



Southeast Seattle Bus Changes

Public Engagement Report

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King County Department of Transportation Communications

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Executive Summary

Since June 2012, Metro has been working with community organizations and listening to transit riders and the general public to find out how Metro can help people get around better in southeast Seattle. We learned that people want better connections between downtown Seattle, Martin Luther King Jr. Way South (MLK Way) and Renton. People also said they want more convenient bus service to stores, services and the many social, health, cultural and religious activities along MLK Way.

In May 2016, Metro convened a community advisory group that met three times to advise us about a set of proposed changes to fixed-route bus service and a timeline for implementation. The advisory group did not reach consensus that the proposed changes should be adopted; rather, they said the proposal was the best possible set of changes to put forward to the community for feedback.

The proposed changes attempted to address unmet needs for people traveling between downtown Seattle, MLK Way and Renton within Metro's current service funding limits. They also took into consideration changes in transit infrastructure, such as Link light rail serving Capitol Hill and the University of Washington and First Hill Streetcar serving Capitol Hill, First Hill, the International District and Pioneer Square.

Southeast Seattle service change proposal for September 2016:

- **Revise Route 106** – Move the route to serve the Rainier Valley and the International District via MLK Jr. Way S, Rainier Avenue S, and S Jackson Street. The route would no longer serve Beacon Hill and Georgetown. A revised Route 106 buses would come more often—every 15 minutes during the day on weekdays and Saturday and every 30 minutes at night. The revised route would replace today's Route 8 (and the future Route 38).
- **Revise Route 107** –Extend the route beyond Rainier Beach through south Beacon Hill to the Beacon Hill Link light rail station. This revision would replace the segment of Route 106 that currently serves these communities. A revised Route 107 would come more often—every 15 minutes on weekdays during peak periods (northbound in the morning and southbound in the afternoon) and every 30 minutes at night.
- **Add trips to Route 124** – Increase weekday peak and evening service on Route 124 to maintain the same level of service provided today between Georgetown and downtown Seattle by the combination of routes 106 and 124.
- **Replace southern segment of Route 8 (and the future Route 38)** – Today's Route 8 will be split into two routes in March 2016. The southern part of Route 8 between Rainier Beach and Mount Baker Transit Center will become the new Route 38. The northern part of Route 8 between Mount Baker Transit Center and Seattle Center will continue to operate under its current route number and will

come more often. If the revision Route 106 and the other elements of this proposal are approved, the new Route 38 would be replaced by a revised Route 106 in September 2016.

- **Reduce Route 9X** – Decrease the route so it would operate during peak periods only. This reduction in service would help cover the cost of the proposed changes to routes 106, 107 and 124. During the day and in the evenings at non-peak times, Route 9X riders could use Route 7 and the First Hill Streetcar to travel between Rainier Valley and First Hill. Link light rail will also go to Capitol Hill, stopping near Seattle Central College.

From November 23, 2015, through January 10, 2016, Metro solicited feedback on this proposal via:

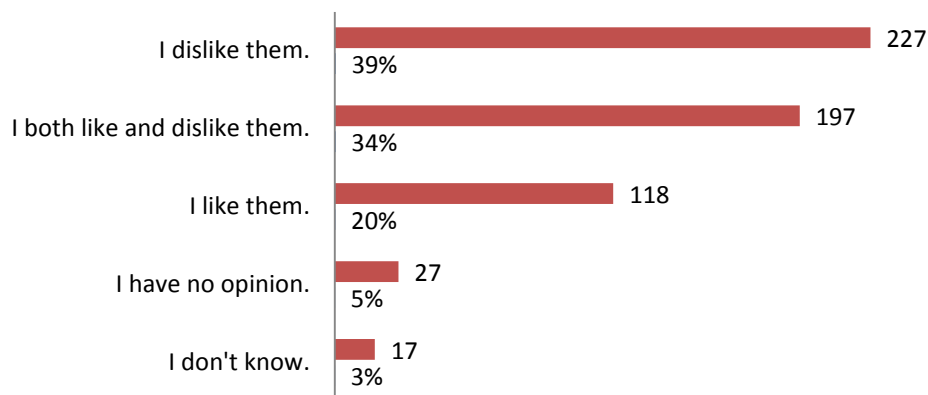
- **An online survey** –674 responses
- **Public meetings** –public open house on Dec. 9 at the Filipino Community Center with 30+ attendees, and Georgetown Community Council-hosted public information session on Dec. 15
- **Trusted advocate* outreach sessions and surveys** –feedback heard from approximately 250 people accessing services along MLK Way through face-to-face conversations and paper surveys of clients
- **Phone, email, and written correspondence** –input received from more than 100 residents as well as official letters from the Greater Duwamish District Council, Georgetown Community Council, International Community Health Services and Transit for All

We received more than 1,000 comments during this outreach period in total.

The information from our online survey results and those who took the time to call or write reveal a tradeoff in service that people find difficult to make. We heard that while people desired more convenient transit access between downtown Seattle, MLK Way, and Renton, they do not wish to see the route(s) they currently use reduced or changed. In the online survey results below, we saw a plurality of participants disliking the proposal.

* The term “trusted advocate” in this outreach process means an organization that Metro contracted with to lead engagement of its community in a public process. These “trusted advocates” have deep connections into their communities as organizers and/or advocates and have demonstrated their abilities to navigate cultural and language distances. They have the confidence of their people.

ONLINE SURVEY RESULTS
What do you think of the proposed changes?



In contrast, the results of our trusted advocate outreach indicate that a majority of those accessing services along MLK Way said proposed revisions to routes 106 and 107 would make it easier – less travel time, fewer transfers, shorter distance to walk – for them to access these services and provide new, valuable connections to communities and services between Renton and MLK Way.

The following summarizes **what people liked** about the proposal:

By route

- Increased service on a revised Route 106 through Skyway is needed.
- Increased service connecting 15th Avenue S on Beacon Hill to light rail on a revised Route 107.
- Bringing a revised Route 107 further north would be better than today's routing.
- Increased service as proposed on Route 124 is needed.

In general

- New, one-bus connection between Renton and MLK Way would be great.
- One-bus connection between MLK Way and the International District would make it easier – less travel time, fewer transfers, shorter distance to walk – for populations accessing services along MLK Way.
- Proposed Route 106 would provide better neighborhood connectivity in southeast Seattle between Renton, Rainier Beach and MLK Way.
- Proposal is supported by International Community Health Services, Transportation Choices Coalition, Puget Sound Sage, Asian Counseling and Referral Service, Filipino Community of Seattle, One America, Asian Pacific Islander Coalition Advocating Together for Healthy Communities, and Mothers for Police Accountability.

The following summarizes **what people disliked** about the proposal:

By route

- Reducing Route 9 to peak-only is a concern. The route currently operates as an express option through Rainier Valley with direct service to First Hill and Capitol Hill. Don't want to trade a quick, one-seat option for a slower, "less safe" two-seat option and no new connections.
- Riders of Route 106 who live in south Beacon Hill will need to transfer to get to downtown Seattle.
- Riders of Route 106 in Georgetown lose a connection to the Downtown Seattle Transit Tunnel and Skyway/Renton. The addition of trips to Route 124 are not an adequate replacement. In addition, Route 124 feels less safe than Route 106.
- Concern about reliability of service on proposed Route 106.
- Feedback that the proposal provides redundant service between Mount Baker Transit Center and the International District; those resources should be used to provide new or different connections.

In general

- Why create new Route 38 only to replace it six months later? Can revisions to routes 8 and 106 be made at the same time to avoid confusion?
- Criticism as to whether this proposal is consistent with Metro's Service Guidelines.
- Every community affected in this proposal has a high percentage of people of color and with low or no income; doing something to help some of these populations is coming at the expense of doing harm to others.
- With the passing of Seattle's Proposition 1, no community should see a reduction in their service, specifically Georgetown and the Rainier Avenue S corridor.
- Proposal is opposed by Georgetown Community Council and the Greater Duwamish District Council.

This report outlines Metro's approach, activities and the results of our engagement on changes proposed to routes 9X, 38, 106, 107 and 124. Ultimately, the King County Executive is forwarding an ordinance that would reduce Route 9X and extend Route 38 to the International District on weekdays only. This recommendation limits impacts of these changes to Route 9X riders only. Midday riders of Route 9X will continue to have frequent service options to get between the Rainier Valley and First Hill via service provided by Route 7 and the First Hill Streetcar, or with a connection to Link light rail that serving Capitol Hill.

Outreach Plan and Activities

Overview

Since June 2012, Metro has been working with community organizations and listening to transit riders and the general public to find out how Metro can help people get around better in southeast Seattle. We learned that people want better connections between downtown Seattle, Martin Luther King Jr. Way South (MLK Way) and Renton. People also said they want more convenient bus service to stores, services and the many social, health, cultural and religious activities along MLK Way.

Changes are being made in the transit system that affect communities across the Metro service area. Sound Transit's Link light rail began new service to Capitol Hill and the University of Washington on March 19, and Metro has changed bus routes in northeast Seattle and Capitol Hill to work better with Link starting March 26. The First Hill Streetcar is now running between Pioneer Square and Capitol Hill via the International District, Little Saigon, and First Hill. With all of these changes, Metro convened a community advisory group in May 2015 to advise us on how we might reallocate resources to take advantage of these changes and address unmet travel needs in southeast Seattle between Renton, MLK Way, and downtown Seattle.

The community advisory group helped us shape a proposal that we took to the public for feedback starting in November 2015. At first, the public comment period was scheduled to conclude at the end of December 2015. At the request of community members, we extended the public comment period to January 10, 2016. This report summarizes the feedback we received on proposed changes to routes 9X, 38, 106, 107, and 124 through the outreach process.

Background and timeline

The public engagement phase this report summarizes was preceded by four years of outreach and community engagement in southeast Seattle. This period of outreach was built upon the following outreach work including:

- **June 2012** – Route 42 was discontinued
- **Summer – Fall 2012** – Metro hosted conversations with community members and agencies to understand how people are using transit, the barriers they face, improvements that would make it easier to use transit, how people are paying their fares, and the best ways to communicate with English language learners. [Read the report](#) »
- **Fall 2013** – Metro conducted a survey of riders on Route 8 and worked with community organizations to survey other riders.

- **2013 – 2014** – We asked for public feedback on proposed Metro service reductions across the county, and received positive comments on a proposal to extend Route 106 to downtown Seattle via Martin Luther King Jr. Way S and Yesler Way.
- **2012 – 2014** – Metro met with the Transit for All working group.

This report documents the following period of outreach:

- **May – July 2015** – Metro formed a community advisory group, including representatives from Transit for All, to inform a bus change proposal for public consideration.
- **November 2015 – January 2016** – Metro solicits public feedback on the bus change proposal.

Engagement goals

The goals of our engagement were to:

- Test support for a community-generated idea to better connect Renton, MLK Way, and downtown Seattle by revising Route 106.
- Improve access to opportunity for populations and communities who need it most - building on the work of the previous four years to better understand mobility needs and transportation barriers in southeast Seattle by proposing fixed route bus changes that could address some of those barriers.
- Be transparent and clear about the timeline for this work and how it is interrelated with other recent, current and future plans and projects that affect riders in this area.
- Educate the public about ORCA and ORCA LIFT program and the increased mobility options using an ORCA card to pay your fare offers.

Notifications – how we let people know they could participate

- **Metro Have a Say Website content** – Information about the project, the proposed changes, how to provide input (including a link to an online survey), and a timeline for decision making was made available at <http://www.kingcounty.gov/metro/seseattle2015>
- **Media and social media** – The Metro Matters blog, Twitter, and Facebook were used to announce and promote opportunities to give feedback. (A history of blog posts related to our work in Southeast Seattle is available at

<https://metrofutureblog.wordpress.com/category/southeast-seattle/>) (See Appendix E for media coverage and social media statistics)

- **Rider alerts at bus stops** – Metro posted rider alerts describing the proposed changes, detailing opportunities to comment, and project contact information at stops with 50 or more daily boardings serving the affected routes. (See Appendix F for a copy of the rider alert)
- **Mailer to key community locations** – Metro mailed the rider alert and a multi-lingual handout to key locations in the community such as libraries, schools, and community centers with a request to make information available to those served by these locations.
- **E-notifications to route subscribers** – Metro sent a transit alert to email and SMS text message subscribers of routes 8, 9X, 106, 107 and 124 at the launch of the public comment period on Nov. 23, 2015, and when the comment period was extended on Dec. 22, 2015, with a reminder to participate. Approximately 5,120 individuals received these notifications resulting in a 20% open rate.
- **Outreach to stakeholders in the affected area** – At the launch of the public comment period, Metro contacted major employers, neighborhood and district community councils, community-based organizations, social/human/health service providers, and schools in the project area to inform them of the opportunity to participate and provide comment with a request to help engage those they serve.



Feedback methods – how people shared their opinions

- **Online survey** – 674 people completed an online survey to share their opinion about the changes being proposed and how those changes will affect their use of transit. (See Appendix A: Survey Questions and Answers for details.)

- **Public open house** – Metro hosted a public open house on December 9, 2015, from 6-8 p.m., at the Filipino Community Center where people could learn more and comment on the proposed changes. Approximately 30 people attended this meeting. (See Appendix D: Trusted Advocate Session and Public Meeting Notes.)



- **Phone, email, correspondence** – People called and wrote to share their views on the proposed changes. We received more than 100 comments. (See Appendix B: Emails, Phone Calls, and Letters Received.)

- **Trusted advocate outreach** – Metro invited organizations in the project area who serve populations with limited or no English proficiency to engage those they serve in learning about and commenting on the changes. Metro used a set of questions about the proposed changes as a guide to work with each organization to design a culturally-appropriate way to receive feedback from those they serve.

Participating organizations:

- Asian Counseling and Referral Service (ACRS)
- Filipino Community Center
- El Centro de la Raza

Invited organizations that did not participate:

- Lighthouse for the Blind
- Refugee Women’s Alliance
- International Community Health Services
- Oromo Community Center
- Ethiopian Community Center

- **Stakeholder events by request** – Georgetown Community Council and the Georgetown Merchants Association asked Metro to attend an open house they hosted for their community from 6-8 p.m. on December 15, 2015. Metro staff also attended the Georgetown Community Council meeting on January 25 to brief attendees on the proposal, answer questions, and listen to comments.

About our Trusted Advocate Outreach

Approximately 250 people provided feedback on the proposed changes in a series of listening sessions at ACRS and the Filipino Community Center and the offering of paper surveys by El Centro de la Raza. Metro staff facilitated conversation at small and large group sessions in multiple languages at ACRS and the Filipino Community Center. El Centro de la Raza distributed paper surveys to their clients receiving social services along with a description of the proposal. (Read details of each session, participant demographics, conversation notes, and paper survey results in Appendix D.)

About our Community Advisory Group

Metro convened a community advisory group in May 2015. This group met three times between May and July 2015 to help shape the service change proposal, the timeline and the outreach process. The group was not asked to form a consensus, nor did they come to consensus that the proposed changes should be adopted. As such, they do not have any official statements or positions on the proposal. (Meeting notes and handouts are available in Appendix C.)

Southeast Seattle Community Advisory Group members:

- Dick Burkhart, former Sounding Board member and Othello neighborhood resident
- Emma Catague, Filipino Community Center
- Joanna Cullen, Squire Park Community Council and Central Area Transit Coalition
- Jeff Keever, Seattle Central College
- Peggy Martinez, Lighthouse for the Blind
- Pear Moraras, International Community Health Services
- Diane Narasaki, Asian Counseling and Referral Service
- Shefali Ranganathan, Transportation Choices Coalition
- Karen Westling, Swedish Hospital

Invited, but unable to participate in meetings:

- Rich Stolz, One America
- Neph Drummer, Seattle University
- Mahnaz Eshetu, Refugee Women's Alliance
- Rebecca Saldana, Puget Sound Sage
- Patrice Thomas, SEED Seattle

About Equity and Social Justice

Routes 8, 9X, 106, 107, and 124 operate in some of the most linguistically-diverse ZIP codes in the region. Metro invested in a combination of trusted advocate outreach, rider alerts with proposal details posted at bus stops, some translated project information,

and the use of multi-lingual phone lines to make this engagement process accessible to English language learners, seniors, people with little or no income, and those who are not electronically connected.

Trusted advocates helped us ensure we heard from people who would be directly impacted by these changes in culturally and language-appropriate ways.

We researched census tract data and took advice from community advisory group members on languages to include in translated materials accompanied by multi-lingual phone lines. The multi-lingual handout (available in Appendix F) included the following languages:

- Amharic
- Cambodian/Khmer
- Chinese
- Hmong
- Korean
- Oromo
- Somali
- Spanish
- Tagalog
- Tigrinya
- Vietnamese

Public Feedback Summary

Who we heard from

Online survey participants

More than 670 people responded to our online survey about the proposed changes.

Ninety-nine percent of respondents identified as riders of buses or light rail. The following percentage of respondents indicated they ride the affected route occasionally (less than once a week), one or two days a week, or three or more days a week:

- 52% ride Route 8
- 42% ride Route 9X
- 50% ride Route 106
- 15% ride Route 107
- 23% ride Route 124

Respondents indicated they use transit for the following reasons:

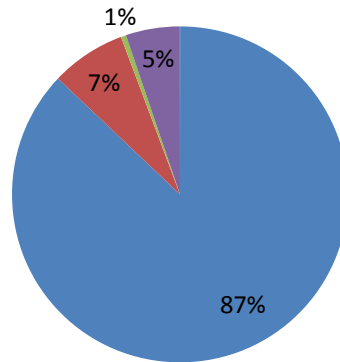
- Eight out of 10 respondents use transit to get to/from work.
- Seven out of 10 respondents use transit for fun, recreational, or social activities and for shopping or errands.
- Five out of 10 respondents use transit for medical appointments and special events.
- Two out of 10 respondents use transit to get to/from school.
- One out of 10 respondents use transit to get to/from church, look for a job, or get to/from a food bank.

The largest number of respondents (one out of three) indicate they live in the Rainier Valley (ZIP code 98118); the second largest number of respondents (one out of five) indicated they live outside of the project area by selecting “other” as their survey answer; and, the third largest number of respondents (almost one out of five) live in the Georgetown/Beacon Hill area (ZIP code 98108).

To help fulfill our goal of educating people about the advantages of using an ORCA card, we asked how people pay their fare. If a respondent indicated that they paid with cash or tickets, they were provided information about the advantages of ORCA, different types of ORCA products, and where to get them. Eight percent of respondents received this educational information.

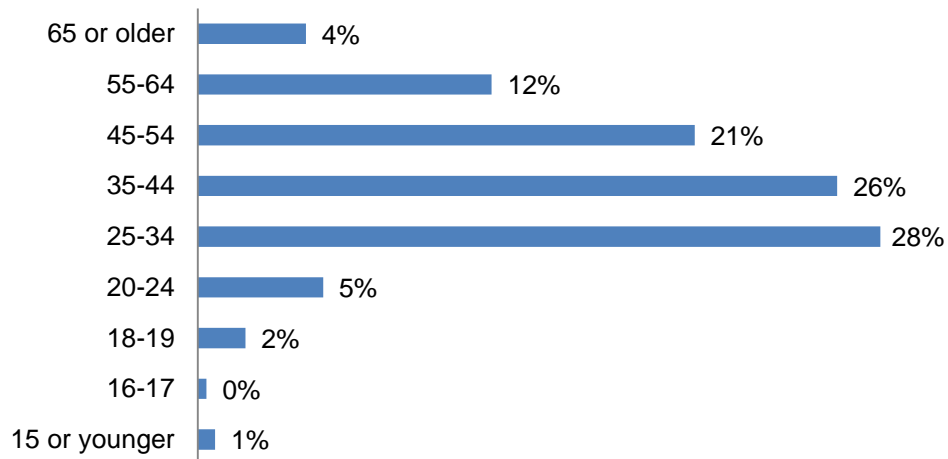
How do you usually pay for the bus or light rail?

■ ORCA ■ Cash ■ Ticket ■ Other



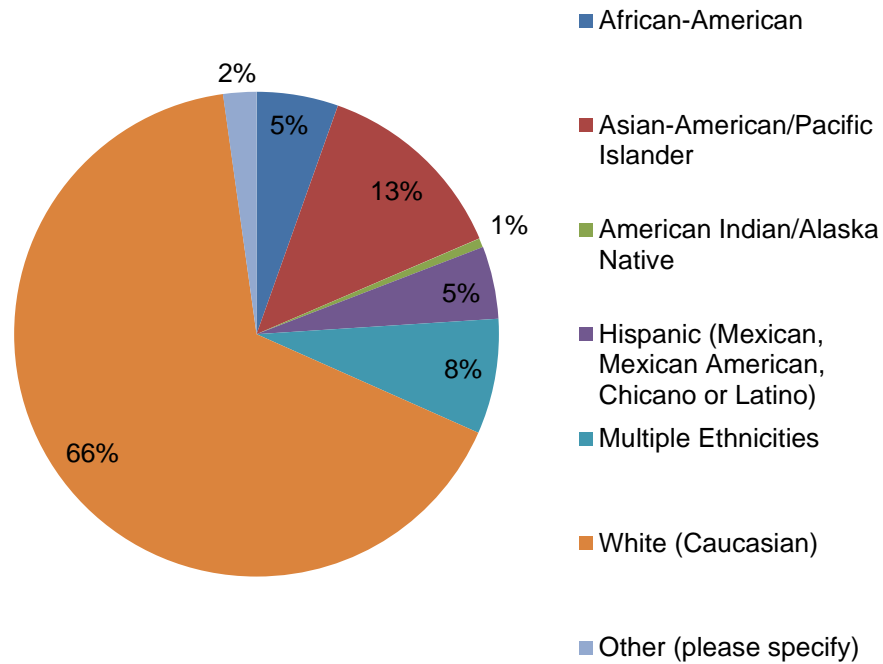
Respondents in the online survey who chose to answer demographic questions tell us they reflect the following ages, disabilities, race/ethnicities, primary languages, household incomes and transit dependency:

What is your age?



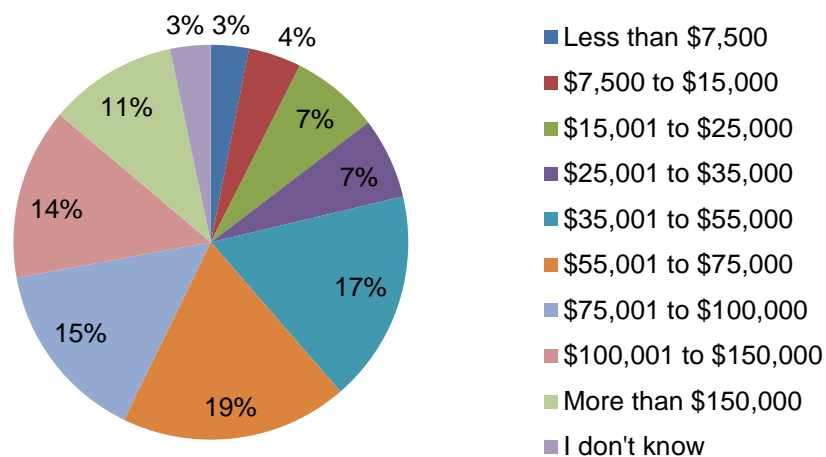
Twenty five percent indicate they have a disability (mobility, vision, hearing or cognitive).

Do you consider yourself...



Ninety three percent speak English as their primary language at home. Four percent speak Chinese (Mandarin, Cantonese, etc.). And, one percent or less speak Vietnamese, Spanish, Korean, Oromo, Tigrinya, Cambodian, Somali, or Tagalog.

What is your annual household income?



Thirty percent of respondents do not have access to a car or truck, while the other seventy percent have access to one or more.

Trusted Advocate outreach participants

Asian Counseling and Referral Service and the Filipino Community Center facilitated eight listening sessions. Metro staff were invited to help explain the proposed changes and answer questions. Agency staff facilitated and provided interpreting services for each session. These sessions engaged more than 200 people currently accessing services or attending events at either location. Sessions were facilitated in Tagalog, Mandarin, Cantonese, Vietnamese, Lao, Mien and Korean. Attendees ranged in age, although a majority were seniors.

El Centro de la Raza provided paper surveys along with a description of the proposed changes to clients receiving social and health services at their on-site clinic. We received approximately 30 completed surveys. Participants ranged in age and spoke the following languages: Spanish, English, Chinese, French and Vietnamese.

What we heard

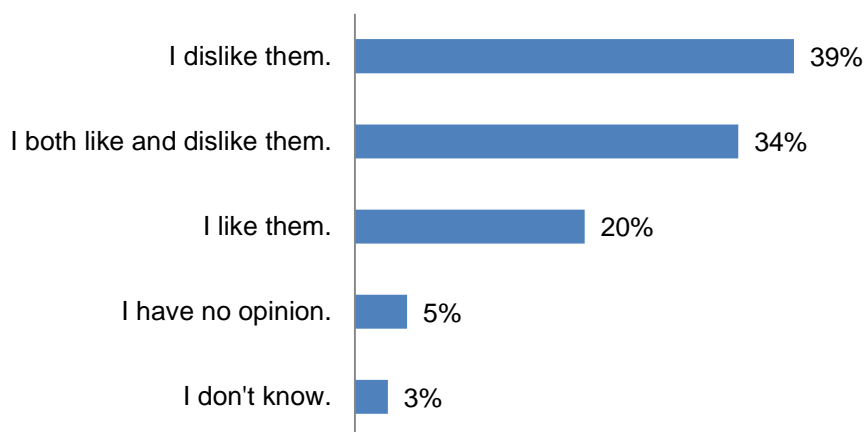
One important note about the feedback we received on this proposal relates to the change proposed to the new Route 38. At the time of outreach, the county had recently decided to split Route 8 into two routes and create new Route 38 to run between Mount Baker Transit Center and Rainier Beach as part of a bus restructure to accompany new light rail service to Capitol Hill and the University of Washington. Route 8 will be split and new Route 38 starts operating on March 26.

In the service change proposal for southeast Seattle we asked for feedback on an option to delete new Route 38 service in September of 2016 and replace it with service on a revised Route 106. Some comments and survey responses we received showed that not all people understood that the decision to split Route 8 and create new Route 38 had already been made. Comments specifically related to this are not a focus of this report.

What people think of the proposed changes

We asked outreach participants what they thought of the changes as a whole. In general, online survey participants and commenters supported the idea of providing better connections between Renton, MLK Way, and downtown Seattle. However, many current riders of routes 9X and 106 north of Rainier Beach said they were unwilling to see their bus routes reduced or changed to meet this need.

