very long hike. I love the 43!	5/20/2015 9:55 PM
137	Please don't eliminate route 43!	5/20/2015 9:08 PM
138	Keep the 43-it is by far the best connection from the top of Capitol hill to the u- district	5/20/2015 5:06 PM
139	I use the #11 now to get to the shopping areas of 6th & Pine as many others in Madison Park. I am older and the proposed changes will make it impossible for me to be independent. If you must make changes why not have the bus turn right at Madison and 4th and make a left at Pine and a left at either 3rd or 2nd and back to Madison to pick up the proposed route. Your proposed route will only encourage more driving and cars in downtown Seattle. Thank you.	5/20/2015 4:18 PM

140	(Duplicate of a previous answer): Losing rt 43 means losing direct connections from the U district to Group Health's main campus. See if there's some way to preserve that.	5/20/2015 4:09 PM
141	I live on 17th Ave E, one house in from E. Thomas. The 43 bus route is about five steps from my front door. I take this route to go downtown, my daughter takes it to visit her friends in Montlake, and I take it to commute to the main campus of UW. We take the 43 to Broadway, to downtown for work and for entertainment. While on the bus, I see older people and people with small children who are going to Group Health Hospital, or to the library in Montlake. I see high school kids commuting, I see people going to UW or to SCCC. In the evenings, I see students from UW heading to Capitol Hill for night life. And--with the 43, all this can be accomplished on one bus. No transfers, no waiting in the dark, in the rain, on unsafe corners. No need to cross busy streets. No need to walk up or down a steep hill (15th E to Broadway and 15th E to 23 E are VERY steep hills). No need to walk by unsafe areas at night. PLEASE SAVE THE 43! In general, what concerns me the new proposal is that without the 43, there will be too many transfers from one mode of transportation to another--this doesn't work if you have physical limitations, kids, baby stroller, whatever--it's a deterrent to taking public transportation. -access to stops near Group Health, 15th Ave E, 19th -23rd/Bway bus transfers means a long walk on a significant grade, or having to take several buses -no benefit of time savings -when I head to the University District, it is always beyond where the light rail stop is--I don't want to have to take a bus to light rail, to walk to another bus to get where I want to go--when I now can take ONE BUS. Please don't cut off this part of Capitol Hill/Montlake from single-mode transit options. If there were more light rail stops in between Broadway and Husky Stadium, I could see the rationale for reducing/eliminating buses, but connecting those two points does provide enough service for the needs of this part of Capitol Hill--15th Ave E and 19th Ave E are growing in density--please don't make us all schlep down to Broadway or up to 23rd Ave E to take public transportation. Honestly, without the 43, I will drive instead of taking the bus. Thank you, Connie Chaplan	5/20/2015 4:07 PM
142	I need to take route 242 from Montlake freeway station to northgate on a daily basis. Deleting this route greatly inconveniences my schedule since I do not see a proposed alternative. In order to instead catch the 555 which runs a similar route I must leave work early and I do not think my supervisor will approve.	5/20/2015 3:49 PM
143	Eventually I would like service to start at 3am so I can make it to the airport for an early flight.	5/20/2015 2:18 PM
144	Route 49 should be just as frequent on Sundays as all the other days. I personally use the route on Sunday nights more than any other time, and know many others who do as well (to make it from the University District to compline at St Marks Cathedral and swing dancing at Century Ballroom).	5/20/2015 2:09 PM
145	I think cancelling the 43 route is a bad idea. While it's true the route is covered by other buses, the increases on those routes (e.g. 48) are not equivalent to doubling the number of buses, which is what would need to be done. The stretch from Montlake (SR 522) to Madison is already overcrowded, with most buses being full at peak times. Removing almost half those buses will not make it better. Additionally, the proposed connection at the Husky Stadium light rail is too far from the actual station. When people will be running up the stairs for connections the additional overpass crossing could easily cost people 15 minutes while they wait for the next bus. That's the kind of reason people don't take transit. That exact problem already exists at the Mt Baker light rail, where the inconvenience of crossing Rainier then going up the huge escalators means people don't bother. I understand the stations are ST not Metro, but there needs to be a better understanding of what drives the convenience of connection points.	5/20/2015 1:42 PM
146	I miss the route 5 connection to the Northgate Mall. At present, I need to transfer to a route 40 bus at Holman Road which can be a long wait.	5/20/2015 12:55 PM
147	Let's do it fast! We need these changes!!!! Alternative #1 is so good!!!!!! The bus routes are too complicated right now and stop running too early in the evenings. I am still forced to drive primarily because the bus I ride is too far away and Lightrail is not as accessible for me and/or does not stop at the UW. I feel safer on the Lightrail. The Lightrail saves me money, reduces my travel time, helps the environment by lowering carbons, and reduces chances of being involved in traffic accidents or issued redlight tickets, parking tickets, and moving traffic violations. Go Alternative #1!	5/20/2015 12:39 PM
148	Route 43, which will be discontinued, offers the ONLY 1-bus service between south Capitol Hill/East Olive Way to the University District. Keep in mind that it is a steep hill and the 2-3 blocks UPHILL to the Capitol Hill subway station are a difficult walk for many people. If route 8 runs every 15 minutes Denny-Olive-Broadway, this would alleviate the cancellation of route 43.	5/20/2015 12:37 PM
149	It looks like to go from Capitol Hill on John Street to the University District, it would require 2 buses, instead of just taking the 43, which would make me not take the bus anymore.	5/20/2015 12:09 PM
150	More late night services from Capitol Hill to the U-District (or North Seattle) would be most convenient for me as I don't have a car and have limited means for getting home late at night from Capitol Hill events, so I would use a late night bus service. (And going through Downtown late at night by myself is scary and I don't want to do that.)	5/20/2015 11:34 AM

151	As I mentioned previously, I feel that deleting the 43 is eliminating a huge link from Capitol Hill to both Downtown and the U District. I think getting rid of this route would make commutes a lot difficult for people between 14th and 18th and Madison and Aloha.	5/20/2015 9:51 AM
152	PLEASE do not eliminate the Route 12 bus that stops on Marion at 1st Ave. Many ferry commuters, shoppers, and people needing to go up the hill to the hospital complexes at the top of the hill need this link to allow them to use public transportation from the ferry terminal. This route provides a vital and much appreciated link for a large ridership. Another huge improvement would be to restore the combined 10/12 route and once again allow it to come all the way down to 1st Avenue. Many of our commuters needing to get to Seattle Central Community College now have to walk 8-10 blocks to 4th and Pine, or just walk all the way up to Broadway- large ridership affected and requires catching an hour earlier ferry to make classes, etc.	5/20/2015 9:28 AM
153	NO.	5/20/2015 8:21 AM
154	More roads.	5/20/2015 8:12 AM
155	It will be so nice to be able to get to Capitol Hill from all over the city without having to look for parking!	5/20/2015 8:07 AM
156	The 8 desperately needs more night and Sunday service. As I often work until late and on weekends at Seattle center, I am appalled at the scaling back of proposed Alt 1 service improvement on the 8. Better midday and peak service will be great, but past 7:30pm M-S and all day Sundays, the 8 is nearly useless at 30 minute headways. SLU and Capitol Hill are growing by thousands of people a year, and this is the night and weekend service we deserve? While at the same time, 15th ave, which is adding far fewer housing units, gets a 10 bus way more often than the neighborhoods where they're building 40 story apartment buildings?	5/20/2015 12:30 AM
157	I no longer live on Cap Hill, but man, I wish the split had happened when I lived up there! It's such a great idea, and I really hope it goes through, catching the 8 to work was a nightmare sometimes.	5/19/2015 10:54 PM
158	I don't quite see what will replace the direct (no transferring) to downtown service from 23rd and E John area to the downtown area of Pike and Pine. The 43 currently provides this The 8 does not go through downtown. As I understand the 11 revisions it will not go down Pine but down Madison to Marion. Riders will have to take the 8 and transfer to the 10 on 15th to go down to the downtown area around 4th and Pine. Conversely coming up from 4th and Pike will require a transfer to get down to 23rd. The area west of 19th and 15th is served by the 10 12 and new station. For seniors and low mobility riders it is harder to walk up the hill so it would mean transferring. If I understand the revisions correctly this means there is no direct service to that part of downtown from 23rd without transferring and taking even more time than currently.	5/19/2015 9:42 PM
159	Please extend the #8 split to Mount Baker station. I use Metro exclusively for transport and use the #8 to work at a school about 10 blocks from 23rd and Jackson. What a hassle to have to transfer to ride an additional 10 or 12 blocks. A bit too far to walk but a waste of time to have to transfer. Also consider Lighthouse for the Blind. People who work there ride #8 a lot. Many are deaf/blind also. Cutting the #8 at 23rd would force them to make a transfer which would be very difficult!!! Also good to connect to the Mount Baker station for folks farther south that want to connect to the airport.	5/19/2015 9:31 PM
160	I like the original idea of moving the 49 to Madison. While Pike/Pine might have been underserved before, now it appears to be massively overserved. The revised 12 to replace the 43 is fine, but the current 12 should be retained with a short turn at 15th and Madison. The 11 should move back to the Pike/Pine corridor. This will also enhance E-W connectivity. The 9 should go to Group Health instead of Aloha St to help move people from 15th to/from the Link station. Overall, this proposal is far too conservative.	5/19/2015 7:19 PM
161	Get the damn First Hill Streetcar running! Previous service changes were made with the idea that the streetcar would be in service by now (such as the elimination of the Issaquah-First Hill express rt). Now there is no smooth transfer between commuter routes coming from the suburbs or the train to First Hill/Capitol Hill. Many of us end up walking up/down First Hill or driving. Further streetcar delays needs to be communicated better, and please tell us about the financial side - we are paying for a service that hasn't materialized.	5/19/2015 5:49 PM
162	Please maintain the 43 bus	5/19/2015 5:06 PM
163	I currently ride bus 11 and have for over 20 years. The current route is perfect for me. Changing the route to go down Madison Street would greatly impact my use of transit. I work at 7th and Stewart and am fine walking a couple of blocks from the current route. The new proposal coming down madison will more than triple my blocks walked in downtown. Currently I see riders using the bus 11 route to get to Seattle community college and also to the bus tunnel. These riders will also be impacted by the revised route. The current bus 11 and 10 routes are standing room only during peak times and by removing the bus 11 and moving it to madison the problem will be worse. If the changes are implemented, I will most likely be driving my car to work instead of taking transit. The added time and distance makes it very inconvenient for my work location.	5/19/2015 4:02 PM
164	Better connections to North Seattle from the Capitol Hill area would be convenient.	5/19/2015 3:53 PM

165	There is no direct connection between Dexter Ave and the University	5/19/2015 3:41 PM
166	No, I do not have anything else that I would like to share with you about the Metro's proposal for Capital Hill and Central Area bus service.	5/19/2015 3:26 PM
167	Use the new lower entrance style buses with easier access for elderly and wheel chairs to reduce the time between stops	5/19/2015 2:29 PM
168	The proposal in phase 3 is much better than what was previously proposed. I appreciate the thoughtfulness put into this. However, I don't agree with the deletion of the 43. This is the bus I primarily take to downtown. I am lucky enough that I can walk about 5-6 minutes from 24th and Harrison to get to the 11. Those who live past me and on the 23rd/24th corridor don't have that option. They'll have to take the 48 and transfer to the 11 or take the 48 and transfer to the 8 and transfer to the light rail or another bus to go downtown. I don't understand how service will remain for 19th and 15th to downtown, but not 23rd. Why aren't one of those bus routes reduced (they're close in distance and not up a hill) compared to 23rd. I also appreciate that the #11 will run more frequently, however, the trip takes longer than the #43. There are a lot more stops and lights at the #11. Although I live close to it, I avoid taking this bus when I can because there are so many stops. Also, I rely on the bus for 98% of my travel. I'm likely to switch to Uber rides at night because a bus every 30 minutes to anywhere close to 23rd is not realistic. I've been lucky to have the 11 and 43 to get there. Now I'll have the 11. As a woman, I don't feel safe being downtown waiting for the bus for a while late at night - I'd probably take an uber home. I strongly believe the #43 should remain in service. It isn't fair to have more service for central Capitol Hill than other areas of Capitol Hill.	5/19/2015 2:27 PM
169	Please increase the route 9 to Rainier Beach. I work on FH at Swedish and ride the 9 from South Seattle. We need bigger buses and frequent time frames.	5/19/2015 2:25 PM
170	I checked the box that said No, I do not want to offer feedback on X routes, and still had to answer the questions? Also I would recommend including maps of proposed routes and changes in the survey itself instead of asking me to memorize what's changing and where. Survey design needs more work before this is so widely distributed!	5/19/2015 2:22 PM
171	Discontinuing the coaches with stairs should be a priority to improve access for families traveling on Metro with strollers and small children (we do so every day!)	5/19/2015 1:30 PM
172	Bus Noise Mitigation should be a priority Consider technologies to reduce overall bus NOISE Thank You	5/19/2015 1:22 PM
173	Trying to change bus transportation does not change fix or make street access better.	5/19/2015 1:20 PM
174	Clean the buses please.	5/19/2015 1:11 PM
175	The 43 is very convenient for traveling downtown.	5/19/2015 1:09 PM
176	I asked to not give input for this area since I don't live there and don't use those routes (checked the "no" box), but it took me there anyway so I had to choose no opinion for all questions.	5/19/2015 1:00 PM
177	I do not see anything here about route 43, which is the bus I currently take the most. What are your plans for route 43? From where I live on Capitol Hill, it would be quicker to go to the University District by bus (via route 43) than by light rail and I am hoping that this will still be an option. Thanks.	5/19/2015 11:39 AM
178	I find it really difficult to take the bus when I have to transfer in downtown. I feel that there should be buses that do direct stops to First Hill area to reduce the amount of transferring and if this were to happen I would rely solely on the bus system.	5/19/2015 11:25 AM
179	It would be nice to have a First Hill Express from White Center/West Seattle.	5/19/2015 11:23 AM
180	In the evening, I also rely on bus 49 in addition to the 70's that go Downtown so the increased frequency is a good change.	5/19/2015 11:20 AM
181	the changes to Broadway have been extremely unsuccessful; traffic is much worse. You now have a gigantic bike lane that is very little used. It would have made much more sense to have the streetcar run on a dedicated lane instead of sharing with cars. One can only imagine how much worse traffic will be with the addition of street cars.	5/19/2015 11:19 AM
182	I said no to this section but it didn't skip	5/19/2015 11:02 AM
183	The new proposal for the #11 Madison that has it traveling on Madison St the entire way from Madison Park to Downtown is a HUGE improvement over the previous alternatives. One tweak that would make it even better yet would be to have it loop around to the North when it gets to 1st Avenue, rather than to the South. It could then turn back to the East on Spring St, University St, or Pike St.	5/19/2015 10:52 AM

184	Not everyone in u-district live near the husky stadium to take use of the light rail link. 71, 72, 73 are the most popular route connecting us to downtown seattle and international district. Cutting them will cause problems and changes to many of our daily commute!!!	5/19/2015 10:47 AM
185	Please do not eliminate route 43!	5/19/2015 10:40 AM
186	Without the 43, the central district is underserved in transportation options. Splitting this route in 2 will only increase the time it takes for underserved populations to reach the university. Less money invested in door to door service for wealthy and/or gated communities would allow for more transportation to areas that depend on it for their jobs and children.	5/19/2015 10:36 AM
187	I live at 19th and Thomas and go to school at the University of Washington. Currently, I take the 43 to school every day and it takes between 20-25 minutes and drops me off one block from my school. If this bus is cut, I will have to take the 8 to the capitol hill light rail, to Husky Stadium, then another bus to get to the northwest side of campus for class. This is TWO transfers, which, no matter how frequently service is, will extend my daily commute. I only live a few miles away from school. Those living further out and those who have mobility issues will be even more affected. Rather than displacing regular transit riders who rely on the bus system every day, Metro should be working in partnership with the city to get DRIVERS to use the light rail instead. There should be free park and rides available at all the light rail stations.	5/19/2015 10:27 AM
188	I thought I said I didn't want to provide feedback on Capitol Hill/Central Area?	5/19/2015 10:13 AM
189	Increased frequency of 49 is huge. Also very glad the 47 is returning to west Capitol Hill.	5/19/2015 10:01 AM
190	Your survey asked if I wanted to comment on cap hill/central area to which I replied NO and then the survey forced me thru all those questions anyway. HmMMM ... Is Metro REALLY listening????	5/19/2015 10:00 AM
191	I take the #43 every day to work in just NE of the U-District. As it stands, this line gets me to within two blocks of my workplace, and one block of my home. As someone with a disability the elimination of this route presents and undue hardship. The alternatives have me taking two or three connections to get to/from the same locations. This is not efficient or helpful.	5/19/2015 10:00 AM
192	I am very concerned about deleting route 43. For those who are coming from the U-District to the mid-north side of Capitol Hill/ Montlake area would now have to take two buses to get where they need to go. The train station does not work for everyone location wise. I am late all the time by just taking one bus. I cannot imagine trying to catch two buses every day and making it on time anywhere. Please reconsider routes.	5/19/2015 9:44 AM
193	I am concerned that daily link service every 8 minutes will not be frequent enough; especially to meet the demand of riders transferring from the Sounder train. From the proposal and map, it's hard to tell how many buses will connect directly to the Husky stadium link station. I would like to know which routes besides 65 will stop there.	5/19/2015 9:41 AM
194	Do not delete route 43.	5/19/2015 9:38 AM
195	Splitting the 48 is crazy - if you are encouraging use of the transit system, don't make it more cumbersome by increasing the number of transfers to get from one place to another. The 48 is standing room only as it is now, and with the removal of the #4 route for months, and then splitting up other routes and suggesting that more people take the 48 (example #8 and #43 sites) is just plain crazy. During fall/winter rainy days I've had THREE fully packed buses pass me up at the Yesler and 23rd stop on a routine basis causing me and others to be extremely late for work and starting our day off on a really bad foot. The number 48 has more schools (college, universities, private and public schools) on it than any other route in the city, and no increased in buses during peak school hours in the morning and afternoon to adjust for that fact. Seattle Metro used to be top in the nation in service, convenience and cleanliness of buses...no longer....and I find that really sad.	5/19/2015 9:38 AM
196	I don't think that the deletion of route 43 makes sense. It will make many people's commutes take much longer, especially if they don't live near any of the light rail stations	5/19/2015 9:38 AM
197	Sorry I think I included my comments on about the 8 in the wrong section, please see written answer from the last section. Thanks!	5/19/2015 9:36 AM
198	I am strongly opposed to the elimination of the heavily-used, convenient 43 route. The transfer requirement makes absolutely no sense.	5/19/2015 9:36 AM
199	Is bus 47 coming back? That would be excellent. :)	5/19/2015 9:31 AM
200	No - but I'm pretty sure I said "no" to giving feedback for this neighborhood, but your quiz still directed me to these questions. Sorry my feedback isn't very good - I don't use these buses so I have no way to gauge their proposed benefits.	5/19/2015 9:29 AM
201	There needs to be a direct connection from Montlake to Downtown Seattle.	5/19/2015 9:29 AM

202	Increased transfers are NOT an improvement in service, especially in a region with frequent rain. Please do not eliminate the #43 route! None of the proposed options provide suitable coverage. I currently live on 13th and Republican and work in north U-district. The 49 is extremely slow and represents a substantial walk after exiting the bus, and using light rail would add more walking to both the front and back end of my trip, plus a transfer. My commute would take the same amount of time, but would be more work. I will definitely need to resort to driving more often.	5/19/2015 9:28 AM
203	no	5/19/2015 9:25 AM
204	It looks like West Seattle gets the giant middle finger. Maybe I just need to quit working for UW and find a mom and pop business that needs employees in West Seattle. Buh-bye!	5/19/2015 9:25 AM
205	I utilize the 43 bus from north/east Capitol Hill to the University District to commute to/from work 5 days a week. This is a fantastic route that has many stops close to my home that I can easily walk to (15th and E Thomas; 17th and Thomas; 19th and Thomas.) I urge you NOT to eliminate the 43. The other proposed options are very inconvenient for myself and a serious burden to folks with disabilities/mobility issues. For example, there would be no non-stop service between 15th and 23rd on Capitol Hill. Riders would need to transfer from a 12 or 8 to a different bus on 23rd to go to the U District, extending their overall trip time. The 43 bus route is packed every morning when I ride it, so I do not understand how this route was chosen for elimination. I would not utilize Link Light Rail because the stations are too far away from my origin and destination points. My trip would be longer than it already is and include multiple legs/transfers & more walking time, whereas my current bus route is a single bus ride and a short walk. Ultimately, the elimination of the 43 route would motivate me to drive to work. I have been a bus rider for over 5 years, even though I own a car. The elimination of the 43 would add time to my commute and it would make more sense for me to drive to my workplace if this moves forward.	5/19/2015 9:23 AM
206	Don't cut any service. There is no light rail yet	5/19/2015 9:23 AM
207	No. I said some screens back that I did NOT want to give feedback for Capitol Hill and Central Area proposal and yet I was forced to click through every page of it! This is a VERY badly designed feedback system.	5/19/2015 9:23 AM
208	For me Route 11 should go to the Capitol Hill Link Station OR to Pike/Pine downtown. The change to this route going straight down Madison St. is going to make things even harder for someone without a car in Madison Park. For those that work downtown it is great, but for anyone who wants to get north of Madison it will make it even more difficult than it already is.	5/19/2015 9:20 AM
209	I cannot believe that metro is deleting the 43 - one of the most used routes. Sure you want to improve connections from Capitol hill to the U-district and downtown- but you will be eliminating a link from central Capitol Hill to the the most eastern part of Capitol Hill as well as the Central District. THIS IS MADNESS.	5/19/2015 9:20 AM
210	Bus 43 should remain as it services a large portion of Capitol Hill for which it would be inconvenient to take the Light Rail.	5/19/2015 9:20 AM
211	The 12 connecting north Capitol Hill and 1st Hill is my commute and that of many of my neighbors. I would now have to drive to have the same commute timing/access.	5/19/2015 9:19 AM
212	From what I have read about the changes, I think that they are improvements that will help us to move around the city more easily. I appreciate the proposal to split route 48 especially. I think that it worked very well when route 43 was split into the 43 and 44, and I think that splitting route 48 will improve on-time and predictability. There may be a negative impact on some high school students from Bishop Blanchet and perhaps Roosevelt. Some may be required to transfer after the split. I look forward to more efficiencies and new transportation routes. Our city has changed dramatically in the last 20 years and it's time to re-think our plans. Thanks for taking the time!	5/19/2015 9:18 AM
213	I depend on the RT 43 to get to and from work. I have mobility issues and cant depend on the RT 8. Even if you vastly improve the RT 8 the light rail stops in the U District is still too far from work. Please do not discontinue the RT 43!	5/19/2015 9:18 AM
214	VERY supportive of improvements to 48 and new 45 bus - need more frequent service between 4 - 5:30 pm.	5/19/2015 9:17 AM
215	Improve security and clean the buses more frequently.	5/19/2015 9:16 AM
216	LOVE the idea of moving the 540 to service Houghton P&R!! Thanks for keeping the 277!	5/19/2015 9:13 AM
217	Eliminating the 43 will force me to drive to get downtown, especially in poor weather.	5/18/2015 10:03 PM
218	I would prefer that route 43 does not close. I use this line every day.	5/18/2015 8:08 PM

219	Run both the #8 and 38 between the MT Baker TC and ML King and Madison (if a "terminal" can be located for the #38). Current Route #8 serves a popular, low-price grocery store (Grocery Outlet) that many people in the Rainier Valley and Central District shop at--preserve this connection. KEEP THE ROUTE #4 TO JUDKINS PARK AND CENTER PARK DURING SDOT CONSTRUCTION ON 23RD!!!! DON'T TURN IT AROUND AT 21ST AND JAMES!!!	5/18/2015 6:07 PM
220	I have a suggestion as changes in existing routes are being considered that would improve traffic flow and safety. Bus 31/32 route passes down my street on N 35th Street between Wallingford & Stone Way. This is a VERY NARROW residential street. With parking on both sides of this street it is not possible for a bus and car to pass opposite directions simultaneously on N 35th Street. It is barely possible for two private passenger vehicles to pass simultaneously down this street. In addition to traffic congestion there are safety concerns. Buses & cars always drive faster than the speed limit. It is not possible to exit a parked car safely because opening a car door impedes traffic flow. I've frequently seen parked cars dinged and clipped by passing buses and/or cars trying to navigate this narrow street. Three different cars parked directly in front of my house have been seriously damaged or totaled by vehicles trying to navigate our narrow street unsuccessfully. Parking and traffic have both increased in the past couple years a trend likely to continue due to the North Transfer station remodel with the addition of a new recycling building and two small parks, the new Brooks headquarter building (Leed certified=more cars parked on the street), new businesses: Evo (snowboard shop), the Whale Wins (restaurant) and Jewel (restaurant) and additional multi-unit housing. I propose an improvement would be to move routes 31/32 to 34th between Wallingford & Stone Way, about a 5 block segment. The North Transfer station remodel has improved the N 34th Street corridor with safe bike lanes, etc. N 34th Street is a commercial, non-residential street and broad enough to allow buses to travel in both directions along with cars and bicycles. It is also possible to exit a parked vehicle without swinging your car door into traffic as you exit a vehicle. Thank you for considering this request. I've lived on this street for 16 years and have never understood the rational behind having any large or commercial vehicle, especially Metro buses, routed down this street. Andrea Hanson 1510 N 35th Street malibuhanson@gmail.com	5/18/2015 2:38 PM
221	I do not know the Capitol Hill very well and currently do not go there very often (mostly because it currently takes a long time to bus there). However, I would like to go there more, and I believe the frequent service grid will make bussing to/from and throughout the area much easier, faster, and reliable. Thank you for the time and effort that has been put into this.	5/18/2015 1:24 PM
222	I currently ride the 12 from downtown to Capitol Hill 3 days a week to get to the gym. I would ride the 11 instead	5/18/2015 1:04 PM
223	Please consider there are people who work on Capitol Hill from 07-1930. I can take a bus from GL to First Hill, but can't quite make it to work before 7, unless I get there at 630. It takes me an hour to get back to GL from Capitol Hill and it is 5 miles. Please consider a bus system that works for 7-1930 people	5/18/2015 9:41 AM
224	The current route 12 provides critical access to the medical facilities along Madison as well as the southern end of downtown. There are already PLENTY of routes that service the Pike/Pine corridor to and from Capitol Hill. It would be devastating to change the route of the 12 and eliminate the portion that goes along Madison. Please, please, please do NOT reroute the 12.	5/18/2015 9:20 AM
225	Can not accept the elimination of route 25. Would not be able to get to Link connections without this bus service.	5/18/2015 7:54 AM
226	My concern is elimination of the 43. Since it goes through campus it is a low-walking solution for coming down 23rd. Taking the 8 to the 48 is certainly doable, as long as the 48 still does on campus as it currently does.	5/17/2015 6:00 PM
227	So, maybe you could just let us comment on service changes we are concerned about?	5/16/2015 9:45 PM
228	I think that this proposal lacks the best parts of proposal 1: specifically having the 8 cut off at Madison Street. I am fine with having it not continue down Madison Street, but I think truncating it there would improve its reliability more than continuing to Jackson Street. I also like having the 49 continue through First Hill instead of downtown.	5/16/2015 4:22 PM
229	I am concerned about the decision to eliminate the #43. It provides the only direct connection from Montlake to downtown Seattle. The proposed options require a transfer, which increases the change of late buses, etc. I ride the bus early in the morning and don't consider the transfer locations to be safe.	5/16/2015 2:31 PM
230	No comments for the Capitol Hill revisions.	5/16/2015 2:26 PM
231	Again, I reject the proposed cancellation of the Route 43, which provides convenient late-night service and continues as the 44, and is a very important part of my transit ridership. Proposed additions on the 48 don't make up for having to transfer in the U-District late at night to continue to Wallingford/Ballard.	5/16/2015 1:36 PM
232	See previous statement!!! We need the #12 19th Ave East route kept in place!!	5/16/2015 1:01 PM
233	Add service to 12th Avenue.	5/16/2015 9:55 AM

234	The combination of 43 and 48 between SR 520 and Madison Valley/Heights has made for a highly reliable bus corridor. even if one route is delayed, you're likely to catch a bus within a few minutes. The change to delete 43 and rely on high reQUENCY 48 makes me nervous.... that 48 will have to be highly reliable to continue to make bus transit an easy choice.	5/16/2015 8:46 AM
235	You must continue to serve the poor working citizens of the city, while protecting them from the hooligans who ride the late night buses, as well as the drivers.	5/15/2015 8:19 PM
236	Bus 43 is very useful, it would be good to keep it	5/15/2015 6:22 PM
237	I do not like the new routes 11 and 12. The 11 would be a diesel bus on a very steep hill and would not provide a connection going North to Capital Hill such as the current connection that goes along 19th or the earlier proposal to go along Broadway. While there would be a new more direct connection to Madison Valley, a connection to Capitol Hill is more important. Already, the First Hill Streetcar is completely useless for people who live or work on the downtown side of First Hill (such as at Virginia Mason, Royal Manor, Cielo, 1000 8th Ave Apartments, etc.) because of the Broadway route chosen. Limiting the bus service on Madison St. to Madison St. itself would eliminate any direct connection to Capitol Hill for people in this very dense part of the city. While Capitol Hill is walkable from some parts of First Hill, for many people who live/work near downtown this is not a plausible option considering the steep grade. While there is no way to make everyone happy either Alternative 1 or Alternative 2 would be preferable to this option. One more point: it appears part of the idea with the new 11 is that this service will go away if Madison BRT comes along. Again, the net effect of all this would be to reduce important connections between First Hill and Capitol Hill. If BRT is "instead of" and not "in addition" to bus service connecting downtown, First Hill and Capitol Hill, then we are better off without it and I will be voting no this fall.	5/15/2015 5:25 PM
238	I would like a route that goes from Madison and crosses over to the main shopping corridor around Nordstrom.	5/15/2015 5:18 PM
239	same as before - the entire proposal is impossible to understand so how can I comment? we do need MORE busses, MORE frequently, with better connections and we also need CLEARER explanations of the routes, the schedules, and the entire system.	5/15/2015 5:03 PM
240	Please restore service on route 25 to a level that encourages ridership. Metro has cut this route to a point where it's no longer frequent enough for commuters to take it, and then has proposed eliminating the route because no one rides it. The reason no one rides a bus that only comes once an hour is *because* the bus only comes once an hour, not due to lack of demand along the route. Prop 1 was supposed to provide funding to restore routes like this one, not to cut it further.	5/15/2015 4:06 PM
241	I think you've done a great job with the proposal for this area - support for the new light rail station and access to other areas of the neighborhood are both there. Thank you!	5/15/2015 2:03 PM
242	I am opposed to deletion of route 25. I used this route for many years to travel to and from work. Even though service had been reduced to a low level it still was about 1/2 full every time I rode it before retiring a couple of years ago. I think a smaller (narrower) vehicle on this route would make sense since some of the roads along the route are narrow. It is hard to imagine that we voted to tax ourselves for improved transit service and it is actually getting worse in my neighborhood.	5/15/2015 12:46 PM
243	Absolutely love better service to Seattle Center/Queen Anne!!!	5/15/2015 12:01 PM
244	Can not accept deletion of Route 25. Will not be able to get to Link connections with bags or luggage from Portage Bay area of Montlake over such distances without existing Route 25. Why does survey for this section of proposal only list chgs as "improvements" without asking feedback on proposed route deletions which clearly are not improvements?	5/15/2015 11:53 AM
245	People who don't use Metro no, like myself, because it is impossible to turn in a 10 minute car drive into a 40 minute bus ride each way would do so. I desire faster, more reliable connections between Montlake and Seattle University running into the evening.	5/15/2015 11:32 AM
246	please don't delete the 43	5/15/2015 11:29 AM

247	<p>Eek Capitol Hill service is completely illegible. I like the idea of an all Madison 11 in advance of the SDOT BRT upgrades coming though, and from a network legibility standpoint. I'm kind of opposed to bringing back the 47, as a route that operates every 35 minutes and with no night service, :(It looks that is a Prop 1 addition, but this is a chance to reinvest the changes in a more comprehensible and efficient network. Add service to the other Pike/Pine routes if that's the main concern. I actually liked the Madison 49 from Alt 1, I'd bring that back, especially if the all Madison 11 is dropped. Overall it seems like we are not really using the new Capitol Hill Station well at all. The 8 connection is great since that route doesn't go downtown, but the only other routes stopping there are the 49 and the 12, both of which already go downtown. With the Madison routing from before the 49 at least hit more destinations on Cap Hill and provided a link to CHS for people further south on Broadway, but the 12 is especially egregious. I doubt many people headed downtown will transfer there, so there's duplicative slower service.</p>	5/15/2015 11:14 AM
248	<p>I am outraged that Metro is cutting both the 25 and the 43 - especially the 43! This is the route my kids, and others in Montlake, take to get to their school at Pike & Summit. I simply cannot believe that Ted Day of Metro is saying these proposed changes will mean improved service when Montlake is cut out of all direct routes to the Pike/Pine corridor and to downtown. There are plenty - PLENTY - of routes between Capitol Hill and these locations. Why is Montlake getting the short end of the stick? These changes will result in more cars on the road - I will have to drive my kids to school now instead of sending them on Metro. The 43 is a well-used route - there are always plenty of people on that bus. What are they supposed to do now? Take 2-3 different routes just to get downtown? That is not something my 11-year old should be expected to do - he already has to walk 5 blocks to get to the bus and 2 blocks at the other end. A transfer is a deal-breaker. And if I have errands to run downtown, I'll be driving rather than take the extra time it will take for me to transfer. I simply cannot express how upset I am over this. These proposed changes are extremely short-sighted, and awful for my neighborhood. Please, PLEASE rethink this and give Montlake our service back! Barbara Chin barbarachin@mac.com</p>	5/15/2015 10:53 AM
249	<p>Don't change the 11 bus route to go down Madison. I live on 23rd and work on Pine. I use the 11 to get to and from work every day, and under the new changes, it would be much less convenient for me to take the 12 instead. I have to go so far out of my way to get to and from each bus stop, I might as well just walk. The 11 bus is crowded with Madison Valley/CD/East Capitol Hill dwellers like me who are in the same situation, and I am sure none of them would be happy about this change either. We need a convenient way to get to Pine/Pike, both in Capitol Hill and downtown. If anything, you should make the 11 run more frequently on the same route.</p>	5/15/2015 10:50 AM
250	No	5/15/2015 10:40 AM
251	<p>I can't believe you are ignoring the deletion of the 25 in your survey! 110 people responded that it was a concern and it isn't even on the menu!? Also, the frequency along 24th Ave for Montlakers is GOING DOWN, not up! The 25 bus has been around since the 1930's, so why would we have less public transit options today?! Never mind the fact that the 25 used to also run on weekends about 15 years ago... Looks like we will also lose the battle along 24th Ave as we had 2 buses now only going to 1, so a roughly every 7 minute or less frequency to 10 or 12 depending on time of day.</p>	5/15/2015 10:16 AM
252	<p>Continuing the 8 to Mt. Baker makes much more sense, but it also needs more night and weekend service. It's only another mile so it won't slow it down heading back to Capitol Hill. Housing on Capitol Hill is getting so expensive-- many people who now choose CH because of convenient transit are getting priced out. Keeping the 8 service will enable them to consider the CD and still have access to all the reasons that draw them to Capitol Hill, including access to Seattle Center, SLU, etc. Don't cut the 8 off at the knees!!</p>	5/15/2015 10:14 AM
253	<p>My Issue is with Route 11!! I am elderly (87) and would now have to walk to QFC from Madison. I could not get to downtown shopping without a long walk or a bus change. This will seriously impact my access and mobility to the world. I will not be using the light rail because of the long elevator. Walking back to Broadway and Pine to catch a second bus is very difficult. Please keep the 11 as is. PLEASE!</p>	5/15/2015 10:03 AM
254	<p>There are several routes serving Capital Hill's Broadway area. There needs to be an express route from 4th and Pike to East Madison and 17th, this would move people more quickly to the Central Area and on to Madison Park which is not addressed in your proposal's.</p>	5/15/2015 9:57 AM
255	<p>Higher frequency, especially at night, is a must for the 8. I would rather see the 12's off-peak service go elsewhere to increase frequency on the crucial corridors. Maintain today's routing of the 11, as the all-Madison proposal doesn't really serve anybody well, transfers to Link from that route are important and the Pike/Pine routing maintains a better vector into Downtown. I fully support David Lawson's Capitol Hill restructure proposal (http://seattletransitblog.com/2015/05/14/how-metro-should-revise-alt-3/) and would love to see it implemented. Thanks so much for doing this! I look forward to better bus service in Seattle!</p>	5/15/2015 9:53 AM
256	<p>In general, greater frequency. ALSO: drivers should not leave a stop before the posted departure time. This sometimes happens, resulting in missing a bus (and other connections.) On the other hand, buses should not be late, ideally, but of course traffic affects bus efficiency.</p>	5/15/2015 9:42 AM

257	None. Thank you for the opportunity to participate in this survey.	5/15/2015 9:26 AM
258	By eliminating Route 43 you will make it almost impossible for me to get easily from Wedgwood to the main Group Health facility on 15th Ave E on Capitol Hill. With your new system a relatively stree-free trip with one transfer will take me at least two, if not more.	5/15/2015 9:15 AM
259	Cutting route 25 is problematic for anyone in the Roanoke Park area not able to walk up the hill to Harvard to catch a 49 downtown or down to Eastlake to catch one of the 70s. It also makes a commute to the UW more difficult as there would now be now direct route. One would have to go to the U district and transfer. The lowered level of service already on 25 makes the commute more difficult, but if one can schedule well, it's manageable. Having no 25 would be a real barrier.	5/15/2015 8:44 AM
260	Instead of using proposed Route 38 from Mt. Baker TC to the CD, I would prefer having the existing Route 4 modified to run like this: a) Mt. Baker TC to Jackson St. via MLK (drop the deviation thru Judkins Park) b) Jackson St. to 23rd Ave. c) 23rd/Jackson to Jefferson on 23rd and then continue to First Hill/Downtown via existing route. This routing would connect Rainier Valley to First Hill/Harborview without requiring a trip to downtown Seattle. I know that moving the trolley wiring is a big problem for Metro, but in the long run, the 4 would be very useful if it moved to the Mt. Baker TC.	5/15/2015 6:43 AM
261	I don't go to Capitol Hill and Central Area often. I live on the west side of Northgate Mall and would like the #16 or 316 to improve on frequency and decrease the time it takes to go to and from downtown. I spend 3 hrs a day commuting to and from work on #16, or #40. Both buses tak 1-1/2 hours or longer from downtown to 105th Meridian. Always running up to 20 minutes late afternoon. Only two buses directly to downtown without transferring. Please improve the bus service west side of Northgate to downtown.	5/14/2015 11:20 PM
262	An initial proposal had the 48 split and part through routed over the 520 bridge to the Eastside. Please consider this routing as it would provide a valuable connection from northern Seattle the eastside.	5/14/2015 10:17 PM
263	If you insist on getting rid of the 43, please consider extending the new route 45 further south. For instance, over the montlake bridge, south on 24th, west on aloha, south on 19th to at least thomas. I live around 17th and John - a very densely populated part of capitol hill with a lot of UW students and professors - the 43 is 90% of all my metro bus rides, and I'm a daily rider. Walking or busing to the capitol hill station adds much more time on my journey as the Husky stadium stop is nowhere near the law school building (43rd and 15th) that I need to get to everyday. Walking to the 48 is my next best option (and it's not a fun walk to hike back from), but the walk turns a 20 minute commute on the 43 into a 30 minute commute - potentially longer as timing my arrival is more difficult the longer the walk, and even with increased frequency on the 48, it can't match the frequency of having two bus options for going to UW from capitol hill (and vice-versa). As another option, consider an express bus along 23rd ave.	5/14/2015 5:55 PM
264	The community of Montlake seems to be getting worse service through all of this. Right now, I have the option of taking either the 25 or 43 downtown (and points in between). With the new proposal, I would have to take the 48 away from downtown to the light rail which would backtrack my route to go downtown. If I want to go somewhere on Capital Hill such as Group Health, I would have to take the 48 to the 8. The new routing of the 12 is not an option for me because there is a large hill I would have to climb to reach it. And if I want to get to Fairview Ave, I would have to take the 48 to UW to pick up the 70. It seems that for every place I want to go, where I can get to with a single bus today, I would need to take either 2 buses or a bus and train, often heading away from my destination. All in all, this will significantly lengthen my trips and I'm going to end up driving more than I do today. In fact, I think getting on a bus or train will become the exception for me instead of my first choice like it is today.	5/14/2015 5:55 PM
265	There is very poor connection to the Pike/Pine Corridor from Montlake Blvd. There are many shops and restaurants that we frequent and transferring from the 43 or 48 isn't convenient. It would be great if there was a bus from the Montlake Library area to Pike/Pine.	5/14/2015 5:21 PM
266	Take peak hour traffic patterns and street widths into account. Buses are often late or missing because they consistently get stuck on one street (i.e. Denny Way, route 8, going east between 5-8pm on weekdays; route 43, going east, slowed because John St is so narrow and other buses must pass by).	5/14/2015 4:49 PM
267	1) Just don't put in the Capitol Hill Streetcar. It is going to create huge messes. It's better to give up now even though there is an investment in the tracks. 2)Please keep route 25. We who live on north capitol hill will need it to get to a rail station, at UW. It is 1.5 miles uphill to the Capitol Hill station, and it is 1.5 miles uphill from the UW station back to Capitol Hill,. Really not feasable except with busses to the train station.	5/14/2015 4:25 PM
268	I think it sounds great. If you want some Capitol Hill feedback, how about this: Get rid of that #@***!! bike lane on Broadway that nobody uses, and bring back our BUS STOPS. I'm a bicycle rider and even I think those lanes were an unusually ill-thought-out use of public space. I see one bike per hour go by on a weekday. How can you not have a stop in front of Seattle Central?!	5/14/2015 3:09 PM

269	Sounds like service MIGHT be improved. The connections between Capital Hill, U OF W , downtown & SEA TAC sound impressive.	5/14/2015 2:57 PM
270	We rely on Route 25 which runs by our house on Boyer by Portage Bay, and takes us to downtown (appointments, shopping, entertainment), connects to SeaTac airport light rail, and gets us closer to the UW for senior citizen Access classes and University District banking. It is too steep a hill to walk over the top of Roanoke Park to Eastlake to catch buses there, and too long a walk to catch Montlake buses on 24th.	5/14/2015 2:08 PM
271	I am severely disappointed by Metro's unwillingness to stand by a proposal to improve frequency by reducing the number of buses that go downtown. The new 11 doesn't take advantage of any light rail connections whatsoever. It is hard for me to see how it is justified except to please Madison Park commuters. The new 12 doesn't connect with the improved 48. It is almost comic how close it comes to completing the grid there. My biggest problem with the proposal is nighttime headways, particularly on the 8. 30 minute headways at night are not acceptable. Not after the level of investment that Seattle residents have committed to preserving bus service. The 8 is, after Capitol Hill Station opens, probably the most important bus on Capitol Hill. You are proposing to cut off crosstown service at the knees, which will severely limit your ridership. What is the point of having sub-10 minute headways on a light rail line if there is no crosstown connector with similar headways? When the 8 is frequent, it is unreliable. When it is reliable, you severely raise headways. Yet still this route carries millions of people every year. The poison pill in this proposal is the new 11. Capitol Hill riders are being sacrificed in the name of Madison Park homeowners. Please consider rethinking this.	5/14/2015 1:22 PM
272	Elimination of Route 25 is terrible---how are aging citizens supposed to go east/west in the Montlake area? For those who can walk only a couple of blocks (of which there are many and the number is increasing) the change would effectively preclude their use of the bus or any transit option...reinstate that route, please....	5/14/2015 12:43 PM
273	Killing access to downtown via 43 (stops on 23rd) for changes to the 12 (stops on 19th) negatively impacts access to downtown. I will now have to walk 4+ blocks to take the 12 to transfer to a Link. I much prefer the closer access to the bus on 23rd Ave E and NO TRANSFER access to downtown. Adding transfers introduces additional time and stress to each bus trip.	5/14/2015 12:26 PM
274	I think it is a mistake to have only one line serving the Madison corridor; it sounds like this will create the need for many more transfer trips.	5/14/2015 11:45 AM
275	I can live with the reduced service between the top of Cap Hill and downtown thru the improvements to the 10 and 12 routes. But I still am opposed to the elimination of the direct 43 route between the University and the top of Capitol Hill. Having to transfer now to get from U District to top of Capitol Hill is insane. Do you not realize that many folks travelling to and from appointments at GHC, for example, are disabled, elderly, etc. and they will now be required to execute a transfer? Also, the 43 is always packed at peak hours (e.g. just this morning I got on at Aloha to go to UW at 9:00 and it was standing room only). I don't see how this demand is going to be accommodated. I can just imagine the hordes of people getting off the 8 at peak hour going north, or the 48 at peak hour going south, and standing along the sidewalks on 23rd waiting to transfer. Am sure the folks living in that area are going to love it. Are you going to expand the bus shelters there then? I just don't get your thinking here.	5/14/2015 11:13 AM
276	I am shocked that you would state you knowledge the need for better east/west connections and then you eliminate #25 - the only east/west connection that serves Montlake neighborhood. We need to connect to the East - to our Eastlake bus service - and West - to the University Link station and bus transit hub. Route 25 is one of the only route that serves the residences between the two north south corridors of Eastlake and 23rd/24th and the University. It also gets us to U Village and Children's Hospital. There are TONS of North South routes but very few that serve East/West - please reinstate #25	5/14/2015 11:10 AM
277	Coordinated schedules between Link & Streetcar & Metro at each stop would be great to minimize transfer waiting time.	5/14/2015 11:08 AM
278	Again, the planning has ignored the east -west connections in the Cap Hill, Portage Bay, Montlake neighborhoods. Please do not delete route 25. It gets us to U Village, and Children's Hospital - as well as to the link light rail station, and to eastlake connections. We have made the mistake of too few east west service FAR TOO OFTEN I think Ballard, think West Seattle. It is important to get citizens to the faster new service on the Eastlake Routes and the 23rd/U Station - BAD PLANNING!	5/14/2015 11:06 AM
279	I don't know why your'e asking my opinion about buses that I never take. I really don't know what the answers are for those.	5/14/2015 10:31 AM

280	I currently use route 43 and am disappointed it's slated for deletion. I live on 16th Ave E and Republican and work at the UW, as do many individuals in this part of Capitol Hill. Many of us get on route 43 on the Thomas/John area, and this convenience will be lost in the proposed model. Adjusting route 48 to access 19th Ave E or offering a different way to get closer to the 15th Ave area for people who are traveling toward the UW would be a good solution. As of now, it seems that this group (those who live in the 15th Ave E area) loses with the proposed changes.	5/14/2015 10:23 AM
281	I'm generally pleased with the latest proposal, but I agree with the Seattle Transit Blog analysis at http://seattletransitblog.com/2015/05/14/how-metro-should-revise-alt-3/ - in particular the recommendation to increase evening/Sunday frequency for the 8 and 11 from what is in the proposal.	5/14/2015 9:54 AM
282	thank you so much for keeping the 12 and providing connections to Group Health and Madison - this is better than what we had! There are more and more people in the Stevens neighborhood who are getting older and will not be able to drive. These changes will enable us to get to shopping and Group Health on 15th E, and downtown to SAM and the Symphony and other downtown attractions. I find it an excellent proposal and commend you for listening. Diann Shope	5/14/2015 7:06 AM
283	This is a better plan than the last proposal. Thanks for listening. I would love to see a light rail link between Broadway and Mt Baker stopping at 23rd and Jackson.	5/14/2015 12:35 AM
284	Please split the 8 at Mt Baker Station.	5/14/2015 12:08 AM
285	Glad to see the 47 back, but if you keep cutting its frequency that would not encourage people to use transit. While I agree to stop service earlier in the evening, during peak hours 20-35 minutes wait is too long. In the past one could walk in most cases to the 43, but taken that away the 47 will soon be doomed again.	5/13/2015 11:25 PM
286	It seems like the changes to 11 mean that the Madison Rapid Transit Option is pretty much gone. I think keeping the current 11 as is and adding a Madison Rapid Transit is a better option. I do like the changes to #8 as they will allow us to utilize the link rail.	5/13/2015 11:21 PM
287	Pike/pine does not end at Broadway, yet only one bus goes beyond that up the hill. If the fares are the same for link and the bus, that makes losing the 43 easier to swallow. Busses that go by the capitol hill station should go more different places.	5/13/2015 10:17 PM
288	Good service from the 3rd Ave. area (preferably Pine) up to Madison & Minor/Summit/Broadway Must be preserved/maintained with good frequency!	5/13/2015 9:53 PM
289	The effect of deleting route 43 means that residents in Montlake and along 23rd Ave. between Montlake and John now loose out on a direct bus connection between this area and downtown Seattle. This will have severe impact on these residents' commutes, forcing them to either accept extended commute times or take alternative transportation. The extended commute times will come from either having to transfer to the new Link rail, or to an alternate bus that crosses 23rd Ave. If they choose Link rail their commute to downtown will be in the tunnel prohibiting online access and forfeiting valuable work time during their commute. If they choose alternative transportation, their most likely form of transportation will be by car. This will increase congestion during peak hours that will impact all commuters within that area. Please rethink this decision and accommodate these residents and provide them with realistic public transport solutions!	5/13/2015 9:25 PM
290	I'm still concerned about getting to the streetcar early in the morning, as well as getting to 45th and Brooklyn from Husky Stadium. I guess I can walk to Thomas or John and if the bus ran often enough to the Capitol Hill station, which you claim it will, that *might* work. Maybe, if it runs every 10 minutes at 6 in the morning, which remains to be seen. But as far as I can tell, the train will dump me out at Husky Stadium in the dark, leaving me to navigate either the Burke-Gilman trail (uh, NO, not in the dark) or to walk across campus (I'm physically able, but campus isn't safe in the dark deserted hours--the raccoons alone make it hairy) or to navigate 15th with no lights or sidewalks. I don't see any increased service for buses heading from Husky Stadium to 45th and Brooklyn. I realize you're building another stop at 45th and Brooklyn (I would be really oblivious to miss the whole blocked-off street thing) but until that opens, I'm looking at two buses and a train to go from where I live (16th & Madison) to the light rail stop to where I actually work. That's going to tack on a good half hour, even in pre-traffic hours. I am not thrilled. I live only three miles from work and it looks like it's going to take at least 45 minutes to an hour to get there, even at zero-dark-thirty. How is this helping me again? Can you at least run a frequent shuttle to UW Tower until the stop is finished?	5/13/2015 9:18 PM
291	I do not support the proposal to cancel/delete the 43 route. It is the primary route I use to get downtown. I do not believe that the increased number of transfers I will have to make with these proposed route changes will be made easier by increased frequency of these proposed routes. It will take me as long, if not longer, to get to my destinations, especially since I would then have to walk further to those routes' bus stops. These changes will push me to ride my bike more and forgo using the bus.	5/13/2015 9:09 PM
292	NA	5/13/2015 7:47 PM

293	Mount Baker Transit Center has better infrastructure and accessibility for mobility impaired users as a transfer point than 23rd and Jackson.	5/13/2015 7:45 PM
294	I live in Madison Valley. I work at 5TH and Union until 11PM. Some nights I have to work right up to midnight. I see no way to get home on transit if the proposed changes go into effect. Route 11 MUST continue to run after midnight. Route 43 MUST continue in order to provide an OPTION. What will happen to those who want to get up to 23D AVE if the light rail breaks down? There I NO option. These are miserable proposals that ignore the need of the low-income uses of transit. Metro should focus on providing through routes, not chop up service so that riders all are forced onto one route and then have to transfer to another route in order to get home. Requiring transfers between routes absolutely does not improve reliability. It destroys reliability.	5/13/2015 7:17 PM
295	The changes eliminate the 12 route down Madison which I use frequently to get to Polyclinic & Virginia Mason. The new routes do not provide a direct route between central Capitol Hill and the medical offices on First Hill. The Link station with the connections give us much better service to downtown and access to the stadiums, sodo and the airport along with University so why do we need so many bus routes downtown? It would be much better to keep the existing 12 route for access to Madison as well as the southern parts of downtown.	5/13/2015 7:15 PM
296	The problem with reliability on the 8 is all eastbound between Westlake and Stewart. 4 times in the last week I have exits the bus somewhere in between there and walked the rest of the way. The bus is hampered by the stop at Fairview because the traffic backs up with cars getting on I-5 at Stewart. If the Fairview stop was eliminated, the bus cou,d go with the flowing traffic in the left lane and avoiding the delays on the 8.	5/13/2015 5:58 PM
297	Just to reiterate that transfer stops need to be safe for vulnerable people traveling at night, so any improved lighting and so forth would be helpful.	5/13/2015 5:50 PM
298	I like the new proposals to increase frequency and to add late night routes 8, 10, and 12 given the exponential growth of Capitol Hill and Central Area. That way, no will get stranded on cold, rainy nights during the week-ends and week days.	5/13/2015 5:35 PM
299	Please note that I elected to not give feedback on this section, but was forced by the survey to answer these questions.	5/13/2015 5:31 PM
300	I primarily use Route 10, which has excellent frequency during the weekdays and acceptable frequency on the weekends. I hope that no negative changes are made to this route.	5/13/2015 5:30 PM
301	Madison is an important street with a lot of health care facilities. It's also one of the few ways for me to get to south downtown. I am very concerned that you are moving the 12 from Madison to support the additional load of pike/pine late night revelers.	5/13/2015 5:26 PM
302	I don't understand why if you live South of John or east of 15th you are basically going to be left with no options. There will be one bus (route 10) that will be filled to overflowing all of the time and has no plans to increase frequency during the day in the present proposal and specifies that it runs around every 8 minutes now, which it absolutely does not. The proposed revision of the 11 takes away any possibility of connections North of Downtown (Queen Anne, Ballard) without walking 4/5 blocks. I would personally have to add 20-40 minutes into my currant commute times to factor in missed connections and be passed by because of full busses. These revisions will greatly push me in the direction of using a car or other personal transportation other than Metro.	5/13/2015 5:21 PM
303	Route 8 must operate to/from Mt Baker station in order to travel to/from Seatac. Especially after midnight, when transferring buses at 23rd & Jackson is not safe. Late night northbound trains go only as far north as Beacon Hill. It leaves me and others coming late from Seatac with no transit options to residential areas served by 8. Routes 8 and 48 should also operate at least until the last train northbound train arrives Mt Baker station. It doesn't have to be frequent, just make sure that at least the last train from Seatac has a connection to route 8 or 48 at Mt Baker or Beacon Hill stations.	5/13/2015 5:17 PM
304	THE CHANGES TO ROUTE 8 ARE NOT AN IMPROVEMENT. THOSE BUSES ARE CLOSE TO FULL BEFORE THEY GET TO 23RD. NO ONE IS RIDING UP THE HILL AND GETTING OFF AT 23RD. THIS IS A TERRIBLE TERRIBLE TERRIBLE IDEA. YOU WILL BE FORCING THIS REGULAR BUS RIDER INTO HER CAR. I AM NOT ALONE.	5/13/2015 5:17 PM
305	i am very sad that the 25 route is being deleted. This serves a part of the city where no buses run. Please reconsider this.	5/13/2015 5:01 PM
306	Nope.	5/13/2015 4:48 PM
307	Already stated my concerns in previous pages.	5/13/2015 4:41 PM

308	Not a comment on the proposed changes, but I have a comment on the survey itself. When the survey asked if I wanted to give feedback on the Capitol Hill and Central Area is said "no". And yet the survey still took me through each question. That is not very user friendly.	5/13/2015 4:38 PM
309	I have some concerns regarding the change in the 12's route. This bus is always packed with riders that get on the bus near the beginning of the route and continue most of the way downtown. If the 12's route was changed, many of these people would end up changing buses and taking the 11 down Madison.	5/13/2015 4:26 PM
310	I do not like the changes to the Route 11. It will definitely put me back in my car to commute to work	5/13/2015 4:18 PM
311	Very sad to see the 43 route disappear as it allowed me to go north/south and east/west without having to transfer. Happy that the 48 will come more frequently as getting to the UW becomes more problematic if you live on the south east side of the hill and not near the Broadway station. I can live with the proposed changes.	5/13/2015 4:03 PM
312	The elimination of Route 43 severely impacts the ability of Montlake residents in my neighborhood to use Metro. Currently, I can walk two blocks and catch a bus that will take me to Capitol Hill or downtown. The proposed deletion of the 43 and the reliance on the 48 or the 12 means that either I will need to transfer to the erratic 8 or walk up a very steep hill to catch the 12. These changes significantly degrade Metro's service to my neighborhood and will make it difficult for older residents to effectively use bus service as a primary mode of transportation in the city. As traffic congestion increases and parking rates go up, I've increased my reliance on Metro. The proposed plan will make using Metro much harder.	5/13/2015 3:44 PM
313	I and numerous others in Portage Bay and Montlake voted for the new tax hike to avoid deletion of routes like 25. Despite my raised taxes I will now be without a bus route.	5/13/2015 3:37 PM
314	The Capitol Hill Transit Station is not convenient for me to and from the U. of WA where I work on campus whatsoever. I much prefer Route 49 from Broadway to Campus Parkway, close to Meany Hall. The Univ. Transit Station is many block away from where I work on campus, adding much more time to trip, plus long walk to Meany Hall.	5/13/2015 2:52 PM
315	Route 12 is the only one that effectively connects Capitol Hill and First Hill with south downtown. There are two new 40 story office buildings being built near Madison and Marion and the buses will be very useful with all of the additional workers in the area. I ride the 12 every work day. It is efficient and full. Please do not change the route of the 12. Route 10 is very effective at bringing people along the Pike/Pine corridor to Seattle Central (very busy) and Capitol Hill. I certainly enjoy using it when I need to shop after work. If you mimic that route with the 12 it will lead (in my opinion) to the eventual elimination of a valuable service. Thank you.	5/13/2015 2:50 PM
316	There will be too many half-empty/poorly-headwayed buses on Pike/Pine. Fewer routes through that corridor is better, with the platform hours put to better use improving frequency on another route that could be timed better with Link.	5/13/2015 2:37 PM
317	My main problem is shifting route 12 off of Madison and on to John/Thomas Street. I live in North Capitol Hill, and this change would make it impossible to get to the south end of downtown (e.g., 5th and Madison) without changing buses or walking an additional six blocks or so. Route 12 would then become a duplicate of route 10. I realize that this change is proposed in order to have a stop at the new Capitol Hill transit station, but why not just leave route 43 in place? I use Route 12 a lot, but I would not use it if this change were made. I also object to the elimination of Route 43. I use this route to get from downtown to parts of Capitol Hill that are not serviced by Route 10. Route 43 also lends added frequency to the Capitol Hill service provided by Route 10. If I am traveling from North Capitol Hill to the SeaTac airport (particularly with luggage), I would not use the new Capitol Hill transit station. It would be much more convenient to take Route 10 down to the 5th & Pine station and pick up the light rail from there. Moreover, I travel to the airport infrequently -- no more than once per month -- whereas I take Route 12 down Madison several times a week. The proposed change in Route 12 would be a major inconvenience to me. PLEASE DO NOT MOVE ROUTE 12 AWAY FROM MADISON STREET!	5/13/2015 2:13 PM
318	I would prefer the route 12 to continue to serve Madison, including the library, the government buildings, etc	5/13/2015 2:09 PM
319	Deleting the Route 43 bus saddens me greatly. It suggests that no-one at Metro has looked at the topography of Seattle. Yes, the Route 12 is relatively close to the current route 43, but getting to the 12 (especially on the way to work), means a big up-hill slog that leaves one sweaty--not the way to start the work day. Please reconsider the #43 route.	5/13/2015 2:07 PM
320	I travel from 15th E to NE 50th every day on the 43. I can not walk hills so the proposed changes means that I would have to add a transfer to my bus route making my commute both longer and less predictable. The removal of the 43 route will most likely mean I'll need to move or drive to work every day.	5/13/2015 1:30 PM
321	Do not cut the #4 bus during construction on 23rd Avenue! Expecting the existing routes to serve all those extra people that no longer have the #4 available to ride is unreasonable. Please find an alternative that continues to provide regular service to downtown and Queen Anne from the South Central District.	5/13/2015 1:28 PM

322	Splitting the 8 is good but there should be something done about the stop at Stewart and Denney heading East when traffic backs up on Denny from I-5 south ramp the bus always gets delayed because it is hard for the driver to get in and out of the right lane with the traffic if that stop was eliminated much of the delay would vanish.	5/13/2015 1:16 PM
323	You are changing a commute from Madison Park to downtown from a single bus ride to a commute that requires 1 of more transfers. We chose to live here (at GREAT expense) to have a quick commute. We pay for this "luxury". You are doubling this very easy, very quick, low impact to traffic, commute.	5/13/2015 1:14 PM
324	We need to be sure that East-West commuting remains reliable and frequent for Central Area residents. Removing the 43 and altering the 8 leaves only the 11 and 12 as possible options (and longer walks to the relative bus stops). The proposed changes to the 11 and 12 help remedy the loss of the 43, but if those were later cut in the future, it would make it that much more difficult to get downtown from the Central Area not served by light rail.	5/13/2015 12:50 PM
325	These proposals look great - much better than the first round. Thank you for hearing us and for being creative! I'm so impressed.	5/13/2015 12:22 PM
326	Thank you for increasing frequency on the 8 and 48! I use these routes frequently and they are often crowded and the 8 is often delayed. I think the 8 could split at 23rd and Jackson or Mt. Baker Light Rail. As long as the 48 (or something) still runs from farther north down to the light rail then I don't know if we also need the 8 to go there. The 8 is late all the time, so it would be great to have them be more frequent or split it in a way that makes service more reliable. I'm really looking forward to these changes! In my opinion, people are very hesitant to transfer buses, but if they come every 10 minutes or less, then it is a lot easier to plan a transfer into your commute.	5/13/2015 12:21 PM
327	I would like a route that connects Capitol Hill with the Central Area, specifically The Bush School. As it is, students trying to get from points North to The Bush School have to change buses, which makes the bus transportation from Capitol Hill untenable. As it stands right now, almost no one from The Bush School uses the bus to get to school because there is no service near that location. This affects a lot of people. In general I would like more North/South connections when you get further East, so that we don't have to head toward downtown and then back out again to go travel along N/S corridors. I'm glad you are connecting the Rainier area with the Central Area, but why not extend it to Capitol Hill? We need a grid to be overlaid on top of the spoke system. Thanks.	5/13/2015 11:45 AM
328	What part of NO does this survey not understand -- I said I had No opinion yet I had to got through all of these questions. I would have abandoned it, but I was concerned that my previous answers to the earlier questions would not be recorded.	5/13/2015 11:26 AM
329	none	5/13/2015 10:58 AM
330	I didn't want to give feedback for this section of the survey, but it clicked through anyway. Please design survey better next time.	5/13/2015 10:22 AM
331	Please bring the route 47 back as soon as possible! It is difficult for people on north Bellevue Ave to reach the 49 or 43!	5/13/2015 9:58 AM
332	Bus #49 should run on time schedule after revision. I request #49 route will connect Eastlake area and Capitol Hill station, replacing #25.	5/13/2015 9:42 AM
333	I see there is no question on elimination of the Route 43 which goes by Group Health. I'm sorry to see that service eliminated. I use it periodically, and will not be using the Link service as I would rather ride the bus or if necessary drive. As long as the Route 49 runs from the U District I will use it, but elimination of the Route 43 means it is likely I will also drive more.	5/13/2015 9:30 AM
334	I really hate the idea of diesel buses huffing up Madison in downtown and on First Hill. Truthfully I live walking distance to Capitol Hill Station and will plan to do that! So, bus route changes don't affect me hugely.	5/13/2015 8:53 AM
335	Having more reliable transportation options are necessities for this make this proposal work. Based on a recent Seattle Times article, building a reliable grid offer more affordable transit options to the ever growing population in Seattle and surrounding areas. Make transit work is a integral element to an expanding populace The city is making the "right steps" in achieving this!	5/13/2015 8:42 AM
336	It would be great to have good connections between the hospitals and light rail. It seems as some of these changes would address those connections.	5/13/2015 8:34 AM
337	I work on the waterfront at pier 70, and there is a need for better connection to all of these services for those who are no physically able to do the hills involved to get to good transit.	5/13/2015 7:22 AM
338	Very poor service. Explain why all the buses going from downtown to Capital Hill leave at the same time? Poor planning 2, 3, 4, 10, 11, 12 and 49 all run at the same time. Who thought this up?	5/13/2015 7:19 AM

339	Hoping that these changes will mean reliable, on-time bus service to and from Capitol Hill and more frequent trips could mean people can count on the schedule to get them where they need to be on-time. Additionally, this continues regular service to the Group Health on Capitol Hill making it easier for patients and the infirm to get directly there via bus.	5/13/2015 7:15 AM
340	No	5/13/2015 12:18 AM
341	I like the late night service additions especially to take the bus back to downtown from Pike-Pine, to buses north to Fremont/Ballard	5/12/2015 11:01 PM
342	I only use the 48 and usually only north of the Ship Canal.	5/12/2015 10:41 PM
343	I live in Madison Park and am disappointed that the 11 has no good connection to light rail on Capitol Hill. I'm also disappointed that proposed 11 is Madison only -- not nearly as convenient as the present route 11 for downtown shopping. The current route 11 OR the old alternative 1 meet my needs better than this proposal. I definitely prefer including the Pike/Pine corridor to the all-Madison route.	5/12/2015 10:32 PM
344	I really like the alternative 3 proposal the best. In the previous proposals I was really sad to see route 43 eliminated. Once the new Link line opens that will be my primary route between my home and downtown. However, I also use the bus to get between destinations on Capitol Hill, so I appreciate how this proposal revises route 12 and continues route 49 service on Pike/Pine. I'm also looking forward to more frequent service on route 8. Thanks for taking the feedback and coming up with this thoughtful proposal.	5/12/2015 10:13 PM
345	I would like to see the Routes 43 and 49 combined, The only different s is that where it turns when after it leave Pike street, and when it get to Campus Way. at U W. 49 Turns on Campus Way and 43 Continues on 15th Ave NE.	5/12/2015 9:42 PM
346	You have gutted service in the recent past in the Central District (primarily), so to tout these recent changes as some kind of "improvement" is a mischaracterization. Have any of you ridden any buses in Capital Hill or the CD recently? They are packed and turn riders away. This is deplorable. The 27 used to be a service that was used on weekends by people in Leschi, and served several retail businesses in Leschi along the lake. Then it was gutted and turned into a 9-5, M-F commuter line (and is packed). This will change the character of the Leschi lakeside area permanently.	5/12/2015 9:38 PM
347	Since the 11 will replace the 12 on the Madison corridor, it will be important to have reliable connections between the 11 and the 10 at 15th Ave E, so that people accessing south downtown may still access Volunteer Park and Interlaken Park with reliability.	5/12/2015 9:38 PM
348	Suggestion for route 8: Splitting it at 23rd & Jackson feels like dropping of riders in the middle of nowhere. The point of serving the CD area is to bring riders OUT of that area TO places, not as a destination. This simply adds another bus transfer for CD riders. Suggestion for route 10: Increase service to 10 minutes and ditch the 49. Suggestion for route 11: Maintain 15 minute service to 23rd Ave & Jackson street, 30 minute service to Madison Valley and 10 minute service on the entire route during peak times. Suggestion for route 12: Keep the 12 during peak hours and ditch it during off-peak. Suggestion for route 49: This is redundant service with Link service. The point of these changes is to reduce redundancy. Pike/Pine riders can take route 10. Route 49 should terminate at CHS or through-route with current 43 by turning east on John St. Suggestion for route 43: Keep current route 43 between the U and Broadway, and then through-route it with route 49 between CHS and the U-District. This enables Montlake riders service to downtown and Capitol Hill and prevents the 49 from being a redundant route.	5/12/2015 9:30 PM
349	The elimination of the 43 will leave a big gap in service. For people on 23rd or 24th Ave E there will ha a loss of connections to Capitol Hill. The area at 23rd and E John is not well suited for transfers with a signifigant hill separating stops and the 8 is one of the least reliable busses in the area so it will not be a good situation for local residents. Also in inclement weather the 8 is usually one of the first busses cancelled making connections even worse. The updated 12 is too far and up a ateeep hill from 23rd ave E for anyone with reduced mobility. The 43 should be continued as at least a direct connection to serve the area between the Capitol Hill and the University stations. It is bad enough to be losing a direct trip to downtown but if you eliminate the 43 connection to Capitol Hill you are denying viable connections to a large area to get to the new light rail.	5/12/2015 9:27 PM
350	please - go back to the more radical changes to make service more frequent on fewer but well used routes!	5/12/2015 9:26 PM
351	Looks really good to me. I had concerns about loss of service on Pike/Pine (I live a block off it on Belmont) but this proposal looks great. I like that the 47 is back. I'm sold on the elimination of the 43, #12 route works for me too. Only real suggestion is that the #8 bus needs better than 30 minute service on weekday nights.	5/12/2015 9:17 PM
352	are you aware that there are 650 additional housing units being planned around the Issaquah Highlands? are you planning additional bus service for this area? Every day, I ride buses with 20 to 30 people standing from Seattle to Issaquah Highlands	5/12/2015 9:05 PM