**ONLINE SURVEY:
What do you think of the proposed changes?**

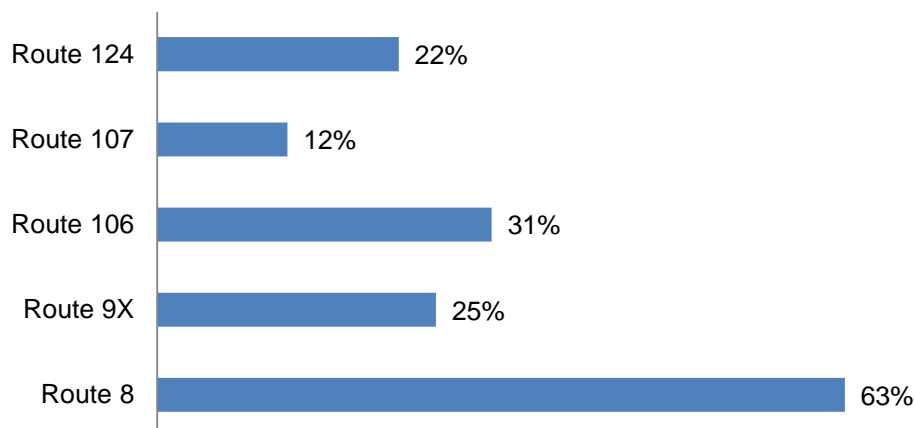


In contrast to online participants people accessing services along MLK Way and on Beacon Hill who travel from all over the county to find culturally-appropriate services shared a different perspective. They said the proposed changes to Routes 106 and 107 would make their transit use more convenient because of shorter travel times, fewer transfers and shorter distances to walk from a stop to their final destination. A majority of those we spoke with said the revised 106 and 107 in the proposal would better connect them to places where they have access to opportunity. There was a general sense – even if the changes didn’t affect the person we were speaking with – that these changes would be better for their “community.”

What people like about the proposed changes

One hundred eighteen online survey respondents liked the proposed changes. They lived in the Central Area, North Rainier and Mount Baker (ZIP code 98144), Rainier Valley (ZIP code 98118), Georgetown and Beacon Hill (ZIP code 98108), Capitol Hill and the Central Area (ZIP code 98122), and Skyway (ZIP code 98178).

ONLINE SURVEY: LIKE THE PROPOSAL
Ride the following routes occasionally or more



They told us the top destinations (mentioned ten or more times) they travel to by transit are:

- Downtown Seattle
- Capitol Hill
- University of Washington

When asked why they like the proposed changes, they us told in order of preference that these changes will:

- Improve reliability of their service
- Increase their options
- Provide them with buses that come more often
- Provide connections to new destinations and better connections to light rail

In particular, people on Beacon Hill who live along 15th Avenue South said they would appreciate more frequent connections to light rail and new connections by one bus between south and north Beacon Hill neighborhoods and businesses.

Riders using Route 106 south of Rainier Beach said they would welcome the bus coming more often. Riders on Route 124 said this route is in need of more service to address overcrowding and reliability issues.

People we spoke with at ACRS and the Filipino Community Center tell us that being able to take one bus route from Renton or the International District to reach these locations will save them time, reduce the number of buses they take to complete their trip, and reduce the distance they have to walk once they get off the bus or light rail to reach their final destination.

Their experiences and thoughts are documented in Appendix D. They describe today's reality for many historically underserved populations who rely on transit to access opportunity – such as food, jobs, training, healthcare and affordable housing. They live in the south part of the county where housing is more affordable, they travel by 2 or 3 buses to reach the lunch program or behavioral health class they participate in at ACRS, and it takes them two hours or more to make the trip. Their trip may be too long for them to make the trip within the two hour transfer window.

We heard about how participants' families are moving south. From some, we heard about how attendance at the programs they frequent has dropped since bus options between Skyway, MLK Way, and downtown Seattle were reduced.

Their stories are confirmed by the organizations that serve them and represent them in advocating for policies that make transit service more equitable.

The following organizations wrote to Metro to express their support for the service change proposal:

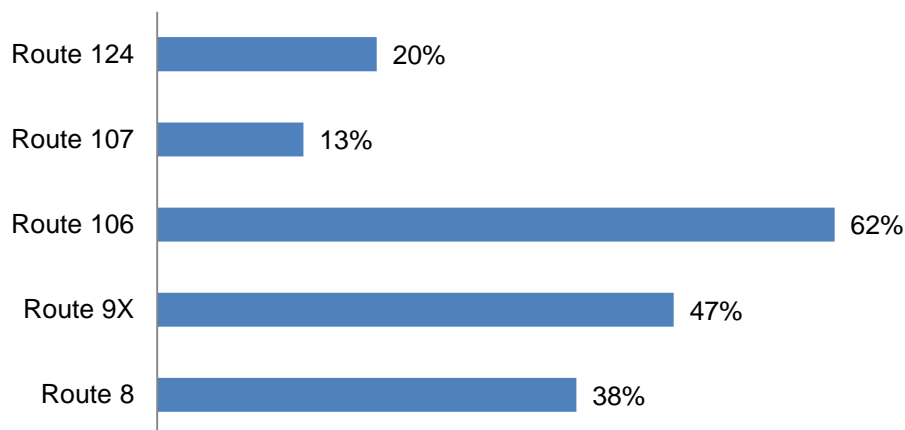
- Asian Counseling and Referral Services
- Transportation Choices Coalition
- Puget Sound Sage
- One America
- International Community Health Services
- Filipino Community of Seattle
- Mothers for Police Accountability
- Asian Pacific Islander Coalition Advocating Together for Healthy Communities

They shared data about how communities of color and people with low or no income are moving south. They shared details about the thousands of people they serve every day in the International District and along MLK Way whose access to their locations would be improved by the proposed changes.

What people dislike about the proposal

Two hundred twenty five online survey respondents told us they dislike the proposed changes. They live in Rainier Valley (ZIP code 98118), Georgetown and Beacon Hill (ZIP code 98108), Rainier Beach/Skyway (ZIP code 98178), and the Central Area (ZIP code 98144).

ONLINE SURVEY: DISLIKE THE PROPOSAL
Ride the following routes occasionally or more



They told us the top destinations (mentioned ten more times) they travel to by transit are:

- Downtown Seattle
- First Hill
- Capitol Hill
- International District
- Rainier Beach
- Georgetown
- South Lake Union

When asked why they dislike the proposed changes, we heard most frequently:

- Do not reduce Route 9X, this route needs more service not less

Following this top concern were others – listed in order from most commented on to least – where people said the proposed changes would:

- Increase the number of times I have to transfer to get where I need to go
- Make it harder to get to Georgetown
- Increase my travel time and the number of people on my bus
- Eliminate service where I need to go
- Remove my access to the downtown core/Downtown Seattle Transit Tunnel
- Duplicate other service
- Cause hardship
- Be discriminatory or create social justice issues
- Cause me to feel unsafe taking the bus or transferring between services
- Have negative impacts on seniors or people with disabilities

We heard the following concerns by route:

Route 9

- Reducing Route 9 to peak-only is a cut to valuable service needed in the Rainier Valley
- The route currently operates as an express option through Rainier Valley with direct service to First Hill and Capitol Hill, connecting employees and patients to First Hill hospitals, as well as employees and students to Seattle University and Seattle Central College at all hours of the day
- Desire not to trade a quick, one-seat option for a slower, “less safe” two-seat option and no new connections

Route 106

- Riders of Route 106 who live in south Beacon Hill will need to transfer to get to downtown Seattle
- Riders of Route 106 in Georgetown lose a connection to the Downtown Seattle Transit Tunnel and Skyway and Renton
- The addition of trips to Route 124 is not an adequate replacement for a loss of service in Georgetown
- Route 124 feels less safe than Route 106
- Concern about reliability of service on proposed Route 106

In general, people expressed the following sentiments that were not route specific:

- This proposal provides redundant service between Mount Baker Transit Center and the International District; those resources should be used to provide new or different connections
- Why create the new Route 38 only to replace it six months later? Can revisions to routes 8 and 106 be made at the same time to avoid confusion?
- Criticism as to whether this proposal is consistent with Metro’s Service Guidelines
- Every community affected in this proposal has a high percentage of people of color and with low or no income; doing something to help some of these populations is coming at the expense of doing harm to others
- With the passing of Seattle’s Proposition 1, no community should see a reduction in their service, specifically Georgetown and the Rainier Avenue South corridor

These comments were supported in letters we received from the Georgetown Community Council and the Greater Duwamish District Council, which both said they opposed the proposal. In addition to concerns about reductions in service to their communities, the two organizations said they would like to be a part of the conversation to figure out how to address every community’s needs. They are especially concerned that this proposal pits communities against each other for limited resources.

Ideas for change

Many of the people we heard from could see the value in increasing transit service and options for communities in the south part of the county to access services and activities along MLK Way. There were some who felt extending Route 106 north of the Mount Baker Transit Center on a different pathway – possibly along Yesler or Boren to South Lake Union instead of to the International District – would make these proposed changes less redundant and provide new connections that don't exist today. Others wouldn't mind reductions in Route 9X service, if there were better east-west options for Rainier Valley residents to connect with light rail service. These and other service restructure ideas were documented and shared with Metro service planners.

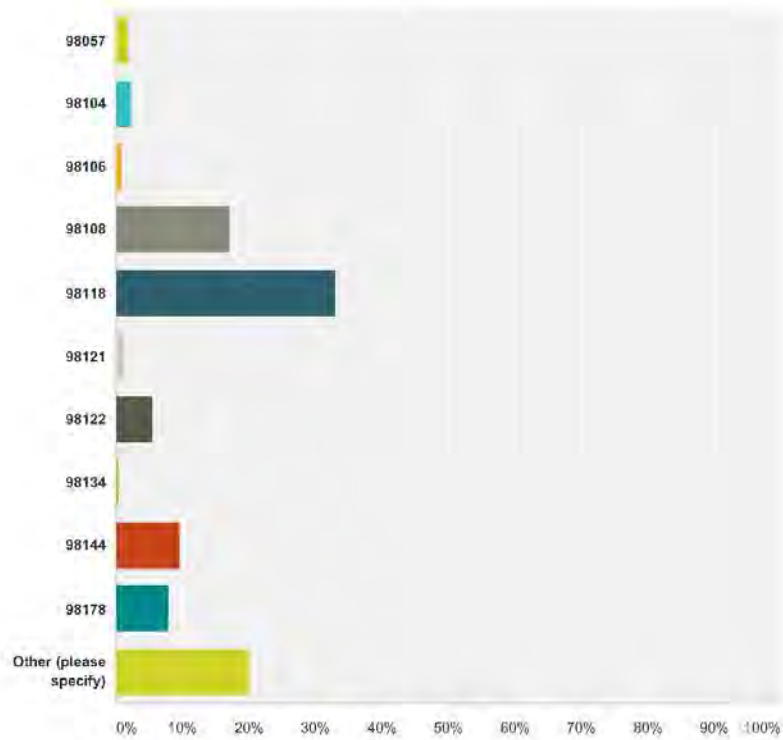
A contrast could be noted to distinguish outreach participants who felt their service should not be changed, only increased, and those who felt like improvements to the network might be warranted. The latter advocated for a longer, more inclusive, multi-phase engagement process to restructure service so all communities would have the opportunity to fully participate and more communities' needs could be taken into consideration.

Appendix A: Online Survey Questions and Results

Southeast Seattle 2015-2016 bus changes

Q1 What is the zip code where you live?

Answered: 674 Skipped: 0



Answer Choices	Responses	Count
98057	1.78%	12
98104	2.23%	15
98106	0.89%	6
98108	17.21%	116
98118	33.09%	223
98121	1.19%	8
98122	5.49%	37
98134	0.45%	3
98144	9.64%	65
98178	8.01%	54
Other (please specify)	20.03%	135

Southeast Seattle 2015-2016 bus changes

Total		674
#	Other (please specify)	Date
1	98034	1/14/2016 5:44 PM
2	98118	1/12/2016 2:12 PM
3	98101	1/10/2016 11:40 PM
4	98020	1/9/2016 3:07 PM
5	98133	1/9/2016 12:53 PM
6	98103	1/9/2016 12:26 PM
7	98126	1/9/2016 8:15 AM
8	98109	1/9/2016 7:29 AM
9	98168	1/8/2016 3:28 PM
10	98168	1/8/2016 2:51 PM
11	98072	1/6/2016 2:15 PM
12	98109	1/6/2016 1:07 PM
13	98117	1/5/2016 3:59 PM
14	98103	1/4/2016 1:20 PM
15	98023	1/4/2016 12:31 PM
16	98112	1/4/2016 12:28 PM
17	98102	1/4/2016 9:59 AM
18	98112	1/1/2016 11:03 AM
19	98101	1/1/2016 7:45 AM
20	98105	12/30/2015 3:09 AM
21	98102	12/27/2015 6:43 PM
22	98199	12/27/2015 10:47 AM
23	98102	12/27/2015 8:54 AM
24	98056	12/25/2015 5:46 AM
25	98188	12/24/2015 7:51 AM
26	98112	12/23/2015 12:52 PM
27	98102	12/22/2015 4:54 PM
28	98199	12/22/2015 3:08 PM
29	98109	12/22/2015 1:33 PM
30	98056	12/22/2015 1:27 PM
31	98102	12/22/2015 1:13 PM
32	98104	12/22/2015 8:01 AM
33	98112	12/19/2015 12:55 PM
34	98168	12/18/2015 5:58 PM
35	98198	12/18/2015 11:53 AM
36	98103	12/17/2015 9:30 PM
37	98103	12/17/2015 6:29 AM
38	98102	12/16/2015 11:31 AM

Southeast Seattle 2015-2016 bus changes

39	98119	12/14/2015 9:03 AM
40	98101	12/12/2015 9:09 AM
41	98045	12/12/2015 8:49 AM
42	98168	12/12/2015 12:45 AM
43	98116	12/11/2015 11:11 PM
44	98102	12/11/2015 5:27 PM
45	98005	12/11/2015 4:20 PM
46	98103	12/11/2015 11:08 AM
47	98102	12/11/2015 9:55 AM
48	98029	12/11/2015 9:25 AM
49	98115	12/11/2015 7:54 AM
50	98115	12/11/2015 7:41 AM
51	98109	12/10/2015 9:40 PM
52	98134	12/10/2015 9:09 PM
53	98115	12/10/2015 3:37 PM
54	98105	12/9/2015 11:44 PM
55	98102	12/9/2015 12:02 PM
56	98103	12/9/2015 8:57 AM
57	98146	12/8/2015 11:24 PM
58	98102	12/8/2015 5:45 PM
59	98112	12/7/2015 11:22 PM
60	98102	12/7/2015 6:15 PM
61	98168	12/7/2015 5:01 PM
62	98102	12/7/2015 2:33 PM
63	98102	12/7/2015 10:18 AM
64	98103	12/7/2015 10:03 AM
65	98103	12/7/2015 9:01 AM
66	98103	12/5/2015 12:16 PM
67	98108	12/5/2015 4:20 AM
68	98168	12/4/2015 1:43 PM
69	98055	12/4/2015 1:06 PM
70	98112	12/4/2015 10:03 AM
71	98117	12/4/2015 8:56 AM
72	98284	12/4/2015 8:25 AM
73	98109	12/4/2015 8:21 AM
74	98102	12/3/2015 1:47 PM
75	98105 but work in 98118	12/3/2015 12:47 PM
76	98056	12/3/2015 11:58 AM
77	98065	12/3/2015 8:25 AM
78	98037	12/3/2015 7:19 AM
79	98118	12/2/2015 12:36 PM

Southeast Seattle 2015-2016 bus changes

80	98109	12/2/2015 9:34 AM
81	98112	11/29/2015 8:10 PM
82	98125	11/29/2015 3:22 PM
83	98032	11/29/2015 9:04 AM
84	98168	11/29/2015 7:44 AM
85	98119	11/28/2015 6:31 PM
86	98058	11/28/2015 5:50 PM
87	98119	11/28/2015 2:44 PM
88	98119	11/26/2015 10:23 AM
89	98107	11/25/2015 6:43 PM
90	98103	11/25/2015 4:05 PM
91	98112	11/25/2015 1:44 PM
92	98033	11/25/2015 9:34 AM
93	98119	11/24/2015 7:55 PM
94	98032	11/24/2015 5:30 PM
95	98133	11/24/2015 4:31 PM
96	98102	11/24/2015 3:12 PM
97	98112	11/24/2015 2:28 PM
98	98203	11/24/2015 1:58 PM
99	98112	11/24/2015 12:16 PM
100	98133	11/24/2015 10:18 AM
101	98125	11/24/2015 8:50 AM
102	98109	11/24/2015 8:22 AM
103	98102	11/24/2015 7:58 AM
104	98112	11/24/2015 7:17 AM
105	98109	11/24/2015 1:11 AM
106	98029	11/23/2015 10:24 PM
107	98107	11/23/2015 8:34 PM
108	98031	11/23/2015 6:15 PM
109	98101	11/23/2015 5:46 PM
110	98109	11/23/2015 4:26 PM
111	98115	11/23/2015 3:07 PM
112	98109	11/23/2015 2:27 PM
113	98236	11/23/2015 2:05 PM
114	98188	11/23/2015 1:41 PM
115	98103	11/23/2015 1:21 PM
116	98102	11/23/2015 1:18 PM
117	98007	11/23/2015 1:13 PM
118	98092	11/23/2015 12:53 PM
119	98109	11/23/2015 12:20 PM
120	98102	11/23/2015 12:00 PM

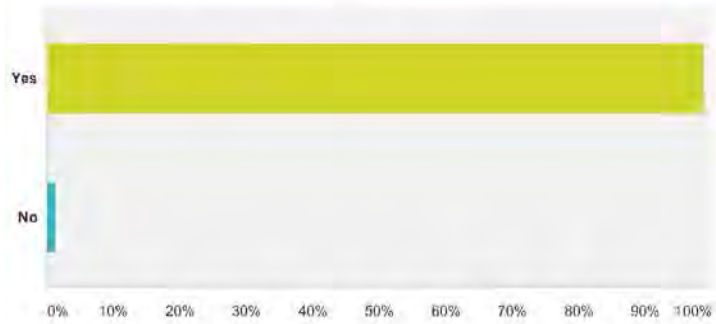
Southeast Seattle 2015-2016 bus changes

121	98102	11/23/2015 11:39 AM
122	98102	11/23/2015 11:32 AM
123	98117	11/23/2015 11:23 AM
124	98116	11/23/2015 11:15 AM
125	98112	11/23/2015 11:09 AM
126	98105-4459	11/23/2015 11:00 AM
127	98107	11/23/2015 10:48 AM
128	98112	11/23/2015 10:28 AM
129	98102	11/23/2015 9:59 AM
130	98056	11/23/2015 9:44 AM
131	98109	11/23/2015 9:36 AM
132	98199	11/23/2015 9:14 AM
133	98133	11/23/2015 9:11 AM
134	98112	11/23/2015 9:07 AM
135	98058	11/23/2015 9:05 AM

Southeast Seattle 2015-2016 bus changes

Q2 Do you currently ride buses, light rail, or trains?

Answered: 674 Skipped: 0

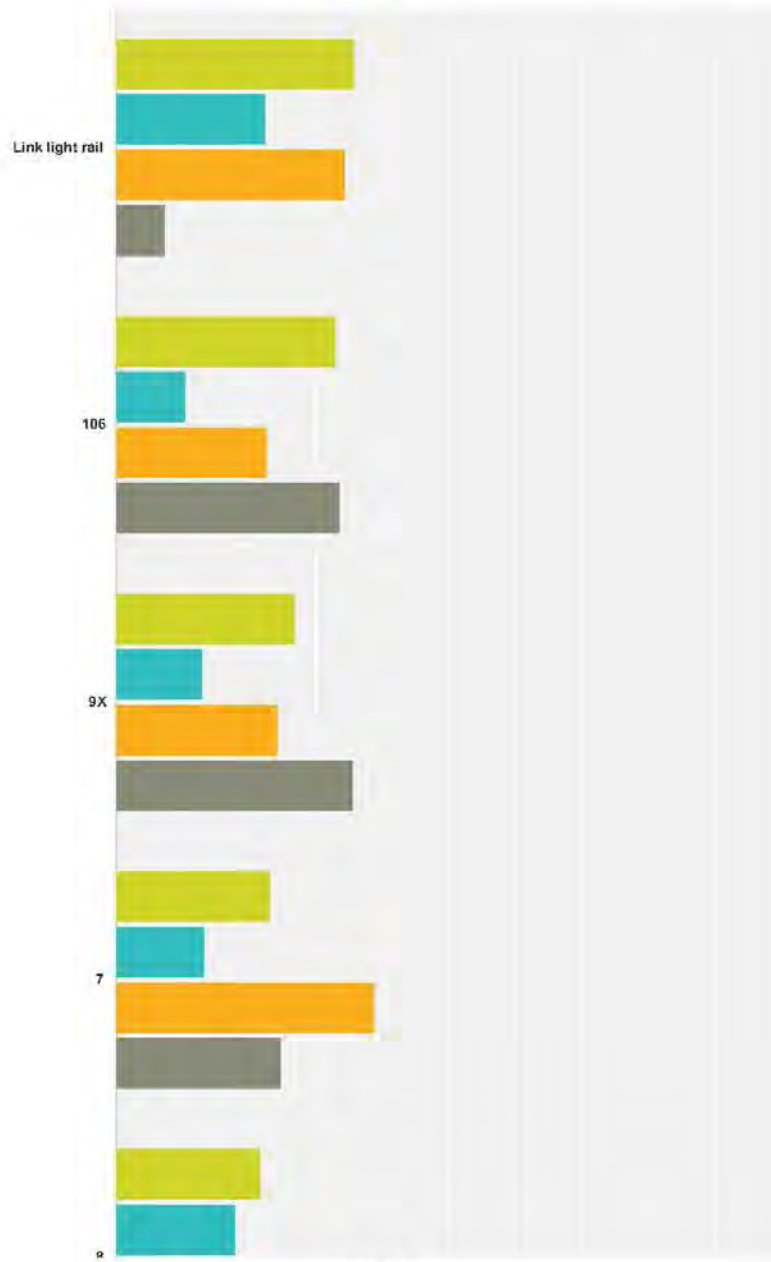


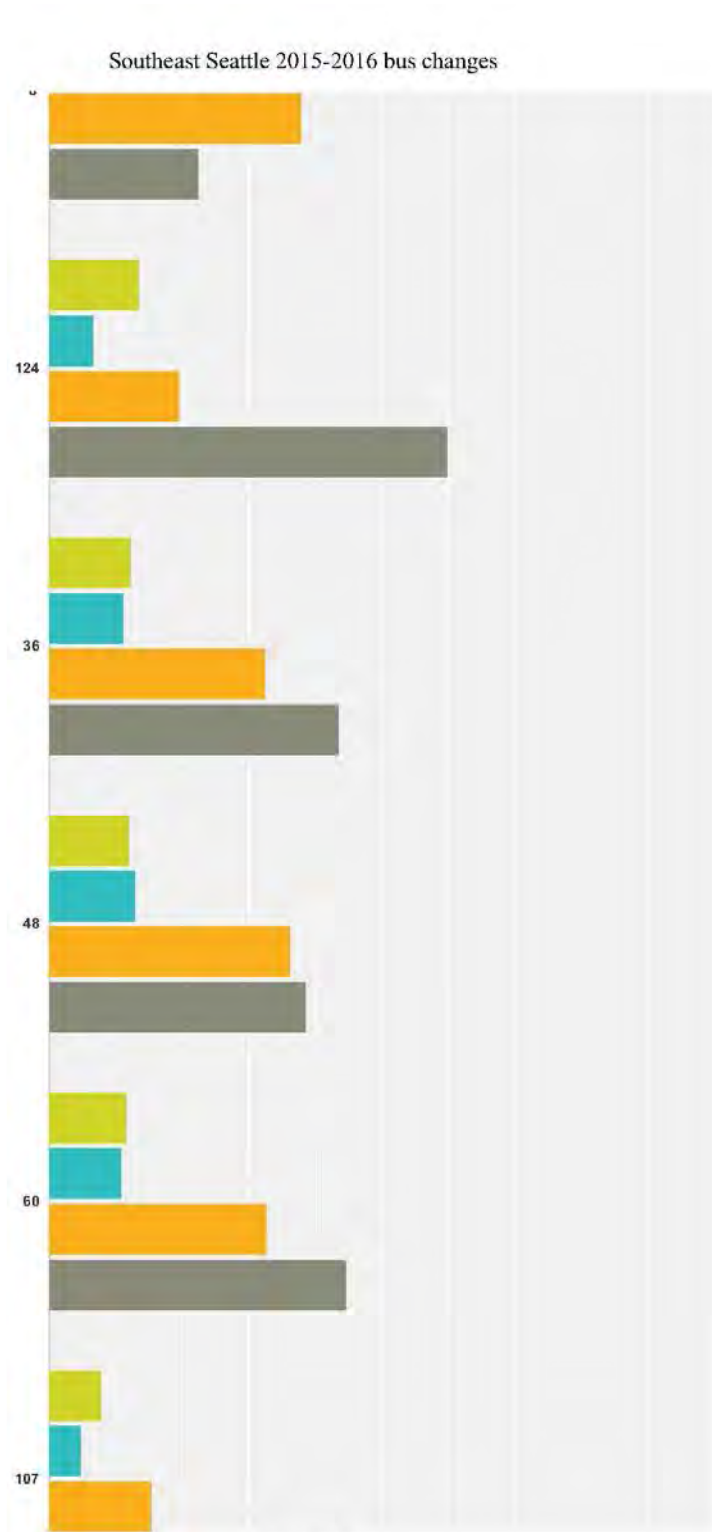
Answer Choices	Responses	
Yes	98.66%	665
No	1.34%	9
Total		674

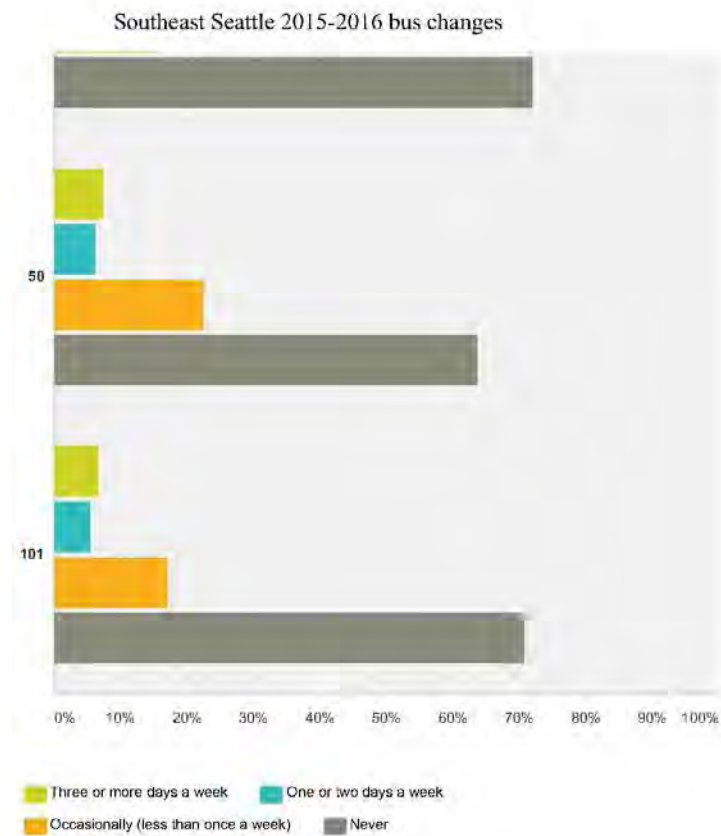
Southeast Seattle 2015-2016 bus changes

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

Answered: 600 Skipped: 74







	Three or more days a week	One or two days a week	Occasionally (less than once a week)	Never	Total
Link light rail	35.88% 174	22.47% 109	34.43% 167	7.22% 35	485
106	33.04% 148	10.49% 47	22.77% 102	33.71% 151	448
9X	26.99% 105	12.85% 50	24.42% 95	35.73% 139	389
7	23.21% 91	13.27% 52	38.78% 152	24.74% 97	392
8	21.70% 87	17.96% 72	37.91% 152	22.44% 90	401
124	13.62% 47	6.67% 23	19.71% 68	60.00% 207	345
36	12.24% 42	11.37% 39	32.65% 112	43.73% 150	343
48	12.02% 41	12.90% 44	36.36% 124	38.71% 132	341
60	11.61% 41	10.76% 38	32.86% 116	44.76% 158	353

Southeast Seattle 2015-2016 bus changes

107	7.86%	4.72%	15.41%	72.01%	
	25	19	49	229	318
50	7.59%	6.33%	22.47%	63.61%	
	24	20	71	201	316
101	6.75%	5.47%	17.04%	70.74%	
	21	17	53	220	311

Southeast Seattle 2015-2016 bus changes

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

Answered: 264 Skipped: 410

#	Responses	Date
1	550	1/21/2016 6:19 PM
2	150, 71, 72, 73, 21, 131, 132	1/10/2016 11:37 PM
3	I'm a dog sitter, so it depends on whether I have a gig that week and where. I do use various other lines like C, D, E, 5, 14, 40...550, 554, and 271 if I have to go to a regular office near Eastgate.	1/10/2016 6:03 PM
4	Rapid Ride E Line	1/10/2016 5:41 PM
5	150	1/10/2016 3:57 PM
6	SLU Trolley, 40, D, C, F	1/10/2016 9:39 AM
7	D, 32	1/9/2016 11:35 PM
8	14	1/9/2016 5:20 PM
9	Sounder train 3+ days a week	1/9/2016 3:09 PM
10	2, 12, 43, 49, 71x, 72x, 73x	1/9/2016 1:05 PM
11	331, 345	1/9/2016 12:55 PM
12	5, D-line, 15x	1/9/2016 12:28 PM
13	C Line, 21/5, 14	1/9/2016 8:18 AM
14	3, 4, 5, 8, E	1/9/2016 7:31 AM
15	3/4	1/8/2016 10:07 PM
16	27,3,4,C,D,E,A,B,2,14,7	1/8/2016 7:37 PM
17	#10, #11, #12, #43, #49,	1/8/2016 7:30 PM
18	15X 70 66	1/8/2016 3:32 PM
19	14, 73	1/7/2016 4:01 PM
20	2, 14, Bus routes within tunnel	1/7/2016 9:02 AM
21	10, 11, 43, 49	1/7/2016 6:35 AM
22	70	1/6/2016 9:56 PM
23	237, 535, 532, 550	1/6/2016 2:17 PM
24	70, 217	1/6/2016 2:07 PM
25	26 or 28	1/5/2016 1:49 PM
26	2, 3, 4	1/6/2016 1:07 PM
27	D, 2, 3/4, 10/11	1/6/2016 12:09 AM
28	150--daily	1/5/2016 4:04 PM
29	28	1/5/2016 4:01 PM
30	Route 5	1/5/2016 3:55 PM
31	14	1/5/2016 3:14 PM
32	any between ID Station and Rainier-I-90 flyer stop (550, 219, etc) any using busway from ID station to Lander or Holgate (590, 106, 101, etc) any from ID station to Montlake flyer stop (554, etc)	1/5/2016 2:57 PM
33	Rapid Rides C, D, E	1/5/2016 2:01 PM

Southeast Seattle 2015-2016 bus changes

34	14	1/5/2016 11:20 AM
35	511, 512, 402	1/4/2016 3:17 PM
36	5 40 41	1/4/2016 1:26 PM
37	187, Rapid Ride A Line, F Line	1/4/2016 12:37 PM
38	43, 10	1/4/2016 12:34 PM
39	183 181	1/1/2016 8:59 PM
40	Rapid Ride C or 50	1/1/2016 1:12 PM
41	43, 10, 12	1/1/2016 11:08 AM
42	49, 70, 71, 72, 73, 83,	12/30/2015 3:15 AM
43	43, 49, 44, e, 4	12/27/2015 6:46 PM
44	n/a	12/27/2015 1:55 PM
45	3, 4, 19, 33	12/27/2015 10:50 AM
46	49, 10, 43	12/27/2015 8:57 AM
47	A lot of them	12/26/2015 7:31 AM
48	any bus to lower queen anne, 27, any 70 to uistrict from convention place	12/25/2015 6:02 PM
49	3, 4, 10, 11, 12, 43	12/25/2015 6:29 AM
50	Rapid D & C line	12/24/2015 2:14 PM
51	43, 41, 14, 27	12/24/2015 8:48 AM
52	128 f line rapid ride	12/24/2015 7:53 AM
53	12, 11, 43	12/23/2015 10:53 PM
54	I also try the 14, 27, 4,	12/23/2015 6:54 PM
55	The 70s express to UW	12/23/2015 2:24 PM
56	43, 10	12/23/2015 12:57 PM
57	12, 14	12/23/2015 9:49 AM
58	10, 43	12/22/2015 9:53 PM
59	10, 11, 49, 43, 2	12/22/2015 9:17 PM
60	Routes 101 and 102	12/22/2015 3:24 PM
61	Route 24	12/22/2015 3:14 PM
62	ACCESS	12/22/2015 2:04 PM
63	43, 49, 44	12/22/2015 1:55 PM
64	114, 111, 212, 554	12/22/2015 1:38 PM
65	2, 13, 29, 3, 4, Rapid Ride D, 10 or 11 or 49 (traveling from Capitol Hill to downtown 1-2 days/week)	12/22/2015 1:38 PM
66	14, 27, 4	12/22/2015 1:24 PM
67	43	12/22/2015 1:22 PM
68	43, 47, 49	12/22/2015 1:15 PM
69	346, 41, E Line	12/22/2015 11:07 AM
70	4	12/21/2015 10:24 AM
71	71, 72, 73	12/20/2015 2:11 AM
72	71x 72x 73x	12/19/2015 7:19 PM
73	26/26	12/19/2015 2:41 PM
74	43, 10	12/19/2015 1:00 PM

Southeast Seattle 2015-2016 bus changes

75	550 and 255	12/19/2015 9:37 AM
76	A line (5 days a week), 128 (3-4 days a week)	12/18/2015 6:04 PM
77	26 28 31 32 5 16 40 44 43 49	12/17/2015 9:33 PM
78	E Line to Shoreline	12/17/2015 2:17 PM
79	14, 43	12/17/2015 8:07 AM
80	26, 40, 28	12/17/2015 6:32 AM
81	10, 11, 49	12/16/2015 1:18 PM
82	554, 245	12/16/2015 11:44 AM
83	49	12/16/2015 11:35 AM
84	566, 560, 226, B-Line	12/15/2015 3:43 PM
85	12, 522, 511, 70, 73	12/15/2015 2:33 PM
86	D line	12/15/2015 1:15 PM
87	4, 49, 3, E	12/15/2015 2:01 AM
88	F	12/14/2015 1:42 PM
89	The 14. The 8 is actually a bus that I would use because it is near my house. HOWEVER, due to the lengthy time it takes to get to Denny/Downtown, I rarely take this bus. But it would be convenient if it were a faster route.	12/14/2015 9:53 AM
90	1, 2, 13, 29, D	12/14/2015 9:09 AM
91	111	12/13/2015 10:15 PM
92	1, 2, 4, 13, 550, 545, 250	12/13/2015 9:05 PM
93	71, 72, 73, 49	12/13/2015 6:57 PM
94	E- Line	12/13/2015 12:53 PM
95	41, 221, 554, 245, 4, 49	12/13/2015 9:46 AM
96	14	12/13/2015 2:49 AM
97	131, 132	12/12/2015 9:27 AM
98	28, 26, 40, 2, 10, 43, 49	12/12/2015 9:11 AM
99	550 214 554 522 75 ions of others.. One bus away has helped me be able to get pretty much anywhere via bus once I get downtown or the issaquah transit center. I need the 215 back! I used to commute from north bend to my job and my pottery studio in sodo & georgetown via bike and bus. No longer can do so. Losing the 215 put me back in a car after 5 + years of doing without. :(I use t	12/12/2015 9:05 AM
100	C, SLU streetcar, 55	12/11/2015 11:17 PM
101	33 and 24	12/11/2015 10:01 PM
102	E line 26/28/40 41 44 70 71/72/73/74/550	12/11/2015 7:13 PM
103	212 12 554 630	12/11/2015 4:23 PM
104	5 & 5x, 16	12/11/2015 11:10 AM
105	43/44, 120	12/11/2015 9:57 AM
106	214, 554, Sounder North, SLU Streetcar, 10, 11, 49.	12/11/2015 9:27 AM
107	41, 66, 67, 75	12/11/2015 7:56 AM
108	41, 66, 67	12/11/2015 7:43 AM
109	C/d line, 70, 2, 13, 1	12/10/2015 9:44 PM
110	73	12/10/2015 6:01 PM
111	11, 14	12/10/2015 5:45 PM
112	41, 66, 67	12/10/2015 3:42 PM

Southeast Seattle 2015-2016 bus changes

113	70, 5, 16	12/10/2015 8:07 AM
114	71, 72, 73	12/9/2015 11:59 PM
115	40, Rapid Ride D Line, 5, 43,	12/9/2015 6:39 PM
116	43, 10, 12, 2	12/9/2015 4:34 PM
117	Route 98 streetcar	12/9/2015 1:37 PM
118	217, 212, 554	12/9/2015 12:46 PM
119	49, 71, 72, 73, 70, others.	12/9/2015 12:08 PM
120	lift and Cober	12/9/2015 11:33 AM
121	5, 355	12/9/2015 9:00 AM
122	131. Need more trips added. Packed full daily. Slow going north/south on 4th Ave. the 131 should be viewed as a core route and have expanded service to accommodate current ridership.	12/8/2015 11:29 PM
123	10, 11, or 49 between E. Pine & Harvard Ave. and Pine & 5th	12/8/2015 10:07 PM
124	255	12/8/2015 5:42 PM
125	2, 3, 4, 12, 49	12/8/2015 2:18 PM
126	150	12/8/2015 12:37 PM
127	66/70 to South Lake Union for work	12/7/2015 9:09 PM
128	Unfortunately the 106 and 124 are the ONLY routes that come into Georgetown. I use both of these routes to get to and from work downtown. Please do not cut either of these routes into and out of Georgetown. For many of our poorest neighbors, these are the only options they have to get to & from work, and to get to basic services. Please don't abandon them!	12/7/2015 5:38 PM
129	545, 550	12/7/2015 5:04 PM
130	43, 47	12/7/2015 2:37 PM
131	43, 47, 49	12/7/2015 10:20 AM
132	E line	12/7/2015 10:05 AM
133	E and 5	12/7/2015 9:03 AM
134	150, 168	12/7/2015 7:48 AM
135	I plan taking Link light rail more frequently after new service starts next year.	12/6/2015 7:51 PM
136	Route 36	12/6/2015 1:54 PM
137	14, and several that stop at the Freeway station.	12/5/2015 2:39 PM
138	N/A	12/5/2015 11:51 AM
139	all eastside buses that stop at the Rainier I-90 Freeway stop	12/5/2015 7:39 AM
140	10, 11, 30, 43, 47, 49, 71/72/73X, 75	12/4/2015 9:27 PM
141	70, 40, 26/28, 49	12/4/2015 7:05 PM
142	550	12/4/2015 4:32 PM
143	Route 70 and route 66 from downtown to Eastlake Ave E.	12/4/2015 3:34 PM
144	240	12/4/2015 2:53 PM
145	120, 125, 131, 132, 40, 5, 16	12/4/2015 1:52 PM
146	150	12/4/2015 1:45 PM
147	150, 148, 102, f line, 33, 24	12/4/2015 1:10 PM
148	route 41	12/4/2015 12:17 PM
149	43	12/4/2015 10:36 AM
150	49	12/4/2015 9:45 AM

Southeast Seattle 2015-2016 bus changes

151	14	12/4/2015 8:45 AM
152	A ton in Skagit County	12/4/2015 8:26 AM
153	43	12/4/2015 7:55 AM
154	The UW shuttle from Harborview to 45th & 11th because commuting to the U-District is such an absolute pain.	12/4/2015 2:28 AM
155	Sound Transit 550	12/3/2015 8:50 PM
156	47 49 10 11 43	12/3/2015 1:51 PM
157	48 from u-district to mount baker	12/3/2015 12:48 PM
158	I miss the 7X	12/3/2015 10:12 AM
159	216 and 218	12/3/2015 8:27 AM
160	Sound Transit 511, Community Transit 402, Community Transit 113	12/3/2015 7:23 AM
161	Park at lander at 0500 and take the 155 in	12/2/2015 7:14 PM
162	8	12/2/2015 5:41 PM
163	550	12/2/2015 5:39 PM
164	594, 590 Sound Transit	12/2/2015 2:25 PM
165	5, 16, 14	12/2/2015 12:42 PM
166	66, 70	12/2/2015 9:45 AM
167	70, 150	12/2/2015 7:43 AM
168	150, everyday	12/2/2015 6:39 AM
169	9 & 106	12/1/2015 8:02 PM
170	14	12/1/2015 7:54 PM
171	120	12/1/2015 7:23 PM
172	Light rail	12/1/2015 5:12 PM
173	27, 14, 2	11/30/2015 2:44 PM
174	E line, 70, 66, 120, 131, 132, 28, 40	11/30/2015 7:53 AM
175	11	11/29/2015 8:15 PM
176	#60	11/29/2015 1:04 PM
177	522	11/29/2015 10:06 AM
178	A line 183 166 914 916 150 180 49	11/29/2015 9:11 AM
179	131, 132 128	11/29/2015 9:10 AM
180	106	11/29/2015 9:02 AM
181	4	11/29/2015 8:17 AM
182	10, 11, 49, 301, E-Line, ST 511 & 512, Sounder	11/29/2015 12:16 AM
183	1, 2, 13, D line	11/28/2015 6:34 PM
184	148, 906, 169	11/28/2015 5:56 PM
185	1, 2, 29, 13	11/28/2015 2:46 PM
186	5 47 d line	11/26/2015 10:31 AM
187	43 - 2 or 3 xs week 47 - occasionally 49 turning into 7 and vice versa - 3 or more days a week	11/26/2015 9:18 AM
188	47, 49, 10, 11, 43	11/25/2015 7:52 PM
189	Route 28 Route 40 Route 44 Rapid Ride D Line	11/25/2015 6:48 PM
190	316, 64x, 2,	11/25/2015 4:08 PM
191	43, 11	11/25/2015 1:45 PM

Southeast Seattle 2015-2016 bus changes

192	24, 33	11/25/2015 9:36 AM
193	F route in Renton to connect 107 and 101 to my workplace.	11/24/2015 8:28 PM
194	2,13, 29	11/24/2015 7:59 PM
195	South Lake Union Streetcar, Route 40, RapidRide F Line, Route 71/72/73 Express, Route 43, Route 49	11/24/2015 7:49 PM
196	A line	11/24/2015 5:34 PM
197	41	11/24/2015 4:34 PM
198	49,10,11,55,C	11/24/2015 3:16 PM
199	49, 43, 10	11/24/2015 2:37 PM
200	3, 4.	11/24/2015 2:20 PM
201	EITHER 131 OR 132	11/24/2015 2:00 PM
202	43, 49, 10, 11	11/24/2015 1:45 PM
203	10, 12, 25, 43, 49	11/24/2015 12:18 PM
204	RT E to downtown to catch bus 10-11- or 12 to be drop off at SCC or head home from that area... My main concern is wheelchair people taking forever to get on or off the bus... Could ya make the exception for those whom are HC should always ride in the HC Vehicle to save time for normal people and I myself am HC but just dont take forever the way they do!!! Please find solution to solve this matter as wheelchair people or slower motion people need to ride in special bus that would suitable for them... They can take all the time they want but no normal buses and busy hrs rush need to at prompt attentive service.... Thank you!!!	11/24/2015 10:33 AM
205	3, 43	11/24/2015 10:33 AM
206	I drive to Lander or Holgate and park and catch a bus at 0500 hrs in order to get to work by 0530.	11/24/2015 9:51 AM
207	105: 2-3 times weekly or more 240: Occasionally 101: 2-4 times monthly F: 2 times monthly 169: Occasionally 166: 3+ days weekly	11/24/2015 9:31 AM
208	26, 28	11/24/2015 8:24 AM
209	43	11/24/2015 8:02 AM
210	66, 25, 70, 71,72,73, 255	11/24/2015 1:16 AM
211	70, 11, 12, 10	11/23/2015 11:23 PM
212	SLU Streetcar, 214, 554. I also spent a very long time commuting from Issaquah to Beacon Hill via the International District.	11/23/2015 10:26 PM
213	40 and D, 15	11/23/2015 8:38 PM
214	14, 3, 4	11/23/2015 6:57 PM
215	2, 3	11/23/2015 6:22 PM
216	168	11/23/2015 6:17 PM
217	71x/72x/73x	11/23/2015 5:35 PM
218	70,D	11/23/2015 5:30 PM
219	169	11/23/2015 5:16 PM
220	2, 13, 31, 32	11/23/2015 4:38 PM
221	5, 16	11/23/2015 3:24 PM
222	43, 271, 2	11/23/2015 3:01 PM
223	Routes 3 and 2 and 12	11/23/2015 2:43 PM
224	2, 3, 4, SLU Streetcar	11/23/2015 2:30 PM
225	70, 49.	11/23/2015 2:05 PM
226	3 and 4	11/23/2015 1:31 PM
227	5, 28, 40	11/23/2015 1:24 PM

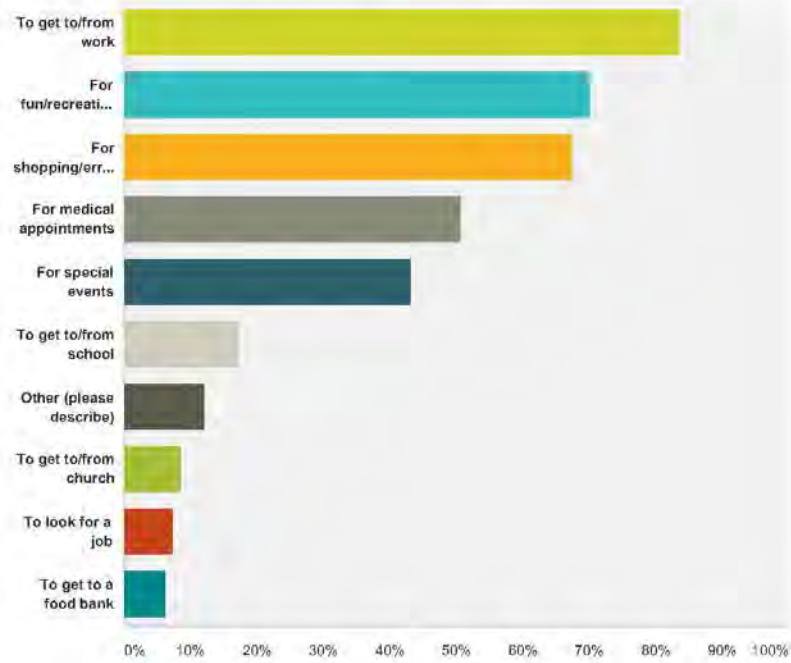
Southeast Seattle 2015-2016 bus changes

228	43, 47, 54, 5	11/23/2015 1:23 PM
229	3, 4, 14, 27	11/23/2015 1:12 PM
230	11	11/23/2015 1:01 PM
231	13, 2, RR D	11/23/2015 12:21 PM
232	60	11/23/2015 12:08 PM
233	47, 49, 43	11/23/2015 12:06 PM
234	43, 47, 49, 271, 550	11/23/2015 11:46 AM
235	21, 131, 120, 182, 180 rapid ride c and d and f also some of the sound transit which are 574, 560, 578, 577	11/23/2015 11:44 AM
236	10, 11, 43, 49	11/23/2015 11:34 AM
237	550	11/23/2015 11:31 AM
238	I also use the 49 twice a week.	11/23/2015 11:29 AM
239	D, E	11/23/2015 11:27 AM
240	18, 40, 5, E, D, 44, 192	11/23/2015 11:26 AM
241	C Line, 26, 28, 131	11/23/2015 11:19 AM
242	2, 3, 4, 10, 12, 41, 49, 75	11/23/2015 11:17 AM
243	11, 12, 43	11/23/2015 11:16 AM
244	71, 72, 73, 66, 67, 44	11/23/2015 11:06 AM
245	44, 40, 12, D, 17	11/23/2015 10:55 AM
246	169, 240, 560	11/23/2015 10:45 AM
247	554	11/23/2015 10:33 AM
248	10, 11, 43, 44, 49, D Rapid Ride	11/23/2015 10:16 AM
249	71, 72, 73, X to udist	11/23/2015 10:14 AM
250	512, 47, 49, 43	11/23/2015 10:03 AM
251	44	11/23/2015 9:49 AM
252	I use route 43 for my work communte	11/23/2015 9:44 AM
253	1, 2, 13 and 32 and Rapid Ride D	11/23/2015 9:41 AM
254	43, 70, 71, 72, 73, Link Lightrail	11/23/2015 9:41 AM
255	71, 72, or 73 to UW	11/23/2015 9:35 AM
256	346, 41	11/23/2015 9:22 AM
257	25, 66	11/23/2015 9:22 AM
258	36, 106, Link Light Rail	11/23/2015 9:15 AM
259	14	11/23/2015 9:09 AM
260	11, 43	11/23/2015 9:09 AM
261	132	11/23/2015 9:08 AM
262	102, 906, 150	11/23/2015 9:08 AM
263	120, 3, 4, 43, 10	11/23/2015 9:08 AM
264	10, 11, 12, and 43	11/23/2015 9:08 AM

Southeast Seattle 2015-2016 bus changes

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

Answered: 598 Skipped: 7%



Answer Choices	Responses
To get to/from work	83.44% 499
For fun/recreational/social	70.07% 419
For shopping/errands	67.39% 403
For medical appointments	50.67% 303
For special events	43.14% 258
To get to/from school	17.22% 103
Other (please describe)	12.04% 72
To get to/from church	8.53% 51
To look for a job	7.36% 44
To get to a food bank	6.35% 38
Total Respondents: 598	

#	Other (please describe)	Date
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Southeast Seattle 2015-2016 bus changes

1	To see family and friends	1/9/2016 11:41 AM
2	Take my son to school in the CD	1/9/2016 8:18 AM
3	Work-related travel	1/8/2016 10:07 PM
4	To Visit Family	1/8/2016 7:37 PM
5	To get to and from my Pioneer Square art studio and Georgetown yoga classroom.	1/5/2016 3:55 PM
6	to drop off/pick up kid at school to drop off/pick up kid at daycare bus stop during breaks and summer	1/5/2016 2:57 PM
7	To take children to parks and libraries - all children under 5 years old.	1/4/2016 5:56 PM
8	Volunteer work	1/4/2016 4:26 PM
9	I don't drive so Metro is my car.	1/4/2016 1:26 PM
10	Gym	12/30/2015 3:15 AM
11	I volunteer with several non-profit groups	12/27/2015 1:55 PM
12	I use these routes for everything in my life. I am disabled and chronically ill and work small odd jobs in different places from Capitol Hill to south Seattle when I can. I sometimes take a class at Seattle central. I need to go to dr appointments more often than work because I am sick. I can't walk far between stops and my life will get messed up if you make these changes to routes that I need. I actually need the 9 to come more often, not less. Even when there is a light rail, the light rail will not go to the places I need that the 9 currently does. Every time I have to change buses I have less energy to do my job and more chance I will be late due to transit delays. This is messed up. Bus service to this neighborhood is more important than the light rail. The new routes will not help me at all.	12/26/2015 7:31 AM
13	u district, library	12/25/2015 6:02 PM
14	to get to and from community mental health programs	12/25/2015 6:29 AM
15	I often go back and forth between BellTown and West Seattle, near the Fauntleroy Ferry, nearer to Fauntleroy Way & Rose St., and county on being able to go return directly to stop at 3rd and Bell without having to stop in the downtown area after dark. I'm not comfortable having to make transfers at Pike or Virginia, and have appreciated being able to go all the way to Bell Street & 3rd. Both Day and evening on week day's or weekends.	12/24/2015 2:14 PM
16	To visit family,	12/23/2015 2:24 PM
17	I occasionally use the bus to get to other locations such as the light rail station.	12/19/2015 10:39 AM
18	If you delete service on Beacon Ave I will probably have to quit my job because I wouldn't connect to next bus line - The E line to Shoreline not mention banking and shopping	12/17/2015 2:17 PM
19	To get where I need to go, no matter where that may be.	12/15/2015 3:43 PM
20	To connect with other transit.	12/15/2015 1:47 PM
21	To visit friends and family, to go to the park	12/15/2015 10:07 AM
22	Internship/ Capitol Hill Art Walk	12/14/2015 9:53 AM
23	How does one use their car?? That is why I use the bus.	12/12/2015 9:27 AM
24	To get to my pottery studio, visit friends, to get to clients (I am a DSHS social worker).	12/12/2015 9:05 AM
25	To volunteer	12/12/2015 12:49 AM
26	almost completely transit dependent.	12/11/2015 7:13 PM
27	To and from the gym on Capital Hill.	12/10/2015 4:10 PM
28	Access services: library, etc. Access airport and connect with long distance bus/train services (Amtrak, Bolt Bus, etc)	12/9/2015 4:59 PM
29	Childcare	12/9/2015 12:31 PM
30	To/from restaurants	12/8/2015 10:07 PM
31	I	12/8/2015 6:18 PM
32	I use these routes to connect to Link Light Rail at Beacon Hill and SODO.	12/8/2015 3:36 PM
33	First Hill elevator	12/8/2015 2:18 PM
34	work meetings	12/8/2015 11:06 AM