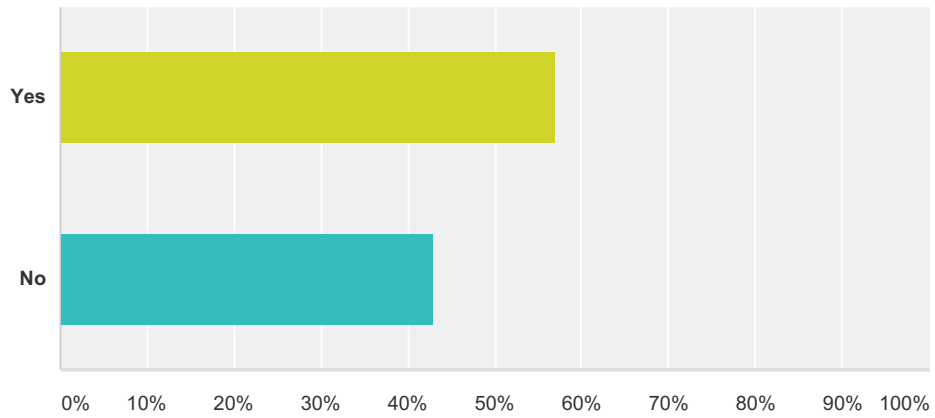
353	I do not see any improvement in getting from Sand Point to Capitol hill without a transfer. Current have to take bus to Campus Park Way and transfer -- it appears a transfer is still required and the trip may take longer.	5/12/2015 9:03 PM
354	I said I use route 545 and didn't want to say anything about the Capitol Hill and Central Area proposals, so why ask me about them?	5/12/2015 8:50 PM
355	It would make sense to ensure that the level of connectivity being provided to the cap hill station is also provided for stations south ESP columbia city station and	5/12/2015 8:43 PM
356	I'm sad to lose my single seat ride to work (north Capitol Hill to UW medical center, via the 43). It's not clear that the revised 8/12 + link will be faster for me than the 43, and even if it is, it will likely be less convenient. Also, Montlake seems to lose a lot of connectivity in this plan.	5/12/2015 8:35 PM
357	nope	5/12/2015 8:18 PM
358	It feels like you are making it harder to get from the southend to the U-district. Of course we have light rail - but it doesn't start early enough in the am.	5/12/2015 7:35 PM
359	I feel there are better ways metro and sound transit should use their money they add more link light rail I would never take it I always take the bus	5/12/2015 7:22 PM
360	No	5/12/2015 7:11 PM
361	The survey is skewed to show only the improvements in this proposal. It is a shame.	5/12/2015 6:42 PM
362	Getting rid of the 43 before Brooklyn Station opens is a mistake. The 8 will not be any more reliable since Denny will still be Denny so not only are you asking people to trade a one seat ride from eastern Capitol Hill to the University District for a connection, but one of those buses will be horribly unreliable. And the connection will be unpleasant since you have to cross two streets. This change makes me a car commuter.	5/12/2015 6:33 PM
363	I think your doing great! I'm still not proof positive how much I will use these varied buses. But I look forward to seeing! Thank You	5/12/2015 6:33 PM
364	I live on Madison St- your proposal would cut me out of bus service entirely. I live 1700 Madison and work at Madison and 2nd in the federal building- right now the bus goes right by both places- if you cut me out of bus service entirely, I will lose my job- I am 60 years old and cannot walk that route and there are no other bus routes that will take me where I need to go. You are cutting an entire section of the city off from the bus- what idiot did this?. I can live with the fact that most of the people who make these decisions don't ride the bus but this is even stupider than most. You just walked back a proposal that would end the #12 bus at 15th and Madison- this is even worse	5/12/2015 6:27 PM
365	more # 70 buses and move back the time the #70 stops running. it should run later with buses leaving downtown around 9 or 10 pm right now the 71 72 73 busses leaving downtown around 7 pm are overcrowded.	5/12/2015 6:21 PM
366	No.	5/12/2015 6:07 PM
367	The #27 is the only bus to where I work in leschi. It is absent from all these proposals!	5/12/2015 6:03 PM
368	Capitol Hill is a congestion mess of dirty crazy kinda scary area's. I think more buses with be helpful with getting things moving.	5/12/2015 6:02 PM
369	Most of these restructures are improvements for the areas of Capitol Hill north of Madison, and provide some modest improvements to Link, but the gravitational pull of having ONE link station for all the densest neighborhoods in the city, including the CD, seems to have brought with it an absence of a sensible gridded frequent network for the southern portion of this block of the city. Central Area riders are left with slim pickings with respect to access to frequent corridors and connections to link, barring slogs on congested streets, steep hills, or infrequent (and likely painfully slow) mixed-traffic street cars. This alternative, in many MANY ways, is fundamentally worse than both Alternative 1, and the current network. Yes, there are improvements, which the survey seems designed to point out, but there are sacrifices, which the limited response options are woefully inadequate in addressing.	5/12/2015 5:59 PM
370	Removing the #12 currently on Madison will affect many people. There are many people that use Madison for going to Swedish, Virginia Mason and going to class at Seattle University. How does Metro propose for disabled people that have appointments to the hospitals on First Hill ? These people cannot walk from Pine or Pike St. to them. Also, during the winter it will cause me to miss work when there is inclement weather. I find it hard to believe these issues have not been taken into consideration.	5/12/2015 5:57 PM
371	Given the frequency of the Route 8, perhaps swapping the frequencies of Route 12 and 47 should be considered to reduce duplication. Run the 47 every 15 minutes and the 12 every 20 to 35 minutes.	5/12/2015 5:57 PM

372	What is it with you people wanting to change the way the Route 12 is now? Do you not get that we the ridership like it that there are those of us who use it every day the way it is now to get to First Hill and the south end of downtown. I swear you don't actually get on the buses to see what the riders want you just set at a desk and theory think you are listening and what you are really doing is dictating what you think will work. Keep the 43 and keep the 12 running the route it is currently on. How hard is that! Oh right you need to make it difficult.	5/12/2015 5:56 PM
373	We lost our bus service on the north end of Bellevue/Summit -- first #14 was changed to #47, which was later discontinued. There are several new apartment buildings in our area, but no buses that serve it. We now have to walk up the hill to catch the #49 or all the way down to Pine, or use the very infrequent #25 to get downtown.	5/12/2015 5:55 PM
374	Um, I chose "no" that I didn't want to answer questions about this Capitol Hill/Central Area part, and was given the questions anyway.	5/12/2015 5:54 PM
375	I am glad to see the long-overdue increase in frequency for Route 11. Most of the proposed changes look like good ideas to me at this point.	5/12/2015 5:51 PM
376	Thank you! The Capitol Hill proposals are brilliant. We were in panic about losing the 12 down 19th and this not only keeps it, but restores the connection we used to have to Pine and Pike downtown. Going to Madison and then transfer to get to the 4th and Pike downtown area has been painful and the original proposal which removed the 12 was even worse. This one is lovely!!!!	5/12/2015 5:47 PM
377	WE NEED ROUTE 71!!!!!!!!!!!!!!!!!!!!	5/12/2015 5:45 PM
378	I have been avoiding Broadway on Capitol Hill because the rail makes it a traffic mess -- I don't like walking along stagnant traffic or transferring to/from rail or transferring from a bus in bad traffic & pollution. I now prefer to travel on 12th, 15th, 19th -- if I go to Capitol Hill. My trips to Capitol Hill have decreased & I now drive there when I do go.	5/12/2015 5:44 PM
379	My response is in reference to the 12. In my opinion, the 12 offers a great service for people to First Hill. I catch the 12, heading downtown, at 19th and E. Mercer. By the time the bus gets to 19th and E Madison, it is standing room only. This occurs between 7-9am that I have personally witnessed. There are elderly and handicap riders that take that bus for easy access to the hospitals on First Hill. Having to walk up from downtown is not as user friendly for those riders. The 12 also services people going to Seattle University, O'Dea and hospital workers. I work near Virginia Mason and LOVE taking the bus to work as it is fast, and saves on gas and high parking prices. in my opinion, people traveling east to west are not likely to use the north to south new transit system. I have absolutely no use for it in my travel needs. Not having the 12 as my transportation to work will force me to drive to work in my car by myself and pay the high parking price.	5/12/2015 5:41 PM
380	I do not wish the #12 as it presently exists to disappear. I am disabled and this will mean a major change in my life. It is unclear whether the revised #11 will stop at 15th, 17th, or any of the present stops near Trader Joe and Temple De Hirsch.	5/12/2015 5:37 PM
381	The 11 needs access to Pike/Pine...	5/12/2015 5:27 PM
382	None!!	5/12/2015 5:25 PM
383	We need a stop (maybe the #8) closer to the light rail at 23rd near McClellan.	5/12/2015 5:25 PM
384	Don't cancel the 25 bus	5/12/2015 5:24 PM
385	Unless you fix the mess between Westlake and I-5 on Denny for the Rt 8, it's always going to be late during peak commute. Also, thank you for letting logic apply to not reroute the 255 away from downtown and forcing Kirkland riders to the UW Link station.	5/12/2015 5:22 PM
386	Route 43 provides direct service from Capitol Hill to UW that is not duplicated by any other routes for the area in Capitol Hill around 15th Ave. I would like for this route to be maintained.	5/12/2015 5:21 PM
387	The Eastside needs a better, more efficient and quicker way to get to downtown Seattle (pike's place) and a lot of times the park and rides are too full and transferring takes too long so more straight away buses from more neighborhoods on the Eastside.	5/12/2015 5:11 PM

388	The new proposal really cuts off the area east of Capitol Hill proper (23rd Ave, Madison Valley) from the Broadway and Pike/Pine area on Sundays (and to a lesser extent weekday evenings and nights). Today the 43, 11, and 8 provide this connection with 8 buses an hour during the day on Sundays. Admittedly they're not scheduled for even headways. Under the new proposal there are only 2 trips an hour on the unreliable 8, 2 trips an hour on the unreliable 11 that no longer connects directly to Pike/Pine, or a ride on the somewhat frequent 48 well out of the way into Montlake (I hope the bridge isn't up) to transfer to Link to ride back to the Hill. Those who are able could walk up to 19th to get better odds with the new 12. Weekday evenings and nights are a similar story. Not only is this proposal a big step back in usefulness from Alternative 1, in my neighborhood it's a lot worse than our existing service. I'm very disappointed to see Metro sacrificing frequency and utility in high-ridership areas in order to satisfy people who refuse to make a transfer between frequent services. How does this better connect to Link when my transit options to get there are worse than they are today?	5/12/2015 5:05 PM
389	I would like to either keep the 11 as it is now, or have a route that connected the Capitol Hill Link station with Madison park as was proposed in one of the earlier proposals (I believe the proposed 8N). Especially in the summer, I feel like this is a popular route for people on Capitol Hill	5/12/2015 4:52 PM
390	Often there seems to be two #10's before a #49 arrives. Need to have more 49's as more convenient for N. Capitol Hill. Looks like this proposal does that so I am strongly in favor of the proposal.	5/12/2015 4:26 PM
391	Cutting the 242 is a disservice to the community. It's the only Shoreline bus that takes riders to the eastside, without any useable alternatives. Before cutting routes, decision makers should have to bus to work using 2-3 buses and see how they like the "alternative". Bus changes make for an unreliable commute due and adds typically 30 minutes to an hour.	5/12/2015 4:03 PM
392	While I like the idea of Lake to Bay service on Madison St. (revised rt. 11) my concern is that this means that all the buses will be Diesel and no longer Trolley Buses ... Madison/Marion from 1st to Boren are some of the steepest hills in Seattle and the Diesel buses on weekends are less than optimal at times. Another concern is that Pike/Pine will get sub-15 minute service with like 5 bus lines AND link ... would be nice to take some of that increased bus frequency and put it on the 11 ... the 11 will be a looooooong route ... that may easily fall behind schedule ... more frequent (10min) service during the day would help alleviate that. Regardless this will be a good exercise in behavior modification to prepare for eventual BRT service in the corridor. Lastly ... I really really hope this means that we'll see 60foot buses on Madison ... especially at Peak times. Thanx	5/12/2015 2:38 PM
393	The new proposal is disappointing. The changes to the 11, including running diesel buses on the steep hills of Madison downtown, are crazy. It would be better to just leave it alone if Madison Park wants that. I'm unhappy the 49 reroute to Madison was deleted in favor of retaining the current routing. The split of the 8 at 23rd/Jackson won't help reliability of the Madison Valley segment since that is still tied to the E-W segment on Denny, which is the problem.	5/12/2015 2:36 PM

Q33 Would you like to provide feedback on a specific route or routes?

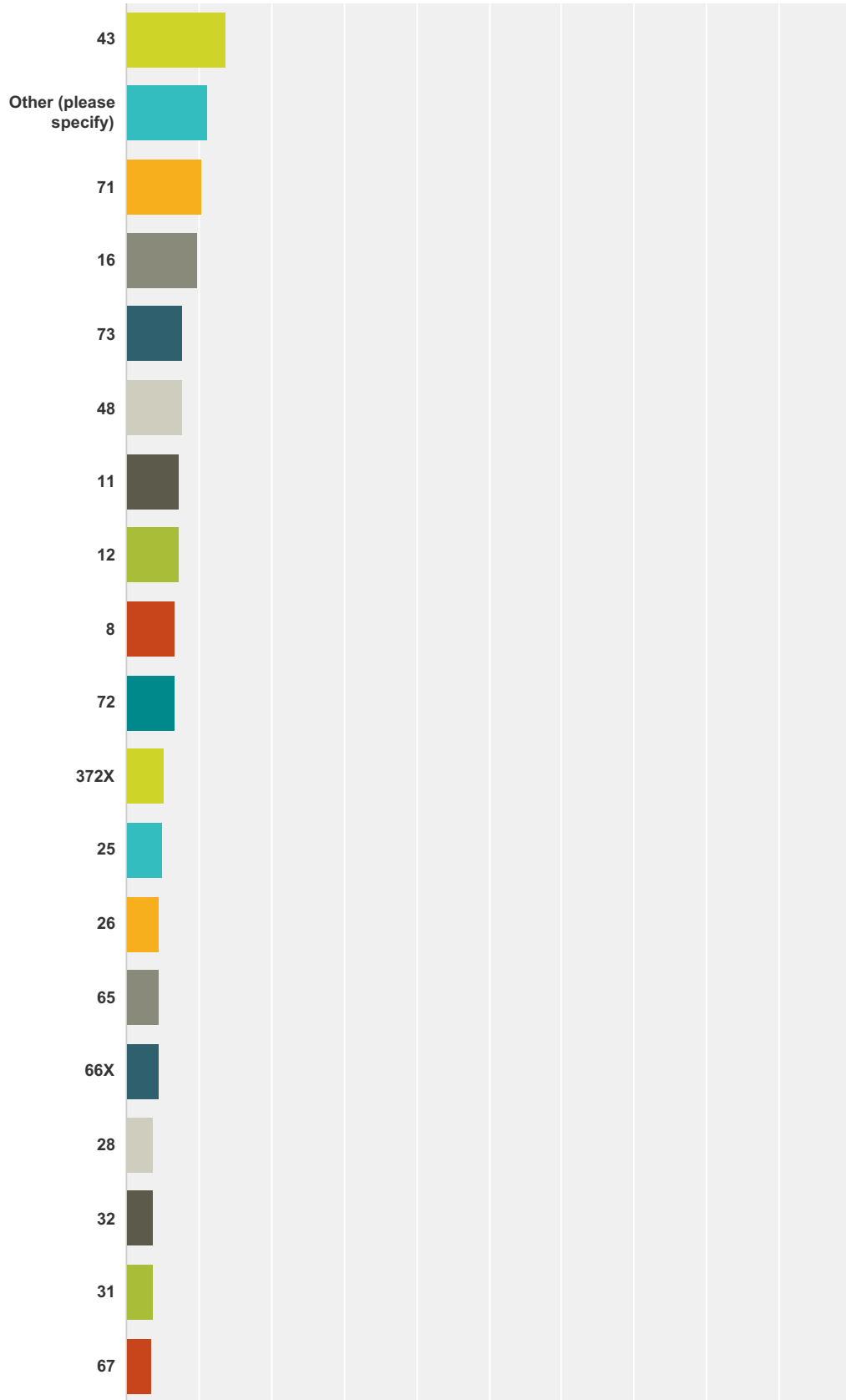
Answered: 1,358 Skipped: 614

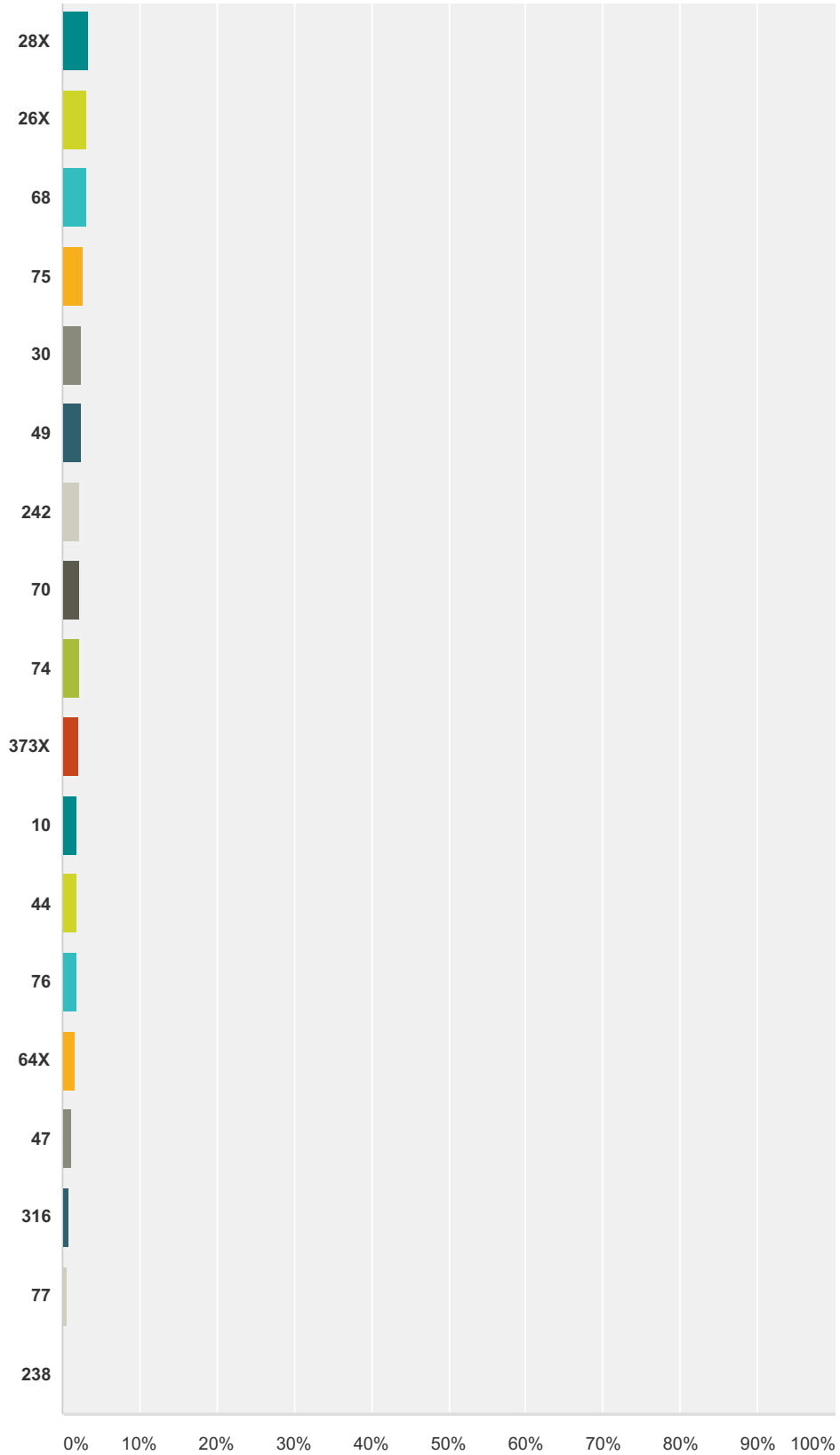


Answer Choices	Responses
Yes	57.00% 774
No	43.00% 584
Total	1,358

Q34 What route(s) would you like to give us feedback about? (check all that apply)

Answered: 757 Skipped: 1,215





Answer Choices	Responses	
43	13.74%	104
Other (please specify)	11.36%	86

71	10.44%	79
16	9.91%	75
73	7.79%	59
48	7.66%	58
11	7.40%	56
12	7.40%	56
8	6.74%	51
72	6.61%	50
372X	5.28%	40
25	5.02%	38
26	4.62%	35
65	4.49%	34
66X	4.49%	34
28	3.83%	29
32	3.83%	29
31	3.70%	28
67	3.57%	27
28X	3.43%	26
26X	3.17%	24
68	3.17%	24
75	2.77%	21
30	2.51%	19
49	2.51%	19
242	2.38%	18
70	2.25%	17
74	2.25%	17
373X	2.11%	16
10	1.98%	15
44	1.98%	15
76	1.98%	15
64X	1.72%	13
47	1.19%	9

316	0.79%	6
77	0.53%	4
238	0.13%	1
Total Respondents: 757		

#	Other (please specify)	Date
1	271	5/31/2015 8:24 PM
2	347 and 348	5/30/2015 7:49 PM
3	41	5/30/2015 7:20 PM
4	347 and 348	5/30/2015 3:10 PM
5	2	5/29/2015 9:26 PM
6	E line	5/29/2015 3:59 PM
7	941	5/29/2015 8:53 AM
8	545	5/28/2015 11:14 PM
9	5	5/28/2015 9:38 PM
10	27	5/28/2015 8:49 PM
11	Proposed Madison BRT	5/28/2015 6:57 PM
12	15X, 18X, D line	5/28/2015 4:48 PM
13	120, 131	5/28/2015 4:19 PM
14	542	5/28/2015 4:17 PM
15	277	5/28/2015 4:07 PM
16	255	5/28/2015 8:48 AM
17	Auburn to Issaquah	5/25/2015 9:32 AM
18	540	5/25/2015 9:22 AM
19	RT 277 and RT540	5/23/2015 9:29 AM
20	north end system	5/22/2015 3:08 PM
21	50	5/21/2015 8:03 PM
22	41	5/21/2015 11:23 AM
23	216,218,219	5/21/2015 7:44 AM
24	proposed 941	5/20/2015 8:36 PM
25	540	5/20/2015 8:15 PM
26	540	5/20/2015 8:10 PM
27	40	5/20/2015 11:38 AM
28	A new bus route	5/20/2015 8:49 AM
29	197	5/20/2015 8:06 AM
30	Link Light Rail to stadium	5/19/2015 9:35 PM
31	545	5/19/2015 9:09 PM
32	41	5/19/2015 2:47 PM

33	9	5/19/2015 2:25 PM
34	other	5/19/2015 2:03 PM
35	24	5/19/2015 1:40 PM
36	D Line	5/19/2015 1:13 PM
37	57	5/19/2015 11:25 AM
38	216, 218, 219	5/19/2015 11:07 AM
39	255, 277, ST540	5/19/2015 11:06 AM
40	27	5/19/2015 10:41 AM
41	269	5/19/2015 10:20 AM
42	118, 119	5/19/2015 9:59 AM
43	311	5/19/2015 9:47 AM
44	540	5/19/2015 9:43 AM
45	941	5/19/2015 9:37 AM
46	106	5/19/2015 9:34 AM
47	540 and 255	5/19/2015 9:21 AM
48	21 route	5/19/2015 9:21 AM
49	540	5/19/2015 9:11 AM
50	9	5/18/2015 6:20 PM
51	79	5/18/2015 2:17 PM
52	45	5/18/2015 12:53 PM
53	271, 311	5/15/2015 11:14 AM
54	941	5/14/2015 9:35 PM
55	255	5/14/2015 11:55 AM
56	540	5/14/2015 11:18 AM
57	271	5/14/2015 8:28 AM
58	545	5/13/2015 5:48 PM
59	271	5/13/2015 5:37 PM
60	#9	5/13/2015 12:32 PM
61	941	5/13/2015 12:13 PM
62	24 and 33	5/13/2015 9:12 AM
63	50	5/13/2015 9:07 AM
64	15X	5/13/2015 8:52 AM
65	ST 540	5/13/2015 8:52 AM
66	941	5/13/2015 8:28 AM
67	271	5/13/2015 8:00 AM
68	522, 311	5/13/2015 7:45 AM
69	542	5/13/2015 7:39 AM
70	West Seattle routes only C 21 21X 22 55	5/13/2015 6:47 AM

71	5 and Rapid Ride E	5/12/2015 11:46 PM
72	41	5/12/2015 10:42 PM
73	First Hill Street Car	5/12/2015 9:44 PM
74	27	5/12/2015 9:38 PM
75	ST545	5/12/2015 9:33 PM
76	216, 218, 219	5/12/2015 9:06 PM
77	520	5/12/2015 8:35 PM
78	19	5/12/2015 8:30 PM
79	312, 24, 33	5/12/2015 7:55 PM
80	907	5/12/2015 6:35 PM
81	27, 50	5/12/2015 6:04 PM
82	133,121,122,123	5/12/2015 6:02 PM
83	41	5/12/2015 5:53 PM
84	RT277	5/12/2015 5:51 PM
85	41	5/12/2015 5:37 PM
86	255, 540	5/12/2015 5:23 PM

Q35 What would you like to tell us about this route or these routes?

Answered: 727 Skipped: 1,245

#	Responses	Date
1	16: Keep routed north to Northgate, keep on Aurora Ave N. 26: Keep on Dexter Ave N. and Wallingford Ave N. between 35th & 40th. Possibly use extended #26 through Roosevelt, Wedgwood, and Sand Point as east-west connection if #71 routing change (see below) not adopted. 31 & 32: Route along Stone Way N. between 35th & 40th 67: Keep on Roosevelt Way/ 11th Ave NE couplet into U-District. Use Campus Pkwy to reach UW campus, and route along Stevens Way through campus. 71: Keep route as a Sand Point - Green Lake - Fremont - Seattle Center connection. 73: Keep on 15th Ave/ University Way NE into U-District. Follow NE Pacific St., and turn back by looping around Montlake Triangle next to UW Med Center LRT station.	6/1/2015 1:19 AM
2	Route 72 is duplicated with other routes and is no longer needed. The buses are too big for parts of this route (i.e the NE 80th corridor), and are causing extreme damage to the streets. I strongly support the elimination of this route. .	6/1/2015 12:00 AM
3	I hope that route 26 continues to go down Wallingford Ave instead of the proposed changes. I take that bus into downtown four mornings a week and it is always very full. The proposed change would leave these commuters with the option of a route that doesn't go downtown, therefore giving the option of either transferring buses or walking a ways out of their way to catch a bus that goes directly downtown. I don't think this will be desirable to many and may discourage people from riding buses. So please consider keeping the 26 route as it is. Thank you.	5/31/2015 11:33 PM
4	I sometimes use the 8 as a backup plan if I miss a downtown connection at Queen Anne and Mercer. The 8 could become a reliable connection for me to LINK from work.	5/31/2015 11:20 PM
5	Ending the 12 will make it hard for commuters and students to get to work and school in the morning since it will now be ending at John and 19th. What about improved service to help all those people who have to get from North Capital Hill to Madison? Are they supposed to walk for blocks now to stand at a very crowded #8 bus stop on Madison and 19th? That stop is already jammed in the morning. Ending the #43 limits a lot of flexibility getting to the U district. Once again people will now have to get off the bus at 19th and walk to 23rd and get the 48. Once again not an "expansion of service". The 48 is going to get jammed up in the traffic going down 23rd after the lanes are reduced (another not convenient idea) - having the 43 come up from downtown gives people more options to get to the U District in a more timely way. I do not support either of these changes to service.	5/31/2015 10:18 PM
6	I liked the Alternative 1 routing of the 49 significantly more. The routing of the new '12' is remarkably silly and those bus hours would be better served increasing the frequency of busses that don't run 4 blocks parallel to two other frequent routes.	5/31/2015 9:56 PM
7	Why are the routes I use most not options for comments? #2,3,4,27?	5/31/2015 9:34 PM
8	Removing the Wallingford stops and replacing it with nothing - this will require longer walking commutes and more frequent transfers to access downtown. The 31 and 32 are much longer routes toggled to the same place and are not good substitutes. Please reconsider this change or provide a closer stop, possibly the 16 closer to Wallingford Ave.	5/31/2015 9:08 PM

9	<p>First like to say that the new route 16 is a home run! Quick service, 7 days a week, 5am to midnight from Sand point to Green Lake with easy transfers along NE 65th to points south and north is great! The cancellation of Route 71 is another matter. Route 71 has existed for over 50 year serving the View Ridge Community, roughly bordered by 40th AVE, NE on the west, NE 75th on the north, Sandpoint Way on the east and NE 65th on the south. We have 30 minute bus service, 7 days a week from about 5AM to 1AM the following morning. The bus route has many stops along NE 75th, 55 Ave, NE 65th and on the return NE 50th. We have ONE bus service to the University District, close service to the University and downtown. View Ridge has a large number of seniors and students who regularly ride the bus. The proposed changes will be very difficult also for all ages with walking problems, especially since equivalent service to the University, University link tunnel, and downtown will require a bus transfer. This ONE bus service every 30 minutes, 7 days a week from 5AM to 1AM the following morning is being replace by a new DART route 971 which travels south on 45th AVE, NE. This leaves most of the east part of View Ridge with no scheduled service unless the rider calls 2 hours in advance and limited off route service will be available. Alternate routes to the University and the new University link are available but this requires a transfer. The amount of walking for those living near NE 75th, 55 Ave, NE and NE 50th is increased tremendously. Also the DART is 1hr service and does not run on weekends and after 7pm, a severe limitation for those of us going to the University or downtown for evening activities on nights and weekends. Also there is no convenient access to the University as there was with bus service along University avenue. What is needed is regular 30 minute service to the View Ridge neighborhood along NE 50th, NE 75th, 50 Ave, NE and NE 65th, 7 days a week, 5 AM to midnight daily. Important in any use of the proposed route 16 or proposed route 65 is the use of these streets. If route 71 is eliminated, we will find it extremely difficult to get bus use on these streets once it has been largely eliminated. These streets have had bus service for 40 year and so people expect buses to be on those streets. If the service is eliminated, it would be almost impossible to get that service back and those no convenient service to View Ridge in the future will be possible. What View Ridge residents want is one bus service to University District and downtown, with a bus every 30 minutes, 5AM to midnight, 7 days a week using the already existing route along NE 50th St, NE 75th, 55 Ave, NE and NE 65th. That is the service we currently have and should expect with any change. Using routes 16 and 65 as currently proposed are not acceptable alternates due to impossible amounts of walking for people with walking issues and vastly increased walking for the rest of us living in View Ridge, north of NE 70th. Perhaps routes 16 could be modified to allow the required service by being routed through View Ridge either north on 55 Ave, NE and the east on NE 75th and finally south on NE 50th. Perhaps every other bus could service View Ridge so we would get 30 minute service. Alternately, perhaps route 65 could be modified to service View Ridge along the route currently taken by route 71. However, this still means a bus transfer in many cases. Perhaps a better solution would be change DART route 941 to a regularly scheduled 30 minute, 5 am to midnight, 7 day a week METRO bus servicing the View Ridge community along NE 75th, 55 Ave, NE and NE 65th and then proceed south to the University Link via 35th Ave, NE. This would allow equivalent route 71 service thru View Ridge and get us conveniently to the University and the University Link Tunnel. Access to the University District would not be as good but a one bus transfer along NE 65th or at 35th Ave, NE to route 65 or route 16 would make this doable. DART as it is currently proposed will probably lead to less ridership and more autos on the road due to its routing and lack of regular schedule thru the View Ridge community.</p>	5/31/2015 9:02 PM
10	<p>PLEASE DO NOT MOVE ROUTE 26 AWAY FROM SOUTH WALLINGFORD! Our neighborhood is not getting a light rail, but removing the 26 will force residents to walk over a mile to the nearest transit access. This is unacceptable, when all other neighborhoods are getting more options but we are being abandoned by the transit system.</p>	5/31/2015 9:00 PM
11	<p>Do not re-route this to John/Thomas, which duplicates part of route 10. Keep it on Madison for access to downtown, which is more important for this contingent of commuters than light rail access.</p>	5/31/2015 8:54 PM
12	<p>Please see earlier comments on 71 and View Ridge.</p>	5/31/2015 8:35 PM
13	<p>I am very happy about the proposed increase frequency in this route (16). I use it to get from downtown to Wallingford, so the exact footprint it takes to get there and where it goes afterwards do not personally affect me greatly.</p>	5/31/2015 8:35 PM
14	<p>Please split the route at Mt Baker transit center!</p>	5/31/2015 8:28 PM
15	<p>Please, please, through-route the 271 and 48 with some North Seattle routes. I regularly want to get from the SR 520 corridor to northern Seattle; without the 271, I would need to walk from Montlake to Pacific Street. The 271-45 through-route was one of my favorite parts of the original proposal. I've heard that people from the Central District and eastern Capitol Hill are feeling similarly about breaking the 48 through-route; I greatly appreciated the 67 through-route in the original proposal. Restoring this through-route would probably allow upgrading the 67 frequency to its originally-planned 12 minutes, which would be a great boon to northern Seattle residents.</p>	5/31/2015 8:24 PM
16	<p>Please revisit removing them from Stone Way- Look at increasing apartment density on that route</p>	5/31/2015 8:08 PM

17	<p>Rts 28/28X: I'm concerned about the Rt 28/28X change for several reasons: 1) Travel times - I have not seen travel times or stop spacing published with this proposal. Presumably 28X riders will have a slower trip due to extra stops, and 28 local riders MIGHT have a faster trip. The section of NW/N39th St between Leary Way and Fremont Av backs up from the EB stop light crossing Fremont Av. It also can backup WB in the afternoons getting off Aurora. Will any stops be removed from 8th or Leary? Will stops be added on 39th? Can you work with SDOT on the signal timing at Leary & 39th as well as 39th & Fremont? 2) Reliability - I've also not seen whether the new 28 will continue to be linked to the 132 (or something else). The NB 28 local is notoriously behind schedule, probably b/c of the long trip it's making to become the 28. It's very unreliable for Ballard High arrival times. Even the SB 28 is very unreliable on weekends - not sure what that's about. 3) Capacity - Apparently this proposal is supposed to retain the same total # of trips and seats that the 28 & 28X currently have together, but that seems neither likely (at 10 min headways) nor adequate. The 28X is jammed from Market St on in the morning - enough that the bus is delayed by people trying to get to the door to get off at Prospect St, Denny, Bell & Virginia. (Sometimes we have pass-ups at market st). I have a hard time imagining that trips every 10 minutes in the peak of the peak will accommodate both sets of riders even with standees. In addition, more people will need to get on south of Market St. 4) Destinations - The planning around Rt 28 seems to be associated mainly with Fremont services. While Fremont is an important destination, many riders of the 28/28X use more of the northern part of the route(s) - eg north of NW 85th St, so their needs are not addressed by the focus on Fremont. Other observations - * Please don't call this the 28X. It's a 28. Period. There won't be 2 versions to distinguish any more, it will make all the marked stops on its route, and it's not going to operate only in the peak (like the 15,17,18 - which, oddly, lost their X designations on the timetables but retain them on the coach destination signs..). And it's not going to be significantly faster than its local predecessor; calling it "express" is disingenuous to the riders of the local whose trip will be only minimally faster and rude to riders of the X who'll have a slower trip. * Whatever comments Metro gets on this route should be considered incomplete. Few 28/28X riders will give comments b/c all the public info through 3 recent stages of outreach has been labeled U-Link and Link Connections, with sub heads about Capitol Hill & NE Seattle. The text and email alerts all had the Link Connections reference. No one who rides the 28 thinks this affects them and likely didn't read further. They have not been paying attention to this potential change, and may think that the earlier proposal to make this change with service cuts became moot, since the Seattle service cuts aren't happening. A minimal number of Rider Alerts went up at selected stops very recently, including SB 8th Av NW south of Market St, where the 28 local stops. But there was no sign at the 28X stop ON Market St, east of 8th until about a week before these comments were due. This is the location most affected b/c these people will have to move to a different stop. Because of this lack of clear outreach, I would not make definitive statements about "what we heard" about the 28/28X during this Link Connections process.</p>	5/31/2015 5:41 PM
18	Do not delete Route 43. Route 48 will not be able to handle both volumes.	5/31/2015 4:55 PM
19	<p>I am a 13+year rider of Route 13; I catch it a quarter block from my house and take it to work downtown. Because it is such a long route from where it leaves Northgate along the winding streets, it is sometimes late by the time it gets to where I pick it up @ 54th Ave. N. and Meridian. I would very much like to see your proposed change of the #16 go over the Aurora Bridge and then turn onto Dexter instead of going through Fremont; there is too much congestion already with routes 26, 31, and 32. It would be foolish to add to that congestion. I have appreciated the fast route down Aurora on the #16 and would like to know if this change has to do with the tunnel construction next to Aurora; I would like an answer to that question, if possible. There is a history of the Route #16 being a no-show where I board at 3rd Ave. & Pine. I get off work around 10 or 11pm and oftentimes, the reader board will say Route 16 is 4, 5 or 6 minutes late and then it does not show up at all. This was happening frequently in late January and again in April. When this happens, I am forced to take the more reliable Route 26 and then walk 10 blocks home after working 12 & 13 hour days on the weekends. Reliability on the #16 is extremely importantly to me since it is my main route. Thanks for allowing me to share my ideas.</p>	5/31/2015 4:05 PM
20	My children currently take this bus from cap hill to Greenlake but if they always have to transfer in the u district to do so it won't make sense for us time-wise or be as safe as getting on at home and off at their destination. I won't leave my 12-yr-old alone at some transit station. So we will have to drive.	5/31/2015 3:40 PM
21	As I stated in a previous comment, I am strongly opposed to the proposed changes to the routing of route 16 to surface streets between Wallingford and downtown, away from Aurora Ave. These changes would greatly reduce the efficacy of the route as a commuting option for the growing population of the Fremont and Wallingford neighborhoods, by increasing the trip times between these neighborhoods and downtown.	5/31/2015 3:34 PM
22	Being able to catch either a 43 or 48 in the evenings after 9 p.m. makes a huge difference for me getting home from the U-District. The Light Rail station on Capitol Hill is nowhere near my home; it won't help me at all.	5/31/2015 3:18 PM
23	Please ensure that Madison Park has sufficient access to the Pike/Pine area. Moving the 11 to Madison from Pike/Pine is no longer a usable route. Please either leave the route alone, or provide another option. The 43 was also canceled leaving us no option to Pike/Pine.	5/31/2015 3:00 PM

24	<p>We (wife and husband) use bus #11 to get to/from downtown Seattle for shopping, eating and entertainment. Downtown Seattle has become progressively car UN-friendly in the last few years so we rarely go downtown by car. If bus #11's route changes from it's present route to the more southern route we last saw proposed, route 11 will require us to make at least one transfer to get to where we want to go in downtown Seattle and become essentially useless to us. We have supported Metro in the past, including voting for taxes to prevent the loss of services and to keep rates low, especially for lower income users. If route 11 is revised from it's present routing, we will not likely support Metro in the future. Please don't change the routing of bus #11.</p>	5/31/2015 1:47 PM
25	<p>Yes. For those in-close/not-suburban households within the area ROUGHLY between S99 & I-5 between about N/NE 65th & N 35th, these changes will have seen the spending of \$1.9 MMM and, all things taken into consider, zero net benefit/deficit. I live in Wallingford, so I'm looking at this from my on neighborhood's benefit/cost. But I'm not a nimby, and I have a BA in Planning (Transportation), so I am basing this on some technical background. For getting downtown for work or Seattle Center for fun, clear deficit. Longer trips with worse traffic, though more frequent departures. Robbing Wally to pay Fremont. Only way this might net out is if expected donnybrook on Aurora comes to fruition after after/if they bring down the Viaduct, although a lot of that traffic may try to use Dexter and QA Ave to dodge that blockage, which would neutralize that potential add. As far as the 16 (my most frequently-used) route is concerned, I strongly believe this is a significant net negative). For going to Northgate/NSCC area, maybe not a frequent trip for non-shoppers/non-students, a little roundabout. Not fatal, not positive though. For going to the airport, maybe neutral. If the inescapable N-S traffic clog comes about when they take the Viaduct out of action, then the my 35 minute walk with luggage or 30 minute walk to the 44, 44 to University Station might net out as a benefit. Right now, I 16 or 26 to Westlake, then Light Link (which is great) but would become a little tougher. With no traffic clog, people in my hood who take bus+Light Link or ride+Light Link to SEA is the same or maybe better than it will be once Metro reroutes/schedules on this current plan. So for this chunk of four (plus two half-) census tracts that represent mostly walkable, traffic-suppression behavior voters who probably overwhelmingly supported paying for Sound Transit's giant cost, we're not really netting positive benefits, just a mix that totals out to neutral. It's sad. The one thing that might make this net out is if you could get them to keep the Viaduct in place reinforced, which would rationalize a lot of N-S trips and actually make the Murray Memorial Tunnel additive, but that's outside your brief. And I guess my "objections" (survey didn't provide any choice between can't live with it and neutral, so I had to lie and say I can't live with it) are that, over a billion dollars later, this set of voters with good car/energy consumption habits will, GENERALLY, be no better off transit-wise than they were before the expense and effort. Not much worse, maybe not worse at all, but no better. POSSIBLE SOLUTION Maybe the solution is something like bringing back the 6 and routing that through Fremont while leaving the 16 roughly intact so there's some Green Lake -->Wallingford-->Downtown without the rococo of the Fremont/Fremont Bridge/Dexter detour. Best wishes in your complex tasks.</p>	5/31/2015 12:35 PM
26	<p>(Providing a copy of my previous response for specific route feedback tracking.) I live, work, and spend the majority of my leisure time and money in central Seattle, including CD, Capitol Hill, Downtown, and Belltown. My use of Lightrail is primary to Sea-Tac and the stadiums. My primary transits needs and survey responses speak to travel within core Seattle. Frequent service from the Pike/Pine Corridor, including late night, would be benefit work commutes, non-work shopping and entertainment, and tourist travel. Unfortunately the proposed rerouting of the 11 away from Pike/Pine means those of us east of E Madison & 23rd loss safe and convenient travel to Pike/Pine. The 12th on 19th and 10th on 15th would be furthest eastbound routes from Pike/Plan. While understanding the hospital and business transit needs on Madison Ave this route does not service the same variety of services and attractions as Pike/Pike. Primarily a business district, evening/night foot and police traffic is limited, which is a personal concern for travel outside of daylight.</p>	5/31/2015 11:41 AM
27	<p>With the proposed changes made to 11, there would no longer be a simple and easy means to travel from Madison Valley to downtown/Pike Place. Understandably, a direct route from Madison Valley to a number of businesses and medical centers on Madison is desirable, but the destinations and stops in between the proposed changes to the 11 are not interchangeable with the current access the 11 provides. Additionally, re-routing the 11 would cut off a direct line from Madison Valley and Central District to 3rd Ave downtown, which is a major connecting point for a number of other transit lines not served by Link rail.</p>	5/31/2015 11:21 AM
28	<p>Please see my previous comments re the elimination of route 71.</p>	5/31/2015 11:20 AM

29	<p>1. Increasing bus frequency on the 16 before the light rail on 65th opens is a waste of resources. More buses on a slower route will do nothing for increased efficiency. Less people will use the 16 because it is slower. During peak, the bus doesn't fill up until it reaches Aurora, and people along Aurora have a lot of options so increased frequency now wont help anything. 2. If the 16 does go to Dexter instead of Aurora, the 26x should go away and a 16x should be created which would bypasses Dexter and take Aurora with no stops on Aurora until Denny way. The only issue for me would be if the new 16x bypassed my stop on 59th and kirkwood pl N. 3. This change will probably make my commute to pioneer square faster once the light rail at 65th opens, even if the 16 stays on Aurora. Too bad 2019 is so far away. 4. I support things staying the same until the light rail opens The sand point connection doesn't affect me. In order to satisfy riders of the 26, have the 26x take Aurora. 5. People on my route have petitioned to move the 16 off its current route in Wallingford and Green Lake because of the narrow streets north of 55th. I don't necessarily support moving the route with its current frequency because it is convenient for me, but I do think increased frequency will cause problems and become a hazard in the neighborhood. Street parking could be removed but that would piss a lot of people off and it would be an inconvenience. You can't please everyone but I don't think increasing the frequency of the 16 is a good idea. 6. Please don't change the 16 downtown, I like that it goes all the way to Jackson st.</p>	5/31/2015 10:22 AM
30	<p># 10. Thanks for extending the hours and keeping the geography of the route as is. #12. The proposed change to Route 12 will impede access to health care providers along or near to Madison Street: Swedish, Virginia Mason, Minor & James, Polyclinic, Hearing Speech & Deafness Center, and others. If the proposed changes are made, those of us who use these providers will no longer be able to reach them without transferring buses and/or walking a substantial distance. That will be particularly difficult for senior citizens and those with mobility issues. Please keep route #12 serving Madison. Thanks.</p>	5/31/2015 9:45 AM
31	<p>Route 72 does not seem to be included in this proposal. However, during peak commute times, these buses are overcrowded.</p>	5/31/2015 9:39 AM
32	<p>What happened to the 72 bus which serves my neighborhood and is packed with commuters?</p>	5/31/2015 9:23 AM
33	<p>Please re-consider bus 16's route on Kirkwood Place N. by working with the neighbors on Kirkwood Pl. N to re-route the bus. Please contact doug@martinenv.com as he is coordinating the neighborhood response. Thank you Vivian Ma 5721 Kirkwood Place N</p>	5/31/2015 6:34 AM
34	<p>Please do not re-route 16. I live in the community and commute every day. The current route works the way it is. Please do not change its current path as an express bus. Thank you.</p>	5/31/2015 3:37 AM
35	<p>comments were made in the previous section. In order to earn a living, my wife needs the 12 to commute during bankers hours, and that route is already SRO during those times. The later-evening 12 always appears empty, and has been on the dozen or so occasions I've used it in the last year. I need the 43 for what's already a time & walking intensive commute for my off-hours job at a music venue. It (the 43) only works one-way and involves more than a mile of walking. At 2am when my work day is finished, my public transit options range from walking that same mile+ uphill and waiting 3 hours for a 43, and walking as long to catch a bus to Columbia City or Rainier Beach, then waiting for a transfer, and ultimately getting home in 2 hours. I understand and appreciate the light rail. I've voted for it at every turn. It's good for the city and the neighborhood. I understand and accept that you must curb bus service to account for it. Please don't curb that bus service which allows the existing residents to commute and earn a living.</p>	5/31/2015 3:32 AM
36	<p>I am concerned about the proposal to discontinue direct service between northeast Seattle and downtown outside of peak weekday hours. A direct downtown route is more predictable, faster and more convenient for me. My current direct downtown connection is Route 71. My closest bus stop is at NE 85th St and 35th Ave NE. There are frequent traffic delays and congestion on NE 45th St and on Montlake Blvd. The proposed southbound Route 65 appears to go through UW campus and to Campus Parkway NE prior to reaching the UW Link Light Rail Station. The extended route plus the additional waiting time to transfer seems likely to extend the time it would take me to get to and from downtown. The current downtown route 71 is (already) a 45 minute bus ride for me. The proposed new route 941 wouldn't offer me good bus service. It is scheduled to run (only) every 60 minutes. It is not a direct downtown route.</p>	5/31/2015 1:33 AM
37	<p>Please arrange to have these routes run daily and more frequently and thus get people to the new Light Rail station quickly</p>	5/31/2015 12:05 AM
38	<p>I gave extensive feedback on the 8, 11, and 12 in the Capitol Hill section.</p>	5/30/2015 10:18 PM
39	<p>Please do not take away our weekend service on 85th, 40th and 75th literature 71 provides. We need that connection to link</p>	5/30/2015 9:38 PM
40	<p>just make 71 a every 30 minute service that STOPS AT SLU during peak times! or find another way to make this basic regional connection (NE seattle, east of 35th and near Sand Point-- SLU)</p>	5/30/2015 9:32 PM

41	I use route 71 primarily in the late afternoon or evening. Sometimes I return as late as 11 pm and am comfortable walking the 2 blocks to my home. Is this route going away? If you want riders to funnel toward the light rail station at Husky Stadium, are there places in the outlying neighborhoods that one can park a car to access a transit line with more frequent pickups? Sometimes if I miss the bus I will drive over to the Roosevelt neighborhood and park near the high school and catch the 71 at NE 65 St and Roosevelt Way NE.	5/30/2015 8:57 PM
42	The proposed changes for route 16 do not meet your stated goals- in fact they do the opposite. The new Green Lake to Sand Point connection does not make it any more efficient for me to use the light rail. We currently have options for taking the bus to Fremont and do not need to divert the bus to this area. The existing bus lanes and infrastructure on Aurora are the fastest and most efficient connection to downtown. I do not see a reason to change the route to a less efficient street system in Fremont, a bridge without a dedicated bus lane and a bridge that opens for marine traffic. This proposal increases the time it would take to reach downtown- exactly the opposite of your stated goal. The current time is about 25 minutes with no traffic. If the time increases much more, it will be impractical for people to live in Wallingford and work downtown. Please leave the current routing from Wallingford to downtown.	5/30/2015 8:33 PM
43	I would like to see the #12 stay on Madison instead of heading over to John, seems redundant with many other routes.	5/30/2015 8:28 PM
44	I'd like to know what changes are proposed.	5/30/2015 8:17 PM
45	My suggestion would be to start running the 373X, 67, 347, and 348 earlier in the day—as early as the current 73 —because Olympic Hills, Jackson Park, Pinehurst, and eastern Victory Heights communities will lose early morning bus service. The other suggestion is to have the 73 transfer to the UW station at the Montlake Triangle—not Stevens Way—because it would be faster. If you want people to ride transit, then service has to be fast, convenient and comfortable. Olympic Hills, Jackson Park, Pinehurst and the eastern part of Victory Heights will be receiving the opposite when the 73 is reduced.	5/30/2015 7:49 PM
46	I live in Maple Leaf, west of 5th Ave NE on NE 90th Street. I'll summarize my comments into a succinct plea, and that is to PLEASE KEEP THE CURRENT BUS ROUTE 66 ON 5TH AVE NE FROM NORTHGATE!!!!!! If you continue to read my comments I'll explain why I say this... I have mobility issues and cannot walk very far. Right now I'm using crutches to get around, and on a good day I use a cane. I often use the 66/67 to get to both the U-District and to the Northgate Transit Center. I work in the U-district and when I want to get downtown I take the 41. I am very upset that you are taking the current 66/67 bus service off of 5th Ave NE. Walking over to Roosevelt to catch the proposed new route 67 doesn't work for me. I will have to drive over there to use the proposed southbound 67. You are also making it impossible to get to the Northgate Transit Center. I'll have to drive up to that Park 'n Ride in order to use the 41 in the future. These proposed changed to the 66 and 67 bus routes do not serve people on the west side of Maple Leaf well at all, especially those of us who live west of 5th Ave NE. Another problem with removing the current 66 bus is that there is no way to get to Roosevelt in the U-District, and to Eastlake. I have also looked at the proposed new route 67, and it's going to be a slow ride down to the Stadium light rail station. Roosevelt in Maple Leaf is really backed up already since there's a dedicated bike lane, only one lane of traffic each way with no place for buses to pull over, and a new, popular Maple Leaf Reservoir park that draws a lot of people who are crossing Roosevelt to get there. Then when you get to University Ave NE that is going to be slow going as well. This is a milk run bus route, and it is going to take forever. Looking at the travel times you have published, you are saying it's going to take 30-40 minutes to get from Northgate to the Stadium station on the new route 67. Add on the time it's going to take to get to the light rail platform, wait for a light rail train to show up and then get downtown and you are talking over an hour of travel time. This is not efficient! In contrast the 41 will get to downtown still much faster from Northgate, and in six years the light rail will be running from the Northgate station. I really, truly hope you'll be restoring bus service up to the Northgate transit center by then!!! I get that you are trying to funnel people to the Stadium light rail station, and that makes sense from maybe NE 80th Street and southward. However if you live north of 80th, and certainly on NE 90th Street like I do it makes much more sense to go to the Northgate Transit Center and take the 41 from there, especially when the current 66/67 bus route is an efficient and quick way to get to the transit center. Just as the airlines say the closest exit may be behind you, in Maple Leaf the fastest way downtown is to go north to the Northgate Transit center and then take the 41 express bus from there. SDOT recently started to do a study called "Roosevelt to Downtown HCT Project Definition" and if you look at the map that shows their route you will see that it is the current Metro bus route #66 from Northgate down to Westlake!!!! I don't understand this duplication of effort between Metro and SDOT, especially when the current bus route #66 is already serving the exact corridor that SDOT is proposing. You could just leave the current bus route #66 in place and save everyone a lot of time and money. Here's the link to the SDOT project: http://www.seattle.gov/transportation/roosevelthct.htm In summary: Please keep the current bus route #66 intact!!!! Thank you, Ann Testroet ann.testroet@gmail.com	5/30/2015 7:20 PM
47	thanks for an option that restores the #47 and does not remove the #12 along 19th!	5/30/2015 6:55 PM
48	See my previous comments	5/30/2015 6:05 PM

49	Do not increase the frequency of these buses. Kirkwood Pl. N. cannot handle more traffic. The street is too narrow. To increase the frequency, move the route to a safe and wider street, such a Latona or Greenlake Way. It is not safe for our community. A bus and another vehicle can't pass at the same time which creates congestion and more noise pollution. Please.	5/30/2015 5:17 PM
50	Losing route 71 will be a great inconvenience. Having to transfer and pay two fares to get downtown is just no improvement in the service I voted (and pay) for.	5/30/2015 3:17 PM
51	Olympic Hills, Jackson Park, Pinehurst and the eastern part of Victory Heights will be the losers when the 73 is reduced. We will have diminished early morning service. Here's what you need to do to fix this: My suggestion would be to either start running the 73 at its current time or else start running the 67, 347, and 348 earlier in the mornings.	5/30/2015 3:10 PM
52	Both 71 and 76 are more filled that most buses. Many are standing room only leaving downtown in the evening and in the morning going to town. About half of those using 71 mid-day go to the 'Ave Transferring to a Route 73 would be a major inconvenience.	5/30/2015 2:12 PM
53	Please do not eliminate these routes.	5/30/2015 12:53 PM
54	Very bad idea to drop 43. Serious impact on north capitol hill, group health, and U district	5/30/2015 10:39 AM
55	I live in North Capitol Hill/North Madison Valley and use this bus every day. For myself and others living in this area and working at our hospitals on First Hill - and there are quite a few of us - this is our reliable, direct commute to work at Swedish, Virginia Mason, Minor and James, Polyclinic, and Harborview. Having Route 12 go down Pike/Pine instead of Madison doubles the distance I will need to walk in order to get to work: I now walk half a mile, the proposed change will make it a mile (uphill). If I choose to transfer to the 11, I will still need to walk additional distance to Madison and wait for the 11. The proposed change will mean that four routes serve the Pike/Pine corridor - and reduces the number of routes along the E Madison corridor from two to one. We do not need four routes along Pike/Pine: three is sufficient. We need better linkages between North Capitol Hill and First Hill.	5/30/2015 10:02 AM
56	if metro bus service in tunnel to UW is to be eliminated do to link service how is this a good thing link will have station at Husky Stadium requiring one to cross montlake blvd and than catching metro bus to the AVE most likely extending the time sounds like LINK BUS combo take twice as long from downtown to Univ Ave than before	5/30/2015 9:37 AM
57	To meet my needs the 11 needs to take me to Pike/Pine downtown, not Madison. I use it for access to Capitol Hill restaurants, downtown shopping, Pike Place Market and the Paramount Theater. For me, service along Madison would be MUCH LESS CONVENIENT.	5/30/2015 8:31 AM
58	While I appreciate the idea of trying to emulate Madison BRT with the 11... it's really a shame that this line will no longer use trolleybuses. I'd love to see a way to preserve the trollies in the next proposal. I support the split of 48, but Metro really needs to stop dragging their heels on electrifying this route. That should be done BEFORE Link opens.	5/30/2015 12:34 AM
59	If this is taken away I will never vote for another metro levy	5/29/2015 11:11 PM
60	Per the earlier comment, please do not move the 16 from Aurora to Dexter. Also, please do not remove NorthGate from the 16. Thank you	5/29/2015 9:37 PM
61	I own a business and I work in my business from 11-8 or 10-7 on Tuesdays, Wednesdays, Fridays, and Saturdays. I work on my feet in my business as well, and I'm in my late 40's. The last thing I want to do after a long day at work is wait for the bus but all of these routes run so infrequently after 6:30 p.m. it seems, and they are also very late most of the time. What I end up doing is walking, which I can do in 19 minutes. I really would rather not walk home after working all day on my feet, but this is often preferable to getting to the #2 or the #12 bus stops, waiting 20 minutes, then walking or getting on the #11 (which runs direct from my business to my home.) All of these bus options take 30 minutes- there is NO staggering of buses at the bus stops, leaving me with little choice when it seems like I have several choices, if I close up shop 1 or 2 minutes later than usual (then have to either wait 30 minutes or walk for 19).	5/29/2015 9:26 PM
62	65 - Higher frequency needs to be maintained on the route 65 during nights and weekends. A 30-minute headway is way too long. 71 - With the elimination of the route 71, NE Seattle is losing a (relatively) fast direct route between Downtown Seattle and NE Seattle. Even with Link Light Rail, NE Seattle needs frequent direct reliable bus service to and from Downtown Seattle.	5/29/2015 8:59 PM

63	I would like to plead for Route 26 to stay put in the Wallingford neighborhood. Specifically, the stops at 35th & Wallingford are a lifeline for me. I live in the neighborhood and work at KING 5 in South Lake Union. I commute via bus 10 times a week. Because the News keeps odd hours, I often commute late at night and am grateful for a bus stop only two blocks from my apartment. If the stops are eliminated, I would be forced to walk 10+ blocks late at night. Toss in our unpredictable weather and it's no longer an inconvenience, it's also a major safety concern. My only alternative would be to purchase a vehicle and add to car congestion, which I've been able to avoid thanks to Metro. I moved to that neighborhood in large part due to public transit options. When KING 5 is torn down in the near future, my work place is moving to Pioneer Square. As uncertain as that commute stands, it's been some comfort knowing I could still get downtown on the 26. If this route is taken away, my neighborhood will be totally isolated from public transit. Please consider keeping Route 26 at 35th & Wallingford. Thanks for taking the time to consider our concerns. Jennifer King 206-818-3962 jmking14@hotmail.com	5/29/2015 8:38 PM
64	These are routes that can tend to get horribly backed up because of traffic. I am uncertain how a 10-15 minute arrival time can be maintained during high traffic times. But they are important people mover routes	5/29/2015 7:41 PM
65	We very much need later night service and some weekend service on this route. Thank you for the proposal. If you implement nothing else, please implement this. Currently night students and staff are stranded at times when classes regularly break for the night. a huge problem.	5/29/2015 5:07 PM
66	Keep 16 on Aurora! This proposal makes it harder for Green Lake and Wallingford residents to get Downtown.	5/29/2015 4:46 PM
67	Please retain current routes and schedules on routes 71, 72, and 73. These are heavily used (and not just by me!) as all-day service in northeast Seattle, connecting downtown, the University District, Ravenna, and the neighborhoods north between/to Lake City and Maple Leaf. The proposed changes represent a substantial degradation of service for the current users of these routes.	5/29/2015 3:59 PM
68	By taking away two stops on Linen going South, you essentially made it impossible for those who don't or can't walk five blocks in winter weather to use the bus easily during bad weather. Just puts us back in our cars. Nice work guys...not!	5/29/2015 3:59 PM
69	Please do not remove this route. It is the only connection to and from Laurelhurst. The only reason why it has a low ridership is that it is very infrequent and it does not connect well to other places (for going to downtown it is very slow and it does not touch conveniently Campus Parkway for faster buses). By removing 25, the accessibility of public transport in Laurelhurst becomes even worse than it is now. If you're increasing the level of service everywhere, please do not decrease it in Laurelhurst. If the 25 would connect to the Light Rail and go more often, the ridership will increase.	5/29/2015 3:35 PM
70	It is a critical route for Whittier Heights, Crown Hill, and north Ballard. W/o it, patrons will have to walk 6 - 8 blocks to either a 5 or D to head south to Fremont or Ballard and from there to downtown. Light rail station from downtown to U District does not help Fremont nor Ballard. Thanks for allowing us to comment. I found it disconcerting that Ballard was not even listed as an area for a bus patron to check. Yet several routes going through it - 28, 28x, and 40 were routes to be affected.	5/29/2015 3:17 PM
71	The proposed changes for the 70 route are great. I think adding more frequent trips and adding trips on the weekends would be best. It doesn't matter what time of day it is or what day of the week it is, trying to get on a 71, 72 or 73 at Eastlake/Garfield is impossible sometimes. But having the 70 as an option helps speed up the time and eliminates the need for the other 71, 72 and 73 buses to stop there - they rarely have room anyways. Route 66X should run more frequently all the time. This is our bus of choice, but having to wait upwards of 20-30 minutes sometimes is frustrating. For people that rely on transit to get from point a to point b, waiting for a bus to show up is the worst part. And taking the 66 beats taking the 70 almost any day of the week, but we end up taking the 70 all the time and transferring once in the U district because we couldn't wait for the 66. The 66 is a vital lifeline between downtown, eastlake and northgate. It only makes sense to increase frequently!	5/29/2015 3:12 PM
72	8: There needs to be some kind of fix to Denny Way downtown so that the 8 becomes reliable. How about a transit-only lane? For example, every afternoon, a line of cars needlessly blocks multiple eastbound 8 stops while those cars wait forever to get onto southbound I-5. 11: You must make sure there is a quick transfer between route 11 and the First Hill Streetcar at Madison and Broadway. Also between 11 and 2 along Madison in the vicinity of 12th Avenue. 12: I'm not sure why route 12 needs to stick around, especially if it no longer serves to connect north Pioneer Square and First Hill with Capitol Hill. I live 15 blocks southwest of Aloha & 19th (the business area toward the end of the 12) and never take the 12 to get there. The 8 (and for now, 43) and the 10 seem sufficient for accessing that area. I get that the new 12 helps replace the 43, but won't it be faster to use the light rail anyway? As long as it's fast to get in and out of Capitol Hill and Westlake stations--Westlake could use some more exits.	5/29/2015 3:05 PM
73	(Mentioned previously but probably in the wrong place). I understand 71 would turn into an east-west shuttle. I hope it will continue running up 40th to its current terminal location at 35th & 85th. Having it terminate at Husky Station would be excellent.	5/29/2015 2:20 PM

74	Please see my notes in the previous section regarding Route 25.	5/29/2015 2:14 PM
75	25) I live in Eastlake, my best friends live in Montlake. I can either walk for 40 minutes, or MAYBE the 25 will come, or I could bus to UD and then to Montlake. It'd be cool if the 25 was more frequent but I realize that not a lot of people need to go east/west on that latitude. 44) Most unreliable bus in the world. I've been late to so many classes when I had to rely on this bus to get me to UW. The worst part is how onebusaway says one bus is really late and one is really early, so that one just doesn't come at all?? Where does it go??? The 44 definitely needs to come more frequently. 66) HOW can it take 45 minutes to get from Eastlake to Downtown? 71-73) Have you ever tried to go downtown from the ave during rush hour? It's impossible unless you walk all the way up to 50th where there are less people. Hey Metro thanks for doing this you guys rock :)))) also I know you probably don't have any control over this, but the drawbridges really mess up transit. Why can't boats be limited to passing during not rush hour? That'd be great.	5/29/2015 2:13 PM
76	Tech workers at Amazon do not need to be at work by 9am. Many go in a bit later than your commuter routes run. These workers have cars and money and rely heavily on driving and Car2Go due to the lack of fast commuter options that go directly to SLU. Please extend the hours of these routes (and the 309) to 10am and 7pm for morning and evening commutes. My neighborhood (Olympic Hills/Pinehurst) is full of these workers and it shouldn't take them so long to commute by bus. Also, I'm a bit disappointed that the 73 will no longer be running on weekends. I think this will make sense once the Northgate LINK is operational, but this will be an inconvenience to us. We live around 130th St. and use this bus to go to visit friends, cafes and playgrounds in Maple Leaf on the weekends. I also use it to get to evening and weekend events at UW. Many students live near Northgate Way & 15th or further north and they may use this bus to go to campus on weekends to study. I guess, given the choice, it is better to have frequent service on weekdays than infrequent service on weekends, but if more funding becomes available, I hope you will restore weekend service, too.	5/29/2015 2:01 PM
77	By the proposed elimination of Route #71 through the View Ridge neighborhood, this will cause myself and several of my neighbors NOT to use public transportation because of inconvenience of the new proposed Route 941. PLEASE RECONSIDER REINSTATING Route #71. Thank you.	5/29/2015 1:40 PM
78	I use this route frequently, and don't see a replacement or improvement. Don't understand why it's being eliminated.	5/29/2015 12:30 PM
79	I already said my piece at the end of the Northeast Seattle change section. Please refer to those comments. Any changes to Route 16 are unwelcome, except getting the actual arrival times to be more reliable in your app.	5/29/2015 12:24 PM
80	The #75 buses almost always run late. It this is to continue, please change the schedules so that riders do not waste so much time arriving at stops and having to wait 10 or 15 minutes longer than should be necessary. Most of the drivers now are friendly and helpful as opposed to those in the past on this route. I can almost always depend on the #73 buses being on schedule and the drivers being friendly and helpful.	5/29/2015 11:56 AM
81	I use Route 8 between Capitol Hill and MLK/E Union. The proposal to split the route at 23rd/E Jackson would help me a lot, but may complicate the commute for those coming from south of E Jackson. I don't use the route for work, but am concerned about potential hardship on those who do.	5/29/2015 11:40 AM
82	For the past several years, both these routes have been routed through the bus tunnel, with my using the Pioneer Square exit/entrance. Now that Metro Transit has some \$, there needs to be an action developed to address the infrastructure needs at this exit. It has leaked for years without any attention being paid to this except for cones and caution signs out up around the leaks. The water damage is all over , the walls are continuing to be damaged as are the pavement tiles. Without this being addresses, the deferred maintenance on this exit will continue to increase, costing us more tax dollars in the long-run. Plus the dirt and garbage in the 2 exits needs to be addressed and cleaned up - I'm willing to meet with Metro staff to walk them through this and discuss the issue.The panhandling on the steps down to the boarding area as well as on the boarding platform itself needs to be addressed as well. Please feel free to contact me at my email address: TEDunne@aol.com.	5/29/2015 11:38 AM
83	Please read comments already noted on other text boxes. To summarize: is there going to be service along the 75th St corridor between Roosevelt and 25th? Currently, route 68 (which changes from 67 at some times in the U district) serves this corridor, the only bus service on a very hilly area.	5/29/2015 11:13 AM
84	Excellent change to make a better conenction from light rail station. Thanks.	5/29/2015 10:53 AM

85	<p>Because auto traffic is heavy, 23rd Ave is steep, sidewalks are not maintained and street signs along the route are old, dirty, missing or in some areas not visible in the central Montlake area, it is treacherous for pedestrians trying to access bus stops as well as library, school and 23rd Ave businesses. Bicyclists on this route ignore stop signs, speed, ride on sidewalks and put pedestrians at risk. Another point along this route, which I walk, drive or take the bus on daily, is at the south end of the Montlake bridge. As a pedestrian I have been knocked down and injured by a bicyclist speeding on the sidewalk in the rain, presumably following bicycle route signs to Seward Park. I have been hit by a car turning south onto Montlake when in the crosswalk with a green light. I have had multiple near misses from buses at the same location trying to beat the red light or pulling away from a stop, as well as many other near misses as both a walker and driver on the same route. More attention also needs to be paid to this high-risk intersection with cars merging from 520 and crossing one to three lanes. When there are Husky Stadium events with many more walkers and bicyclists and drivers there is inadequate planning for the safety of all groups. It is the bicyclists above all who ignore common sense and rules of the road. I am a former bicyclist who now feels unsafe riding in my own neighborhood or to work. I am a walker who now fears being hit on a sidewalk or tripping again on uneven, broken pavement. I am a driver who fears hitting or being hit again one of the many drivers and bicyclists in the Montlake and U District areas who ignore stop signs. Bicyclists have no incentive to change their behavior because they know no one can identify them. There should be mandatory licensing for bicyclists to pay for the costs of marking special areas for them to ride safely and SEPARATELY from pedestrians, cars, and buses.</p>	5/29/2015 10:22 AM
86	<p>Best route for me to get from Eastside of Capitol Hill to UW. Do not want to lose frequency of service on 23rd through Montlake.</p>	5/29/2015 10:18 AM
87	<p>Please extend the early am frequency on the 65 route going southbound to UW. Since it was extended a year ago it has become crowded and is routinely late. A large issue with the 65 route is the limited schedule when UW is not in session. Metro should know most patrons who ride during that time are UW hospital staff and staff from Children's hospital. Also, please expand the times the 64x runs as it does not accommodate all work schedules as it currently exists.</p>	5/29/2015 10:08 AM
88	<p>Why did Metro eliminate Route 47 last year only to bring it back? Was it to replace Route 43? I hope so, because there are plenty of residents on the North end of Capitol Hill (Denny Way to 23) who need reliable bus service. Also, it's disheartening to be stranded late at night at the bar and all the buses no longer run. Hopefully Route 43 will have late frequent service.</p>	5/29/2015 10:01 AM
89	<p>I commute on the 16 daily. It is consistently standing-room only and occasionally over-full by the time it gets on Aurora going south. Almost 1/3 of the riders disembark in SLU. The majority of the remainder leave in the downtown core. Changing this to a Fremont connection just makes it a worse version of the 26. The 26X is not a great replacement: it is already slower than the 16, and doesn't come into range of nearly 1/3 of the passengers who currently ride the 16 (those who get on after 45th & Wallingford going south). The 16 is currently just barely meeting demand for SLU & Downtown commuters: making it into a Fremont connection would just make things worse.</p>	5/29/2015 9:36 AM
90	<p>The 43 is a very necessary route and although I'm very excited about light rail coming to link the U district and capitol hill I am very disturbed by the proposal that critical routes between the two stations will be severed. I really hope that this is reconsidered! I rely on the 43 on a daily basis and live too far to walk to either of the light rail stations. To have to catch a bus to the light rail station and have to transfer is just backpedaling in my opinion. The 43 route is imperative. Please reconsider before destroying this route. The 25 is also important but not nearly as crucial as the 43.</p>	5/29/2015 9:32 AM
91	<p>Most of my comments were provided earlier in the survey but in case they get overlooked in that section, I will repeat them here. The service on Route 11 has got to improve. I've been a rider of route 11 for 25 years or more. The peak hour service in the last 10 years has been miserable. Even though the schedule states that it runs every 15 minutes during peak from downtown, the actual experience is more like 30 minutes. It has often taken close to an hour to get home after getting to the bus stop to catch a bus at the scheduled time but having the service run very late and then given the overcrowding that results, the bus runs further behind en-route resulting in close to an hour trip of just about 4 miles. That is a miserable performance. So the new proposal has got to improve the peak hour service. If the proposal is to keep peak hour service to every 15 minutes, Metro has to add more buses on the run to ensure keeping it to every 15 minutes. The service MUST improve. There is no reason that people should drive their car downtown from Madison Park/Valley, but many do because the service is miserable during peak hours. I would not recommend to anyone to take the #11 if they didn't have to and I am a major supporter of public transit and for leaving the car at home. But there is a point where I draw the line at supporting public transit and for me Metro has reached that point with the current poor service during peak hour on the #11. So I hope that the new proposal will improve peak hour service for the # 11. Thank you for the opportunity to provide feedback. .</p>	5/29/2015 9:28 AM
92	<p>See earlier comments</p>	5/29/2015 9:13 AM