Southeast Seattle 2015-2016 bus changes

35	daycare	12/7/2015 9:46 AM
36	To take my daughter to school	12/7/2015 7:48 AM
37	I'm a regular transit rider.	12/6/2015 7:51 PM
38	To Downtown	12/5/2015 11:51 AM
39	I use transit and biking to navigate the city. If I'm not going to bike the entire way I use the transit system to make up the difference.	12/5/2015 9:32 AM
40	buy foods	12/4/2015 6:19 PM
41	Sometimes I attend meetings in the Central District.	12/4/2015 5:11 PM
42	To go everywhere because the 106 is closest to my house	12/4/2015 4:32 PM
43	Don't own a car, take the bus everywhere!	12/4/2015 2:17 PM
44	uw huskies games	12/4/2015 12:58 AM
45	light rail to SeaTac airport	12/3/2015 8:12 PM
46	To visit family	12/2/2015 1:35 PM
47	In combination with bike	12/1/2015 7:54 PM
48	To not have to own a car	11/29/2015 10:06 AM
49	To see the gingerbread houses downtown, just to spend the day downtown with the family and to the games Seahawks and Mariners.	11/29/2015 9:44 AM
50	The vet, appointments for my dogs!	11/29/2015 9:02 AM
51	Daycare	11/26/2015 2:32 PM
52	I have to rely on public transportation for any given facet of my life.	11/25/2015 9:46 AM
53	social events and other transportation needs--I do not drive or have access to an automobile, so transit IS my only source of transportation.	11/25/2015 7:37 AM
54	Used to get to and from meetings while at work.	11/24/2015 4:34 PM
55	to volunteer.	11/24/2015 2:20 PM
56	I sometimes take the bus to meet with friends or go to some kind of event in the downtown or other areas.	11/24/2015 1:45 PM
57	Its really important to have prompt service so we can get to places on time instead of being late which takes 10-30 minutes delay for those every wheelchair stop.... Need to be prompt service at all times!! I thanks for hearing me out.... This is really frustrate that we have to put with slow people since they aren't fast enough as we like to be there on time for work and school!!!	11/24/2015 10:33 AM
58	Visit a nursing home, homebound friends	11/24/2015 9:31 AM
59	To get to help disabled parent's residence	11/24/2015 1:16 AM
60	This is my main transportation.	11/23/2015 10:28 PM
61	To get to the Rainier Beach Light Rail stop. Also the transfer center in downtown Renton.	11/23/2015 4:31 PM
62	I use the Route 8 on a regular basis to go to Queen Anne. I pick it up on MLK and S. Henderson. I do not like the proposed change which would force me to go to Mt. Baker station and transfer to the 8. I am a senior citizen and would be greatly inconvenienced if you limit my ability to stay on one bus for such a distant destination of rainier beach to queen anne. why do you always have to mess with peoples transportation options by forcing them to make connections of what used to be a single trip.	11/23/2015 1:49 PM
63	To medical appts	11/23/2015 1:31 PM
64	I live in the city. I don't drive at all.	11/23/2015 1:12 PM
65	Drop kid at daycare	11/23/2015 1:06 PM
66	I do not have a car and use transit for every trip.	11/23/2015 12:08 PM
67	For everything I do I don't have a car right now, so I rely completely on these routes.	11/23/2015 11:44 AM
68	Visit my daughter who lives by CenturyLink Field.	11/23/2015 10:03 AM

Southeast Seattle 2015-2016 bus changes

69	To/From gym	11/23/2015 9:41 AM
70	I am retired and meet for Toastmasters twice a month in Tukwila. I meet friends for coffee at Aurora Village Starbucks. I live in Shoreline, WA	11/23/2015 9:22 AM
71	getting to restaurants.	11/23/2015 9:08 AM
72	All other errands	11/23/2015 9:08 AM

Southeast Seattle 2015-2016 bus changes

Q6 What are the most common destinations you get to using these routes? Use an address, cross streets, or specify the name of the destination. For example, type "Seattle Central College" instead of "school." For a workplace, please list the employer.

Answered: 555 Skipped: 119

Answer Choices	Responses	
Destination 1	100.00%	555
Destination 2	84.86%	471
Destination 3	63.96%	355

#	Destination 1	Date
1	Expedia Inc	1/21/2016 6:19 PM
2	cleverdale and beacon, UW, Harborview, Walmart Renton, West seattle Westwood Village	1/20/2016 2:57 PM
3	Seattle City Light (downtown)	1/12/2016 2:17 PM
4	Century Link Field	1/12/2016 9:03 AM
5	Downtown business district	1/11/2016 8:35 PM
6	4872 Rainier Ave S, Seattle, WA 98118	1/10/2016 11:45 PM
7	University of Washington	1/10/2016 11:37 PM
8	downtown!	1/10/2016 6:03 PM
9	City Light	1/10/2016 5:41 PM
10	Seattle Public Utilities	1/10/2016 5:41 PM
11	Specialty Bottle, 3434 4th Ave S.	1/10/2016 3:57 PM
12	Georgetown City Hall area	1/10/2016 11:39 AM
13	Group Health Cooperative, South Lake Union	1/10/2016 9:39 AM
14	University St	1/10/2016 8:29 AM
15	Ocean Beauty Seafoods	1/9/2016 11:35 PM
16	1st and Broad	1/9/2016 5:20 PM
17	UW SLU	1/9/2016 5:00 PM
18	South Seattle college -Georgetown campus	1/9/2016 3:09 PM
19	University of Washington	1/9/2016 1:05 PM
20	Einstein middle school	1/9/2016 12:55 PM
21	Amazon	1/9/2016 12:28 PM
22	68th and woodlawn	1/9/2016 11:41 AM
23	Avvo	1/9/2016 8:18 AM
24	Broadway and terrace	1/8/2016 10:07 PM
25	King County 2nd and Jackson	1/6/2016 7:54 PM

Southeast Seattle 2015-2016 bus changes

26	Columbia Link to Downtown	1/8/2016 7:30 PM
27	Work: Big Fish Games	1/8/2016 3:32 PM
28	Downtown Seattle	1/8/2016 2:54 PM
29	Pioneer Square Clinic (7)	1/7/2016 4:01 PM
30	Harborview medical center	1/7/2016 9:08 AM
31	419 Occidental Ave S	1/7/2016 9:02 AM
32	2nd and Jackson	1/7/2016 8:00 AM
33	3rd and Pike	1/7/2016 6:35 AM
34	Seattle Central College	1/7/2016 1:11 AM
35	Northwest Administrators	1/6/2016 9:56 PM
36	Seattle Central	1/6/2016 8:34 PM
37	downtown Seattle	1/6/2016 6:42 PM
38	4th & Madison	1/6/2016 6:28 PM
39	Columbia city	1/6/2016 6:24 PM
40	Pac-Med Center	1/6/2016 3:32 PM
41	Virginia mason mc	1/6/2016 2:54 PM
42	Bellevue Transit Center	1/6/2016 2:17 PM
43	Intermedia (eastgate)	1/6/2016 2:07 PM
44	Work, 701 Dexter Ave N	1/6/2016 1:49 PM
45	downtown core., eg: Pacific Place	1/6/2016 1:45 PM
46	Pacific Science Center	1/6/2016 10:25 AM
47	12th and Columbia	1/6/2016 12:09 AM
48	Westlake Mall	1/5/2016 6:36 PM
49	Feet First	1/5/2016 5:33 PM
50	3112 Hams Pl S, Seattle	1/5/2016 4:04 PM
51	Mount Baker Lightrail station	1/5/2016 4:01 PM
52	Nordstrom Corporate Tower - 1700 7th Avenue	1/5/2016 3:55 PM
53	rainier and edmunds	1/5/2016 3:51 PM
54	Seattle Central College	1/5/2016 3:14 PM
55	King Street Center (work)	1/5/2016 2:57 PM
56	OFC/Bartell at Harvard and Broadway	1/5/2016 2:01 PM
57	to International District Chinatown	1/5/2016 1:18 PM
58	Minor and James Medical Center	1/5/2016 11:20 AM
59	Downtown	1/5/2016 8:08 AM
60	Pioneer Square Transit Tunnel	1/4/2016 9:57 PM
61	zully, llc	1/4/2016 8:24 PM
62	Pike's Place	1/4/2016 5:56 PM
63	Downtown library	1/4/2016 4:26 PM
64	Lacy & Par	1/4/2016 3:17 PM
65	Stumptown coffee roasters	1/4/2016 2:13 PM
66	Lighthouse for the Blind Inc.	1/4/2016 1:26 PM

Southeast Seattle 2015-2016 bus changes

67	El Centro de la Raza	1/4/2016 12:51 PM
68	Dept. of Services for the Blind	1/4/2016 12:37 PM
69	Seattle Center	1/4/2016 12:34 PM
70	23rd Ave. S and Rainier	1/4/2016 11:00 AM
71	Downtown	1/4/2016 9:58 AM
72	Seattle center	1/3/2016 8:27 AM
73	school	1/1/2016 8:59 PM
74	Southwest Library (west seattle)	1/1/2016 1:12 PM
75	queen Anne	1/1/2016 11:59 AM
76	Starbucks Center - 1st & Lander	1/1/2016 11:08 AM
77	2nd and pine	1/1/2016 7:52 AM
78	Dearborn and rainier	12/30/2015 3:15 AM
79	Pioneer Square station	12/29/2015 11:42 AM
80	Chinatown	12/28/2015 5:31 PM
81	Medical Dental Building downtown	12/28/2015 5:10 PM
82	Downtown, belltown, pioneer square	12/27/2015 6:46 PM
83	Chinatown restaurants	12/27/2015 1:55 PM
84	Capital hill	12/27/2015 10:50 AM
85	Swedish Cherry Hill	12/27/2015 8:57 AM
86	Rainier and Andover	12/26/2015 7:31 AM
87	Capitol Hill	12/25/2015 6:50 PM
88	work, Paramount theater	12/25/2015 6:02 PM
89	Sound Mental Health- 1600 Olive st/ 600 Broadway	12/25/2015 6:29 AM
90	1st Ave. and Bell Street in Bell Town (nearest my resident location)	12/24/2015 2:14 PM
91	Work. (University of Washington Medical Center)	12/24/2015 8:48 AM
92	Workplace (downtown Seattle)	12/23/2015 10:53 PM
93	MLK and Jackson	12/23/2015 6:54 PM
94	University of Washington	12/23/2015 2:24 PM
95	1100 Olive way, Seattle, WA 98101	12/23/2015 12:57 PM
96	Stadium Station, King County DOT	12/23/2015 11:45 AM
97	12th, Madison, and Union.	12/23/2015 9:49 AM
98	Seattle Municipal Tower	12/23/2015 7:35 AM
99	Compass Housing	12/23/2015 12:50 AM
100	Seattle Repertory Theatre	12/22/2015 9:53 PM
101	Seattle Goodwill	12/22/2015 9:23 PM
102	Seattle Art Museum	12/22/2015 9:17 PM
103	Group Health Medical Center in Rainier Ave.	12/22/2015 8:01 PM
104	international district /tunnel station/downtown library/transfer to 255 for kirkland transfer station/transfer to uw	12/22/2015 7:03 PM
105	Downtown Seattle shopping errands	12/22/2015 5:11 PM
106	broadway & john	12/22/2015 4:56 PM
107	Seattle Central College	12/22/2015 4:50 PM

Southeast Seattle 2015-2016 bus changes

108	University of Washington	12/22/2015 3:24 PM
109	King County Metro (King Street Center)	12/22/2015 3:21 PM
110	Airlift Northwest at Boeing Field	12/22/2015 3:14 PM
111	Federal Center South (Seattle Vet Center)	12/22/2015 2:04 PM
112	University of Washington	12/22/2015 1:59 PM
113	orca k-B	12/22/2015 1:58 PM
114	Broadway & E Denny Way	12/22/2015 1:55 PM
115	Swedish Hospital	12/22/2015 1:38 PM
116	downtown - 2nd or 3rd & Virginia - for an employer at 1st & Virginia	12/22/2015 1:38 PM
117	Seattle University	12/22/2015 1:33 PM
118	1215 Fourth Avenue, Seattle WA 98161	12/22/2015 1:27 PM
119	Belltown for work	12/22/2015 1:24 PM
120	Gates foundation	12/22/2015 1:22 PM
121	Lower Queen Anne	12/22/2015 1:15 PM
122	Ingraham HS	12/22/2015 11:07 AM
123	Fred Hutch	12/22/2015 9:10 AM
124	Harborview Medical Center	12/22/2015 6:10 AM
125	Pike Street	12/21/2015 9:03 PM
126	201 S Jackson	12/21/2015 2:01 PM
127	12th & Jackson	12/21/2015 10:24 AM
128	Seattle Central College	12/21/2015 6:42 AM
129	Virginia Mason	12/20/2015 3:20 PM
130	University of Washington health sciences	12/20/2015 1:27 PM
131	Harborview Medical Center	12/20/2015 10:27 AM
132	UW	12/20/2015 2:11 AM
133	Franklin high	12/19/2015 7:19 PM
134	Work - Dexter & Mercer	12/19/2015 2:41 PM
135	Asian Counseling and Referral Service	12/19/2015 1:00 PM
136	F5 Networks, Inc. 401 Elliott Ave 98119	12/19/2015 10:39 AM
137	VA medical	12/19/2015 10:16 AM
138	Beacon Ave & forest	12/19/2015 9:49 AM
139	Microsoft	12/19/2015 9:37 AM
140	Highline College	12/18/2015 6:04 PM
141	700 5th	12/18/2015 11:55 AM
142	University of Washington	12/17/2015 9:33 PM
143	Safety First Driving School, 14741 Aurora Ave N, Shoreline	12/17/2015 2:17 PM
144	Downtown Seattle	12/17/2015 1:36 PM
145	South Martin Luther King Way and South Orcus Street	12/17/2015 1:05 PM
146	31st Ave S and Walker	12/17/2015 8:07 AM
147	Seattle Lighthouse for the Blind	12/17/2015 6:32 AM
148	Cleveland high school	12/16/2015 6:14 PM

Southeast Seattle 2015-2016 bus changes

149	USPS at 4th and Lander	12/16/2015 4:04 PM
150	Work in Madison Valley	12/16/2015 1:18 PM
151	Work -- in South Lake Union area of Seattle	12/16/2015 12:12 PM
152	downtown Seattle	12/16/2015 11:44 AM
153	Woodcraft of Seattle	12/16/2015 11:38 AM
154	Work- Ventures, 2100 24th Ave. S. Seattle, WA 98144	12/16/2015 11:35 AM
155	Community centers	12/16/2015 10:39 AM
156	Seattle Central College	12/15/2015 10:19 PM
157	New Holly	12/15/2015 7:18 PM
158	University of Washington	12/15/2015 6:42 PM
159	3rd and Union	12/15/2015 6:38 PM
160	Home (from work) Pilgrim St	12/15/2015 5:05 PM
161	140th Place and Bel-Red road	12/15/2015 3:43 PM
162	Roanok and Lynn	12/15/2015 2:33 PM
163	Bellevue City Hall	12/15/2015 1:49 PM
164	Medical specialist near bell town.	12/15/2015 1:47 PM
165	Full life care Columbia city	12/15/2015 1:15 PM
166	Stellar pizza	12/15/2015 11:11 AM
167	harbor freight tools	12/15/2015 10:07 AM
168	Benaroya Research Institute	12/15/2015 6:42 AM
169	Downtown 3/Pike	12/15/2015 2:01 AM
170	Workplace - Nordstrom	12/14/2015 2:40 PM
171	Sound Transit	12/14/2015 1:42 PM
172	Arist Trust	12/14/2015 9:53 AM
173	5th & Yesler, Dept of Labor	12/14/2015 9:09 AM
174	Hoax Mai Vietnamese Bilingual Preschool	12/14/2015 3:23 AM
175	International District	12/13/2015 10:15 PM
176	Westlake Station	12/13/2015 9:05 PM
177	swedish medical center first hill	12/13/2015 7:22 PM
178	UW Seattle	12/13/2015 6:57 PM
179	Safeco Plaza	12/13/2015 4:28 PM
180	Work	12/13/2015 3:00 PM
181	Westlake Station	12/13/2015 12:53 PM
182	Seattle Central College	12/13/2015 9:46 AM
183	s jackson and mlk wy	12/13/2015 2:49 AM
184	1812 Madison St.	12/12/2015 8:35 PM
185	Seattle Center	12/12/2015 1:19 PM
186	city of seattle	12/12/2015 1:13 PM
187	Westlake Center	12/12/2015 10:34 AM
188	Work- Ballard	12/12/2015 9:27 AM
189	Adobe Systems.	12/12/2015 9:11 AM

Southeast Seattle 2015-2016 bus changes

190	Airport way & Holgate (HCS DSHS)	12/12/2015 9:05 AM
191	1st Ave S and King Street	12/12/2015 8:12 AM
192	Tukwila international blvd & 130th st	12/12/2015 12:49 AM
193	United States Court House	12/12/2015 12:34 AM
194	Amazon	12/11/2015 11:17 PM
195	Othello Street and Beacon Ave	12/11/2015 10:01 PM
196	Downtown Seattle	12/11/2015 7:43 PM
197	University Friends Meeting, Safeway multiple, Grocery Outlet, Northgate Mall, N Aurora and, Fremont, Trader joes, UW Roosevelt clinic or UW hospital	12/11/2015 7:13 PM
198	Capitol Hill, 12th and John or Olive and Summit	12/11/2015 7:06 PM
199	Swedish Medical center first hill	12/11/2015 4:23 PM
200	Pioneer square via international district	12/11/2015 3:19 PM
201	Downtown	12/11/2015 11:10 AM
202	Pike and 10th for work	12/11/2015 10:31 AM
203	Institute for Systems Biology	12/11/2015 9:27 AM
204	DESC	12/11/2015 9:15 AM
205	Northgate Transit Center Seattle, WA	12/11/2015 7:56 AM
206	Northgate Transit Center	12/11/2015 7:43 AM
207	Pontius ave n and republican	12/10/2015 9:44 PM
208	North Seattle College	12/10/2015 6:01 PM
209	Seattle Central College	12/10/2015 5:45 PM
210	Lighthouse for the Blind	12/10/2015 4:10 PM
211	2501 S Plum St Seattle, WA	12/10/2015 3:42 PM
212	Seattle central college	12/10/2015 3:24 PM
213	Clinic in International District	12/10/2015 3:11 PM
214	1st & Pike (downtown)	12/10/2015 2:19 PM
215	Columbia Legal Services	12/10/2015 11:38 AM
216	City of Seattle	12/10/2015 11:06 AM
217	City University of Seattle	12/10/2015 9:37 AM
218	Work in SLU, I ride the 106 to Westlake which is close to campus	12/10/2015 8:57 AM
219	Seattle Central College	12/10/2015 8:43 AM
220	Work in downtown Seattle near Pioneer Square	12/10/2015 8:17 AM
221	My sisters house- 27th and cherry	12/10/2015 8:07 AM
222	Lower Queen Anne	12/10/2015 1:06 AM
223	Pacific Market Research	12/9/2015 11:59 PM
224	Amazon offices in South Lake Union	12/9/2015 10:21 PM
225	Wild Ginger	12/9/2015 9:29 PM
226	Grand Hyatt Seattle	12/9/2015 9:19 PM
227	Internal District	12/9/2015 8:53 PM
228	Downtown Seattle	12/9/2015 8:39 PM
229	downtown	12/9/2015 8:16 PM

Southeast Seattle 2015-2016 bus changes

230	Downtown Seattle, from South Beacon Hill	12/9/2015 7:49 PM
231	3rd Ave and Pike	12/9/2015 6:39 PM
232	Columbia Public Health Clinic	12/9/2015 4:59 PM
233	Northgate	12/9/2015 4:59 PM
234	Beacon Ave S./ S Kenyon St	12/9/2015 4:55 PM
235	Seattle University	12/9/2015 3:25 PM
236	Beacon Hill Light Rail Station	12/9/2015 2:23 PM
237	Fred Hutch	12/9/2015 1:37 PM
238	Work: 3190 160th Ave SE	12/9/2015 12:46 PM
239	Belltown	12/9/2015 12:31 PM
240	Columbia City	12/9/2015 12:08 PM
241	Starbucks Center Sodo	12/9/2015 11:59 AM
242	Asian Counseling and Referral Service	12/9/2015 9:00 AM
243	12th and Yesler	12/9/2015 8:16 AM
244	Pioneer square	12/8/2015 11:29 PM
245	Broadway & E. Pike St.	12/8/2015 10:07 PM
246	3rd and James	12/8/2015 6:28 PM
247	Play Doggie Daycare-1424 11th Ave	12/8/2015 6:18 PM
248	Seattle University	12/8/2015 6:06 PM
249	International District	12/8/2015 5:42 PM
250	5th Ave and Cherry St, Seattle	12/8/2015 3:36 PM
251	Madison/Boren	12/8/2015 2:18 PM
252	Interviews	12/8/2015 12:37 PM
253	seattle central college	12/8/2015 11:19 AM
254	downtown	12/8/2015 11:06 AM
255	Boeing on East Marginal Way S	12/7/2015 11:28 PM
256	Sheraton hotel downtown	12/7/2015 10:11 PM
257	Seattle Cancer Care Alliance	12/7/2015 9:09 PM
258	Cleveland High School	12/7/2015 6:48 PM
259	Seattle Center/Whole foods on Denny/Dexter	12/7/2015 6:24 PM
260	Columbia Tower	12/7/2015 5:38 PM
261	Microsoft	12/7/2015 5:04 PM
262	Downtown	12/7/2015 2:40 PM
263	Downtown Seattle	12/7/2015 2:37 PM
264	5th Ave S & S Weller St	12/7/2015 12:52 PM
265	renton downtown	12/7/2015 12:06 PM
266	King St Center	12/7/2015 10:20 AM
267	Rainier Beach Light Rail station	12/7/2015 10:15 AM
268	Columbia Health Center, 4400 37th Ave S	12/7/2015 10:05 AM
269	Tiny Tot's Development Center 8302 1/2 Renton Ave So Seattle Wa 98116	12/7/2015 9:46 AM
270	Museum of flight	12/7/2015 9:03 AM

Southeast Seattle 2015-2016 bus changes

271	Dunlap elementary school	12/7/2015 7:48 AM
272	first and pike	12/7/2015 7:19 AM
273	Little Saigon	12/6/2015 11:34 PM
274	UW Health Sciences Building	12/6/2015 7:51 PM
275	Beacon ave S and Holden street	12/6/2015 1:54 PM
276	South Shore K-8	12/6/2015 10:57 AM
277	Seattle University	12/6/2015 8:07 AM
278	Seattle Sheraton Hotel	12/5/2015 9:40 PM
279	Seattle Central College	12/5/2015 7:03 PM
280	Horizon House	12/5/2015 2:39 PM
281	Mirabella (Work)	12/5/2015 11:51 AM
282	Costco	12/5/2015 9:32 AM
283	Harborview (work)	12/5/2015 9:27 AM
284	Public Health - Chinook Building	12/5/2015 7:39 AM
285	(106, 107) Renton: Fred Meyer, Fry's	12/4/2015 9:27 PM
286	Seattle Downtown	12/4/2015 9:17 PM
287	Broadway & Marion, Pacific NW Research Institute	12/4/2015 7:43 PM
288	Downtown Seattle	12/4/2015 7:17 PM
289	8th and Virginia	12/4/2015 7:05 PM
290	DOWNTOWN SEATTLE	12/4/2015 6:19 PM
291	Country Doctor clinic + Swedish Medical Center, First Hill	12/4/2015 5:11 PM
292	Bellevue college	12/4/2015 4:32 PM
293	Medical Dental Building	12/4/2015 3:46 PM
294	1201 S. Valo Street Seattle 98108 (work)	12/4/2015 3:35 PM
295	1616 Eastlake Ave E	12/4/2015 3:34 PM
296	Hulu	12/4/2015 3:34 PM
297	downtown	12/4/2015 3:01 PM
298	Downtown Seattle	12/4/2015 3:00 PM
299	Connect to Sound Transit in the INTL District Station	12/4/2015 2:53 PM
300	AIA Seattle	12/4/2015 2:20 PM
301	Downtown Seattle	12/4/2015 2:17 PM
302	515 Third Ave Seattle	12/4/2015 1:45 PM
303	Belltown	12/4/2015 1:18 PM
304	206 wester ave. west, seattle	12/4/2015 1:10 PM
305	Downtown Seattle	12/4/2015 12:56 PM
306	Westlake	12/4/2015 12:56 PM
307	Seattle Central College	12/4/2015 12:46 PM
308	Downtown Seattle	12/4/2015 11:39 AM
309	Pioneer Square	12/4/2015 11:17 AM
310	Seattle VA hospital (employer)	12/4/2015 11:00 AM
311	Montlake	12/4/2015 10:36 AM

Southeast Seattle 2015-2016 bus changes

312	4th and Pine	12/4/2015 9:45 AM
313	Downtown Seattle/4th and Madison - K&L Gates	12/4/2015 8:45 AM
314	Othello Light Rail	12/4/2015 8:32 AM
315	Museum of Flight	12/4/2015 8:26 AM
316	Pike Place Market	12/4/2015 8:05 AM
317	University of Washington	12/4/2015 7:55 AM
318	Work - UW @ 45th & 11th Ave NE	12/4/2015 2:28 AM
319	Medical Dental Building	12/3/2015 10:44 PM
320	international district	12/3/2015 9:56 PM
321	Pike Place Market	12/3/2015 8:50 PM
322	Swedish Medical Center, First Hill Campus	12/3/2015 8:12 PM
323	Harborview Medical Center	12/3/2015 6:25 PM
324	Beacon Ave and Monroe, which would no longer be an option from downtown any longer under proposed changes	12/3/2015 3:54 PM
325	Swedish Medical Center	12/3/2015 2:07 PM
326	Seattle Public Library Central	12/3/2015 1:51 PM
327	Home	12/3/2015 12:48 PM
328	Rainier/Henderson	12/3/2015 12:41 PM
329	4201 6th AVE S	12/3/2015 12:00 PM
330	amazon slu	12/3/2015 10:31 AM
331	Link light rail	12/3/2015 9:58 AM
332	Benaroya Research Institute/ Virginia Mason	12/3/2015 9:47 AM
333	Harborview Medical Center	12/3/2015 8:48 AM
334	Griffin Commercial Park	12/3/2015 8:27 AM
335	5628 Airport Way S	12/3/2015 8:16 AM
336	660 S Industrial Way	12/3/2015 7:23 AM
337	PTSO (work - Belltown)	12/3/2015 7:16 AM
338	Pike Place Market	12/3/2015 7:08 AM
339	pike and Broadway	12/3/2015 7:00 AM
340	I-90 exchange	12/3/2015 6:25 AM
341	Capitol Hill - Broadway Ave E & cherry	12/3/2015 12:37 AM
342	Pike and Broadway	12/2/2015 11:08 PM
343	South Lake Union (Republican and Fairview)	12/2/2015 10:20 PM
344	Seattle central college	12/2/2015 10:07 PM
345	Harborview	12/2/2015 10:01 PM
346	Harborview medical center	12/2/2015 9:56 PM
347	Beacon Hill, downtown seattle	12/2/2015 9:50 PM
348	Amazon, SLU	12/2/2015 9:41 PM
349	Westlake	12/2/2015 9:16 PM
350	King County courts (work)	12/2/2015 9:15 PM
351	seattle central	12/2/2015 9:15 PM
352	Seattle University	12/2/2015 9:10 PM

Southeast Seattle 2015-2016 bus changes

353	Broadway and Union / office	12/2/2015 9:10 PM
354	Alaskan Copper Works	12/2/2015 9:06 PM
355	Work	12/2/2015 8:42 PM
356	Virginia Mason Hospital	12/2/2015 8:41 PM
357	Harborview Medical Center	12/2/2015 8:35 PM
358	Harborview Medical Center	12/2/2015 8:32 PM
359	2nd and Broad	12/2/2015 8:28 PM
360	Harborview	12/2/2015 8:25 PM
361	Seattle VA Hospital	12/2/2015 8:24 PM
362	Seattle justice center	12/2/2015 7:14 PM
363	I-90 junction to catch a transfer to work	12/2/2015 5:59 PM
364	First Hill	12/2/2015 5:41 PM
365	Transfer at Rainier Ave and I-90 to Bellevue	12/2/2015 5:38 PM
366	Perkins Coie, LLP (1201 3rd Ave.)	12/2/2015 3:10 PM
367	Seattle central college	12/2/2015 2:48 PM
368	Beacon Hill Station	12/2/2015 2:25 PM
369	Amazon	12/2/2015 1:43 PM
370	Broadway and Union	12/2/2015 1:35 PM
371	9320 53rd ave S	12/2/2015 12:42 PM
372	Polyclinic	12/2/2015 11:57 AM
373	Wing Luke Museum (work)	12/2/2015 11:49 AM
374	doctors on first hill	12/2/2015 11:29 AM
375	downtown	12/2/2015 10:45 AM
376	Fred Hutchinson	12/2/2015 9:45 AM
377	Neighborcare Rainier Beach clinic	12/2/2015 9:36 AM
378	Catholic Community Services	12/2/2015 8:52 AM
379	DomainTools: 2211 5th Ave, Seattle 98121	12/2/2015 8:40 AM
380	Seattle University	12/2/2015 8:29 AM
381	Northwest Administrators	12/2/2015 7:43 AM
382	Zonar systems, Tukwila	12/2/2015 6:39 AM
383	Swedish 1st Hill 9x	12/1/2015 8:02 PM
384	PCC Columbia City	12/1/2015 7:23 PM
385	Downtown Seattle	12/1/2015 5:12 PM
386	Harborview Hospital	12/1/2015 3:23 PM
387	Seattle Public Library; downtown branch	12/1/2015 1:30 PM
388	Capitol Hill	11/30/2015 3:48 PM
389	Seattle Central College	11/30/2015 2:44 PM
390	Nordstrom - Employer	11/30/2015 10:30 AM
391	1836 Westlake Ave N	11/30/2015 7:53 AM
392	3131 Elliott Ave 98121, Motorola Solutions	11/29/2015 8:15 PM
393	Downtown work	11/29/2015 1:04 PM

Southeast Seattle 2015-2016 bus changes

394	work	11/29/2015 12:26 PM
395	Kimball Elementary	11/29/2015 12:22 PM
396	Grocery Outlet - MLK & Union (8)	11/29/2015 12:04 PM
397	First Hill	11/29/2015 11:46 AM
398	Downtown	11/29/2015 11:42 AM
399	Renton Civic Theatre	11/29/2015 10:54 AM
400	700 Fifth Ave	11/29/2015 10:48 AM
401	Diecut stickers 5th Michigan	11/29/2015 10:06 AM
402	Neighborcare post alley rt 106/124	11/29/2015 9:44 AM
403	Valley Cities Counseling	11/29/2015 9:11 AM
404	south seattle community college	11/29/2015 9:10 AM
405	South Seattle College	11/29/2015 9:02 AM
406	Capital Hill	11/29/2015 8:17 AM
407	Tukwila	11/29/2015 7:48 AM
408	Seattle Cancer Care Alliance	11/29/2015 7:39 AM
409	405 Olive Wy	11/29/2015 12:16 AM
410	2201 Westlake Ave, PATH	11/28/2015 6:34 PM
411	King County	11/28/2015 5:56 PM
412	South Lake Union	11/28/2015 2:46 PM
413	El Centro de la Raza	11/28/2015 2:32 PM
414	Greenwood & 85	11/26/2015 10:31 AM
415	S Hudson and Rainier Ave S, Seattle	11/26/2015 9:18 AM
416	SANCA 674 S Orcas Street	11/25/2015 7:52 PM
417	University of Washington	11/25/2015 6:48 PM
418	South Lake Union stores and restaurants	11/25/2015 4:08 PM
419	University of Washington	11/25/2015 1:45 PM
420	5110 S Medley Ct	11/25/2015 9:46 AM
421	401 Elliott Ave W	11/25/2015 9:36 AM
422	Holland America Line	11/25/2015 9:08 AM
423	downtown seattle, First Hill, the University District and Green Lake	11/25/2015 7:37 AM
424	Broadway and Thomas St	11/24/2015 9:03 PM
425	5628 airport way s	11/24/2015 8:32 PM
426	PACCAR Campus, Houser Way, Renton	11/24/2015 8:28 PM
427	Redfin headquarters (1st & Lenora)	11/24/2015 8:02 PM
428	Seattle Opera	11/24/2015 7:59 PM
429	Amazon (South Lake Union)	11/24/2015 7:49 PM
430	Seattle Goodwill	11/24/2015 5:34 PM
431	Swedish	11/24/2015 5:19 PM
432	Beacon Hill (Beacon Ave S/S Lander St)	11/24/2015 4:34 PM
433	King County Admin bldg	11/24/2015 3:55 PM
434	424 2nd ave 2, Seattle, wa 98119	11/24/2015 3:28 PM

Southeast Seattle 2015-2016 bus changes

435	15th & Republican	11/24/2015 2:37 PM
436	ATU, various locations	11/24/2015 2:20 PM
437	WEST COAST SHIP SUPPLY 6767 E MARGINAL WAY S	11/24/2015 2:00 PM
438	Seattle Central College(employer) #9	11/24/2015 1:45 PM
439	15th Ave E and Republican	11/24/2015 12:18 PM
440	Broadway/ Masison 1st Hill	11/24/2015 10:45 AM
441	from Bitter lake on 125th st to Capital Hill to Seattle Central...	11/24/2015 10:33 AM
442	University of WA, Seattle campus	11/24/2015 10:33 AM
443	Seattle Justice Center	11/24/2015 9:51 AM
444	156-Highline College	11/24/2015 9:31 AM
445	Seattle Central College	11/24/2015 8:24 AM
446	1809 7th Ave #800, Seattle, WA 98101	11/24/2015 8:02 AM
447	Ryerson Baso, King County Metro. 4th & Royal Brougham...	11/24/2015 7:00 AM
448	Georgetown	11/24/2015 1:16 AM
449	Downtown Renton	11/23/2015 11:55 PM
450	Sounders games	11/23/2015 11:42 PM
451	Downtown Seattle	11/23/2015 11:27 PM
452	King St Station	11/23/2015 11:23 PM
453	Seattle Children's Hospital (private shuttle from Westlake until U-Link station opens)	11/23/2015 10:35 PM
454	Pike place market my job	11/23/2015 10:28 PM
455	Institute for Systems Biology	11/23/2015 10:26 PM
456	King County Metro	11/23/2015 10:25 PM
457	aki kurose middle school	11/23/2015 10:05 PM
458	8th & Stewart	11/23/2015 8:43 PM
459	REI Seattle/South Lake Union	11/23/2015 8:38 PM
460	downtown seattle	11/23/2015 8:24 PM
461	Rainier and Henderson	11/23/2015 8:17 PM
462	1000 Second	11/23/2015 7:48 PM
463	Swedish Cherry Hill	11/23/2015 6:57 PM
464	National Park Service, (Seattle downtown)	11/23/2015 6:49 PM
465	Horn of Africa Services	11/23/2015 6:22 PM
466	seattle	11/23/2015 6:17 PM
467	University of Washington Main Campus	11/23/2015 5:35 PM
468	rainier beach lite rail station	11/23/2015 5:30 PM
469	Valley Medical	11/23/2015 5:16 PM
470	Lander St. & California Ave.	11/23/2015 5:12 PM
471	UW Alaska Airlines Gym	11/23/2015 4:38 PM
472	see above	11/23/2015 4:31 PM
473	Seattle Central College	11/23/2015 4:01 PM
474	Pacific Place	11/23/2015 3:30 PM
475	seattle center	11/23/2015 3:24 PM

Southeast Seattle 2015-2016 bus changes

476	Harborview Medical Center	11/23/2015 3:14 PM
477	Mt Baker Link Light Rail Station	11/23/2015 3:01 PM
478	Columbia Center downtown	11/23/2015 2:43 PM
479	7th Ave and Stewart	11/23/2015 2:30 PM
480	Six Robblees Inc.	11/23/2015 2:07 PM
481	Amazon.com	11/23/2015 2:05 PM
482	Harborview Medical Center (specifically the Patricia Steel Building)	11/23/2015 1:50 PM
483	Queen Anne and Group Health on Capital Hill	11/23/2015 1:49 PM
484	OFC	11/23/2015 1:31 PM
485	Google (Fremont)	11/23/2015 1:24 PM
486	Lower Queen Anne	11/23/2015 1:23 PM
487	Work	11/23/2015 1:12 PM
488	Sound Transit	11/23/2015 1:11 PM
489	El Centro de la Raza	11/23/2015 1:06 PM
490	Westlake Center	11/23/2015 1:03 PM
491	Downtown Seattle/Westlake	11/23/2015 1:01 PM
492	Regence BlueShield (work)	11/23/2015 12:55 PM
493	international district/5th & jackson transit tunnel	11/23/2015 12:52 PM
494	Whole Foods Market	11/23/2015 12:21 PM
495	Shoes.com	11/23/2015 12:08 PM
496	Work - 2nd and Marion	11/23/2015 12:08 PM
497	Casey Family Programs (work) at 2001 8th Avenue	11/23/2015 12:06 PM
498	SEATTLE CENTER	11/23/2015 12:02 PM
499	5th and Cherry	11/23/2015 11:50 AM
500	University of Washington	11/23/2015 11:46 AM
501	9622 20th ave sw Seattle	11/23/2015 11:44 AM
502	Pike & Union	11/23/2015 11:39 AM
503	Rainier & Ferdinand	11/23/2015 11:36 AM
504	Downtown seattle	11/23/2015 11:31 AM
505	Seattle University	11/23/2015 11:29 AM
506	UW	11/23/2015 11:26 AM
507	Downtown Seattle	11/23/2015 11:23 AM
508	Columbia City	11/23/2015 11:19 AM
509	Work at Pike and Broadway	11/23/2015 11:17 AM
510	First Hill	11/23/2015 11:17 AM
511	500 4th Ave, 98104	11/23/2015 11:16 AM
512	Pioneer Tunnel Station	11/23/2015 11:10 AM
513	Home	11/23/2015 11:06 AM
514	Bloodworks Northwest	11/23/2015 10:55 AM
515	Seattle Central College	11/23/2015 10:52 AM
516	Swedish Medical Center	11/23/2015 10:50 AM

Southeast Seattle 2015-2016 bus changes

517	Westlake Tunnel (work and special events downtown)	11/23/2015 10:49 AM
518	Seattle central college	11/23/2015 10:47 AM
519	Valley General Hospital	11/23/2015 10:45 AM
520	ArenaNet (employer, near Eastgate Park-n-Ride)	11/23/2015 10:33 AM
521	5919 airport way s	11/23/2015 10:29 AM
522	Airport	11/23/2015 10:29 AM
523	University of Washington Employer	11/23/2015 10:14 AM
524	Rainier Beach Link Light Rail Station	11/23/2015 10:07 AM
525	701 5th Avenue	11/23/2015 10:04 AM
526	PEMCO in Lynnwood 19020 33rd Ave W from 501 Summit Ave E, 98102	11/23/2015 10:03 AM
527	22nd Ave & E Jefferson St	11/23/2015 9:49 AM
528	South Beacon Ave and Myrtle St	11/23/2015 9:46 AM
529	4311 11th ave NE - Roosevelt Commons building, UW	11/23/2015 9:44 AM
530	UW area	11/23/2015 9:41 AM
531	University of Washington	11/23/2015 9:41 AM
532	Rainbow Natural Remedies, 409 15th Ave, E. 98112	11/23/2015 9:36 AM
533	UW	11/23/2015 9:35 AM
534	Aurora Village	11/23/2015 9:22 AM
535	Metropolitan Park Towers	11/23/2015 9:22 AM
536	king county archives	11/23/2015 9:22 AM
537	701 5th Ave, Seattle 98104	11/23/2015 9:20 AM
538	International District	11/23/2015 9:20 AM
539	university of washington medical center	11/23/2015 9:18 AM
540	Seattle Central College	11/23/2015 9:15 AM
541	Medical Dental building	11/23/2015 9:13 AM
542	Busway and Spokane St.	11/23/2015 9:12 AM
543	Work - Amazon.com	11/23/2015 9:11 AM
544	UW	11/23/2015 9:11 AM
545	NARAL Pro-Choice Washington	11/23/2015 9:11 AM
546	Harborview Medical center	11/23/2015 9:09 AM
547	Madison and MLK	11/23/2015 9:09 AM
548	720 8th Avenue S	11/23/2015 9:09 AM
549	University of Washington	11/23/2015 9:09 AM
550	grocery stores near Othello Station, Mt Baker Station, and Beacon Hill Station	11/23/2015 9:08 AM
551	Imagenet (s 216th st and 64th avenue south)	11/23/2015 9:08 AM
552	Work	11/23/2015 9:08 AM
553	Seattle Center	11/23/2015 9:08 AM
554	Safeway	11/23/2015 9:08 AM
555	KEY TOWER 700 5TH AVE, SEATTLE WA-	11/23/2015 9:08 AM
#	Destination 2	Date
1	Rainier Ave S and S Kenny Sts	1/21/2016 6:19 PM

Southeast Seattle 2015-2016 bus changes

2	Safeway, Westlake center	1/20/2016 2:57 PM
3	shops in Columbia City and Hillman City	1/12/2016 2:17 PM
4	Key Arena	1/12/2016 9:03 AM
5	Lowe's	1/10/2016 11:46 PM
6	Capitol Hill	1/10/2016 11:37 PM
7	groceries	1/10/2016 6:03 PM
8	Volleyball nights	1/10/2016 5:41 PM
9	4th Ave S & S Jackson St	1/10/2016 3:57 PM
10	Pac Med Tower	1/10/2016 11:39 AM
11	Capitol Hill	1/10/2016 9:39 AM
12	Pike St	1/10/2016 8:29 AM
13	Downtown shopping	1/9/2016 11:35 PM
14	Downtown	1/9/2016 5:20 PM
15	Rainier ave and Dearborn	1/9/2016 5:00 PM
16	Home	1/9/2016 1:05 PM
17	Greenwood ave n	1/9/2016 12:55 PM
18	Downtown	1/9/2016 12:28 PM
19	Seattle center	1/9/2016 11:41 AM
20	Giddens School	1/9/2016 8:18 AM
21	3rd and James	1/8/2016 10:07 PM
22	First Hill 12th and Madison	1/8/2016 7:54 PM
23	Downtown to Seattle Central College	1/8/2016 7:30 PM
24	Church: Saint Spiridon Orthodox Cathedral	1/8/2016 3:32 PM
25	International District	1/8/2016 2:54 PM
26	Lakeview Free Methodist Church (73, 7)	1/7/2016 4:01 PM
27	Downtown area	1/7/2016 9:08 AM
28	23rd & Jackson	1/7/2016 9:02 AM
29	Westlake Center	1/7/2016 8:00 AM
30	Broadway and John	1/7/2016 6:35 AM
31	Jade Garden	1/7/2016 1:11 AM
32	Shopping in West Seattle	1/6/2016 8:34 PM
33	University of Washington	1/6/2016 6:42 PM
34	5th & Olive	1/6/2016 6:28 PM
35	Pac med	1/6/2016 6:24 PM
36	Seattle Center	1/6/2016 3:32 PM
37	Brickyard Road Park and Ride	1/8/2016 2:17 PM
38	13th And Massachusetts	1/6/2016 2:07 PM
39	Capitol Hill... eg: Pike & Broadway	1/6/2016 1:45 PM
40	Downtown	1/6/2016 10:25 AM
41	Magnolia Bridge	1/6/2016 12:09 AM
42	northwest film forum & SIFF theatre	1/5/2016 6:36 PM

Southeast Seattle 2015-2016 bus changes

43	University of Washington	1/5/2016 5:33 PM
44	Le Cordon Bleu Culinary College	1/5/2016 4:04 PM
45	Sunny Arms - 707 S Snoqualmie Street	1/5/2016 3:55 PM
46	Downtown Seattle for appointments	1/5/2016 3:51 PM
47	nova high school	1/5/2016 3:14 PM
48	Montlake Elementary (kid school)	1/5/2016 2:57 PM
49	Downtown Corridor	1/5/2016 2:01 PM
50	901 Boren for Doctor Apprs.	1/5/2016 11:20 AM
51	Othello station	1/5/2016 8:08 AM
52	New Holly Library	1/4/2016 9:57 PM
53	Broadway & Denry	1/4/2016 8:24 PM
54	Seattle Center	1/4/2016 5:56 PM
55	Swedish Downtown clinic	1/4/2016 4:26 PM
56	Seattle central community college	1/4/2016 2:13 PM
57	Northgate Mall	1/4/2016 1:26 PM
58	Seattle Central Library	1/4/2016 12:51 PM
59	Chase Bank	1/4/2016 12:37 PM
60	14th and Harrison	1/4/2016 12:34 PM
61	Mt Baker Light Rail Station	1/4/2016 11:00 AM
62	Ravenna	1/4/2016 9:58 AM
63	Downtown Seattle	1/3/2016 8:27 AM
64	sporting event	1/1/2016 8:59 PM
65	190 queen anne ave n	1/1/2016 1:12 PM
66	Retail Core downtown	1/1/2016 11:08 AM
67	13th and bailey	1/1/2016 7:52 AM
68	Broadway and john	12/30/2015 3:15 AM
69	Westlake station	12/29/2015 11:42 AM
70	Westlake Mall	12/28/2015 5:31 PM
71	Little Saigon	12/27/2015 6:46 PM
72	Solanus Casey Center	12/27/2015 1:55 PM
73	SOHO stadiums	12/27/2015 10:50 AM
74	Convention Place	12/27/2015 8:57 AM
75	Dearborn and Rainier	12/26/2015 7:31 AM
76	Ballard	12/25/2015 6:50 PM
77	Home, Holly & Rainier	12/25/2015 6:02 PM
78	Harborview Medical Center	12/25/2015 6:29 AM
79	Fauntleroy Way & Rose St. in West Seattle	12/24/2015 2:14 PM
80	Downtown Seattle	12/24/2015 8:48 AM
81	downtown/entertainment	12/23/2015 10:53 PM
82	seattle central college	12/23/2015 6:54 PM
83	ICHS - International District and Holly Park Clinic	12/23/2015 2:24 PM

Southeast Seattle 2015-2016 bus changes

84	5th & Pine	12/23/2015 12:57 PM
85	University Station- Entertainment	12/23/2015 11:45 AM
86	Mt. Baker TC	12/23/2015 9:49 AM
87	Beacon Ave. & McClellan	12/23/2015 7:35 AM
88	Downtown businesses	12/23/2015 12:50 AM
89	Pacific Northwest Ballet	12/22/2015 9:53 PM
90	Renton	12/22/2015 9:23 PM
91	YMCA Downtown	12/22/2015 9:17 PM
92	Downtown Seattle	12/22/2015 8:01 PM
93	bus stop 3400+3881: VA&Beacon Hill	12/22/2015 7:03 PM
94	Group Health Capital Hill for medical appointments	12/22/2015 5:11 PM
95	fairview & denny	12/22/2015 4:56 PM
96	Group Health on Rainier Ave S.	12/22/2015 3:24 PM
97	Home (37th) Ave S & S Andover St.)	12/22/2015 3:21 PM
98	Downtown	12/22/2015 3:14 PM
99	Puget Sound Veteran's medical center	12/22/2015 2:04 PM
100	Westlake Center	12/22/2015 1:59 PM
101	community health plan of wa	12/22/2015 1:58 PM
102	University of Washington	12/22/2015 1:55 PM
103	UW	12/22/2015 1:38 PM
104	Seattle Yoga Arts on Capitol Hill	12/22/2015 1:38 PM
105	Seattle Public Library - Columbia Branch	12/22/2015 1:33 PM
106	1930 S. Lander	12/22/2015 1:27 PM
107	Group Health Capital Hill	12/22/2015 1:24 PM
108	Capitol Hill	12/22/2015 1:15 PM
109	Flora Ave S. Georgetown	12/22/2015 11:07 AM
110	4th ave and Olive Way	12/22/2015 6:10 AM
111	University Street	12/21/2015 9:03 PM
112	401 5th Ave	12/21/2015 2:01 PM
113	Georgetown (Airport Way)	12/21/2015 10:24 AM
114	Group Health	12/21/2015 6:42 AM
115	Downtown shopping	12/20/2015 3:20 PM
116	Pike place market	12/20/2015 1:27 PM
117	Downtown Seattle	12/20/2015 10:27 AM
118	Downtown, ID, Benaroya	12/20/2015 2:11 AM
119	UW	12/19/2015 7:19 PM
120	5th & Bell	12/19/2015 2:41 PM
121	Victoria Coffee in Beacon Hill	12/19/2015 1:00 PM
122	Downtown Seattle for Shopping	12/19/2015 10:39 AM
123	Downtown	12/19/2015 10:16 AM
124	Various locations downtown	12/19/2015 9:49 AM

Southeast Seattle 2015-2016 bus changes

125	Downtown	12/19/2015 9:37 AM
126	Highline Physical Therapy	12/18/2015 6:04 PM
127	Seattle Central College	12/17/2015 9:33 PM
128	Bank on Henderson	12/17/2015 2:17 PM
129	Georgetown(home)	12/17/2015 1:36 PM
130	Westlake Plaza Tunnel Station (then by foot to destinations within a few few blocks of there)	12/17/2015 1:05 PM
131	Group Health capitol hill	12/17/2015 8:07 AM
132	Group Health 15th Ave.	12/17/2015 6:32 AM
133	whole food supper market.	12/16/2015 6:14 PM
134	10819 Rustic Rd S	12/16/2015 4:04 PM
135	Westlake Center	12/16/2015 1:18 PM
136	Employer - Hopelink in Bellevue	12/16/2015 11:44 AM
137	Pioneer Square	12/16/2015 11:38 AM
138	Home- 763 Belmont Pl, E Seattle, WA 98144	12/16/2015 11:35 AM
139	Church	12/16/2015 10:39 AM
140	The Crumpet Shop	12/15/2015 10:19 PM
141	Chinatown/International District & Downtown	12/15/2015 7:18 PM
142	Renton	12/15/2015 6:42 PM
143	University Tunnel (to work)	12/15/2015 5:05 PM
144	Westlake Station	12/15/2015 3:43 PM
145	Madison Ave Grocery Stores	12/15/2015 2:33 PM
146	University Street Transit Station	12/15/2015 1:49 PM
147	Pacific Place shopping/service area	12/15/2015 1:47 PM
148	Bellevue Ave & olive way	12/15/2015 1:15 PM
149	Seattle central	12/15/2015 11:11 AM
150	us post office	12/15/2015 10:07 AM
151	Foundation CrossFit	12/15/2015 6:42 AM
152	Rainier Ave/Seward Park Ave	12/15/2015 2:01 AM
153	Shopping downtown	12/14/2015 2:40 PM
154	PCC (Columbia City)	12/14/2015 1:42 PM
155	Nordstrom	12/14/2015 9:53 AM
156	Queen Anne Trader Joe	12/14/2015 9:09 AM
157	Holy Temple Evangelistic Center	12/14/2015 3:23 AM
158	Capital Hill	12/13/2015 9:05 PM
159	seattle central college	12/13/2015 7:22 PM
160	Beacon Ave S and S Graham St	12/13/2015 6:57 PM
161	International District	12/13/2015 4:28 PM
162	Home	12/13/2015 3:00 PM
163	Aurora Village	12/13/2015 12:53 PM
164	Downtown 3/Union	12/13/2015 9:46 AM
165	3rd ave and bell st	12/13/2015 2:49 AM

Southeast Seattle 2015-2016 bus changes

166	Downtown	12/12/2015 1:19 PM
167	el centro de la raza	12/12/2015 1:13 PM
168	Sodo	12/12/2015 10:34 AM
169	My life	12/12/2015 9:27 AM
170	University and Bolyston	12/12/2015 9:11 AM
171	My pottery studio 5626 Airport way georgetown & the Fry art museum	12/12/2015 9:05 AM
172	Airport Way S and S Vale St	12/12/2015 8:12 AM
173	Tukwila lite rail	12/12/2015 12:49 AM
174	Swift Ave. and S. Warsaw Street	12/12/2015 12:34 AM
175	6th and Pike	12/11/2015 11:17 PM
176	Downtown Seattle	12/11/2015 10:01 PM
177	20th Ave S & Yester Way	12/11/2015 7:43 PM
178	Airport via light rail	12/11/2015 7:06 PM
179	Eastgate park and ride	12/11/2015 4:23 PM
180	Westlake	12/11/2015 3:19 PM
181	23rd & Aloha	12/11/2015 11:10 AM
182	downtown for fun and for work	12/11/2015 10:31 AM
183	Seattle Central College	12/11/2015 9:27 AM
184	2501 S. Plum St. Seattle, WA	12/11/2015 7:56 AM
185	2501 S. Plum St.	12/11/2015 7:43 AM
186	Aloha and Queen Anne ave	12/10/2015 9:44 PM
187	Downtown Seattle, Central Library	12/10/2015 6:01 PM
188	Broadway Market / Golds Gym	12/10/2015 4:10 PM
189	Northgate *Transit Center Seattle, WA	12/10/2015 3:42 PM
190	Home	12/10/2015 3:24 PM
191	Barrell in Downtown	12/10/2015 3:11 PM
192	1st & Denny (Queen Anne)	12/10/2015 2:19 PM
193	Garage Billiards	12/10/2015 11:38 AM
194	Swedish Medical Center	12/10/2015 11:06 AM
195	120th Pl and 69th Ave Seattle	12/10/2015 9:37 AM
196	To/From Soccer, Football, shopping and nights out	12/10/2015 8:57 AM
197	Seattle Indian Health Board (Clinic)	12/10/2015 8:43 AM
198	PCC	12/10/2015 8:17 AM
199	Airport	12/10/2015 8:07 AM
200	Capitol Hill	12/10/2015 1:06 AM
201	My bosses condo in South Lake Union	12/9/2015 10:21 PM
202	Downtown Seattle	12/9/2015 9:29 PM
203	International District	12/9/2015 9:19 PM
204	Convention Place	12/9/2015 8:53 PM
205	International District	12/9/2015 8:39 PM
206	north beacon hill	12/9/2015 8:16 PM