93	Unless I have missed some critical information, the loss of route 68 means I start commuting in a personal vehicle rather than public transit which I currently use. From the information I have read, the 68 is claimed to be a "redundant" route to the 372. This is just not true and I think a poor argument for the many people I share rides with that live north of University Village and travel along 25th Ave NE then west to/toward the Northgate Transit Center. The 372 is a north/south route. As far as I can tell, this would make my commute to and from work a longer walk and three bus as opposed to two bus commute. This is no longer acceptable for me. It would add an additional wait to an already lengthy commute. I am all for more frequent runs N/S and E/W, but there are key destinations (transit centers) that might require a few exceptional routes. Seattle's roadway grid just does not make certain N/S and E/W routes possible. Without certain exceptions, users would be required to make more transfers. Not good. Please reconsider the 68.	5/29/2015 9:12 AM
94	I am disappointed that the thru-route between the 48 (north section) and 271, along with the frequency improvements to the 271 proposed in alternative 1 did not go through. Please consider putting this back, along with whatever reliability improvements to the 271 are needed to make it work.	5/29/2015 8:56 AM
95	I am really looking forward to the return of Route 47. I used this route daily to commute into downtown as Route 8 has become so unreliable it is faster to simply walk into downtown from where I live. Additionally, routes 43 and 49 do not speed up my commute given where I work and live. Route 8 has become (already was?) a joke of "reliable" service. The traffic buildup for the on ramp to I5 South makes taking the 8 Eastbound a nightmare in the afternoons. Specifically, the need to be in the same lane as the I5 South traffic for the two stops at Westlake & Denny and Fairview & Denny make these two stops add a solid 10+ minute delay to each bus, EVERY DAY, starting before 5pm. If you want to improve "frequency and reliability," please address the dis-function in this Route that will no doubt increase as more new office buildings are opening along Denny Way.	5/29/2015 8:56 AM
96	16 looks like a good idea. It'll take for bleedin'-ever to get from NE to downtown, but that's not the purpose. Getting to Fremont is great, and maybe close to Seattle Center. Yay. 65 - don't run it through campus during peak hours - too much time eaten up - Montlake is slow enough at that hour anyway, don't drag things out getting to the station. 76 - if you're going to make the 65 take so long to get from Wedgwood to the Link station, please please please make good on your plan to increase frequency of the 76. 941 - Once an hour - that's a joke, right? What have you got, one driver and one little van? Sad. And not worth gambling on there being a seat.	5/29/2015 8:53 AM
97	I take the 26 twice a day, 5 days a week most weeks. the 26X will not meet my travel needs at either end. I see there are alternatives in the 31/32 and connecting to the 16, but will likely add walking distances, waits on connections for me to get to work. If the 31/32 and 16 routes are really going to help me replace the single bus, they will need to be faster and arriving more often to be acceptable alternatives to the 26. I think its great that metro is increasing opportunities for folks on the east side, but not sure why that should come at the expense of my current convenient commute.	5/29/2015 8:42 AM
98	Magnolia is becoming increasingly isolated with bus route reduction, especially with routes 24, 33, and 31. Distances from parts of Magnolia not served by bus to a bus stop are in excess of those relatively short distances proposed between stops, particularly in the UDistrict and UWa. Seems as though this is inequitable treatment.	5/29/2015 8:36 AM
99	Your cancellation of this route makes my commute from Maple Leaf to Redmond far more difficult and lengthy. It would probably result in me returning to driving alone to work rather than using transit.	5/29/2015 8:30 AM
100	See my previous comment	5/29/2015 8:29 AM
101	Please do not remove this route!!! the link does not relieve all of the traffic between north capitol hill/ montlake, and UWMC! this is an integral route for many many hospital employees.	5/29/2015 8:27 AM
102	It is disingenuous to tie the discontinuation of the 26 to the opening of the new light rail - these two discussions are not connected. And it is a bit deceptive to number the 26 and the 26X the same. One travels along Dexter, 35th Avenue and Wallingford Avenue; the other travels across the Aurora Bridge and up 40th Avenue. For this part of their routes, they serve completely different constituencies. For the people who ride the 26, the opening of the Husky Stadium light rail has no impact one way or the other on their commute between home and work. We are much too far west, and travel north/south on the other side of Lake Union. But the discontinuation of this service, at a time when there are at least four major housing projects under construction at the bottom of Wallingford Avenue, does not make good sense. Future use of the 26 could reasonably be expected to grow with the increasingly dense population of the area. Do we want all these new residents to drive to work in South Lake Union and downtown Seattle? I don't think so!	5/29/2015 8:21 AM
103	The 373 currently only runs during peak times and when the UW is not in session, it runs less frequently during these peak times. I am an employee at the UW (Staff) and I ride this bus every day to work. The majority of the people who ride the bus are staff or faculty, not students. Therefore, this bus should NOT decrease the amount of times it runs during peak times when the UW is not in session as most staff and faculty continue to work at the UW even when it is not in session for students.	5/29/2015 8:11 AM

104	eliminating 71 and 72 and stopping service to downtown for 73 eliminates 3 out of 4 options for my commute. Keep 72 and have 72 and 73 service downtown	5/29/2015 7:59 AM
105	Read my previous comments.	5/29/2015 7:45 AM
106	Please see my comment above. I just want to repeat here that I take the 66 daily. it picks me up one block from home and stops one block from my job. Taking this route away with no good alternative is thoughtless and cruel. I am elderly and do not bicycle or even walk very well and the arrogance of planners who force people into those alternatives when they may not be able to use them is appalling! The current train routes do not go anywhere that help me and removing the only bus route I can use will force me back into my car. is that really what you want? I don't care if you change the number of the damn bus but PLEASE don't remove the route from Northgate to downtown via Roosevelt! This route is always crowded during peak hours. What good will it do to send it to first hill via the freeway? Who thought that was a good plan? it stinks. If a bus no longer goes past Fred Hutch and down Stewart there will be MANY more people driving to work!	5/29/2015 6:15 AM
107	Stopping all weekend service is a transit-killer! At that point I HAVE to own a car and once I spend money for a car, why should I ride Metro at all. You're cutting your own throats!	5/29/2015 4:38 AM
108	Sad to see the 48 terminate before Roosevelt and 65th. Please ensure transfers and bus stops are synchronized. It would be great if the 48 could go all the way to Rainier Beach. Let the 11 and 12 remain as they are. Route the 49 to Madison and to 1st Avenue downtown. These routes would nicely fill the variety of needs on Madison. The 10 could be routed along E. John to downtown (somewhat sad to see the 43 disappear).	5/29/2015 12:41 AM
109	My daily commute is Fremont (34th and Fremont) to Bellevue / Pine. Usually on the way to work, I take a 10/11/43/49/soon 47 downhill and then a 5/16/40/28/26 now. However, if it's fast to get from capitol hill to u-district, and there are good connections at udist from the 31/32 (made more frequent), then that's suddenly a viable way for me to get home. It would get me to spend more money on Broadway, since there'd be a lot of "oh i'll just stop here on the way home." (I guess this is kind of a fat chance. Next best thing is good access from the BGT and proper stairwells that you can roll a bike down.) Also, I'd hope that the 47 and 12 still stop at Bellevue and Olive Place...? The 'stop' is obscured by the route labels on the map. It best not be deleted altogether. I dunno! It'll probably be ok. Not optimal. Not disastrous.	5/28/2015 11:37 PM
110	As a resident of Licton Springs who works in the U District, I appreciated, and greatly miss, the convenience of the former 48 express (E line to transfer at 85th & Aurora). It would be nice if that could come back! The 355 is a decent alternative for the morning commute, but inconvenient for the 5pm commute back home. Thanks for asking!	5/28/2015 11:18 PM
111	Eliminating 26 (not express) and forcing 16 onto Dexter will not increase speed to downtown.	5/28/2015 11:17 PM
112	I would like the 545 to continue to come frequently, and into the evening. It allows me to work late in Redmond and return to First Hill when needed.	5/28/2015 11:14 PM
113	As a resident of Bryant, the elimination of the 71 bus has a high impact on me. During off-peak hours, to get downtown without a very long ride on the re-routed 16 bus, this means I must walk 5-6 blocks to catch either the 372X or the 65, and then transfer at the UW to Link Light Rail, which involves another long walk. I am concerned about the connection from the 372X or 65 to the UW Station. The current stops along Stevens Way are very far from the UW Station, about an 8-10 minute walk. Whereas with the 71 I can now walk one-block to catch the express downtown, I must now walk 13-15 minutes total between getting to either the 372X or 65 and then the transfer at the UW. Given the length of the walk and the delay associated with making the connection, I think it far less likely I will use transit to get to downtown anymore. PLEASE place a new stop for the 372X and 65 right on Rainier Vista on the UW campus, to minimize the walk. I would prefer the 71 bus be kept in service until the Roosevelt Station opens. I do like the re-route of the 16 bus as a neighborhood connector, but the route is too long and slow to be used as a viable means to get downtown from Northeast Seattle.	5/28/2015 11:09 PM
114	I have expressed twice already at previous comment section but I will say it again. Split rkute of 48 is a bad idea. Garfield High School Students ride 48 from NW and North Seattle. It is the only bus to get to Garfield High School. Split will make their commute much worse. Please don't split the route. If you have to do it, please make transfer a breeze both direction.	5/28/2015 10:46 PM
115	Disappointed to see fewer daytime stops. Route 70 is significantly slower to/from downtown, and the Eastlake neighborhood already is out of light rail reach. Bummed to see this route decreased.	5/28/2015 10:32 PM
116	Please see my previous comments. There is no apparent reason for the change to the route, it simply does not benefit your goals. It is abundantly clear there is nobody with sufficient logic at Metro, the County or the City to see this.	5/28/2015 10:14 PM

117	This route is crucial for the people that live along it. No amount of increased service on other routes can compensate for its loss, nor has any mitigation been proposed. It is an absolutely essential service for many residents of North Seattle.	5/28/2015 10:14 PM
118	#5 I use between Greenwood/N 85th St and downtown, 3rd and Pike/Pine. Would like to see LESS bus stops than what appears to be every two blocks. Make the stops three or even four block apart. Speed this thing up. This particular line is full with aisles packed with standing customers during the morning/evening rush hours, and during the day, it's more often packed with few empty seats from my personal experience.	5/28/2015 9:38 PM
119	See my comment on Question 22.	5/28/2015 9:23 PM
120	I would only restate what I wrote before. The old 73 provided direct service from Pinehurst to Downtown that is easily accessible to those of us with mobility issues. This will be far more difficult, or impossible, with the changes. If I want to get to the Light Rail station, I will have to transfer on University Way to a bus that will take me to the Station, then transfer to Light Rail, then reverse that on the way home. It doesn't look like there will be a way to transfer to a bus that goes down University Way onto the Express Lanes/Bus Tunnel to get me to work. I'm very disappointed at these changes.	5/28/2015 9:02 PM
121	1. 77 and 373 need a boost. Those buses are a huge hit and are perennially full. In particular, 77 (my main bus line) should continue past 8:30 till around 9:00, and likewise its frequency going back shouldn't drop to 30 minutes before 6:30. 2. If 73 become another connector line like 67 will be, it needs to get near the train station faster. Meandering from 15th right to Roosevelt, then through campus will be very slow. Getting downtown midday via 73+train will take an hour at least.	5/28/2015 8:59 PM
122	The cutback in service is unfortunate.	5/28/2015 8:49 PM
123	25 is the stop closest to our house and we take it downtown or to the University during the day. We wish we could take it to Symphony concerts in the evening, but it stops running around 6pm and we have to walk 15 minutes to a 43 bus stop. What will we do when you cut out the 43? Although it takes me 15 minutes to walk to the 43 bus stop, once I get on the bus, it goes directly to Group Health on Capitol Hill, without having to transfer. I think it is important to keep this bus route.	5/28/2015 7:58 PM
124	The Comments and points that I am about to make revolve mostly around people in my neighborhood and their ability to access Capitol Hill and Downtown. I live in Madison Valley and take the 8 to work every day. I have broken the discussion into pieces based on route. Route 11 This Route currently connects Madison Park/Valley with the Pike/Pine corridor and the retail core of downtown. The proposed changes will completely change the destination of the route and this neighborhoods ability to traverse the city. Under the proposed changes the route will serve the financial district area of downtown and require anywhere from a 1 to 5 block walk to get the rider to the old route. Madison BRT - I want to point out Seattle's current plan to install BRT from the Ferry Terminal to MLK via Madison. If the city is successful in this it will mean that the 11 and the new BRT line will have the same route except for MLK to 43rd Ave E. This new BRT should be fully considered and planned for when developing a new plan for the 11. If the 11 is realigned off Pine to Madison now, I fear it will be eliminated with the BRT begins service cutting off Madison Park from bus service. The Madison Park neighborhood needs to continue to have access to an All-Day bus route to downtown/Capitol Hill. http://www.seattle.gov/transportation/MadisonBRT.htm Route 12 With the 43 eliminated I understand the desire to have a bus that serves John and Thomas Streets into Downtown. However, the realignment of the 12 to Thomas from Madison means that there is a 4-5 block gap between the northern neighborhood of 19th Ave E and its current destination. Also, Thomas Street is incredibly narrow and buses currently have to stop to pass one at a time. The Right turn from 19th Ave E on to Thomas may prove difficult or nearly impossible for many drivers in both articulated and fixed buses. It will also require the movement of overhead bus lines to allow for the turn. Summary of Disadvantages • The new changes will provide no direct service from the back side of Capitol Hill, Madison Park/Valley to the Pike/Pine Corridor without a 1.5-10 block walk. • The Madison BRT plan could make several of these changes unnecessary and require they revert to old routes after implementation or be eliminated. • The new route would create a large number of bus to bus layovers not bus to light rail to maintain current service routes. My Recommendation Route 12 and Route 11 should stay in tacked until the Madison BRT is running. At that time the 12 should adjust its route to serve more of 19th in North/South function and rely on the BRT to connect people to Downtown. Route 11 should remain in tacked entirely to continue serving Madison Park to Pike/Pine with a transfer to the Madison BRT to service the financial district portion of downtown. Route 10 should realign to E John St at 15th Ave E and serve the John/Olive Corridor to downtown at Pike/Pine. There is one bus stop that will lose service on 15th Ave E and that change will effect fewer people than the current proposal. Route 8 – Question of Planning With the creation of the Capitol Hill Light Rail Station the Central District makes obvious sense as a turnaround place. When considering the constant late status of the 8 I would like to ask if though is being put into whether making right turns at the turn around location or left turns at the turn around location will be faster. This turnaround route contains very active crosswalks at each turn. It also has left turn lanes and left turn arrows at each turnaround intersection in the turnaround route.	5/28/2015 6:57 PM

125	am i mentioned early in this survey, due to it be reorganized i am loosing my early morning bus and need to walk further than i should (health reasons) to get a different bus	5/28/2015 6:52 PM
126	The current route 11 via E. Pine St. takes me to several destinations that I travel to daily or several times a week: Seattle Central College (daily), businesses on E. Pine & Pike, department stores downtown, the Pike Place Market and the Link station at Westlake. The proposed route 11 will take me near no destination at all except the Central Library and the ferry terminal (useful every few months). Everyone will have to walk three blocks just to get to the bus tunnel. I do not understand why route 12 is getting our destinations on Pine St. and we will have to ride through First Hill, which is useful only a few times yearly for a doctor's appointment. I will very much miss being just a few steps from Westlake Station and will probably use the bus less frequently for those sorts of trips. However I will appreciate more frequent service in the middle of the day and in the evening for the 11, though it means walking quite a bit more.	5/28/2015 6:26 PM
127	Please see my earlier comments. Do NOT lessen the # of busses available during peak hours. If currently 4 every hour, you should give us 5 or 6, not less!	5/28/2015 6:26 PM
128	The #16 works well as it is. The only place it doesn't work well is when it hits congestion at Northgate mall. Any bus you put in its place will still have to deal with that congestion. The new route not only does not make sense to me, as a direct consumer of the route on a daily (and weekend) basis, but it doesn't make sense because it's not broken. It's a good, efficient route. It takes 20 minutes to get downtown, thanks to Aurora Ave, and once it has to go through Fremont, this will all change. I used to take the 28 when I lived in Ballard, and the Fremont bridge severely impacted the reliability of the service. The system is broken, and you do need to do improvements, but this route isn't broken. I won't be able make appointments at Northgate and downtown reliably, and because of a heart condition I can't walk up to Fremont to catch the E line. Also, there are two retirement homes along the route and this will impact people's access to Northgate and downtown. I see people get on the bus from these places in wheelchair/scooters. I can't imagine someone in a scooter or wheelchair transferring to a 26 in winter so they can get to Northgate. Stop drawing lines on maps and think about the impact that these kinds of changes have on PEOPLE, not just traffic. This has nothing to do with the UW Sound Transit station. How could any relationship be drawn between the two?	5/28/2015 6:18 PM
129	Please restore it.	5/28/2015 5:42 PM
130	Please do not cut the 242! There are no other options for this line. It's constantly packed.- people use it a lot. Please do not cut it.	5/28/2015 5:28 PM
131	8: extend the proposed increased frequency to 15 minutes for evenings and weekends. It should at least replace the E John service to current 8 + 43 levels. Additionally, I can see the 8 being split as far north as possible, since the MBS will not be as important of a transfer node when the CHS opens. 11: lose the all Madison version and restore to PikePine-CBD, or to the CHS...I don't mind transferring to the shopping core but only to high frequency LRT. Bus to bus transfers seem cumbersome and unpredictable. Also, I hate losing the 11 home (post cocktails and Rancho Bravo) from PikePine. 43: This is tough. I understand the rationale of the new 12 flavor of the 43, but it really puts a gap in E John, and along 23rd, and forces a chunk of E. Capitol Hill to make bus to bus transfers or longer walks. The 8 can sort of make up for this IF high frequency is extended to evenings and weekends. 48: This bus currently seems to have the least amount of issues of any that I frequently ride, so improved frequency seems fantastic and useful.	5/28/2015 5:22 PM
132	Don't split route 8 at Jackson. Splitting the 8 that far north would inconvenience many blind people who work at Lighthouse for the Blind. If you must split the #8, divide it farther south near where MLK meets Rainier Avenue and the Central Link station. Thanks for respecting riders who must use public transit!	5/28/2015 5:19 PM
133	I simply can't believe that Metro is cutting off Lake City/Maple Leaf from the UW/Downtown - this is ridiculous.	5/28/2015 5:15 PM
134	In my previous comments, I said the change in the 16 to go through Fremont would not be workable for me. I wouldn't take the bus any longer because it would increase my commute time. I would likely start driving if this bus route changed to go from downtown through Fremont.	5/28/2015 4:59 PM
135	We need service north of NW103rd ST to NW145th St. during the day and weekends even if it an infrequent shuttle. Not everybody that uses transit out here needs to travel only to downtown and only during commuter hours.	5/28/2015 4:53 PM
136	Consider routes 15X, 18X and Rapid D line in this as well. Why were those left out in teh planning stage?	5/28/2015 4:48 PM
137	i would like to see them all on a map so i could see how they work together with the light rail	5/28/2015 4:47 PM
138	do not stop route #372 at UW Bothell!!! many people who ride to work in points East would lose service.	5/28/2015 4:46 PM

139	I live on Eastlake & Mercer, and I am completely dependent on the 66. I catch it a minimum of twice a day, and often more. It is the ONLY route that goes by my home, my workplace (pioneer square) and a grocery store that wouldn't require me to walk several blocks lugging heavy bags with multiple back, hip and knee injuries to consider. PLEASE DO NOT DISCONTINUE REGULAR ALL DAY, ALL WEEK/WEEKEND SERVICE ON THE 66 ROUTE.	5/28/2015 4:41 PM
140	Please make sure that the #12 continues to run on 19th Avenue East, north from E Thomas St, all the way to Stevens Elementary School at 19th & Galer -- and to downtown somewhere near 1st & Madison. Please improve frequency on these routes. Thank you!	5/28/2015 4:38 PM
141	This route is an important part of my daily commute to Seattle Children's Hospital. When it is eliminated, my only option will be the #75 which requires considerably more walking between segments of the commute and between the bus stop and my final destination at the hospital. Since I am disabled, this will be a challenge for me and may result in an earlier retirement than I had hoped for. I am disappointed that your plans involve removing existing bus services in order to increase bus service elsewhere, although I can understand a goal of serving the most riders rather than the greatest need. I will use the new light rail little if at all, because I use a walker and I expect that accessing the light rail tunnel will be as awkward and unpleasant as the downtown tunnel. And my personal strong preference is for more bus stops and fewer transfer points rather than more frequent service between shorter segments. I assume that I am currently in the minority with these preferences, but as the population of Seattle ages (as I have), their preferences may also change.	5/28/2015 4:36 PM
142	70 or new: I would suggest a direct weekend trip bus direct from u-district (and north) to Seattle Center in the summer. Also; similar with the 30; might be better split in Fremont: so one side was West/east corridor; and the. It's north/ South	5/28/2015 4:36 PM
143	Buses leaving the UW at peak times are packed and occasionally leave folks for the next bus. Please use articulated buses for each of the peak times. Increase the frequency after 6pm northbound and include an earlier southbound bus in the morning. Thanks for taking my comments into consideration. I have been a regular daily commuter for the past 20 years. Keep up the excellent service.	5/28/2015 4:34 PM
144	I strongly encourage Metro to continue service of the 64 in Downtown Seattle. By the time the 64 that I usually take (arrives at NE 110th St. and 35th Avenue NE at approx. 7:18 a.m.) finishes its stops on 5th Avenue Downtown, the bus is probably three-quarters empty. I love that the bus continues up to First Hill, as I have occasion to go there several times a year. However, most of this route's riders (at least at that time of the morning) ride the bus only to Downtown. Even then, there are many riders who have several blocks still to walk to reach their destinations, or who wait at 5th & Seneca to catch a bus that continues down 5th Avenue. Taking the 64 out of Downtown and sending it only to First Hill would be inconvenient to many, many riders. As for me, it would force me to either (1) leave my house much earlier each morning so that I could take the 64 to a point where I could transfer to a Downtown bus (because the 64 often runs late, transfer times can't be guaranteed), or (2) wait on busy, unsafe (and, in winter, dark and rainy) Lake City Way in order to catch a 72 (which, again, would necessitate leaving my house much earlier because the 72 takes a lot longer to get Downtown) or a 312 (which in my experience is usually full or almost full and uncomfortable by the time it reaches what would be my bus stop). I assume other riders would have similar problems. In short, Metro would be making a mistake if it causes such drastic changes to be made to the 64's route. Please keep route 64 in Downtown Seattle, if only for the one stop at 5th & Pine.	5/28/2015 4:29 PM
145	You should not move the route 12 to Pike/Pine, but keep it on Madison, by way of Broadway. I heard Mayor Murray say they were going to improve bus service on Madison. The 12 should continue to serve Seattle University, the hospitals, the library, the southern half of downtown, including the government buildings and the ferry terminal.	5/28/2015 4:27 PM
146	Residents in Laurelhurst are very disappointed about the proposed elimination of route 25. I personally take 25 every day to go to work. 25 is the only bus that goes through Laurelhurst and has provided service to many people including students, people who come to Laurelhurst to work (usually lower-income), as well as Laurelhurst residents who go to work. Laurelhurst is also an old neighborhood, with many seniors, who rely on bus 25 to go to other places. Eliminating this service will significantly hamper the mobility of these people and more importantly force them to use automobiles, which is not sustainable. Metro proposed new route 941, but this new route does not really cover Laurelhurst, as it only goes on 45th street til about 47th Ave. It is unrealistic to expect Laurelhurst residents, living through the neighborhood, will come to the 45th street in order to catch a bus. The elimination of bus 25 can only result in lost ridership for King county metro and Laurelhurst being completely transit-unfriendly. We hope that you do not remove bus 25. We propose to link bus 25 to the new light rail station at the University of Washington. If King county metro feels there is not enough ridership for route 25, perhaps a smaller bus can be used, which was used in the distance past (before the frequency was cut to once per hour; it used to be twice per hour). Thank you for your consideration. Cynthia (206-327-9181)	5/28/2015 4:24 PM

147	There is a suggestion that the # 64 will no longer go downtown. We will miss it!!! the # 71 goes away, right? This leaves only the # 76 for us. This bus will be crammed with people - everyone who is now spread between the # 64 , the # 71 and the # 76. And we need something running up and down 65th in non-peak hours.	5/28/2015 4:24 PM
148	66 is used primarily during peak hours along Eastlake and all the way to Northgate. It is the only direct connection from the north end of Seattle to the Eastlake corridor. All other routes either go downtown, along the west side of the lake, or only to the U-district, necessitating a transfer. The proposal to move the 66 to I5 ignores the many people who commute from the biotech and research institutions along Eastlake. Please consider leaving the 66 on Eastlake.	5/28/2015 4:21 PM
149	Going home at night on 120 or 131, the buses are packed. Could this be helped?	5/28/2015 4:19 PM
150	It is kind of restrictive time coming from Redmond - last bus is at ~9am ... please add service till atleast 9:30AM	5/28/2015 4:17 PM
151	Just what I mentioned in my previous feedback. 47 = happy North Capitol Hill! Thanks for listening to the people.	5/28/2015 4:15 PM
152	I'm looking forward to the increase in service, particularly in the evening. The current half-hour windows, when combined with the 43 also coming within minutes, means there's a large gap where there aren't any buses that go east of Broadway and north of Pine.	5/28/2015 4:08 PM
153	If the 277 bus will continue during the summer	5/28/2015 4:07 PM
154	On most Fridays the 26X bus (arriving at 45th around 7:53am) gets stuck behind a garbage truck for a lengthy amount of time. That needs to be fixed.	5/28/2015 4:06 PM
155	We live in North Capitol Hill and my sister and I take route 12 to and from school at Seattle Academy every day. Many of our friends do the same. We wouldn't be able to do that if you change route 12 as proposed. I'm not sure how we'd get to school. Please keep route 12 the way it is now!	5/28/2015 2:38 PM
156	Making changes to the 26 based on efficiency regarding the new light rail system makes no sense. I use the 26 every business day just like many others - the bus is full most mornings and afternoons that I ride it. The 26X is not a faster option as described, it takes just as long if not longer than the 26. Eliminating the 26 causes a longer commute time due to a further distance to walk to the bus stop and/or a transfer in Fremont to catch another bus. in a 3 - 4 block area of the 35th and Wallingford Ave. N. stop there are two apartment buildings being constructed with over 100 new apartments and a commercial building going up as well. Eliminating the 26 and this stop will cause a tremendous amount of stress on the system and this area.	5/28/2015 2:20 PM
157	I would like to request keeping bus #25 from Laurelhurst to Roanoke and Lakeview to downtown. This is an excellent and necessary route for a number of people living on Boylston who can not walk down hill due to knee problems. There are at least three of us and also two elders who take taxi or drive to work if #25 is not available. Please note that the bus is full during peak hours of 7:48 and 8:52 in the morning at Boylston/Roanoke stop and standing room only by the time it reaches end of Lakeview. The bus also fills up during peak hours in the late afternoon. Please consider keeping this bus for during peak hours. If not, a number of us will end up having to drive to work and unfortunately will add to additional traffic jam and population. Please, please consider this as the bus on Eastlake is not an option. Additionally, can you please consider moving the morning bus to an earlier time of 10 minutes earlier for the 7:48 and 8:52 slot? This would allow those working downtown to arrive at work around 8:00 or 9:00 instead of arriving into work late everyday if dropped off at end of downtown. Also great if you can pick up the bus 10 minutes later for the last two evening pick-up so that we don't have to leave work early to catch the bus. Thank you.	5/28/2015 1:51 PM
158	I think that eliminating service to Wallingford Ave and N 35th would be unwise. When I ride the 26 during commuting hours, I am always at the stop with 8-10 people and multiple people always disembark with me on my return trip. If you eliminate this stop, the nearest bus stop would then be half a mile away at N 40th. Additionally, over one hundred apartment units are being built on Wallingford and N 34th, which will certainly increase the demand for the 26 at that particular stop. And there are no other bus routes that service the area by Gasworks. Please reconsider this route change.	5/28/2015 1:48 PM
159	The 8 and 44 routes can be almost unusably slow. I know it's the cars' fault, not the buses, but there's gotta be some way to speed up mass transit. Lately it's faster to walk from Belltown to Broadway at rush hour than to sit in traffic on the 8.	5/28/2015 9:42 AM
160	Increase frequency of the 26!! Route the revised 16 up Wallingford Ave from 35th to 45th! This maintains the Wallingford-Downtown connection, and also provides service from lower to upper Wallingford.	5/28/2015 9:19 AM
161	It is overloaded. Please add more buses to this route. It is impossible to get on this bus during peak hours, and they are constantly late. Otherwise people will just prefer driving from east side, which will make the situation in downtown even worse.	5/28/2015 8:48 AM

162	The proposed changes, removing route 26 stops and retaining only route 26x, force those in Wallingford to use route 31/32 and then transfer in Fremont for access to South Lake Union. Further, routes 31/32 have decreased frequency and service hours compared to the current route 26. As such, I am opposed to these changes. That said, if the changes move forward, routes 31 and 32 could be purposely staggered to help offset the decreased frequency and enable arrival in Fremont at 15-minute intervals.	5/28/2015 8:36 AM
163	Given who the current #12 serves: many students, elderly and folks with health challenges and what it serves: schools, hospitals & clinics and cultural sites, it would be a tremendous loss to have it moved. My children ride this bus to and/or from school everyday. It is essential it is to keep the #12 bus on it's current route down 19th and Madison. The #12 route serves at least 7 different schools: Stevens, St. Joe's, Nova, SAAS, Northwest and O'Dea, Seattle University, 3 clinics: Country Doctor, Sound Mental Health and the Polyclinic, 2 hospitals: Swedish and Virginia Mason, The Miller Community Center and playing fields, 2 grocery stores, the Town Hall, the Frye Museum, the main Seattle Public Library, the ferry docks and even the court house is served by the #12 bus route. Many children, elderly, and mentally ill residents rely on this route for basic services. The #11 bus does not serve Madison Park not north Capitol Hill so adding service to this line is not helpful here. I think making the 10 bus take a bump in it's route to connect to the light rail makes more sense than pulling the #12 off it's route.	5/27/2015 10:07 PM
164	76 - I'm glad to see the increase in this route from 8 to 11, but that will not make up for the decrease in the 64x serving downtown (only to South Lake Union). The 76 needs to be increased more to make up the difference. 14 trips during the peak hour would only 'just' cover the current combined trips of the 64X and 76. This should be the absolute minimum.	5/27/2015 7:40 PM
165	How will passengers depending on UW and UWMC service, boarding at 15th and John, manage the hillclimbs to access other routes. Elderly and disabled need the 43.	5/27/2015 5:47 PM
166	I am at 43rd and Stone, and am upset about the Route 16 change. Currently this moves people from Wallingford and points north to downtown quickly and effectively, and I absolutely love how the route skips all the congestion around the Fremont Bridge and teleports everyone directly to downtown on Aurora. Rerouting every 16 bus through Fremont and along Dexter would add 15+ minutes to the route and possibly more if the bridge is up, and IMO really destroy the value that the 16 provides to the commuters of this route. The route is already long enough for riders further north and east of me in Wallingford; why make it longer for them? You're already increasing the frequency of the 16 which is nice; how about making every other 16 a 16X that follows the old Aurora route? That way riders along Dexter and in Fremont can still be served, and people like me who like the express aspect can keep zipping on into downtown with minimal delay. Thanks!	5/27/2015 5:47 PM
167	The #12 links all of north Capitol Hill and the Madison corridor with 6 different schools: Steven's, St. Joe's, Nova, SAAS, Northwest and O'Dea, The Country Doctor Community Health Center, the Miller Community Center, Sound Mental Health, Swedish Hospital, Virginia Masson, the Polyclinic, The Frye Museum, The Town Hall, the Central Co-op, The Seattle Public Library and the ferry docks. Please do not reroute this bus off of the 19th Ave/Madison corridor. It serves many children, elderly and mentally ill residents -- and many others in these neighborhoods. This is a vital route and it will not be served or not well-served by just adding service to the 11 bus which goes out to Madison Park not up to this side of Capitol Hill. Please consider adding a bump out on the #10 bus route. Just adding some service to the #10 in combination with a three block deviation off of 15th and down John St. then back across to the Pike/Pine Corridor would add the link to the light rail station on Broadway without sacrificing the #12 route which serves vulnerable populations and links all kinds of vital services. The 12# will become better used if there is actually more frequent and reliable service on it's route. Many thanks for all your efforts. You do essential work that is making Seattle a better, more livable, and sustainable city.	5/27/2015 4:40 PM
168	The 75 needs to stop directly at the new light rail station. Commuters should not have to get off on the UW campus and walk several minutes to the link light rail station in order to get downtown. That is not rapid transit and does not serve the NE area of Seattle.	5/27/2015 4:08 PM
169	Please see earlier comments. I do not think the route for 48, or 45/48 should be changed to eliminate the stop as NE65th and 15th Ave NE as proposed. The proposed change adds redundant service at the cost of eliminating an important intersection next to Roosevelt High School and proposed highrise development.	5/27/2015 3:08 PM
170	very convenient and necessary, please reconsider cutting this route.	5/27/2015 2:48 PM
171	Consider connecting this route directly to the Light Rail station, at least during peak hours -- this would give the people who use the 74 an alternative that would use light rail.	5/27/2015 1:07 PM
172	43 - I still would like this route to downtown or at least the Capitol Hill station. 11 - less stops 12 - less stops, more frequently if deleting the 43	5/27/2015 12:31 PM
173	Don't cut	5/27/2015 11:45 AM

174	I am happy to see that there will be an increase in the frequency of both routes 74/76. These are the only routes that allow me to get from downtown Seattle to home in one trip and with the cutting of route 30, it is important to me that more times are added on this route. The only thing that would make this better would be to add additional morning routes for the 74 and additional evening routes on the 76. Currently, the earliest I am able to get to work is at 7am by taking the earliest 74 and sometimes, I need to be there earlier and then have to drive, pay for parking, etc. which is not sustainable. 74: -More and earlier routes 76: -More afternoon/evening routes	5/27/2015 10:55 AM
175	I currently use the 316 which works for commuting to work but it would be nice if there was a faster/easier way downtown during off peak hours. I think the proposed changes which include adding the 26X would alleviate this problem by providing express service during non-peak hours.	5/27/2015 10:21 AM
176	The same thing I said before - currently 242 provides a quick and convenient way to get from Shoreline to Bellevue. With these changes you will be making me transfer buses twice each way between Shoreline and 148th in Bellevue. Why remove this service? This change makes me believe that I will have to move to the east side to keep from spending half my life waiting in traffic...or waiting for the next bus.	5/27/2015 9:22 AM
177	Please clarify the new route for the #65. Please see earlier comment on the discrepancy between the 2 maps. Would the 65 go all the way through campus, or would it turn around and go back the other way. Would the loop through the UW campus be in the same direction all day? If so, which direction? Thank you.	5/27/2015 9:17 AM
178	Reiterating point earlier: If you turn the 26 into 26 Express, where would it stop? It's not clear from your map. If you remove the Latona & 45th and Thackery & 45th stops, you would be inconveniencing a lot of people and add many unnecessary transfers for those who work in the UW Tower neighborhood of the U. District - making the 44 EVEN MORE CROWDED. Seattle's bus service requires too many transfers, which exacerbates its unreliable and late service. A bus that's running 20 minutes late is not uncommon and, frankly, unacceptable for a major US city. Since the Light Rail will go nowhere near SLU or Westlake, keeping the 26 as is and/or ensuring stops in Westlake (on Dexter or Aurora) and on 45th (near I-5) are imperative. I would hate to end up in a situation -- again -- in which it's more convenient and cost-effective to drive, especially since it's everyone's goal to reduce the number of vehicles on Seattle's roads, which are unfit for the rapid growth in the area. Thank you for considering the public's feedback.	5/27/2015 8:59 AM
179	See my previous notes, eliminating the 43 would put all Montlake families back into their cars, the very thing they were hoping to avoid by moving to my lake in the first place!	5/27/2015 7:01 AM
180	Keep the 26 local - I previously gave a detailed assessment of the reasons why this route is very important to the south lake union residents - this is a very dense part of the city and it is getting much more dense as new apartments are built near the 35th and Wallingford bus stop. The commuters at this stop travel to south lake union and downtown. Having only a 30's bus will not provide us with the necessary service. Please contact me if you have any questions 206 890 0617.	5/26/2015 8:56 PM

181	<p>Concerns for Route 16: The proposed east-west route on 65th and connection to downtown via the Meridian-Kirkwood-Woodlawn "bottleneck" and Fremont-Dexter route is poorly conceived, inefficient, unreliable, and degrades the residential quality of our neighborhoods. Please consider the following: 1. The intended goal of linking neighborhoods and parks with light rail (via 65th route) is only partially achieved (i.e., route east to Sand Point is good idea), but fails in providing direct accessibility west and south to Green Lake and Lower Woodland parks, arguably the most popular recreation facilities in the city (e.g., walking, running, swimming, ball fields, golf, tennis, rowing, and picnic). The proposed route south of Ravenna on Woodlawn, Meridian, Kirkwood veers away and uphill from the parks which reduces walkability, especially for anyone carrying sports gear or a picnic. Parking in east Green Lake and Lower Woodland parks is overloaded and spills into the adjoining side streets increasing congestion and aggravating parking for residents. 2. Routing the bus through the Woodlawn, Meridian, Kirkwood neighborhood is a traffic bottleneck because these residential streets are too narrow and are not designed to support safe two-way traffic and high-frequency transit with large-heavy-buses. During peak hours it will be very difficult to maintain schedules and uniform traffic flow because the narrow corridor (i.e., 24-ft wide on Meridian, Kirkwood) only allows one-way traffic. Buses facing oncoming traffic must stop, or pull out at an intersection, to allow safe two-way passage. This problem will only get worse with the proposed 7-15 service frequency during peak hours. 3. Elimination of the Aurora portion of the route effectively eliminates efficient and fast connectivity to downtown for the southeast Greenlake/TangleTown neighborhood. Travel time for downtown commutes will be increased due to the slower route on Dexter or commuters with need to transfer to the 26X; wasting time and losing the one-route commute. 4. The proposed route and increase in transit frequency will exacerbate the ongoing problems concerning excessive noise, traffic congestion, house shaking, and road safety in the Woodlawn, Meridian, Kirkwood neighborhood. Last December 72 members of this neighborhood submitted a signed a petition asking Metro to consider options to reduce bus impacts. Clearly, Metro has not listened to neighborhood concerns and has ignored public input. Solution: Change the proposed routes 16 and 26 as follows: a) connect the proposed 65th and Ravenna segment of Route 16 to Fremont and Dexter via East Green Lake Way and Stone Way, and b) connect the proposed Route 26X from Ravenna to downtown via Latona, 56th, Meridian, and Wallingford streets. This would: • link the transit network (i.e., Route 16) to the parks on level-wide roads that are suited for bus transit and easy/safe access to parks, • provide efficient, reliable, and faster connectivity to downtown for the majority of commuters in the highest density areas including Southeast Greenlake/TangleTown and Wallinford, and • reduce safety hazards in the "bottleneck" and greatly improve the residential quality of the Woodlawn, Meridian, Kirkwood neighborhoods.</p>	5/26/2015 8:28 PM
182	<p>I think that improved frequency on routes 16, 73 and 373 are beneficial changes, but I also think there needs to be more convenient service to northgate area on weekends (for example, not cancelling 73 service on the weekend). I would be very disappointed at the loss of route 68, as it is the most convenient and my most frequently used route between Northgate and the university district.</p>	5/26/2015 7:13 PM
183	<p>Weekend service on Route 73 would be desirable but probably not possible.</p>	5/26/2015 4:00 PM
184	<p>This is a bus I frequently take from downtown to Maple Leaf, going down 15th. I do not like the proposed changes at all (and it looks as if service on 15th is being curtailed). While Roosevelt also needs more bus service, I don't think it should come at the expense of service on 15th NE.</p>	5/26/2015 3:57 PM
185	<p>I submitted several comments to a wrong section in the survey because I thought it as the only opportunity to do so. Please read those comments.</p>	5/26/2015 1:05 PM
186	<p>Thank you for changing the the proposal to include an acceptable replacement for the 68. I was deeply dismayed at some of the previous proposals.</p>	5/26/2015 12:51 PM
187	<p>I don't know why you would kill this route. I think you probably think that with the light rail, this route becomes unnecessary. The whole top of the hill is now cut off from the U District. Why?</p>	5/26/2015 12:06 PM
188	<p>373 is not a reliable route. It is regularly late and one cannot depend upon it.</p>	5/26/2015 11:33 AM
189	<p>Please keep 242 route</p>	5/26/2015 11:19 AM
190	<p>We need to retain 43 or find a better substitute, because it leaves two gaps: downtown service from Montlake, and service to UW and northbound LINK from upper Capitol Hill (Group Health, 15th Ave and John/Thomas corridors). One way to fill this need might be to extend the revised 10 or 12 to terminate at the Montlake Triangle or Montlake Lid.</p>	5/26/2015 11:17 AM
191	<p>The proposed deletion of the stop at 35th and Wallingford is absolutely ridiculous. This is the only stop in this neighborhood and tons of people utilize this stop daily to commute to and from work (in South Lake Union and downtown). Deleting this stop is unacceptable.</p>	5/26/2015 10:40 AM

192	The proposed changes for route 26 would severely and negatively impact the commute of many people. The revision I am concerned about is the deletion of the route down Wallingford Ave/35th, for which Metro has proposed using routes 31 and 32 as alternates. These routes do not service downtown and are not an acceptable replacement for the morning/evening commute. Additionally, I notice two very large buildings being built by AMLI residential close to my cross street (Meridian and 34th). When these buildings go up and are rented by likely hundreds of people, there will be greatly increased demand for bus service in the Gas Works/South Wallingford area, which will not be sufficiently met by the proposed modified routes. From my experience the 26 bus is already quite heavily used, and this must be Metro's observation as well as it dedicates a double-length bus to the route. With current and projected usage levels, if anything Metro should probably be considering adding routes through this area, not removing them. Please reconsider the proposed changes to route 26.	5/26/2015 10:38 AM
193	Please keep 11 as-is. At the very least, don't take away the 2+ block access of 11 at Pine and Broadway to the Capitol Hill Station. Please keep 12 on Madison and 11 on Pine/Pike corridor. Make the big changes to these routes after Madison BRT becomes a reality.	5/26/2015 10:10 AM
194	The bus stop at 35th and Wallingford Ave is use frequently by hundreds of individuals working downtown and in south lake union. This includes elderly passengers. This is the ONLY stop in this area to downtown and it would prevent a lot of people from being able to get to work and may reduce ridership. The proposed deletion of the 35th and Wallingford Ave stop is unacceptable and should be revised.	5/26/2015 9:53 AM
195	You should not discontinue this route. This is the best route for those of us who work at Sand Point. The 586 left us off at 45th & University. Your are just causing more stress for those of us who already leave very early from Tacoma to the U District to get a connection to Sand Point.	5/26/2015 8:01 AM
196	The through-route of the 48 and 67 was a major benefit in the first proposal. It should be put back because the 48 will be reduced to a "local shadow" between two light rail stations without some form of destination besides Mount Baker and University stations. Service to Roosevelt should be continued until Roosevelt Station is online. Routes 11 and 43 provide service from 23rd to Pike/Pine. This should be preserved because a complete loss of service from western CD to this busy commercial and nightlife area is a major loss.	5/26/2015 2:48 AM
197	Overall, I think the proposed changes to routes 11 and 48 sound great. I commute from Madison Park to the University of Washington by means of these two routes combined (transferring at 23rd Ave) and would really appreciate the increased frequency of these two routes. The only comment I have to add is that it would be even better if the timing of the 11 and the 48 could be coordinated to avoid long delays when transferring from one to the other. The increased frequency alone should help with this issue, but perhaps more explicit consideration of the relative timing of the pickups and dropoffs near 23rd and Madison would also help. Either way, I look forward to the increased frequency of these routes. Thanks!	5/25/2015 10:51 PM
198	Improved service frequency in the reverse peak direction is badly needed to relieve crowding between UWB and Seattle.	5/25/2015 10:50 PM
199	I disagree with the cancellation of the 25. There are no other routes going through the Montlake neighborhood west of 24th Ave. If there were more frequent trips for the route during the morning commute hours traveling downtown and more on-time and frequent trips during the evening towards Laurelhurst, there would be higher ridership.	5/25/2015 10:23 PM
200	Concerning Route 16: By routing it out of the Northgate area, the NE Seattle neighborhoods further north are more cut off. It might be easier for residents of the NE neighborhoods further south to travel east-west, those further north would be more isolated from the west side of I-5. People in these neighborhoods will have to travel to the University district to transfer to a route that heads to the Wallingford, Fremont, Ballard area. This is especially worrisome considering proposed changes to the weekend schedule of route 73 which would make it all but impossible to do so on the weekends. Concerning Route 73: Without any weekend service, residents of the Jackson Park, Pinehurst, and (to a lesser extent) Maple Leaf neighborhoods will be practically unserved by Metro routes on the weekends when they are more likely to want to go to the University District, Wallingford, Fremont, Ballard, or Downtown for shopping and recreational activities. A reduction of frequency or shorter operating hours on the weekends for route 73 would be perfectly reasonable, but the elimination of weekend service seems like an oversight.	5/25/2015 9:35 PM
201	The proposed change replaces direct service between west Wallingford and Green Lake/North Seattle College on rte. 16 with less frequent service and less direct routing, which will require either a long walk or a bus transfer on the notoriously unreliable rte 44. While frequency on rte. 16 is increased, the proposed change moves it to a slower, less reliable route to downtown Seattle. The revised rte. 26/26X will use the faster route to downtown via Aurora, but will operate less often and will also require either a long walk or a bus transfer. And why are connections to the Roosevelt Link stations being created in 2016, when the station won't open until 2021?	5/25/2015 7:51 PM

202	The proposed changes replace direct service between west Wallingford and Green Lake/North Seattle College on rte. 16 with less frequent service and less direct routing, which will require either a long walk or a bus transfer on the notoriously unreliable rte 44. While frequency on rte. 16 is increased, the proposed change moves it to a slower, less reliable route to downtown Seattle. The revised rte. 26/26X will use the faster route to downtown via Aurora, but will operate less often and will also require either a long walk or a bus transfer. And why are connections to the Roosevelt Link stations being created in 2016, when the station won't open until 2021?	5/25/2015 1:49 PM
203	Having the 11 as access to Capitol Hill from Pike downtown is very useful, both because the 10 is often crowded, and because it goes further up the hill after 15th, where the 10 turns north. Please don't change this.	5/25/2015 12:25 PM
204	I would like to see a express/semi-express route from Auburn/Kent, that arrives at Swedish Medical Center Issaquah by 0640 am M-F if possible. And would return leaving Issaquah between 1945 and 2000 returning to Auburn/kent area. My current commute is 1 hour each way and it is very difficult week days after such long shifts. Thank you for your consideration.	5/25/2015 9:32 AM
205	changing the 540 to go on 405, and to not serve the south kirkland park and ride seems like a bad idea. 405 traffic in the afternoons is already awful, and these changes would just make this route take longer. The 255 is always packed, causing people just needing to get to the s kirkland p&r to get on the 540 or wait sometimes 30 minutes at peak times just to get there. eliminating this option will impact people who take the 540 and the 255 negatively.	5/25/2015 9:22 AM
206	thank you for having these routes and for having them run til fairly late between UW and the bryant/sandpoint areas.	5/24/2015 5:25 PM
207	Removing the #43 bus will negatively impact the community. Getting to downtown will now require transfers or a 7 block walk up a steep hill to an uncovered bus stop, not the most ideal situation in during our wet winters. Transfers are unreliable and greatly increase the amount of time to get anywhere. The #43 is the bus I and most of my neighbors use to get around the city.	5/24/2015 12:40 PM
208	See my earlier comment on Capitol Hill changes. Relates exclusively to route 11.	5/23/2015 10:45 PM
209	Leave Route 48 as it is now. Right now I can get to my medical providers using 1 bus and going from the Greenwood area to Capitol Hill. If you split the 48, I'll need 2 buses at which point, I'll probably drive.	5/23/2015 2:12 PM
210	Route 11: I'm happy about the increased frequency, but disappointed in the rerouting down Madison Ave, leaving no direct route from Madison Valley to Pike/Pine downtown. One proposal would be to have the buses alternate routes, so one goes on the old route, one on the new, etc. Route 8: Please route closer to Washington Middle School at 2101 S Jackson St. You have 11-year-old kids on the bus in the mornings and afternoons!	5/23/2015 12:03 PM
211	I am glad Route 11 is proposed to be more frequent, but disappointed in the route change to go down Madison, and not remain going downtown to Pike/Pine. One suggestion would be to have the buses alternate routes--one down Madison, one down Pike/Pine, etc. (Perhaps the buses should have separate numbers for clarity.)	5/23/2015 11:54 AM
212	I think the RT 277 and RT540 should not be changed from the way they are running now. However the buses should run more then they do now. At least you should have the 540 run all day just like the RT271 does. Metro and ST. make it very hard for those of us who live in Kirkland and Redmond to get home in the middle of the day. To get to Doctor's appointments one has to add on at least 1 hour if not more for travel time to get to the appointments of time. WE need our buses on the eastside to be able to get to work without having change to 2 or 3 buses everyday.	5/23/2015 9:29 AM
213	I insist that bus engine and brake sound reduction/mitigation measures be taken on Route #16 buses. I am disheartened to read Kevin Desmond's 12/12/14 response letter to Mr. & Mrs. Martin and others which failed to address sound related concerns. While I want to encourage more bus and transit options for Seattle, it should not come without reasonable sound mitigation efforts. Additionally, night time #16 buses should be smaller and quieter; never have I seen a #16 bus past 8PM with more than 1/4 capacity of riders. My wife and I moved within the last 2 years to the corner of Woodlawn Ave. N, and 65th street. We love the neighborhood, but have contemplated moving primarily because of noise from metro buses and trucks, which peak well over 90 decibels over 25 feet from our corner where buses start and stop at a stop light in both the north and southbound directions. Thankfully, trucks rarely travel by our house in the evening/late night hours. Metro buses, however, routinely shake our house well into the late evening hours. We have spent >\$10,000 on sound proofing and fencing materials in the last 2 years alone, primarily to mitigate sound from metro bus and truck traffic in our yard and inside our house and still plan more. While I use the #16 bus daily to get to work, I would gladly travel >0.5 miles, such as to Aurora/Route 99 to take the E line bus, in order to shift the #16 away from our residential intersection. Had we known about the metro and truck traffic noise we would experience living on our corner, we would not have purchased our home.	5/23/2015 7:23 AM
214	I have already given my input above.	5/22/2015 11:49 PM

215	The 8 should not be split into two routes, nor should the 48. This turns "one-bus" trips into multiple bus/transfer trips which can be inconvenient, unsafe and more expensive. The 11 should continue to serve the Pike/Pine corridor. Why make such a short trip into a two bus trip, for those who cannot walk from Madison over to Pike/Pine, or who prefer not to for safety and/or convenience. The 43, 44, 43/44 are a necessary connector for the Central District to Ballard/Wallingford, without having to transfer, or go downtown. Which is stressful and often dangerous. All of these revisions seem to hinge on the idea of getting people to transfer to the light rail. Make inter-agency transfers so that you aren't forcing people to pay twice for a trip that would have cost them one price in the past.	5/22/2015 6:39 PM
216	65 provides a good service for short trip riders	5/22/2015 5:32 PM
217	I already mentioned that I'm not sure why the 66 is being removed from Roosevelt/Eastlake. I understand the 70 will cover some of that area, but the current 66 route is heavily used and relied upon. I think it should stay the same as it is currently.	5/22/2015 5:14 PM
218	Please don't change 48 route on 15th avenue NE. Or the split of current route 48 is acceptable only if new proposed route 45 is on 15th Avenue NE.	5/22/2015 3:12 PM
219	The bus system is still vestigial; it reflects a radial trolley system from early 20th C and this layout has led development and people's expectations, so to some degree it must remain. But there is, in my experience and in listening to others, much more need than you realize for an orthogonal system that includes N-S and E-W shuttles that avoid the central I-5 corridor and UW/Downtown tropisms. . You continue to increase distance between downtown stops, making them less accessible for people with disabilities. You put greater distance between routes and don't overlap those that are close parallel alternatives so that riders can't take advantage of both routes. I would ask for more systemic thinking and rider-centric approaches to scheduling. . I have kept a record of the daily slights and insults i suffer from Metro and its drivers -- being driven by while standing next to the stop post, runs that simply never arrive, occasionally busses arriving before the prior time point schedule, and the intense rudeness of some drivers. I have complained about some of those and never got any response. But i don't want apologies, i want better thinking and action. I used to brag about Metro when traveling; now i apologize to visitors. . Since Metro, Sound Transit and Pierce and Community Transit are public utilities, i expect better cooperation among them. I expect ORCA to be totally integrated with them and i object to how hard it is to get access to ORCA if you don't use the downtown tunnel daily. [Only one ORCA machine in ALL of North Seattle!!! What is that about? -- and the computer still will not recognize my ORCA card so i can't refill it online]. I expect Metro staff and officials to ride Metro regularly so they are aware of how the system works and doesn't.	5/22/2015 3:08 PM
220	I live in Eastlake and use the 70/71/72/73 buses to get to and from my early morning job as a resident physician at Harborview and the University of Washington Medical Centers. I have two concerns: First, there is conflicting information on the King County Metro website regarding the routing of Route 70. The specific "proposed changes by route" lists no route change for Route 70. However, the "interactive map" shows Route 70 as having a northern terminus at the University of Washington Medical Center/future Link station. This obviously needs to be clarified and I would definitely prefer that Route 70 terminate at the new Link station as this would afford a "one seat ride" for Eastlake residents to the UWMC and light rail. Second, I currently go to work very early and catch the early morning 5 am 71/72/73 routes to downtown or UW. I see that these routes will no longer serve Eastlake, but that improved frequency and operating hours of Route 70 will make up for this. However, the current proposals show that Route 70 will begin running at 6 am, a full 1 hour later than current service. This will make it impossible for me and other early morning commuters to take transit to work. Please consider starting Route 70 at 5 am rather than 6 am. Even if the early morning frequency is only every 20 or 30 minutes rather than the current 15 minute headway that would at least keep the option of transit open for such commuters. Finally, if it is really not possible to run the Route 70 at 5 am, please consider an extra Night Owl 83 route at approximately 5 am. Thank you.	5/22/2015 2:58 PM
221	I like the idea of this route not turning on to University Avenue, but staying on 15th.	5/22/2015 2:45 PM
222	Please keep 25 or provide good link from Eastlake/Portage Bay to U Village. Today only the 25 provides this important link and with reduced schedule and no direct link, traffic to U Village is dramatically worse.	5/22/2015 12:34 PM
223	Folks along this route have a long-standing orientation to the University District. They ride at all times of the day and night (though, of course, like other riders, use is lower at night - but not bad). The total disconnection from the U District (other than the extreme LOWER end, and drastic elimination of evening and weekend service north of 65th, is traumatic and will force more use of cars. With only hourly 941 frequency, timely operation would be essential, but DART operation would eliminate that.	5/22/2015 11:45 AM
224	I like the fact that I can get from my home in Jackson Park to downtown Seattle without changing busses. The proposal does not seem to address evening or weekend transport. I would use the transit in the evenings and weekends to avoid downtown parking but this seems to not be a consideration. Why should I pay for expanding transit to the suburbs and trendy Seattle neighborhoods if my service is only going to be reduced? If you are going to implement these changes, then you should explain what the alternatives are for the services you are eliminating.	5/22/2015 9:10 AM

225	I am extremely upset about the proposed deletion of route 242. This is the only bus route that goes directly from the Green Lake transit center and Redmond to service Nintendo and Microsoft. This is a very busy route and is often standing room only in the evenings. It also services disabled riders who pick it up between Northgate P&R and Green Lake. Metro suggests taking the 542 or going downtown to transfer. That would take 90 minutes each way to go 13 miles! I suggest someone who keeps putting this bus on the chopping block try that commute 5 days a week. Every time Metro goes out and ask for funds from voters, I vote for it. If this bus route is deleted, I will not only vote against any future fund increases, but I will ask my friends and family to do the same. Metro received more funds in the last vote and still this route is on the chopping block. Where did the extra funds go? Thank you for allowing riders to express their opinions.	5/22/2015 8:43 AM
226	Don't disappear it. We live in a low income neighborhood and we ride this route. The 372 doesn't have the same stops, and old people, disable, or with kids would find very hard to walk. People come to the food bank with heavy bags will have to walk more to catch the bus. This route would take us to my son's new Elementary school in Wallingford without transfers. The residents of Lake City need this route. We already have to walk a lot to catch the 72, the 372 is farther. Thank you for considering. Please think in the low income residents, that don't have a car.	5/22/2015 12:33 AM
227	More night/weekend frequency on the 8 is vital to increasing ridership in this area.	5/21/2015 10:02 PM
228	372 is currently overloaded, so more "runs" on this service should improve rider satisfaction.	5/21/2015 9:46 PM
229	I am strongly concerned about the elimination of Route 43, which will sever the connection between downtown and Capitol Hill and the Montlake area. It will now become necessary to take two buses to travel from Montlake to downtown, or a bus plus light rail (at Husky Stadium). This appears to be a considerable increase in inconvenience in this travel corridor, especially if light rail fares are higher than bus fares (though I presently have no information to this effect).	5/21/2015 8:46 PM
230	The Rainier Valley needs more frequent East-West Routes between Rainier Ave. S. & Link Light Rail on MLK, so that they can take advantage of the new Capitol Hill and University Link Light Rail stations. I need more frequent service on Route 50 between Seward Park Ave. S., Rainier Ave. S., & Link Light Rail on MLK, so that I can stop driving to work at the University. Route 50 running twice an hour is not acceptable. I won't use Metro & Link Light Rail (or Metro alone) for my daily commute if I have to transfer more than once and if it takes more than 50 minutes to get from Rainier & Othello to the University of Washington. In addition, I'll still have a 10-minute walk to work from any bus stop in the U-district, or from University Station. It shouldn't take more than 1 hour to get from point A to point B in Seattle, unless you are going from the north city limits to the south city limits. (It takes less than time than that to get to Bellevue!)	5/21/2015 8:03 PM
231	Based on proposal, #71 will be eliminated. It will require residents to transfer buses at University to downtown. It will give many residents along 65th street hardship to go to downtown. #71 is always full with commuters, and we need to keep #71; not eliminated. There are many elderly people lives in that area, who uses bus daily as their transportation. 65th street has many steep hills, and we depends on the bus to carry ourselves as well as grocery bags etc. Please reconsider the elimination of route 71. If you live there like myself, you will know why we need #71. Sincerely, Resident at 75th & 35th.	5/21/2015 4:40 PM
232	Maintain the current routes for 28 local and 28 express. The proposed route for the express would additional commute time to already lengthy commute. 28 local route to access the Dexter corridor is desirable and in demand from the Crown Hill, Balkard, Greenwood, Phinlard neighborhoods. Transfers to another bus not practical andceould add to commute time.	5/21/2015 4:38 PM
233	Stop trying to kill it. It's efficient, it's effective, it's full every day, every bus that I'm on. Your proposed changes do NOTHING that is remotely like the benefits and convenience of the 242. You're going to put a couple hundred people back in their cars.	5/21/2015 3:55 PM
234	Please reconsider canceling the east run of the 372 or work with UW Bothell campus to offer a park and ride option. For those of us who need a park and ride to commute, starting the route at UW Bothell as is will not work. Kenmore is too far to travel to park and ride if you live in north Bothell. The amount of time it would take to drive there and then take the bus would be better spent just driving to work. With a young child in day care, I need a one bus run in the event I need to leave quickly to pick up a sick child.	5/21/2015 3:48 PM
235	DON'T CUT THIS ROUTE!	5/21/2015 3:31 PM
236	For reasons articulated earlier in this survey, eliminating the 30 is ridiculous. Commuting between Sand Point and the University of Washington should be a simple and economical matter. Reducing the connection to the 74 (already jam packed/standing room only most of the time) and the 75 (which takes me nowhere near where I work on campus) is absolute lunacy.	5/21/2015 3:14 PM
237	Already mentioned that removing this service is 15-20 years too soon. The 43 goes past the UW Stadium and would be obsolete only when the U District light rail station has been opened.	5/21/2015 1:40 PM

238	Having a way to get into the downtown retail core without requiring that we transfer buses is very important.	5/21/2015 12:59 PM
239	I love this bus. I live in northgate and work in South Lake Union. I hop on at Northgate P&R and have a 15 minute bus ride instead of 25-30 minute slog to Convention Center. I walk 15 minutes to work from there. Please keep or improve routing from Northgate to SLU.	5/21/2015 11:23 AM
240	See my earlier comments regarding these routes.	5/21/2015 10:43 AM
241	Wish we could have #10 bus past WESTLAKE to SEATTLE ART MUSEUM et al so didn't have to walk through evil BLADE DRUG CORRIDOR (especially in bad weather.) PLEASE!	5/21/2015 9:43 AM
242	As noted, the 67 and 68 no longer going on campus adds at least 10 minutes to my commute. Even though the 75 does still go on campus, it takes at least 10 minutes longer. Thus, I can walk further or ride the bus longer. On that note, the changes are definitely less convenient for me.	5/21/2015 9:42 AM
243	Cancelling this route makes sense when light rail is running up I5. Until then, this is a very useful bus that I ride every day. There is no other convenient connection from Shoreline to Redmond	5/21/2015 9:14 AM
244	It	5/21/2015 9:12 AM
245	I work on first hill, there is not a bus that will bring me directly to first hill from Sammamish, Issaquah, we did have a bus that brought us up to first hill, that was cut, now it takes 2 buses to get up here or get home, we are where the major hospitals are. You should make it easier for the eastside, have you tried walking up the hills to get to work when it's raining or walking down the hills in the rain without slipping and falling. Because of this you have to carry multiple items to and from work for walking and such depending on the weather. The buses are always late, when sitting in the tunnel, on hot days the buses do not have the A/C on which makes the bus stifling. I don't mind walking, when it's nice weather it actually faster for me to walk down the hill to catch the bus, than standing around waiting for a bus to be late, than not catch the connecting bus.	5/21/2015 7:44 AM
246	The current Route 28 is a great, well-used local route. Many of us who work in Fremont have specifically chosen housing close to that route so that we can have an easy, car-free commute. Now Metro is proposing to make all trips on this route go downtown in the name of efficiency. However the new route will be slower for those who currently take the 28X downtown (since it will be going quite a bit farther south before starting an express routing on Aurora), and it will be slower for those who take the current 28 local to Fremont (because riders will need to walk from 39th to the major Fremont office areas). This doesn't sound very efficient to me.	5/20/2015 11:52 PM
247	I take the #71 to and from View Ridge and walk to work in Magnuson park. I am ok with this route deletion because I believe the changes to other routes will make up for it. However, I have seen signs posted at bus stops in View Ridge along this route alerting people that the #71 will be deleted and that they should contact Metro if it will affect them. These signs are in the new #941 DART area. However, the signs don't say anything about the #16 service that is nearby nor the #941 DART service. It might be worth it for Metro to reach out to residents in this area to let them know about these services that will be more frequent than the current #71 and possibly more convenient. I am especially happy about the split #48. I used to take it to work at the university from Beacon Hill but it was so frequently late that I switched to a Link-#71,72,73 route because even though the published timing for my link route was longer than the published time for the #48, the average and max time for the #48 made it unworkable for me. I may start taking the #48 to see if it is better. Thanks for coming up with great solutions to these tough problems.	5/20/2015 11:17 PM
248	Please continue to route the 28 through Fremont. The area is a growing place for businesses to have their offices. My husband works at Google and takes the bus there every day. Making it more inconvenient for him to reach the center of Fremont would not aid our family, and we really would like to continue to only have one car. Not everyone commutes downtown, and bus line is used by many to reach Fremont without transfers. We chose our house along the 28 route expressly because we wanted a route to Fremont without transfers.	5/20/2015 10:04 PM
249	Please see my note to the previous question.	5/20/2015 9:56 PM
250	See previous comments on effects of the proposal on Viewridge residents	5/20/2015 9:25 PM
251	Please don't eliminate route 43!	5/20/2015 9:08 PM
252	Who decided where to route this? Instead of picking up dozens every half hour who would ride the 74 to Capitol Hill and beyond, you route it where no one goes downtown????	5/20/2015 8:36 PM

253	Please do not take away the direct South Kirkland park & ride to UW bus!! The proposed plans include relocating the 540 to Houghton park and ride, but there are many many students as well as older adults that rely on the 540 to get to UW in a timely and reliable manner!! There are 3 UW students in my neighborhood alone that rely on this 540 from the south Kirkland park and ride. I know many students that also drive to south Kirkland park and ride as well to get to school. If the king county and sound transit are very insistent on relocating it, can you guys please put an alternative route that links south Kirkland park and ride and UW? Thank you very much!! Please take this into consideration in deciding the 540!	5/20/2015 8:15 PM
254	The proposed changes include taking a direct bus from South Kirkland park & ride to UW away. This would impact a lot of UW students that take the bus from south Kirkland park and ride to school. In my neighborhood alone there are at least 3 students that really need this bus! There are many young adults and 30-50 year old people that take this bus in the morning to get to work or to school. Please do not relocate the 540 to Houghton park and ride, or at least provide an alternative direct route.	5/20/2015 8:10 PM
255	Love the proposal of higher frequency at peak times, all day and weekends. Busses get very crowded During peak times.	5/20/2015 6:47 PM
256	I think changing the 32 from Stone Way to Wallingford Ave doesn't make a lot of sense. Stone Way is a much larger street to accommodate the frequency of the 32 buses. When I drive my small car on Wallingford Ave I have to be very cautious that there aren't cars coming out of the cross-streets. It's a narrow street with limited visibility.	5/20/2015 6:20 PM
257	The north part of the current route 48 needs to have increased frequency and/or the 48X should be reinstated. The busses are completely packed (sardine-style) every day.	5/20/2015 6:04 PM
258	Please ADD more busses and/or a new north Ballard/ crown hill route into downtown! We have only one bus route And you are proposing changes?? MORE people live up here in crown hill that care about our environment and WANT to use the bus but we have NO options?!!! Please do not change or cut the only route we have. If you want to get cars off the road, start working with the people who are willing to give them up to commute into downtown if there are busses to do so.	5/20/2015 6:02 PM
259	Please keep it and increase its frequency	5/20/2015 5:06 PM
260	I am an older person. I use the #11 bus from Madison Park as many do, to shop or for other activities downtown. Your proposed changes will take away my independence. Regarding the new route, why not take a loop from Madison and have the bus turn right on to 4th to Pine, left on Pine and left on 3rd or 2nd back to Madison to complete the new route. The new route means more cars and need for parking in downtown Seattle. Thank you.	5/20/2015 4:29 PM
261	PLEASE KEEP THE 43! I live on 17th Ave E, one house in from E. Thomas. The 43 bus route is about five steps from my front door. I take this route to go downtown, my daughter takes it to visit her friends in Montlake, and I take it to commute to the main campus of UW. We take the 43 to Broadway, to downtown for work and for entertainment. While on the bus, I see older people and people with small children who are going to Group Health Hospital, or to the library in Montlake. I see high school kids commuting, I see people going to UW or to SCCC. In the evenings, I see students from UW heading to Capitol Hill for night life. And--with the 43, all this can be accomplished on one bus. No transfers, no waiting in the dark, in the rain. No need to walk up or down a steep hill (15th E to Broadway and 15th E to 23 E are VERY steep hills). No need to walk or wait by unsafe areas at night, no need to cross busy streets. PLEASE SAVE THE 43! I want to take one bus, not take the 8 to the 48 to the blank to the bleep to the whatever to get where I need to go. 43 = ONE BUS! In general, what concerns me about cutting the 43 for this part of Capitol Hill are: -access to stops near Group Health, 15th Ave E, 19th - 23rd/Bway bus transfers means a long walk on a significant grade, or having to take several buses -no benefit of time savings -when I head to the University District, it is always beyond where the light rail stop is--I don't want to have to take a bus to light rail, to walk to another bus to get where I want to go--when I now can take ONE BUS. Please don't cut off this part of Capitol Hill/Montlake from single-mode transit options. If there were more light rail stops in between Broadway and Husky Stadium, I could see the rationale for reducing/eliminating buses, but connecting those two points does provide enough service for the needs of this part of Capitol Hill--15th Ave E and 19th Ave E are growing in density--please don't make us all schlep down to Broadway or up to 23rd Ave E to take public transportation to the U District. Thank you, Connie Chaplan	5/20/2015 4:09 PM
262	I need to take route 242 from Montlake freeway station to northgate on a daily basis. Deleting this route greatly inconveniences my schedule since I do not see a proposed alternative. In order to instead catch the 555 which runs a similar route I must leave work early and I do not think my supervisor will approve.	5/20/2015 3:49 PM
263	I do not accept the changes. There is no info given on how the commute will change with added stops. And the 28X will be significantly slower during peak time when it is using busy, smaller arterials rather than taking 99 for as long as possible.	5/20/2015 3:27 PM
264	Why does the 48 sometimes terminate its service at UWMC? Many passengers get off at the next stop on Montlake Bridge, which the bus goes directly past after terminating.	5/20/2015 2:41 PM

265	Route 16 is a great idea! This is my favorite part of the new proposal. It would personally be useful to me if this route ran through Greenwood as well, but this is a vast improvement from the current status quo of horrible east-west service. The north part of route 48 (proposed route 45) should be through-routed to Bellevue, like in option 1 before. This would be much better than the current proposal. Current bus service between Greenwood and the eastside of the lake is nonexistent. Reliability could be sacrificed for better connections. Route 75 should be just as frequent on Sunday as all of the other days, considering all the recreational users of this route since it goes by Northgate mall and U Village (major Sunday shopping destinations) and Magnusen and Matthews Beach parks.	5/20/2015 2:17 PM
266	Every morning when Garfield High School is in session the bus is WAY overcrowded. Often the bus is full around 23rd Ave E and E Galer Street. No other passengers can be fit onto the bus. This happens EVERY SINGLE DAY. Please, please add more buses between UW Hospital and Garfield HS during the peak morning times 7:20-8:10. This has been a problem for the past 14 years I have been riding this route in the mornings.	5/20/2015 1:34 PM
267	In addition to my detailed comments earlier in the survey, I'd like to add that Route 72 is the only connection between the University District and Lake City. I urge you to include this route in some form in your service plans. Without this route, an entire section of northeast Seattle will not be served at all.	5/20/2015 1:10 PM
268	Thank you for maintaining peak hour service to Broadview. Please add a stop on Aurora at Galer, or move the stop from Prospect to Galer if the Mercer stop isn't coming back.	5/20/2015 1:04 PM
269	See comment on question 15. The south side of Capitol Hill north of the Pike-Pine corridor needs continued ONE BUS service to UW.	5/20/2015 12:39 PM
270	Discontinuing the 73 on weekends without putting the 373 on weekends as well leaves travellers in the north end stuck if they want to get downtown on the weekend. People don't just work M-F. It would also be nice to have just one more 373 in the evenings, at 7.30 or so, so that people coming home late from campus don't have to walk/transfer in the dark.	5/20/2015 12:12 PM
271	It looks like eliminating the 43 would mean going from central capitol hill to the university district would require 2 buses, and in that case, I wouldn't take the bus anymore.	5/20/2015 12:10 PM
272	Please do not combine 28 and 28X. I rely on the 28X to commute downtown. If there are additional stops on this route, my daily commute times will increase substantially. I specifically avoid the 28 for this reason.	5/20/2015 11:38 AM
273	Happy to see that the 44 will have increased number of routes. Currently the morning (7:30-8:30am) and evening (5-6pm) commutes from the U-District to Ballard are increasingly crowded and slow. Currently the demand is so high, due to new housing developments in Ballard, the bus is already full by 15th Ave in Ballard. I often take the 45th and Roosevelt stop home to Ballard (via 44) and is not unusual for me to wait for a 2nd bus as there is no room to accomodate passengers. Bus drivers should require passengers to pack in tighter, as often time there is space, however, it is not enforced by the conductor. The 40 is unreliable and could benefit from increased frequency to downtown and SLU. This route is increasingly crowded/ late in particular as other routes have been cut in Ballard, such as the 61 and the 17 only runs during peak hours.	5/20/2015 11:38 AM
274	I would like to know their frequency and their route (or where specifically it will be stopping - a map of the routes), so I can plan accordingly. Thank you! :)	5/20/2015 11:36 AM
275	What I said before - keep the number of runs but increase consistency and correct arrival/departure times.	5/20/2015 11:23 AM
276	Rerouting these routes will make it harder for anyone to travel to or from North Seattle Community College. This is a commuter school, so this will have a negative impact on these students.	5/20/2015 10:29 AM
277	These buses are too crowded and at peak times, especially on Fridays, I am waiting for 2 or 3 buses before there is one with even standing room. Please make them more frequent. I am worried that eliminating the 71 and 72 will make this problem worse. A shuttle service that goes from the U-link station to various points on campus would be a wonderful addition!!!!	5/20/2015 10:10 AM
278	Please do not combine the 28X and 28 lines and remove the route going down 99. This route makes the commute downtown much quicker. Adding a couple extra buses in the morning won't mean anything if the route takes 15+ minutes longer.	5/20/2015 9:56 AM
279	I live on 16th and Pine and use this route everyday to commute to UWMC. It is easily the most accessible route for me and has been a very reliable form of transportation. I am concerned that cutting out this route would make it very difficult for people who live in my area of Capitol Hill to commute to either Downtown or the U District. Every time I take the 43 it is almost full. It is a highly used bus route and acts as a vital link between several different neighborhoods (downtown, capitol hill, montlake, and u district).	5/20/2015 9:53 AM

280	See prior section's notes. PLEASE do not eliminate the #12 existing route that stops on Marion and 1st Avenue. Many ferry commuters, shoppers, and people needing to get up to the hospital complexes at the top of the hill are dependent on this bus to get us up the hill and allow us to walk on the ferry and use public transportation in Seattle. This is a vital and important link for us. Please make it a priority. Thanks.	5/20/2015 9:32 AM
281	Please continue the current level of service or better between the core U District and the Downtown transit tunnel during peak hours.	5/20/2015 9:15 AM
282	I would like to see a bus that picks folks up at Southcenter and takes them directly down I-5 to the University of Washington.	5/20/2015 8:49 AM
283	Please keep Route 30 from U-District to NOAA campus in Sand Point.	5/20/2015 8:21 AM
284	See previous comments. Please do NOT run this route every 7 minutes. That is far too often for the capacity of the streets and the neighborhood feel of the area.	5/20/2015 8:08 AM
285	Please provide more frequent service on bus 197 to Federal Way Transit Center especially after 6pm and weekend. I'd rather take bus 197 to U district in the weekend than drive.	5/20/2015 8:06 AM
286	The 8 needs more frequency especially nights and weekends. 30 minute headways is not acceptable before 10pm on any day of the week or weekend.	5/20/2015 12:31 AM
287	I would like the 65 route to be as existing, since it seems to be one way in u district in the proposed change. It will be difficult for students in campus to go a round trip. It will be great if we get 65 going the other way through stevens way.	5/19/2015 11:10 PM
288	Route 65 must go through Stevens Way in both directions for ease of University students. The current proposal necessitates longer walk times for students in certain departments when boarding towards Wedgwood.	5/19/2015 11:06 PM
289	It's not just a matter of having east-west connections, but of having them where they're needed. Current and proposed east-west connectors run north and south of where the 30 goes, but I didn't see any proposals that would be able to get me from Sand Point to the Ave or vice versa. The slope and hills are too much to bike or walk over, so bus service is really important for this specific area.	5/19/2015 10:07 PM
290	Please see my earlier notes about eliminating the 43 along E. John as a direct route to downtown and rerouting the 11 down Madison to Marion instead of Pine. If I am understanding these changes correctly (your interactive map was not helpful) direct downtown service from the 23rd Ave area (John and Madison) would be eliminated meaning seniors and limited mobility riders would have an additional transfer rather than direct ride.	5/19/2015 9:47 PM
291	I cannot figure out why a stop at the stadium helps folks that need to go to the U District? I never stop at the stadium, but go 45th and 15th to the heart of the U District. Is it principally for sports fans???. Do you have to walk from there to get to 45th? Maybe I am missing some essential point to this connection????	5/19/2015 9:35 PM
292	I'm sorry to see the # 43 go, but I guess it is okay if there are more #48 and #8 buses. I'm a bit sorry that #11 is going to go to Madison and not get up to Pike/Pine, since the other nearby bus for me to get downtown (the #2) also heads toward the southern part of downtown first, but I can accept the change since there will be more frequent service. Thank you for not changing the east-west part of the number 8 route! I would have been really inconvenienced in getting to Seattle Center if the original proposal had gone through. The currently proposed divisions of the #8 and #48 make sense.	5/19/2015 9:24 PM
293	Thank you for keeping seattle direct service	5/19/2015 9:09 PM
294	Moving both the 31 and 32 off Stone Way to Wallingford Ave cuts off several neighborhoods bus access to UW. I understand that something may need to go down Wallingford Ave. Would it be possible for one to follow the new route down Wallingford Ave to 35th and the other remain on the currant route staying on 40th ave to Stone Way then going down Stone to 45th? That way both neighborhoods have access to the University and if someone is trying to get to Magnolia or Queen they can still switch busses if necessary at one of the overlapping stops on 35th ave.	5/19/2015 7:49 PM

295	I see that there is a proposal to delete the route 71. I think this is a terrible idea, and would probably result in my finding a new neighborhood to live. I live near 65th Ave NE & NE 35th Ave. The connection to downtown via route 71 is very key in making this area a reasonable one in which to rent. I see that in place of route 71, the recommendation appears to be: 1. Take the route 16. I used to occasionally take this route from work downtown to Wallingford or Green Lake. It stops everywhere, and is fairly unbearably slow even to those neighborhoods. It looks like the revised route would go past Greenlake, and across 65th. This would be an extremely indirect and long way to get home. I would guess 45 min - 1 hour during regular commute times. 2. Take the 65 to the ULink station. It would be roughly 20 min to get to the ULink Station, and then some waiting time for the train, and finally the ride downtown. Likely also 45 minutes or more. I road the bus for about 4 years as my only means of transport, and generally found that if I needed to change buses, it was almost not worthwhile taking the trip given the delays that any 2 buses might have. I think the point of the work you are doing is to improve transit for Seattle residents. The deletion of the route 71 certainly does not do that for my neighborhood.	5/19/2015 6:13 PM
296	Please revise it rather than deleting it! I don't think the proposed DART service is going to be feasible and accessible to most residents. Thanks!	5/19/2015 5:18 PM
297	The 43 route is very important to me, living about halfway between the U district light rail and the cap hill station near 24th ave east. As of now I can take either the 43 or the 25 bus to get downtown with no transfers and in a quick and efficient manner. Once the proposed changes take place it will take me THREE transfers just to get downtown. I would have to catch the 48 up to 23rd and E Thomas and transfer to the 8 up to Broadway and E John THEN I would transfer a 3rd time to the 49 or the light rail heading downtown. Nowadays I can just take the 43 or the 25 straight downtown. It really makes no sense to completely gut these routes that work so well just because of the light rail station. I ask that you reconsider keeping the routes 43 and 25. Especially the 43. I was born and raised in Seattle and have always been a fan of mass transit, busses and light rail. I don't have a car and rely on Metro to get around town. I feel like deleting and severely limiting the routes in between the light rail stations will be detrimental to our transit. Thank you for your consideration.	5/19/2015 5:17 PM
298	Please don't make change the express from heading up market st. Winding through Fremont will add to much time to this route making it almost like a local.	5/19/2015 5:02 PM
299	This is my major route, My main interest is to go to the north side of the University of Washington. The proposed route changes will not help me get there. I may have to drive further to get to a convenient bus.	5/19/2015 4:04 PM
300	Please don't change this route. see previous comments. Changing the route to go down madison is a major inconvenience for me and alot of other riders.	5/19/2015 4:03 PM
301	You should increase the frequency of the 66X and retain its current route.	5/19/2015 3:54 PM
302	The 75 is far too infrequent on the weekends. I have had to wait for 90 minutes to catch at 75 from U Village once. The 30 and 74 should run on the weekends.	5/19/2015 3:54 PM
303	It would be great if one of these would go to the university	5/19/2015 3:42 PM
304	Bus 41 is HUGELY popular. I cannot express to you all how popular this route is. I can say that I have waited several times at Westlake Station in the evening and at the Northgate Transit Center in the morning because the 41 is packed. Like sardine packed. Like Escape from Saigon packed. OMG. Please have more 41 buses. Light rail cannot come fast enough. Love,me	5/19/2015 2:47 PM
305	#8: In the previous proposal (#11 and 43 cut) I would have had to rely on this bus. I'm glad I won't have to rely on this bus because the commute time is too long during rush hour. I strongly recommend this bus goes to the Mount Baker Station rather than end in the Central District. This would give people more options for transferring buses. I'm worried that the new #38 may eventually get canceled or have reduced trip times and there will be less service to Rainier Beach. #11: I'm glad to see an increase in service time for this bus route, however, I don't like that this is the ONLY direct bus route from my area (Harrison and 24th) to downtown. I'm lucky that I can walk to this bus stop, but those after me have a longer walk time. I also don't like having to rely on this bus route because it has so many stops and stoplights. This route takes longer than the 43. #43: I strongly disagree with the deletion of route 43. This is the bus I primarily take (90% of the time) to downtown. This is the bus my entire household takes to go downtown. I don't understand how direct service to downtown for the 23rd/24th corridor will end. For some it will be 1 bus to downtown and for others it'll require a transfer. Because the distance to downtown is so short, it doesn't make sense to lengthen people's commute times by making them transfer to other buses. I also don't understand how the 12 and 10, which are 4 blocks apart, have improved service and 23rd has a significant reduction in service. This isn't fair. I rely on the bus for majority of my commutes and will consider other options for my day-to-day travel.	5/19/2015 2:36 PM
306	More frequency and weekends for those who work at Swedish on the weekends.	5/19/2015 2:25 PM

307	This route is never on time, sometimes getting to the point that it is upwards of 30 minutes late. And then two buses will come right in a row instead of staggering to adapt. How is this useful? If you are cutting routes such that the 70 is the only bus serving an area, work really needs to be done to keep it on time!	5/19/2015 2:23 PM
308	66X and 67 serve an important route through the Roosevelt neighborhood. Please ensure there is frequent service. 71, 72, 73 are important to serve the route between downtown and the U-District. These buses are typically very full especially at peak times. Please do not limit service in order to force these bus-riders onto Sound Transit trains to Husky Stadium. Husky Stadium is not the same as the U-District. We need frequent reliable service between downtown straight to the U-District, at least until the new station at Brooklyn opens in 2021.	5/19/2015 2:20 PM
309	I stopped taking the bus because it became too hard if you are not going to downtown Seattle from the suburbs. Making less transit available in the U-District for those of us who live north means that we have to find other ways to get to work - I am now driving every day. Too bad - it was cheaper to take the bus.	5/19/2015 2:03 PM
310	Route 73 needs to run on weekends to provide bus service from Jackson Park to the U District.	5/19/2015 1:57 PM
311	We need the number 19 route back, which was an express route to Magnolia. Your new plans don't improve anything for Magnolia. In fact, in the last two years bus service in that area turned horribly bad.	5/19/2015 1:40 PM
312	48 - This split into 45 and 48 is a great idea and should be implemented. 70 - I think this route could also use review--it is a long route that overlaps with other routes in places and hits terrible rush-hour traffic where estimates are sometimes double what it takes. With other North-South routes under consideration with these changes, I think route 70 should also be looked at.	5/19/2015 1:35 PM
313	I do not want to see any additional bus traffic on Route 16 And is it related specifically to Kirkwood Pl. N. St. Thank You, Jim	5/19/2015 1:23 PM
314	The D Line and 32 route shake my condo when they come up Mercer Place. Please find a way for them to drive up the road without causing so much shaking or send them a different way. The 32 route also comes too infrequently. Waiting 25-30 minutes for the next bus on top of a 45 minute commute to the UW is intolerable.	5/19/2015 1:13 PM
315	Splitting this route seems like a good idea to me, though I would only use the newly created route 45. Waiting for delays caused by needing to cross Montlake really degrades the reliability of this route. There is still the 355 for those looking to quickly get downtown from the Greenlake/Phinney Ridge area...	5/19/2015 12:58 PM
316	I would run these routes 24/7 weekdays and weekends to and from the UW medical center. I am not sure why metro stops service at midnight and starts at 6:00AM. SHIFT WORKERS need to get to work on at 6:00-6:00 AM even on weekends, some of use get off at 11:30 and need to get home on routes leaving at midnight and even after if we miss the late bus. 24/7 coverage to the UW medical center and the UW campus.	5/19/2015 12:52 PM
317	Please phase out the diesel engines on this route. The electric buses are slightly better in terms of noise and pollution.	5/19/2015 12:34 PM
318	I would love to see increased service on the 372 route. Usually the 372 buses are crowded and standing-room only during peak travel times. Having more buses on this route would probably help alleviate that. I also approve of extending the hours of the route. Sometimes I am not able to utilize this bus route because there are no buses available during certain times of day. I do not like how the proposed route will not go all the way to Woodinville, because sometimes I need to take this bus to Woodinville and will no longer have that option.	5/19/2015 12:34 PM
319	These routes are great and convenient, just outside my door. I dont want them to be changed or taken away. However, the buses need to be upgraded to the hybrid buses like every other route has. I hate the pollution and the noise of the double long buses.	5/19/2015 12:09 PM
320	Please see my previous remarks. I think your proposed changes will leave stranded a lot of riders who do NOT commute to downtown.	5/19/2015 12:08 PM
321	The full 28 route (now express, during peak times only) should run to the end of the line in north Broadview all day and on weekends.	5/19/2015 12:03 PM
322	Currently, during afternoon/evening commutes, the bus leaving UW campus is packed to capacity and leaving riders on the sidewalk. Part of this is because there could be more frequent buses, and part is because students use the commuter bus to get from campus to U Village. Many of us who commute on the 372X would appreciate a shuttle or short route from campus to U Village and back.	5/19/2015 11:56 AM

323	This is currently the bus I take the most as it is the best option for me to go from where I live on Capitol Hill to the University District. It sounds like you are interested in improving the service between Capitol Hill and the University District. Currently the service on this route is not great (on the weekends and evenings). I am hoping that service can be improved on this route. (The light rail does not go that close to where I live so it is not a good option.) Thanks.	5/19/2015 11:45 AM
324	i think that the 68 is an excellent route to remove because it can be compensated for by the 65 route change and increased 372 use. the 372 is also an excellent route to increase and will improve reliable transport to the university of washington. the addition of sunday service will also prove very helpful for myself and many other students at UW. The removal of the 71 and 72 routes will cause overcrowding and huge delays in the bus routes that the 71, 72, and 73 currently service. the 71 in particular is already overcrowded and there isn't really a route that is set to replace its route between university ave and NE 65th street.	5/19/2015 11:43 AM
325	The 16 is currently Downtown-Wallingford-Northgate, which is great, but changing the destination from Northgate to Sandpoint is bad. Traveling Wallingford to Northgate already involves a lengthy ride on the 16, but now it would involve walking out of my way to a 26 or 26X bus stop, and then going to Northgate. This is inconvenient and unhelpful. Don't change the 16 route to go to Northgate. Keep the 26 and 26X as they are.	5/19/2015 11:41 AM
326	Please maintain frequent bus routes between the western side of the University District and downtown. The improved frequency of the 70 is good but it does not include all of the university district. It is important to keep a single bus connection between the northwestern parts of the University District and downtown until the Ravenna Link station is operational.	5/19/2015 11:33 AM
327	Reliable, frequent connections to the new uw station will be critical for me	5/19/2015 11:29 AM
328	It would be nice to have direct service from West Seattle to First Hill. It is complicated and difficult to transfer in downtown and if there was a direct service, I would definitely rely on the bus solely.	5/19/2015 11:28 AM
329	I do not like the proposed 31/32 reroute. Stone way is a more major street that should have e/w bus connections to campus.	5/19/2015 11:27 AM
330	BETTER BUS SERVICE FROM GREENWOOD TO UW. ONE BUS FROM 85TH STREET (48) DOES NOT CUT IT!!	5/19/2015 11:26 AM
331	Please provide direct service from West Seattle to First Hill. Having to transfer in downtown is very difficult.	5/19/2015 11:25 AM
332	I'm disappointed that the 43 is being cut. I fear that transfers between the 8 and 48 will not work well and that getting from the top of Capitol Hill to the U District will take longer and be less reliable than it is right now. Taking the 8 from SLU to Capitol Hill during rush hour is atrocious -- extremely crowded buses, extremely late buses, and unpredictable timing. I don't think cutting the route will do enough to improve reliability of this route and I would love to see extra steps taken to make Denny more transit-friendly so the 8 doesn't sit in slow-moving traffic along with all the single-occupant cars.	5/19/2015 11:23 AM
333	I really need these routes and use at least one of them every day of the week, sometimes more than once within one day. They are very important for me to be able to commute between home, school, and work.	5/19/2015 11:22 AM
334	Do not remove this route. There needs to be a route that runs the whole length of 65th and then drops you off at the University of Washington campus. None of your proposed routes address this issue.	5/19/2015 11:13 AM
335	Moving to peak-only runs on the 66 route will result in more car traffic from the north end to South Lake Union and between the UDistrict and SLU.	5/19/2015 11:10 AM
336	The service is reliable but more frequent service is desirable for those who live in wedgwood	5/19/2015 11:07 AM
337	The 216, 218, and 219 buses are always crowded both coming into downtown, and leaving downtown. More buses need to be scheduled on these routes. People are paying fares so they should be entitled to a seat on the bus, but these buses are usually packed full and there is standing room only.	5/19/2015 11:07 AM
338	Making better use of Houghton Park and Ride is important. South Kirkland Park and Ride is already crowded even with the new parking structure. Have you considered using 116th Ave NE to connect Houghton Park and Ride with South Kirkland Park and Ride instead of using 405? It seems that it would be a faster route at times and add a few more useful bug stops.	5/19/2015 11:06 AM
339	Please consider not eliminating route 43. I live on 18th Ave and work at UW. I pick up the bus at 19th and Thomas and get off at 15th and Campus Parkway. If the 43 is eliminated i would have to walk 6 blocks to get to the 48 OR take two buses and the light rail in order to get to work. I think that walking 6 blocks or making three transfers is an unrealistic expectation. I moved to my current residence in order to avoid excessive transfers.	5/19/2015 11:00 AM

340	It would be nice to have a quicker route from Ballard to the U district, especially during busy commuter times. With all the stops between Ballard and the U district it takes about 30 minutes for the bus to travel about 3 miles. An express bus between the two neighborhoods would be beneficial to many people, or at least eliminating some of the stops between the two neighborhoods. The buses also feel very outdated and not well maintained. With the traffic and frequent stops the ride is jerky and uncomfortable. During this summer this is exasperated by the heat because these buses do not have any kind of air conditioning, so riding home after work is pretty brutal.	5/19/2015 10:59 AM
341	Getting rid of routes 71 and 72 will void the service to Lake City. Getting rid of both would increase congestion on other routes which is already a deterrent for not riding metro in the first place.	5/19/2015 10:55 AM
342	The new proposal for the #11 Madison is far superior to the previously offered alternatives. One tweak that would make it even better would be to have it loop back to the North when it gets to 1st Ave, rather than to the South. The loop back could be on Spring St, University St or Pike St, all of which are one-way to the east.	5/19/2015 10:54 AM
343	Please do not eliminate the 72 or 73 routes. How do folks get from Lake City to University District.	5/19/2015 10:47 AM
344	Not everyone in u-district live near the husky stadium. 71, 72, 73 are the most popular route connecting us to downtown seattle and international district. Cutting them will cause problems and changes to many of our daily commute!!!	5/19/2015 10:47 AM
345	77 - would be great if service was increased on this route, especially to make up for the 73 no longer travelling to downtown 73 - stagger times better with the 373. Don't delete the service to downtown or the weekend service. 373 - stagger times better with the 73	5/19/2015 10:45 AM
346	I had heard the 27 was coming back. My family and I are in a bit of a bind without it and have had to considerably alter our schedules to make our transportation work. I do hope that it is coming back.	5/19/2015 10:41 AM
347	This is an important route, and the proposed changes will be very inconvenient. Please keep this route!	5/19/2015 10:41 AM
348	Per previous comment - The shift of routes 31/32 to Wallingford Ave creates an even bigger "hole" in east-west transportation service for the intersection of the Phinney/Wallingford/Fremont neighborhoods. For me personally, this will DECREASE my number of metro trips and INCREASE my commute times. (I live east of Stone Way and north of 40th). The 44 is the only other viable alternative to get to UW from these neighborhoods, and it is as slow as molasses during peak times (not to mention extremely overcrowded).	5/19/2015 10:37 AM
349	Increase service of these routes during peak rush hour times from downtown to the u district. Everyday I watch multiple busses go past with full capacity and people unable to get on.	5/19/2015 10:34 AM
350	I am reliant on this route daily for commuting to school in the U-District and work downtown. It is the only route that runs regularly and is near enough for me to walk to. If this route is cut, my commute to work and school will increase significantly.	5/19/2015 10:29 AM
351	Expanding this route to include weekends and more frequent weeknight routes would be extremely helpful to many people that I currently ride with to the University of Washington as many of us have to work nights and weekends at UW.	5/19/2015 10:28 AM
352	route 71 is essential for my daily commute to the UW. Its removal would increase traffic congestion at the UW because I refuse to walk in the rain for half a mile and therefore be forced to take the car to work instead.	5/19/2015 10:27 AM
353	Extra service please! Between 5 and 6:30 pm	5/19/2015 10:23 AM
354	This is a vital route from Montlake thru Capitol hill and Downtown on one bus...very accessible, please do not cancel	5/19/2015 10:23 AM
355	Can you please increase the frequency of 269 route in the peak hours especially in the evenings.	5/19/2015 10:20 AM
356	Moving the 31/32 off of Stone Way would impact many many riders. I walk from right next to 99, and I've even seen people crossing the 99 pedestrian bridge at 41st & 99 to get to the 40th and Stone stop. 31/32 provides direct service to UW and UW hospital for people that live south of 45th.	5/19/2015 10:12 AM
357	I am sad to see route 30 disappear. It would be nice to see it back on the weekends, even if it were only every hour, during the 8a-7p time frame	5/19/2015 10:04 AM
358	Is a little disappointing that it won't run in the evenings - would be nice to have service from Eastlake all the way north to Roosevelt/Green lake all the time.	5/19/2015 10:04 AM
359	Please retain route 43. To eliminate the #43 presents an undue hardship to those of us on SE Capitol Hill heading to the U-District on a daily basis. Elimination of this route is a mistake rendered by Metro planners who do not understand where and how people move about the city.	5/19/2015 10:02 AM

360	More Frequency during peak hours. The wait between buses is often more than the scheduled time, and as an everyday rider on this bus line I have often waited more than 45 mins between busses. This is mostly due to the increased traffic on Broadway and 10th Ave E, as well as constant construction. Morning traffic on 10th Ave E near the Roanoke I-5 on-ramp is particularly bad. Which causes many delays and inconsistencies in wait times.	5/19/2015 9:59 AM
361	It appears you are eliminating or greatly restricting the bus routes that currently travel from the U District to the downtown bus tunnel or central downtown. Have you considered not everyone wants to use light rail? Although the light rail is wonderful the proposed change in bus service will require me to travel to the Medical Center/Stadium to catch it meaning my commute may actually increase. I already make 3 transfers a day to get from Vashon to the U District and your proposed changes appear to add a 4th. I am happy to commute in to Seattle because I love my job, but recent changes in Metro services are making that commute a very negative experience. The smaller buses on Vashon mean we are standing room only with riders sitting directly behind the windshield during commute times (this can't be safe!). And the thinner, smaller seats found on many new buses are immensely uncomfortable. Do the people who design these buses or make the decision to buy actually commute on them? I and other long time bus riders believe not. I appreciate the better gas mileage and lower carbon footprints but if you want more people to get out of their cars and on to buses you need to find a middle ground.	5/19/2015 9:59 AM
362	Routes from the South End. Burien/Seatac/West Seattle...	5/19/2015 9:59 AM
363	I commute from Roosevelt and 75th st to central UW campus. These two routes have been my primary bus routes since moving here, and neither will provide acceptable service (without a 10-15 minute walk) after the proposed changes. No new route serves my needs.	5/19/2015 9:58 AM
364	Removing direct service from Stone Way to the University of Washington will inconvenience a large number of users who live in this rapidly expanding mixed-use neighborhood. Either 31 or 32 could still go up Stone Way instead of routing them both up Wallingford Avenue in order to serve those users. Please consider making this change.	5/19/2015 9:56 AM
365	This route is negatively impacted by the short-term riders that get on at UW and get off only a few blocks north (and visa versa). This makes it difficult to board and get off the bus. Also fills buses so I may have to wait for a couple to pass by before I can get on.	5/19/2015 9:51 AM
366	I do not completely understand the proposed changes for route 28 and 28X. Would 28 local be deleted entirely and replaced with a slightly modified 28X that runs all day and skips most of Fremont? This was my main point of interest for taking the survey but it appears not to have been addressed. 28 is an important route for my neighborhood and it is usually a full bus.	5/19/2015 9:50 AM
367	can we reduce the number of stops? Having 3 stops that serve Magnuson park is excessive and slows the flow of the buses down. It takes far too long to get from Lake City to UW at that rate.	5/19/2015 9:50 AM
368	We need more spaces at Park and Rides. The Park and Rides in Bothell and Kenmore fill up early and some commuters cannot get space. I am concerned that eliminating the 372 route between UW Bothell and Woodinville will cause Woodinville commuters to drive in to the Bothell or Kenmore Park and Ride, worsening the situation. Doesn't matter how fantastic the bus routes are, if we can't park we can't use them. Very frustrating that so many unused lots/spaces surround the Kenmore P&R, yet commuters are not allowed to park in them. Please acquire this space or make arrangements with owners to utilize. Also I am concerned about the impact of eliminating some of the other bus routes on UW campus, such as the 68. 372 gets overcrowded leaving campus and some commuters have to wait for later buses. I am not sure if the increased frequency will alleviate this problem. Would like to see a strategy to encourage local residents who are just riding a stop or two to walk or take alternative buses, so that long distance commuters can get home.	5/19/2015 9:49 AM
369	The 31/32 service picking up from stone way and 40th going to the U district is one of the busiest stops that I use. Moving 31/32 service over to Wallingford Ave would make commuting to work and school much more difficult for me and others living in the neighborhood. I strongly request that you please keep this route as is to maintain an easy commute for the many people in my neighborhood who use this stop.	5/19/2015 9:49 AM

370	I wrote this in an earlier feedback form as well, but I will write it here again to make sure that it shows up with respect to the correct routes. By moving both routes 31 and 32 off of Stone Way you are inconveniencing a large number of people who live in a large part of Wallingford who need to commute to the UW/hospital (they might have even chose to live there due to the convenience of these buses). At the very least you should consider having one of the 31 or 32 remain on Stone Way due to the large number of riders who catch the bus at the Stone Way N & N 40th stop. You probably think that many of these riders can take the 44 on 45th Street instead, however, that bus is plagued with sitting in I-5 traffic (and just traffic on N 45th Street). For the past two years I and many others in my apartment complex and others have walked ten minutes to the 31/32 rather than a two-minute walk to the 44 due to the traffic. The current changes basically relegate all of us to the 44. The 44 may be less crowded in the future due to this proposal having it come more frequently, however, unless the proposal also deals with I-5 traffic, those buses will still be sitting in traffic. I hope that you seriously consider how these changes will affect Wallingford between 40th and 45th Streets and realize that taking the 44 is not a viable solution so that you think about alternative solutions that have at least one of the buses remain on Stone Way, or at least go up a side street that is closer to it (e.g. Interlake Ave and use Stone Way as a snow route). Thank you.	5/19/2015 9:47 AM
371	This route is a lifeline for students who live in Maple Leaf and work at the University, especially at the UWMC. We work odd hours and late hours, so the increased service of route 67 would be a lifesaver!	5/19/2015 9:47 AM
372	i wish this ran more frequently during the peak hours-to lighten the load of people in the morning and especially the afternoon-sometimes it is standing room only. i like that the 311 is direct and would prefer not to take routes that take longer or require transfers (longer and risk of missing and waiting for the next bus) eg 255 or 277. the 311 is a great, fast, direct line to the UW but running more often would be helpful in getting to work on time w/o making a super early trip 520 or taking the 550 and being a bit late	5/19/2015 9:47 AM
373	The route 68 is a frequently used route and if deleted the burden on route 372x would be too much to be handled. So, the route 68 should still be in use at least at the peak hours.	5/19/2015 9:46 AM
374	I 100% support the proposal to increase the frequency of the 372X and add weekends. However, I really hope terminating the 72 route is reconsidered. I say this only because I think it is important to keep a route on Lake City Way that goes all the way downtown.	5/19/2015 9:46 AM
375	Please bring back the express service on this line! It cuts the commute to UW in half.	5/19/2015 9:46 AM
376	Please do not delete this route. Per comments on previous page. It causes those coming from U-District to areas of Capitol Hill to take 2 buses instead of one. (48 then to the 12).	5/19/2015 9:45 AM
377	It is a great idea to eliminate the routes that duplicate express service downtown with the implementation of light rail. What is really needed now is an express bus route to Northgate from the U District. 2) Great job in being able to start Link service 6 months earlier than planned and underbudget!!	5/19/2015 9:44 AM
378	Please do not suspend 2 of these routes, many people live closer to this bus stop and would prefer these routes over going to husky stadium	5/19/2015 9:43 AM
379	I catch the 540 bus from South Kirkland Park and Ride and it is proposed to be cut from South Kirkland Park and Ride. This is the fastest and most direct route in which I can arrive at work. If the 540 is cut from South Kirland Park and Ride I would have to transfer to different bus routes and my commute will take longer. Currently if I try to take the 556 or 271, the times do not work out with my schedule, they are either too early for me to catch or it arrives at my work too late.	5/19/2015 9:43 AM
380	Starting the route at UW Bothell instead of starting at Woodinville Park and Ride is a poor decision on the transportation's behalf. It forces people who take that route to have to park at UW Bothell, which is limited because of the students that already park there for UW Bothell and Cascadia Community College, and acquiring a parking pass for UW Bothell is ridiculously expensive. It will increase traffic congestion at UW Bothell, with the people that take the 372x having to park there instead, and make it more inconvenient for the students who already attend the school to park. The surrounding areas would also become more congested with people parking their cars nearby the campus to take the bus, leading to more potential hazards.	5/19/2015 9:43 AM
381	48 should not be split. Currently it lets people from both ends of the city work at a distance from where they live. When you split it you are segregating the richer neighborhoods from the poor neighborhoods. That is going to generate a big back lash.	5/19/2015 9:41 AM
382	I think it's a problem to move the 67 from 5th Ave to Roosevelt. For example, I live on 1st Ave NE. Therefore, I walk to 5th Ave each day to catch the 67. Under the new proposal, I would have to either catch the 66 and walk from its last stop to my job at UW Med Center or walk all the way to Roosevelt to catch the 67, which is quite far. Either way, my commute times would be increased by 15 minutes each way, which is a lot of time. I would prefer to have the 67 & 68 route maps maintained mostly as they are, but possibly rerouted to stop closer to the UW stadium light rail stop.	5/19/2015 9:41 AM

383	I stopped using Metro bus service 3 years ago because route 48 was unreliable and overcrowded. As I mentioned earlier in the survey, if Route 45 is introduced and eliminates the problems associated with Route 48, I will once again be a regular bus commuter. My fingers are crossed.	5/19/2015 9:40 AM
384	Getting rid of 72 is a terrible idea. It both takes me to work at UW and it takes my daughter to Roosevelt High School. Beyond it impacting me personally, its a lifeline for students both in high school and at UW. It makes it, therefore, also a lifeline to their parents. Getting rid of 72 is bad for parents and kids. It will result in more driving by car which will cause more traffic, more pollution, and more accidents. Keep 72!	5/19/2015 9:40 AM
385	This route is the only route that covers Roosevelt Way NE between safeways and Northgate Avenue, why delete it?	5/19/2015 9:40 AM
386	Please extend this to later in the evening. Many UW students need to be able to get easily home between 6-9 pm on week days, instead of the cut off at 6.	5/19/2015 9:40 AM
387	Do Not delete this route	5/19/2015 9:38 AM
388	would like to keep route 71	5/19/2015 9:38 AM
389	While I am not opposed to changing the route for 372 to allow for service more often; this change is going to neglect the people who pick up the 372 before UW Bothell. In this stretch of corridor, there is no other bus. I already walk 3 miles to get to this bus stop, which is on the limits of being commutable. Adding another couple of miles to this walk would mean I may as well not take the bus. You should really consider having a regularly scheduled DART, shuttle, or something running the deleted length of the 372 on a time table that gets people to UW Bothell before the 372 is scheduled to arrive, at least as often as the 372 runs now. These people wouldn't be able to take full advantage of the additional service times (though they could possibly stop and have a coffee while transferring one way or the other) but they will at least not be losing any current service. Maybe it would be possible to communicate a cooperative need with whichever agency runs 120 by Canyon Park to see if they could benefit from extending their routes and bus frequency to pick up and drop people off at UW Bothell as well.	5/19/2015 9:37 AM
390	The proposed routing appears unworkable as it introduces buses to streets that are too narrow for them.	5/19/2015 9:37 AM
391	This route should stay as-is. The bus is almost ALWAYS full; requiring a full bus to transfer on every trip makes no sense.	5/19/2015 9:37 AM
392	PLease save my current #12!!!	5/19/2015 9:36 AM
393	The 106 bus is a joke it takes to long to get to town and back home. The route was faster when it took the freeway to town and back. This route needs to stop site seeing around Georgetown and Beacon hill, and get people to work much faster then 1hr and 45min.....	5/19/2015 9:34 AM
394	If you delete the 72, increase the daytime and nighttime frequency of the 73 to more than just every half hour! If I have to wait half an hour to take a 15 minute bus ride home, I'm not going to ride the bus. I imagine this will be more troublesome for people who don't have an option to not ride the bus.	5/19/2015 9:32 AM
395	SCCA patients use this bus to get to clinic for treatment. Without it, they would be forced to take the 70 which drops them off two blocks from SCCA and makes the walk up a steep hill, many of whom would not be physically able to do. Please reconsider.	5/19/2015 9:30 AM
396	This route is essential to the connectivity of Seattle as it is the only route the services Montlake to Downtown Seattle.	5/19/2015 9:30 AM
397	Please do not eliminate this route!! Increasing transfers are NOT an improvement in service, especially in a region with frequent rain. None of the proposed options provide suitable coverage. I currently live on 13th and Republican and work in north U-district. The 49 is extremely slow and represents a substantial walk after exiting the bus, and using light rail would add more walking to both the front and back end of my trip, plus a transfer. My commute would take the same amount of time, but would be more work. I will be forced to drive to work more often when I would normally prefer to bus.	5/19/2015 9:29 AM
398	Do not remove route 67/68. That is really helpful to us living around 25th Ave, not far from UW Seattle campus. Also the buses for 372X usually are those old, high-floor ones. If Metro can change them to newer versions with low-floor and hybrid engines. Thanks,	5/19/2015 9:28 AM
399	Please add new 16 connection and increase frequency of 65!	5/19/2015 9:28 AM
400	I just want to let you know that I hate taking this bus. Everything about the experience is disagreeable and the only reason I do is because of Amazon destroying accessibility to streets and parking in SLU.	5/19/2015 9:28 AM

401	71E is my regular commuting bus--I take it from NE Seattle (65th & 45th Ave) to the UW Tower (University Way and 45th street). No transfers, no fuss. I love it! Coming home is a bit more fraught, as the buses are frequently tied up downtown. Anything done to fix that would be super nice. thanks!	5/19/2015 9:27 AM
402	The 65 is consistently late or running too early almost every other day. I take this twice a day. Also I am unsure how the 65 will connect at the Stadium light rail station if it will also go into the University route on Pend Orielle... I hope it can still do both somehow	5/19/2015 9:27 AM
403	If you must eliminate the 68, which I take to and from work, you MUST have the 372 stop at NE 60th St. I have arthritis in my hip and the stops at NE 65th St. and NE 55th St. are TOO FAR from my house. I work at the University of Washington Medical Center and I cannot afford to pay for parking there. The LINK lightrail is not helpful to me and I will never use it.	5/19/2015 9:26 AM
404	I am so very disappointed that you would cut route 43. 48 runs north and south through Seattle, but provides no direct way to get downtown from what is considered a very central part of Seattle. What's more, the goal of living in town is to have it be easy to get downtown. You'd be making it remarkably more difficult to do so. The light rail is much too far from almost all of Montlake, and not a remotely reasonable way to commute. You'd be leaving that as the only direct connection to downtown. As someone who lives in town and doesn't have a car because they rely on public transportation, how should I get to work? It seems insane that I would live less than four miles from my office and yet it would take two buses and well over an hour to get to work. Particularly when you think of the higher property taxes I pay. What in the world are those for, then? I have always presumed that the goal of public transportation was to keep cars off the road. If you remove route 43, you will force me to get a car. No other option is viable. As a taxpayer living in Montlake, I am outraged at this proposal to cut off basic bus service from a main thoroughfare to downtown.	5/19/2015 9:26 AM
405	The former 30 route would take me to Fremont AND Queen Anne (Seattle Center) from 20th and Ravenna. Please bring back a direct route to the Seattle Center from the University District/Ravenna.	5/19/2015 9:24 AM
406	I use this route in order to get back to View Ridge from the University District.	5/19/2015 9:24 AM
407	I utilize the 43 bus from north/east Capitol Hill to the University District to commute to/from work 5 days a week. This is a fantastic route that has many stops close to my home that I can easily walk to (15th and E Thomas; 17th and Thomas; 19th and Thomas.) I urge you NOT to eliminate the 43. The other proposed options are very inconvenient for myself and a serious burden to folks with disabilities/mobility issues. For example, there would be no non-stop service between 15th and 23rd on Capitol Hill. Riders would need to transfer from a 12 or 8 to a different bus on 23rd to go to the U District, extending their overall trip time. The 43 bus route is packed every morning when I ride it, so I do not understand how this route was chosen for elimination. I would not utilize Link Light Rail because the stations are too far away from my origin and destination points. My trip would be longer than it already is and include multiple legs/transfers & more walking time, whereas my current bus route is a single bus ride and a short walk. Ultimately, the elimination of the 43 route would motivate me to drive to work. I have been a bus rider for over 5 years, even though I own a car. The elimination of the 43 would add time to my commute and it would make more sense for me to drive to my workplace if this moves forward.	5/19/2015 9:23 AM
408	Please don't delete it! I take this bus to and from work every single day.	5/19/2015 9:23 AM
409	Please don't change the 11 to go downtown on Madison! Keep it the way it is or connect to the Capitol Hill Link Station.	5/19/2015 9:21 AM
410	I shared some in the comment box for question 16 (I think). I am in favor of splitting route 48. I am in favor of increasing service on route 49. I think that removing route 43 makes sense, given the increased access with light rail. Not sure how access to the area around 19th or 15th avenues on Capital Hill will be configured with the elimination of route 43. Seems like it would require more transfers.	5/19/2015 9:21 AM
411	What is happening to 255 and 540? and why are you taking 242 out?	5/19/2015 9:21 AM
412	The buses themselves are quite old and need to be replaced. They often smell badly of mold/mildew, and even tobacco, alcohol, and other unpleasant odors. The "wires" the 44 uses are more of a problem than they are useful, as the bus may at anytime unexpectedly disconnect or lose power, which is highly inconvenient for all riders involved. By replacing these aging buses with updated models, the route will be much improved and will be a more comfortable experience for drivers and riders alike.	5/19/2015 9:21 AM
413	I used to ride the 48 often and it was awful. I often times chose to driver rather than take that route. Extremely unreliable and crowded during rush hours. Anything that can be done to improve the reliability and crowds on that route will be appreciated by the riders.	5/19/2015 9:21 AM
414	when is the metro system ever going to pay any attention to West Seattle to the University of Washington, i would take the bus if there was a direct route	5/19/2015 9:21 AM

415	Bus 43 should remain an option for Capitol Hill commuters.	5/19/2015 9:21 AM
416	DO NOT DELETE THIS ROUTE!!!!	5/19/2015 9:20 AM
417	During winter, routes around the commute times buses are late and crowded; using the smaller metro buses. Transit seem to link these routes serve only UW students. Please use the larger buses. Also, how about increasing service to this area?	5/19/2015 9:19 AM
418	I made a comment earlier in the survey that said if the 372X runs on weekends, it would be nice if it went further than just to Lake City.	5/19/2015 9:19 AM
419	Please do not take away the most important route in the city!	5/19/2015 9:19 AM
420	THANK YOU! PLEASE ENACT LATE NIGHT BUS SERVICE AS SOON AS POSSIBLE! THIS IS FANTASTIC!	5/19/2015 9:17 AM
421	Eliminating the 43 is insane! Don't do it! This does not help people who rely ONLY on public transportation!	5/19/2015 9:16 AM
422	It would be great if we could increase the frequency of this route; my bus is totally packed especially during the school year.	5/19/2015 9:15 AM
423	25-The 25 is a fast, reliable, solid bus. I think deleting this route would be in error. 49-The 49 currently runs off schedule an egregious amount. Efforts need to be made to improve service immediately.	5/19/2015 9:13 AM
424	The proposed changes to route 540 (stopping service at South Kirkland Park and Ride and moving service to Houghton park and ride) is a terrible and inconvenient option, and has absolutely no impact on new Link connections in the U-District or anywhere else along the route. Please do not discontinue service to the South Kirkland Park and Ride stop on the 540 route.	5/19/2015 9:11 AM
425	1. The proposed route won't go to Northgate, it will go to Sands Point. How many low income, disabled and elderly people need to go to Sands Point on a regular basis? Not many. 2. You are sending articulated, double-length, diesel buses down a narrow street (Meridian between 56th and 65th) , and now you want to do it EVERY SEVEN MINUTES. My neighbors have had car mirrors ripped off by the bus (twice) and once neighbor had an entire quarter panel from the front of their car torn off by the bus. Meridian Ave. is narrow between 56th and 65th. The city calls this an "arterial" but it is not anything like, say, 50th or 45th. It's dangerous for bikes and pedestrians -- a lot of people walk down to Green Lake this way. 3. The #16 will no longer run down Aurora to downtown, it will go over Dexter Ave -- much slower for people going downtown. I either take the #26 or I bike. 4. The buses run all hours of the night, even though the routes ostensibly stop at 1 am. They routinely roll through -- empty -- at 2 am and 4 am, presumably going to the bus depot. For those of us who live along this stretch and (like everyone else in Seattle) have no air conditioning, it is SERIOUSLY noisy in summer when the windows are open. I'm sure the dB level violates city standards. It does not have to be this way. 5. Except for rush hours, the #16 is mostly empty during midday and evenings. We used to live on CapHill and the #10 bus -- fully electric -- stopped directly behind our house. It was quiet, and not a problem at all. And where I grew up (in NYC) smaller "feeder" routes used "jitney" buses (like the MS Connector buses) to get people from residential neighborhoods like ours to bus terminals -- nobody ran big diesel buses (much less double-sized articulated ones) through residential neighborhoods except for large arterial streets. This is just poor planning and fleet management by the city. Here's what I'd propose instead: - #16 continues up/down Stone Way across 45th and 50th and follows E. Green Lake Drive to the bus stop by the shops on Ravenna/ Green Lake Way. Green Lake Way is already the snow route for the #16, and it is wider than our stretch of Meridian Ave N. This takes people from downtown/Fremont/Wally to Green Lake, where the fields, courts and park are. It also goes past several retirement homes including the Hearthstone this way. Nobody wants to go to our little stretch of Meridian, and it is easy for those of us who live on this stretch of Meridian to walk one block over to Green Lake Way. - #16 turns on Ravenna and goes across to 65th to connect up to the new light rail station at Roosevelt. This lets people taking light rail get to Green Lake Park easily. The #16 then continues along 65th to Sands Point, completing that route. - The #26 runs along 45th to Meridian to 56th to serve Tangletown neighborhood, then across 56th and left/ N on Latona (as it does now) then to 65th P&R => Northgate to serve people who need to get to Northgate. 56th is much wider than "Kirkwood Place" (what Meridian is called from 56th - 59th) or Meridian 59th - 65th. I think this makes a lot more sense and gets people to Green Lake Park and downtown -- and intersects with the new light rail station in a better manner.	5/18/2015 10:17 PM
426	Eliminating the 43 will force me to drive downtown in inclement weather. The transfer would double the time of a downtown commute.	5/18/2015 10:04 PM
427	I feel very sad that 73 doesn't go to downtown any more, but stop at u-dist. There's no way for me who live at 75th ne/Roosevelt can have a direct bus to downtown. for 66 I am also sad that it doesn't serve local route any more. My daily travel to SLU would be so hard now. how about extending no. 70 to north so we have some direct line to SLU/downtown?	5/18/2015 9:17 PM
428	I would like this service to continue.	5/18/2015 8:09 PM

429	Please provide a direct connection from the NOAA sand point campus to the UW light link. This connection could also include Children's Medical and other large employers along Sand Point Way. It would certainly help with the congestion on Montlake Blvd.	5/18/2015 7:44 PM
430	Route 8/38: See my previous comments about this proposal. Route #45/48: I use the #48 to get to Greenlake (to visit a relative) on a regular basis. If this route is split, where will the two routes have their "terminals?" The 45 could be terminated near the Medical Center, but the #48 should have it's "terminal" in the U-District (use the current "terminals" for the #43, 44, 49 and 70). Route 16/26X: I know some people who rely on the 16 to reach an outpatient medical facility on College Way (just north of the North Seattle College). These people are elderly and have difficulty riding two buses--is there any way to divert the #26 so it serves these medical facilities? I know there's a "transit center" just south of the college (with service provided by Route 40, 345 and 346), but having a "one-bus" trip for these people would be extremely helpful. Route #9: This route serves a lot of riders who use it to travel between the Rainier Valley, First Hill and Broadway and has needed evening and weekend service for a LONG TIME. While the First Hill Streetcar is a step in the right direction in terms of providing all-day transit service, it still requires a transfer for people travelling between the Rainier Valley and First Hill/Broadway aress-- and the conection point between the Route #7 (which most of them would ride) and the Streetcar is not exactly convenient, since the Streetcar will be stopping in the middle of Jackson Street.	5/18/2015 6:20 PM
431	The revisions for the 66 will fit perfectly into my daily commute next year as I take my daughter from Maple Leaf to Hazel-Wolfe and continue to South Lake Union for work. However, I would have detested the proposed change a year ago.	5/18/2015 3:54 PM
432	I like that the route is being split into two sections and that the route is being retained from MLK to Seattle Center. I would like to see service occur every 10-15 minutes in the peak times as suggested. I feel that if this routing is improved then we won't have the need for Madison BRT. Saving money on new service, construction, and in general unnecessary at this time changes.	5/18/2015 3:46 PM
433	These routes need to be both kept in service and also kept as full routes that go all the way downtown. Chopping them up only creates waits due to the connection time at stops. Return the route 79 to service. My neighbors and I all loved it. It had great ridership and was a great benefit of my commute.	5/18/2015 2:17 PM
434	The proposed changes to route 16 seem like they will make it much easier to get around all of North Seattle (between NW and NE), and this is very helpful. The proposed changes to route 44 seem to be simply making it a more frequent route. I can never have any problems with making a route more frequent. My only request for this route would be to put better busses into use. It is currently a very loud, squeaky, bumpy ride. I understand that KCM has a limited number of busses of each type, so I'm not expecting this to be a possibility, but I thought it worth mentioning just in case. For route 48, I'm glad it will be split into two routes. I do not currently use it very much, but I know it has problems with reliability, and I assume this is largely because it is currently such a long route. Any routes that provide options for traveling East/West throughout North Seattle are appreciated. Route 65: I'm not sure if I will be using this route very much (I currently do not bus in its service area much at all), but I think it will become more useful to me when the frequent service grid comes into play. There are places in its service area I would like to be able to bus to but currently can't do without spending way too much time (at least 4x the time it would take for me to drive). I have high hopes for this route being a great part of the new frequent-service grid. Thank you. 372X: Please, if it is not in the plans, please add more stops between NE 95th St. and NE 65th St. Currently the closest stop is more than 1/2 mile from my home. With the 72 being removed and no more stops between the above mentioned streets, I could not use the bus system in NE Seattle besides the 316 going downtown and back during certain times only. 316: Thank you for adding a couple more routes in both the morning and afternoon. This feature is appreciated.	5/18/2015 1:34 PM
435	As mentioned earlier I am a resident of the Broadview neighborhood and I ride the bus downtown every day for work. If the proposed changes take effect I will no longer ride the 28/28x.	5/18/2015 1:05 PM
436	I like the rerouting/splitting of these routes, but this funnels almost all the downtown traffic through the University of Washington station. These routes should be diverted if necessary across Pacific Place to provide the closest possible connection between the bus and the rail. They already will be impacted by traffic coming off of Montlake, so I am concerned this connection won't be smooth and will require a significant amount of waiting/walking.	5/18/2015 12:53 PM
437	#71 takes me everywhere from my bus stop near my home - U District, Downtown, to grocery store, to church, and, combined with #31, Seattle Center. I am 80. I don't drive downtown or to Seattle Center, but I need to be able to get there to do the things I want and need to do. Parking is the added issue. there are already places I no longer go to because parking is impossible, and it's too hard to get there by bus. #71 is the only route that cuts through Wedgwood and View Ridge, reaching folks who cannot do the 10 block or more walks to take a bus on 65th St. instead of 75th. I am almost as far from 35th Ave. Give us old folks and handicapped a break!!!	5/18/2015 12:52 PM

438	While not an extremely busy route, the 25 services a vital E-W corridor. Walk times to alternate routes (43, 66, Montlake interchange) can be upwards of 15-20 min at normal walking pace, longer for elderly passengers, for members of the Montlake and Portage Bay communities, so this is a crucial intersecting route. I may have missed any previous section that purposefully called out the 25, so I noted my comments here.	5/18/2015 11:42 AM
439	Hi, I would like to propose changes in the times of the running of the 316 bus from Northgate/Greenlake to downtown. With the current workforce being able to work from home as well as working later in the evening the times that the 316 should be extended to 9:30 am (last bus leaving greenlake) and 7:30 (last bus leaving downtown). The express lane is still open during these times. With the changes to the 16 this will help with the increased ridership. This allows people who do not need to be downtown at 9 still get a bus that goes on the express lanes to the tunnel. Currently the 76 leaves 9 min after the last 316 but as far as Metro express buses that leave from the area, that is it. Otherwise we have to go to northgate to get the 41 but parking is impossible at that time. More express buses to downtown during an extended peak (leaving all the way up to 9:30a) from the rapidly growing area of Greenlake should be proposed. Thank you. Edgar Causin edgarec@gmail.com	5/18/2015 10:48 AM
440	Nothing more than I previously stated, but it's super important so please listen	5/18/2015 9:42 AM
441	I repeat... The current route 12 provides critical access to the medical facilities along Madison as well as the southern end of downtown where many people who live in north Capitol Hill work. There are already PLENTY of routes that service the Pike/Pine corridor to and from Capitol Hill that are very accessible and frequent. It would be devastating to change the route of the 12 and eliminate the portion that goes along Madison. Please, please, please do NOT reroute the 12.	5/18/2015 9:21 AM
442	some neighbors propose it being re-routed to go along Greenlake Way instead of Meridian; I disagree and prefer Meridian but would be open to N65th.	5/18/2015 8:38 AM
443	Elimination of this route is unacceptable! I cannot get to Link connections, or airport without this bus service. I voted for Prop 1 to preserve this service!!!	5/18/2015 7:57 AM
444	Reliability on Route 48 is definitely an issue, but I have concerns that the tradeoff of losing connections for people accessing the entire route due to splitting might not pay off with improved reliability. The traffic delays seem to happen at other points along the route, so by splitting the route you may be able to improve, but not eliminate the reliability issues. There are also a lot of people that make connections at the Montlake transfer area, which is not connected by the new Route 45.	5/18/2015 7:44 AM
445	I would really like to keep the 25 running. I could live with less frequent runs with a little more planning on my part, but this line really helps me get to some places that would be a struggle without it.	5/17/2015 11:06 PM
446	This route is already too busy, noisy, etc. and the proposal wants to increase the number of buses traveling? This is a bad idea - why not move the route to Green Lake Way or find another alternative - the proposal is not a good one for our neighborhood.	5/17/2015 4:47 PM
447	I don't see why there would be a need to cancel 71. The bus is not full in Wedgwood, but then don't use a big bus. Having it replaced by an irregular service on a different route is not an improvement. I suggest keeping 71 as it is but use a van rather than a bus.	5/17/2015 9:24 AM
448	Like I said, could you just maybe leave the Rte. 16 routing the same? It works fine as it is (Wallingford-GreenLake-Northgate). Link isn't going to serve all parts of Seattle. Please don't make me transfer to another route just so Metro can say it connects to Link!	5/16/2015 9:53 PM
449	I love this route. It is so reliable and convenient. Hardly more than a minute or so late. Please keep it. Without it, I will be stuck in Ravenna without a good way to get downtown outside of peak transit hours. It will be difficult for me to get to the university district. Both of these are very important to me and many of my bus commuting neighbors.	5/16/2015 8:18 PM
450	If cancelling the 242 is necessary to fund increased service elsewhere, so be it. But I prefer the 242 more than the 542, and it is more convenient for me than the 542.	5/16/2015 7:49 PM
451	Truncate the 8 at Madison Street and have the 49 continue through first hill, or terminate at the Capitol Hill light rail station.	5/16/2015 4:24 PM
452	If the split of the current 48 into route 45 and 48 will improve the on-time arrival of north-bound runs in the University District, then I'm all for it.	5/16/2015 4:19 PM

453	Routes as they exist now or proposals? Note: Me and my spouse on average take metro 2xs/ day, 5 days a week for the 19 years we've lived in Seattle to downtown Seattle. For my needs: There needs to be an earlier express morning run from Ravenna to Downtown and there needs to be an express run that starts earlier in the afternoon. I need to be at work by 6:30 AM so I take the first AM 64X or 76 run which sometimes gets me there on time (reliability over the years has been getting worse) and I get off at 3PM which forces me to take the 71,72, or 73 due to no express runs that early. Having express runs later in the evening would be helpful for late meetings, dinners etc..downtown.	5/16/2015 3:47 PM
454	I do not like the decision to remove the #43. It is the only direct bus from Montlake to downtown Seattle. Removing it will require a transfer. Because I ride very early in the morning, I don't consider the transfer locations to be safe.	5/16/2015 2:32 PM
455	Route 372 should run locally since the local buses (68, 72) are being deleted. Also, it's great that the 372 would run frequently on nights and weekends.	5/16/2015 2:27 PM
456	Please do not cancel the 43. It's a very valuable connection between the U-District and Capitol Hill via Montlake, and its nighttime continuation into the 44 is also very convenient for those making long trips from Capitol Hill to Ballard. Making a transfer is a pain; I always take the 43 just to avoid the uncertainty of transfers even if the trip will take a little longer.	5/16/2015 1:38 PM
457	See comments above!!!! 19th Ave. East MUST be kept on the# 12 bus route	5/16/2015 1:02 PM
458	Litmus test for me will be how long the average wait is at lk Washington/montlake stop for a southbound bus to take me to John/23rd. Counting on high frequency/reliability 48 to make up for loss of 43. 242 was a nice backup option for when 545 was late or bike racks not available, but agree it was a pretty low ridership route andj there are relatively good replacement options.	5/16/2015 8:49 AM
459	I take the 72 to work every day, please do not delete.	5/16/2015 6:25 AM
460	The proposed changes to Route 16 are terrible. If implemented and maintained the changes will change my future enjoyment of all that my hometown has to offer. I'll try to rally support for the current Route 16.	5/15/2015 11:28 PM
461	The proposal to re-route 16 between Green Lake and Sand Point is bad, as follows: 16 from Green Lake and downtown would continue to be well used. But 16 from Green Lake to Sand Point will be sparsely used. As a result, there will be frequent bus service heavily used over 1/2 of its route, but with near-empty busses over 1/2 of the route ... a poor use of equipment, fuel, and manpower. Further, it ends up almost cutting in half the service between Northgate, North Seattle College, Licton Springs, Bishop Blanchet High School, and North Green Lake to points south ... in spite of the fact that those are major traffic generators. A better use of resources would be as follows: Create a crosstown route from Sand Point to Green Lake to Ballard with a frequency appropriate to its ridership. Leave 16 serving Northgate, North Seattle College, Licton Springs, Bishop Blanchet High School, Green Lake, and downtown at a frequent (15 minute?) headway.	5/15/2015 7:06 PM
462	I am upset that this route is discontinued. This area needs an all day bus direct to downtown for those who need to transfer to buses that serve areas that the light rail does not serve.	5/15/2015 6:46 PM
463	Do not change these routes to move out of Stone Way. This area is growing, very quickly, in density and needs to have a route to the UW where a significant portion of the inhabitants work or study. South Wallingford (where the proposal suggests moving the 31/32) does not need this type of service and it is not an equivalent coverage as the 26 you plan to remove from that area.	5/15/2015 6:13 PM
464	I do not like the new routes 11 and 12. The 11 would be a diesel bus on a very steep hill and would not provide a connection going North to Capital Hill such as the current connection that goes along 19th or the earlier proposal to go along Broadway. I think either of these alternatives would be preferable to the Madison St. only option. Regardless, it appears the BRT planners want to put stops at 6th and at Terry, which would severely limit the utility of this line for the many people who live on 8th Ave. It may not seem much to walk an extra two blocks, but the grade here is extremely steep and it would not be worthwhile unless one were going to the end of the line. So I think there should be bus service in addition to Madison BRT to provide connections North and South of the street and this service should have a stop on 8th Ave. and Madison.	5/15/2015 5:33 PM
465	I think it will be difficult for families traveling during the day to end up at the business centers off Madison rather than along Pike/Pine with the shopping, entertainment and other activity centers. I'd like to have a route go all the way to Pike Place Market from Madison Park.	5/15/2015 5:21 PM
466	we need MORE bus stops, MORE busses along the route, running north at least as far as northgate mall. We DON'T ride the bus now because of these problems, and are even less likely to do so in the future if they aren't improved.	5/15/2015 5:05 PM
467	Please restore this route to at *least* service every half an hour, which will return ridership to acceptable levels.	5/15/2015 4:06 PM

468	These routes both need to be run on University Way and 15th NE. It would be really confusing to have to guess which road and bus stop to go to just to get to the same place.	5/15/2015 3:59 PM
469	72X and 73X are very convenient routes to get to/from downtown for me. The changes appear to cause me to require a transfer when I previously did not need to, without significantly improving travel time. Not a fan.	5/15/2015 3:28 PM
470	I like the proposed change to route 373X up 15th ave NE instead of University Way NE. Also, I would like to see this as more of an express bus. There are very frequent stops around 120th. It would be nice to keep it to every 10 blocks or so like it is elsewhere on the route.	5/15/2015 2:11 PM
471	I'm concerned that the removal of route 43 makes it difficult to complete trips between Montlake neighborhoods and the top of Capitol Hill. Although Link will provide a great alternative for trips between Husky Stadium and Capitol Hill station, it makes it difficult for trips that originate or end *between* those two stations, requiring a longish walk or a bus transfer. I don't have a simple solution to propose, but at minimum, I'd hope that schedules can be coordinated and timepoints enforced so that transfers between #48 and #8/#11 can be completed quickly and reliably.	5/15/2015 12:55 PM
472	I am opposed to deletion of route 25. I used this route for many years to travel to and from work. Even though service had been reduced to a low level it still was about 1/2 full every time I rode it before retiring a couple of years ago. I think a smaller (narrower) vehicle on this route would make sense since some of the roads along the route are narrow. It is hard to imagine that we voted to tax ourselves for improved transit service and it is actually getting worse in my neighborhood.	5/15/2015 12:47 PM
473	Hoping that stop will not be far from LINK station. Odd placement of the station, if bus gets off a hundred yards away. Same for DART 941 stop.	5/15/2015 12:29 PM
474	Can not accept deletion of Route 25. Will not be able to get to Link connections with bags or luggage from Portage Bay area of Montlake over such distances without existing Route 25.	5/15/2015 11:55 AM
475	If you take this route out, we need reliable, frequent service on 48 as it is used by many students going to Garfield and transferring to other buses.	5/15/2015 11:33 AM
476	Please don't delete this route, I would need to drive downtown if it is deleted. thanks	5/15/2015 11:30 AM
477	271 -- bring back the changes from Alt 1 -- cut off the Issaquah tail to its own route and restore the through route. Also move this route to serve the Evergreen Point Freeway Station by moving the routing to Bellevue Way or 112th and extending the 246 to serve the old Median coverage mission. 311 -- bring back the improved frequency by deleting the commuter routes than were slated for deletion before. For now leave the SLU routing abandoned if that's too big of a change.	5/15/2015 11:14 AM
478	I would like to see direct routes, even if they are less frequent, from the link light rail at Husky Stadium and NOAA's Sand Point Campus for commuters.	5/15/2015 10:56 AM
479	I am outraged that Metro is cutting both the 25 and the 43 - especially the 43! This is the route my kids, and others in Montlake, take to get to their school at Pike & Summit. I simply cannot believe that Ted Day of Metro is saying these proposed changes will mean improved service when Montlake is cut out of all direct routes to the Pike/Pine corridor and to downtown. There are plenty - PLENTY - of routes between Capitol Hill and these locations. Why is Montlake getting the short end of the stick? These changes will result in more cars on the road - I will have to drive my kids to school now instead of sending them on Metro. The 43 is a well-used route - there are always plenty of people on that bus. What are they supposed to do now? Take 2-3 different routes just to get downtown? That is not something my 11-year old should be expected to do - he already has to walk 5 blocks to get to the bus and 2 blocks at the other end. A transfer is a deal-breaker. And if I have errands to run downtown, I'll be driving rather than take the extra time it will take for me to transfer. I simply cannot express how upset I am over this. These proposed changes are extremely short-sighted, and awful for my neighborhood. Please, PLEASE rethink this and give Montlake our service back! Barbara Chin barbarachin@mac.com	5/15/2015 10:53 AM
480	Don't change the 11 bus route to go down Madison. I live on 23rd and work on Pine. I use the 11 to get to and from work every day, and under the new changes, it would be much less convenient for me to take the 12 instead. I have to go so far out of my way to get to and from each bus stop, I might as well just walk. The 11 bus is crowded with Madison Valley/CD/East Capitol Hill dwellers like me who are in the same situation, and I am sure none of them would be happy about this change either. We need a convenient way to get to Pine/Pike, both in Capitol Hill and downtown. If anything, you should make the 11 run more frequently on the same route.	5/15/2015 10:50 AM
481	I think bus service should be increased. I also think that we should consider using different types of busses. Small busses are less expensive to run and should be used when ridership is not high but where service is desperately needed.	5/15/2015 10:43 AM
482	See my previous comments.	5/15/2015 10:34 AM

483	I can't believe you are ignoring the deletion of the 25 in your survey! 110 people responded that it was a concern and it isn't even on the menu!? Also, the frequency along 24th Ave for Montlakers is GOING DOWN, not up! The 25 bus has been around since the 1930's, so why would we have less public transit options today?! Never mind the fact that the 25 used to also run on weekends about 15 years ago... Looks like we will also lose the battle along 24th Ave as we had 2 buses now only going to 1, so a roughly every 7 minute or less frequency to 10 or 12 depending on time of day.	5/15/2015 10:17 AM
484	Just repeating what I already said: Don't cut the 8 off at the knees! Keep it running to Mt. Baker before turning around. Adds redundancy between Jackson and Mt. Baker, and opens up more of the CD to people needing fast convenient access to Capitol Hill, SLU, Seattle Ctr., etc. Not to mention connection to more buses at the Mt. Baker transit, as well as light rail.	5/15/2015 10:16 AM
485	I repeat my request to PLEASE keep the 11 servicing Pike/Pine and DOWNTOWN. Downtown means the shopping and entertainment area of downtown. For seniors, even going to a movie on the bus will be nearly impossible to do without help.	5/15/2015 10:05 AM
486	As I already stated in this Survey, all of these routes are overcrowded at some times of the day - especially early morning and late evening. This seems to be a result of greatly increased numbers of UW students. Overcrowding slows down the service and is potentially dangerous.	5/15/2015 9:43 AM
487	By eliminating this route you will negatively impact most of my transit use, making it more complicated and less safe to get from Wedgwood to the business area of the U District and downtown (71). Eliminating Route 43 means I can no longer get to Group Health Capitol Hill easily. I may find Route 16 useful to get to Fremont and Seattle Center.	5/15/2015 9:23 AM
488	smart move discontinuing route 25. It never has many riders on it, and while convenient for folks who live in Montlake like me, it can't be profitable. My inconvenience is less important than the economic viability of Metro. With train service it will more than make up for it.	5/15/2015 9:12 AM
489	Cutting route 25 is problematic for anyone in the Roanoke Park area not able to walk up the hill to Harvard to catch a 49 downtown or down to Eastlake to catch one of the 70s. It also makes a commute to the UW more difficult as there would now be now direct route. One would have to go to the U district and transfer. The lowered level of service already on 25 makes the commute more difficult, but if one can schedule well, it's manageable. Having no 25 would be a real barrier.	5/15/2015 8:45 AM
490	If this route is going to be split the 45 should run just as often as the 48. It will still be equally busy as people will still need to ride that bus and therefore should run just as often.	5/15/2015 8:39 AM
491	This is the only route to service its area. Changing the 26 local's path will force me to walk over a mile to Fremont to catch the nearest bus to get to work every day.	5/15/2015 7:55 AM
492	#16, 316 only buses from the west side of Northgate to downtown Seattle. #16 takes 1-1/2 hours from downtown to 105th Meridian off Northgate way. Buses are slow and don't run often. If the #16 and #316 is discontinued for this route I would have to take 346 to go to Northgate transit center transfer to 41 to downtown Seattle and transfer to #1 or #13 or D line to 3rd and Ceder and walk to the waterfront which will take 1-1/2 hrs and three hrs daily for five days a week.	5/14/2015 11:27 PM
493	Keep it going downtown from Northgate Transit Center via Roosevelt and East Lake Avenues.	5/14/2015 11:12 PM
494	I provided my feedback earlier in this survey. I would like more details on the stops the new 28X route is going to make in order to better understand how a I would get from East Ballard to Fremont or South Lake Union by bus and how long that will now take since I would need to transfer buses. It's also not clear in the literature if the frequency of the 28X will increase during peak hours and if the ride will be longer if e.g. there are additional stops, since today, it makes no stops between Market and 8th until it gets downtown. Will it now be stopping all along 8th until Leary and will it stop somewhere between Leary and 39th? It takes me over 30 minutes to get to the International District from NW 65th in the morning commute and I'm concerned that my ride is going to take considerably longer if it starts making more stops.	5/14/2015 10:47 PM
495	The changes to the 28 and 28x seem unrelated to the new light rail and make the service much worse. Having the same route number sometimes go to Broadview and sometimes not would make the transit difficult to take. (This will be especially the case if the buses to different destinations were interleaved.) It would be better to continue to use separate bus numbers for the separate buses. Also, the 28x is extremely crowded during peak commute hours, with typical standing-room only starting at 65th st. Adding additional stops on the "Express routing" south of 65th street will only make things worse, especially without the interleaved local bus service. A better approach for increasing reliability on the 28/28X 1) Have the 28X stop at every other stop along 8th Ave NW. 2) Add additional peak runs to the 28 and 28X using existing routing A good use of the Seattle funding would be to extend the 28 back to Broadview. This would restore the connection between Broadview and Ballard that is missing now. It would also provide service to Fremont and South Lake Union.	5/14/2015 10:36 PM