Southeast Seattle 2015-2016 bus changes

207	Ballard Ave Nw and 15th ave	12/9/2015 6:39 PM
208	Downtown (library, Pike Place, concert hall)	12/9/2015 4:59 PM
209	Chinatown	12/9/2015 4:59 PM
210	Westlake Park	12/9/2015 4:55 PM
211	S. Henderson St. and MLK	12/9/2015 3:25 PM
212	SoDo Light Rail Station	12/9/2015 2:23 PM
213	Medical: Minor & James	12/9/2015 12:46 PM
214	Seattle central college	12/9/2015 12:31 PM
215	Greenwood	12/9/2015 12:08 PM
216	Leola Ave S and S Charlestown St	12/9/2015 11:59 AM
217	International District/Chinatown	12/9/2015 9:00 AM
218	downtown	12/9/2015 6:16 AM
219	Burien	12/8/2015 11:29 PM
220	2nd Ave. & Pike St.	12/8/2015 10:07 PM
221	3rd and Pine	12/8/2015 6:28 PM
222	Play Doggie Daycare-2765 E. Cherry St	12/8/2015 6:18 PM
223	Kirkland Transit Center	12/8/2015 5:42 PM
224	110th NE/Sandpoint Way NE	12/8/2015 2:18 PM
225	Ocasional job	12/8/2015 12:37 PM
226	Beacon Hill	12/8/2015 11:06 AM
227	13th and Bailey	12/7/2015 11:28 PM
228	International District	12/7/2015 9:09 PM
229	International District	12/7/2015 6:48 PM
230	Green Lake	12/7/2015 6:24 PM
231	Swedish Physicians Downtown	12/7/2015 5:38 PM
232	Home in Tukwila	12/7/2015 5:04 PM
233	Columbia City	12/7/2015 2:40 PM
234	Lower Queen Anne	12/7/2015 2:37 PM
235	Beacon Ave S & S Lander St	12/7/2015 12:52 PM
236	seattle downtown	12/7/2015 12:06 PM
237	Bellevue Av E/E Harrison St	12/7/2015 10:20 AM
238	St. James Cathedral	12/7/2015 10:05 AM
239	Rainier Ave Freeway Station	12/7/2015 9:46 AM
240	4th and Pike	12/7/2015 7:48 AM
241	Filipino Community of Seattle	12/6/2015 11:34 PM
242	S Massachusetts St & 23rd Ave S	12/6/2015 7:51 PM
243	Rainier Vista Boys and Girls Club	12/6/2015 10:57 AM
244	Westlake Station	12/6/2015 8:07 AM
245	Seattle Starwood Hotel	12/5/2015 9:40 PM
246	Rainier Health and Fitness	12/5/2015 7:03 PM
247	Skyway (Home)	12/5/2015 11:51 AM

Southeast Seattle 2015-2016 bus changes

248	PCC (Columbia City)	12/5/2015 9:32 AM
249	Downtown	12/5/2015 9:27 AM
250	First Hill Medical appointments - Broadway & Minor & James	12/5/2015 7:39 AM
251	(7, 8, Link) Columbia City historical district: restaurants, Ark Lodge Cinema, library; Capitol Hill: home near Olive & Pine	12/4/2015 9:27 PM
252	Chinatown	12/4/2015 9:17 PM
253	34th and Fremont Ave	12/4/2015 7:05 PM
254	Kimpton Hotel	12/4/2015 6:19 PM
255	Seattle First Baptist + the Central Area Senior Center	12/4/2015 5:11 PM
256	Bellevue towers	12/4/2015 4:32 PM
257	Chinatown	12/4/2015 3:45 PM
258	5425 33rd Ave S	12/4/2015 3:34 PM
259	Pike Place Market	12/4/2015 3:34 PM
260	international district	12/4/2015 3:01 PM
261	Beacon Hill (35th & Webster)	12/4/2015 3:00 PM
262	Pioneer Square	12/4/2015 2:53 PM
263	Pike Place Market	12/4/2015 2:20 PM
264	Capital Hill	12/4/2015 2:17 PM
265	benson rd south and pugot drive, renton	12/4/2015 1:10 PM
266	Georgetown	12/4/2015 12:56 PM
267	14th & Madison	12/4/2015 12:56 PM
268	PCC	12/4/2015 12:46 PM
269	Columbia City	12/4/2015 11:39 AM
270	Downtown	12/4/2015 11:17 AM
271	Downtown	12/4/2015 11:00 AM
272	Capitol Hill	12/4/2015 10:36 AM
273	Renton	12/4/2015 9:45 AM
274	Columbia City area, MLK/Ferdinand	12/4/2015 8:45 AM
275	Capitol Hill (group health, broadway, pike/pine, etc)	12/4/2015 8:32 AM
276	Renton Ave South and 51st Ave South	12/4/2015 8:05 AM
277	Capital hill	12/4/2015 7:55 AM
278	Work/UV shuttle at Harborview	12/4/2015 2:28 AM
279	Flora Ave S and S Warsaw	12/3/2015 10:44 PM
280	downtown seattle	12/3/2015 9:56 PM
281	Downtown, for shopping, entertainment, Seattle Center...	12/3/2015 8:12 PM
282	Group Health	12/3/2015 6:25 PM
283	333 Summit Ave East	12/3/2015 1:51 PM
284	Paul Luu MD	12/3/2015 12:48 PM
285	15th AVE and E John St	12/3/2015 12:41 PM
286	Clink	12/3/2015 12:00 PM
287	downtown (core westlake area)	12/3/2015 10:31 AM

Southeast Seattle 2015-2016 bus changes

288	United Way of King County	12/3/2015 9:58 AM
289	Little Saigon in ID	12/3/2015 9:47 AM
290	Swedish medical center	12/3/2015 8:48 AM
291	Pratt Fine Arts Center	12/3/2015 8:16 AM
292	Jackson St/International District Tunnel Station	12/3/2015 7:23 AM
293	Broadway and Cherry (medical appis)	12/3/2015 7:16 AM
294	Columbia City Library	12/3/2015 7:08 AM
295	Essensial bakery in Madison park	12/3/2015 7:00 AM
296	Group Health Capitol Hill	12/3/2015 6:25 AM
297	Downtown Library	12/3/2015 12:37 AM
298	Elliott Bay Books	12/2/2015 10:20 PM
299	Capitol Hill	12/2/2015 10:07 PM
300	Renton for shopping groceries	12/2/2015 9:50 PM
301	Udistric	12/2/2015 9:16 PM
302	Pioneer square	12/2/2015 9:15 PM
303	downtown	12/2/2015 9:15 PM
304	Yeager Terrace	12/2/2015 9:10 PM
305	Swedish Family Medicine-First Hill	12/2/2015 9:06 PM
306	Shopping	12/2/2015 8:42 PM
307	Employer	12/2/2015 8:41 PM
308	Swedish Medical Center	12/2/2015 8:35 PM
309	VA Medical Center	12/2/2015 8:32 PM
310	Safeco Field	12/2/2015 8:28 PM
311	UW campus	12/2/2015 8:24 PM
312	Capitol Hill for meetings	12/2/2015 5:59 PM
313	Downtown	12/2/2015 5:41 PM
314	Columbia City	12/2/2015 5:39 PM
315	6436 Carleton Ave S	12/2/2015 3:10 PM
316	Washington State History Museum	12/2/2015 2:25 PM
317	Facebook	12/2/2015 1:43 PM
318	Seattle University	12/2/2015 1:35 PM
319	Seattle University	12/2/2015 12:42 PM
320	Red Apple Grocery Store	12/2/2015 11:57 AM
321	24th and Marion, boyfriend's house	12/2/2015 11:49 AM
322	doctors on capital hill	12/2/2015 11:29 AM
323	capitol hill	12/2/2015 10:45 AM
324	Centurylink Field	12/2/2015 9:45 AM
325	Seattle Center	12/2/2015 9:36 AM
326	Mt. Baker TC	12/2/2015 8:52 AM
327	Downtown shopping and cultural events	12/2/2015 8:40 AM
328	Othello and Rainier	12/2/2015 8:29 AM

Southeast Seattle 2015-2016 bus changes

329	Massachusetts st & 25th Ave S	12/2/2015 6:39 AM
330	UPS 6th and Industrial 106	12/1/2015 8:02 PM
331	Rainier Valley Coop. Preschool	12/1/2015 7:23 PM
332	Columbia City	12/1/2015 5:12 PM
333	UWMC	12/1/2015 3:23 PM
334	International District	12/1/2015 1:30 PM
335	Skyway	11/30/2015 3:48 PM
336	1st & Broad St	11/30/2015 2:44 PM
337	SANCA - recreation	11/30/2015 10:30 AM
338	2722 Eastlake Ave E	11/30/2015 7:53 AM
339	E John St & 24th Ave E	11/29/2015 8:15 PM
340	Seattle Central College	11/29/2015 1:04 PM
341	medical/doctor	11/29/2015 12:26 PM
342	Seattle Public library	11/29/2015 12:22 PM
343	Standard Brewery - Jackson & 25th (8, 14)	11/29/2015 12:04 PM
344	Skyway	11/29/2015 11:46 AM
345	Capitol hill	11/29/2015 11:42 AM
346	Renton Airport	11/29/2015 10:54 AM
347	Sodo Station	11/29/2015 10:48 AM
348	Grocery outlet 68th Renton ave	11/29/2015 10:06 AM
349	White center Roxbury rt 60	11/29/2015 9:44 AM
350	Goodwill off Dearborne	11/29/2015 9:11 AM
351	downtown/ work	11/29/2015 9:10 AM
352	Trupanion Pet Insurance	11/29/2015 9:02 AM
353	24 hour fitness	11/29/2015 8:17 AM
354	downtown seattle	11/29/2015 7:48 AM
355	Westlake/shopping	11/29/2015 7:39 AM
356	Shoreline P&R	11/29/2015 12:16 AM
357	Broadway/John Street	11/28/2015 6:34 PM
358	Uwajimaya - Renton	11/28/2015 5:56 PM
359	PCC	11/28/2015 2:32 PM
360	Summit & republican	11/26/2015 10:31 AM
361	Summit Ave and E Denny Way, Seattle	11/26/2015 9:18 AM
362	Downtown Corridor, west lake etc.	11/25/2015 7:52 PM
363	1400 NW 56th St.	11/25/2015 6:48 PM
364	Virginia Mason Medical Center	11/25/2015 4:08 PM
365	Broadway and John	11/25/2015 1:45 PM
366	El Centro de la Raza	11/25/2015 9:46 AM
367	Safeco Field	11/25/2015 9:36 AM
368	frst hill	11/25/2015 7:37 AM
369	Westlake and Denny	11/24/2015 9:03 PM

Southeast Seattle 2015-2016 bus changes

370	10th and thistle st	11/24/2015 8:32 PM
371	Capital Hill, Seattle	11/24/2015 8:28 PM
372	Benaroya Hall	11/24/2015 7:59 PM
373	UW Medical Center	11/24/2015 7:49 PM
374	Renton City Hall	11/24/2015 4:34 PM
375	Seattle 1st Presbyterian Church	11/24/2015 2:37 PM
376	OFC	11/24/2015 2:20 PM
377	church(St. James at 9th and Madison) shopping #50, # 9, #7, #49, 43(West Seattle Junction, downtown; Rainier Safeway(at Andover)	11/24/2015 1:45 PM
378	UW	11/24/2015 12:18 PM
379	Downtown	11/24/2015 10:45 AM
380	Mostly stay on 99 North to do all the shopping which is best location to shops...	11/24/2015 10:33 AM
381	Aegis on Madison	11/24/2015 10:33 AM
382	Pike Place Market	11/24/2015 9:51 AM
383	105-groceries and medications (12th & Sunset), visiting homebound friend (Union & Tacoma), catsitting (14th & Kirkland)	11/24/2015 9:31 AM
384	Lander St and 13th Avenue, Seattle WA	11/24/2015 8:02 AM
385	Egyptian Theatre (and other Capitol Hill places), Pine & Broadway	11/24/2015 7:00 AM
386	SMH Cap Hill, groceries	11/24/2015 1:16 AM
387	Georgetown	11/23/2015 11:55 PM
388	Uwajis	11/23/2015 11:42 PM
389	West Seattle	11/23/2015 11:27 PM
390	Pioneer Square	11/23/2015 11:23 PM
391	Home 9828 39th ave s	11/23/2015 10:28 PM
392	Seattle Central College	11/23/2015 10:26 PM
393	Airport Way & Corson	11/23/2015 8:43 PM
394	graham street area	11/23/2015 8:24 PM
395	Skyway Bowl	11/23/2015 8:17 PM
396	University Street Station	11/23/2015 7:48 PM
397	Neighborcare Rainier Beach	11/23/2015 6:57 PM
398	Rainier Vista Neighborhood House	11/23/2015 6:22 PM
399	The Boeing Company (7500 E Marginal Way)	11/23/2015 5:35 PM
400	westlake station	11/23/2015 5:30 PM
401	Downtown Renton	11/23/2015 5:16 PM
402	Cambridge St. & 39th Ave.	11/23/2015 5:12 PM
403	Group Health Medical Ctr, Capital Hill	11/23/2015 4:38 PM
404	University of Washington	11/23/2015 4:01 PM
405	5th Ave S/Weller St.	11/23/2015 3:30 PM
406	columbia city	11/23/2015 3:24 PM
407	Westlake neighborhood of downtown for shopping	11/23/2015 3:14 PM
408	SeaTac Airport	11/23/2015 3:01 PM

Southeast Seattle 2015-2016 bus changes

409	Downtown shopping	11/23/2015 2:43 PM
410	Madison and 12th Ave	11/23/2015 2:30 PM
411	Comedy Underground	11/23/2015 2:05 PM
412	Pike Place Market Medical Clinic	11/23/2015 1:31 PM
413	Virginia Mason	11/23/2015 1:24 PM
414	Downtown Seattle	11/23/2015 1:23 PM
415	Gym	11/23/2015 1:12 PM
416	Rainier Beach Link Station	11/23/2015 1:11 PM
417	Downtown Library	11/23/2015 1:06 PM
418	Pioneer Square	11/23/2015 1:03 PM
419	SeaTac Airport	11/23/2015 1:01 PM
420	Kidcentre (daycare)	11/23/2015 12:55 PM
421	capitol hill/group health	11/23/2015 12:52 PM
422	Westlake Center	11/23/2015 12:21 PM
423	Home - College and 14th	11/23/2015 12:08 PM
424	Glow Natural Health on Madison and MLK	11/23/2015 12:06 PM
425	GROUP HEALTH	11/23/2015 12:02 PM
426	Bellevue City Hall	11/23/2015 11:46 AM
427	evergreen treatment services on airport way Seattle	11/23/2015 11:44 AM
428	Columbia City businesses	11/23/2015 11:39 AM
429	13th Ave E & E John St	11/23/2015 11:36 AM
430	Cap Hill	11/23/2015 11:31 AM
431	Boeing	11/23/2015 11:26 AM
432	Walker and MLK (2100 Building)	11/23/2015 11:23 AM
433	Lowe's	11/23/2015 11:19 AM
434	The Polyclinic at 7th and Madison	11/23/2015 11:17 AM
435	Meadowbrook	11/23/2015 11:17 AM
436	Westlake Tunnel Station	11/23/2015 11:10 AM
437	Chiropractor	11/23/2015 11:06 AM
438	Group Health Capitol Hill	11/23/2015 10:55 AM
439	Downtown Seattle	11/23/2015 10:50 AM
440	School of Rock, 85th & 1st	11/23/2015 10:47 AM
441	Bellevue Transit Center	11/23/2015 10:45 AM
442	Raygun Lounge,	11/23/2015 10:33 AM
443	1501 4th Ave	11/23/2015 10:29 AM
444	SIFF	11/23/2015 10:29 AM
445	Sea-Tac Airport	11/23/2015 10:07 AM
446	80th Ave S and S 124th St	11/23/2015 10:04 AM
447	521 Stadium Place S, 98104	11/23/2015 10:03 AM
448	MLK Way & E Cherry St	11/23/2015 9:49 AM
449	VA Puget Sound health Care System Seattle	11/23/2015 9:46 AM

Southeast Seattle 2015-2016 bus changes

450	Broadway in Capitol Hill	11/23/2015 9:41 AM
451	Rainbow Natural Health Clinic	11/23/2015 9:36 AM
452	GHC-Rainier	11/23/2015 9:35 AM
453	Northgate Mall	11/23/2015 9:22 AM
454	Lower Queen Anne shopping district	11/23/2015 9:22 AM
455	downtown seattle	11/23/2015 9:22 AM
456	12601 68th Ave S, Seattle 98178	11/23/2015 9:20 AM
457	Downtown Seattle	11/23/2015 9:20 AM
458	Pike Place Market	11/23/2015 9:15 AM
459	10th & Pike	11/23/2015 9:13 AM
460	Dental/Medical appointments	11/23/2015 9:11 AM
461	UW Tower	11/23/2015 9:11 AM
462	27th and Cherry	11/23/2015 9:11 AM
463	south seattle college	11/23/2015 9:09 AM
464	Downtown	11/23/2015 9:09 AM
465	1730 22nd Ave	11/23/2015 9:09 AM
466	Boeing (CAG/Longacres)	11/23/2015 9:09 AM
467	restaurants near Othello Station and Mt Baker Station	11/23/2015 9:08 AM
468	Work	11/23/2015 9:08 AM
469	5th Avenue Theatre	11/23/2015 9:08 AM
470	Harborview	11/23/2015 9:08 AM
471	VIRGINIA MASON CLINIC	11/23/2015 9:08 AM
#	Destination 3	Date
1	to get from my home to the Rainier Beach light rail station	1/12/2016 2:17 PM
2	Seattle Public Library Central	1/12/2016 9:03 AM
3	Columbia city	1/10/2016 11:46 PM
4	SHA-Uptown, scattered clients	1/10/2016 6:03 PM
5	Broadway & John	1/10/2016 3:57 PM
6	Downtown Seattle	1/10/2016 11:39 AM
7	South Beacon Hill	1/10/2016 9:39 AM
8	International district shopping	1/9/2016 5:00 PM
9	Capitol Hill	1/9/2016 12:28 PM
10	Spuhcenter mall	1/9/2016 11:41 AM
11	35th & Avalon Way	1/9/2016 8:18 AM
12	Rainier and andover	1/8/2016 10:07 PM
13	4th and Pine	1/8/2016 7:54 PM
14	Seattle Central College to Mt Baker Link	1/8/2016 7:30 PM
15	Ballard	1/8/2016 3:32 PM
16	DESC Wall Street office (7 or 14)	1/7/2016 4:01 PM
17	3rd & Pine	1/7/2016 9:02 AM
18	Beacon Hill Link Station	1/7/2016 8:35 AM

Southeast Seattle 2015-2016 bus changes

19	Cinerama	1/7/2016 1:11 AM
20	Rainier Beach Community Center	1/6/2016 8:34 PM
21	Pine and Broadway in Capitol Hill	1/6/2016 6:42 PM
22	Pine & Broadway	1/6/2016 6:28 PM
23	First hill/downtown	1/6/2016 6:24 PM
24	Downtown Seattle	1/6/2016 3:32 PM
25	Downtown Seattle Tunnel	1/6/2016 2:17 PM
26	5th And Madison	1/6/2016 2:07 PM
27	University District (varies)	1/6/2016 1:45 PM
28	2960 4th Ave South	1/6/2016 10:25 AM
29	Pike Place Market	1/6/2016 12:09 AM
30	SIFF Uptown cinema	1/5/2016 6:36 PM
31	Columbia City	1/5/2016 5:33 PM
32	3953 S. Lucile St, Seattle	1/5/2016 4:04 PM
33	Yogasmith - 5917 Airport Way S	1/5/2016 3:55 PM
34	MLK and Madison	1/5/2016 3:51 PM
35	Broadway - work	1/5/2016 3:14 PM
36	Hotgate & E3 busway (free parking)	1/5/2016 2:57 PM
37	1010 East Alder Street	1/5/2016 2:01 PM
38	VA Medical Center	1/5/2016 11:20 AM
39	Capitol Hill	1/5/2016 8:08 AM
40	Beacon Ave & Myrtle	1/4/2016 9:57 PM
41	Republican & Pontius	1/4/2016 8:24 PM
42	Columbia City - Rainier between Edmunds and Ferdinand	1/4/2016 5:56 PM
43	Bennaroya Hall	1/4/2016 4:26 PM
44	Downtown Seattle	1/4/2016 1:26 PM
45	Capitol Hill Library	1/4/2016 12:51 PM
46	The Commons in Federal Way	1/4/2016 12:37 PM
47	Airport	1/4/2016 9:58 AM
48	Columbia City	1/3/2016 8:27 AM
49	mall	1/1/2016 8:59 PM
50	City Hall	1/1/2016 1:12 PM
51	south lake Union	1/1/2016 11:08 AM
52	12th and Jackson	1/1/2016 7:52 AM
53	Ne 50th & university way	12/30/2015 3:15 AM
54	Broadway and Pine	12/29/2015 11:42 AM
55	Rainier valley	12/27/2015 6:46 PM
56	Victoria on 15th East	12/27/2015 1:55 PM
57	Center city	12/27/2015 10:50 AM
58	Swedish First Hill	12/27/2015 8:57 AM
59	MLK and E Alder	12/26/2015 7:31 AM

Southeast Seattle 2015-2016 bus changes

60	Downtown	12/25/2015 6:50 PM
61	work #2- Neptune Theatre	12/25/2015 6:02 PM
62	UW Medical Center	12/25/2015 6:29 AM
63	Thomas and 15th in Capital Hill	12/24/2015 2:14 PM
64	Northgate, Southcenter, Broadway	12/24/2015 8:48 AM
65	Carkeek Dr S and 40th St	12/23/2015 2:24 PM
66	SeaTac Airport	12/23/2015 12:57 PM
67	Andover and Rainier	12/23/2015 9:49 AM
68	Medical appointments	12/23/2015 12:50 AM
69	Downtown Seattle	12/22/2015 9:53 PM
70	Northgate	12/22/2015 9:23 PM
71	Northwest African American Museum	12/22/2015 9:17 PM
72	international district tunnel station/transfer to uw for bus stop 9582 bookstore university way & ne 43rd st	12/22/2015 7:03 PM
73	64th and 118th Ave S.	12/22/2015 3:24 PM
74	City of Seattle (Seattle Municipal Tower)	12/22/2015 3:21 PM
75	Medical Dental Building	12/22/2015 2:04 PM
76	13th ave e & howell st	12/22/2015 1:58 PM
77	Douglass-Truth Library	12/22/2015 1:55 PM
78	Medical Dental building	12/22/2015 1:38 PM
79	various retail on Capitol Hill	12/22/2015 1:38 PM
80	Downtown Seattle	12/22/2015 1:33 PM
81	Columbia City	12/22/2015 1:27 PM
82	Downtown for activities	12/22/2015 1:24 PM
83	University District	12/22/2015 1:15 PM
84	White Center	12/22/2015 11:07 AM
85	Pine St	12/21/2015 9:03 PM
86	Broadway and John	12/21/2015 10:24 AM
87	Rainier Ave/MLK Jr Wy S	12/21/2015 6:42 AM
88	Medical appointments First Hill	12/20/2015 3:20 PM
89	World Trade Center bell town 2nd & eall	12/20/2015 1:27 PM
90	Downtown/chinatown	12/19/2015 7:19 PM
91	Westlake Center	12/19/2015 2:41 PM
92	UW Campus	12/19/2015 1:00 PM
93	International District for Shopping	12/19/2015 10:39 AM
94	Sanca seattle	12/19/2015 9:49 AM
95	Capitol hill	12/19/2015 9:37 AM
96	ACT theatre	12/18/2015 6:04 PM
97	Fremont	12/17/2015 9:33 PM
98	Renton Transit Station	12/17/2015 2:17 PM
99	Seattle Public Library, Downtown	12/17/2015 1:05 PM
100	Rainier Beach Community Center	12/17/2015 8:07 AM

Southeast Seattle 2015-2016 bus changes

101	Fred Meyer Ballard	12/17/2015 6:32 AM
102	Capitol Hill	12/16/2015 1:18 PM
103	Rainier Beach Community Center	12/16/2015 11:44 AM
104	Volunteering- Hillman City	12/16/2015 11:35 AM
105	Shopping	12/16/2015 10:39 AM
106	The Black Epicentre	12/15/2015 10:19 PM
107	Capitol Hill	12/15/2015 7:18 PM
108	Safeway (Rainier Beach)	12/15/2015 5:05 PM
109	Bellevue Transit Center	12/15/2015 3:43 PM
110	Whole foods	12/15/2015 2:33 PM
111	Renton Transit Center	12/15/2015 1:49 PM
112	Jackson Federal Building	12/15/2015 1:47 PM
113	Quest church 1401 Leary way	12/15/2015 1:15 PM
114	Planned parenthood	12/15/2015 11:11 AM
115	Katsu burger	12/15/2015 10:07 AM
116	Pine/Pike corridor	12/15/2015 6:42 AM
117	Airport Way in Georgetown	12/15/2015 2:01 AM
118	Stadium	12/14/2015 2:40 PM
119	Rainier Group Health	12/14/2015 1:42 PM
120	Broadway & Union	12/14/2015 9:53 AM
121	1st Ave N & Mercer	12/14/2015 9:09 AM
122	Safeway	12/14/2015 3:23 AM
123	Georgetown	12/13/2015 9:05 PM
124	Pine St and Bellevue Ave	12/13/2015 6:57 PM
125	Capitol Hill	12/13/2015 4:28 PM
126	Grocery	12/13/2015 3:00 PM
127	220th St & Hwy 99, Edmonds	12/13/2015 12:53 PM
128	Northgate Transit Center	12/13/2015 9:46 AM
129	denny and dexter	12/13/2015 2:49 AM
130	U District	12/12/2015 1:19 PM
131	And all that is inbetween	12/12/2015 9:27 AM
132	3rd and Bell	12/12/2015 9:11 AM
133	Shoreline Health & rehab, The Springs at Pacific Regent, Mission Healthcare at Bellevue	12/12/2015 9:05 AM
134	Rainier Beach Link Light Rail Station	12/12/2015 8:12 AM
135	Westlake shopping	12/12/2015 12:49 AM
136	1001 Madison Street	12/12/2015 12:34 AM
137	California Ave and Alaska Ave	12/11/2015 11:17 PM
138	4th and Spokane Street	12/11/2015 10:01 PM
139	Bellevue Transit Center	12/11/2015 7:43 PM
140	Northgate	12/11/2015 11:10 AM
141	SeaTac for travel	12/11/2015 10:31 AM