496	I am NOT in favor of the deletion of route 242. I would accept the changes if route 542 was extended to Northgate TC (some or all trips).	5/14/2015 10:28 PM
497	Loss of #71 will be felt, we use this to travel downtown reliably - parking is hard downtown, driving often not an option - #71 travels in evenings - schedule is fairly predictable New #16 might take a long time getting downtown New #941 van only operates once/hour and not at all in the evenings. A better connection between NE Seattle with the new U Light Rail seems like a priority	5/14/2015 9:35 PM
498	These are the 2 routes that provide me access to Capital Hill, Portage Bay, Cascade, and downtown without needing to take multiple buses and backtracking. Unless the buses arrive every couple of minutes, the need to travel away from my destination and then transfer to another bus or train will add what I estimate to be 10-20 minutes to my trip, which would make it unacceptably long.	5/14/2015 5:58 PM
499	If you insist on getting rid of the 43, please consider extending the new route 45 further south. For instance, over the montlake bridge, south on 24th, west on aloha, south on 19th to at least thomas. I live around 17th and John - a very densely populated part of capitol hill with a lot of UW students and professors - the 43 is 90% of all my metro bus rides, and I'm a daily rider. Walking or busing to the capitol hill station adds much more time on my journey as the Husky stadium stop is nowhere near the law school building (43rd and 15th) that I need to get to everyday. Walking to the 48 is my next best option (and it's not a fun walk to hike back from), but the walk turns a 20 minute commute on the 43 into a 30 minute commute - potentially longer as timing my arrival is more difficult the longer the walk, and even with increased frequency on the 48, it can't match the frequency of having two bus options for going to UW from capitol hill (and vice-versa). As another option, consider an express bus along 23rd ave.	5/14/2015 5:55 PM
500	This is an important route downtown for many of us in Montlake. If you live between Eastlake and 23rd Avenue East, you have a long way to walk to get to transit, let alone new University Rail Station. I know it now has a smaller number of users, but I would guess it would increase with the rail station completion. If you could at least wait 6 months after the station opens and re-assess this it would be great. Thank you.	5/14/2015 5:23 PM
501	Consider small reroute changes to prevent these buses from getting stuck in traffic. The 8 is always sitting on Denny Way going east in the evenings. Is there a way to take the bus in the same direction but on a different arterial route? This is a huge problem in actually using the 8 to get anywhere from 5-8pm on weekdays (which is currently impossible no matter how many trips are added to its schedule). The 43 is great but is slow going east at the same time on weekdays because other buses must squeeze past on narrow John St.	5/14/2015 4:51 PM
502	Please do not eliminate route 25. Those of us who live in NOrth Capitol Hill will need it to get near the UW train station. It's 1.5 miles uphill to the Capitol Hill Station, and 1.5 miles uphill from the UW station to north capitol hill. Not feasible except with a bus to the train station.	5/14/2015 4:27 PM
503	More bus runs for this route.	5/14/2015 3:40 PM
504	Former Route 16 served the transportation needs of the general workforce and retired Seattle residents who need access to and from North Meridian and the Greenlake area. The proposed route changes (16 & 26X) eliminate access to this area and thus, I can't support these Metro changes.	5/14/2015 3:27 PM
505	With the deletion of this route what is the alternative for people who live in the U district and work in Lake City? And by living in the U District I mean up the hill not in the U Village where 372 passes through. I see no easy route than to use multiple buses and dramatically increase my travel time for what should be a straight forward trip.	5/14/2015 3:08 PM
506	Please do not eliminate #71 east and west on NE6th Street.	5/14/2015 2:57 PM

507	We rely on Route 25 which runs by our house on Boyer by Portage Bay, and takes us to downtown (appointments, shopping, entertainment), connects to SeaTac airport light rail, and gets us closer to the UW for senior citizen Access classes and University District banking. It is too steep a hill to walk over the top of Roanoke Park to Eastlake or Harvard to catch buses there, and too long a walk to catch Montlake buses on 24th. There are many retired folks who have spent much of their adult lives in this neighborhood, and eliminating Route 25 leaves us without an accessible bus route to and from our neighborhood. Please reconsider!	5/14/2015 2:11 PM
508	These buses are both so crowded - by the time they leave the park and ride they are completely jammed and often leaving people behind. Hopefully adding additional options in NE Seattle improves that. It would be really nice if the peak times were extended to run a little longer in the morning and start a little earlier in the afternoon.	5/14/2015 1:27 PM
509	30 minute headways on the 8 are not acceptable at night. This route connects Seattle's cultural capitals, Capitol Hill and the Queen Anne theater district. The ridership at night more than justifies 15 minute headways.	5/14/2015 1:23 PM
510	See previous comments....	5/14/2015 12:44 PM
511	Keep it! It is busy and convenient.	5/14/2015 12:27 PM
512	More connections from the Eastern part of wedgwood, Viewridge, Sand Point via montlake to the new UW light rail station.	5/14/2015 12:24 PM
513	This route runs along a narrow residential street in Greenlake. We are upset in the proposed increase happening. It will make our neighborhood a highway. It is unacceptable. Please work with us to find an option that is fair to the homeowners on Meridian and adjoining streets.	5/14/2015 12:01 PM
514	Disappointed that the proposed 520 bridge service streamlining & funneling toward the Montlake Link station will not occur. Thought that the proposal for this was well-thought-out, and had hoped that no longer running 255 service all the way downtown would improve reliability during the evening commute. The delays & bus-bunching associated with the leg of the trip that heads downtown are so significant -- 20-30 minutes on some evenings -- that they outweigh the extra-time and extra-transfer inconvenience of using Link from downtown up to Montlake & switching to the 255 there.	5/14/2015 11:55 AM
515	As I read the map, I see no service on the Boyer/Furman street, an extremely busy street providing access to the Eastlake/University corridor and the 23rd Ave UW/CapHill corridor. Boyer/Furman is over 2 miles long. The reason the street is so busy is that it provides a MAIN EAST/WEST corridor. Ballard is now built up considerably, but there is absolutely no service between Madison Park to Ballard on the street that everyone uses to make that trip (Boyer/Furman, over University Bridge, west along NE & N 40th to Leary). Route also provides a connection between the northeast Seattle neighborhoods/Children's Hospital and the Montlake area. Relying solely on a North/South and East/West pattern necessitating transfers and waits, without taking into account frequent traffic patterns of the common places people go, will not encourage transit ridership.	5/14/2015 11:53 AM
516	12: you say this service is more frequent than it really is. Please monitor the buses with GPS to find out if they are operating as frequently as you advertise. 11: you say this will be the only line operating on the Madison corridor. If the Madison corridor goes through First Hill then there should be more than one line operating there, as this is a very busy area and it would be a major inconvenience and time constraint -a logistical nightmare for handicapped patrons. 43: although parts of this provide duplicate service in certain areas I like having the option of two different lines as I try to get to work in a timely fashion. With only one line come the problems of delayed or missing drivers forcing people to wait in difficult weather situations. 48: pretty much the same as my comments for the 43. If you would really have the 48 coming more frequently, to make up for the lack of a 43, I would be all for it. However, in practice, only one line on a route usually translates to fewer buses.--a lesser frequency.	5/14/2015 11:51 AM
517	As noted in prior comments, I have a concern that the new plan fails to take into account the likelihood that passengers from north heading to downtown will get off the 16 at Stoneway and 40th and transfer to the 26X. This will allow them to avoid slow route through Fremont, etc. The problem will result in overload of 26X buses at this location. What planning has been done around this likelihood?	5/14/2015 11:46 AM
518	Please retain Route 25, or provide something similar. The 25 allows riders to easily get to Eastlake and the University Link station and bus transit hub. Route 25 is one of the few routes that serves the residences between the two north south corridors of Eastlake and 23rd/24th and the University, as well as providing service to University Village and Children's Hospital. It also runs right past my home, which I appreciate. I anticipate using it more as I age and eventually have to give up my car. Please consider that there is plenty of North/South service (thank you!) but relatively little East/West service.	5/14/2015 11:32 AM

519	I use these routes frequently and I think the changes are acceptable. I do wonder what the 66 service on 5th Ave will look like with moving the 67 to Roosevelt and if the frequency for getting folks to the UW will work out for people who live along that corridor. Since the 66 doesn't quite go right through campus and requires some walking, it is not quite as convenient as the 67 current route though they could transfer to a 73. By not having the 67 go through the UW campus will also add a bit more burden to folks, though they could also transfer to the 73 or other routes that go through.	5/14/2015 11:18 AM
520	Please continue to route through Kirkland park and rides	5/14/2015 11:18 AM
521	My thoughts about the elimination of the 43 are summarized in the previous section.	5/14/2015 11:14 AM
522	I am shocked that you would state you knowledge the need for better east/west connections and then you eliminate #25 - the only east/west connection that serves Montlake neighborhood. We need to connect to the East - to our Eastlake bus service - and West - to the University Link station and bus transit hub. Route 25 is one of the only route that serves the residences between the two north south corridors of Eastlake and 23rd/24th and the University. It also gets us to U Village and Children's Hospital. There are TONS of North South routes but very few that serve East/West - please reinstate #25	5/14/2015 11:10 AM
523	Please DO NOT DELETE 25! Cut it if you must, but it is an important route to U Village, downtown, University district, and Children's hospital. The extra service on the north south routes is USELESS without a way to get east-west in the Capitol Hill, Montlake, Portage Bay/Roanoke Park neighborhoods.	5/14/2015 11:08 AM
524	Please see my comments about having the 45 run on 15th instead of University Way. I am concern about University Way becoming overcrowded -- overcrowded sidewalks and bus stops that do not have the capacity that those on 15th have, and having extremely crowded buses since changes in the 71,72,73 are taking buses off University Way	5/14/2015 11:02 AM
525	I support the east-west route from Green Lake to Sand Point.	5/14/2015 10:49 AM
526	These are about the only bus routes that I ever take. They are about the only ones that stop near my house. PLEASE DO NOT DELETE THESE ROUTES! IF THESE ROUTES ARE DELETED, I MAY NOT BE ABLE TO TAKE THE BUS AT ALL!	5/14/2015 10:33 AM
527	I currently use route 43 and am disappointed it's slated for deletion. I live on 16th Ave E and Republican and work at the UW, as do many individuals in this part of Capitol Hill. Many of us get on route 43 on the Thomas/John area, and this convenience will be lost in the proposed model. Adjusting route 48 to access 19th Ave E or offering a different way to get closer to the 15th Ave area for people who are traveling toward the UW would be a good solution. As of now, it seems that this group (those who live in the 15th Ave E area) loses with the proposed changes.	5/14/2015 10:24 AM
528	I think the proposed 8/38 split should happen at the Mount Baker transit center because that works better with routes I typically use.	5/14/2015 9:56 AM
529	The residents of Meridian Ave. N, between N 64th St. and N 56th St. request that you move the #16 bus to Green Lake way. Our street is TOO NARROW for these huge buses and cannot handle more frequent buses on our street! If you add buses every 7 to 15 minutes it will be a joke!!! They'll backup a mile long on our little street! They belong on the wider street, our street should nothing more than a bike lane! NO ONE SLEEPS THROUGH THE NIGHT WITH THE NOISE OF THE BUS, OUR HOUSES SHAKE AS THE BUS GOES UP THE STREET, WE ARE AFRAID FOR THE CHILDREN OF NEIGHBORHOOD AS THESE BUSES GO FASTER AND FASTER ON OUR RESEDENTIAL STREET!!!! PLESASE DO THE RIGHT THING HERE, AND JUST THE MOVE THE BUS OFF OUR STREET!!!! WE HAVE PETITIONED METRO TO MOVE THIS BUS AND BEEN TOTALLY IGNORED! START LISETENING TO THE PEOPLE OF SEATTLE WHO MAKE UP YOUR NEIBORHOODS!!!!!! PLEASE!!!! WHAT DO WE HAVE TO DO TO GET METRO TO LISTEN TO A LOGICAL REQUEST????????? Judy and Doug Martin	5/14/2015 9:32 AM
530	Please reconsider deleting the early morning service on the 72.	5/14/2015 9:28 AM
531	The current 271 route does not allow easy transfer to SR-520 Buses as it cannot service Evergreen Point Station. It would be helpful to move this route to Bellevue Way / 112th Ave NE / SR 520 between BTC and Evergreen Point Station to allow for better transfer with other SR 520 routes. The Alternative - 1 proposals for 271/45 through route and truncating 271 at Eastgate should be included in the Final Plan	5/14/2015 8:28 AM
532	Please keep 71, 72 and 73 the same, or have one to downtown still. This proposal would eliminate 3 route options for my commute	5/14/2015 7:55 AM

533	The increased frequency of route 16 through single family neighborhood, on narrow streets which currently cause driving to be run off the road by metro buses, is extremely dangerous. Already the buses are poor neighbors, they do not give the right of way to pedestrians, they drive down the middle of the road running cars off the road, they speed through the neighborhoods to make up time, they pollute and they are infrequently used by people residing in the neighborhood.	5/14/2015 7:47 AM
534	The changes proposed to 31 and 32 seems fine; just continue to have a stop near the PCC in Fremont!	5/14/2015 7:16 AM
535	43 - is a valuable route covering a large area. Not all people are able to walk very far to use light rail at the UW or a combination of 48 & another route	5/14/2015 6:48 AM
536	Changing the morning start time of the 73 to 6:00 am greatly impacts my neighborhood as there are several residents that are employed by the University of Washington and depend on the 73 to get to work on time. This would mean changing works hours , that effects child care etc. and have a very negative impact. It is only one hour however on the riders end this is very significant.	5/14/2015 6:14 AM
537	Increase peak hours frequency, ridership will increase.	5/13/2015 11:26 PM
538	The proposed changes look great.	5/13/2015 11:22 PM
539	Like the changes to #8. Don't like the changes to #11. Was hoping to get the rapid ride + current 11	5/13/2015 11:22 PM
540	As mentioned in my previous comment, please do not route all these bus routes away from their current path through main UW campus. Montlake Ave. is far too crowded during rush hour. The proposed approach will likely add at least 10 minutes during rush hour for anyone needing to travel to West Campus (i.e. buildings near 15th Ave. NE) or anyone needing to connect to the East Side buses, such as 271 or 542. Improvements in service on the 372 will be erased by these delays, making overall travel times much slower. Please reconsider this choice.	5/13/2015 10:31 PM
541	As I stated previously, I request that you retain the weekend service for the 73, even with less frequency. I personally ride the 73 mostly on the weekend to go from Pinehurst to the U-District.	5/13/2015 10:17 PM
542	I stated this earlier in the survey but didn't realize I'd have an opportunity to comment specifically about one route. Please reconsider the Alternative 1 routing for route 70. It would be the only way Eastlake residents would be able to take advantage of the light rail. The current route going halfway into the UDistrict is not terribly useful when better services and shops exist in South Lake Union and Downtown. As an alternative one may consider, is having route 70 terminate at the University Village which could give access to the University Link station and access to a supermarket and other shopping.	5/13/2015 9:36 PM
543	The effect of deleting route 43 means that residents in Montlake and along 23rd Ave. between Montlake and John now loose out on a direct bus connection between this area and downtown Seattle. This will have severe impact on these residents' commutes, forcing them to either accept extended commute times or take alternative transportation. The extended commute times will come from either having to transfer to the new Link rail, or to an alternate bus that crosses 23rd Ave. If they choose Link rail their commute to downtown will be in the tunnel prohibiting online access and forfeiting valuable work time during their commute. If they choose alternative transportation, their most likely form of transportation will be by car. This will increase congestion during peak hours that will impact all commuters within that area. Please rethink this decision and accommodate these residents and provide them with realistic public transport solutions!	5/13/2015 9:25 PM
544	I realize the 43 route is a pain in the neck for Metro, and I know that because I ride it every day, twice. But it's always crammed with commuters, even early in the morning. I don't see how my trip to work is going to be easier if I have to take two buses and a train to replace the one bus I take now--even if those buses are frequent.	5/13/2015 9:21 PM
545	I do not support the proposal to cancel/delete the 43 route. It is the primary route I use to get downtown. I do not believe that the increased number of transfers I will have to make with these proposed route changes will be made easier by increased frequency of these proposed routes. It will take me as long, if not longer, to get to my destinations, especially since I would then have to walk further to those routes' bus stops. These changes will push me to ride my bike more and forgo using the bus.	5/13/2015 9:10 PM
546	Route 12 is a very important route to take people from Capitol Hill to the southern part of Downtown. Route 43 is very important route to take people from Capitol Hill to the the U-districts.	5/13/2015 8:38 PM
547	Thank you for preserving service along 19th Ave East. There's new development along there, and existing users, who rely on the 12, and will use the 'new 12' as well. With increased frequency and the elimination of the "first hill only" turnback on some trips, which served to confuse novice riders and make them less likely to use the service, more riders will take advantage of the service. It will be nice to have easy access to Link at Broadway, and central Broadway business district itself, from the new 12. The inbound turn from 19th to John -- that will be a tough one to maneuver I would think.	5/13/2015 8:17 PM

548	The currently proposed changes to Route 16 should be REJECTED. This route goes right in front our home on Kirkwood PI N in between N 57th St and N 59th St. There have been numerous complaints and petitions from our neighborhood that the road is too narrow for the bus and the bus should be re-routed. It is dangerous and will be more dangerous with increased frequency. This is a residential area and the buses drive very fast and are very loud. Increasing the frequency of this route coming through our neighborhood is INTOLERABLE. The bus is mostly empty except during peak commute hours especially at night. It is unfathomable that this bus would come through the neighborhood every 15 minutes after 10pm rather than every 30 minutes - no one will sleep. When the bus comes to a stop - the houses around here shake and the brakes are extremely loud. I do not understand who would be commuting from Green Lake to Sand Point - there must be better options to address this need than increasing the frequency of Route 16. Do not do this. I do not approve of the proposed changes to Route 16 headed from Greenlake to downtown. It will drastically slow down my commute on the days that I take the bus. This does not seem reasonable - please keep the route on Aurora. I cannot begin to describe how upset the neighborhood is about the proposed changes to Route 16. They should be rejected. This route should be rerouted to Latona and not come through this residential neighborhood. I regularly have to pull my car over to the curb to allow the bus to go by, these streets are not meant for the bus.	5/13/2015 7:54 PM
549	The Broadview neighborhood only has a peak period bus. For this, or any, proposal to benefit me, or my neighborhood we need a bus route. This bus route was the Metro Route 28 north of Carkeek Park.	5/13/2015 7:49 PM
550	I'm sad the 12 will no longer provide service on Madison to downtown. However, if I understand the proposal correctly, this will be replaced by more frequent service on the 11, which would be VERY helpful. Increased reliability and service on the 8 will help users access critical social services (ie Bailey Boushay House).	5/13/2015 7:46 PM
551	Please don't cut service to North Seattle College at Northgate. This proposal does not have any route that would be a good replacement. The 26 is too far east.	5/13/2015 7:35 PM
552	I need route 11 to continue to run after midnight. I often get off work at 5TH and Union at midnight. Route 43 must continue in order to provide an option for those going to Capitol Hill, 23D AVE and the University District. Route 8 should not be split into two routes. Requiring riders to wait for and board two separate routes is a major inconvenience, decreases reliability and penalizes the lowest-income workers from South Seattle.	5/13/2015 7:21 PM
553	Stated earlier but worth repeating: the existing 12 route is our only route from central Capitol Hill to the medical offices on Madison and to the south end of downtown. The new routes give us multiple ways to get to central downtown (Link, 10 and 12 bus routes) but eliminate the access to Madison and south end of downtown. Please keep the 12 route to lower Madison!	5/13/2015 7:17 PM
554	Route 71 is the single most convenient route for me. You are eliminating it without providing a viable alternative. This bus was one of the reasons I moved to Wedgwood. Your decision to eliminate it makes me angrier than I can say.	5/13/2015 7:08 PM
555	The Boren & Yesler stop is one of the few left that stops from the University of Washington within a half mile of my home, and makes my commute significantly less painful. As someone with muscular issues, losing this stop would be a significant problem and have me rely on alternate transportation.	5/13/2015 6:39 PM
556	66X and 67: I don't like that you are essentially taking both of these routes off of 5th Ave NE. You have made it very difficult to get to the Northgate Transit Center. I have had four hip replacements and will be having a fifth one in a few months, and I also have RA so I can't walk far or ride a bike like you assume everyone in Seattle can do. Running the 67 down Roosevelt in Maple Leaf is going to be problematic (and not fast) because it's already been reduced to one lane in each direction because of the bike lanes that the city has installed there. There is no place for the bus to pull over so all of traffic is going to be backed up because of that. I think you should run a bus down 5th Ave NE that goes to the Stadium Station until 2021, and then you should route that bus to the Northgate Transit Center. I hope you are planning on reconfiguring your routes so that you make it easy to get to the Northgate and Roosevelt transit centers once the light rail makes it to those locations in 2021? Please say you are!!!!!! You've made it really hard to get to the Northgate Transit Center with these route changes.	5/13/2015 6:16 PM
557	Splitting this in Two makes sense. Running the north part of the route (the 45 section) down University Ave. is STUPID. 15th is a two-lane road, each time I am on that bus is gets filled with students catching it from residents north and EAST of 15th going to the medical center.	5/13/2015 6:04 PM
558	Late night northbound runs must operate from Mt Baker station in order for me to use transit. All trains departing Seatac after midnight only go as far north as Beacon Hill station, so if 8's terminus is at 23rd and Jackson then there is really no other option left to get to the Central Area and Upper Capitol Hill north of Jackson St during those hours. Even for those living near Jackson it's pointless, because the proposed 38 stops operating early. This makes the use of the light rail pointless for anyone living in dense residential areas north of I-90. It is critical that 8 operates as far south as Mt Baker station and that at least the last northbound train from Seatac connects with route 8 at Mt Baker. Frequency is not so important after midnight, as long as the last train at least connects to route 8.	5/13/2015 5:58 PM

559	ST 545: Additional late trips past midnight on Fridays and Saturdays. Not being able to get back late on the weekend is the #1 reason that I take the bus into the city. A trip at 12:30am or 1:00am would be awesome.	5/13/2015 5:48 PM
560	Please retain service between sand point and Seattle Center and between sand point and University Way and UW campus.	5/13/2015 5:46 PM
561	I do not understand your rationale of removing the 16 from Northgate to send it to Magnusson Park. Northgate will no longer have direct access to the heart of the Wallingford/Stone Way entertainment and shopping district. No, the 26X is NOT a suitable substitute, as it crosses 45th at the sketchy end by I-5, almost a MILE from where the 16 currently hits 45th. It completely avoids the restaurants, shops and theaters on 45th between Meridian and Stone Way. I will not be willing to take 2 buses just to get home to Northgate from Wallingford late in the evening, and will most likely have to go back to driving instead. Is that what you consider an improvement? This entire project was supposed to be about making things more frequent and convenient for your paying customers. Removing/diverting routes is completely counter-productive in that respect, especially ones that do not have a reasonable alternative.	5/13/2015 5:43 PM
562	As an occasional rider of the service from the University District to Redmond, I am dismayed that no changes have been proposed for route 271 to serve the Evergreen Point freeway station, nor has any off-peak service from the University District to Evergreen Point been offered by this agency or by Sound Transit. Evergreen Point was a critical transfer point for university riders heading to the Eastside, and no adequate replacements have been provided.	5/13/2015 5:37 PM
563	THIS ROUTE IS THE ONLY WAY TO GET TO SLU WITHOUT GOING DOWNTOWN FROM MADISON PARK AND MANY POINTS SOUTH. HAS ANYONE LOOKED AT THE TOPOGRAPHY BEFORE PROPOSING THAT YOU CUT OFF ANY TRANSPORTATION AT THE VERY TOP OF THE HILL?	5/13/2015 5:18 PM
564	I would like Route 30 to be continued even if it runs just once an hour as its removal will makes travel direct to the University District difficult.	5/13/2015 5:13 PM
565	Very, very, very happy to see increased service on 372X---it is overcrowded on weekdays, and it would be great to have it on weekends. Please clarify (proposal is contradictory) whether route will travel on main campus or circle it via Pacific.	5/13/2015 5:09 PM
566	Please maintain bus service in Montlake. The 25 is a route that goes down many streets in Montlake that are not close to any other routes. Please reconsider deleting this route. Without a car it is imperative to have buses in Montlake. Also, I am sad because I always vote for transit, and recently voted for Seattle only increased bus services so I really don't know why this route has to be deleted.	5/13/2015 5:03 PM
567	Leave this route alone. Its serves my needs on Madison St via First Hill to and from downtown Seattle. You are already proposing too many changes to accommodate the Cap Hill underground station. Can't you newbies just stop fussing and fidgeting with the current routes ? Do any of you actually even ride these routes ..or do you just pay exorbitant fees to "consultants" to marginalize and restrict our current routes ? Ride the buses and see for yourself where people are going !!	5/13/2015 4:45 PM
568	Removing the downtown stops for the 64X will absolutely impact my commute. And removing the 71 & 72 erase all options I have if I can't take the 64X. I will continue to take Metro and use the light rail because it is the only way I can get to work downtown. But these changes add 1 - 2 connections to my commute and make any stops much farther from my home and work. I understand the reasons behind these changes, but I feel that removing the downtown stops for the 64X will negatively impact half the riders who take that route. It is quite an addition to commute time, connections and distance to stops. I am happy for the expansion of light rail, but very disappointed about the impact it will have on me and my neighbors.	5/13/2015 4:38 PM
569	I would like to see more frequent service to and from Magnolia during peak hours.	5/13/2015 4:31 PM
570	I do not like the changes to the Route 11. It will definitely put me back in my car to commute to work. It will not convenient to get to the downtown core to transfer to the monorail or another bus.	5/13/2015 4:19 PM
571	See earlier comments. Keep the 43!	5/13/2015 3:44 PM
572	I and numerous others in Portage Bay and Montlake voted for the new tax hike to avoid deletion of routes like 25. Despite my raised taxes I will now be without a bus route.	5/13/2015 3:37 PM
573	66X: Eastlake and NE South Lake Union will not benefit from 66X route change. Route 70 are not reliable during the peak time.	5/13/2015 3:22 PM
574	Again, you are not considering the older and/or disabled adults with mobility impairment. We have difficulty getting on one bus let alone multiple buses because of new transfers. Getting to the Northgate Mall and intermediary places, especially medical facilities must be considered.	5/13/2015 3:13 PM

575	372 is often VERY crowded depending on whether the UW is in session. Glad to see improvements to eliminate overcrowding and increasing frequency of trips!	5/13/2015 3:12 PM
576	It's okay to get rid of the 43, but only as long as the 12 takes up the slack heading along Bellevue and up Olive Way.	5/13/2015 3:00 PM
577	I prefer service on this route to and from U. of WA campus and Broadway.	5/13/2015 2:53 PM
578	Please keep its current route. It serves all of the people in Columbia Tower and the city and county workers in City Hall and King Co administration. The two new office buildings being constructed on Madison and Marion will lose an advantage if you eliminate the current route and have it mimic the 10. thank you	5/13/2015 2:52 PM
579	I would rather see the service hours used for route 49 on Pike/Pine instead used for improved frequency between the U-District and Capitol Hill Station.	5/13/2015 2:38 PM
580	The 12 serves Capitol Hill to the hospitals on First Hill, to the library, to the government buildings and the southern half of downtown better than any other route from Capitol Hill. The 10 can continue to serve Pike / Pine and the north half of downtown. Perhaps the 12 can go south on Broadway from John to Madison. I do like this 12 proposal better than when the service was eliminated.	5/13/2015 2:15 PM
581	My main problem is shifting route 12 off of Madison and on to John/Thomas Street. I live in North Capitol Hill, and this change would make it impossible to get to the south end of downtown (e.g., 5th and Madison) without changing buses or walking an additional six blocks or so. Route 12 would then become a duplicate of route 10. I realize that this change is proposed in order to have a stop at the new Capitol Hill transit station, but why not just leave route 43 in place? I use Route 12 a lot, but I would not use it if this change were made. I also object to the elimination of Route 43. I use this route to get from downtown to parts of Capitol Hill that are not serviced by Route 10. Route 43 also lends added frequency to the Capitol Hill service provided by Route 10. If I am traveling from North Capitol Hill to the SeaTac airport (particularly with luggage), I would not use the new Capitol Hill transit station. It would be much more convenient to take Route 10 down to the 5th & Pine station and pick up the light rail from there. Moreover, I travel to the airport infrequently -- no more than once per month -- whereas I take Route 12 down Madison several times a week. The proposed change in Route 12 would be a major inconvenience to me. PLEASE DO NOT MOVE ROUTE 12 AWAY FROM MADISON STREET!	5/13/2015 2:13 PM
582	Deleting the Route 43 bus saddens me greatly. It suggests that no-one at Metro has looked at the topography of Seattle. Yes, the Route 12 is relatively close to the current route 43, but getting to the 12 (especially on the way to work), means a big up-hill slog that leaves one sweaty--not the way to start the work day. Please reconsider the #43 route.	5/13/2015 2:07 PM
583	Please bring back the Cedar Street stop! It was very useful since I work a mile from downtown.	5/13/2015 2:03 PM
584	64X is fantastic -- I love how fast it goes along 65th St. My favorite bus by far.	5/13/2015 1:35 PM
585	Please Please Please improve evening and Sunday frequency for the 8. Evenings and Sundays are when events occur at Seattle Center (theater, opera, ballet, SIFF, etc.) and without more frequent service, I will drive to these events as I do now, or take Uber, because nobody wants to wait a half hour for the next 8 to show up after attending one of these events. It's late, and there's a decent chance it's raining out, and people just want to get home within a reasonable time frame. As you know, parking at Seattle Center is tight and/or expensive. You want less cars down there, so help us to use transit to get from Cap Hill to Seattle Center and back, in the evenings, by making the evening (& Sundays) frequency attractive.	5/13/2015 1:34 PM
586	I travel from 15th E to NE 45th every day on the 43. I can not walk hills so the proposed changes means that I would have to add a transfer to my bus route making my commute both longer and less predictable. The removal of the 43 route will most likely mean I'll need to move or drive to work every day. As a home owner I doubt I'll move as I like capitol hill. This will just add another car to the street.	5/13/2015 1:32 PM
587	#8 bus needs to run more frequently during peak hours. Bus often is way too full, which makes travel times very unreliable.	5/13/2015 1:30 PM
588	This route going away must be made up for in areas where the light rail is not stopping. Metro must not abandon city of Seattle riders!	5/13/2015 1:19 PM

589	<p>I know I have said this earlier in my survey, but I didn't realize this was the place to input my comments/state my case. Please, pretty please, do NOT delete route 30. I, along with many other commuters, take this bus to and from work at the NOAA main campus and other stops every day. There are a lot of NOAA commuters that would have a very difficult time making so many connections, as well as making the long walk to/from the 75 bus stop. The 75 route is not convenient (or physically possible) for NOAA commuters as some of them are handicapped and cannot walk the 0.4 - 0.5 miles to and from (from is a very long, uphill walk) the 75 bus stops every day. My route 30 buses to and from work are crowded every day, so much so that some riders do not have seats and have to stand. I understand that changes need to be made, however the 30 does not go near Husky Stadium and it's daily commuters would be in a terrible position, many having to drive to work, adding to the traffic problem. The 75 does not wind through the Sand Point neighborhoods as the 30 does, leaving a lot of commuters on my route to have to make multiple connections as well. I attended meetings and lobbied for all my friends, family, and acquaintances to vote for the bus legislation last year, in hopes that my bus route was not discontinued. This seems like it was a complete waste of my time and energy, as you were proposing to cut this route for the lightrail, which many of us will never use. If the 74 would go both ways in the morning and afternoon, to accommodate all of the NOAA commuters I would be okay with the changes, but as of now, there are only 74s going the opposite direction of the NOAA commuters. Our route was already cut to mornings/afternoons, and it is not a good choice to completely eliminate it. I am happy to do whatever it takes to keep it going. Please consider your fellow government employees, contractors, and the handicapped when making your decision to keep the 30 running. Thank you very much, Kristin Fonte</p>	5/13/2015 1:18 PM
590	<p>The Route 16 through Greenlake is extremely bothersome and dangerous. We have signed a petition as a neighborhood providing examples of the very limited space, the fact that cars have been struck by the bus numerous times and the fact that other streets in the area are wider with more space. The specific route is where 16 turns off 65th and goes down Meridian Avenue North through Tangletown. The street is narrow and does not allow for two cars to pass, cars have to wait for the bus to drive through AND the bus constantly strikes parked cars (hopefully it will not be a child or a biker next). The petition was submitted by our neighbors, Doug and Judy Martin, doug@martinenv.com (206) 527-1741. Did you not receive it? We feel our voices are not being heard. Why does the bus need to travel down a street that is entirely too narrow and very dangerous, loud, noisy.</p>	5/13/2015 1:15 PM
591	<p>Changing the 11 makes NO sense. Offering NO reasonable way to get to the Mt. Baker Rail to the airport is unacceptable.</p>	5/13/2015 1:14 PM
592	<p>extend service into the early evening so I can take transit home from the university</p>	5/13/2015 1:11 PM
593	<p>30 provides service in the corridor that I need. 71 and 76 are the only routes that service neighborhoods north of 65. Honestly, I am not clear about all of the changes so cannot comment intelligently at this point.</p>	5/13/2015 1:10 PM
594	<p>The 30 route is the only bus available to NOAA and it's employees. Your proposals do not provide for commutes out of Tacoma. Currently, I take 2 buses to get to work, your proposal leaves all of NOAA without any public transportation.</p>	5/13/2015 1:09 PM
595	<p>The proposed changes are great!</p>	5/13/2015 1:08 PM
596	<p>Canceling the 43 will be difficult for me as it is my primary connection between Madison Valley/Central Area and Capitol Hill/Downtown. The increased frequency of the 11 should help, but I worry about overcrowding and future reductions in service.</p>	5/13/2015 12:53 PM
597	<p>The changes to routes 16, 74X, and 75 do not provide the convenience of route 30 between the U district and Sand Point.</p>	5/13/2015 12:42 PM
598	<p>I have viewed the proposed changes (Alternative 1) for my bus routes and am really disturbed. At this time the #9 is a short walk from my home to go south. I really don't want to have to transfer from the #49 to get the #9. Please keep the start of the run at Aloha/Roy. And I definitely do not want to walk north or transfer from Madison to get downtown from the 49. It's absurd to have to transfer to get to the downtown core from Capitol Hill. Please don't delete the Pine/Pike section of the current route. I'd rather wait a few minutes than have to go out of my way to do the things I used to do with ease. Metro has been serving me well, but if these changes are made my bus riding future looks worse. And I have to say, I probably won't take advantage of this expanded Link service through Capitol Hill. It's wonderful to use to get from downtown to the airport, but for me it is superfluous. Hopefully, I will still be able to ride Metro with the same convenience I do now. I saw no information on an Alternative 2, but if it will keep the #9 and #49 routes as they are now, then that option gets my vote. Thank you.</p>	5/13/2015 12:32 PM

599	The 8 is frequently late, which is disappointing because it is the only bus that goes from some areas of the Central District to Broadway in Capitol Hill. When it is nice out, I can just walk there, but when it is dark, cold, and/or rainy, then I really need the 8 to be running on time and frequently. So many people use the 48 and it is ideal for people who work or study in the U District, but live in Capitol Hill or the Central District. I think many people would appreciate an increase in service. In an ideal world, you could stand at the 48 stop (without a smartphone with one bus away app) and know that a bus would come within just a few minutes. I look forward to the day when people seamlessly use buses and the link and praise Seattle for its efficient and cheap transportation. Unfortunately now, it seems as though we have many late or crowded buses and some of the highest fares in the country.	5/13/2015 12:25 PM
600	I am very angry about your proposed routes! They are not respectful or considerate of the people who live in these neighborhoods. In particular route 16 runs past our house at ALL hours of the day and night. Its loud, its smelly, its FAST!!! The whole house shakes -- I mean really! There are families and lots of people who walk and bike and it's dangerous. We have asked repeatedly to have it moved to a wider more bus appropriate street. ARE YOU LISTENING! There is ABSOLUTELY NO reason for me to even use this route! Its very easy and convenient for me and everyone else in the neighborhood to walk over to Latona or 65th park and ride and pick up a bus to anywhere. You should kill this route -- it makes no sense to have it run through Green Lake and ruin the quality of life for the people who live there.	5/13/2015 12:19 PM
601	Please just don't take this away!	5/13/2015 12:18 PM
602	48: it's very good that you're increasing the frequency of this route. I suggest running every 5-10 minutes throughout the day. 75: it's very good that you're increasing the frequency of this route. I suggest running every 5-10 minutes throughout the day. 941: Should run every 15 minutes, not every 60 minutes. At the 60-minute frequency, you are not likely to have sufficient ridership.	5/13/2015 12:13 PM
603	With the high frequencies of Link (including evenings, night, and weekends), it would be great to have the revised 8 better serve Capitol Hill station during these "off-peak" times.	5/13/2015 12:05 PM
604	I catch the 372 in Woodinville. I can catch it in Bothell however there is not enough parking in Bothell along the 372 route. Is there a plan to increase parking space for bus users in Bothell?	5/13/2015 12:01 PM
605	I do not understand why you have to change route and time table of any bus lines that serve North Seattle. North Seattle (or North of U district) would not have any access to Light Rail till 2022. Please wait to mess with any of bus routes that serves this area until any light rail station after University of Washington stadium is opened. This creates more inconvenience for residents that you may think. Please limit any change to Capitol Hill and downtown area, as well as any parts of city that will have light rail in 2016. Any change in non serving area is just a waste of time + money for now.	5/13/2015 11:55 AM
606	How about extending the 10 North through Boston, Fuhrman, Montlake to UW?	5/13/2015 11:48 AM
607	Having Routes 31 and 32 would directly impact my route because I rely on the Stoneway and 40th stop to get to school. I know several individuals who rely on these routes stopping on Stoneway to get to UW.	5/13/2015 11:48 AM
608	Will Route 16 provide service similar to current Route 71 between 54th NE & NE 65th and 15th? While the population riding the bus is not high the service is important for access to campus and the University District? It is not clear that routes 16 or the DART will provide people along the NE65th corridor easy access to the light rail station at Husky Stadium. If the 71 could be maintained until the completion of the station at Roosevelt this would allow people from Hawthorne Hills and View Ridge a more efficient transition to the light than discontinuing the service now.	5/13/2015 11:35 AM
609	Your alternative solutions to eliminating Route 72 is not acceptable. You've eliminated service to a whole community. Without access to a "convenient" bus stop -- something less than a half mile away will prevent my use of Metro. You obviously do not care about serving this community.	5/13/2015 11:27 AM
610	If route 72 has to be cancelled, why couldn't the only remaining route 372 still serve a loop between Lake City Way and 25th ave NE via Ravenna ave NE?	5/13/2015 11:02 AM

611	<p>This is a repeat of what I said earlier, but worth emphasizing in my opinion. I voted for Prop 1 in November because I believe in mass transit and am a firm supporter of it. I had no idea I could be voting to have my bus service on route #26x diminished and the proposed change to this route seems ill-advised. If you haven't heard from other 26x riders, I suspect it is because, like me, they'd never imagine anyone would change what is probably one of the best functioning routes in the City! This route currently operates at peak (congested rush hour) times only. It functions VERY WELL, albeit is often very crowded (standing room only) by the time it departs it's last southbound stop at the north end of the Aurora bridge, before getting onto Aurora towards downtown. In other words, it is consistently filled to or nearly to capacity. The same is true northbound around 4:00 pm and onward - standing room only heading out of downtown. My first concern here is that by eliminating route 26 (non-express) altogether, many route 26 riders would use the 26x, further overcrowding it. The route 26x buses typically are punctual, with the punctuality understandably diminishing somewhat as rush hour progresses. That is to be expected in the late afternoon because bus drivers who have carried riders to the north-most point on the route (Greenlake) then turn around and head back south through rush hour traffic to pick up the next load of downtown riders. My primary concern with the proposed changes to route 26x is that having #26x go so much further north to Northgate to drop riders before coming back downtown during the evening commute seems like a way to ensure significant delays - and reliability and punctuality will become a thing of the past. Sometimes I take the 355 x at the end of the day, and it suffers from having to fight its way back downtown during rush hours from further north and - as a result - not infrequently is 25-45(!) minutes behind schedule during the afternoon commute. PLEASE DO NOT CHANGE Route 26x to extend it to Northgate. That is what the new Link service to Northgate was supposed to do! I do not believe your Metro + Link proposed changes will "improve service" for current 26x riders (like me) who already pack ourselves into our buses going both north and south during rush hour, but are happy to do it because the bus is so reliable. You risk rendering dysfunctional one of the best functioning routes in the City! Please reconsider! Thank you.</p>	5/13/2015 10:59 AM
612	<p>Please do not cancel Route 72. Please see reasons in an earlier comment on this survey.</p>	5/13/2015 10:44 AM
613	<p>I think the proposed changes from the northern part of Route 48 to the new Route 45 are very poorly planned. I ride the 48 every day, and there are two locations at which the vast majority of riders either board or depart: UW campus firstly, and Roosevelt High School secondly. This proposal moves the route further away from both campuses, which does not make sense at all. Additionally, University Way NE ("the Ave") is a major bike and pedestrian corridor, whereas 15th Ave NE is a major transit corridor with large covered stops and ample room for buses. If you go to 15th Ave and NE Campus Parkway or 43rd Ave NE on any weekday afternoon, you will see that far more riders are waiting for the 48 at those stops than for any other route. Why would you choose to move the 48 away from those nice stops on campus that are so heavily utilized, and onto a local street that definitely does not need more traffic? I'm also a frequent bicyclist and pedestrian on University Way. The sidewalks on that street are already crowded. There is no room for the large volumes of 48 riders to stand around there the way that we currently do at the spacious stops on 15th Ave NE. And as a cyclist, it is already difficult to maneuver safely around the buses already operating on the Ave. For all of these reasons, I'm very opposed to the proposed rerouting of the current 48 route through Roosevelt, Ravenna and the U District.</p>	5/13/2015 10:30 AM
614	<p>DO NOT REMOVE ROUTE 68</p>	5/13/2015 10:27 AM

615	<p>The proposal for Route 11 is seriously problematic, and the list is neither short nor trivial. - If the idea is to be 11-as-proto-BRT, this runs a major perception/PR risk. Not only can the all-Madison 11 risk turning off current riders by degrading current service, but turn away future potential riders too. Without the absolutely necessary upgrades in transit and street infrastructure, running the 11 in this manner makes little sense. Public support will dissipate, and with it, support for SDOT funding. - The current 11 route is slow, but it is tolerable along Pine St. and at the very least directly connects to Link at Westlake Center (and runs in 'close enough' proximity to Capitol Hill Station). The new route has no direct Link connection whatsoever (which is a flaw of the all-Madison BRT concept as well but not a fatal one -- 'close enough'). So, like terminating the 8 at 23rd and Jackson, this cuts off the utility and usability of Link at the knees. (Terminate the 8 at Mount Baker, please.) Riders east of MLK/Madison will particularly suffer. There's no reason at all to justify or accept a two-seat ride to Link for a system that is positioning itself as a provider of high-quality connections in the central neighborhoods of the city. (Yes, the East Madison neighborhoods are "central".) - Afternoon peak reliability will almost certainly be degraded beyond acceptable limits (even against the currently low standards) by traffic on Madison queueing up for I-5 via 6th Avenue. Pine St. may suffer from traffic turning onto and crossing at Boren Ave., but not nearly like the multi-block clogs that can stretch from 7th to perhaps Boren or in extreme cases, as far up as Broadway. The takeaway is pretty simple, really -- until dedicated-ROW investments can be made in support of the true Madison BRT, just leave the 11 routing as it exists now (either almost or fully intact) and make strategic increases to frequency in the peaks and peak-fringes (6-10am and 4-8pm) where possible. The current 11 is making the best of a poor set of options in the absence of major infrastructure investment. (It's worth noting that the 8/38 concept originally proposed in Alternative 1 was very creative, if perhaps in need of refinement.) The risk is overcrowding Pine St., but there's even a possible quick fix for that too: Pike Street all the way to Madison eastbound, and Pike via Bellevue to get to westbound Pine. The public information process for this has been both extensive and engaging. It is good to see Metro taking the time and opportunity to communicate with the riding public -- please know the effort is appreciated.</p>	5/13/2015 10:01 AM
616	Yes, yes, yes! We love the 47!	5/13/2015 9:58 AM
617	<p>While I like the proposal to further increase frequency for route 44, what would really help would be signal priority. Often times it is not the frequency that is limiting on the 44, but that it is routed down some very congested streets and often trapped in traffic. Anything to help keep the 44 moving would be very helpful.</p>	5/13/2015 9:57 AM
618	<p>30 is the main route serving NOAA. Although 74 goes into NOAA, it really doesn't do anything for most NOAA employees because it is a peak service running the wrong direction for them (only goes downtown in the morning and only to NOAA in the afternoon - just the opposite of most work schedules). The new 16 will provide a connection to downtown in a roundabout way, but misses the U district and thus the U District connections many need to get south of Seattle. NOAA employees are eligible for transit subsidies, but when most are asked why they don't take transit they say the schedules are not convenient. The proposed changes seem to be a step in the wrong direction. What is needed is (1) a direct connection between NOAA and the U District Link Station and/or U District (75 stops about 1/2 mile away from NOAA); and/or make 74 run both ways in the morning and afternoon which would have the added benefit of providing another route between the U District and Downtown during peak hours which is something any rider of 71, 72 or 73 can tell you is really needed.</p>	5/13/2015 9:51 AM
619	<p>Please keep #66 route in Eastlake area. The current #66 will take passengers from Eastlake area to downtown faster than bus#70. We need #66 service continues to go through Eastlake Ave. instead of I-5. Thank you.</p>	5/13/2015 9:48 AM
620	<p>Please do not run the 31/32 up Wallingford Ave (no development) instead of Stone Way (massive development). See my previous comments.</p>	5/13/2015 9:47 AM
621	I love the changes to this route. It will improve service to upper NE Roosevelt.	5/13/2015 9:40 AM
622	<p>Route 72 should be retained and increased to every 15 minutes during the week because it provides one bus service to the Roosevelt and North University District areas. The alternative is two bus service which is always slower than one bus service. Route 43 should be retained because it provides direct bus service to east Capitol Hill and especially the Group Health CH Campus. Older riders and those in the neighborhood are not going to use the Link. Routes 16, 65, 75, 372 I like the changes in frequency and routing for these 4 routes.</p>	5/13/2015 9:36 AM

623	<p>It's the splitting up of the Route 48 that concerns me. I understand the motivation, and I agree that the 48 has definite timeliness issues in the latter stages of its route in both directions. And mostly I use the 48 to travel between Ballard and Greenwood / Green Lake / University District, so the change wouldn't affect me often. But when I do use the 48 to travel to the Central District, what appeals to me is the lack of transfers. I could ride the D or the 40 to downtown and then use the 3 / 4 or another east-west bus -- and I'd often get to my destination faster. I prefer the 48 because I have to wait for only one bus to get me all the way to my destination. With the 48 split into two routes, I would have to disembark in the U District and wait for the next bus -- which makes me less likely to take transit and more likely to just drive alone. That's what has happened to my transit habits with the splitting of Route 75 into the 40 and 75. The 75 used to get me from Ballard to Lake Washington fairly easily, but nowadays the wait of transferring at Northgate makes me more likely to drive than to use transit to get to Lake Washington. (Although in fairness I should say that I love taking the 40 to get to Fremont and South Lake Union.) One other point on the 48: In the mornings, a huge annoyance of the 48 is the gazillion people who board the bus starting about 10 blocks north of UW and then get off before the medical center. The bus is very much slowed down by this local glut of short-distance riders. Sometimes I've been on a 48 closely following another 48, which leaves one bus to bog down in the UW passengers while the other bus can get on with the route. Other times my bus has simply skipped the UW stops and left those local riders for another bus to handle. So my question is: Do the proposed revisions make any arrangements for that local demand? If the 45 will be picking up just as many (or more) short-term riders on their way to UW and light rail, then it's likely to be late and I'll miss connections to the 48 at the far end of the U District. Do you expect the increased bus frequency or other routes to help deal with that local ridership? Could there be an occasional "express" 45 that skips the local rider gluts and travels efficiently through the U District?</p>	5/13/2015 9:31 AM
624	<p>24 - shorten the route and not go as far south as Tukwila for reliability. Improve frequency for 24 and 33 on weekdays from Downtown to Magnolia during rush hour. From 4:30 pm to 6:30 pm add 1 or 2 busses. Route D, my first bus from Ballard to town, is late every night so I miss my connection at Elliott W and W Prospect 90% of the time, which is the route 24 that is scheduled to arrive at 4:50 p.m. The wait for the next bus is a minimum of 25 minutes. This is frustrating because on any given day I will count at least 3-5 D buses traveling north to Ballard, plus at least 1, sometimes 2 route 32 and 15 and 18 Express. Also, something needs to be done about the signal at Elliott W and W Prospect. It is frustrating to miss a connection because the signal takes 2 minutes to change and my connection will take off because the driver cannot be expected to wait. I realize Metro does not control the light however if you spoke to the City Traffic Division they might listen.</p>	5/13/2015 9:12 AM
625	<p>Better service needed on these routes to downtown transit tunnel. Link rail isn't helpful on these routes.</p>	5/13/2015 9:10 AM
626	<p>The 28 needs to come more frequently, even with the proposal it seems like it's not increasing that much, and I don't know what combining 28 and 28x means</p>	5/13/2015 9:10 AM
627	<p>I would like to see the #48 bus continue south to Genessee. This would take twenty to thirty minutes off of my commute because it would connect with the #50 bus. Alternately, it would be great if the #50 bus would connect with the Mount Baker Transit Center. Then it would only take one transfer to get to the #8, #14, and #48 buses. Chopping up the #8 bus would have the same negative impact on SE Seattle as shortening the #48 bus. It would require an additional transfer.</p>	5/13/2015 9:07 AM
628	<p>More busses after 8am but not past 10am, more busses before 4pm and after 6pm</p>	5/13/2015 9:07 AM
629	<p>There really needs to be a park & ride option near the UW Bothell campus if you won't be taking the 372 to any of the Bothell park & rides anymore. As housing in the city is more and more expensive, more of us are moving outside of the city where it is more affordable. There isn't a good way for us to get work and these proposed changes will make it even harder. I already get up at 5am to make it to work by 8am. If this change goes through, I'll need to get up even earlier to drive further to a further park and ride.</p>	5/13/2015 9:05 AM
630	<p>Eliminating the 66 through the Eastlake Ave area is removing our one option when the 70 is late/behind schedule again. Increasing the 70 frequency is great if the congested areas where they are getting held up and behind schedule are fixed. Congestion on Stewart St up to 3rd puts the return trip late thereby putting them late the rest of the day. Yes frequency is great when trying to make bus and train connections don't get me wrong but there are more issues than that which need to be addressed in the high car/bus traffic areas. Cars still drive all the way down 3rd during bus only times and they muck up the traffic and todate I've not seen one car pulled over by the many bike police riding around 3rd ave or a traffic cop trying to relieve the congestion. All entities need to work together to make any changes Metro plans to make work.</p>	5/13/2015 8:59 AM
631	<p>Electrify!</p>	5/13/2015 8:53 AM
632	<p>Increase the frequency of the 15X route. Enroute to downtown, one half of the bus must stand. Frequently, passengers are left at the bus stop as the bus is full. PM service is quite limited for time.</p>	5/13/2015 8:52 AM
633	<p>I think this route should continue service to downtown Kirkland as it is the only bus to provide direct service from UW to Kirkland.</p>	5/13/2015 8:52 AM

634	65 - Really love the increased frequency on this route, and like the new routing that takes it both through UW Campus AND straight past the new LINK station. Good work! 71, 76, and 941 - Very good solution with new 941 replacing 71. I do want to say that I live on 40th NE in front of all of these routes, and was looking forward to LESS frequency in Alternative A, because the buses shake my house and frequently sideswipe parked cars while speeding by. PLEASE work with SDOT on repaving and strengthening 40th Ave NE between NE 85th and NE 75th, and with drivers to SLOW DOWN.	5/13/2015 8:28 AM
635	Please go forth with the proposal to keep the #76 as is with additional commute hour trips as this is the fastest way to connect riders to downtown in the north Wedgwood area, particularly those that are east of 35th Ave. Buses that run along 40th ave NE are great in terms of distance to walk to a bus. As stated earlier, since the #71 is going away, it is essential to go forth with the #65 expanded service as planned otherwise people in Wedgwood have no alternative between north Wedgwood and downtown during off-hours. Also, once the #76 becomes a surface street bus, the best route from Wedgwood to downtown would be from I-5 south to the Columbia street exit and then run north along 3rd (or other surface street). The I-5 to Stewart, to 3rd, and then south takes a long time (similar to the current #64 route) and makes for a long commute time if you work closer to the Pioneer Square area. The reverse would hold for the evening commute.	5/13/2015 8:09 AM
636	I mentioned this earlier. I take the 48 every weekday afternoon. Service can be very bad. Last week I waited 35 minutes for an eastbound 48 at 15th NW and NW 85th during the peak commute time. I have ridden regularly with some drivers on the 48 who were always on time, so I know it's not just the route. I do realize that the route is very long and does have several choke points.	5/13/2015 8:04 AM
637	I hope that the 48 bus route is split in a way that allows me to take a single bus from Ballard to the UW medical center. Currently I'm forced to take the 48 from Ballard to the UW Medical Center, then transfer to the 271 to Bellevue. Obviously I would not be happy if I needed to take a new route 45, then a 48, then a 271 to get to Ballard. Ideally it would be great to take a single bus from Ballard to Bellevue so I don't spend an hour and a half commuting each morning and evening.	5/13/2015 8:00 AM
638	I have already mentioned you cutting of service to Woodinville. Please do not make further cuts. You do have riders and Woodinville is a good place of commerce and shopping, it doesn't make sense to cut us off further from public transit. Thank-you	5/13/2015 7:45 AM
639	You mentioned in the initial email that the Sound Transit routes will have changes, yet your survey doesn't even touch on them. What are the proposed changes?	5/13/2015 7:39 AM
640	Deleting the 43 is inconvenient to the neighborhood riders straddling Montlake/Madison Park/Capital Hill/Central District, along 23rd Ave. The Link Lightrail provides a direct connection between Capital Hill and University District, which is useful for the riders in either neighborhoods, but does not necessarily serve the riders in between -- deleting the 43 is a disservice to those of us who do live in between neighborhood hubs.	5/13/2015 7:33 AM
641	This bus is always late in the morning, not sure how the first run of the day can be late. Same driver for past 6 rotations. Driver spends alot of tiem talking to his buddies. It's so bad I will stop riding the bus in June.	5/13/2015 7:21 AM
642	8 is an extremely unreliable service. It means waiting 10-20 minutes for a bus to arrive and they are always late. You never know which bus is arriving since they never arrive around scheduled times and it means missing multiple connections as a result. If you have a scheduled arrival somewhere, you must go out and wait for the 8 at least 30 minutes before-hand in order to catch a bus, since you don't know when they will arrive and can be sure that if you try to follow the schedule you will be significantly late to your destination. Since I began taking the 8 as part of my commute home at night, I have added 30-45 minutes on to a 2 hour commute.	5/13/2015 7:18 AM
643	More frequent reliable service; split up West Seattle routes that continue on to Ballard, Greenwood, and any place north of canal bridges, i.e., C should not become D, they should be separate routes. More reliable and frequent West Seatte bound routes.	5/13/2015 6:47 AM
644	As someone who lives along Boyer in Portage Bay, the 25 route is critical for the people that live in the area. Removing it will force a 20+ minute walk up and over I-5 along Roanoke to Eastlake or a 20+ minute backtracking to UW station which doesn't even serve SLU. All that is honestly needed would be an 8 and 9 am bus and a 4, 5, 6 pm bus each way. That would likely be 90% of the route riders. The 25 to downtown has every seat filled at 8 and 9 am and the 25 to UW is similarly filled at 5 and 6. The massive delays of the 5 and 6 pm buses hurt ridership, I'm sure.	5/13/2015 12:16 AM
645	To have one or both set up with easy transfers to Capitol Hill.	5/12/2015 11:46 PM
646	Please don't combine the routes. It appears service to downtown will be slower. Also, please consider running trips all day up to 145th.	5/12/2015 11:45 PM
647	I like this service and heard that changes could be to move onto Aurora, via 39th. I'm ok with that as long as the stop at 3rd NW stays - that's my stop.	5/12/2015 11:02 PM

648	I like the proposal to consolidate the route 28 and 28X. But - it looks like the proposal has changed from earlier. Why? Its not explained in the narrative.	5/12/2015 10:56 PM
649	Please don't reduce the service of the 41. It is fantastic.	5/12/2015 10:42 PM
650	I'd like the 11 to have a connection to light rail on Capitol Hill and I'd also prefer it remain on Pike/Pine downtown (rather than all-Madison). Of the current route 11, previous alternatives 1 and 2, and this proposal, this proposal is the LEAST preferable.	5/12/2015 10:40 PM
651	Route 8: I appreciate the increased frequency. Route 12: I appreciate that it replaces much of the deleted route 43 and provides an east/west connection on Capitol Hill. Route 49: I appreciate that this proposal maintains route 49 service on Pike/Pine	5/12/2015 10:15 PM
652	I want the 11 to still actually take us (those of us east of the hill crest at 23rd Ave.) to Downtown, by which I mean close to Westlake Park, and see no value in routing it just on Madison, which is a very single-purpose route. Downtown routing is multi-purpose. I preferred the older 11 Madison routing that included downtown, then swung south and gave access to the Ferry Terminal. That worked well until it was extended and the schedule became erratic.	5/12/2015 10:08 PM
653	8 ==> Split should access either be at Mt. Baker Transit Center OR Group Health Capitol Hill (16th & Denny) to reduce the number of connections needed to access North Capitol Hill. 11 ==> Needs to have reliable connections with 10 on 15th Ave E. to allow access to Volunteer Park and Interlaken Park from south Downtown (i.e. the Madison corridor). 12 ==> Late night access on weekends in order to accomodate Sporting events (i.e. Baseball or Sounders); could be seasonal only on game days but would be helpful to have a reliable bus following a game until about 1 AM. Other ==> First Hill Street Car should Late night access on weekends in order to accomodate Sporting events (i.e. Baseball or Sounders); could be seasonal only on game days but would be helpful to have a reliable bus following a game until about 1 AM.	5/12/2015 9:44 PM
654	I am happy with the new consolidation of the 26/26X and the new routing. I am concerned about reliability with the extension to Northgate as well as capacity during the morning rush hour. How are you planning to ensure both reliability and capacity on this route?	5/12/2015 9:41 PM
655	See my notes in previous questions	5/12/2015 9:38 PM
656	I live on 31st Ave NE and currently use the 74, 65, 71, 76 routes. With the proposal to delete Route 71, and the 74 and 76 lines operating only weekdays during peak hours, how can I get to the University District (The Ave) at off-peak times or weekends? Will I have to transfer at 15th Ave NE? How close will the 372X route get me to the UW Link station?	5/12/2015 9:37 PM
657	Have route 43 and 49 through-routed via CHS. Heading south, the 49 would keep its current routing until John St (CHS) where it would turn east on John and become current route 43. This connects the 10th Ave E neighborhood and the Montlake neighborhood with CHS while eliminating redundancy with Link if the 49 were to remain in service. Also, this gives Montlake riders only one transfer to downtown instead of the proposed two transfers.	5/12/2015 9:34 PM
658	The 43 should be continued as a link to serve the area between the Capitol Hill and University Link stations. 23rd ave E and E John is not a good spot to have to change busses with a hill between stops and having to cross an intersection with long poorly timed lights. Eliminating the 43 will cut off the connection to Capitol Hill and downtown for a large area either forcing backtracking to the University stop or forcing multiple connection from the 48 to the 8 to the light rail to get downtown. This is a huge gap in your proposed service.	5/12/2015 9:33 PM
659	Please keep route/schedule as is. Having to transfer to LINK at the UW Station is very inconvenient.	5/12/2015 9:33 PM
660	12 - get rid of it. 16 - this is a game changer! can't wait.	5/12/2015 9:26 PM
661	How about making the 76 have all day service, just with fewer buses off-peak? That way Roosevelt students can get home and Wedgwood residents can still get downtown without having to transfer. In addition, I'm confused on how Wedgwood residents get to UDistrict during off-peak hours.	5/12/2015 9:22 PM
662	Better weekday night service, please. 30 minute headways is inadequate for this busy route linking major close-in neighborhoods and Seattle Center which have lots of restaurants, bars, attractions, events and nightlife.	5/12/2015 9:19 PM
663	My only concern with the proposed change to the 26 route is that the 26 might become as unreliable as the 16 southbound. The 16 southbound is late a LOT. It is late on weekday mornings; it's late or sometimes doesn't show on weekends and evenings. I have no idea why. The weekday morning 26 and 26X southbound are usually on time, frequently down to the exact minute. If the extension to Northgate makes the 26 as unreliable as the 16 I am going to be really really annoyed.	5/12/2015 9:14 PM
664	Please reference my earlier comments re: Route 28 and 28x.	5/12/2015 9:10 PM

665	are you aware that there are 650 additional housing units being planned around the Issaquah Highlands? are you planning additional bus service for this area? Every day, I ride buses with 20 to 30 people standing from Seattle to Issaquah Highlands	5/12/2015 9:06 PM
666	I commute from the Northgate area to Bothell for work. I would like for these buses to run more often. It would ease the number of people who ride toward Bothell. Some days it is standing room only. I have a significant wait going to work and coming home. The buses are slightly late in the morning, but the evening commute is horrendous. The wait can be 20 to 330 minutes and most of the time it is because the bus is constantly late.	5/12/2015 9:02 PM
667	Improved frequency during the nighttime on this route would be extremely helpful.	5/12/2015 8:42 PM
668	This plan for 520 seems uninspired and costly compared to the previous Alternative 1 plan.	5/12/2015 8:35 PM
669	Please reinstate peak hour service with the 19.	5/12/2015 8:30 PM
670	I would love it if the frequency of the 71 was increased!	5/12/2015 8:09 PM
671	For me, the 65 is not nearly as attractive of an option as it was five or six years ago, due to the long detour to the Children's hospital that adds ten minutes to the route. I would personally like the old route to be restored, although if it helps many more people than it hurts, I am fine with it.	5/12/2015 8:08 PM
672	See comments above. Taking the 16 off of Aurora is a cut in service which will make the trip take longer and be less reliable. This is a decrease in service that seems to have no reason for being whatsoever. As I said above, this change means that I will be less likely to use downtown for shopping or for cultural events and it definitely means I will not vote for additional taxes for transit.	5/12/2015 8:00 PM
673	312: chronically overcrowded commuter bus, sometimes in AM skips stops south of 125th Street due to overcrowding. 24 & 33: chronically 20+ minutes late in AM going north, chronically overcrowded in PM heading south, these route need more frequent service badly. 312 needs more frequent service during later commuter hours in both AM and PM.	5/12/2015 7:55 PM
674	I commute home on the 8 almost every day, and am regularly frustrated by the huge variation in bus arrival times and long waits during rush hour; anything you can do to improve it will be a huge win!	5/12/2015 7:41 PM
675	Northgate to Wallingford & Fremont: Currently the #16 serves the north end of the mall on NE Northgate Way, where several senior living centers are located (on 3rd NE and 5th NE). The stop on NE Northgate way beside the Petsmart is always in use by seniors and those in mobility scooters, to access the hospitals and clinics along Meridan Avenue. You are completely eliminating this segment and replacing it with nothing. This is neither helpful or more frequent service. For those of us going further, to Green Lake or Wallingford, we must now make our way to the Transit Center - a good 15 minute walk for a fit person, in order to catch the replacement line, the 26X. You are replacing a service that currently runs 3 times an hour with one that runs twice an hour. Again, neither helpful or more frequent service. Unlike the 16, which runs down Meridian Ave N to NE 45th street, and along NE 45th for all the shopping and restaurants, you propose using the 26X which goes down Latona Ave NE, and crosses NE 45th just by I-5, almost a mile away. This effectively bypasses the best part of Wallingford! So, no direct access to Wallingford from Northgate any longer. Great, more diminishment of service. I see absolutely NO benefit for passengers in Northgate with the reroute of the #16. This also has nothing to do with the UW Stadium light rail station opening. You are just messing up connectivity in Northgate SIX YEARS before the station there is due to begin service. This is just incomprehensible. Elimination of the #68: While I see the #67 reroute will cover some of this eliminated route, what are people who live on NE 75th St between Roosevelt and 25th Ave NE going to do for a bus? Have you seen how steep that hill is? Do you realize that the 372 on 25th Ave is always standing room packed during peak commute hours? Also, with this change there will be no bus route between Northgate and UW Village - yet another shopping area eliminated for those reliant on public transit. Please explain to me your rationale for making all these changes to bus routes that run between Northgate and the UW area, when they have no bearing on the UW light rail station opening to serve all points SOUTH of there. With the exception of tweaking timetables for more efficiency and less overcrowding on existing routes, no route changes should even be considered until the Northgate light rail opens in 2021. THEN some of these changes might be justified, but not until then. With each and every route change north of the Montlake Cut and the new UW station, you are creating the need to change buses at least once where before there was just one bus ride. You are also making people walk further, which has a deeply negative impact on the elderly and disabled. This is NOT what I voted for when allowing you the extra revenue to IMPROVE bus service! You propose deleting SIX bus routes from the UW northward, yet the 4 routes you are creating (reviving) are all SOUTH of Montlake. How is this an improvement? How is this expanding bus service since getting all that additional funding from sales tax and car tab fees? How are we supposed to take you seriously? This is NOT acceptable, unless you are planning on encouraging more people to drive to work.	5/12/2015 7:18 PM
676	How does someone who can't walk very far get from campus to the rail station after traveling by bus	5/12/2015 7:12 PM

677	The 76 and 71 are great options for people in Wedgwood especially near 85th & 40th ave. the proposed changes to the 71 during non-commute hours leave no options to get downtown without lengthy transfers or driving and parking somewhere. There needs to be a better alternative from north Wedgwood to link to the stadium light rail station. It's great that the 76 would not change.	5/12/2015 6:56 PM
678	I just moved to Maple Leaf in November 2014 under the assumption that this route would continue to run since it has been running for the past 20 years. I rode this route in high school when I attended some day camps, I rode the route when I first moved to Washington and got my first job in 2006, and now I'm riding the route since I'm a homeowner in the area. I suppose there is some sentimentality tied up in seeing the bus ride go away, but the route provides a benefit to those commuting to Microsoft who want to walk directly to their office. Going via OTC adds yet another leg to a long commute. I just got married, too. I don't want my commute to be longer and force me to be away from my wife even longer. If the 242 is cancelled I may have to go back to driving my car and paying the 520 toll.	5/12/2015 6:47 PM
679	I think there should be a service every hour on the mark. I'm appreciative of what operates.... but I wish there was still a bit more.	5/12/2015 6:35 PM
680	What will happen to this route during the non peak hours - I found the site confusing. It looks like it will be going away,	5/12/2015 6:34 PM
681	Getting rid of the 43 before Brooklyn Station opens is a mistake. The 8 will not be any more reliable since Denny will still be Denny so not only are you asking people to trade a one seat ride from eastern Capitol Hill to the University District for a connection, but one of those buses will be horribly unreliable. And the connection will be unpleasant since you have to cross two streets. This change makes me a car commuter.	5/12/2015 6:33 PM
682	read my previous note- I thought that was what I was doing	5/12/2015 6:27 PM
683	more # 70 buses and later end time. should have buses leaving downtown until 9 or 10 pm instead of the current 7pm 71,72,73 are overcrowded between 7-9 PM because the 70 stops. I work around mercer ST and live on north eastlake ave and it can be hard to catch up bus home right around 7pm	5/12/2015 6:23 PM
684	The #12 is used by many people. I live right off of Madison by Swedish Hospital. For people that go to First Hill will need to walk many more blocks to their destination at Seattle University, HMC, Virginia Mason, Swedish Hospital; and other clinics in the area.. There are many people that use #12 to visit and have appointments at the hospitals. I don't think there was any consideration for people that have disabilities and for people that are discharged from the hospital. What are they supposed to do if they don't have friends or relatives to pick them up ? The #60 is not a viable option.	5/12/2015 6:22 PM
685	67 - Nice that this will be more frequent (especially if the 68 is being deleted, since some of us need to get between the UW Seattle campus and Northgate TC (well, further north, actually, but.)). And I suppose it'd be useful to people to have it connect to the LINK station, but is there any way to do this and still have the bus go through campus first? (I'm not looking forward to losing the Stevens Way part of the route.) 68 - I'm kinda bummed that this is being deleted. The recommendations to "North of NE 75th Street, use revised routes 67 or 373X. South of NE 75th Street, use revised Route 372X." aren't super helpful if you need to go from, say, U-Village to Northgate TC.	5/12/2015 6:04 PM
686	As mentioned, the 50 needs work in the seaward park area. It seems like a local rainier valley/seward park bus, running on a loop, to connect to rainier, mlk and light rail would be a great addition. Would be nice if #27 could rise from the ashes. It is the only bus to where I work, and the only way to get out of this neighborhood (leschi)	5/12/2015 6:04 PM
687	Burien to UW bus service is needed as well as more frequent service is needed in Burien-DesMoines area as soon as possible!	5/12/2015 6:02 PM
688	Routes 12 and 47: Consider swapping the proposed frequencies on these routes to reduce duplication of service along John Street with routes 8 and 12. Route 65: Consider extending route to the layover Metro built at 143rd & Linden to provide cross-town route along 145th Street and connections to Rapid Ride E and the Sound Transit service on I-5.	5/12/2015 6:01 PM
689	I am concerned about the deletion of route 71 b/c I take the bus everyday to downtown mid-day from 40th Ave & 75th St. I'm aware I could use the 65 and the light rail, but I don't know if this will be efficient. I'm aware I could use the 941, but it doesn't seem to operate often and I'm nnot sure how reserving pick up times will work out in practice.	5/12/2015 5:59 PM
690	People rely on this route. Removing it creates a large chunk of residential area between 35th ave. and Sand Point with no access to bus service. Many riders I see as I ride on this route (nearly every day) are elderly, and I myself am disabled; other routes would be prohibitively far away. It would be a really awful thing to do.	5/12/2015 5:55 PM

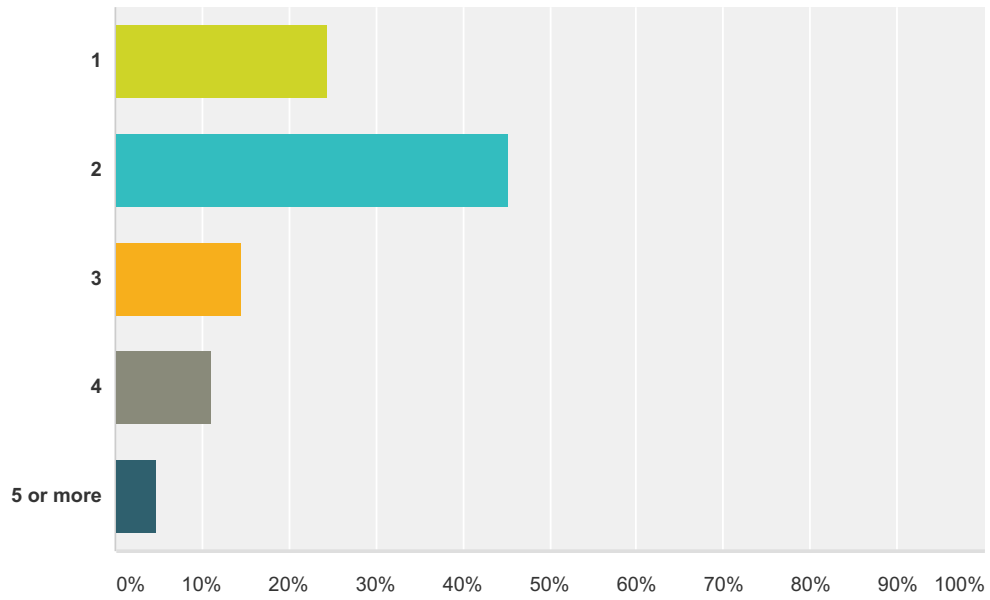
691	I see that the 67 will be covering Roosevelt north of 80th - a wonderful change! Finally getting 7-day/week service, and later service is what we've been wanting for years! thank you! I don't think you should eliminate the 72 at all. Why bother running the 372 on weekends, when it goes an entirely different way? Changing the number, and not covering certain areas? Not a good plan.	5/12/2015 5:54 PM
692	Please increase service 7 days a week on routes 12, 41 and 73. I bought my first car last year because of infrequent Sunday bus service on these routes. Now I drive more often -- which is much nicer than waiting at a bus stop with someone smoking pot. When Northgate link opens I will probably use that. In the meantime, I will probably drive to the U District and Capitol Hill from LakeCity/Pinehurst area.	5/12/2015 5:53 PM
693	See my earlier comment at this page: http://metro.kingcounty.gov/programs-projects/link-connections/have-a-say.html Here is the comment I wrote there: As an older person with no car, I can now take the #31 directly from Magnolia to Campus Parkway during midday hours, then stay on the bus as it becomes the #65 and travel to 35th Ave NE and NE 82nd Street (Seattle Audubon), where I typically need to go to purchase 25 pounds of birdseed every six weeks. Breaking direct link between the #31 and #65 would add as much as an hour to a trip that normally already takes an hour and a half at minimum, and would mean having to board and reboard buses while carrying a heavy load around on the return run. No faster alternative ways to get from Magnolia (where I live) to NE 82nd Street exist. I do appreciate the fact that service levels on the #31 have been maintained, but do not like having the direct connection with the #65 broken and ask that this through connection be maintained. Please keep me informed as you continue to revise the forthcoming changes. My email is: essay@nwlink.com -- thank you.	5/12/2015 5:53 PM
694	AS one of the many riders of the Rt. 277 Metro needs to keep this rt. for the people on the eastside who live in the Kirkland/Houghton/Kingsgate areas. What is Metro going to do with the Houghton P&R? I hope you plan on keeping that park and ride so anybody who goes to the University has a place to park. I have been told that the South Kirkland P&R is already out of room by 8:30 A.M. Your planners need to get there act together and listen to the riders of Rt. 277	5/12/2015 5:51 PM
695	Do not change the local 73.	5/12/2015 5:51 PM
696	Thank you for (1) keeping service on 19th and (2) getting us downtown near pine or pike.	5/12/2015 5:48 PM
697	The changes to them are awesome!!!!!! They will make using public transport to/from/around Sand Point and the rest of Seattle WAY more feasible. I can't wait.	5/12/2015 5:48 PM
698	Please don't discontinue this route. It is our only bus service. Route 65 is a 10-minute walk away so it doesn't matter how often it comes. How about a shorter bus and a shorter route? From NE 65th & 15th Ave NE east-west to 50th Ave NE? Or from the University station north and east on NE 65th St.	5/12/2015 5:47 PM
699	See my comments I already made. This route should not be discontinued except possibly to stop the the new UW link station rather than going via University Ave and then to downtown. Shortening this route would save money but would maintain a very important route for View Ridge, Wedgewood, and Bryant.Route 941 is a poor substitute and the DART system cannot compare to regular bus service. DART is good for elderly people in the community that need limited rides during prime daytime hours. It simply cannot provide the service needed for this area.	5/12/2015 5:47 PM
700	We have no way to get anywhere without 71....there are steep hills on 65th in all directions and to walk those hills , five, six blocks.....oh this is horrific!!	5/12/2015 5:47 PM
701	Either keep route 72 and route that to the light rail station at Husky Stadium or have route 372 go up and down Montlake Boulevard instead of routing it on to the UW Campus and FORCING passengers to have to walk across the campus because that is BS. Right now route 72 passengers have a direct route to downtown Seattle and you now want to make them walk across the UW campus to transfer to light rail. I repeat that is a bunch of BS or bull shit.	5/12/2015 5:45 PM
702	My response is in reference to the 12. In my opinion, the 12 offers a great service for people to First Hill. I catch the 12, heading downtown, at 19th and E. Mercer. By the time the bus gets to 19th and E Madison, it is standing room only. This occurs between 7-9am that I have personally witnessed. There are elderly and handicap riders that take that bus for easy access to the hospitals on First Hill. Having to walk up from downtown is not as user friendly for those riders. The 12 also services people going to Seattle University, O'Dea and hospital workers. I work near Virginia Mason and LOVE taking the bus to work as it is fast, and saves on gas and high parking prices. in my opinion, people traveling east to west are not likely to use the north to south new transit system. I have absolutely no use for it in my travel needs. Not having the 12 as my transportation to work will force me to drive to work in my car by myself and pay the high parking price.	5/12/2015 5:42 PM

703	It's still not clear how the revised #11 will affect the stops previously served by the #12. Rapid service from Capitol Hill to Downtown is great for able-bodied folks who can get to the new light rail station. How will folks on South Capitol Hill (Madison from 19th through Broadway) get to the library? Seems like there are big gaps now on the south part of Capitol Hill.	5/12/2015 5:40 PM
704	This route (41) is frequently packed and when leaving downtown during rush hour, most of the time it just drives through Convention Place Station because the bus is full. The timing of this bus is odd as well. They tend to stack up back to back and the full/late bus continues to become more full/late because of the amount of people waiting for it. I don't understand how pacing between buses gets so skewed considering that downtown is where the 41 route starts, so being late due to traffic probably shouldn't be a factor. Also it would be convenient if more of the 41 routes went all the way to Lake City.	5/12/2015 5:37 PM
705	The 73 should connect to the triangle parking lot bus stops at the UW Medical center instead of making a loop through UW. The connection to the Husky Stadium Link Station isn't clear and looks like a hillclimb connection.	5/12/2015 5:35 PM
706	The 11 needs a seamless transfer between the 10 and 11 to given access to Pike/Pine downtown. This could be done at Broadway Ave E or at 13th East by have the 11 go on Pine the south on Broadway Ave E or 12 Ave E, The 8 needs to be split at CHS so that the performance improves because of the Denny parking lot!	5/12/2015 5:29 PM
707	8: We need a stop closer to the light rail on McClellan (headed South on 23rd)	5/12/2015 5:26 PM
708	I use route 25 every work day. It is often standing room only in the morning. I strongly oppose cancelling it.	5/12/2015 5:25 PM
709	See earlier comments. It is clear that you do not want to address the real demand of people who use the 26, even as we continue to get taxed more and more to support Metro. Your solutions are not going to meet the needs of the people who use the 26/26x. Congratulations on serving a population that doesn't pay as much for bus service and chooses to live outside of the city. I pay more to live in the city and yet my bus service gets reduced as my taxes go up.	5/12/2015 5:24 PM
710	This is regarding route 73. I live at NE 123rd st and 15th Ave NE and my husband work at UWMC. He currently takes route 73 to get to work on Saturday and Sunday for his shift that starts at 6:30 AM. Your proposal, despite of people wanted to have more weekend service, cut off his method of transportation. What this means is I have to drive him early in the morning on what you considered as people's "weekend". New proposal for route 73, which would be effective in 2016, clearly ignore any people who work at Medical Center and live in north of Northgate way. Hospital operates 24/7 and there are quite large group of employees who live in north Seattle area. By having this new proposal, you're forcing them to drive to University instead of currently way of them taking bus. Also this would increase vehicular traffic on weekend (Sat and Sun) to univeristy district for people who would like to go to games, as well as farmer's market. I believe you're new proposal actually enforce people to drive more on Sat and Sun by cutting route 73 on those two days and show that you do not care for people whose only method of transportation is Metro. Please bring back route 73 weekend runs even if it is hourly. Thank you for your consideration.	5/12/2015 5:23 PM
711	Please do not eliminate route 25	5/12/2015 5:23 PM
712	Route 43 provides direct service between Capitol Hill and UW that is not duplicated by any other routes for the area in Capitol Hill around 15th Ave. I think this route should be maintained.	5/12/2015 5:23 PM
713	Leaving the 255 to downtown is the right decision. Forcing Kirkland riders to UW Link station would have resulted in a three-set commute and unacceptable transit times. The revised 540 route to the heavily underutilized Houghton P&R is a wise decision.	5/12/2015 5:23 PM
714	Would like this route to be more on a schedule, 10 min bus apart	5/12/2015 5:22 PM
715	The proposed changes to these routes have significant negative consequences for my neighborhood, and are a big step back from the excellent changes proposed in Alternative 1. Instead of frequent service to a variety of destinations around my neighborhood (including connections to Link, Broadway, and Pike/Pine) the new proposal includes overlapping services that provide connections that are *less* frequent than the bus service I have today. On Sundays the new proposal has a bus to Capitol Hill Station and businesses on Broadway from my house every half an hour, assuming that the 8 can somehow run reliably. Today, I have 15 minute service on the 43 *in addition* to the 8 for that same trip. My access is being cut by 67%. Even if I include a walk to the new 12 I'll still have only *half* the level of service that I have today. This is ridiculous for an area that your materials are promoting as having multiple "very frequent" routes. With the rerouting of the 11 my neighborhood also loses direct access to the Pike/Pine corridor. A trip that serves the heart of the corridor today would now stop several blocks away or require a transfer for the last half mile. The 8/38 proposal in Alternative 1 did a much better job maintaining this connection.	5/12/2015 5:20 PM
716	Needs more frequency	5/12/2015 5:18 PM

717	Needs to run more often than currently	5/12/2015 5:18 PM
718	Please fix the constant, consistent delays with these routes. Every single day, these routes are late by several minutes, and it really hampers my commute to and from work.	5/12/2015 5:14 PM
719	We need this route to stay the way it is so high schoolers from Garfield and Holy Names can get to near Roosevelt High School to get home.	5/12/2015 4:27 PM
720	More frequent 49's would help with very crowded buses at morning and evening rush hours.	5/12/2015 4:27 PM
721	This route serves an important demographic of people, seattle based workers commuting to the eastside via public transit. It helps to remove congestion from 520 and saves riders money by not paying tolls each way. Additionally there are not other routes that can be used that offer the stops in Redmond of the 242 and cross over from Seattle. The 542 is NOT an alternative for those many workers that work along 148th (Tableau, Microsoft, Nintendo, Honeywell, etc), as it doesn't drop off on 148th. Cutting this route will add cars to an already full SR-520 as riders will no longer have an acceptable public transit alternative.	5/12/2015 4:08 PM
722	Aside from the previous discussion on how the Dexter rerouting will suck for Wallingford riders, the different day/night/weekend routing on the eastern end of the route in Sand Point seems confusing and unnecessary. Pick one corridor or the other.	5/12/2015 3:25 PM
723	The combination of these routes into the one you selected is great. I think it will be more efficient overall.	5/12/2015 3:14 PM
724	These two routes are the main ones I use to the U District and downtown, so eliminating them will make bus travel much more difficult for me.	5/12/2015 2:47 PM
725	PLEASE connect this to the light rail. This connects all of us in the N end to downtown and airport w/o a half mile, hilly, often wet connection.	5/12/2015 2:44 PM
726	12: I am glad to see 19th keep some service 11: shame there is no way to keep the route using trolley buses ... but YAY for the potential of 60' buses 11: needs better than 15min freq. No reason why Pike/Pine gets that AND link ... 11: due to the length of the route ... more frequency could also help alleviate the more-than-likely service delays that will be created due to hills/traffic 64X & 66X: are they no longer going to serve Swedish Cherry Hill? (or whatever is at Jefferson and 15th Ave) like the 64 does today	5/12/2015 2:43 PM
727	In general, I prefer the old Alternative 1 proposals. The current one doesn't do enough to enhance connections to Link, instead favoring the status quo.	5/12/2015 2:37 PM

Q36 How many persons, including yourself, live in your household?

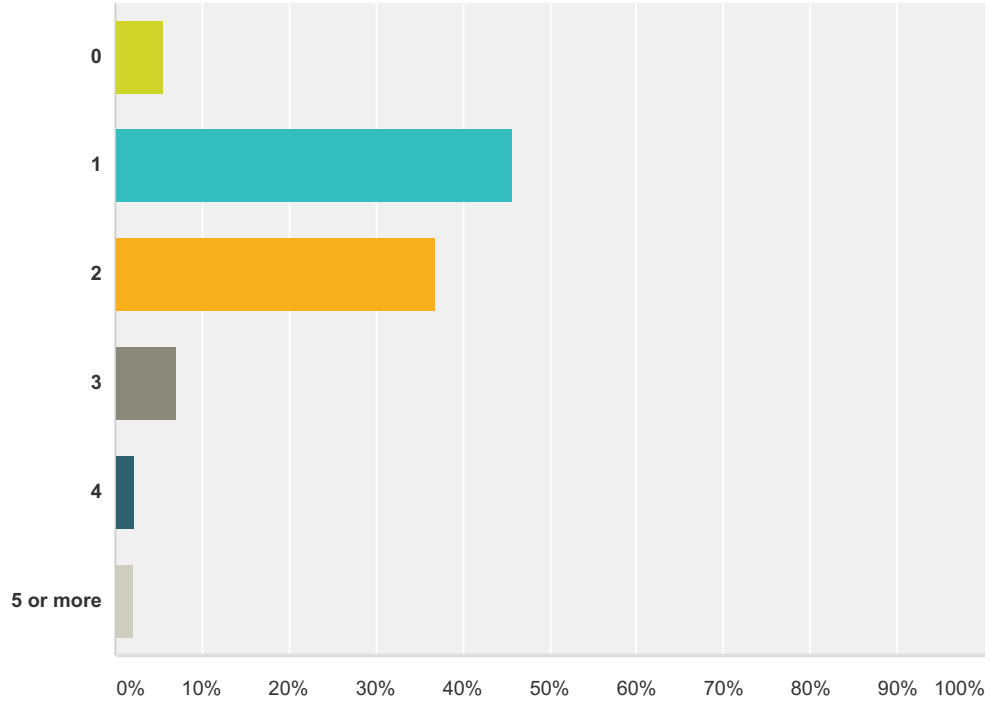
Answered: 1,340 Skipped: 632



Answer Choices	Responses
1	24.33% 326
2	45.22% 606
3	14.55% 195
4	11.12% 149
5 or more	4.78% 64
Total	1,340

Q37 How many persons in your household, including yourself, ride the bus at least once per week?

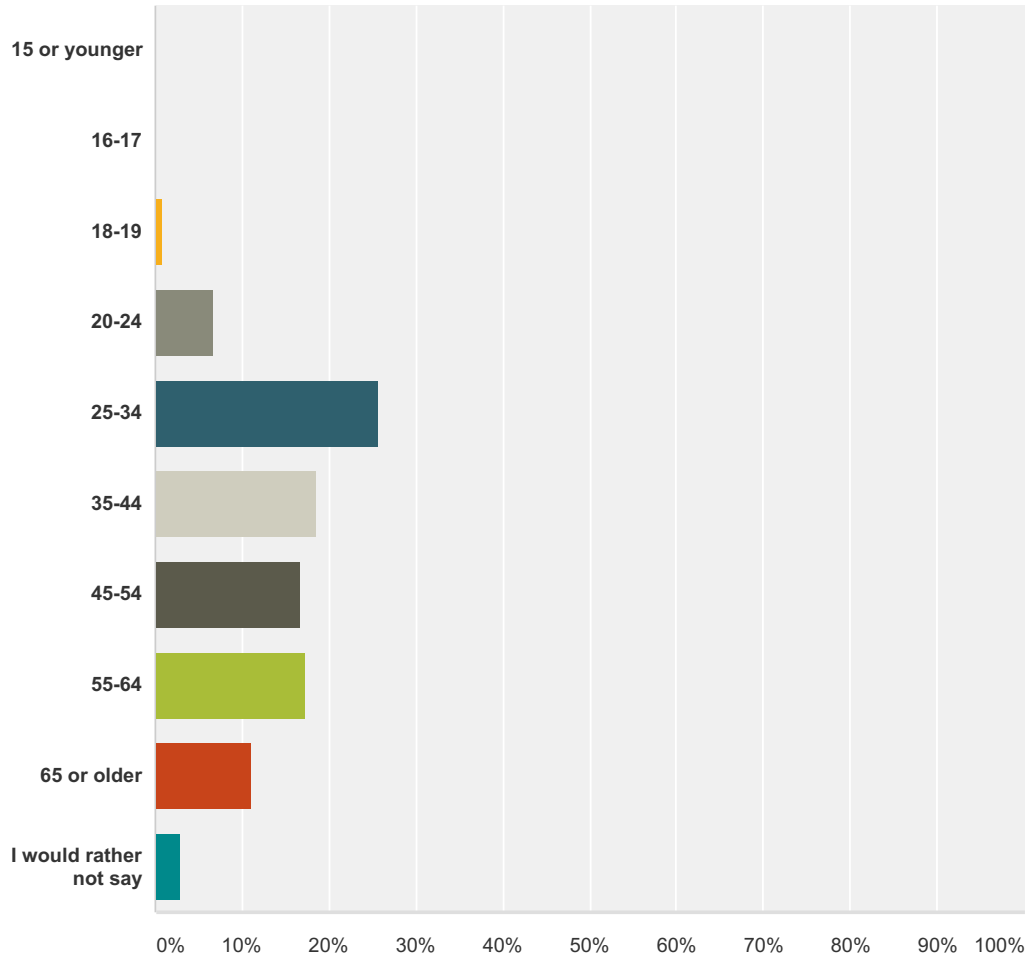
Answered: 1,335 Skipped: 637



Answer Choices	Responses
0	5.69% 76
1	45.77% 611
2	36.93% 493
3	7.19% 96
4	2.32% 31
5 or more	2.10% 28
Total	1,335

Q38 Your age:

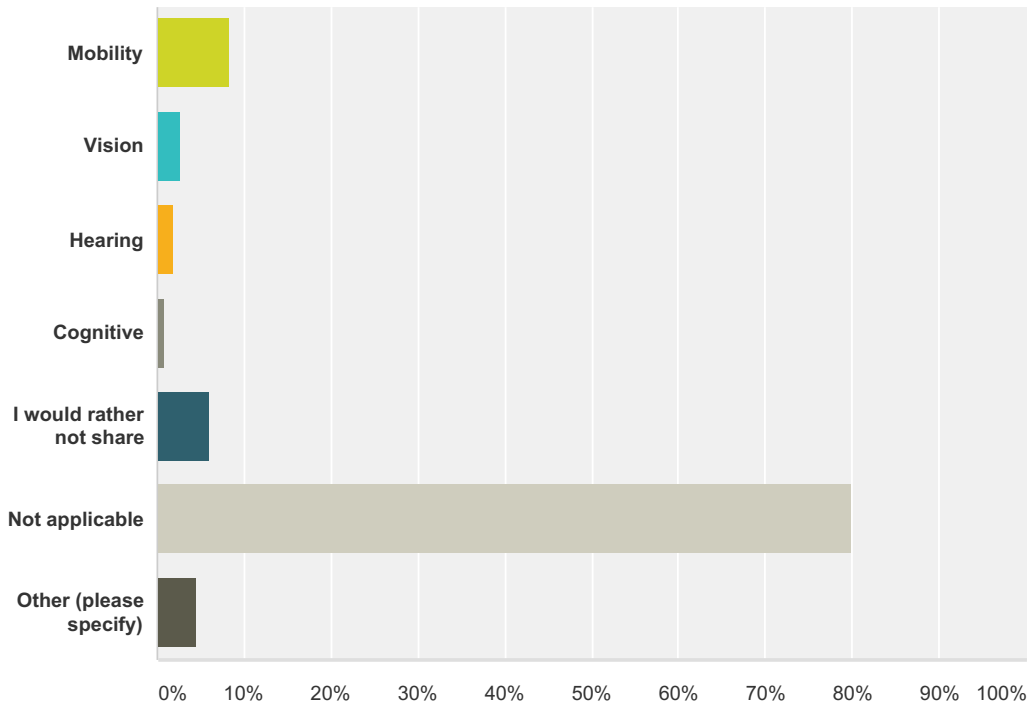
Answered: 1,344 Skipped: 628



Answer Choices	Responses
15 or younger	0.07% 1
16-17	0.22% 3
18-19	0.82% 11
20-24	6.62% 89
25-34	25.67% 345
35-44	18.53% 249
45-54	16.74% 225
55-64	17.34% 233
65 or older	11.16% 150
I would rather not say	2.83% 38
Total	1,344

Q39 If you have a disability, please indicate what kind. (check all that apply)

Answered: 1,018 Skipped: 954



Answer Choices	Responses
Mobility	8.45% 86
Vision	2.65% 27
Hearing	1.87% 19
Cognitive	0.79% 8
I would rather not share	5.99% 61
Not applicable	79.96% 814
Other (please specify)	4.52% 46
Total Respondents: 1,018	

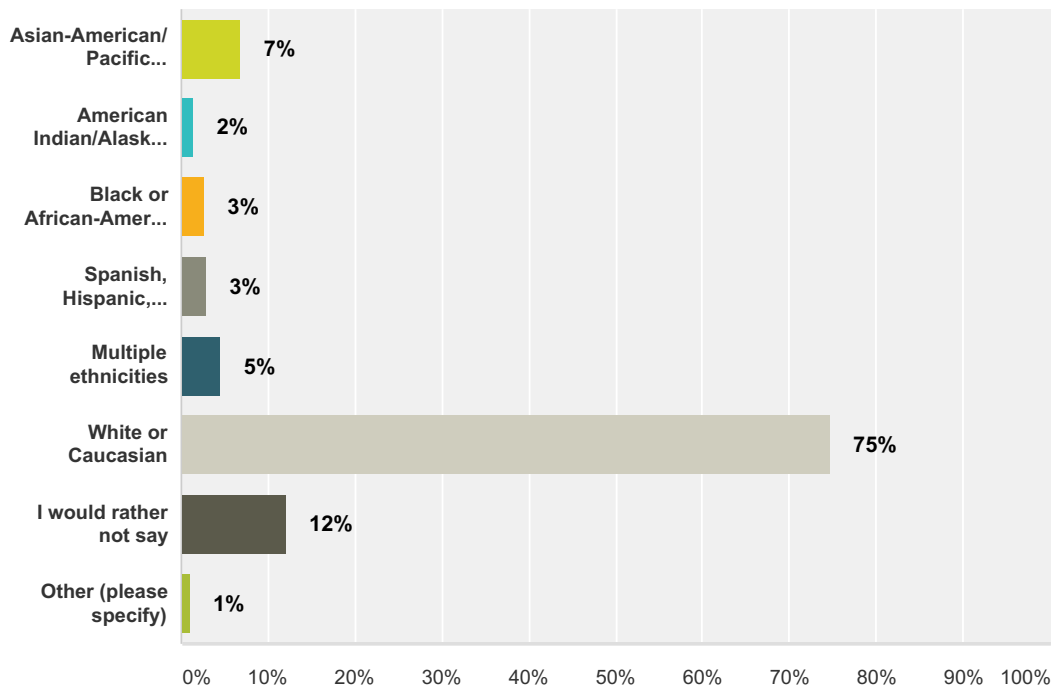
#	Other (please specify)	Date
1	'm	5/30/2015 9:39 PM
2	Not a true disability but like many urban dwellers I do not drive and do not have a car. Driving is not a real option for me. Under the original plan to end the 12 at Madison I would have had to sell my home and move.	5/30/2015 6:58 PM
3	I don't but my mother is likely to move in with me this year and she has impaired mobility due to arthritis, as well as vision/hearing issues, and I was initially rather worried about her ability to bus downtown without having to walk much, but I think it'll be okay.	5/30/2015 6:06 PM
4	I have occasional intermittent mobility issues when an old knee injury flares up.	5/29/2015 4:01 PM

5	Sometimes mobility due to joint/muscle issues, though not wheelchair user. Fatigue also an issue. So frequent, minimal walking and minimal transfer options are important with transit. It is my only form of transportation.	5/29/2015 10:16 AM
6	I minimize walking down hills. (for some time it was "cannot walk down hills")	5/28/2015 11:37 PM
7	PTSD (makes it dangerous to drive), neurological (feel weak a lot), chronic fatigue, insomnia	5/28/2015 10:51 PM
8	chronic autoimmune disease	5/28/2015 4:39 PM
9	I don't hear extremely well and I have stomach upsets due to allergy to wheat and milk. I like to sit up front in the bus. I don't like strangers pressing against me. Normally I'm fine but with crowded conditions I can become uncomfortable if someone is pressing against my body. So crowding is difficult for me.	5/28/2015 4:22 PM
10	I had open heart surgery 4 years ago	5/28/2015 4:12 PM
11	I have weird young-person hip problems. Most of the time I'm fine but sometimes it flares up and it hurts to walk more than a mile or so in a day. :(	5/27/2015 5:38 PM
12	Can we please not have such a long survey that is poorly designed with no way to simply submit my opinion?	5/27/2015 9:23 AM
13	Why are you lumping people over 65 in one group?	5/22/2015 11:51 PM
14	difficulty standing for > 1 minute, due to leg vein problem can walk with no problem	5/21/2015 9:48 PM
15	I am not vision-impaired, but my husband is.	5/21/2015 10:44 AM
16	Lifting and carrying. Another person in the household cannot walk long distances.	5/20/2015 8:09 AM
17	Normally I don't, but on occasion my knee acts up and I have difficulty walking. This affects my choice of bus route since I normally walk steeply uphill for 6 blocks to catch the 48, and I can't do that when my leg gives me trouble.	5/19/2015 9:26 PM
18	Mental illness	5/19/2015 2:48 PM
19	Temporary mobility	5/19/2015 10:41 AM
20	Sensory integration	5/19/2015 10:05 AM
21	stage 3 renal failure. The bouncing, overly long bus ride makes me ill every day. Also, the fact that the 372 leaves us off SO FAR from the Park and Ride taxes my limited energy levels to the max.	5/19/2015 9:58 AM
22	I have a mobility disability that comes and goes. Sometimes I can walk easily, and sometimes walking 1/4 mile is very challenging. Bus stops that are more than 1/2 mile from me are sometimes useless for me.	5/18/2015 1:35 PM
23	Child has mobility issue	5/15/2015 5:22 PM
24	Cannot walk far in hot weather (heat sensitivity)	5/15/2015 10:57 AM
25	OLD!	5/15/2015 10:05 AM
26	I no longer drive due to a vestibular disorder. Walking and bussing are why I live on Capitol Hill.	5/15/2015 9:27 AM
27	one household member with epilepsy and unable to ever drive. We have transitioned to increased use of Uber, as Metro is too slow, inconsistent, too long a walk between destinations.	5/14/2015 11:55 AM
28	I am scheduled for my third knee surgery.	5/14/2015 11:52 AM
29	ENDURANCE, HEAT TOLERANCE HOT & cOLD	5/14/2015 7:20 AM
30	would rather not go into it...	5/13/2015 9:56 PM
31	Extreme fear of angry raccoons!	5/13/2015 9:21 PM
32	psychiatric, use of service dog	5/13/2015 7:47 PM
33	Living in a retirement community, I am speaking for almost 200 residents with multiple disabilities and I question whether the Americans with Disabilities Act is being fully adhered to here.	5/13/2015 3:16 PM
34	My wife has bad knees and cannot walk far. The proposed change in Route 12 would be a major hardship for her.	5/13/2015 2:16 PM
35	Crohn's disease	5/13/2015 10:22 AM

36	My disability is mental health related, it can be hard to be on busses that are crowded or without seating.	5/13/2015 9:54 AM
37	Temporary walking disability	5/13/2015 7:19 AM
38	Epilepsy, mild.	5/12/2015 9:44 PM
39	Plantar fasciitis in feet make it painful to walk even short distances. Also pregnant, while not a disability per session, still makes walking difficult.	5/12/2015 7:58 PM
40	U	5/12/2015 7:42 PM
41	I do not drive	5/12/2015 6:35 PM
42	age	5/12/2015 5:57 PM
43	Neurological/fatigue.	5/12/2015 5:55 PM
44	Just old!	5/12/2015 5:48 PM
45	Metro just thinks that everybody can walk across the UW campus to transfer from route 372 to the light rail and that isn't true because there are people who are not physically able to do so. Metro, get your head out of your rear end and realize that.	5/12/2015 5:47 PM
46	Knee replacement.	5/12/2015 5:42 PM

Q40 Do you consider yourself... (check all that apply)

Answered: 1,265 Skipped: 707



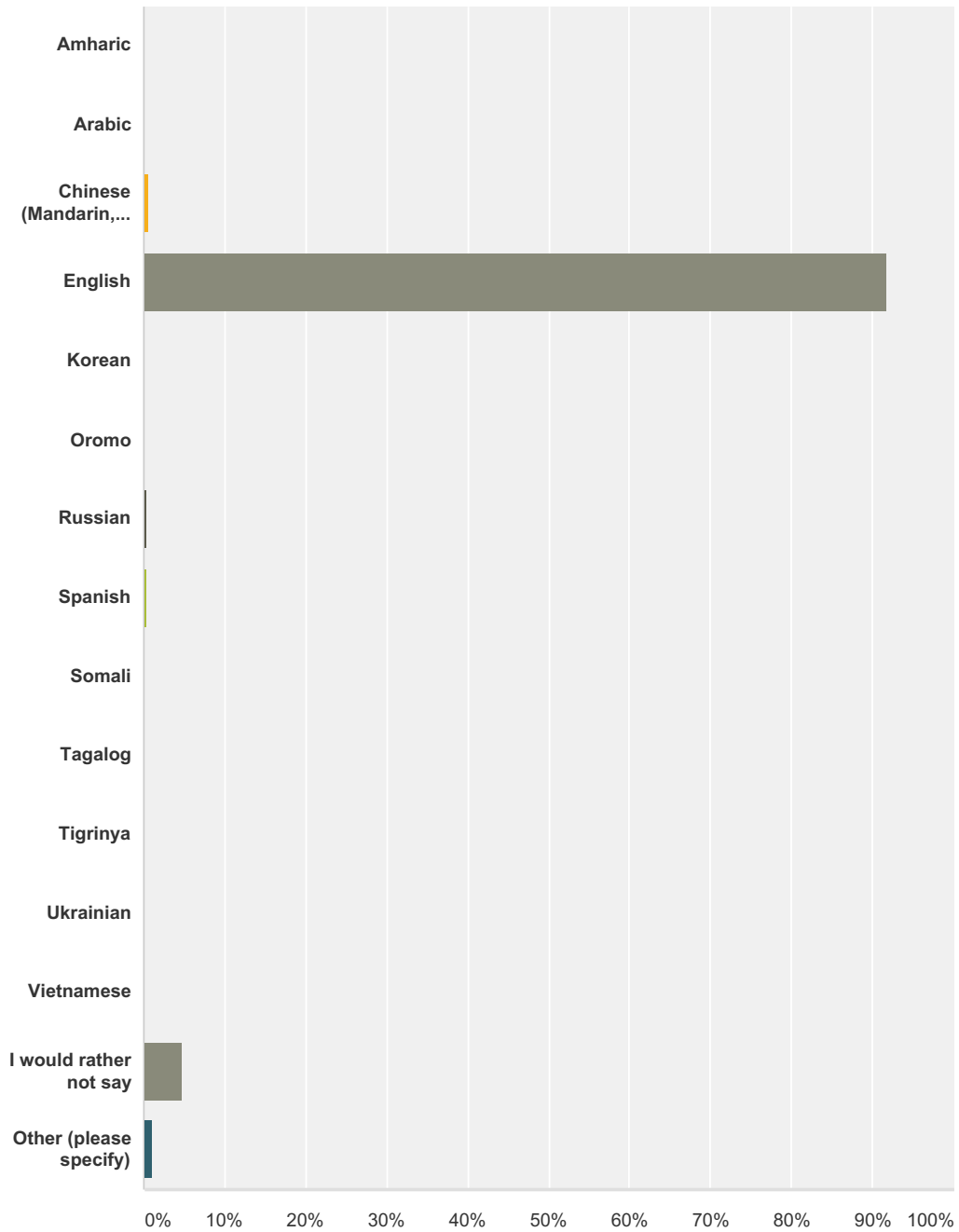
Answer Choices	Responses
Asian-American/Pacific Islander	7% 88
American Indian/Alaska Native	2% 19
Black or African-American	3% 35
Spanish, Hispanic, Latino (Mexican, Mexican American, Chicano, or Latino)	3% 38
Multiple ethnicities	5% 59
White or Caucasian	75% 945
I would rather not say	12% 153
Other (please specify)	1% 13
Total Respondents: 1,265	

#	Other (please specify)	Date
1	Asian	5/29/2015 4:38 PM
2	Asian	5/28/2015 10:47 PM
3	Jewish	5/28/2015 7:56 PM
4	mixed	5/28/2015 4:47 PM
5	Scandinavian-American	5/21/2015 11:24 AM

6	Indian	5/20/2015 11:39 AM
7	What difference would this make to your survey? A person is a person-	5/20/2015 9:33 AM
8	American	5/20/2015 8:15 AM
9	Croatian American	5/19/2015 10:56 AM
10	What does race have to do with anything???	5/19/2015 10:00 AM
11	Terran	5/12/2015 6:01 PM
12	wife is Asian	5/12/2015 4:59 PM
13	Lithuanian	5/12/2015 3:15 PM

Q41 What is the primary language you speak at home?

Answered: 1,285 Skipped: 687



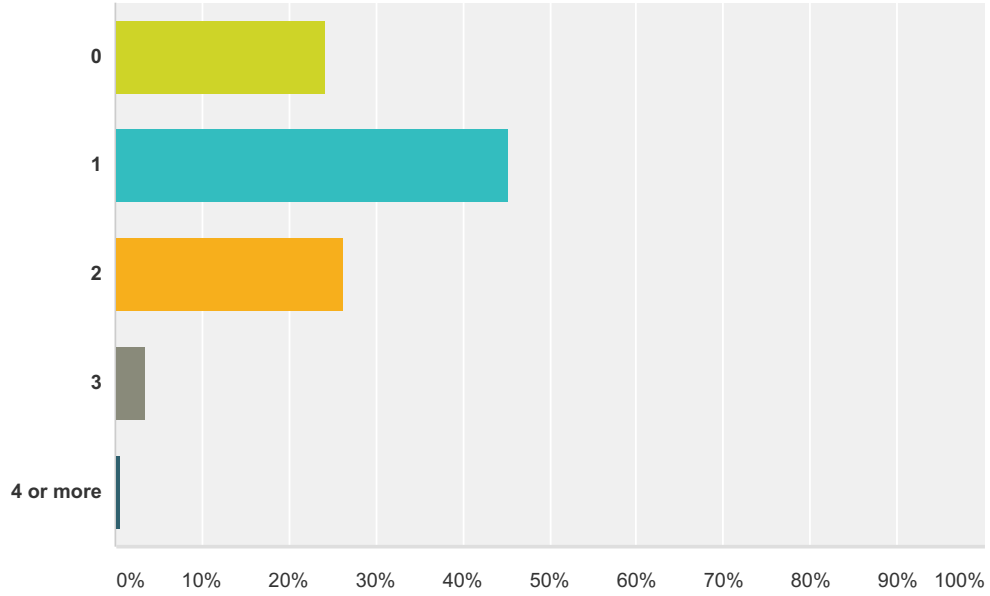
Answer Choices	Responses
Amharic	0.00% 0
Arabic	0.00% 0
Chinese (Mandarin, Cantonese, etc.)	0.70% 9

English	91.83%	1,180
Korean	0.08%	1
Oromo	0.08%	1
Russian	0.47%	6
Spanish	0.47%	6
Somali	0.08%	1
Tagalog	0.23%	3
Tigrinya	0.08%	1
Ukrainian	0.08%	1
Vietnamese	0.08%	1
I would rather not say	4.75%	61
Other (please specify)	1.09%	14
Total		1,285

#	Other (please specify)	Date
1	Hungarian	5/29/2015 2:02 PM
2	Japanese	5/28/2015 10:47 PM
3	Hebrew	5/28/2015 8:59 PM
4	German	5/28/2015 4:49 PM
5	urdu	5/20/2015 1:01 PM
6	Chinese and Korean	5/19/2015 9:24 PM
7	French	5/19/2015 1:36 PM
8	Shouldn't matter	5/19/2015 10:00 AM
9	German.	5/14/2015 10:33 AM
10	Marathi	5/14/2015 8:28 AM
11	Japanese	5/13/2015 10:18 PM
12	Both English and Spanish are used about equally	5/13/2015 8:39 PM
13	German	5/13/2015 3:44 PM
14	Japanese/English	5/13/2015 10:06 AM

Q42 How many cars or trucks, in working condition, do you have available for personal use?

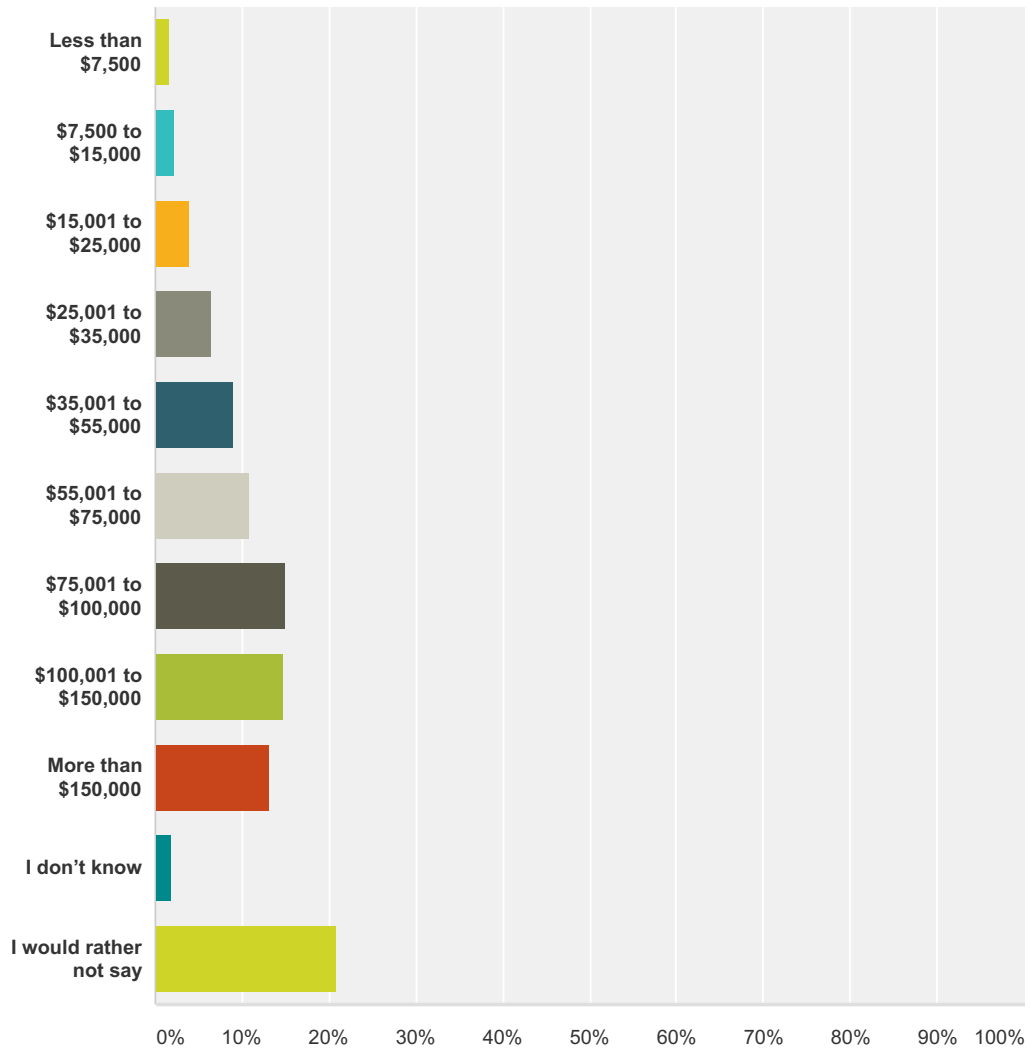
Answered: 1,289 Skipped: 683



Answer Choices	Responses	
0	24.28%	313
1	45.23%	583
2	26.22%	338
3	3.65%	47
4 or more	0.62%	8
Total		1,289

Q43 What is your annual household income?

Answered: 1,294 Skipped: 678

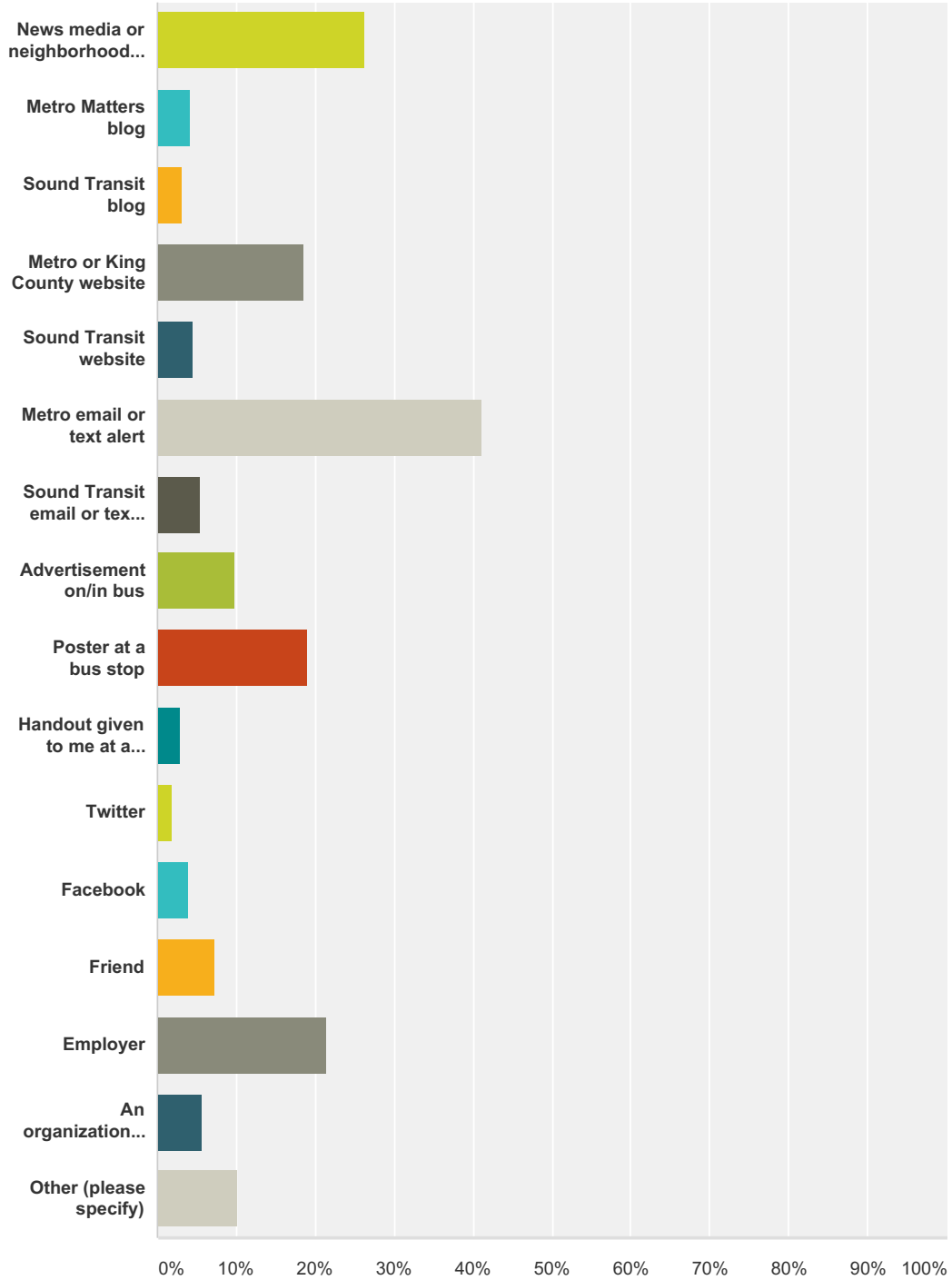


Answer Choices	Responses	Count
Less than \$7,500	1.62%	21
\$7,500 to \$15,000	2.24%	29
\$15,001 to \$25,000	3.94%	51
\$25,001 to \$35,000	6.57%	85
\$35,001 to \$55,000	9.04%	117
\$55,001 to \$75,000	10.90%	141
\$75,001 to \$100,000	14.99%	194
\$100,001 to \$150,000	14.91%	193

More than \$150,000	13.14%	170
I don't know	1.78%	23
I would rather not say	20.87%	270
Total		1,294

Q44 How did you hear about Metro and Sound Transit's Link Connections project? (check all that apply)

Answered: 1,273 Skipped: 699



Answer Choices	Responses
News media or neighborhood blog	26.32% 335

Metro Matters blog	4.16%	53
Sound Transit blog	3.06%	39
Metro or King County website	18.54%	236
Sound Transit website	4.56%	58
Metro email or text alert	41.08%	523
Sound Transit email or text alert	5.34%	68
Advertisement on/in bus	9.90%	126
Poster at a bus stop	19.09%	243
Handout given to me at a transit center or community event	2.91%	37
Twitter	1.96%	25
Facebook	4.01%	51
Friend	7.31%	93
Employer	21.52%	274
An organization I'm involved with	5.66%	72
Other (please specify)	10.21%	130
Total Respondents: 1,273		

#	Other (please specify)	Date
1	Seattle Transit Blog	5/31/2015 9:58 PM
2	Seattle Transit Blog	5/31/2015 8:26 PM
3	email	5/31/2015 4:56 PM
4	http://www.capitolhillseattle.com/	5/31/2015 11:24 AM
5	A neighbor who opposes the changes to the 16 and is trying to get its route changed. Signs posted by route riders who oppose the change.	5/31/2015 10:27 AM
6	Thanks for the opportunity to comment.	5/31/2015 9:49 AM
7	newspaper	5/30/2015 6:09 PM
8	The hand-out protested the change to Route 71.	5/30/2015 2:15 PM
9	Table at worksite, University of Washington Medical Center.	5/29/2015 10:24 AM
10	Seattle Transit Blog	5/29/2015 8:57 AM
11	Capitol Hill Blog	5/29/2015 8:42 AM
12	Seattle Transit Blog	5/29/2015 7:15 AM
13	I am retired from UW Med Center School of Medicine and commuted for years on the 44 to/from Ballard. I retired in January 2014 and have watched the station construction at Husky Stadium since it started. That construction also forced me to give up UW parking in the E lot when the U jacked the rate beyond reasonableness thereby increasing my use of the 44. Sort of a mixed blessing.	5/28/2015 11:15 PM
14	A late alert from Metro via email.	5/28/2015 10:17 PM
15	My employer, UW Med Center email.	5/28/2015 9:39 PM

16	colleague	5/28/2015 9:00 PM
17	Some private citizen put their own signs on bus stops to notify people of this. I wouldn't have known about it otherwise.	5/28/2015 6:21 PM
18	Email	5/28/2015 4:41 PM
19	I get the Metro emails.	5/28/2015 4:23 PM
20	I have only seen the sign regarding the 26 closure on one bus stop sign and that is at 35th and Wallingford Ave. N. - why is that? Many more people that will potentially be affected may not know about this proposal.	5/28/2015 2:23 PM
21	Community member posting at bus stop	5/28/2015 8:38 AM
22	School	5/27/2015 10:09 PM
23	UW Transportation Services	5/27/2015 8:36 PM
24	Commute Seattle	5/27/2015 1:08 PM
25	Next Door website	5/27/2015 12:33 PM
26	Rod's Report - May 2015	5/26/2015 9:31 AM
27	These service changes were mentioned in my neighborhood blog a couple months ago and it completely passed me by. I also get regular email updates from Metro (on reroutes, etc.). But if they addressed these service changes, I missed that, too. By they way, your survey never offered the option of answering "these changes would cause me to ride transit less often", which is exactly the effect that the proposed changes to the rtes. 16/26/26X would have for me and many people in my neighborhood.	5/25/2015 7:58 PM
28	Roosevelt and Ravenna Neighborhood Associations	5/25/2015 4:11 PM
29	city employee	5/22/2015 5:34 PM
30	I happened to be curiously exploring the Metro web site and stumbled across it. The random and infrequent posters at bus stops had done nothing to alert me that massive and drastic neighborhood BUS SERVICE changes were under way, as they overly focus on Link "improvements".	5/22/2015 11:50 AM
31	sounding board	5/21/2015 9:49 PM
32	CHS blog	5/21/2015 4:35 PM
33	Seattle Transit Blog	5/20/2015 11:54 PM
34	University of Washington Transportation Services: U-PASS member	5/20/2015 6:22 PM
35	Neighborhood Facebook post	5/20/2015 6:05 PM
36	UPASS holder e-mail.	5/20/2015 5:28 PM
37	University of Washington	5/20/2015 3:29 PM
38	neighborhood blog	5/20/2015 3:28 PM
39	UW	5/20/2015 11:38 AM
40	Go Local - West Woodland facebook page	5/20/2015 11:25 AM
41	e-mail from a politician.	5/20/2015 10:37 AM
42	A flyer passed out by a neighbor.	5/20/2015 8:11 AM
43	walking by construction	5/20/2015 7:47 AM
44	UW email	5/19/2015 9:25 PM
45	Phinneywood blog	5/19/2015 8:41 PM
46	Email from UW	5/19/2015 6:15 PM
47	UW email	5/19/2015 5:20 PM
48	e-mail from UW	5/19/2015 4:47 PM

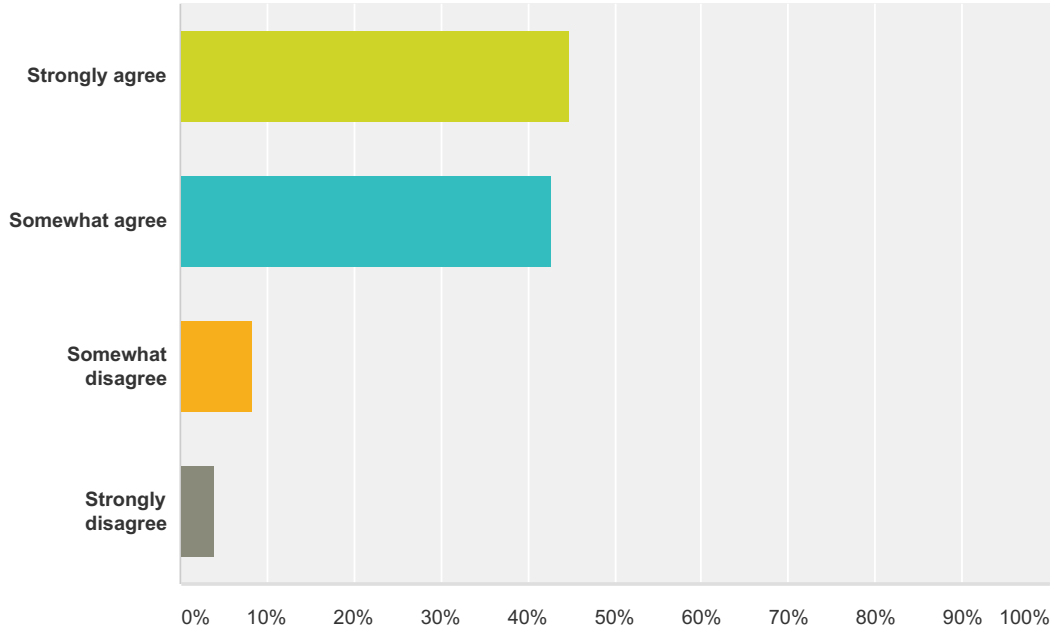
49	school email	5/19/2015 4:24 PM
50	Around the UW campus.	5/19/2015 3:10 PM
51	University of Washington's U-PASS program.	5/19/2015 2:49 PM
52	UW Transportation Services email	5/19/2015 2:34 PM
53	University of Washington email notice.	5/19/2015 1:36 PM
54	Neighborhood group concerned with the excessive noise generated in the Green Lake (Woodlawn Ave + 65th Ave N) area.	5/19/2015 12:36 PM
55	University of Washington Email	5/19/2015 11:50 AM
56	Employer (UW) email	5/19/2015 11:37 AM
57	uw email	5/19/2015 11:28 AM
58	UW email	5/19/2015 11:28 AM
59	I only learned of the proposed changes to Metro bus routes after becoming alarmed at Mayor Murray's plans for the Madison St corridor.....which I feared would signal the demise of bus service from Madison Park to Downtown.	5/19/2015 11:01 AM
60	University of Washington Transport Department	5/19/2015 10:49 AM
61	University of Washington email (UPASS)	5/19/2015 10:42 AM
62	University of Washington	5/19/2015 10:39 AM
63	UW email	5/19/2015 10:33 AM
64	UW e-mail alert	5/19/2015 10:29 AM
65	UW sent it out to U-Pass holders.	5/19/2015 10:06 AM
66	University of Washington student email & signs postdate stops.	5/19/2015 9:56 AM
67	Forwarded to me by University of Washington	5/19/2015 9:54 AM
68	UW Email	5/19/2015 9:54 AM
69	University of Washington U-Pass e-mail	5/19/2015 9:52 AM
70	University of Waahington	5/19/2015 9:51 AM
71	UW Transportation	5/19/2015 9:44 AM
72	Email from the UW	5/19/2015 9:40 AM
73	My workplace/school...the UW Transportation center sent out a campus wide email and link to the survey.	5/19/2015 9:34 AM
74	Passing by the damned hole in the ground turned cinder block palace for the last 4 years.	5/19/2015 9:31 AM
75	University of Washington	5/19/2015 9:25 AM
76	An email to UW students	5/19/2015 9:25 AM
77	Run into the construction all over town. Hard to miss.	5/19/2015 9:23 AM
78	I searched for the survey on google.	5/18/2015 3:47 PM
79	Seattle Transit Blog	5/18/2015 1:36 PM
80	Neighborhood block watch email	5/18/2015 9:22 AM
81	Greenlake blog	5/18/2015 8:40 AM
82	Handout that we received door to door	5/17/2015 4:48 PM
83	Nextdoor	5/17/2015 1:39 PM
84	Seattle transit blog	5/16/2015 4:26 PM

85	I don't think metro did a very good job getting the word out about this. I have not seen signage at bus stops, in the tunnel, on buses and no driver announcements have been made. Metro's website did not clearly state on the main page there are crucial changes/eliminations being made to routes with clear survey links the initial survey period was only a month for something as important as this?	5/16/2015 3:58 PM
86	Wallyhood.org	5/15/2015 11:30 PM
87	Nextdoor.com neighborhood communication site	5/15/2015 7:09 PM
88	Nextdoor.com	5/15/2015 6:59 PM
89	capitolhillblog.com	5/15/2015 6:23 PM
90	Seattle Transit blog	5/15/2015 1:52 PM
91	Seattle Transit Blog	5/15/2015 11:15 AM
92	NOAA Wester Regional Center Sand Point Campus announcement	5/15/2015 10:59 AM
93	Capitol Hill Seattle blog	5/15/2015 10:18 AM
94	CHS Blog. My daughter signed up for emails but has not been getting them.	5/15/2015 10:07 AM
95	Seattle Transit Blog	5/15/2015 9:54 AM
96	Ballard District Council. This was the first I heard of these proposals.	5/14/2015 10:49 PM
97	Seattle Transit Blog (I don't feel like it qualifies as a "News media or neighborhood blog")	5/14/2015 10:29 PM
98	Next Door Southern Bryant website.	5/14/2015 2:59 PM
99	neighborhood blog	5/14/2015 12:25 PM
100	Physical sight	5/14/2015 11:20 AM
101	Neighborhood email list	5/14/2015 11:15 AM
102	Email from the last time I filled out a metro survey	5/14/2015 12:38 AM
103	Next Door	5/14/2015 12:13 AM
104	The Urbanist Blog	5/13/2015 11:29 PM
105	Seattle Transit Blog, Reddit	5/13/2015 9:39 PM
106	Seattle transit blog	5/13/2015 8:19 PM
107	the poster at the bus stop was to high for me to be able to read it.	5/13/2015 5:31 PM
108	Mail	5/13/2015 5:24 PM
109	I found out by way of the unannounced shuttering of one of my usual stops, and the resulting clusterfuck that transferring has become over the last couple of months.	5/13/2015 4:50 PM
110	fellow bus riders	5/13/2015 4:41 PM
111	My boyfriend (who lives with me) works for Sound Transit.	5/13/2015 9:55 AM
112	email notification	5/13/2015 9:14 AM
113	RSS feed of Route 64 Alerts	5/13/2015 9:09 AM
114	Seattle Subway blog	5/12/2015 11:31 PM
115	Nextdoor Madison Park and Madison Park Community Council	5/12/2015 10:44 PM
116	www.seattletransitblog.com	5/12/2015 9:35 PM
117	Neighbor	5/12/2015 9:27 PM
118	Seattle Transit Blog	5/12/2015 9:21 PM
119	Reddit	5/12/2015 9:07 PM
120	family	5/12/2015 8:48 PM

121	e-mail from the City of Mercer Island	5/12/2015 8:39 PM
122	Seattle Transit Blog	5/12/2015 8:10 PM
123	Seattle Transit Blog	5/12/2015 6:01 PM
124	Transit Riders Union emails; "Talk with Ted Day" videos on north end changes	5/12/2015 6:00 PM
125	Sign posted at bus stop, warning the route was at risk of being cut.	5/12/2015 5:56 PM
126	Seattle Transit Blog	5/12/2015 5:35 PM
127	Seattle Transit Blog	5/12/2015 5:25 PM
128	The Ravenna community e-mail.	5/12/2015 3:16 PM
129	Nextdoor Ravenna	5/12/2015 2:49 PM
130	seattletransitblog.com	5/12/2015 2:45 PM

Q45 The notice, advertisement, and/or invitation to learn more and share your thoughts about Metro and Sound Transit’s bus change concepts was clear and welcoming.

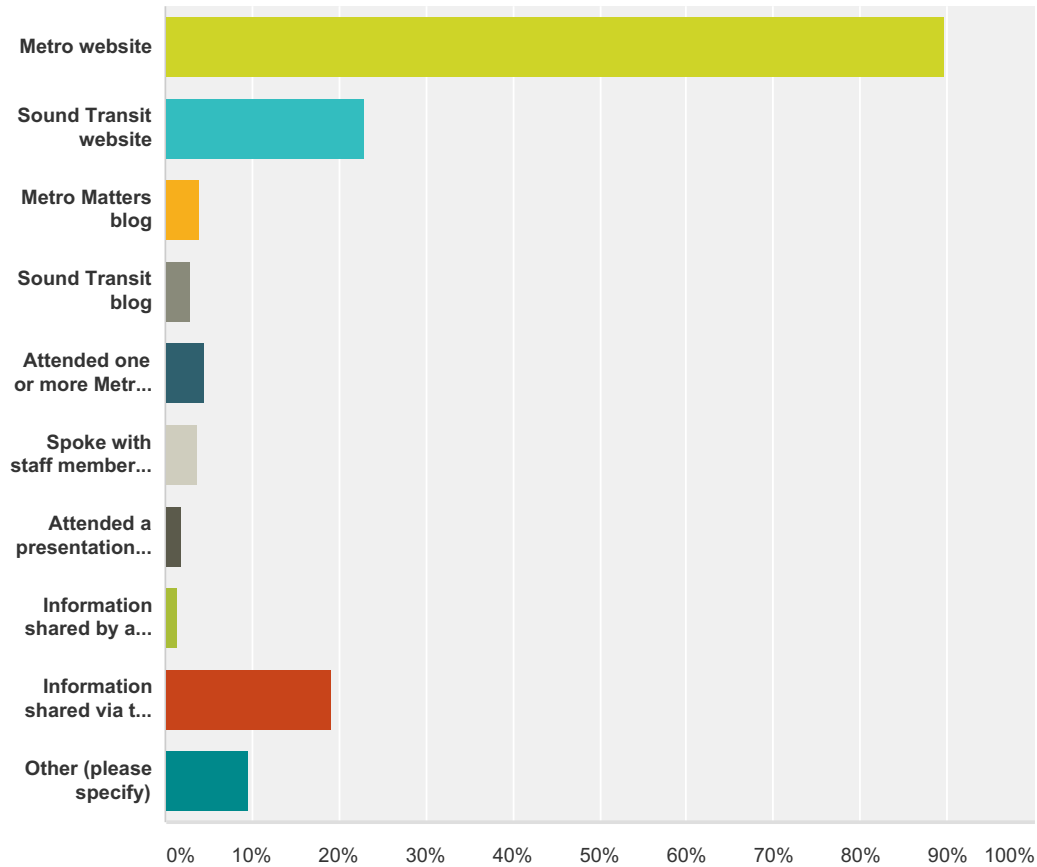
Answered: 1,232 Skipped: 740



Answer Choices	Responses
Strongly agree	44.81% 552
Somewhat agree	42.78% 527
Somewhat disagree	8.36% 103
Strongly disagree	4.06% 50
Total	1,232

Q46 What resources did you use to understand the bus service changes that Metro and Sound Transit are proposing? (check all that apply)

Answered: 1,224 Skipped: 748



Answer Choices	Responses
Metro website	89.71% 1,098
Sound Transit website	23.04% 282
Metro Matters blog	3.92% 48
Sound Transit blog	2.86% 35
Attended one or more Metro and/or Sound Transit public meeting(s)	4.66% 57
Spoke with staff members at an information table or community event	3.68% 45
Attended a presentation by staff members at a meeting hosted by another group	1.88% 23
Information shared by a Sounding Board member	1.47% 18
Information shared via the news media or neighborhood blog	19.28% 236

Other (please specify)	9.64%	118
Total Respondents: 1,224		

#	Other (please specify)	Date
1	Friends and Neighbors	5/31/2015 8:38 PM
2	Seattle Transit Blog	5/31/2015 7:41 PM
3	The well-written poster at the Bus Stop.	5/31/2015 12:37 PM
4	I was not very successful in understanding proposed changes using Metro website & community meetings were not scheduled when I could participate.	5/31/2015 11:24 AM
5	a neighbor left an information packet on my door step. Signs posted by route riders who oppose the change.	5/31/2015 10:27 AM
6	Seattle Transit Blog	5/30/2015 9:27 PM
7	email from Metro	5/30/2015 8:18 PM
8	Pinehurst Seattle and Seattle Transit Blog Facebook Groups	5/30/2015 8:07 PM
9	bus stop posters	5/30/2015 6:09 PM
10	Pinehurst Seattle and Seattle Transit Blog Facebook pages	5/30/2015 3:12 PM
11	The METRO website cites route changes , but the changes do not come up on the screen at library computers. METRO should have posted maps at its bus shelters.	5/30/2015 2:15 PM
12	Bus route interactive map was very helpful and showed route changes clearly.	5/29/2015 3:19 PM
13	Seattle Transit Blog	5/29/2015 2:21 PM
14	Sounding Board is a bit of a joke: Looks like a venue to share feedback, but is really just a waste of everyone's time.	5/29/2015 9:38 AM
15	Seattle Transit Blog	5/29/2015 8:57 AM
16	Seattle Transit Blog	5/29/2015 7:15 AM
17	email	5/28/2015 11:26 PM
18	Summary by Microsoft for commuters	5/28/2015 11:16 PM
19	i learned a lot from this questionnaire actually. i saw some posters otherwise in my apartment building and at bus stops.	5/28/2015 10:53 PM
20	We weren't informed at all. This was all kept very quiet. I used the web site (yes it's two words not one) after my wife received the email on 5/28, 2 days before submissions close.	5/28/2015 10:17 PM
21	E-mails	5/28/2015 9:48 PM
22	I didn't know that there would be meetings about this in Fremont and the University district.	5/28/2015 6:21 PM
23	Link in email didn't work to see proposed changes. Link to survey did work.	5/28/2015 5:41 PM
24	Seattle Transit blog	5/28/2015 4:48 PM
25	talked with others	5/28/2015 4:40 PM
26	I get Metro emails.	5/28/2015 4:23 PM
27	seattle transit blog	5/28/2015 2:43 PM
28	You don't make it easy...	5/27/2015 9:24 AM
29	Seattle Transit Blog	5/26/2015 5:22 PM

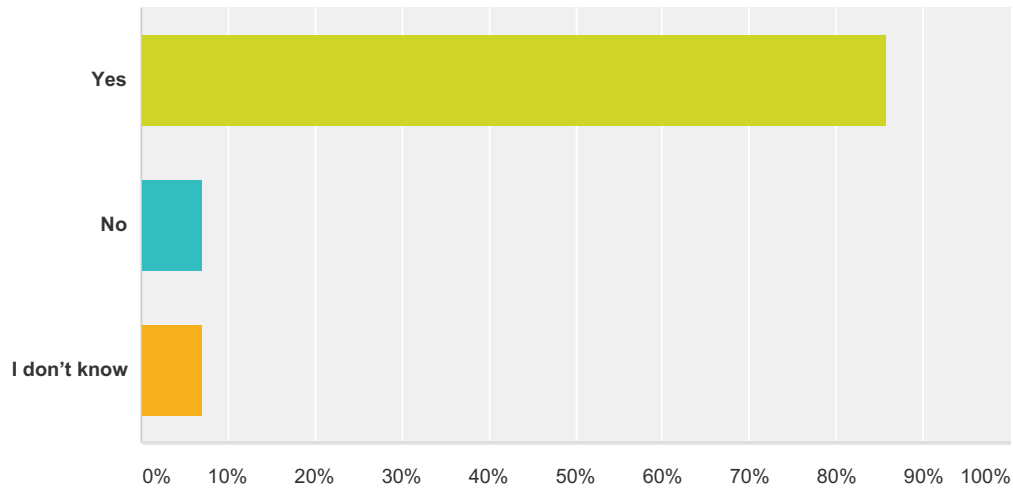
30	The sign at the stop mentioned proposed changes, but did not mention that the stop was a proposed closure. This is very misleading and is not how an organization gains and maintains the trust of those who both pay for it and make use of it. If you are doing something that is going to make people angry, at least own up to it and don't try to hide your actions. Show that you care about your customers, not only do we use the service, we pay for it and are the reason you have jobs.	5/26/2015 10:42 AM
31	Hyperbolic signs posted by someone not affiliated with metro along NE 65th st. They have large letters saying "BE AWARE!" and warn of changes to bus service that would add connections to trips from our area. You might want to send someone out to take them down, they might be scaring some people unnecessarily.	5/25/2015 10:55 PM
32	Discussion with neighbors at a Neighborhood Association Meeting.	5/25/2015 4:11 PM
33	Seattle Transit Blog	5/24/2015 11:08 PM
34	This survey, whatever source u are calling it.	5/24/2015 11:43 AM
35	It is still hard to understand what Metro is trying to do. Metro has already made up there minds on what is about to happen and all you are doing is getting feed back that will not make an different. However I do believe I have made some good comments over the years for all the riders on the RT.275/277 that had been saved for a number of years. I do Thank you for that.	5/23/2015 9:39 AM
36	Seattle Transit Blog	5/22/2015 11:54 PM
37	The information for the first two proposals was incredibly difficult to understand. I talked with a couple of friends to see what they'd figured out and we pooled our information. I have an advanced degree and speak English as my native language--and I had trouble figuring out what the proposed changes were.	5/20/2015 4:11 PM
38	E-mail sent to me	5/20/2015 12:41 PM
39	Just became aware, it was mentioned in a County Council member email to me and I was curious. Now I am a little apprehensive as I see route 71 will be eliminated.	5/20/2015 10:37 AM
40	Attempted to call DeAnna Martin, Community Relations person	5/20/2015 9:36 AM
41	Routes were not clearly presented at all on the map. It would have been nice to be able to show just one route.	5/20/2015 8:11 AM
42	Email from my employer	5/20/2015 8:09 AM
43	I'm not exactly sure what this question is asking me...	5/19/2015 9:25 PM
44	Seattle transit blog	5/19/2015 3:56 PM
45	email	5/19/2015 2:48 PM
46	employer	5/19/2015 2:27 PM
47	the proposed changes interactive map	5/19/2015 1:36 PM
48	friends	5/19/2015 11:24 AM
49	There is also a billboard at my bus stop in the bus tunnel. However, not many people who take the same bus see this billboard. I don't know if the target audience is just the current ridership or if the target is for a larger audience. My impression is that you are only going for people who ride the bus into work, and are not interested in increasing your ridership, since you are not reaching out to them.	5/19/2015 11:12 AM
50	I had to do a lot of homework to get to the Metro site where bus route changes were described. And there was no coordination between City and Metro plans for the Madison St Corridor. That is very disappointing and confusing to the public.	5/19/2015 11:01 AM
51	I read the descriptions in the survey literature, and I've been a busrider for many years and am familiar with some fo the routes. I will likely go read more now.	5/19/2015 10:38 AM
52	This survey	5/19/2015 10:15 AM
53	UW Transportation services-the links to metro and sound transit for proposed changes including proposed changes via map, routes, etc	5/19/2015 9:49 AM
54	I only new about it via flyers given out at the park and ride.	5/19/2015 9:46 AM
55	Talked with neighbors and co workers	5/19/2015 9:43 AM

56	All your meetings that I heard about were held at inconvenient times usually after 4:30pm on week nights. How about a couple on weekends during the day at library branches like NE library or at Urban Horticulture Center (on a weekend).	5/19/2015 9:42 AM
57	Seattle Subway Facebook group	5/19/2015 9:29 AM
58	rumor	5/19/2015 9:26 AM
59	Links to surveys and information from employer.	5/19/2015 9:23 AM
60	Handout by Sound Transit	5/19/2015 9:13 AM
61	Community news	5/18/2015 9:20 PM
62	This thing and the bus stop notice.	5/18/2015 8:12 PM
63	Seattle Transit Blog	5/18/2015 1:36 PM
64	I am too tired by the end of the day to attend an evening meeting I must travel to, so haven't attended the hearings.	5/18/2015 12:55 PM
65	Metro person came door to door	5/18/2015 8:40 AM
66	Ted Day YouTube videos	5/17/2015 9:32 AM
67	It was not easy to figure out what the proposed changes to Rte. 16 are.	5/16/2015 9:56 PM
68	Seattle Transit Blog	5/16/2015 4:40 PM
69	Seattle transit blog	5/16/2015 4:26 PM
70	I am still not sure I understand the proposals. Metro's website does provide very clear information regarding important changes,,, not on Mayday, snow days etc....Ironically, there was a transit meeting held in my building, but it was on May 1st (Mayday), a day when I left work early to avoid a transit mess.	5/16/2015 3:58 PM
71	Our neighborhood group	5/16/2015 1:06 PM
72	Seattle Transit blog	5/15/2015 1:52 PM
73	Seattle Transit Blog	5/15/2015 12:57 PM
74	I think it would be much more useful for people to plug in the routes they would most likely use, e.g., Montlake to Seattle Univ and then see how the proposed changes would affect someone who would use that route. This could be repeated for other trip plans. I could see that a trip that takes x minutes now would take y minutes under the proposal. I think your feedback would be of a higher quality that way. I am not sure I provided quality feedback because the route map of the changes was not easy enough for me to understand. Only major streets are highlighted and the frequency of proposed route stops is not available.	5/15/2015 11:38 AM
75	Seattle Transit Blog	5/15/2015 11:15 AM
76	Postcards in the US mail.	5/15/2015 9:45 AM
77	Personal note posted at a metro bus stop.	5/15/2015 9:30 AM
78	Neighbor attended a community event and shared his opinions.	5/15/2015 9:29 AM
79	Seattle Transit Blog	5/14/2015 6:47 PM
80	Seattle Transit Blog, other blogs	5/14/2015 4:29 PM
81	neighborhood forum	5/14/2015 12:46 PM
82	Block watch captains email, neighborhood blog	5/14/2015 11:56 AM
83	Friend	5/14/2015 10:38 AM
84	Seattle Transit Blog (referred there by Madison Valley.org)	5/14/2015 12:13 AM
85	would also like to mention- saw a notice @ the Fed.Way TC re:a meeting that was to take place at the community center- wasn't posted early enough! wanted to go but didn't see notice till day After!! liked that meeting because it was at least Close to being early enough in the day that I might have been able to attend...	5/13/2015 10:01 PM
86	SDOT community meeting	5/13/2015 8:57 PM

87	Seattle transit blog	5/13/2015 8:19 PM
88	Information shared on Facebook, including links to Sound Transit and Metro.	5/13/2015 7:57 PM
89	Google, Google Maps	5/13/2015 6:34 PM
90	Watched the YouTube videos of the proposal updates by Ted (Day?) and looked at the .pdf files about the updates from the Metro site.	5/13/2015 5:56 PM
91	seattletransitblog	5/13/2015 5:50 PM
92	This message.	5/13/2015 5:43 PM
93	Public meetings are usually at night, can't get to them.	5/13/2015 3:19 PM
94	Seattle Transit Blogj	5/13/2015 1:36 PM
95	This survey	5/13/2015 12:19 PM
96	Metro's You Tube videos	5/13/2015 10:26 AM
97	I liked the videos included that helped explain the route changes!	5/13/2015 9:55 AM
98	Loved the Talks with Ted youtube videos.	5/13/2015 8:55 AM
99	E-mail alerts	5/13/2015 7:20 AM
100	Metro videos posted to YouTube	5/12/2015 11:31 PM
101	youtube videos.	5/12/2015 10:14 PM
102	feet on the ground, eyes open, ears open, hours waiting at bus stops	5/12/2015 9:41 PM
103	seattletransitblog.com	5/12/2015 9:35 PM
104	seattle transit blog	5/12/2015 9:28 PM
105	you tube video from email link	5/12/2015 8:17 PM
106	YouTube videos on the changes; don't recall how I happened to get to them.	5/12/2015 7:30 PM
107	email and survey	5/12/2015 7:24 PM
108	Email from the city of Seattle	5/12/2015 6:04 PM
109	Seattle Transit Blog	5/12/2015 6:01 PM
110	"Talk with Ted Day" videos (wish there were more)	5/12/2015 6:00 PM
111	The metro site is horrendous! I can't make heads or tails of that stupid map. Break it out so you can see each route.	5/12/2015 5:58 PM
112	Talked with the riders from the RT.277 and ST 540	5/12/2015 5:54 PM
113	Still not clear.	5/12/2015 5:43 PM
114	Met with DeAnna and Jeremy.	5/12/2015 5:32 PM
115	Seattle Transit Blog	5/12/2015 5:25 PM
116	Neighborhood Facebook page	5/12/2015 5:24 PM
117	email I got	5/12/2015 5:13 PM
118	The info provided with the survey	5/12/2015 2:49 PM

Q47 Did these resources help you understand the proposal being considered and how these changes would affect you?