Southeast Seattle 2015-2016 bus changes

142	Edmonds Amtrak Station	12/11/2015 9:27 AM
143	7300 Roosevelt Way NE Seattle, WA	12/11/2015 7:56 AM
144	7300 Roosevelt Way NE	12/11/2015 7:43 AM
145	Downtown	12/10/2015 9:44 PM
146	Mapleleaf and Chinatown	12/10/2015 8:01 PM
147	Seattle Center (for multiple reasons)	12/10/2015 4:10 PM
148	7300 Roosevelt Way NE Seattle, WA	12/10/2015 3:42 PM
149	Jefferson community center	12/10/2015 3:24 PM
150	Supermarkets in International District	12/10/2015 3:11 PM
151	4th & Yesler (downtown)	12/10/2015 2:19 PM
152	Bartells Pharmacy on Rainier	12/10/2015 11:06 AM
153	Capitol Hill (9x) for medical needs	12/10/2015 8:17 AM
154	Downtown	12/10/2015 1:06 AM
155	International District	12/9/2015 9:29 PM
156	4th & Pike St.	12/9/2015 9:19 PM
157	capital hill	12/9/2015 8:16 PM
158	NewHolly Branch Library	12/9/2015 6:39 PM
159	Capitol Hill Pike/Pine corridor	12/9/2015 4:59 PM
160	Dearborn Park International School	12/9/2015 4:55 PM
161	Group Health Central Campus	12/9/2015 3:25 PM
162	University Street Station	12/9/2015 2:23 PM
163	Beacon hill	12/9/2015 12:31 PM
164	University of Washington - tower	12/9/2015 12:08 PM
165	Mt. Baker Link Light Rail Station	12/9/2015 11:59 AM
166	Group Health Capitol Hill	12/9/2015 9:00 AM
167	White center	12/8/2015 11:29 PM
168	Beacon Hill	12/8/2015 6:28 PM
169	Westlake Square	12/8/2015 2:18 PM
170	Medical appointments	12/8/2015 12:37 PM
171	Pioneer Square	12/7/2015 9:09 PM
172	Airport	12/7/2015 6:24 PM
173	Swedish Cancer Institute	12/7/2015 5:38 PM
174	Rainier Beach	12/7/2015 2:40 PM
175	15th Ave S & S Dawson St.	12/7/2015 12:52 PM
176	link light rail	12/7/2015 12:06 PM
177	Chinook Building, 5th Ave and Jefferson	12/7/2015 10:05 AM
178	King County Eastgate Public Health Clinic	12/7/2015 9:46 AM
179	Columbia City	12/6/2015 11:34 PM
180	Seattle Bouldering Project	12/6/2015 7:51 PM
181	International District Link station	12/6/2015 8:07 AM
182	Rainier Beach (Community)	12/5/2015 11:51 AM

Southeast Seattle 2015-2016 bus changes

183	Georgetown	12/5/2015 9:32 AM
184	Capitol Hill shopping & recreation- Downtown shopping & recreation	12/5/2015 7:39 AM
185	(36, Link) Beacon Hill: library	12/4/2015 9:27 PM
186	Rainier Ave and Genesee	12/4/2015 7:05 PM
187	International district	12/4/2015 6:19 PM
188	Recovery Cafe	12/4/2015 5:11 PM
189	Neighbor care	12/4/2015 4:32 PM
190	12th and John in Capitol Hill	12/4/2015 3:34 PM
191	Belltown	12/4/2015 3:34 PM
192	harborview hospital	12/4/2015 3:01 PM
193	Safeco Field	12/4/2015 2:53 PM
194	Seattle Art Museum	12/4/2015 2:20 PM
195	Georgetown	12/4/2015 2:17 PM
196	Group Health	12/4/2015 12:46 PM
197	Capitol Hill	12/4/2015 11:39 AM
198	Capitol Hill	12/4/2015 11:17 AM
199	Capitol hill	12/4/2015 11:00 AM
200	University of Washington	12/4/2015 9:45 AM
201	UW Medical Center	12/4/2015 8:45 AM
202	University district	12/4/2015 8:32 AM
203	Waters Ave & South Roxbury Street	12/4/2015 8:05 AM
204	Downtown	12/4/2015 7:55 AM
205	Downtown	12/4/2015 2:28 AM
206	SeaTac airport	12/3/2015 8:12 PM
207	Pacific Science Center	12/3/2015 1:51 PM
208	Rainier and Dearborn	12/3/2015 12:41 PM
209	Costco in Seattle	12/3/2015 9:47 AM
210	Soil Art Gallery	12/3/2015 8:16 AM
211	Alderwood Mall	12/3/2015 7:23 AM
212	Nordstrom Tower (medical appts)	12/3/2015 7:16 AM
213	Safeway on rainier	12/3/2015 7:00 AM
214	Safeway - Rainier Square Plaza	12/3/2015 12:37 AM
215	International District	12/2/2015 10:20 PM
216	West Seattle	12/2/2015 10:07 PM
217	Rainier and Broadway for shopping	12/2/2015 9:50 PM
218	Rainier beach pool	12/2/2015 9:16 PM
219	Westlake	12/2/2015 9:15 PM
220	Anywhere on Rainier Ave	12/2/2015 9:15 PM
221	The Landing in Renton	12/2/2015 9:06 PM
222	Medical Appts	12/2/2015 8:42 PM
223	Seattle Art Museum	12/2/2015 8:41 PM

Southeast Seattle 2015-2016 bus changes

224	University of Washington Medical Center	12/2/2015 8:32 PM
225	SeaTac Airport	12/2/2015 8:28 PM
226	Downtown Seattle	12/2/2015 8:24 PM
227	ID/Yesler Terrace area for meetings	12/2/2015 5:59 PM
228	Stadium	12/2/2015 5:41 PM
229	Capitol Hill	12/2/2015 5:39 PM
230	Seattle University	12/2/2015 3:10 PM
231	SODO Busway & Lander	12/2/2015 2:25 PM
232	3rd & Chery	12/2/2015 1:43 PM
233	Downtown Columbia City	12/2/2015 1:35 PM
234	Dominos Jackson st	12/2/2015 12:42 PM
235	Downtown Seattle	12/2/2015 11:57 AM
236	miscellaneous -- downtown, capitol hill, mount baker, etc.	12/2/2015 11:49 AM
237	grocery shopping at madison market	12/2/2015 11:29 AM
238	burien	12/2/2015 10:45 AM
239	Polyclinic	12/2/2015 9:45 AM
240	Youth tutoring locations	12/2/2015 8:52 AM
241	Rainier and Genessee	12/2/2015 8:29 AM
242	Virginia Mason 9 (med appts)	12/1/2015 8:02 PM
243	Group Health	12/1/2015 7:23 PM
244	Beacon Hill	12/1/2015 5:12 PM
245	Seattle Center	12/1/2015 1:30 PM
246	Renton	11/30/2015 3:48 PM
247	S Dearborn & 31st Av S	11/30/2015 2:44 PM
248	Downtown and Capitol Hill	11/30/2015 7:53 AM
249	Pine St & 5th Ave	11/29/2015 8:15 PM
250	Medical appointments	11/29/2015 1:04 PM
251	shopping	11/29/2015 12:26 PM
252	Red Apple Market	11/29/2015 12:22 PM
253	downtown Seattle* volunteering, shopping, entertainment (light rail)	11/29/2015 12:04 PM
254	Renton City Hall	11/29/2015 10:54 AM
255	Airport Way S and S Vale St	11/29/2015 10:48 AM
256	Virginia mason	11/29/2015 10:06 AM
257	Satco field and centurylink field rt 106/124	11/29/2015 9:44 AM
258	Starbucks at Broadway and Republican	11/29/2015 9:11 AM
259	Greenwood Animal Hospital	11/29/2015 9:02 AM
260	pacific place	11/29/2015 8:17 AM
261	Rainier beach	11/29/2015 7:48 AM
262	Going out in evenings/capitol hill/downtown	11/29/2015 7:39 AM
263	Broadway & E Pine St	11/29/2015 12:16 AM
264	Pike/Pine Street Downtown	11/28/2015 6:34 PM

Southeast Seattle 2015-2016 bus changes

265	Southcenter	11/28/2015 5:56 PM
266	Rainier Community Center	11/28/2015 2:32 PM
267	Seattle center west	11/26/2015 10:31 AM
268	University Way NE and NE 45th Ave, Seattle	11/26/2015 9:18 AM
269	Broadway, Capitol Hill, Madison Valley	11/25/2015 7:52 PM
270	Rainier Ave. & S. Henderson St.	11/25/2015 6:48 PM
271	Mt. Baker area	11/25/2015 4:08 PM
272	Pike Market	11/25/2015 1:45 PM
273	Rainier Ave S & S Tobin St, Renton, WA 98057	11/25/2015 9:46 AM
274	Seward Park	11/25/2015 9:36 AM
275	Most locations in the Rainier Valley and throughout King County	11/25/2015 7:37 AM
276	Westlake and Republican	11/24/2015 9:03 PM
277	ACT Theatre	11/24/2015 7:59 PM
278	Sea-Tac Airport	11/24/2015 7:49 PM
279	Seattle Indian Health Board	11/24/2015 2:37 PM
280	Seattle Central College	11/24/2015 2:20 PM
281	Medical-Group Health on 15th Ave Ea, and downtown; classes at 23rd and E. Aloha	11/24/2015 1:45 PM
282	24th Ave E and McGraw	11/24/2015 12:18 PM
283	Group Health-Capitol Hill	11/24/2015 10:33 AM
284	106-visiting friend in nursing home, visiting Georgetown	11/24/2015 9:31 AM
285	Boren St and Madison St, Seattle, wa	11/24/2015 8:02 AM
286	8th & Pine building.	11/24/2015 7:00 AM
287	Art Therapy Classes	11/24/2015 1:16 AM
288	Rainier Beach	11/23/2015 11:55 PM
289	Columbia City	11/23/2015 11:23 PM
290	Swedish cherry hill doctor	11/23/2015 10:28 PM
291	VA Hospital	11/23/2015 10:26 PM
292	Broadway & Pike	11/23/2015 8:43 PM
293	rainier beach saweway	11/23/2015 8:24 PM
294	Westlake Station	11/23/2015 7:48 PM
295	St Mary's Food Bank	11/23/2015 6:57 PM
296	15th and John, Capitol Hill	11/23/2015 6:22 PM
297	Benaroya Hall	11/23/2015 5:35 PM
298	georgetown	11/23/2015 5:30 PM
299	University St. & 4th Ave.	11/23/2015 5:12 PM
300	Downtown Seattle, 3rd & Pike	11/23/2015 4:38 PM
301	First Hill Medical Centers	11/23/2015 4:01 PM
302	Airport Way S/Corson Ave S	11/23/2015 3:50 PM
303	145th & greenwood	11/23/2015 3:24 PM
304	St. Therese at 35th and Marion	11/23/2015 3:14 PM
305	Broadway and E. John St.	11/23/2015 2:30 PM

Southeast Seattle 2015-2016 bus changes

306	Home	11/23/2015 2:05 PM
307	Central Library	11/23/2015 1:31 PM
308	Ballard Ave / Market St	11/23/2015 1:24 PM
309	Polyclinic Madison	11/23/2015 1:23 PM
310	Grocery shopping	11/23/2015 1:12 PM
311	Grocery Outlet 11656 68th Ave S	11/23/2015 1:11 PM
312	Red Apple	11/23/2015 1:06 PM
313	International District	11/23/2015 1:03 PM
314	Capitol Hill	11/23/2015 1:01 PM
315	Downtown (recreation/transfers)	11/23/2015 12:55 PM
316	seattle public library	11/23/2015 12:52 PM
317	Capitol Hill	11/23/2015 12:21 PM
318	SIFF Cinema on Queen Anne Ave	11/23/2015 12:06 PM
319	DENNY TRIANGLE	11/23/2015 12:02 PM
320	15th Ave E and E John St	11/23/2015 11:46 AM
321	35607 8th ave sw federal way	11/23/2015 11:44 AM
322	Grocery Stores	11/23/2015 11:39 AM
323	Bellevue Overlake Hosp.	11/23/2015 11:31 AM
324	Downtown	11/23/2015 11:26 AM
325	First Hill	11/23/2015 11:23 AM
326	Swedish Hospital	11/23/2015 11:17 AM
327	Rainier Valley	11/23/2015 11:17 AM
328	SeaTac Airport	11/23/2015 11:10 AM
329	Shopping at Northgate	11/23/2015 11:06 AM
330	NE 45th St, University Ave	11/23/2015 10:56 AM
331	Century Link	11/23/2015 10:50 AM
332	Museum of Flight	11/23/2015 10:45 AM
333	Century-Link Stadium	11/23/2015 10:07 AM
334	S Juneau St and Shalfer Ave S	11/23/2015 10:04 AM
335	Downtown Seattle for errands and shopping	11/23/2015 10:03 AM
336	22rd Ave & E Madison St	11/23/2015 9:49 AM
337	Downtown	11/23/2015 9:41 AM
338	Salal Credit Union	11/23/2015 9:36 AM
339	Boeing Customer Service on South 112th Street and Tukwila International Blvd.	11/23/2015 9:22 AM
340	Downtown transit corridor	11/23/2015 9:22 AM
341	capitol hill	11/23/2015 9:22 AM
342	Georgetown	11/23/2015 9:15 AM
343	Downtown library	11/23/2015 9:13 AM
344	Volunteering/Shopping	11/23/2015 9:11 AM
345	Downtown Seattle	11/23/2015 9:11 AM
346	19th and John	11/23/2015 9:11 AM

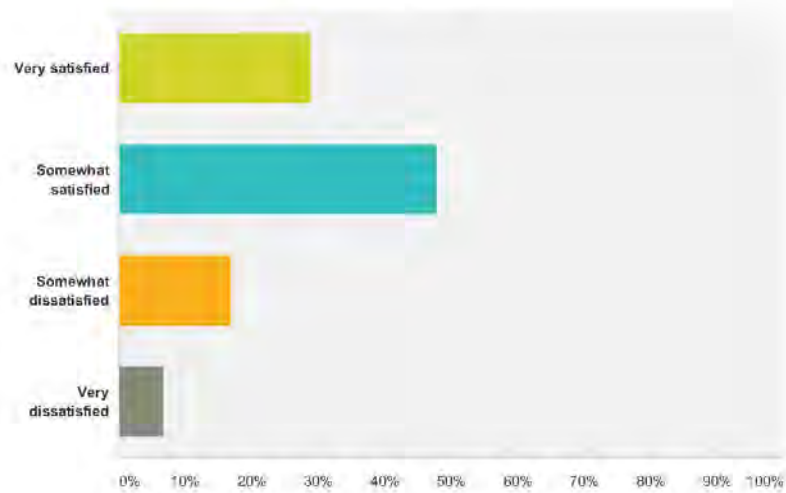
Southeast Seattle 2015-2016 bus changes

347	Grocery (various)	11/23/2015 9:09 AM
348	S Vale and Airport Way S	11/23/2015 9:09 AM
349	100 1st Ave N	11/23/2015 9:09 AM
350	Fremont	11/23/2015 9:09 AM
351	downtown	11/23/2015 9:08 AM
352	Work	11/23/2015 9:08 AM
353	15th & John	11/23/2015 9:08 AM
354	Uwmc	11/23/2015 9:08 AM
355	DOWNTOWN SEATTLE	11/23/2015 9:08 AM

Southeast Seattle 2015-2016 bus changes

Q7 Generally, how satisfied are you with the transit routes you use?

Answered: 593 Skipped: 81



Answer Choices	Responses
Very satisfied	28.84% (171)
Somewhat satisfied	47.72% (283)
Somewhat dissatisfied	16.86% (100)
Very dissatisfied	6.58% (39)
Total	593

#	Why?	Date
1	I'm mostly satisfied. But, Transit is slow up Rainier, and often slow across I-90 to Bellevue. And, I live close to the light rail tracks, but there is no stop at Graham St, so I don't use it much because the walk is long to Otthelli.	1/21/2016 6:19 PM
2	I am able to get to places all on one bus. If I do need to connect my wait time is very minimal. Provided its not raining.	1/20/2016 2:57 PM
3	the current 107 and 106 routes work very well for me. 107 goes right from my house (on 51st ave s) to the station. I just wish it went more frequently. I'm very excited about the proposed increase of service to 15 minute intervals during peak times for this route in particular. However, I oppose the rerouting of 106. The 106 provides a great alternative route to Rainier Beach light rail station in the event that Light Rail is closed or not running due to an accident, which has been happening more and more frequently lately. Also, the 106 provides great connection between Rainier Beach and Georgetown/ SODO and is the only bus to do so.	1/12/2016 2:17 PM
4	More frequent evening trips	1/12/2016 9:03 AM
5	Timing of routes and on-time schedule is already very poor. Extending the routes and putting the buses on already crowded thoroughfares is not an improvement.	1/11/2016 8:35 PM
6	Service on the 7 and 36 is very frequent.	1/10/2016 11:46 PM
7	I appreciate the rapid service corridor in the sodo bus way. When light rail to UW opens in March I'll be able to ride all the way to UW without getting stuck in traffic thanks to the busway and light rail.	1/10/2016 11:37 PM

Southeast Seattle 2015-2016 bus changes

8	<p>that's a very long and involved answer. it would help if you took our customer service comments more seriously and responded more quickly and substantively. We want to help make the system work better for everyone, but we need good information to do so. Customer service is more important than I think you realize. You need to get a lot more aggressive about using off-board payment and getting the city(ies) to provide dedicated lanes and signal priority. The 7 is unbearably slow, much worse than Link, yet just about HALF the daily users of Rainier Ave are 7 and 9 bus riders. You also need real time arrival information at far more stops. The ORCA website and your Trip Planner app (if not One Bus Away as well) need to show how much time we have remaining on a transfer. It's critical for poorer riders who have less of a say. You need to be electrifying far more routes--in Seattle AND the suburbs (the 8 and 9 come to mind, and 245). They're quieter and cleaner, and cheaper to operate in the long run. Will rarely works on Rapid Ride, and the C, D, and F Lines are not rapid at all. They're marginally frequent. The F Line's alignment is much too slow, circuitous, and inefficient. Having to ride it gets maddening. Rush hour commute between Columbia City and Renton takes me 55 minutes each way. Your schedules and bus stop signs need to "brand" frequent service routes like Portland. Work toward making "frequent service" mean every 10-12 minutes instead of 15. (also keep shifting from schedule management to headway management) You've made real progress but still need to improve your system maps, and post useful ones at stops that show people where they can get from that stop. The same goes for reducing inefficient one-seat ride routes and shifting away from a hub (downtown) and spoke network to a frequent grid of routes. The 8, 44, 48, and 50 are good, for example. Part of that means improving the transfer experience and stops. Where you want to create a major transfer stop, you need to offer seating, lighting, real time arrival information and other important info. ORCA readers would be good too, and those TVMs need to be in far more places--Link stations and major groceries aren't enough. Integration between ST and Metro needs help--see Mt. Baker "transit center". Or the awful wayfinding in the DSTT that leaves tourists constantly worried about being on the wrong side of the Westlake platform to catch the train. Don't give us snarky, bureaucratic answers about how you've looked, and it's adequate because it meets some cookie cutter set of secret metrics. If people are having problems and complaining, it's not adequate! Bus/train joint operations aren't fast or efficient enough either. For tourists, new Seattleites, and people new to transit, navigating the different agencies and fare structures (and media) is much too complicated. It needs to be streamlined. Use Paris as an example. Many of the text/email alerts are pretty useless too. The route is interrupted? Where? For how long? What are my alternatives? Many of your drivers don't know the network and give riders bad information, which is worse than just saying "I don't know". That actually costs riders more time and money. Live stop announcements on buses are a great belated improvement. But they need to announce transfer points as well--bus and rail (this goes back to the transfer experience and frequent grid). Some of your routes have strange or vestigial kinks in them that waste time and serve little purpose. The 8 between Yeaser and Jackson is an example, or the 16 (and others) dipping down to the 92nd St overpass. You should also push for much more progressive funding sources. Sales tax and VLF aren't very good. MVET and tolls would be.</p>	7/10/2016 6:03 PM
9	works for me!	7/10/2016 5:41 PM
10	The service is decent, but I wish the frequency was increased.	7/10/2016 3:57 PM
11	busses come often enough (could always use more), but the schedule is usually wrong. I have to show up early and wait a long time. And then the same bus comes twice in a row.	7/10/2016 11:39 AM
12	Sometimes too crowded. Some buses off schedule or bus runs missing. connections create delay and not reliable.	7/10/2016 9:39 AM
13	The routes are long and the buses are often late.	7/10/2016 8:29 AM
14	Although the 50 is not as frequent, Link, the 7, and D-line are very frequent, and reliable. Sometimes the 7 and D do bunch up.	7/9/2016 11:35 PM
15	Take too long, frequent delays.	7/9/2016 5:20 PM
16	124 is often late	7/9/2016 3:09 PM
17	The waiting time is not realistic. Sometimes they are overcrowded.	7/9/2016 1:05 PM
18	My bus drivers are always nice and timely. I can depend on the service I have.	7/9/2016 12:55 PM
19	The 8 is often late. The 7 is slow and late often. It also smells and is bumpy and sometimes unsafe. The 106 comes too infrequently	7/9/2016 11:41 AM
20	West Seattle busses get canceled at the last minute too often. Routes 7, 9, & 14 are late far too often	7/9/2016 8:18 AM
21	Slow & delayed due to non-dedicated lanes on backed up streets... Like Denny and 5th	7/9/2016 7:31 AM
22	The 9x southbound at Broadway and terrace is always late in the evening.	7/8/2016 10:07 PM
23	Route 7 take too long to get downtown. Route 50 doesn't run frequently enough to feed the light rail.	7/8/2016 7:54 PM
24	Drivers Leaving Zones When 3 or more busses behind especially after 5pm and weekends and Holidays when Complaints department is closed... Drivers question you when they're asked for Ramp once deployed should be left out til last passenger is loaded avoiding extra time it takes to put it back out and in again if someone else needs Ramp...	7/8/2016 7:37 PM

Southeast Seattle 2015-2016 bus changes

25	I really think KCM and affiliates need to do more--and more quickly--to address the needs of commuters. Seattle's traffic situation is atrocious, and I see more people trying to public transit, and are still subject to the delays that they would face if they were driving their own vehicles. Also some of us are visually impaired and cannot drive and rely on competent public transit, which Seattle definitely has the capability of providing. There need to be more bus only lanes, particularly along heavy traffic routes during peak hours; there need to be more routes and more buses running along the MLK corridor (the LINK is great AND there are a lot of commuters who live between the Othello and Columbia stations that have to walk in order to access this service); and better communication between drivers to reduce bus bunching. I hope Metro will continue to address these issues (and many others) in a more timely manner. Thank you for your hard work!	1/8/2016 7:30 PM
26	While I can generally get to where I need to go, my commute to and from work takes an hour (or more depending on traffic), the 124 bus tends to leave it's first stop 5 minutes late, getting even more behind schedule as it goes, making it so I have no certainty about getting to work on time, even with a 20 minute window. I'm glad I can get to work on just one bus, but I need more reliability.	1/8/2016 3:32 PM
27	It is a direct bus going from where I live to downtown Seattle and International District. It is convenient for people like me without a car.	1/8/2016 2:54 PM
28	It brings me right to my home	1/7/2016 9:08 AM
29	I wish there was less congestion on Jackson St and Rainier between Jackson and Mt Baker TC.	1/7/2016 8:00 AM
30	They're somewhat frequent and pretty reliable. They don't run as frequent or late as I'd like though.	1/7/2016 6:35 AM
31	5:22 AM northbound 106 is unreliable because it has a different driver almost every day. Some of these drivers are slower than others or run late, so I miss connections to the 5:51 AM route 70 to U-district. (ID station). The route 66 bus to Northgate starts by this stop, but doesn't pick up passengers here. It's too far to walk to where the 66 makes its first stop if I miss the 70. Can you have the 66 stop by ID tunnel? Route 70 gets a lot of Sounder commuters, so they end up missing the 70 if the train is late or the 70 leaves early.	1/6/2016 9:56 PM
32	The poor 7 - it could use some respect. Every other neighborhood gets shiny new Rapid Ride buses and the folks in Rainier Beach get the shaft. Sure there are connectors to link but if you live near Othello and Rainier, the 7 is really the only option. 9 is great but doesn't run enough to count.	1/6/2016 8:34 PM
33	The 9X doesn't run very often as it is and the proposal is to reduce service fairly dramatically. The 9X is a very convenient and direct route from the south end to Capitol Hill. The 7 and 48 and LINK light rail all run regularly and I have no complaints about them.	1/6/2016 6:42 PM
34	They work pretty well during the day but don't run late enough or often enough at night.	1/6/2016 6:28 PM
35	Fast, reliable, easy.	1/6/2016 2:17 PM
36	Most heavily used route is 36 which has frequent, mostly on-time service	1/6/2016 2:07 PM
37	It usually works out pretty well. The 7 and 9x come reasonably often, which is the most important factor. I wish there was a more direct route to/from Capitol Hill through the Rainier Valley later in the evening when route 9 is no longer running. If I'm in Cap Hill for a movie, dinner, or a concert I usually can't take the 9 back home again.	1/6/2016 1:45 PM
38	Reliability is often poor. Could come more often on Sundays and a bit later into the evening. The lack of First Hill-bound service on the 2/3/4 after midnight is particularly disappointing	1/6/2016 12:09 AM
39	The waits aren't terribly long even when buses are not on time.	1/5/2016 6:36 PM
40	No transit service on 23rd Ave between Rainier Ave S and S Spokane St--VERY steep hill between my house and Mt Baker Light Rail makes 1/4 mile distance to that light rail station inaccessible for me as a disabled person, which is closest transit access to my home.	1/5/2016 4:04 PM
41	Buses are rarely on time, often very full. Otherwise, I really appreciate them.	1/5/2016 3:55 PM
42	Dirty buses sometimes don't feel safe	1/5/2016 3:51 PM
43	good - always wish they came more often and had fewer stops - I'd rather walk a bit and get there faster	1/5/2016 3:14 PM
44	There are lots of transit routes going past my destinations because I've set it up that way. The glaring exception is the 48. What a mess the 23rd construction is!	1/5/2016 2:57 PM
45	Very regular, run almost all hours, gets close to my destinations and doesn't cost too much money or time in transfers	1/5/2016 2:01 PM
46	The buses provide the transportation I need.	1/5/2016 11:20 AM
47	Route 50 and 9 need to be more frequent, especially the 50. I'm often forced to drive because the walk from my home to the light rail station is unsafe..It needs to run at 10-15 min frequencies in order to funnel to the light rail reliably.	1/5/2016 8:08 AM