Answered: 1,253 Skipped: 719



Answer Choices	Responses	Count
Yes	85.71%	1,074
No	7.10%	89
I don't know	7.18%	90
Total		1,253

#	Why?	Date
1	color maps and accessibility of METRO and neighborhood events. However with all the advertisement I don't think many people are aware of the implications of the changes. More time to get the word out is needed. The phase 3 map I saw was dated May 11th. That gave the community 2 weeks to understand the changes and the seek to get feedback to METRO. We need more time to brief neighbors	5/31/2015 9:07 PM
2	Not much time to respond!!!	5/31/2015 8:39 PM
3	In general, I found the Metro website posting helpful for me understanding the changes. I would have like the ability to look at an individual route on the map to fully understand some better (for example, the 66 is going to re-route to SLU and First Hill, but I couldn't find that on a map to understand what that means).	5/31/2015 8:38 PM
4	Only partially. I would have liked travel time comparisons. I also don't understand the bus-Link transfer environment at Husky Stadium. I can't tell for sure where the buses will be and how long it will take to walk from one to the other. I also don't understand whether travel between the UDistrict (west of campus) and downtown will be quicker via direct bus or bus/walk to U Station Link.	5/31/2015 5:47 PM
5	The route changes are clear.	5/31/2015 3:02 PM
6	clear description of what the proposed changes are.	5/31/2015 12:38 PM
7	maps and videos provided clear outline of proposals	5/31/2015 11:47 AM
8	The proposed changes are all presented as improvements in every description provided my Metro. Even in this survey, questions are framed "can you accept improvements made in frequency?" etc. An increase in route frequency is meaningless if the route no longer takes me where I need it to go. I'm fine with a positive outlook, but it tends to make understanding the proposed changes more difficult.	5/31/2015 11:29 AM

9	Several of the website links didn't work. No attempt was made to give specific substitutions for eliminated routes.	5/31/2015 11:26 AM
10	They did help me understand but it would have been nice to have numbers to back up the changes like daily usage on every route. I know you have the data and making it available on a map with in the metro website would have been nice and given everyone a better picture of why some of the changes are being made, like switching the 16 and the 26 at Dexter and Aurora.	5/31/2015 10:30 AM
11	I found the information not easy to access or clearly understand. The interactive map was not helpful or easy to clearly identify routes. I spent a lot of time trying to access and understand the information given.	5/31/2015 1:39 AM
12	They explained the cut to route 71 and lack of weekend service	5/30/2015 9:42 PM
13	I want to say somewhat. The maps were small when viewed on my desktop computer and it was not clear to me how I would be affected by the changes.	5/30/2015 9:00 PM
14	It had a map of the revised service route.	5/30/2015 8:34 PM
15	the website did. breaking it down through maps and by route and by region was very helpful. the posters at bus stops were distinctly not helpful because they didn't have any information on timelines for feedback/changes/etc on them, and if they did, it wasn't clear (and I read signs more than the average bear). this feels not totally open to me, like Metro doesn't want me knowing the deadlines for comments so I won't comment or something. I learned about the comment deadlines from a poster a neighbor made and put on our bus stop telling us all when the comment period would end and urging us to give feedback on how it would affect us. until I saw that sign, I had no idea I could even really give feedback, much less that it was time-sensitive. Other than the posters, I didn't see any outreach materials on these changes, and think they should have been readily linked from the service updates that are being implemented next week.	5/30/2015 6:11 PM
16	Too much information at once	5/30/2015 6:09 PM
17	It would have helped if the maps or descriptions were more specific/detailed.	5/30/2015 4:26 PM
18	Key information was not supplied.	5/30/2015 2:16 PM
19	The comparison map appears to tell me that 26 and 28 will be eliminated, but there is nothing in the text or in this survey about that. Very frustrating.	5/30/2015 12:55 PM
20	The maps of the proposed changes were really important. I couldn't visualize where the routes were going without them.	5/30/2015 9:47 AM
21	Lack of friendly maps.	5/29/2015 4:40 PM
22	I found the proposal very complicated and confusing, and it was hard to go through every route that I use (I ride the bus a lot) to figure out the impacts. The impacts to my current routes are mostly all negative, and it is very hard to figure out how to get around with the new changes.	5/29/2015 4:05 PM
23	got an overall idea but web site materials difficult to see exactly the impacts on routes I usually take.	5/29/2015 3:33 PM
24	The interactive map was helpful.	5/29/2015 3:20 PM
25	The notices of proposed changes all referenced changes in Seattle. Nothing in the notices indicated that Alternative A would ruin existing transit service for Kirkland transit users. With such a blunted notification to Eastside transit users, and with the resulting lack of participation by Eastsiders in the commenting process, I am both shocked and elated that you have chosen to leave Eastside routes alone.	5/29/2015 2:20 PM
26	Reasons	5/29/2015 2:12 PM
27	It was hard to get all the relevant information easily, but I was able to see which routes were being discontinued or changed.	5/29/2015 2:04 PM
28	Individual route diagrams (.pdfs) were great. Could have used a better comprehensive diagram though. Also, not all of the routs had maps.	5/29/2015 12:38 PM
29	Route 43??	5/29/2015 12:33 PM
30	As previously stated, the text description of changes to at least two lines, 67 and 68, were not clear. The map for the NE indicated that there would be NO service between Roosevelt and 25th along 75th St. This led me to believe that current service along 75th would be discontinued. Please clarify if current service will be discontinued, reduced, remain as it is, or increased along 75th St.	5/29/2015 11:17 AM

31	I found the interactive map lacking. It would be much more useful if the bus routes could be selected on the map so the full loop of the route gets highlighted on it. Too many of the single route # info sheets do not include a map of the loop. So determining the impact to my frequent locations was impossible to easily visualize. Very frustrating.	5/29/2015 10:20 AM
32	The resources provided plenty of information about the proposed changes, including descriptions with their justifications, maps, and time tables.	5/29/2015 10:03 AM
33	I'm dubious about how effective some of these changes will be.	5/29/2015 9:34 AM
34	Explanation of Route 941 or DART not clear at all.	5/29/2015 9:32 AM
35	The website only provide extremely brief summaries and I could not find a full description of the proposed changes for my neighborhood	5/29/2015 9:31 AM
36	It isn't clear how often a bus will arrive, what the schedule will be and how long it will take me to get to/from work	5/29/2015 8:45 AM
37	Yes, but limited in terms of actual changes in routes that pertain to me, i.e. old schedule and proposed schedule	5/29/2015 8:39 AM
38	There was no key on the route grid to explain entries.	5/29/2015 7:08 AM
39	Some of the links did not work	5/29/2015 2:45 AM
40	Easy to understand.	5/29/2015 12:57 AM
41	I did some squinting at maps. Even the link in the corrected email didn't work, fyi...	5/28/2015 11:38 PM
42	Clearly written, I guess	5/28/2015 11:15 PM
43	I liked seeing the results and being able to comment on them	5/28/2015 10:45 PM
44	Reasonably clear descriptions of the changes, with maps to help see where they apply to my commute.	5/28/2015 8:50 PM
45	No, the way I found out about this was through some private citizen's effort.	5/28/2015 6:22 PM
46	I looked up individual routes to see the maps of the proposed changes.	5/28/2015 5:23 PM
47	I thought they were very confusing. It was very hard to figure out what was changing.	5/28/2015 4:34 PM
48	It was extremely difficult to tell exactly where the 64 would be stopping under the proposed changes.	5/28/2015 4:31 PM
49	Yes, pretty good although my work computer can't open your links.	5/28/2015 4:24 PM
50	I still have questions about how the Fuhman, Boylston and Lakeview residents be served without the bus #25?	5/28/2015 2:08 PM
51	I mean they were kind of confusing - there was a proposal 1 and a proposal 2, and now I can't find that anymore. But the quiz was good. In one proposal it looked like someone was going to delete the 11 AND 12 routes and I freaked because srsly I can't walk that far to a bus every day, and I'm car-free. But now I took the quiz and we're increasing the 11 route? Good.	5/27/2015 5:40 PM
52	It illustrated the route changes being considered.	5/27/2015 4:41 PM
53	Clear communication, though visual maps of proposed route shifts (especially splits) would be really useful.	5/27/2015 2:20 PM
54	Hard to use. Need to give access to a version of "Trip Planner" that uses proposed routes.	5/27/2015 1:09 PM
55	At least you had something on the web site...but Sound Transit's web site and questionnaire were much clearer and briefer!	5/27/2015 9:24 AM
56	But not well enough.	5/26/2015 5:22 PM
57	Clearer and concise information	5/26/2015 3:15 PM
58	Eventually. As previously commented, using a "proposed change" on a stop that you are planning on closing is misleading and cowardly.	5/26/2015 10:43 AM
59	The changes were clear but the public informational sessions and the deletion of the 26 bus stop at 35th and Wallingford was not clear. This is really unacceptable.	5/26/2015 10:42 AM
60	Clear communication.	5/26/2015 9:31 AM
61	Not very clear about times & service to Sand Point from the UW district.	5/26/2015 8:03 AM

62	Information was clearly presented, easy to understand, and available in multiple formats.	5/25/2015 9:38 PM
63	But I'm not clear that comments on the proposed changes will make any difference.	5/25/2015 7:58 PM
64	At first I thought I understood the route changes and deletions but then the information was difficult to integrate into my daily life and how I use the bus.	5/25/2015 4:11 PM
65	They were better than no information, but they were not super easy to read. They also require that you know the current routes, and that you remember what changes are already coming in order to fully understand the changes being proposed.	5/25/2015 9:24 AM
66	More landmark indications would help because the maps are solo ambiguous. What street areas are the new routes etc.	5/25/2015 12:08 AM
67	Way to much to read to understand what you are planning that is why so many riders aren't doing the survey.	5/23/2015 9:40 AM
68	Get feedback how others may be affected.	5/22/2015 11:55 PM
69	The map of the route (66) isn't clear - not sure if it will be on the freeway.	5/22/2015 5:17 PM
70	altho they were a little hard to decipher, partly because they were route specific, i could see how they were responding to the addition of the Link trunk line.	5/22/2015 3:12 PM
71	Only because I pressed. the web site is difficult to navigate, and the maps at their current scale are nearly impossible to read.	5/22/2015 11:52 AM
72	Rte 73 service is being eliminated on weekends. I don't know what rtes will be available on weekends because the other rtes on 15th Ave NE are Express or Weekday service to support the suburbs which voted down the transit package as near as I can tell	5/22/2015 9:15 AM
73	clearly explained most changes	5/21/2015 9:50 PM
74	Hard to understand, but it was informative.	5/21/2015 4:45 PM
75	Confusing and muddled	5/21/2015 4:40 PM
76	would have been easier if the website had route/map info for all routes vs. ones with changing routes. Removing buses all together requires thinking about alternate routes and maps would help with that.	5/21/2015 1:42 PM
77	The maps aren't detailed enough.	5/21/2015 12:17 PM
78	It is still confusing to me. It seems like north east Capitol Hill which is densely populated has long walks to the stops and for me a 73 year old with serious arthritis it is very difficult.	5/21/2015 9:16 AM
79	There's not clear info on the 28 route	5/20/2015 6:05 PM
80	Someone had to explain it fully to me.	5/20/2015 4:12 PM
81	Although I'm still not clear where the 48 may split.	5/20/2015 2:43 PM
82	They were detailed and clear.	5/20/2015 12:42 PM
83	Evaluating the usefulness of the new proposed route 941 was very difficult, as I've never seen this type of bus (with reserved pick up) before. It was difficult to judge how crowded such a route might be or how long the trips might take, as presumably the trips with lots of special stops would take longer.	5/20/2015 11:51 AM
84	I guess not because you didn't really include the 28 runs in your survey	5/20/2015 11:25 AM
85	the interactive maps were confusing and hard to read- Difficult to get specific information about how the changes actually will alter existing routes.	5/20/2015 9:37 AM
86	Some of the decisions made were complicated to understand as a rider because there are routes being cut or split that would simply make commute time longer due to transfers.	5/20/2015 9:25 AM
87	However, it would be helpful to show maps of the routes where just the times are being changed.	5/20/2015 9:19 AM
88	Offered clear, concise explanations.	5/19/2015 10:56 PM
89	I liked that the questions were specific to the routes I use	5/19/2015 10:09 PM
90	Because the actual changes that most concerned transit in my immediate neighborhood were not clear	5/19/2015 9:50 PM
91	But some maps of changes did not label streets so how can you tell how it might affect you	5/19/2015 9:37 PM

92	Metro's information was presented well, in general.	5/19/2015 7:20 PM
93	I don't want to have to click on all the bus routes to see how they are changing. Provide some sort of stratification by area, perhaps. Also, when you do click on the bus routes, actually show what the route is.	5/19/2015 5:20 PM
94	maps are easy to decipher	5/19/2015 4:06 PM
95	I was able to gain some knowledge about how these new proposals could affect me.	5/19/2015 3:29 PM
96	routes were clear. layout was set up in order of info I would need to make decisions.	5/19/2015 3:02 PM
97	The proposals were clear and easy to understand. I clearly saw the 43 was deleted and I'd be routed to less desirable options.	5/19/2015 2:38 PM
98	I really wanted to be able to look specifically at where I live and work and see what changes affect that area specifically (additions as well as deletions), rather than sifting through by bus #s one page at a time	5/19/2015 2:26 PM
99	It's hard to sort through it all quickly but generally I think I understand.	5/19/2015 2:22 PM
100	"I would/ would not take advantage of this change"??? "Service will be made more convenient thanks to the voters"??? What the heck do those phrases mean? How am I supposed to understand what I'm voting for if the wording provided is so vague and cryptic?	5/19/2015 1:16 PM
101	Videos were helpful too.	5/19/2015 12:54 PM
102	The website has all of the information I wanted.	5/19/2015 11:43 AM
103	Somewhat, would help to have maps to show the new proposal.	5/19/2015 11:29 AM
104	it showed me that my major metro use and travel time would actually increase.	5/19/2015 11:28 AM
105	I learned that two of my most used bus routes were being deleted!	5/19/2015 11:24 AM
106	The buses I ride to get into town were not noted but they do bring transit users into Seattle, and affect resources.	5/19/2015 11:14 AM
107	But only after I did a lot of searching for the information I was looking for. It definitely was NOT obvious.	5/19/2015 11:02 AM
108	Helpful diagrams!	5/19/2015 10:55 AM
109	I like the map view, as well as being able to look at changes by route.	5/19/2015 10:54 AM
110	The changes to the bus I take were clearly spelled out.	5/19/2015 10:39 AM
111	Somewhat	5/19/2015 10:15 AM
112	Overall clear, but it does gloss over some changes (moving routes to different streets) that impact riders.	5/19/2015 10:14 AM
113	The option to view a map of each route with the current route and the changes was very helpful. Also, the tables showing the current frequency of service juxtaposed with the changes were helpful.	5/19/2015 10:08 AM
114	I had heard rumors of Metro's plans to eliminate the #43. This confirmed it.	5/19/2015 10:04 AM
115	Website 'interactive map' VERY difficult to understand the changes.	5/19/2015 10:03 AM
116	I am concerned that the 372 will be even more difficult to board if it becomes the link to Univ. Village. I have been unable to get on due to overcrowding. When this happens my 1.5 hour commute home turns into a 2.5 hour commute home because I am forced onto a 75 up to 125th and then onto a 522. But Metro does not give a damn about anyone north of 145th so I am wasting my complaint here.	5/19/2015 10:02 AM
117	I learned that changes had been proposed at all, but I am still confused about changes for route 28.	5/19/2015 9:53 AM
118	i think i understood them all, but we'll see when the changes actually come. since i did not see my route on the list i'm assuming all is well with it	5/19/2015 9:50 AM
119	Way too much information to give a lot of thoughtful feedback. Had to reply with gut thoughts. Plus lack of cost for options made it difficult to weigh whether it was worth it.	5/19/2015 9:44 AM
120	Clear diagrams are helpful!	5/19/2015 9:39 AM
121	The survey is set up to ask me questions about routes I never take and don't know much about. Also navigating all the different route numbers can get overwhelming. Thanks!	5/19/2015 9:29 AM

122	you are overthinking this. and remember, THERE IS NO LIGHT RAIL. Put the rail in place, see if people actually RIDE it, and only then consider changing our bus service - for the better of course. Please do not funnel everyone to a (as yet unavailable) light rail station, and think that we would love to transfer and waste more time.	5/19/2015 9:28 AM
123	None of the proposed changes will help me.	5/19/2015 9:27 AM
124	The proposal for changes part of the website was clear and easy to understand.	5/19/2015 9:25 AM
125	The resources supplied all the information I needed about the changes.	5/19/2015 9:24 AM
126	I have to move or change jobs once service is discontinued.	5/19/2015 9:21 AM
127	It's very hard to get the "big picture" of what's ACTUALLY going to happen in the near future. It's very confusing.	5/19/2015 9:14 AM
128	I could see how service was being gutted again.	5/18/2015 2:19 PM
129	I had to speak to an King County Metro staff member in order to gain a good understanding of the proposed changes for Alternative 3. The first information provided via KCM's website and on the Seattle Transit Blog was sparse and confusing.	5/18/2015 1:38 PM
130	too much spin.... these are not necessarily improvements.	5/18/2015 8:00 AM
131	route maps with the changes indicated would have helped too	5/17/2015 11:08 PM
132	Pretty clear.	5/17/2015 6:02 PM
133	all I could see was routes being chopped and changed not how I would get to where I need to go	5/17/2015 1:42 PM
134	I had to search on-line to find a way to comment..	5/16/2015 9:57 PM
135	I only knew the route 71 being deleted, but didn't know about the changes in other routes that would cover parts of the 71 until looking through the website.	5/16/2015 8:21 PM
136	I am still not sure I understand the proposals.	5/16/2015 3:59 PM
137	Seeing the proposed route maps on the Metro website.	5/16/2015 2:29 PM
138	I think the survey questions are very misleading and only talk about the benefits of the proposals while minimizing or ignoring the downsides.	5/15/2015 5:36 PM
139	can't figure them out at all.	5/15/2015 5:06 PM
140	maps could have been clearer	5/15/2015 3:30 PM
141	Double-speak use of "improvements" to mean changes or route deletions, clearly not always improvements.	5/15/2015 12:00 PM
142	I do wish there was a place i could see a map of the restored 47 route	5/15/2015 10:55 AM
143	My daughter is doing all this for me on my behalf. I could NEVER do this on my own.	5/15/2015 10:07 AM
144	Clearly explained what was proposed and the reasons and effects.	5/15/2015 9:46 AM
145	a lot of detailed information about existing route performance in the transit geeks section	5/15/2015 6:51 AM
146	Not that easy to comprehend.	5/14/2015 11:17 PM
147	The graphics about the bus route changes do not show where the stops will be and doesn't have any information regarding expected change in time that the commute will be. I also don't understand e.g. on the 28X info sheet here: http://metro.kingcounty.gov/programs-projects/link-connections/pdf/028x-info-05-15.pdf if the current frequency of 11/8 trips (not sure what that means) is better or worse than the proposed 10-30 minutes between buses.	5/14/2015 10:52 PM
148	I used the pdf map and the "Ted Talk" to better understand the proposed changes	5/14/2015 9:38 PM
149	gentleman handing out flyers on 4th and Pike Monday at 5pm on Tuesday was very helpful.	5/14/2015 1:13 PM
150	route changes were very confusing to understand from the maps and reviewing route-by-route is too confusing and time consuming	5/14/2015 12:26 PM
151	It all sounds sensible but I want it to actually work as described; I am dubious.	5/14/2015 11:57 AM
152	Better maps. I've had an easier time reading clear bus/subway route map overviews in NYC and Parish than I can read Seattle Metro.	5/14/2015 11:57 AM

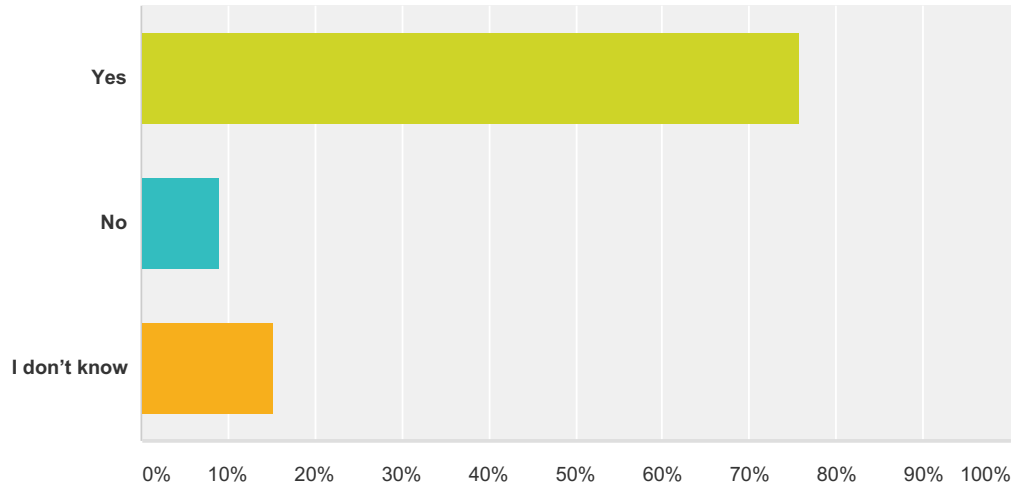
153	Good, clear comprehensive information	5/14/2015 11:34 AM
154	Videos showing route changes are very helpful.	5/14/2015 10:51 AM
155	The information wasn't readily accessible	5/14/2015 10:38 AM
156	Doesn't seem like the Eastside to UW was even a factor.	5/14/2015 2:04 AM
157	However, I have found that your site was very helpful and clear in providing details on all routes up for pending changes. Thank you	5/13/2015 8:59 PM
158	Plans were clear, and easy to understand.	5/13/2015 7:57 PM
159	They don't benefit me or my neighborhood.	5/13/2015 7:51 PM
160	I could understand the proposals being considered, but the effect is yet to be tolled!	5/13/2015 6:59 PM
161	The maps and descriptions in the pdf files about the specific changes to each route laid things out very clearly. I was able to compare the old route (usually dotted lines) with where the new route would go. Also having the specific reasoning explained was helpful, learning what the changes were supposed to accomplish was reassuring and useful.	5/13/2015 5:58 PM
162	Detailed description of proposed changes and their purposes.	5/13/2015 5:49 PM
163	Wasn't really clear on what would be given up to get the more frequent service on these routes.	5/13/2015 5:44 PM
164	The written information on the website clearly explained all the options before and after changes.	5/13/2015 5:37 PM
165	It's hard to see how the improvements / changes will work, since I already can no longer take advantage of the bus system due to working "3rd shift" and a lack of route availability close to midnight.	5/13/2015 5:25 PM
166	It's not all clear, but it does seem that service is being taken away from the heart of the U-District.	5/13/2015 5:05 PM
167	They made it possible, though by no means easy. Enough with everything being a pdf already, Jesus...	5/13/2015 4:51 PM
168	Because I use the 43 all the time, and I need to know what's going to happen with it.	5/13/2015 3:03 PM
169	Learned about changes to the routes I take regularly, especially the 12 (which I have been taking most days since 1986).	5/13/2015 2:18 PM
170	Liked the videos and especially the person drawing on the route map.	5/13/2015 1:18 PM
171	I need to visit other sites to learn all changes	5/13/2015 1:12 PM
172	VERY clear - love the maps. The writing was also easy to understand.	5/13/2015 12:24 PM
173	There were 2 initial alternatives provided for review. However it is not clear from the website how the final alternative was selected. The presentation by Ted Day describes the opinions for changing that were heard but not the opinions that were dismissed (such as eliminating Route 71).	5/13/2015 11:38 AM
174	Pretty clear you are eliminating service to my area. Expect me to walk (and I have mobility issues) a half mile to get to the #73.	5/13/2015 11:29 AM
175	It was hard to view the detailed map of the route changes. Very hard to zoom in and out. I would suggest not doing them as a PDF document. Do something similar like Google Maps that allow you to move around the map area more easily.	5/13/2015 11:28 AM
176	Lack of schedules for new and revised routes makes it difficult to determine viable alternatives.	5/13/2015 9:53 AM
177	I would have liked to have seen revised transit maps like those distributed at the March open houses.	5/13/2015 9:39 AM
178	Metro website had clear explanations of proposed changes. I liked the individual pages of info for each route (but all the clicking through and back was cumbersome).	5/13/2015 9:35 AM
179	It outlined it well but some information had to be gathered by viewing the maps and as they were not directly addressed	5/13/2015 9:03 AM
180	Working in the Downtown near Capitol Hill area, staying informed is a necessity.	5/13/2015 8:45 AM
181	Good maps.	5/13/2015 8:30 AM
182	Clear presentation including route map.	5/13/2015 8:05 AM

183	Pretty much. It wasn't clear if the changes for 373 would involve campus bus stops, looks like it just involves a minor change (15th ave instead of University Ave).	5/13/2015 7:22 AM
184	Would have liked some maps showing the changes in the survey - or a link to maps	5/12/2015 11:04 PM
185	The YouTube videos were very clear and concise. Great idea!	5/12/2015 10:15 PM
186	But I had to search around, first watch a video that wasn't even specific, but I noticed there that the 11 route had been re-located. Then I searched around to find a graphic of what the proposed new route was.	5/12/2015 10:11 PM
187	Changes are coming And they are good	5/12/2015 9:46 PM
188	The PDF with proposed changes each route are clear.	5/12/2015 9:45 PM
189	No clear map of the service changes are available. You have t search the route by route to find the changes.	5/12/2015 9:36 PM
190	Seattletransitblog.com offers a plain and user-friendly explanation that speaks to internet-users. unfortunately, Metro's website does not.	5/12/2015 9:36 PM
191	clear and concise, and the videos are awesome!	5/12/2015 9:29 PM
192	Confusion on Wedgwood to Downtown service off-peak. Confusion on Wedgwood to Roosevelt off-peak.	5/12/2015 9:26 PM
193	Very clear and well presented.	5/12/2015 9:22 PM
194	Materials are good overall.	5/12/2015 9:11 PM
195	Hard to make a personal use analysis. I was looking forward to a direct connection to the University and I don't see an improvement in the time factor to get from one place to another from Sand Point. One used to take a direct bus to the airport, now the only route is the train and It takes twice as long. It sort of appears the new route and time system doubles the amount of time of where I would like to go on the bus.	5/12/2015 9:09 PM
196	It described to me the proposed changes.	5/12/2015 8:10 PM
197	All the information was on the website, just took a while on my phone.	5/12/2015 8:00 PM
198	Liked the map.	5/12/2015 7:57 PM
199	Clear straightforward explanations; well done writers!	5/12/2015 7:12 PM
200	Because they told me what it was about.	5/12/2015 6:44 PM
201	To me it sounds like these buses will touch on more frequent service to some same stops & some different routes all together.	5/12/2015 6:41 PM
202	Rather vague	5/12/2015 6:37 PM
203	I don't like them, but I will be able to live with it.	5/12/2015 6:25 PM
204	The maps are hard to read. Would have been nice to have maps for all affected routes gathered into one document, rather than essentially having them all laid on top of each other.	5/12/2015 6:20 PM
205	More or less. The descriptions of the changes to each route, with the route maps, are helpful, but the maps are pretty small and lacking clear details (be nice if they were larger and better labeled).	5/12/2015 6:06 PM
206	Because I see papers posted all over the bus stops I frequent that some major changes are coming and with the light rail coming to my neighborhood I want to know it is affecting my community for the best/ the city for decreasing the traffic we have and pollution degrading my air quality.	5/12/2015 6:06 PM
207	Addressing specific areas one by one made it easier for me to assess the changes. Being able to see actual tentative maps would make considering the changes even more helpful.	5/12/2015 6:04 PM
208	Provided maps and frequency tables	5/12/2015 6:02 PM
209	Still not totally clear	5/12/2015 5:59 PM
210	You shouldn't take our Rt. 277 away for all of us who use that Rt.	5/12/2015 5:55 PM
211	Proposal chart of current & proposed is easy to understand.	5/12/2015 5:55 PM

212	There were a variety of way to view the changes, which helped to reinforce the changes that were being described. Importantly, there was one thing that was confusing: on the updates to individual routes, the "proposed" service section didn't make it clear if the numbers given were the proposed number of additional trips, or the proposed number of total trips. I assume it was additional trips, since often times the route was describe as being more frequent even though the "proposed" trips was lower than the "current" trips.	5/12/2015 5:51 PM
213	HORRIFIC!!!! NO ROUTE 71	5/12/2015 5:49 PM
214	They really aren't clear enough about what the differences are between the existing routes and the proposed routes.	5/12/2015 5:44 PM
215	Maps	5/12/2015 5:37 PM
216	I somewhat understand them. I was trying to see what route changes would impact me, and I'm not sure.	5/12/2015 5:29 PM
217	Lot of what if's	5/12/2015 5:28 PM
218	I would love to go into Seattle more often but the public transportation from east Kirkland isn't good and takes too long with transfers.	5/12/2015 5:14 PM
219	They helped, but a graphical/route map representation of all the proposed changes would have helped 10x more	5/12/2015 5:02 PM
220	They don't highlight or explain why the routes are being cut.	5/12/2015 4:10 PM
221	The map was a little dated looking.	5/12/2015 3:27 PM
222	I think so. It would be great not to have to navigate from pdf to pdf -- interactive map?	5/12/2015 2:45 PM
223	The information was clearly presented and comprehensive.	5/12/2015 2:39 PM

Q48 From the time you were notified, were you given enough time to provide meaningful feedback in Metro’s and/or Sound Transit’s decision-making processes?

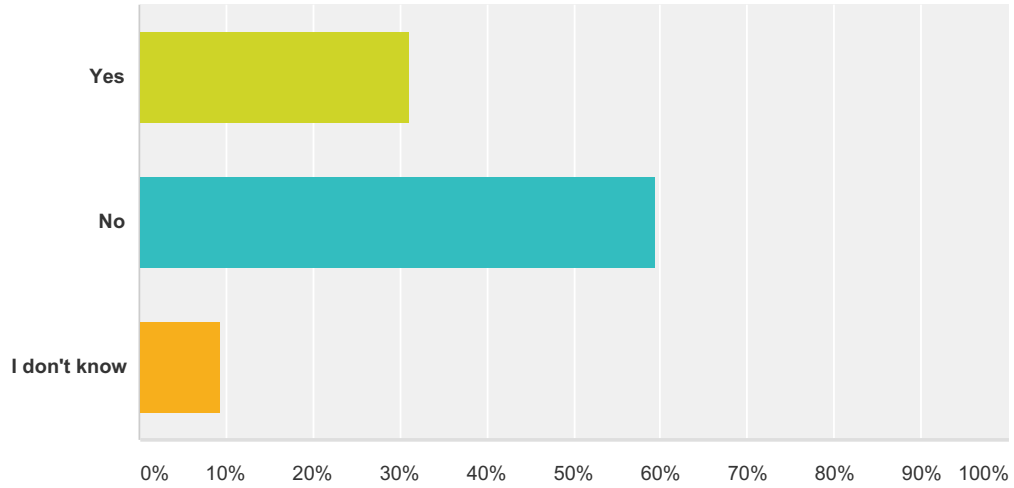
Answered: 1,251 Skipped: 721



Answer Choices	Responses
Yes	75.70% 947
No	9.03% 113
I don't know	15.27% 191
Total	1,251

Q49 Did you participate in the second round of public outreach about the Link Connections project in March?

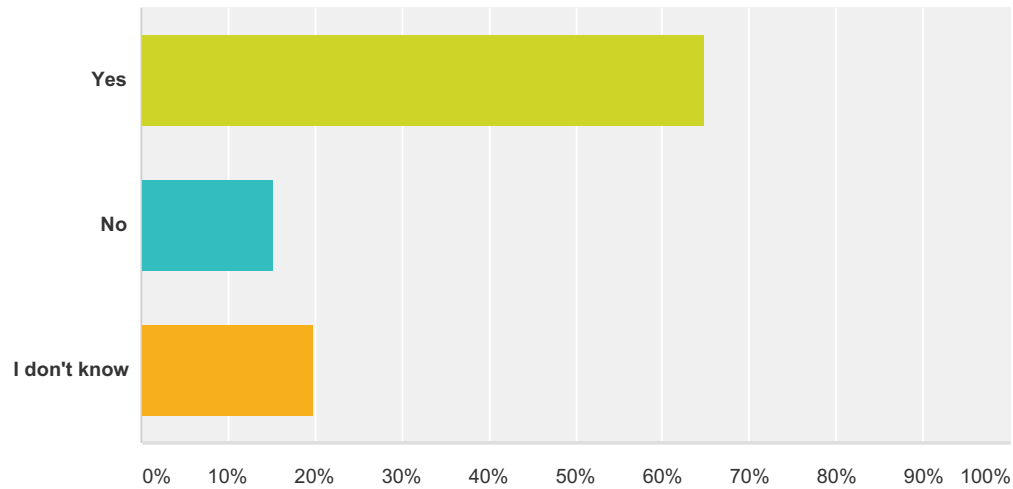
Answered: 1,256 Skipped: 716



Answer Choices	Responses
Yes	31.05% 390
No	59.47% 747
I don't know	9.47% 119
Total	1,256

Q50 Regardless of how you feel about the proposed changes, do you see how public feedback helped shape this proposal?

Answered: 413 Skipped: 1,559



Answer Choices	Responses	Count
Yes	64.89%	268
No	15.25%	63
I don't know	19.85%	82
Total		413

#	Why?	Date
1	Some blending of the two alternatives in the last round are apparent in this latest round.	6/1/2015 1:23 AM
2	There have been significant changes in response to public feedback.	5/31/2015 7:42 PM
3	It's nice that your proposals talk about "what we heard." Also the talks with Ted are charming.	5/31/2015 5:48 PM
4	Yes..... but I still don't think that the explanatory material was as clear as it needed to be in order to respond to survey questions.	5/31/2015 11:28 AM
5	I don't and I'm not happy. No one in my neighborhood that rides the bus regularly for work would be happy about this change. You may think that connecting to the light rail will make more people take it, but this route change (12) will only make it harder for active current riders to take the bus everyday.	5/30/2015 9:36 PM
6	No, I don't understand why Metro wants to cut off the west side of Maple Leaf (especially anyone living west of 5th Ave NE) from easily accessible bus service. Also anyone that uses buses in Maple Leaf to get to the Northgate Transit Center (which really is the most viable and efficient option for mass transit in our location) is losing consideration too. You're too singularly focused on herding everyone to the Stadium Light Rail station, and that's great within a certain radius but not when the Northgate Transit Center is a much closer and better option. As I said in an earlier comment, just as the airlines say the closest exit may be behind you, in Maple Leaf the best transit options means go north (to the Northgate Transit Center) to go south.	5/30/2015 7:30 PM
7	The notes on the new proposal included useful info about comments from the earlier meetings.	5/30/2015 7:00 PM

8	The feed back I heard about route 11 in March was a desire to keep the route the same -- one seat ride from Madison Park/Madison Valley to downtown (with the assumption that "downtown" was the Pike/Pine corridor). The only discussion I heard about an "all Madison" route 11 included a detour (a "notch" in the route) to connect to light rail on Capitol Hill. The current proposed "all Madison" route 11 doesn't provide either of these things.	5/30/2015 8:39 AM
9	I would have to be a Metro Transit planner to see whether and how public feedback helped shape the proposal.	5/29/2015 9:01 PM
10	This kind of overblown survey is well-designed to discourage public feedback.	5/29/2015 3:41 PM
11	Relatively few Eastside transit users realized that the notice of proposed changes for Capitol Hill and NE Seattle routes actually announced potential destruction of Eastside commuter routes. The current plan to protect routes like the 252, 255, 257, and 311 from destruction suggests that the process listened to those who found out about the cleverly concealed changes and protested.	5/29/2015 2:33 PM
12	The public uses mass transit and has the right to make decisions on how the city spends its tax dollars.	5/29/2015 10:04 AM
13	I will see when the final proposal comes out...	5/29/2015 9:33 AM
14	My concerns certainly weren't addressed.	5/29/2015 8:33 AM
15	I think the decisions are already made and "public feedback" is just a sham to make us think what we say has any weight. I believe all my efforts to save MY route are futile and that nothing the "public" has said will make one iota of difference to the plans already carved in stone by Metro and Sound Transit. All the "public" is good for, as far as these organizations are concerned, is paying your salaries.	5/29/2015 6:21 AM
16	I saw changes to the proposals based on feedback. I hope to see more.	5/29/2015 12:45 AM
17	At least the 11 goes all the way downtown! The first proposal was unacceptable.	5/28/2015 6:30 PM
18	The short youtube video about response to changes and the changes that were presented in this survey were helpful. It would have been cool to see breakdowns of how zip codes or income brackets wanted or didn't want service changes. The interactive map is pretty keen to look at proposed changes, though.	5/28/2015 9:50 AM
19	We submitted a petition with 72 signatures to metro during the public feedback period concerning Route 16 effects to our neighborhood. The proposed increase in transit frequency completely ignores our input to the process and further aggravates our concern for noise, safety, and congestion caused by bus travel on our very narrow streets.	5/26/2015 8:36 PM
20	The proposal has improved. It seemed poorly thought out at first and would have made busing to work ridiculously inconvenient.	5/26/2015 12:56 PM
21	The 8 continuing past Cap Hill link station	5/25/2015 12:09 AM
22	Yes I did, although I think Metro sneaked in some service cuts that left me skeptical. I'm not sure these are what the public actually want, given how crowded the 71, 72, and 73 buses are.	5/24/2015 4:23 PM
23	The request for feedback seems more a matter of protocol than actual interest. I've often thought that Metro could generate useful feedback by conducting interviews and discussions on the routes.	5/24/2015 2:19 PM
24	Most of the riders that I talk with don't want to give you feedback for they think you have already have the plans and are moving forward.	5/23/2015 9:42 AM
25	I am glad to see much public feedback but sometimes concerned that the voices of strident and vocal minorities may sway Metro to make unwise decisions.	5/23/2015 12:00 AM
26	I think it is difficult to get public feedback for such diverse areas.	5/21/2015 9:17 AM
27	I see how public feedback helped shape the return of route 73 to provide weekday transportation between pinehurst and the u district, and the new route 16 going east-west in north Seattle. However, I am not sure why Metro is using option 2 for all of the eastside routes and barely leveraging any of the advantages of the new husky stadium station for improved service to the eastside. Why run all of the buses on 520 through traffic to downtown when users can easily transfer to light rail and service can be improved?	5/20/2015 2:22 PM
28	I strongly feel the downtown-to-Lake City and the UDistrict-to-Lake City bus connections are not being considered in your plans, despite feedback alerting you to this oversight. I, for one, will be much worse off under the new plan and may need to curtail some of my activities due to the lack of a decent bus connection.	5/20/2015 1:18 PM
29	There was a considerable amount of extra service added, which I imagine can only be the result of complaints from riders due to a considerable lack of service on high traffic and high demand routes.	5/20/2015 9:26 AM
30	Neighborhood naysayers helped kill the best parts of the alt 1 proposal. Apparently metro listens to them.	5/20/2015 12:34 AM

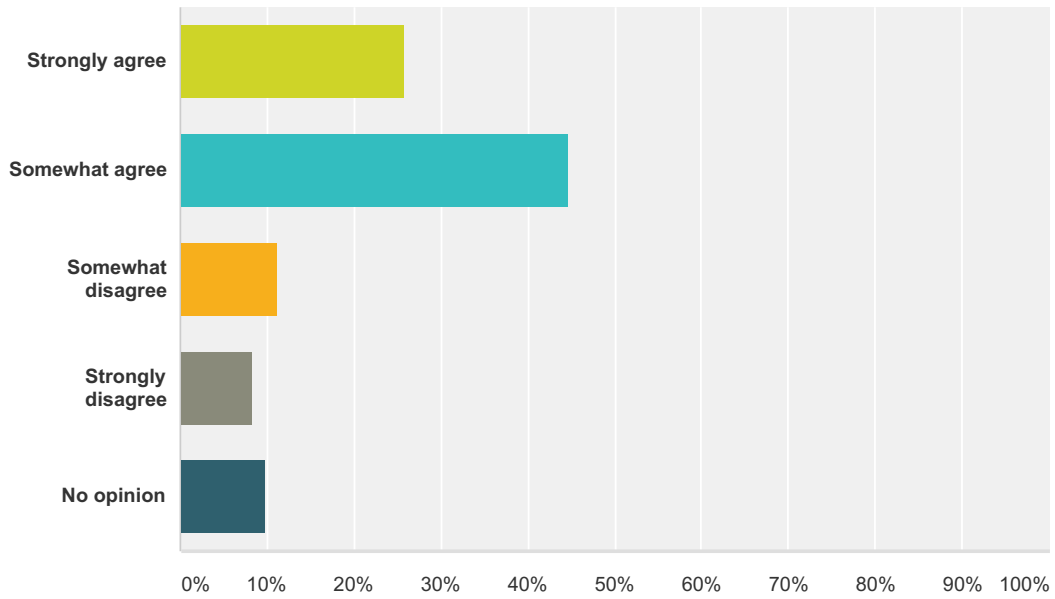
31	I see some parts, others are not clear to me.	5/19/2015 9:51 PM
32	Let me say that I started to give feedback on-line in March but found it overly involved to answer all the questions and gave up, intending to return but not managing to do so. I am glad that others made my main point about the proposed changes in the #8 and #11.	5/19/2015 9:30 PM
33	Changes appear to be made in response to earlier public feedback, perhaps to an excessive degree.	5/19/2015 7:21 PM
34	Phase 3 identified key takeaways from phase 2	5/19/2015 4:15 PM
35	I appreciate Metro will keep service from Madison Valley to downtown and that there will be 1 direct bus route that I can take to downtown. However, I don't agree with the deletion of the 43 and how it leaves the 23rd/24th corridor without direct bus service to downtown.	5/19/2015 2:39 PM
36	Great work! Well done.	5/19/2015 10:55 AM
37	Actually, the statements about the public feedback were very helpful. They were clearly worded and helped me understand the need being addressed.	5/19/2015 10:39 AM
38	Summaries of feedback are made available. Proposals have been revised with consideration given to the public's feedback.	5/19/2015 10:06 AM
39	well, the descriptions of why things were revised or cut were explained, whether it was public feedback or not is hard to say..or whether it was metro's stats that influenced...	5/19/2015 9:52 AM
40	No visible changes have really been made even though input has been taken.	5/19/2015 9:45 AM
41	I think \$ talked louder then riders	5/19/2015 9:44 AM
42	I find it difficult to believe that people want to eliminate the #43. The bus is regularly so crowded it is standing room only, and the number of people that get on and off at my stop indicates that I am not alone in finding this route useful.	5/19/2015 9:34 AM
43	My concern is with proposed changes to the Sound Transit route 540, and I don't see how any possible public feedback shaped the decision to propose these changes.	5/19/2015 9:14 AM
44	I see this a lot more for the Capitol Hill area than for NE Seattle, but I am grateful that public feedback was considered in making the proposed changes. Thank you.	5/18/2015 1:38 PM
45	It's a bit watered down from Proposal 1, but still is a significantly more workable option than leaving things the same.	5/18/2015 12:55 PM
46	I believe you ask for feedback, but then ignore it and proceed as you wish.	5/18/2015 8:02 AM
47	Especially for the Sound Transit proposals, the radical changes were scrapped.	5/16/2015 7:52 PM
48	My questions from the first round haven't been explicitly addressed, though they're fairly minor changes to implement at any stage.	5/16/2015 2:29 PM
49	There were some clear variances between the previous round of proposals and this one - such as the routing of the 49 and the origination point of the 38	5/15/2015 2:07 PM
50	Many people commented that can not accept deletion of Route 25, and proposal shows deletion of the route anyway.	5/15/2015 12:02 PM
51	I really don't see how cutting service to an entire neighborhood could be a response to public feedback! I know of many Montlakers who voiced their concerns over the loss of the 43, and yet it is gone!	5/15/2015 10:57 AM
52	Because 110 people voted (from your survey results) to keep the 25 route last time but was still largely ignored...	5/15/2015 10:19 AM
53	I saw where the survey said that people asked for more frequent service or late night service, but I don't know if that meant 3 people asked for it or 80% of the results showed that.	5/14/2015 6:01 PM
54	It's nice to see that Metro is finally listening- I was very happy to see that the need to travel from south lake union, through eastlake, to the U district was acknowledged. There is still one more step to take--figuring out how to prevent route 70 from getting stuck, instead of just increasing the service schedule--but at least it seems like Metro is getting there.	5/14/2015 4:54 PM
55	Neighborhood homeowners clearly watered down your restructure proposal.	5/14/2015 1:25 PM
56	As I said, the marketing comments reflect what they are being told, but the reality is not always the same.	5/14/2015 11:57 AM

57	The omission and cuts of the east-west routes are so ill-planned, you weren't listening...	5/14/2015 11:11 AM
58	I see that Capitol Hill people spoke up for Pike-Pine service, which was awesome. Doing without that would be extremely difficult--especially uphill, even for a fit person.	5/13/2015 9:24 PM
59	The one request I have been making is contrary to the final proposal. Perhaps more people reached out about the other view, but it is unfortunate.	5/13/2015 8:16 PM
60	It seemed that Metro made an effort to incorporate community feedback in their planning process.	5/13/2015 7:57 PM
61	the points provided in the video were very clearly outlined.	5/13/2015 7:48 PM
62	You have ignore the feedback as far as I can see. This will cause me to be more vocal and activist against the stupidity of parts of the 45 proposal. Your stupidity has provoked me to action.	5/13/2015 6:06 PM
63	Some of the specific things I remember I had concerns about on the prior survey were addressed and sensible changes were made to the plan, so it was clear someone was paying attention. I'm sure the things that were altered were items that many many people expressed issues with, but it's especially nice to feel like *I* was heard as part of that.	5/13/2015 6:01 PM
64	I didn't feel like the feedback that I provided was reflected in the revised proposal.	5/13/2015 5:50 PM
65	It provided positive input and let Metro know about how transit shapes communities and directly impacts lives.	5/13/2015 5:37 PM
66	I don't know what other people have said to judge whether Metro considered and either incorporate or didn't incorporate that feedback. seeing a summary of data on what was submitted and how that correlated to the changes would demonstrate this.	5/13/2015 4:28 PM
67	The 12 was not eliminated.	5/13/2015 2:18 PM
68	No disclosure of actual data--I have to trust the summaries presented.	5/13/2015 2:09 PM
69	Somewhat, because every time I've written about my bus route (#30), nothing has changed in the metro plans. I've also never received a response to my suggestion emails. I hope my feedback is making a difference. I will make sure the other riders I commute with will give feedback as well. There are enough people that commute on the #30 with me to hopefully make a difference in Metro's plans to cut our route.	5/13/2015 1:24 PM
70	I have seen many surveys posted in neighborhood blogs. I hope you are also reaching out to libraries because so many are on major bus routes which may be affected.	5/13/2015 12:27 PM
71	A lot of the routes I use had completely different proposals earlier. I can tell that a lot of listening and thought went into the changes. Thank you so much!	5/13/2015 12:25 PM
72	This is all for show -- you will do what you want. None of the feedback provided for "my" route has impacted in any change to your plans. You don't care -- you don't have to	5/13/2015 11:30 AM
73	I saw changes in this current proposal that were not present at the last round which I really appreciate because I know many of my neighbors have the same concerns I do!	5/13/2015 9:56 AM
74	I see how public feedback changed the Capitol Hill proposal, but public feedback did not change the 31/32 North Seattle proposal.	5/13/2015 9:49 AM
75	I'm not sure how much impact our opinions had or if changes were made by internal decision	5/13/2015 9:04 AM
76	It is very clearly stated and matches some of my own feedback.	5/12/2015 10:15 PM
77	Sort of -- at least for Capitol Hill and Eastlake. Not so much for Montlake or 520.	5/12/2015 8:37 PM
78	I can see how Metro tried to compromise between a consolidated and frequent network and the people living in areas with light transit use. This, I suspect, was due to public feedback.	5/12/2015 8:11 PM
79	Nothing I saw in the public feedback suggests changing the route of the 16 from Aurora to Dexter.	5/12/2015 8:03 PM
80	What the public said was clearly stated throughout.	5/12/2015 8:01 PM
81	You are proposing practically the same cuts and reroutes as you did before. I get the impression you only pretend to listen, then push ahead with your fixed agenda anyway. So much for voting you more money to EXPAND service and making getting to work more convenient! forcing multiple bus changes is NOT convenient.	5/12/2015 7:22 PM
82	I see that your public relations is extremely sophisticated. I also see you have only one proposal you will accept.	5/12/2015 6:45 PM

83	I can see that changes were made. However, it is impossible to answer "how public feedback" helped shape the proposal without specific figures per certain areas, and without having a more detailed idea of how Metro weighted and assessed these figures. So it's not possible to know exactly what the feedback was and what effect it had -- and how flexible the newest proposed changes are.	5/12/2015 6:08 PM
84	I can see that the major concerns are being proposed and available to vote on.	5/12/2015 6:06 PM
85	Commonly encountered complaints regarding restructures are evident in the changes to segments of the service areas which had service altered, and not for demonstrable benefits for the overall network and riders of the system as a whole.	5/12/2015 6:03 PM
86	For Metro could care less about the people who ride the Rt. 277.	5/12/2015 5:57 PM
87	Yes & No. Some changes are ok with me; others are not.	5/12/2015 5:56 PM
88	Seems to me the public is being railroaded into using link light rail by the proposed changes to certain bus routes from Northeast Seattle to downtown.	5/12/2015 5:56 PM
89	Because you are a government agency and you never pay attention to what the taxpayers say. You get an idea and don't pay attention to the people who object to those proposals. A prime example of that are these proposed changes as some of them are just BS.	5/12/2015 5:49 PM
90	I see that Metro listened to the concerns of Maple Leaf residents	5/12/2015 5:36 PM
91	It's clear that Metro gave more importance to vocal residents in relatively low ridership areas (Madison Park) who complained about having to change their travel habits than to the many residents in higher ridership areas who would have seen significant improvements under Alternative 1. The new proposal retains more consistency of routes while dramatically reducing service.	5/12/2015 5:24 PM
92	The revisions were done in response to varied public feedback, which was acknowledged.	5/12/2015 2:39 PM

Q51 I believe that taking the time to share my views will result in better decisions about bus changes that will be made after Link light rail begins service to Capitol Hill and the University of Washington’s Husky Stadium.

Answered: 1,247 Skipped: 725



Answer Choices	Responses
Strongly agree	25.90% 323
Somewhat agree	44.59% 556
Somewhat disagree	11.31% 141
Strongly disagree	8.34% 104
No opinion	9.86% 123
Total	1,247

Q52 Please share any additional feedback you have about our outreach process.

Answered: 253 Skipped: 1,719

#	Responses	Date
1	Equal attention to deleted routes as well as the changed routes and increased frequency would help draw attention to the full implications of the changes.	6/1/2015 1:25 AM
2	The sign posted at the bus stop was not very obvious. Most people sit inside the covered area, and there were no signs inside that area to indicate that there would be changes. There should be more signs on the bus and signs inside the covered bus stops.	5/31/2015 9:02 PM
3	Please separate proposed changes that are truly Link-related (from a rider's understanding) from those that aren't. I think NW and maybe even North Central Seattle need more targeted outreach about how changes in those areas.	5/31/2015 5:51 PM
4	I wouldn't have known about the proposed changes to the routes that affect me if it weren't for seeing by chance a poster about the proposed changes earlier this week. Looking closer at other popular stops that I use along the bus route (16) I didn't see any other posters or notices. I would say the advertising of these proposed changes was decidedly lacking.	5/31/2015 3:41 PM
5	Please make sure you alert people that are losing their primary route better next time.	5/31/2015 3:02 PM
6	Good. Posters at Bus Stops guarantee that people who take the bus (the most affected) are the most engaged. But, of course, a \$billion+ change will change the individuals affected, so perhaps next time, USPS mailings, too.	5/31/2015 12:40 PM
7	It was slightly confusing. I didn't realize that there were "phases". So I thought the March deadline was the last opportunity for input. Didn't understand that it was the 2nd of 3 phases... But I am glad I at least got into Phase 3.	5/31/2015 12:18 PM
8	The phrasing of the survey questions was somewhat skewed to the positive and addressing multiple routes in one question make it difficult to give an accurate response. Ex. Questions describing improved frequency but that included both routes maps that stayed the same and some that had been rerouted. The later opportunity for specific route feedback was useful. Would be helpful to mention that specific feedback option will be forthcoming.	5/31/2015 11:53 AM
9	I am still confused!!!	5/31/2015 11:29 AM
10	You should send an email explaining everything to anyone who uses the orca website.	5/31/2015 10:33 AM
11	Survey is much too long and complicated	5/31/2015 12:09 AM
12	You did a good job of hiding the cut to route 71. I original was led to believe there was no change to the route until I accidentally stumbled on it harried elsewhere in the proposal.	5/30/2015 9:44 PM
13	The bus stop posters should have been put up earlier. I only saw them this last week- right before the comment period is closing.	5/30/2015 8:35 PM
14	I answered No to the question asking if I wanted to comment on Madison Park etc. Then it gave me the questions anyway.	5/30/2015 8:09 PM
15	I've been expressing this opinion for months, but that hasn't changed the loss of bus service that my neighbors are going to experience. I don't think that a lot of people understand the ramifications of what you are proposing.	5/30/2015 7:32 PM
16	It seems fairly passive, which doesn't reach the people who most need reaching (I say this as a former outreach coordinator). A more active approach with more clarity about the need and possibility of community members getting involved, and getting involved at different levels, would be really nice. It currently comes off like "we're going to do this, you can send in comments if you want, but this isn't really your process" and that's a tad unwelcoming. The website is great, though, and I think it could be even more effective if the other OR materials reflected the same spirit of recruitment and transparency.	5/30/2015 6:14 PM
17	The outreach process was a failure. I've mentioned it at bus stops while waiting for the bus. Others have no idea of what is planned except that bus service to N.E. Seattle will be greatly reduced in order to further the passenger stream to Sound Transit stations. METRO should be looking to serve the citizenry, rather than feed Sound Transit.	5/30/2015 2:18 PM

18	The maps were helpful. What would be great is if there was a way to pick a specific route and see the before and after map for that route.	5/30/2015 9:48 AM
19	Your maps are lousy. Find a way to put them up on Google maps or invest in a better GIS system.	5/30/2015 12:36 AM
20	Love you transit!	5/29/2015 9:19 PM
21	I hope my feedback will result in better decisions, but I rather doubt it. However, the one thing about this 3rd proposal that is better than the two previous versions is the decision to keep route 73 on 15th NE north of NE 65th -- apparently this is the very beneficial outcome of previous feedback about bad or nonexistent sidewalks being a safety issue for increased walking distance to bus stops on Roosevelt and 11th NE.	5/29/2015 4:16 PM
22	I've heard this all before and so far, Metro and Sound Transit simply say 'thank you for sharing' and so whatever they've already decided to do.	5/29/2015 4:02 PM
23	With questionnaires like this you do wonders for discouraging feedback. Not everyone has the time you do.	5/29/2015 3:42 PM
24	It will be important to have wifi and/or cell service in the bus tunnels from downtown to UW so that riders on Link can see the time they have to connect to appropriate buses once reach the station. Even more important with all the bus route changes coming so fast.	5/29/2015 3:35 PM
25	KCM seems to be doing several different planning/visioning/link processes -- I'm not sure how they fit together.	5/29/2015 3:27 PM
26	I do not think Ballard and Fremont bus reductions were clearly stated during the process.	5/29/2015 3:21 PM
27	I think the powers that be will do what is best financially, not necessarily what is best for the riders.	5/29/2015 3:15 PM
28	I didn't see any questions about eastside service. I hope the new UW Link station serves the eastside efficiently without delays in getting on the bus and onto SR-520.	5/29/2015 3:09 PM
29	The umbrella notices vaguely described the existence of alternative involving light rail and bus route changes affecting Capitol Hill and NE Seattle. The next time you do something like this you need to tender notification of alternative proposals using standard "rider alert" paper pamphlets listing each affected route and the consequences for that route under each alternative. If you tried to sneak the this set of changes under the radar, why would anyone expect that you wouldn't come back and make a second attempt at converting valued transit routes into unneeded rail feeders.	5/29/2015 2:57 PM
30	I hope that Metro will seriously consider the information it receives from public comments.	5/29/2015 2:16 PM
31	Get the Stranger on your side next time. Like it would not have been hard to put this effort on the front page of the Stranger. They'd have been all over that.	5/29/2015 2:16 PM
32	Don't allow the University of Washington to rule your decisionmaking.	5/29/2015 10:25 AM
33	I love Seattle but can see more and more how not getting help to conceptualize a more streamlined, fully accessible system for all neighborhoods from the very beginning is only creating more and more complicated transit issues. If only there had been thoughtfulness to better plan from the beginning so we had an easier fix to the issues now faced today.	5/29/2015 10:24 AM
34	I mostly bike commute and feel I will be little effected about any transit changes. I am looking forward to the improved access to SeaTac by light rail.	5/29/2015 10:21 AM
35	The few times I have contacted Metro in the past regarding issues, they have been unhelpful and rude. I do not feel my opinion really matters to them or that they truly consider what riders have to say.	5/29/2015 10:11 AM
36	:)	5/29/2015 10:05 AM
37	You could have posted flyers in the buses of the affected routes. You could have had more coverage in the newspaper.	5/29/2015 9:33 AM
38	I think the decision for certain routes (like the 68 and similar) have already been made by people who are looking at numbers and do not rely on those services. We can provide feedback, but it just does not matter. I understand it is a numbers game, but I would think there are many of us on routes that are being canceled that will not have an acceptable option and will have to get in our cars. It saddens me because I have been a long time public transportation commuter by choice, not necessity. Going from a two to three bus commute adds another transfer and more time to an already lengthy commute. That's my breaking point.	5/29/2015 9:21 AM

39	I don't know if I'll be given another place to make a comment, so I just want to say that I ride the bus to and from work 5 days a week, from almost the beginning of my route (76) until the bitter end (IDS). I've been riding Metro for 34 years. I care about the changes being made, I appreciate the efforts being made to listen to our needs, and I appreciate the subsequent adjustments. Please keep that open mind, and consider that many of us are already losing a significant portion of our workday to transit - if your solutions do not save us time and/or remove inconveniences, honestly, what's the use of changing?	5/29/2015 8:59 AM
40	It seems like putting brochures on the busses with the affected routes would be helpful, sample bus schedules so we could see what the change means for our commute times	5/29/2015 8:47 AM
41	Hopefully, public feedback will help make transit better!!	5/29/2015 8:45 AM
42	Time will tell, I guess, but I confess to a certain degree of cynicism. I am not sure whether or not my voice will be heard and my concerns addressed in a meaningful way. In other words, are you asking because you expect to learn important new facts, or because you are required to ask?	5/29/2015 8:26 AM
43	I feel that my opinions do not matter, and metro is good at wasting money	5/29/2015 8:01 AM
44	I think that there will still be people surprised. I am trying to remember if I saw and snail mail, which is where some pay attention.	5/29/2015 12:46 AM
45	I believe it's nice that Metro requests this input from its ridership. Clearly it's used but I don't think anything I say has any particular impact. Thanks for asking as it's a very Pacific Northwest thing to do.	5/28/2015 11:17 PM
46	Like I had said before, I think that the public transport needs to overcome the reasons why people are not riding and instead are taking cars. plenty of people could sell their car and rely on the bus but many choose to own a car. i think that your PR campaign needs to address the reasons why people are not riding to get more people riding, and then from there you can increase service even more with all that extra money	5/28/2015 10:55 PM
47	Great to have an opportunity to express my opinion as a metro rider and parent of high school student who also ride metro for commuting	5/28/2015 10:51 PM
48	This survey is a good format	5/28/2015 10:45 PM
49	Your survey is much too long and I imagine deliberately so. It would prevent most people from completing it, thereby keeping down the negative feedback. Makes you look better of course.	5/28/2015 10:18 PM
50	I often feel that King County and the City of Seattle try to continue to make the middle class pay more for services so we can provide services for the poor. Those of us going to work from the NE neighborhood need adequate bus service so we can pay our taxes to provide benefits for the poor. Please listen to what we have to say.	5/28/2015 10:18 PM
51	I don't know why the 242 is included in a service change driven by the UW light rail station.	5/28/2015 10:17 PM
52	The email from work opened up well, but the highlighted links to open up the survey pages does not work. I had to go through Google to find this survey.	5/28/2015 9:41 PM
53	Thank you. Please continue making Metro stronger and better.	5/28/2015 9:01 PM
54	I hope you listen to users of your service.	5/28/2015 7:58 PM
55	i tried to do the earlier survey but was unable to fill it out on line	5/28/2015 6:54 PM
56	Do everything you can to inform people who are directly affected. Don't hang a sign with 50 route numbers on it and say that you want to explain the impact that the new station will have on the routes. I would have never thought a change this major would happen to the 16 route because of the new station that is miles away. Put a sign on the #16 bus if the #16 bus is going to change. It's just common sense.	5/28/2015 6:26 PM
57	Don't know if this will help, but hope that it does.	5/28/2015 5:42 PM
58	I enjoyed participating in a previous Sounding Board, and am pleased with how Metro planners responded to community needs.	5/28/2015 5:24 PM
59	It has been proven to me that Metro is going to do whatever it wants to do and will justify their actions by ignoring what people in a particular area want or need. All of this "outreach" is just BS! Another way Metro wastes tax dollars.	5/28/2015 4:57 PM
60	Certainly hope that you will take public input into account for planning. don't know why transit problems in NE Seattle have been overlooked so far, despite lots of input.	5/28/2015 4:49 PM
61	In regard to question #50, I *hope* taking the time to share my views will result in better decisions - I don't necessarily *believe* that is the case :/	5/28/2015 4:44 PM

62	Too much focus on re-orienting bus service to connect with Link which makes little sense when Link only a single line. This proposal would require more transfers, more wait time, and more travel time when all is considered. I voted for more bus service in Seattle and it seems that the net is less bus service. Bummer.	5/28/2015 4:34 PM
63	Thank you	5/28/2015 4:24 PM
64	I appreciate it.	5/28/2015 4:17 PM
65	I don't think that the small pockets of neighborhoods (Fuhrman, Boylston, & Lakeview) that are not linked to Capital Hill and UW stations will be served well.	5/28/2015 2:10 PM
66	The poster I saw at the bus stop about finding more information online about proposed route changes was not specific enough in terms of the website address it provided. I had to look around on the website quite a bit, and I still didn't find a good place where proposed route changes are explained. I would appreciate if a link to the proposed changes was made more prominent on metro.kingcounty.gov website.	5/28/2015 10:45 AM
67	I highly doubt my voice will be heard, but call me cynical :)	5/27/2015 5:48 PM
68	Did you post notices about potentially rerouting the #12 bus on the #12 buses themselves? I do not believe I have seen them there. If a friend had not mentioned these potential changes to me I would have no idea I might be losing our bus service.	5/27/2015 4:43 PM
69	Please consider the rapidly changing city and the increased citizens living on capitol hill and the u-district and reconsider cutting some of these vital bus routes.	5/27/2015 2:50 PM
70	I have no confidence you care about my opinion.	5/27/2015 1:10 PM
71	Again.... It is very difficult to see how the changes proposed on and affecting Capitol Hill east of Broadway are related in any way to the opening of the light rail stations, and they adversely affect the way I regularly use Metro services without offering any obvious advantages. In general, the light rail stations are irrelevant to me Being able to get to the airport from Broadway instead of downtown is a welcome, if infrequently useful change that ST is making.	5/26/2015 5:27 PM
72	I and my wife ride several times a week. I didn't even know the feedback phase was happening. That was kind of disappointing.	5/26/2015 1:07 PM
73	Please keep route 242	5/26/2015 11:23 AM
74	I know that rider input is only part of a larger formula that includes funding, politics, and lobbying by businesses and organizations, but it's nice to at least be part of the process.	5/26/2015 11:20 AM
75	Better service to Sand Point from U district.	5/26/2015 8:04 AM
76	All in all I have to compliment you on your efforts to inform the public and provide us with opportunities to provide feedback. Thank you very much. I think you are doing good work even if I disagree with some of the proposed changes.	5/25/2015 9:40 PM
77	I have no confidence that input from myself or my neighbors will make any difference. I feel that decisions have already been made.	5/25/2015 8:00 PM
78	The outreach has been fine.....I just do not believe that my concerns can be addressed because I have had a positive connection to Metro....and the Link service ...which will be positive for others ....will be less convenient for me....particularly as I age further.	5/25/2015 4:13 PM
79	I'm sorry to say that I don't trust you to do what's best for the public, based on decisions you've made in the past.	5/25/2015 12:28 PM
80	Hate the rerouting of the 66. Appreciate the increase of the 70 and 8 later. Can stay out a bit longer on weekends. Change in routes if totally different need to be renamed appropriate to route not attaching to an old route so it looks like your not deleting your routes!	5/25/2015 12:11 AM
81	This internet survey is an excellent way to get feedback from people who care. The public meeting format gives more weight to people who are loud, though it has the advantage of back and forth.	5/24/2015 11:46 AM
82	I'm enough of a cynic to believe that the outreach process is mainly window dressing.	5/23/2015 2:15 PM
83	This survey and the proposed changes were difficult to find on your site. I had to specifically look for them. It seems they should be easier to find.	5/23/2015 12:05 PM
84	Why you have already everything that you want.	5/23/2015 9:43 AM

85	I think this survey is a bit too long and would ot ve surprised if many people quit halfway through. I am ready to quit now.	5/23/2015 12:01 AM
86	Please make sure you are reaching out, often and in all accessible forms to the communities that absolutely rely on affordable, convenient and safe public transportation (the working poor, immigrants, students {not just at UW}, the homeless) not just the upper middle class folks who's employers subsidize their transit (Amazon, Microsoft, UW).	5/22/2015 6:47 PM
87	I feel many riders who will be affected are still completely unaware of these plans, due to the supposed focus on "Link". And most aren't aware that this Link extension will only reach the stadium site, with a full five (why?) years to get into the actual U District.	5/22/2015 11:55 AM
88	I've responded to metro changes numerous times over the past 15 years (I would have responded in March except the website didn't cooperate) and it is clear that my feedback is never part of the dominant master plan. Metro and the city of seattle have an agenda, and public input is only accepted to tweak the edges of the plan.	5/22/2015 10:15 AM
89	Come to all the neighborhoods that will be affected, and inform. Specially the low income people are not well informed and will be the most affected.	5/22/2015 12:37 AM
90	none	5/21/2015 9:50 PM
91	More effort should be made to address the concerns of those who commute from Seward Park and the Rainier Valley to the University of Washington. Transit ridership is high in the Rainier Valley.	5/21/2015 8:09 PM
92	One other general piece of feedback would that that you should consider making no bussing changes for the first 6 months after the link stops open. Then you will be able to make changes based on people's actual usage changes.	5/21/2015 4:37 PM
93	Please don't make me take 2-3 buses for my 20-mile commute instead of just one. I would seriously find a new job. Less money from Microsoft for Metro...	5/21/2015 3:34 PM
94	I sincerely hope that this is all being thoroughly planned and thought-through so that we end up with a system that works as well as Tokyo's transportation system. In other words, I hope that we are thinking long term about this and not letting cost now affect our future as so often happens in this city.	5/21/2015 12:19 PM
95	Please continue to provide feedback about the responses you've received and how you are specifically moving to address them.	5/21/2015 10:45 AM
96	Please do heed the comments! I hope many people are speaking out that too many buses are cancelled for adding only two light rail stops.	5/21/2015 9:16 AM
97	I had heard absolutely nothing about this until now, especially changes to the 28, which certainly is not at all a bus line you'd think would be affected by opening the light rail. Outreach to this end of town / the 28 route has been very poor. I only heard about this via a neighborhood blog.	5/20/2015 10:08 PM
98	Please call me at (206) 526-1623 regarding these proposals	5/20/2015 9:29 PM
99	This 'Have A Say' box that pops out into the website SUCKS! I clicked outside the box 3 times trying to fill this survey out, and that completely erases the progress made in the survey. Do not have it quit out automatically like that, or open this in a new window so the opportunity to erase all progress is minimized.	5/20/2015 8:17 PM
100	Tell sound transit to keep 540 at the South Kirkland P&R.	5/20/2015 8:11 PM
101	Please save the #43. I have no idea if community feedback influences any transit decisions whatsoever. What I've seen from light rail stations in other parts of town, it leads to decreased bus service in the vicinity which is only helpful for people who want to take light rail to light rail--everyone else has to schlep from one form of transportation to another--in the rain, in the dark, with kids, with bags, with physical limitations--whatever.	5/20/2015 4:13 PM
102	There is a big gap between office budgeters and users of public transportation. Transit riders are poorer than people who own cars, and the reason Seattle has no subway is because it is the 4th richest per capita urban area in the U.S., so people don't care about the buses. The decision to broaden the subway system HAS to come from "on high" because car riders are selfish. Emerald City...green city...HAH! It is a disgrace that a city of 4 million does not have a subway system. Stop resting on the laurels of Boeing, Amazon, Microsoft et al and realize that one of the two or three most important keys to the expected continued growth of Seattle is...transportation. Look how the subway rejuvenated Los Angeles. Seattle is on the VERGE of being great...make it arrive! Now, if we could just get a basketball and hockey franchise - and a 1000-foot skyscraper - we would be major league, not just triple A!	5/20/2015 12:54 PM
103	Metro & Sound Transit seem to have their minds made up already	5/20/2015 10:37 AM

104	How am I supposed to know if my feedback will be taken into consideration? I certainly hope it will though. By the way, this survey was missing a crucial option for people who would still take the bus (because it's better than the other options they have) but disagree with the proposed changes. Buses effect everyone, not just he people riding them.	5/20/2015 8:13 AM
105	Maybe link something up on the OneBusAway app to let users know about these surveys! I would love that.	5/19/2015 10:57 PM
106	I liked the look & feel of this survey	5/19/2015 10:09 PM
107	I would like to believe in the power of feedback but really when I look around Seattle and see the changes that have occurred in the last 10-15 years I think the older and poorer folks are pretty marginalized as far as feedback and needs.	5/19/2015 9:53 PM
108	The March part was kind of confusing because it was proposals made not taking into account the increased funding which was then made available. However, you seem to have sorted things out pretty well now. Thanks!	5/19/2015 9:31 PM
109	I appreciate that you considered hearing the commuters out before making the final decision.	5/19/2015 3:13 PM
110	This survey was way too long.	5/19/2015 2:49 PM
111	I've always felt that my opinion was valued when providing feedback to Metro.	5/19/2015 2:49 PM
112	Please see comments in other boxes re: survey design.	5/19/2015 2:26 PM
113	It's not clear that this kind of outreach really makes any difference.	5/19/2015 2:22 PM
114	Very comprehensive. Appreciated	5/19/2015 2:22 PM
115	I'm pretty jaded and don't believe I as one person make any kind of difference even when I do stand up and voice my opinion. All previous elections, City Council Mayors and Seattle government make it clear they have their own agendas. Kshama Sawant is a little to one sided for me but she has come into the council with gusto.	5/19/2015 1:50 PM
116	This survey is too long.	5/19/2015 12:37 PM
117	Some sort of public transportation from Tacoma, to Issaquah or close to Tacoma/south sound without having to go to Seattle first.	5/19/2015 11:42 AM
118	Very limited. Not geared toward potential users.	5/19/2015 11:14 AM
119	Your "outreach process" was severely flawed. I only became aware of it after talking to a neighbor, and initiating my own search for proposed bus route changes. Why did you not have flyers or ads in the #11 Madison bus (or the #8, or....) to alert riders that changes were coming?	5/19/2015 11:05 AM
120	thank you for working so hard to solve our transportation issues with limited funds. I do appreciate it!	5/19/2015 11:05 AM
121	You should do more outreach at actual transit stops. Simply putting up those red signs and directing people to a website is not enough. What if you had employees collect feedback from riders (maybe using tablet computers) while waiting for the bus?	5/19/2015 10:56 AM
122	I liked that you stated what you heard from people and then the proposed change. It made it clear how you understood the problem and how you want to resolve it.	5/19/2015 10:53 AM
123	Not everyone in u-district live near the husky stadium. 71, 72, 73 are the most popular route connecting us to downtown seattle and international district. Cutting them will cause problems and changes to many of our daily commute!!!	5/19/2015 10:48 AM
124	This survey was long and confusing. I welcome the service improvements, but couched within these positive points was the door to door service provided to wealthy communities and route splits for underserved communities. I don't want to stand in the rain to get to my job while others who are not in need get delivered directly to their door.	5/19/2015 10:42 AM
125	Good job!	5/19/2015 10:40 AM
126	It is apparent that the decisions have already been made, this survey is little more than window dressing to make the sheep feel "included". BS !	5/19/2015 10:27 AM
127	The only thing I would improve is the design of the signs posted on bus stops. They are difficult to read sometimes.	5/19/2015 10:06 AM

128	Your process for gathering information in the public interest is sorely lacking if you are considering eliminating one of the biggest, most crowded Capitol Hill>U-District routes-- the #43. Please reconsider those of us who actually depend on this route.	5/19/2015 10:06 AM
129	Thank you for the outreach. I do hope you will seriously consider the feedback recieved. And please be sure the decision makers are using your services! It's the worst form of management if these people have no experience getting around the sound by Metro, Sound Transit, Link or ferry.	5/19/2015 10:04 AM
130	Metro has ALWAYS done what they want regardless of public feedback.	5/19/2015 10:04 AM
131	I believe that my sharing may provide better discussions, but I do not think that it will change anything. The Metro is questionably managed (at the highest levels) and they're going to do what they want.	5/19/2015 9:49 AM
132	Again it would have been better to have some outreach presentations on weekends during the day say 10:00 not in the afternoon. Use NE public library, Urban Horticulture Center (this was used when there were going to be many changes to 65 route to accommodate Seattle Childrens Hospital). I attended one presentation there- on a Saturday morning. Evening on work nights bad idea.	5/19/2015 9:48 AM
133	I hope taking the time to share my views helps keep the 43, or some direct route from Montlake to Downtown Seattle in service.	5/19/2015 9:33 AM
134	i think you'll do whatever lines the city's pockets and sucks up to Big Business. I don't think the city cares about normal people.	5/19/2015 9:32 AM
135	a monkey should be taking this survey.	5/19/2015 9:28 AM
136	As long as I live in West Seattle, none of my opinions matter. That's the message that I receive on numerous occasions from Metro.	5/19/2015 9:27 AM
137	This is an exercise in futility, but I am still participating. I highly doubt that community feedback will be respected or heard. I think that Metro will continue with whatever plan their leadership wanted from the beginning.	5/19/2015 9:26 AM
138	Each time I've given feedback, neither time made a difference. My routes were eliminated and I've had to make alternate arrangements. The first time increased my commute time by 1.5 hours per day and this one will make it even longer. Given the choice of my current commute time of 3 hours per day and the new commute time of about 3.5 to 4 hours per day, I will probably start driving to work.	5/19/2015 9:26 AM
139	Seattle is growing at an exponential rate. The only way to keep up is to improve our transit system. Removing RT 43 is a step backwards. This is a mistake.	5/19/2015 9:23 AM
140	I highly appreciate that Sound Transit sent someone out to distribute handouts regarding the proposed service changes, otherwise I may not have heard about it or noticed the proposed changes in a timely fashion.	5/19/2015 9:16 AM
141	The outreach efforts are fine, but people need an easy to understand way to parse the upcoming changes. I still have no idea what my commute is going to look like in 3, 6, 12 months.	5/19/2015 9:15 AM
142	Metro is going to ignore our concerns about running articulated, long-haul diesel buses through our stretch of Meridian Ave N between 56th and 65th and make our noise, congestion and safety problems even worse. This is a *residential* neighborhood and street, not a thoroughfare, but Metro refuses to run these noisy and large buses on nearby wider streets such as E. Green Lake Way or Latona Ave. Previous attempts at outreach have been futile and presumably this will as well.	5/18/2015 10:23 PM
143	If the 43 is eliminated I will no longer wsupport any metro bond issues and will actively work to defeat any measures.	5/18/2015 10:07 PM
144	This survey was insanely long. When I asked to skip sections of it, the survey proceeded anyway. This seems intentionally long to stifle feedback from folks who don't have a lot of time to participate.	5/18/2015 2:20 PM
145	A simple map of the bus routes (like what is currently on the KCM website) leaves out some important information (such as where bus stops will be located). I think that having the option of seeing that would be very helpful for some in order to provide accurate feedback.	5/18/2015 1:40 PM
146	Too many people do not participate, especially older people, many of whom do not use a computer. Then there are those who do not believe that their needs will be listened to. I actually do not believe that you will not take my bus away, regardless. The older I get, the less listened to or attention paid to.. Just because we get old, we don't stop wanting to go places, experience what is going on in our city. I pay plenty of property taxes to be able to have transportation that I can use.	5/18/2015 1:01 PM
147	Thanks for asking	5/18/2015 11:01 AM

148	It is very long. You should be able to submit anytime even if you do not want to finish - this will allow more results.	5/18/2015 10:50 AM
149	Good job!	5/18/2015 8:41 AM
150	Answer to #51 above: I hope so, but I'm not sure! I believe you gather feedback, but then proceed as you wish. Your actions make me feel manipulated!	5/18/2015 8:04 AM
151	Thanks for asking the questions!	5/18/2015 7:46 AM
152	Outreach is good, my concern is what percentage of riders participate.	5/17/2015 6:03 PM
153	I won't know whther taking the time will results in better decisions unless the better decisions are actually made	5/17/2015 4:49 PM
154	Metro has ignored any suggestion or comment to date, why should one expect a different outcome now?	5/17/2015 1:44 PM
155	I am pretty much sure that Metro (my former employer) and Sound Transit have already decided what they're going to do, and that my input won't have much impact.	5/16/2015 9:58 PM
156	it could be better coordinated to advise the public and give them more time to respond. On buses, at stops, in the tunnel, driver announcements?	5/16/2015 4:02 PM
157	I never heard about the second round of feedback until after the comment period was over. These comment periods are not long enough.	5/16/2015 1:40 PM
158	Ted Day is a great presenter but the production values of the videos were basic. Surely KCDOT can do better!	5/16/2015 9:59 AM
159	Does service between Husky Stadium and the airport begin in March 2016 when the proposed changes take effect? I travel by plane maybe once every 15 years. I have no other use for light rail. I have been a frequent Seattle Transit/ Metro Transit rider all my life.	5/15/2015 11:37 PM
160	The questions weren't worded in such a way, or weren't specific enough, to accurately gauge opinion	5/15/2015 7:11 PM
161	I'm sure that much input has been asked for, but this is not a substitute for acting on behalf of riders and potential riders. People are used to and rely on the existing service, and I think this is discounted by planners in favor of theoretical benefits from more ideal designs. For the outreach to be genuine, if people say keep something the same unless there is a very strong and clear benefit to changing it, then you should do so, even if it is theoretically less "efficient" overall.	5/15/2015 5:41 PM
162	I only heard about this from a Nextdoor.com group member, an active concerned citizen. I would never have known otherwise. Would have been more aware if had received a mailing.	5/15/2015 5:07 PM
163	This survey seems carefully designed to provide support for current decisions. It is probably the most irritating and self serving survey I have seen in recent memory.	5/15/2015 12:50 PM
164	I appreciate the high level of detail of the proposed route maps. It took a lot of back and forth comparison between the 3 maps to determine where routes would be located. If possible, it would be great to have a master map with options for turning on/off the all-day, peak and other routes to see the full picture (I may have missed a master map if there was one).	5/15/2015 12:11 PM
165	It appears that public is being processed with all this "outreach" for naught -- comments are largely ignored.	5/15/2015 12:04 PM
166	I would like to see the specific ramifications of this proposal to Montlake addressed. There has been much said about Capitol hill, but Montlake seems to have been ignored.	5/15/2015 10:59 AM
167	#50. - I certainly hope so!!!!	5/15/2015 10:37 AM
168	This "proposal" was slated from the beginning and you are pretending to get buy in throughout this process, but many agendas of yours are coming through at the expense of many.	5/15/2015 10:20 AM
169	You aren't reaching the people who are least able to manage without the bus.	5/15/2015 10:08 AM
170	Metro has already decided what it wants to do and I don't feel the public has any influence on the outcome. Also this survey was advancing pages and I could not go back and view those pages. I'm not sure if it was my iPad, when I tried to select answers it wouldn't allow me to check the box I wanted to would advance and check something I didn't want. I speak English for example and not another language.	5/15/2015 10:06 AM
171	I would have more new, and frequent updates, on the major TV networks, inviting people to participate and showing how to be involved. Use TV.	5/15/2015 9:47 AM

172	I'm sure you did a great job at outreach for the Link connection changes, but Metro did a terrible job at outreach wrt to bus changes outside that area, e.g. 28/28X and it's not fair to the community to roll these changes out under the guise of Link Connection improvements and not doing any outreach wrt the proposed changes. I found out about these changes when it was brought up at yesterday's Ballard District Council.	5/14/2015 10:54 PM
173	Connections proposal had bus changes that significantly impacted Broadview. However, there was no selection of Broadview in the neighborhood selector.	5/14/2015 10:38 PM
174	I do hope that you will actually listen to feedback and not have forgone conclusions to what will happen.	5/14/2015 5:25 PM
175	I still don't even see a mention of Lake City anywhere in the proposal despite the strong impact it will have on the neighborhood's access to the rest of the city.	5/14/2015 3:10 PM
176	Awhile back I spoke with a Metro employee who was out talking with bus riders at the Northgate transit station. He seemed to be a manager or upper level planner, and I was impressed and happy that someone at his level was taking the time to talk with people about Metro issues face to face at a bus stop.	5/14/2015 1:31 PM
177	I have not seen any information about whether there will be free transfer between buses and trains. There should be!	5/14/2015 11:49 AM
178	Do you have something against the #68 bus? They were going to delete it when they said they didn't have any money. Now that they supposedly have money, THEY ARE GOING TO DELETE IT ANYWAY! I use it to go to Northgate and back. I don't go downtown very often. I have lived in Seattle since 1963. There was always a #71 bus that came up from downtown and went East on N.E. 65th street. It used to be called the #7 View Ridge. Why would you want to delete a bus rout that has been running for so many years?	5/14/2015 10:41 AM
179	I WISH YOU'D INCLUDE US IN MAKING THESE DECISIONS BUT NO ONE SEEMS TO BE LISTHENING! MOVE THE #16 OFF MERIDIAN AVE N. BETWEEN N 64TH AND N 56TH STREET - IT IS MUCH BETTER SUITED FOR EVERYONE ON A WIDER STREET THAT CAN ACCOMADATES BUSES - GREEN LAKE WAY - YOU ARE CHANGING EVERY ROUTE EXCEPT THE ONE THAT NEEDS TO BE CHANGED WHICH IS THE #16!!!!!! ADDING BUSES EVERY 7 TO 15 MINUTES WILL CAUSE BACKUPS ON OUR STREET AS THEY FIGHT TO TRY TO GET BY EACH OTHER ON THIS VERY NARROW RESIDENTIAL STREET WITH MANY FAMILIES!!!!!!!!!!!!	5/14/2015 9:40 AM
180	I called metro and left a voice message about my concerns and requested a call back. I never received the call back from Metro. Says a lot about the respect metro shows it "neighbors".	5/14/2015 7:50 AM
181	I think the process to involve the community is critically flawed. Why aren't there flyers in the bus itself? That is where most bus riders are and most are ignorant of these changes.	5/13/2015 11:25 PM
182	You should make the links for providing online feedback available directly in the emails you sent out regarding these changes - having the changes described in the email was great, but I had to hunt for a way to provide feedback. If the link was in fact there and I missed it, I apologize, but hope you will find a way to make it more obvious in the future, then. Thanks a lot!	5/13/2015 10:34 PM
183	This outreach process has been, in my opinion, very weak. It is my impression that you don't really want input, e.g., the times when the outreach sessions are held--in the morning when folks are on their way to work or at work already. But die seems cast--time will tell if those proposed routes and all those transfers prove to be more efficient. And if they're not, then I'll be on my bike and in my car.	5/13/2015 9:17 PM
184	Planning routes does involve community input but, ultimately, rests with those who control the purse strings and the planners who look at all the routes. It would make more sense to make incremental changes now, build out more link stations, then make more incremental changes, and so on, rather than such large changes now (or are more changes coming in 2022 to this degree?) The only reason I can see for the large number of changes is financial (eliminating and combining routes does this, as well as reducing frequency of some.) On the other hand, such changes without having buses terminate or stop at link stations that are ready for riders, that do not go to the destinations that they once did, will probably force riders off of transit and into their cars. Likewise, if riders have to take more time to divert to an E-W route to get to a link station to go N-S on light rail to get to their destination, rather than just take a N-S bus as now, they are likely to get in their cars. That is, unless it is more convenient to ride transit (faster, more timely, etc.) which means that the transit has to be running frequently and on-time (which is difficult with buses at times, especially during high congestion times.) Hopefully, community input as a whole will make a difference. By the way, in the future, hold community meetings on weekends or after 6 PM in community centers in each neighborhood... and advertise in the Weekly and the Stranger as well as Community groups, Facebook, etc.	5/13/2015 8:12 PM
185	Just like in the justice system where U.S. citizens are supposed to be considered innocent till proven guilty, but going to court and having to prove your innocence, proposals put forth in your outreach process have more often than not already been decided upon by Metro management and the King County council members	5/13/2015 7:02 PM

186	It seems like this is a done deal so why are you asking for feedback?	5/13/2015 6:17 PM
187	Took a while to realize that route 8 will split nowhere near Mt Baker station, which would make a commute between Seatac and the Central Area impossible late at night. This should be front and center in the proposal, but it wasn't. The "all day frequency" statements about 8 and 48 are also very misleading, since the routes will not really operate all day. In fact 48 even stops running before midnight. If you live in the 23rd ave corridor and want to use the light rail late at night, it will make you think that 48 operates even later than the light rail, but it's not true. This is a big misleading statement, and you need to fix it.	5/13/2015 6:11 PM
188	I am going to become more activist in blocking your stupid suggestions.	5/13/2015 6:08 PM
189	The more communication, the better. The signs at the bus stops alerting people to changes and how to comment were the most common form of outreach I saw, and they have been pretty clear if a little generic. But the details are easy to find once you get on the website, so that generality is ok. I appreciate that you took multiple stages of feedback, so the plan could actually be changed to address people's concerns before everything was locked down and set in stone. The new Trip Planner app is another good means of outreach, and I have been finding it very useful (I use the iPhone version, it works quite well.)	5/13/2015 6:06 PM
190	I feel reached out to, and I also feel that this process is unlikely to create the kind of transit improvement that would benefit me and my family.	5/13/2015 5:51 PM
191	Next time have the outreach sessions in ethnic areas that serve the working class, and not solely in upper class white areas that reinforce and protect white privilege. The well-to-do will always have transit options, yet the working classes do not.	5/13/2015 5:41 PM
192	Thus far the only changes that seem to Matter are the ones that keep Pike/Pine serviced up to 15th Ave and getting people to the light rail station. It is ridiculous to expect people to transfer 2 times just to get downtown. By eliminating "duplications" in routes, you will definitely lose frequency, and only cause a more frustrating commute experience.	5/13/2015 5:29 PM
193	I VERY MUCH DOUBT IT WILL HAVE ANY IMPACT AT ALL. METRO HAS NEVER SERVICED EAST WEST ROUTES WELL EVEN THOUGH THESE ROUTES PROVIDE MUCH MORE CHALLENGE FOR BIKING OR WALKING BECAUSE OF THE HILLS. WHY ARE YOU TRYING TO FORCE PEOPLE BACK IN THEIR CARS?	5/13/2015 5:21 PM
194	Survey was very difficult to use.	5/13/2015 5:16 PM
195	Thank you for listening / reading.	5/13/2015 5:10 PM
196	I got about a thousand text messages, with links to websites that only provided useful details in the form of pdf files that were incredibly annoying to try to read on my phone. So A+ work on that, folks.	5/13/2015 4:53 PM
197	Obviously KC Metro will go ahead with proposed changes, whether the general public likes it or not !	5/13/2015 4:48 PM
198	Even if my opinion doesn't change the decisions made, I still feel that I need to provide input and feedback. I rely on Metro and public transportation and it has been a fantastic service. I will have quite a lot added to my commute with the proposed changes, but because I don't have an alternative, will continue using public transportation. Thank you for giving riders an opportunity to provide feedback.	5/13/2015 4:44 PM
199	It's great to focus on connections to new light rail but there are a lot of riders that need more efficient connections elsewhere. A route that stops at Northgate and runs to Boeing Everett would be nice, for example. Direct routes from point to point would also be nice. My family uses light rail to the airport but it is a longer than necessary trip due to the circuitous route and it is not practical for people with small children, those with a lot of luggage, or those who have difficulty walking because the airport station is way too far away from the terminal. PDX and Reagan international, to name a few, got this right so why can't Seattle?	5/13/2015 4:11 PM
200	You don't reach out to older adults.	5/13/2015 3:20 PM
201	The link to Husky Stadium provides NO valuable service to the U. of WA for me as an employee. The purpose of the University is ACADEMICS, EDUCATION, and RESEARCH--NOT transportation to a sports arena! The Husky Stadium location is NOT convenient WHATSOEVER for my work on campus. I will not use it.	5/13/2015 3:01 PM
202	I certainly hope our feedback will be taken under consideration.	5/13/2015 2:54 PM
203	This survey could have been more succinct. Also I would TOTALLY advise you to skip the language and race/ethnicity questions as some minority groups will be afraid to answer them, log out, and deprive you of their feedback.	5/13/2015 2:46 PM
204	I never heard about the earlier proposals, do I did not provide feedback for them.	5/13/2015 2:19 PM

205	Please help our entire neighborhood understand why the route is staying the same in our neighborhood (well actually increasing in service) when the area obviously does not serve a bus lane well! Has anyone actually: - Looked at this area of the route - Looked at the petition and information our neighborhood put together outlining our issues - Looked at the number of citations from the bus for hitting parked cars (my own car has been hit over 3 times). - Looked at how fast the bus goes down the street, how cars have to wait for the bus to pass, how dangerous it is and how few stops there are on the street anyway, given it is residential and anyone could just walk over to Latona, which is a wide street with traffic lights, retail businesses, room for two cars to pass, a major road, not a side, neighborhood street. -- If you look at all of the above you will realize Route 16 needs to be changed!	5/13/2015 1:21 PM
206	Will since the 30 is slated to be cancelled, then my opinion does not matter, nor any of my co-workers who ride this bus every day, struggle with late drivers, have 1/2 hour wait times between buses, have to deal with the "crime ave" every day. Yeah, just what I need, a longer/ harder commute.	5/13/2015 1:20 PM
207	This survey is way too long and does not advance forward the way that it should.	5/13/2015 1:18 PM
208	Please make sure you continue reaching out to communities in the central district and international district where English is not the first language of many people. Translated information in libraries and community centers is key. Also, I would love for the one bus away app to be accessible to people without smartphones. It is so helpful and saves a lot of time. I have seen screens downtown with bus arrival times, which are helpful. We should have more of these at stops outside of downtown, which could also provide information about upcoming service changes and surveys like this one.	5/13/2015 12:30 PM
209	I think your current outreach process is good, and your website is very clear and explains everything well. I do wish I had heard earlier about these changes. I just found out about them now. I would have had comments earlier. Please continue your outreach efforts via e-mail and websites. Thank you for your responsiveness to the public.	5/13/2015 12:18 PM
210	It is not easy to make the changes that are necessary to make. You will always alienate some percentage of existing users but you might also gain a lot more users. Thank you for making this a public process.	5/13/2015 11:50 AM
211	Metro needs to provide a more transparent and thorough presentation of the feedback both positive and negative. It would be helpful to see patterns of ridership of what other factors were included in Metro decision making.	5/13/2015 11:40 AM
212	Thank you for reaching out. I do hope that my comments will help improve the outcome. I do not want my support for Prop 1 and associated increase in my property taxes to result in a DECREASE in the services I depend upon. I think you guys do a good work on a very challenging area of service, and I hope you will give consideration to my perspectives on Route 26x.Thanks!	5/13/2015 11:08 AM
213	I believe that your tabling event at UW occurred during the Finals week, and was poorly promoted, because I did not even hear about it, and I am someone who is very interested in public transit and hence would notice and hope to attend that type of event. Considering that UW is one of the biggest transit trip generators in the city, and that most of the proposed changes directly affect the U District, you'd think there would've been a lot more outreach to students, faculty and staff.	5/13/2015 10:34 AM
214	Please know that the public outreach effort has been very welcome. It is greatly appreciated knowing that Metro is taking the positions of its riders into account at a critical moment.	5/13/2015 10:03 AM
215	Thank you for providing various ways for us to share feedback, whether in person or online. Some of us are better served by doing this in writing, while others will benefit from the in-person presentations.	5/13/2015 9:36 AM
216	The meetings for proposed changes to eliminate the #34 and #39 buses and replace them with the #50 bus were well attended with unanimous feedback that these changes would have a negative impact on the neighborhoods. These comments were ignored. After these changes, many metro riders found alternate transportation options. How could Metro possibly think that getting to the ball parks and Alki beach would be more important to commuters in SE Seattle than getting to Garfield and the U District? And the changes were promoted as a big benefit to us!	5/13/2015 9:20 AM
217	I really hope the public is listened to. While the UW has a great impact on the traffic flow from outside of Seattle to the UW there are still a lot of working people in areas not being directly addressed and with all the building in the South Lake Union area, this area is getting very crowded and congested even with the Mercer changes. This area and up and down the Eastlake Ave corridor need to be looked at and reviewed as these changes make the 70 the only option and right now the service is sketchy, but that may be more on the operators than the route.	5/13/2015 9:07 AM
218	I would hope that riders opinions in all service areas matter and there's an equitable process for all neighborhoods. Particularly within the City of Seattle limits as taxes were increased to continue Metro service and I believe those taxes should go to additional services within the city limits and not increased east-west routes to the Eastside.	5/13/2015 8:14 AM

219	too many questions in the survey	5/13/2015 8:09 AM
220	Metro does not care about riders ar changes in bus service would have been mde a while back. Metro was one of the best bus system 5 years ago and now it almost unsable. It's slow, never runs on time.	5/13/2015 7:24 AM
221	I'm not sure if opinions help or if the decision-making is already a done deal	5/13/2015 7:23 AM
222	We need west- east transportation from Phinney Ridge, Ballard and Greenwood to Capitol Hill.	5/12/2015 11:49 PM
223	I am hopeful that attention will be paid to feedback.	5/12/2015 10:13 PM
224	I am tired of bus cut talks, changes done even though they say we get a say. I hate using metro as it has become so stressful.	5/12/2015 10:01 PM
225	I do not lay all of the blame for this sorry situation at the feet of Metro or its management or its union members. Part of the responsibility lays with the voters (and non-voters) in the county and State and our regressive tax system. Many, many questions on this survey do NOT allow me to give an answer that I can align with; it was not well constructed.	5/12/2015 9:46 PM
226	No Comment	5/12/2015 9:46 PM
227	There will be effects on neighborhoods outside the study area (like mine in Greenwood), and it's worth considering both the impacts and opportunities created beyond the study area.	5/12/2015 9:46 PM
228	These changes were advertised as "capitol Hill" changes. If eastside riders were specifically targeted, then I believe you would have a much larger response from them.	5/12/2015 9:37 PM
229	are you aware that there are 650 additional housing units being planned around the Issaquah Highlands? are you planning additional bus service for this area? Every day, I ride buses with 20 to 30 people standing from Seattle to Issaquah Highlands	5/12/2015 9:09 PM
230	Most of the changes that will affect Wallingford do not seem to have any connection to the new light rail station at Husky Stadium, except for the slightly increased frequency of the 44 bus. That's the only connection in this neighborhood to the light rail. None of the rest of the proposed changes having anything to do with light rail. Also, it would be nice to know when the UW stadium station will open and how often the service will be.	5/12/2015 8:06 PM
231	I really appreciate Metro taking the time and effort to hear what riders have to say. While I doubt that my concerns will be addressed, it's great to be able to share my thoughts and concerns about how Metro will change and grow in the future, hopefully for the better.	5/12/2015 8:02 PM
232	light rail does not go everywhere -- the south end still needs buses. we do not have the good connections with light rail like you are creating for Husky stadium. Why? seems like you are doing more to serve the north part of the city.	5/12/2015 7:38 PM
233	they will make what ever changes they want regardless of what people say	5/12/2015 7:26 PM
234	Keep up the great work.	5/12/2015 7:13 PM
235	I think it is a method to prove you have support, when in fact that is not clear.	5/12/2015 6:45 PM
236	I don't now the answer to question #33. Changes will need to be made to accommodate people that don't use this website or go to meetings with the public. I would like to know what is the percentage of people that have voiced their opinions on this matter.	5/12/2015 6:31 PM
237	I am sooo tired of web sites optimized for mobile, meaning that on my laptop I have to scroll a lot more because the site page no longer fits on my screen.	5/12/2015 6:21 PM
238	Have already done so above, thank you. I would however like to know whether Metro consulted its own drivers on these changes. My impression is that Metro often ignores or disregards direct input from drivers, and feel that this must often create a big gap in the information you have access to.	5/12/2015 6:11 PM
239	This is near my home, I am not only concerned about the price of my rent skyrocketing, but that it will being more crime around the area, or even more vehicles that I will have to watch out for. I hope that this is the best decision and I think the community as a whole can help shape the best choice for us all.	5/12/2015 6:07 PM

240	The feedback options on the survey questions were particularly limited, and seemed designed to garner support for proposed changes, despite obvious deficiencies relative to prior proposals. David Seater said it better than I could in his comment on SeattleTransitBlog.com: "Taking the Metro survey also doesn't look particularly helpful to provide useful feedback. All of the multiple choice questions are couched like this: Q: We heard that riders wanted increased frequency. We increased frequency by deleting the 43 and not adding additional service. Do you agree that increased frequency is important? A: There's no way to say, 'No, this proposal is WORSE than anything else you've proposed because I can do math' until you get to a generic free response section at the end." Comment here, for context: http://seattletransitblog.com/2015/05/12/metro-releases-next-u-link-restructure/#comment-620048	5/12/2015 6:06 PM
241	It would be simpler if there was just one website involved (not Sound Transit AND Metro), or at least to have a clearer explanation of their two different roles in this process.	5/12/2015 6:04 PM
242	What will happen will happen with or without my opinion. Metro couldn't be bothered to do a mailer there were only signs placed at some bus stops and I found out from another rider what the signs were about. Again I don't think you care about anyone who is work class or poor, because if you did you would have had better communication.	5/12/2015 6:02 PM
243	You don't want to listen to the Rides. You made up your minds way before this project was ever started . You are just doing this so you can say you got feedback.	5/12/2015 5:59 PM
244	This survey was well designed. It was great that you asked specific questions about many specific routes. It was easy to fill out given that most of the answers were multiple choice and did not require taking too much time to write in answers.	5/12/2015 5:52 PM
245	Please respond to our feedback. Many of us have been using Metro for years. Don't make changes that seriously alter our ability to continue to use Metro as we have been doing.	5/12/2015 5:50 PM
246	You have got to be kidding about question 51. I have never known a government agency to pay attention to anything the public has to say.	5/12/2015 5:50 PM
247	DO NOT REMOVE ROUTE 71!!!!!!	5/12/2015 5:49 PM
248	Sorry, the proposed changes just don't seem clear. It looks like the #12 may have been saved, but it isn't anything like the bus I rely upon. I really do not understand how folks on the South face of Capitol Hill will be able to travel. Resources are focused on Central Capitol Hill and the University.	5/12/2015 5:46 PM
249	I'm concerned that the outreach process seems to have been driven by "squeaky wheels" at neighborhood meetings rather than by strong transit fundamentals. If riders are "confused" by a large number of changes then the solution is to do a better job explaining the changes (and the reasons behind them) instead of scrapping them.	5/12/2015 5:27 PM
250	Thank you for the opportunity.	5/12/2015 4:29 PM
251	The city should not be looking to eliminate bus routes, or hampering the use of public transit in any way. The city should be looking to encourage bus use through economic incentives (such as increased tolls, higher parking meter fees) that discourage driving. Seattle is growing too fast, there is no more room for single drivers on the highways, and cutting bus routes, especially the ones that help transport riders from seattle to the eastside (and vice versa) will increase the number of cars on the road.	5/12/2015 4:13 PM
252	This survey was quite long and a bit confusing.	5/12/2015 3:28 PM
253	Everyone I have spoken to is unhappy about the elimination of 71 and 72, so I don't see how this feedback is influencing the plan.	5/12/2015 2:50 PM

Q53 We're moving to more electronic notification to keep people informed about Metro's service planning. If you use email and would like to stay informed about next steps in this decision-making process, as well as future opportunities to participate in decision-making, please provide us with the information listed below.

Answered: 584 Skipped: 1,388

Answer Choices	Responses	
Name:	97.43%	569
Company:	0.00%	0
Address:	0.00%	0
Address 2:	0.00%	0
City/Town:	0.00%	0
State:	0.00%	0
ZIP:	0.00%	0
Country:	0.00%	0
Email Address:	99.83%	583
Phone Number:	0.00%	0

#	Name:	Date
1	Tim Gould	6/1/2015 1:25 AM
2	Bill Ahl	6/1/2015 12:02 AM
3	Anthony Banchemo	5/31/2015 11:23 PM
4	Polly Davis	5/31/2015 10:20 PM
5	Norman Landry	5/31/2015 9:10 PM
6	Matt Dunn	5/31/2015 9:08 PM
7	Mary Brown	5/31/2015 8:40 PM
8	William Condon	5/31/2015 8:27 PM
9	Ross Bleakney	5/31/2015 7:43 PM
10	Fred Truscott	5/31/2015 7:13 PM
11	Allen Mott	5/31/2015 4:57 PM
12	Lisa Yost	5/31/2015 4:12 PM
13	Denise Pollock	5/31/2015 4:08 PM
14	Anne McDuffie	5/31/2015 3:43 PM

15	Kay Douglas	5/31/2015 3:20 PM
16	Brandt Elster	5/31/2015 3:03 PM
17	Charles and Barbara Schafer	5/31/2015 1:50 PM
18	shannon beasley-bailey	5/31/2015 12:19 PM
19	Clare Hablutzel	5/31/2015 11:53 AM
20	Erich Hablutzel	5/31/2015 11:29 AM
21	Sarah Gladden	5/31/2015 11:29 AM
22	Kevin	5/31/2015 10:33 AM
23	Vivian Ma	5/31/2015 6:37 AM
24	Eric Maloney	5/31/2015 4:30 AM
25	Susan Lynette	5/31/2015 12:09 AM
26	Mike Orr	5/30/2015 10:20 PM
27	Bob Throckmorton	5/30/2015 9:45 PM
28	Jeffrey Sells	5/30/2015 9:28 PM
29	John Lewis	5/30/2015 9:27 PM
30	Marcia Lupton	5/30/2015 9:01 PM
31	Anna K	5/30/2015 8:36 PM
32	Victoria Foedisch	5/30/2015 8:19 PM
33	Ann Testroet	5/30/2015 7:33 PM
34	Arianne	5/30/2015 6:14 PM
35	Janine VanderWhitte	5/30/2015 5:19 PM
36	Kim Howe	5/30/2015 4:28 PM
37	Dale E. Williams	5/30/2015 3:20 PM
38	J. Munari	5/30/2015 3:13 PM
39	Marcia Bailey	5/30/2015 12:56 PM
40	Glenn Phillips	5/30/2015 9:42 AM
41	russ geyer	5/30/2015 6:41 AM
42	wes Keller	5/30/2015 5:48 AM
43	Star Drette	5/30/2015 5:26 AM
44	Ricky Courtney	5/30/2015 12:36 AM
45	Jimmy	5/29/2015 9:20 PM
46	Jennifer King	5/29/2015 8:40 PM
47	Melissa Metzger	5/29/2015 7:43 PM
48	Jialing Liu	5/29/2015 4:40 PM
49	Delores Kannas	5/29/2015 4:39 PM
50	Susan Parker	5/29/2015 4:03 PM
51	katie alfus	5/29/2015 3:43 PM
52	Nancy Harris	5/29/2015 3:21 PM

53	Philip Ries	5/29/2015 3:10 PM
54	Devin Jones	5/29/2015 2:18 PM
55	Susan Kimsey	5/29/2015 1:55 PM
56	Jan Kendle	5/29/2015 1:42 PM
57	Charlie Wiggermann	5/29/2015 12:38 PM
58	Gretchen Reade	5/29/2015 11:43 AM
59	Thomas Dunne	5/29/2015 11:39 AM
60	Hariana Chilstrom	5/29/2015 11:18 AM
61	Robert	5/29/2015 10:23 AM
62	Eric Feldman	5/29/2015 10:22 AM
63	Don Timm	5/29/2015 10:11 AM
64	Noah	5/29/2015 9:39 AM
65	Druscilla Keenan	5/29/2015 9:33 AM
66	Elaine Kendrex	5/29/2015 9:32 AM
67	Kathie Kelly	5/29/2015 9:29 AM
68	Catherine Lander	5/29/2015 9:22 AM
69	Chris Burke	5/29/2015 9:13 AM
70	Glenn Horton	5/29/2015 8:59 AM
71	Jonathan Westerman	5/29/2015 8:56 AM
72	Karla	5/29/2015 8:47 AM
73	Nick Peyton	5/29/2015 8:43 AM
74	DRoss	5/29/2015 8:39 AM
75	Dan Seare	5/29/2015 8:33 AM
76	Sally Sibson	5/29/2015 8:26 AM
77	Reiko	5/29/2015 8:13 AM
78	Ryan Newell	5/29/2015 8:01 AM
79	colin chaddock	5/29/2015 7:15 AM
80	Kay Verelius	5/29/2015 7:09 AM
81	Pat Dodge	5/29/2015 6:45 AM
82	Gloria Jackson-Nefertiti	5/29/2015 1:40 AM
83	Jonathan Lin	5/29/2015 12:57 AM
84	Jim Fox	5/29/2015 12:48 AM
85	Kathy Whalen	5/28/2015 11:58 PM
86	Karen	5/28/2015 11:21 PM
87	Sean Augustino	5/28/2015 11:20 PM
88	Gary Lai	5/28/2015 11:10 PM
89	Chiemi	5/28/2015 10:52 PM
90	Robert Sibson	5/28/2015 10:19 PM

91	Will Baslock	5/28/2015 10:18 PM
92	John Fenton	5/28/2015 9:50 PM
93	D. Burch	5/28/2015 9:41 PM
94	Jeffrey Wilner	5/28/2015 9:23 PM
95	nkholcomb@ymail.com	5/28/2015 9:04 PM
96	Sharon Miller	5/28/2015 8:52 PM
97	Mary Lamb	5/28/2015 8:01 PM
98	L. Silverman	5/28/2015 7:58 PM
99	Roger Price	5/28/2015 6:59 PM
100	Charles Reidy	5/28/2015 6:27 PM
101	Shannon	5/28/2015 6:04 PM
102	James Stark	5/28/2015 5:30 PM
103	Damon Holzer	5/28/2015 5:25 PM
104	Robin Rowedder	5/28/2015 5:24 PM
105	Wendy Hilliker	5/28/2015 5:18 PM
106	Gary Holton	5/28/2015 5:06 PM
107	Carol Kridner	5/28/2015 4:57 PM
108	Jenny	5/28/2015 4:57 PM
109	Uwe Bergk	5/28/2015 4:51 PM
110	janet woodward	5/28/2015 4:50 PM
111	Joana Ramos	5/28/2015 4:50 PM
112	Bridget O'Brien	5/28/2015 4:44 PM
113	Angela	5/28/2015 4:43 PM
114	Jon Lebo	5/28/2015 4:37 PM
115	Paul Ip	5/28/2015 4:32 PM
116	douglas willard	5/28/2015 4:30 PM
117	cynthia chen	5/28/2015 4:26 PM
118	Linda Mathison	5/28/2015 4:25 PM
119	tara marino	5/28/2015 4:25 PM
120	Marci	5/28/2015 4:22 PM
121	ThanksMetro	5/28/2015 4:19 PM
122	Anea Klix	5/28/2015 4:16 PM
123	Linda K.Wheeler	5/28/2015 4:14 PM
124	Petra Lamon	5/28/2015 4:10 PM
125	Jill Seidenstein	5/28/2015 4:09 PM
126	Anders Hejlsberg	5/28/2015 2:40 PM
127	Patrick S. Huerta	5/28/2015 2:24 PM
128	S. Nguyen	5/28/2015 2:10 PM

129	Juliet Todd	5/28/2015 1:50 PM
130	Sarah Ann Thompson	5/28/2015 10:45 AM
131	Gevorg	5/28/2015 8:52 AM
132	Adam	5/28/2015 8:40 AM
133	Shira Brewer	5/27/2015 10:11 PM
134	Brian Mickelson	5/27/2015 8:36 PM
135	Alyshia Olsen	5/27/2015 5:42 PM
136	Katharine Harkins	5/27/2015 4:43 PM
137	David Hoff	5/27/2015 3:12 PM
138	Jennifer Hawkins	5/27/2015 12:34 PM
139	Kelsey Skaugrud	5/27/2015 10:56 AM
140	Andy Martin	5/27/2015 10:55 AM
141	Heather Mullin	5/27/2015 10:22 AM
142	Diana Dean	5/27/2015 9:19 AM
143	Liz M	5/27/2015 9:00 AM
144	Carol Troup	5/27/2015 8:56 AM
145	Leah M	5/27/2015 7:05 AM
146	Peter Leinenbach	5/26/2015 8:58 PM
147	Doug Martin	5/26/2015 8:37 PM
148	Amy	5/26/2015 7:15 PM
149	margaret levis	5/26/2015 6:46 PM
150	Putnam Barber	5/26/2015 5:27 PM
151	David Rahbee	5/26/2015 5:10 PM
152	Roy Treadway	5/26/2015 4:03 PM
153	Colli Ogi	5/26/2015 3:16 PM
154	Charles Dornier	5/26/2015 1:08 PM
155	Nick Burmeister	5/26/2015 12:09 PM
156	Matt George	5/26/2015 11:31 AM
157	Tatyana Golant	5/26/2015 11:23 AM
158	Adam Berey	5/26/2015 11:20 AM
159	Joshua Gustafson	5/26/2015 10:44 AM
160	Heather	5/26/2015 10:42 AM
161	Jim Stearns	5/26/2015 10:13 AM
162	Sandra Perez	5/26/2015 9:32 AM
163	Cathi Silva	5/26/2015 8:05 AM
164	Forest Saunders	5/25/2015 10:57 PM
165	Jacob Bale	5/25/2015 10:55 PM
166	Nathan	5/25/2015 9:41 PM

167	Janey Elliott	5/25/2015 8:00 PM
168	Judith Leconte	5/25/2015 4:13 PM
169	Victor Pappas	5/25/2015 12:28 PM
170	Derek Scheips	5/25/2015 10:07 AM
171	Nancy	5/25/2015 9:42 AM
172	Margaret Edgar	5/24/2015 2:20 PM
173	Ken	5/24/2015 11:46 AM
174	Jessica Creighton	5/23/2015 10:14 PM
175	Vickie Mason	5/23/2015 9:44 AM
176	Laila Barr	5/23/2015 12:02 AM
177	Debra Wilson	5/22/2015 5:17 PM
178	Jessica Decker	5/22/2015 4:54 PM
179	Mudra Ladani	5/22/2015 3:14 PM
180	Justin Low	5/22/2015 3:00 PM
181	Isobel Novak	5/22/2015 12:36 PM
182	J Cheng	5/22/2015 11:56 AM
183	Stan Terada	5/22/2015 9:16 AM
184	Shannon Brown	5/22/2015 8:46 AM
185	Rubi	5/22/2015 12:39 AM
186	Becky	5/21/2015 8:10 PM
187	Brett Andreasen	5/21/2015 1:43 PM
188	Seth Mahoney	5/21/2015 10:46 AM
189	Marisa	5/21/2015 9:47 AM
190	Ann condon	5/21/2015 9:47 AM
191	Roberta O'Leary	5/21/2015 9:19 AM
192	Tim Pier	5/21/2015 9:16 AM
193	Carrole Johnson	5/21/2015 9:11 AM
194	Beth Day	5/20/2015 10:08 PM
195	Gail Goralski	5/20/2015 9:58 PM
196	Evan	5/20/2015 8:12 PM
197	Jennifer Haywood	5/20/2015 6:06 PM
198	Sarah Doherty	5/20/2015 5:05 PM
199	D & J Hutchins	5/20/2015 4:35 PM
200	Connie Chaplan	5/20/2015 4:14 PM
201	ryan drake	5/20/2015 3:29 PM
202	Amanda Anderson	5/20/2015 3:10 PM
203	Kayleigh	5/20/2015 2:43 PM
204	Jennifer Hyatt	5/20/2015 2:22 PM

205	George Dugdale	5/20/2015 1:44 PM
206	Joan Moritz	5/20/2015 1:19 PM
207	John Jeffcott	5/20/2015 12:59 PM
208	Jennifer Kirk	5/20/2015 11:52 AM
209	Aruna Kamineni	5/20/2015 11:40 AM
210	Jennifer Hopkins	5/20/2015 11:39 AM
211	Lindsie	5/20/2015 11:39 AM
212	Eric Muller	5/20/2015 11:17 AM
213	John Davies	5/20/2015 10:39 AM
214	Saralyn Ogden	5/20/2015 10:31 AM
215	Katherine Kruger	5/20/2015 10:13 AM
216	Devin	5/20/2015 9:27 AM
217	Mei-Sun Yang	5/20/2015 8:25 AM
218	Allen	5/20/2015 8:21 AM
219	Sinh Simmons	5/20/2015 8:10 AM
220	Carol Sue Ivory-Carline	5/20/2015 6:32 AM
221	saravanya	5/19/2015 11:12 PM
222	Kannan	5/19/2015 11:07 PM
223	Michaela Parry	5/19/2015 10:58 PM
224	Emily Thompson	5/19/2015 10:09 PM
225	Patricia	5/19/2015 9:53 PM
226	Carol	5/19/2015 9:38 PM
227	Nancy Emery	5/19/2015 9:32 PM
228	Anne	5/19/2015 9:26 PM
229	Neva Wilson	5/19/2015 7:54 PM
230	charles	5/19/2015 7:41 PM
231	Dan eisenberg	5/19/2015 5:19 PM
232	Erik Dahl	5/19/2015 4:15 PM
233	Juan Perla	5/19/2015 4:07 PM
234	Lee Williams	5/19/2015 3:57 PM
235	nirmolak	5/19/2015 3:44 PM
236	Hanan Soulaïman	5/19/2015 3:13 PM
237	Spring Zoog	5/19/2015 3:06 PM
238	Bobbi Nodell	5/19/2015 2:50 PM
239	Zachary Gottschalk	5/19/2015 2:50 PM
240	Tim Knight	5/19/2015 2:33 PM
241	Joanna Diallo	5/19/2015 1:37 PM
242	Philip White	5/19/2015 1:35 PM

243	James Decker	5/19/2015 1:27 PM
244	Mark Stoner	5/19/2015 1:10 PM
245	Jennifer Johnson	5/19/2015 1:03 PM
246	Sarah Sandquist	5/19/2015 1:02 PM
247	Zach Feingold	5/19/2015 12:58 PM
248	Karen	5/19/2015 12:55 PM
249	Steve Herberg	5/19/2015 12:55 PM
250	Lexi Walls	5/19/2015 12:51 PM
251	Alexis Howell	5/19/2015 12:45 PM
252	Elizabeth Kirby	5/19/2015 12:25 PM
253	Brion Norton	5/19/2015 12:11 PM
254	laura	5/19/2015 12:10 PM
255	Renee	5/19/2015 12:01 PM
256	andes kong	5/19/2015 12:00 PM
257	Adam Levine	5/19/2015 11:49 AM
258	liesl strand	5/19/2015 11:44 AM
259	Allison Nelson	5/19/2015 11:43 AM
260	Rosie	5/19/2015 11:42 AM
261	Michael	5/19/2015 11:36 AM
262	Bo Kwok	5/19/2015 11:25 AM
263	Karen Therese	5/19/2015 11:25 AM
264	Melissa	5/19/2015 11:22 AM
265	Cat	5/19/2015 11:15 AM
266	Jeff Thiel	5/19/2015 11:15 AM
267	anna t	5/19/2015 11:13 AM
268	Gary Kimura	5/19/2015 11:09 AM
269	John A. Vitalich	5/19/2015 11:06 AM
270	Britt Neff	5/19/2015 11:03 AM
271	Kalei Combs	5/19/2015 11:01 AM
272	Evan	5/19/2015 10:56 AM
273	Alma Lopez	5/19/2015 10:56 AM
274	Cheryl	5/19/2015 10:54 AM
275	Tina	5/19/2015 10:53 AM
276	Zyanya Breuer	5/19/2015 10:43 AM
277	Kathryn Mobrand	5/19/2015 10:40 AM
278	Grant Whitman	5/19/2015 10:36 AM
279	Lauren Burgeno	5/19/2015 10:30 AM
280	Nag	5/19/2015 10:22 AM

281	Max Showalter	5/19/2015 10:21 AM
282	John Cady	5/19/2015 10:20 AM
283	David	5/19/2015 10:08 AM
284	Elena Pandres	5/19/2015 10:06 AM
285	Deane Bell	5/19/2015 10:04 AM
286	jennifer gray	5/19/2015 10:04 AM
287	Katie Hennessey	5/19/2015 10:03 AM
288	Brian Zumeta	5/19/2015 9:57 AM
289	Jenni	5/19/2015 9:55 AM
290	Evelyn	5/19/2015 9:48 AM
291	Paula	5/19/2015 9:47 AM
292	James Whitefish	5/19/2015 9:46 AM
293	onysia	5/19/2015 9:44 AM
294	brenda	5/19/2015 9:44 AM
295	Megan S	5/19/2015 9:44 AM
296	Charles Kiene	5/19/2015 9:44 AM
297	Andrew Krueger	5/19/2015 9:43 AM
298	Abbi	5/19/2015 9:43 AM
299	William Li	5/19/2015 9:42 AM
300	Herbert Sauro	5/19/2015 9:42 AM
301	Dan Messinger	5/19/2015 9:41 AM
302	Neal McMillin	5/19/2015 9:41 AM
303	M Peskura	5/19/2015 9:39 AM
304	Suzanne Walker	5/19/2015 9:34 AM
305	Kristin	5/19/2015 9:33 AM
306	Eugene	5/19/2015 9:32 AM
307	Marcy Harrington	5/19/2015 9:30 AM
308	Dan	5/19/2015 9:30 AM
309	claudette burd	5/19/2015 9:28 AM
310	Beth Bromme	5/19/2015 9:25 AM
311	Emma Brobeck	5/19/2015 9:25 AM
312	farokh Talebi	5/19/2015 9:24 AM
313	Amanda Patrick	5/19/2015 9:24 AM
314	Allison Comer	5/19/2015 9:23 AM
315	Charity Gage	5/19/2015 9:23 AM
316	Theresa Maloney	5/19/2015 9:22 AM
317	Stephen Fralich	5/19/2015 9:22 AM
318	Jane Waggoner	5/19/2015 9:17 AM

319	Sara Carlson	5/19/2015 9:14 AM
320	Michael Murray	5/18/2015 10:23 PM
321	Yvette	5/18/2015 9:21 PM
322	Kiuk	5/18/2015 8:13 PM
323	Marla Steinhoff	5/18/2015 7:46 PM
324	J M Bush	5/18/2015 6:23 PM
325	Andrea Hanson	5/18/2015 2:40 PM
326	Kari	5/18/2015 1:40 PM
327	Cody Ramirez	5/18/2015 1:07 PM
328	Judith Hance	5/18/2015 1:01 PM
329	febe cude	5/18/2015 11:43 AM
330	Shannon Hughes	5/18/2015 11:01 AM
331	Edgar Causin	5/18/2015 10:50 AM
332	Paul Sisco	5/18/2015 10:32 AM
333	Jeanne Bourget	5/18/2015 8:41 AM
334	Sandy Vold	5/18/2015 8:04 AM
335	Kristan Blackhart	5/18/2015 7:46 AM
336	Erin Hardiman	5/18/2015 7:41 AM
337	Samuel Herschbein	5/17/2015 6:03 PM
338	bob stocco	5/17/2015 4:50 PM
339	L. Mueller	5/17/2015 1:45 PM
340	Brooke Reaser	5/17/2015 11:58 AM
341	Michael Thomas	5/17/2015 9:33 AM
342	Janey Elliott	5/16/2015 9:59 PM
343	Michele Hill	5/16/2015 9:18 PM
344	Rebecca Reilly	5/16/2015 8:25 PM
345	James Dewar	5/16/2015 4:27 PM
346	Kristi	5/16/2015 4:02 PM
347	Leslie and Tim Herlich	5/16/2015 1:07 PM
348	Tina Schulstad	5/16/2015 10:33 AM
349	Mike Usen	5/16/2015 10:00 AM
350	Noah Crissey	5/16/2015 6:29 AM
351	Sharon V. Scherer	5/15/2015 11:37 PM
352	Kaitlin Huffman	5/15/2015 10:47 PM
353	Mary Nichols	5/15/2015 8:22 PM
354	James	5/15/2015 7:00 PM
355	Remy	5/15/2015 6:24 PM
356	Kent Beckton	5/15/2015 6:15 PM

357	Nicole	5/15/2015 6:02 PM
358	Sydney Allrud	5/15/2015 5:08 PM
359	Quentin King	5/15/2015 1:05 PM
360	Janice	5/15/2015 12:51 PM
361	Carl Stixrood	5/15/2015 12:51 PM
362	Barry Lia	5/15/2015 12:31 PM
363	A Bowers	5/15/2015 12:11 PM
364	Craig Van Riper	5/15/2015 12:04 PM
365	Kathy Imrie Eldersveld	5/15/2015 11:31 AM
366	Kellen Donohue	5/15/2015 11:15 AM
367	Barbara Chin	5/15/2015 10:59 AM
368	Gretchen Hanshew	5/15/2015 10:59 AM
369	Andre	5/15/2015 10:52 AM
370	Agnes Burt	5/15/2015 10:08 AM
371	Kerry Phillips	5/15/2015 10:07 AM
372	Art Segal	5/15/2015 9:47 AM
373	Roxanne	5/15/2015 9:30 AM
374	Jo Ann Brockway	5/15/2015 8:47 AM
375	Krista Seabrook	5/15/2015 8:40 AM
376	Daniel	5/15/2015 6:52 AM
377	Dorothy Bagsby	5/14/2015 11:31 PM
378	Mattie Shaw	5/14/2015 11:18 PM
379	Dawn Hemminger	5/14/2015 10:55 PM
380	Jeremy Hubble	5/14/2015 10:38 PM
381	Peter Shaw	5/14/2015 9:39 PM
382	R David Frum	5/14/2015 5:55 PM
383	Jacquelyn Braggin	5/14/2015 4:54 PM
384	Ryan Haskell	5/14/2015 3:10 PM
385	Maridee Garvey	5/14/2015 3:01 PM
386	James G. Kelly	5/14/2015 3:01 PM
387	Judy Eaton	5/14/2015 2:15 PM
388	Ryan Packer	5/14/2015 1:25 PM
389	Rick Roth	5/14/2015 1:08 PM
390	D Mich	5/14/2015 12:27 PM
391	Linnea P-B	5/14/2015 12:13 PM
392	Catherine Holliday	5/14/2015 11:58 AM
393	John Dunn	5/14/2015 11:57 AM
394	Nick Gellert	5/14/2015 11:49 AM

395	Kate Wehr	5/14/2015 11:34 AM
396	Pam Stewart	5/14/2015 11:16 AM
397	B Krieger	5/14/2015 11:11 AM
398	Marianne Tomita	5/14/2015 10:51 AM
399	Irene Thompson	5/14/2015 10:41 AM
400	JL Ward	5/14/2015 10:34 AM
401	Jason Lunz	5/14/2015 9:58 AM
402	Donna Leggett	5/14/2015 9:56 AM
403	Ryan Newell	5/14/2015 7:57 AM
404	mike hollinger	5/14/2015 7:51 AM
405	J Cacek	5/14/2015 7:22 AM
406	Diann Shope	5/14/2015 7:11 AM
407	Eric Rockwell	5/14/2015 2:06 AM
408	Jane Hadley	5/14/2015 12:14 AM
409	Robert Jones	5/13/2015 11:26 PM
410	Ashish Bindra	5/13/2015 11:25 PM
411	Alex Marin	5/13/2015 10:34 PM
412	Daigoro Toyama	5/13/2015 10:20 PM
413	Aron Roberts	5/13/2015 9:40 PM
414	Matt Wenger	5/13/2015 9:29 PM
415	Lesley Reece	5/13/2015 9:24 PM
416	Derek Hou	5/13/2015 9:10 PM
417	Allison	5/13/2015 8:53 PM
418	Socorro Medina	5/13/2015 8:41 PM
419	Kimberly Malone	5/13/2015 7:56 PM
420	Greg	5/13/2015 7:26 PM
421	Mitch Allen	5/13/2015 7:18 PM
422	Chane Clark	5/13/2015 7:03 PM
423	Alex	5/13/2015 6:34 PM
424	Ann Testroet	5/13/2015 6:17 PM
425	Michael	5/13/2015 6:12 PM
426	Richard Letts	5/13/2015 6:08 PM
427	Joy Ralph	5/13/2015 6:06 PM
428	Justin Phillips	5/13/2015 6:01 PM
429	Agnes Guerry	5/13/2015 5:41 PM
430	Randi Solinsky	5/13/2015 5:31 PM
431	Timothy Mendes	5/13/2015 5:30 PM
432	Elizabeth B	5/13/2015 5:25 PM

433	CATHERINE SMITH	5/13/2015 5:21 PM
434	Abram Vinikoor	5/13/2015 5:17 PM
435	Kim McKaig	5/13/2015 5:11 PM
436	Anquinette	5/13/2015 5:05 PM
437	Dan Eisenberg	5/13/2015 5:04 PM
438	Carey Acker	5/13/2015 4:48 PM
439	Caroline W. Sherman	5/13/2015 4:46 PM
440	Gale Shinozaki	5/13/2015 4:33 PM
441	E. Thompson	5/13/2015 4:28 PM
442	Audrey E. Lew	5/13/2015 4:07 PM
443	David Brown	5/13/2015 3:32 PM
444	Lynn Burnett	5/13/2015 3:20 PM
445	Eric Swanson	5/13/2015 3:03 PM
446	Mary Ann Lee	5/13/2015 3:02 PM
447	Douglas Rosenberg	5/13/2015 2:20 PM
448	Sarah Alexander	5/13/2015 2:09 PM
449	Dan Grossman	5/13/2015 1:50 PM
450	Amy Merten	5/13/2015 1:46 PM
451	Kristin Fonte	5/13/2015 1:35 PM
452	Nony	5/13/2015 1:34 PM
453	Grace Reamer	5/13/2015 1:32 PM
454	Eric Hutcheson	5/13/2015 1:21 PM
455	Julie Rathbun	5/13/2015 1:21 PM
456	Chris Trendler	5/13/2015 1:20 PM
457	Rainee Nelson	5/13/2015 1:18 PM
458	Bud Nicola	5/13/2015 1:14 PM
459	marie eble	5/13/2015 1:12 PM
460	Susan Beardsley	5/13/2015 12:35 PM
461	Polly M	5/13/2015 12:30 PM
462	Julia	5/13/2015 12:30 PM
463	Inness	5/13/2015 12:25 PM
464	susan jorgenson	5/13/2015 12:22 PM
465	Elyse David	5/13/2015 12:19 PM
466	patricia cirone	5/13/2015 11:40 AM
467	Mark Lucht	5/13/2015 11:31 AM
468	Sue Bush	5/13/2015 11:31 AM
469	Cheryl Marks	5/13/2015 11:30 AM
470	Loretta Gonzalez	5/13/2015 11:10 AM

471	Mary Yoder-Williams	5/13/2015 11:09 AM
472	Erika Plisetskaya	5/13/2015 11:07 AM
473	Robin Gold	5/13/2015 10:35 AM
474	Paul DeStefano	5/13/2015 10:32 AM
475	Rebecca Davis	5/13/2015 10:02 AM
476	Andrew Reed	5/13/2015 10:00 AM
477	Sarah Sullivan	5/13/2015 9:57 AM
478	Sachiko	5/13/2015 9:52 AM
479	Jeff Knight	5/13/2015 9:49 AM
480	Tom Reynolds	5/13/2015 9:41 AM
481	Evelyn	5/13/2015 9:20 AM
482	Anthea Rutherford	5/13/2015 9:18 AM
483	Allen R.Goss	5/13/2015 9:13 AM
484	Emily	5/13/2015 9:12 AM
485	Cynthia Chinn	5/13/2015 9:06 AM
486	Nicole	5/13/2015 8:58 AM
487	Michelle Martin	5/13/2015 8:54 AM
488	Meg	5/13/2015 8:54 AM
489	Kenneth D Warnock	5/13/2015 8:48 AM
490	Larry R Bell	5/13/2015 8:45 AM
491	Ronald Kessler	5/13/2015 8:42 AM
492	Kim Stark	5/13/2015 8:14 AM
493	Steve	5/13/2015 8:13 AM
494	Naima Rushiddin	5/13/2015 8:09 AM
495	Susan Mullen	5/13/2015 8:06 AM
496	Kim	5/13/2015 7:48 AM
497	M Jou	5/13/2015 7:35 AM
498	Estera	5/13/2015 7:25 AM
499	Susan Yantis	5/13/2015 7:23 AM
500	Carmen Chism	5/13/2015 7:21 AM
501	Kimberly Hubble	5/12/2015 11:49 PM
502	Annabelle Richard	5/12/2015 11:32 PM
503	Mary Catherine Snyder	5/12/2015 11:04 PM
504	Anne Profumo	5/12/2015 10:45 PM
505	Anne Hay	5/12/2015 10:38 PM
506	Michael Houston	5/12/2015 10:18 PM
507	Aitana de la Jara	5/12/2015 10:15 PM
508	Sally Richardson	5/12/2015 10:13 PM

509	Kyle Matheson	5/12/2015 9:46 PM
510	Rob Fellows	5/12/2015 9:46 PM
511	Matthew Brewer	5/12/2015 9:46 PM
512	Deb Dahrting	5/12/2015 9:39 PM
513	Arthur Kelly	5/12/2015 9:38 PM
514	Jonathan Winslow	5/12/2015 9:22 PM
515	Margaret West	5/12/2015 9:16 PM
516	George Pollow	5/12/2015 9:10 PM
517	Elliot Smith	5/12/2015 9:08 PM
518	Chinami Wirth	5/12/2015 9:06 PM
519	Summer Whitesell	5/12/2015 9:03 PM
520	Kaoru Ohta	5/12/2015 8:40 PM
521	Sean Munson	5/12/2015 8:37 PM
522	Kaelin	5/12/2015 8:20 PM
523	Millan Philipose	5/12/2015 8:12 PM
524	Donna Ellefson	5/12/2015 8:06 PM
525	Deja Hanson	5/12/2015 8:03 PM
526	Samantha Sieverling	5/12/2015 7:57 PM
527	terri	5/12/2015 7:27 PM
528	Kathy Whalen	5/12/2015 7:13 PM
529	Anita Elder	5/12/2015 6:53 PM
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537	Richard Gold	5/12/2015 6:32 PM
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543	Barbara Wilson	5/12/2015 6:04 PM
544	Ruby Blondell	5/12/2015 6:04 PM
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563	Alaina	5/12/2015 5:21 PM
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565	Matthew Adams	5/12/2015 4:13 PM
566	Mike Bjork	5/12/2015 3:28 PM
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568	Kathy	5/12/2015 2:50 PM
569	Gordon Werner	5/12/2015 2:47 PM
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#	Phone Number:	Date
	There are no responses.	