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48	Overall they're reliable and fast. I especially prefer to maintain the 106 line's CURRENT route. We need the direct and fast connection to downtown via the bus way. Moving the 106 to MLK, Rainier & Jackson will substantially lengthen my commute length. Using the new 107 to transfer to Beacon Avenue is also not a viable option: 1) it adds time to the current commute length and 2) The light rail is already standing room only at Beacon Hill's light rail station during peak times--adding more passengers to that stop is unreasonable.	1/4/2016 9:57 PM
49	When it works, it works well! The Link and downtown routes work well. My biggest problem is with the 8 along Denny. It is always overcrowded, and during peak times, can be delayed up to an hour due to traffic. Also, peak-time D & E buses are STILL consistently overcrowded.	1/4/2016 8:24 PM
50	Difficulty getting in Seattle Center due to mass transit stopping at Westlake and having to transfer.	1/4/2016 5:56 PM
51	The light rail is efficient and comfortable, but I often have a long wait for the connecting route 50.	1/4/2016 4:26 PM
52	The 106 drops me off right in front of my building. The area I'm in is heavy in crime, break ins, etc. It's important to me to have a safe place to wait for the bus.	1/4/2016 3:17 PM
53	Gets me to where I need to go with relatively quickly and I don't have to deal with parking.	1/4/2016 2:13 PM
54	Metro gets slower and slower every year. Breaking up routes and making me transfer more is not the answer	1/4/2016 1:26 PM
55	I live close to only the 50 and the 60 - the 36 is not very accessible from 15th Ave S or west of there in mid-Beacon. The 50 and 60 do not go downtown, which is fine, I have no problem connecting with the light rail. They are fairly infrequent though and often delayed. On top of that, they are scheduled to come within a few minutes of one another throughout the day. That means there is often a 25 minute wait between buses that will take you to a light rail connection or a downtown bus connection. Then you have to wait for light rail, and then ride on it. Considering how close we are to downtown, its fairly absurd to have to regularly take 45 minutes to get downtown. Please extend the 107 to Beacon Hill station or greatly increase the frequency and reliability on the 60.	1/4/2016 12:51 PM
56	187 comes every half hour during commuter times and now announces every stop. I wish there was an express bus to get to the Light Rail that came every 15 minutes.	1/4/2016 12:37 PM
57	the 8 bus is barely useable most of the week. It is late every single morning and afternoon during normal commute times from wednesday to friday at least, the route is far too long and should be replaced by several routes. in addition Denny is so bad that this makes the 8 bus a totally random bus where times cannot be counted on and is regularly overcrowded.	1/4/2016 12:34 PM
58	I love how quick and direct the 9X is. When I miss it and have to take the 8, it's super long down MLK from Cap Hill, but like that I don't have to transfer. I wish the 9X came every 15-20 minutes during peak times, but 30 mins is better than transferring!	1/4/2016 11:00 AM
59	The service of Metro is exceptional from direct line workers to administrative and executive personnel.	1/4/2016 9:58 AM
60	It seems the routes south of Columbia City get little care	1/3/2016 8:27 AM
61	because I want the 183 to run later at night, in the 10-10:30 and have the 183 run on sundays. and i think the 181 should be changed into a rapidride bus	1/1/2016 8:59 PM
62	Getting to the Columbia City station on foot is a nightmare (need to cross MLK at two points to get to it and the push button light for pedestrians takes forever). Bus number 8 is late often. Sometimes doesn't show on One Bus Away. Bus 50 is too infrequent. When working evenings is too inconvenient to take it. Sometimes easier to do light rail + C Line which is a much longer distance	1/1/2016 1:12 PM
63	Get you where you need to, frequency, clean	1/1/2016 11:08 AM
64	I am very satisfied with my current routes. I'm in the minority but i live downtown and commute via the 106 bus to Georgetown. It is almost always on time, and because of the tunnel and the SODO bus way, almost never stuck in traffic or late.	1/1/2016 7:52 AM
65	Takes forever (107)	12/30/2015 9:52 PM
66	Always gave to walk up big hill to 17th ave ne going home, 9x doesn't run often	12/30/2015 3:15 AM
67	Slow, service not frequent enough	12/27/2015 6:46 PM
68	They take me where I need to go and usually in a timely manner	12/27/2015 1:55 PM
69	Always a pleasant AM driver.	12/27/2015 10:50 AM
70	I can get to anywhere I need to go with ease	12/27/2015 8:67 AM

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71	The 9 needs to run every day and come more often. I often need to get from Broadway and Harrison to Dearborn and Rainier or Rainier and Andover and there is no easy way to do that besides the 9. It makes it very hard to do my job when it isn't running. The 8 is essential to everywhere I go and splitting it into two routes will increase my time waiting for buses and make my life miserable. I also go places in the central district that will be difficult with the revisions. I am disabled and unable to drive but the work I do requires me to go lots of places and the access bus would make me late. This is an awful mess that will make me lose work, which I do not have very much of. I am unable to walk to the new 106 route or the other new routes. They do not help me at all. Way to screw over low income, chronically ill, disabled people who rely 100% on buses (and specifically these routes) for transportation, Metro. This sucks.	12/26/2015 7:31 AM
72	The busses are often too crowded	12/25/2015 6:50 PM
73	-Frequency good. Stop locations good. -Getting crowded on lightrail. Often cannot get a seat Northbound off-peak at Othello station due to Airport travelers (suitcases on seats) This was esp a problem when I had ankle issues and could not stand for entire trip downtown as it was not obvious that I had injury. Lightrail ridership has increased significantly since I started riding Summer 2014 -#7 is too slow getting northbound through Rainier 1-90 to ID Station. can take 15 minutes for bus to get through a 1 mile stretch. #7 southbound is trolly and standard bus in evening. 2 buses often nose to tail on same route only feet apart. Should allow outbound riders to transfer to the slower bus, so the faster bus can speed ahead and fix timing frequency -Cant tell which stops #7 services downtown any more. need some signage improvements	12/25/2015 6:02 PM
74	IMPOSSIBLE. to get parking at Transit Centers or P&R unless you get there VERY early, overcrowding, environmental temperature too warm when everyone already wearing coats, lack of poor driver support and slow response time to incidents and behavior problems. Platform Security only do "their platform" and are basically direction givers with a badge	12/25/2015 6:29 AM
75	Convenient and comfortable. I only rely on public transportation to go anywhere.	12/24/2015 2:14 PM
76	Some of these routes are having a hard time staying on schedule. Though I can understand with all the construction and road work going on at the same time.	12/24/2015 8:48 AM
77	Schedule is not reliable; service could be more frequent outside of peak times (like just after 9am and 6pm)	12/23/2015 10:53 PM
78	it is usually on time going to seattle central college yet coming home is a different story it is usually late by any where from 25 minutes plus.	12/23/2015 8:54 PM
79	Each and every route reaches my desired destination with minimal transfers, and in a timely manner. The most convenient is being able to go into the downtown transit tunnels, connecting to a wide variety of places and other buses.	12/23/2015 2:24 PM
80	Destination 1, using the 8, 43 or 10 runs late quiet often west bound and east bound. Wish they were more timely	12/23/2015 12:57 PM
81	Better than driving.	12/23/2015 7:35 AM
82	Because I use the bus and light rail to get to places and with buses I use it to get to work.	12/22/2015 11:24 PM
83	The 8 was wonderful until the route was extended into Rainier Valley at which point it became wildly erratic.	12/22/2015 9:53 PM
84	the buses need to run more frequently	12/22/2015 9:23 PM
85	The 8 is not reliable. The others which I use are fine.	12/22/2015 9:17 PM
86	I'm satisfied as long as the bus arrives without delay.	12/22/2015 8:01 PM
87	36 is challenged with cable system that needs a serious upgrade. great drivers/great community	12/22/2015 7:03 PM
88	The bus stops, the travel time and routes are very convenient for me to get to my destinations. It's nice to have a choice to get downtown. I could either take the 106 or take the 60 and transfer to the light rail. I would hate to see changes made.	12/22/2015 5:11 PM
89	Buses are always completely packed in the morning and evening, and are often way off schedule. I've given up trying to take the bus home from SLU to Capitol Hill in the evening because the buses either never come, or they are so full they can't accept more passengers.	12/22/2015 4:56 PM
90	The bus is often very crowded. Creaky old bus.	12/22/2015 4:50 PM
91	To walk to the bus stop from home the 106 takes to long to get downtown to get into the tunnel to get a bus to the University of Washington. The 107 come behind my house it takes me to the link rail downtown then I need to transfer to a bus that will take me to the University District. I always miss it to get to work on time. I start work at 7:30 but I must leave by 6:05 to be on time for work. The 101 and 102 are always standing room only or the bus doesn't show up (there is no replacement) in transferring waiting for the link rail to clear the tunnel before the bus will go into the tunnel I miss my connection to the university district. It takes too long to get out of the tunnel.	12/22/2015 3:24 PM
92	Lots of options.	12/22/2015 3:21 PM

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93	Depends on the the bus driver. If they are fairly on time no problem -but when they are not I have to run 1/2 to 3/4 miles to catch bus. I am 60 yo and have a back pack and bad back and knees. Only 5 min. late or behind no problem but with the downtown crew they pick up, wheelchairs going for methadone treatment who take a long time to get on bus, and also the bus driver has to wait while they yell for them to stop-holds everyone up. Also some always say they have to look for their transfer, can't find their ORCA card and in interest of time and trouble the bus driver lets them ride for free. The same riders pull this often.	12/22/2015 3:14 PM
94	Making a transfer, especially if it involves the route 8, is very hard. The 8 is consistently late, and I'm frequently forced to miss connections such as those at Mount Baker TC with the 48.	12/22/2015 1:59 PM
95	The light rail is great, looking forward to expansion. The 8 and 9 southbound are almost always late, sometimes don't come at all.	12/22/2015 1:58 PM
96	They get me where I need to be in a convenient manner.	12/22/2015 1:55 PM
97	The reliability of the #9 route is really frustrating. It is frequen	12/22/2015 1:38 PM
98	The 9 is great because it's easy to get to and from work. I like the light rail for downtown. The 7 takes a long time but I have to ride it when the 9 isn't running. The 106 also takes a long time.	12/22/2015 1:33 PM
99	I would like more regular bus service from my home to the Rainier Beach Station. I would also like a more direct route to North Beacon Hill which is where my childcare provider is located.	12/22/2015 1:27 PM
100	Commute time buses are often crowded with standing room only The #4 has been stopped from coming south of Jefferson Sometimes the bus just does not come, even when One Bus Away says it is coming or has already come when I have been standing there the whole time	12/22/2015 1:24 PM
101	The routes take me where I need to go, but routes like the 8 can be extremely unreliable.	12/22/2015 1:15 PM
102	Reliability of service in the morning to go to work.	12/22/2015 6:10 AM
103	The buses are frequently late. The routes are long. Traffic is oftentimes congested.	12/21/2015 9:03 PM
104	Not overcrowded. Usually on time. Bus stop is very close to my house.	12/21/2015 2:01 PM
105	They go where I need to go! I go to many more places than the above 3 locations, btw.	12/21/2015 10:24 AM
106	8 is always late, 101 is always late and over crowded, the 7 has to much going on need security on it 24/7 the 106 has too many stops and is slow and late often. You should make the 101 a rapid ride it would make life alot better.	12/21/2015 6:42 AM
107	Bus routes and stops closer to my home than light rail. Like that I can get to First Hill with only one bus no transfer. Bus riders are a mix of working people, students and disabled people getting to medical appointments. Don't like overcrowded buses and could use more buses during peak hours	12/20/2015 3:20 PM
108	Takes about 2x as long to get to u district due to bus stopping every other block. Need express buses on 23rd. Same for bell town. Seattle bus stops need to be better protected. With seattle weather transit is useless 8 months of the year especially if a transfer is involved	12/20/2015 1:27 PM
109	The bus is never on time !	12/20/2015 10:27 AM
110	Direct route downtown for S Beacon Hill. Walking down to MLK Rainier Beach station is a steep hill and feels unsafe	12/20/2015 2:11 AM
111	More 106 required. Why is there a ton of unnecessary 550s when the 106 is almost filled with people everyday	12/19/2015 7:19 PM
112	All of my commutes are currently one seat rides, which makes the route fast and timings are more reliable. Transferring deters me from going to certain parts of the city unless I have to since it is a hassle and takes usually double the time. If I have to get somewhere that requires a transfer then I usually prefer using private companies like Uber or YellowCab to save the time and hassle.	12/19/2015 1:00 PM
113	Currently, my route to work at F5 is very convenient. I can get there door to door in less than an hour. However, if service on the 106 is rerouted, I will have to walk to Georgetown which takes more time and feels less safe in the early morning and evening.	12/19/2015 10:39 AM
114	36 is always late and too infrequent. I can usually walk to work faster than using the bus.	12/19/2015 10:16 AM
115	The time it takes to get downtown by bus. Crowding during peak times. Lack of east/west busses in south Seattle. Lack of service in georgetown	12/19/2015 9:49 AM
116	Metro appears to have put politics back in route planning, rather than data.	12/19/2015 9:37 AM
117	124 and 128 are always crowded and present potential safety risk. 8 is wonderful. I don't understand the proposed changes for 8 and use it to get to my primary care physician and dentist. Please make 124/128 every 20 minutes frequency	12/18/2015 6:04 PM
118	Takes too long I miss the 191 express.	12/18/2015 11:55 AM

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119	Not frequent enough, too many ghost bus (don't show up on time, then 2-3 at the same time a half hour later)	12/17/2015 9:33 PM
120	It meets my destinations to work , bank and grocery stores	12/17/2015 2:17 PM
121	The 106 is rarely on time during the morning commute, although it is clean and quick, overall I'm satisfied with the 106. The #24 on the other hand, not only is it rarely on time in the morning, but also at night, it's also messy, smelly and worst of all it's really slow. I'm extremely dissatisfied with the 124.	12/17/2015 1:36 PM
122	Seldom have to wait more than 10 -15 minutes for the next bus or train and seldom have to walk more than 10 - 15 minutes to or from link stations or bus stops and any of my destinations.	12/17/2015 1:05 PM
123	Bus times are inaccurate due to impeded traffic ex. 8 and 48 on MLK and Jackson or the 9 near I-90 station.	12/17/2015 8:07 AM
124	Close proximity to boarding	12/17/2015 6:32 AM
125	It's easy and you don't have to take another bus	12/16/2015 6:14 PM
126	I live at 10819 Rustic Rd S 98178 and I have been very dissatisfied with bus service to my neighborhood. I have a brisk 15 minute walk from my house to the bus stop at Cornell and 114th, most of which is on streets without sidewalks. I travel this distance before dawn most of the year, and the walk is treacherous. When I first moved to the area, the 107 passed a block from my house on Cornell en route to Rainier Ave. Now no bus travels the stretch of Rainier between Rainier Beach and Renton. I never would have moved to this area had I known that the single bus near my home would be rerouted so far away. It's a hardship to me every day, and I ride the bus less because of it, instead asking other people for rides or paying for relatively expensive car2go rentals to travel my last couple miles home.	12/16/2015 4:04 PM
127	The #8 is terrible.	12/16/2015 3:36 PM
128	The route 8 needs to be somehow more on time - shorter routes?	12/16/2015 1:18 PM
129	I like that the 7 and 9 are close to my house and connect to Link, which provides transit access to a lot of destinations. Low speed and reliability are an issue on the 7. Also, very much looking forward to the new articulated trolley buses, as the current fleet feels very run-down. Connecting to the Eastside at I-90 and at Eastgate Transit Center, I wish the headways were more even between ST and Metro routes serving the corridor.	12/16/2015 11:44 AM
130	The 106 doesn't come very often but I have worked my schedule so that it is not usually a problem. The 36 comes often enough but tends to get backed up or run late. It is not unusual to see two or three of them at the same time.	12/16/2015 11:38 AM
131	I used to be very satisfied with the 9x, the bus that I take twice a day to get to and from work. Since the Sept. 26th service revisions, the bus has been 3-15 minutes late every day. It is late at different times of the day, so the reason for the delay is not one driver. The 7 is often late and more often than not, I wait for a 7 and then two arrive at the same time. This seems inefficient.	12/16/2015 11:35 AM
132	Because the bus will always come	12/15/2015 10:19 PM
133	Somewhat, there are limited transit that do not go all over South Seattle. There are a lot of people who are of low-income and cannot afford their own car who are trying to go to work, school or run errands for their families. There also need to be more buses running. It is a safety issue for some folks to wait at a dark bus stop for a long period of time.	12/15/2015 7:18 PM
134	The service to and from Renton is spotty after peak hours and on weekends. The 101 time arrivals at is not consistent and peak hour trips are always standing room only. Excluding the bus-way, there are approx 9 bus stops on this route, seems the time arrivals could be less of a variable for such few stops. Also, with the 101 being the only bus to Renton, it should not be considered two zones. All stops out side the downtown core are charged as two zone -- please have a look at that decision, as the 106 goes to the same final destination and is considered one-zone. I believe many of the peak drivers are confusing the 101 with the 102 & 143 route fares.	12/15/2015 6:42 PM
135	Reliable and fast.	12/15/2015 5:05 PM
136	Many of the buses I ride tend to be late often, such as the 101. I had problems at my previous job because of this, and because even if the bus wasn't late picking me up, when we got to the transit tunnels, we'd often get stuck at one of the tunnel stations because the bus couldn't move forward until the bus(es) in front of it moved. I go to 140th Place and Bel-Red road quite often, and I take the B-Line to there, but I take the 226 back. I used to be able to do what I needed to do and get down to the stop in time to catch the 226, allowing me to get to Bellevue Transit Center in time to catch the 560 back to Renton. When the times were adjusted, it screwed that all up and I almost always miss the 560, leaving me to wait a half hour for the next one.	12/15/2015 3:43 PM
137	I can usually walk the three miles faster than a bus can pick me up and get there. And I have a walking disability, the buses need to be free in the expensive city else they limit the mobility of low income people and remove their dignity. A big failure by transit leaders to realize that and act and fund creatively.	12/15/2015 2:33 PM

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138	They have a good amount of runs and good routes that we use all the time to go to Renton and to Seattle and the current 106 route is just a couple blocks from our house. We live off of the Swift Albro exit and if transit is moved to the MLK court or it will require us to walk over a mile to get to the bus. Given the nature of the current route of the bus it also is a pain tomorrow the disruptions that heavy traffic causes along the MLK Corridor - going along Airport Way in connecting across MLK towards Renton is a much better route than the proposed one currently being considered.	12/15/2015 1:49 PM
139	I wish the 106 was more frequent.	12/15/2015 1:47 PM
140	I absolutely need the 106 to get to work	12/15/2015 11:11 AM
141	The buses get me there. I especially rely on the 106, but they are frequently late or don't come often enough	12/15/2015 10:07 AM
142	Buses are not always on time specially the 9x, but I generally get to where I need to about on time.	12/15/2015 6:42 AM
143	Lots of buses, not too many transfers	12/15/2015 2:01 AM
144	It's convenient to get to and from work!	12/14/2015 7:48 PM
145	I take the bus to the light-rail. Mostly the 7 as the 9 does not come as often. To get from Rainier/Rose to Mt.Baker Light-rail station, there are over 20 bus stops. There needs to me an actual EXPRESS/RAPID bus	12/14/2015 2:40 PM
146	It is adequate but needs to be more frequent and comprehensive	12/14/2015 1:42 PM
147	Bus routes do not service the Mt Baker neighborhood that is near Lake Washington Blvd. So in order for me to catch the bus, I always have to walk .5-1 mile or pay more money to transfer between bus-light rail-bus. Most importantly I am dissatisfied with the proposition to remove some of the 9 expresses. You have already removed the 7 Express to Downtown (which has significantly impacted my commute route). Lastly, \$2.50 one way is ridiculous. I do not have a job but it costs \$5-7.00 to get around the city to buy groceries or to go to interviews when I do not have any income.	12/14/2015 9:53 AM
148	Good frequency	12/14/2015 9:09 AM
149	Sometimes the 106 is a little slow	12/14/2015 3:23 AM
150	Come late most of the time, and late for more than 10 minutes on average.	12/13/2015 10:15 PM
151	Route 8 is very unreliable, route 99 is almost unusable (unreliable and not frequent enough to be useful). Other routes are usually OK.	12/13/2015 9:05 PM
152	The 9 bus runs too infrequently.	12/13/2015 7:22 PM
153	Just to get to school and back (10 miles each way) is close to a three-hour commitment and 4-5 different buses (2 to 3 each way). It takes an hour and two transfers just to go 5 miles to Capitol Hill.	12/13/2015 6:57 PM
154	Often times buses get bunched up and then there's longer times waiting. I wish there were fewer routes arriving more frequently and reliably, even if I had to transfer.	12/13/2015 4:28 PM
155	Surprisingly, there are quick routes available that take me directly to and from where I need to go each day. But that would change with the proposed revisions.	12/13/2015 3:00 PM
156	Service isn't the best because of frequent stops, making travel time long. However, high frequency makes for shorter transfer & wait times.	12/13/2015 12:53 PM
157	Service is frequent, and I don't have to transfer. Having the 7 and 49 connected at night makes my life very easy! Thank you for keeping them linked!	12/13/2015 9:46 AM
158	there could be more of them, but I am very thankful for the transit system.	12/13/2015 2:49 AM
159	I only need to take one bus to get to my appointment and it is almost always on time.	12/12/2015 8:35 PM
160	Limited buses during peak periods. Should be more frequent. current timing would make getting to work almost 2 hours long each way. Due to this I am unable to ride the bus more often	12/12/2015 1:13 PM
161	The 106 is a lifeline for an economically and ethnically diverse rider population that relies on it every day to get from Rainier Beach to downtown Seattle.	12/12/2015 10:34 AM
162	Buses are continually being out. The city is wrought with traffic & yet the routes continue to be cut. Try riding from GT to Ray's boathouse in under 2 hours. That's more than 4 hours commuting a day.	12/12/2015 9:27 AM
163	Bus sizes on 40 don't match the passenger demand	12/12/2015 9:11 AM
164	Generally standing room only, need more buses.. Happy about the new bike racks however and most of the drivers are wonderful people.	12/12/2015 9:05 AM
165	the buses are frequently 10-20 minutes late	12/12/2015 8:12 AM
166	124 could run more often.	12/12/2015 12:49 AM

Southeast Seattle 2015-2016 bus changes

167	Route 106 comes every half hour and I miss the bus occasionally. I was late to work. It will be better if it comes more often.	12/12/2015 12:34 AM
168	The streetcar doesn't come often enough. I can beat it from downtown to Mercer by walking unless it's arriving within 5 minutes. I never take the 8 to Capitol Hill from SLU after work because it gets stuck in such bad traffic at Denny that I can also beat it by walking - up that giant hill! And it's always stuffed to the gills. It should come more frequently.	12/11/2015 11:17 PM
169	We all ride bus #106 to and from work at least 6 days week. Please don't the routes bus #106. We all use Bus #106 because it is convenience and faster than riding the light rail. Thank you.	12/11/2015 10:01 PM
170	Some of the time things are JUST jammed. Glad for where they go but the are too crowded.	12/11/2015 7:13 PM
171	The 8 is always late, especially coming from Seattle Center. Need to fix that.	12/11/2015 7:06 PM
172	Buses are late frequently Overcrowded buses- not enough buses to Eastgate park and ride	12/11/2015 4:23 PM
173	The 5 is very crowded around peak commuting times.	12/11/2015 11:10 AM
174	The 60 is often very crowded, and is late, sometimes by 30 minutes or more.	12/11/2015 10:31 AM
175	unreliability of service, and overcrowded / standing room only buses	12/11/2015 9:57 AM
176	Reliable, on time (usually), easy to use, normally a free seat.	12/11/2015 9:27 AM
177	Utilizing the 106 or the 124 to get to work has been good. It allows for enough service to the Georgetown neighborhood and there isn't overcrowding on the line at this point.	12/11/2015 9:15 AM
178	Frequency	12/11/2015 7:56 AM
179	Frequency	12/11/2015 7:43 AM
180	Not enough bus routes serve the south lake Union area to other areas i.e. Only 2 near pontius and republican vs 5 Queen Anne and mercer. Stu trolley only has limited stops/route.	12/10/2015 9:44 PM
181	The 124 is very problematic. Chronic delays and the worst even dangerous riders in all of Seattle, even worse than the 7 or the E Line! More security would be nice. Drunk, high, profane, unwashed, loud, refusing to pay fares, you name it!! All of my neighbors in Georgetown always prefer to take the 106 over the 124 if possible, a more civilized experience.	12/10/2015 6:01 PM
182	The 9x does not run often enough. It is very difficult to get from Rainier to Capitol Hill.	12/10/2015 5:45 PM
183	ALL bus routes in the Rainier Valley are difficult because they are frequently off schedule either early or substantially late. The 9x is the worst when it comes to reliability and being in sync with gps systems.	12/10/2015 4:10 PM
184	Frequency	12/10/2015 3:42 PM
185	Because they get me to wherever I need to be in a timely manner. Are rarely over late. And are close to home	12/10/2015 3:24 PM
186	I am elderly resident living along Beacon Ave S. The only bus through Beacon Ave S, south of Myrtle St is 106. I use almost daily to go to see the doctor and do shopping in Chinatown. I don't have a car and live by myself. My English is limited. The only bus I know is 106 to take me to my usual destination.	12/10/2015 3:11 PM
187	not frequent enough	12/10/2015 2:19 PM
188	The 124 and 106 are not reliably on time, often delayed by 20 minutes or more. I can take either route between home and work but having the two options hasn't meant greater convenience because they generally arrive near each other within minutes, i.e., if I've just missed a bus it's going to be about a half hour until the next one whether that's the 106 or 124. The 60 doesn't run frequently enough or late enough, especially on weekends. If busing is going to be viable option it needs to be convenient. Depending on the bus in my neighborhood frequently means over an hour of waiting and riding just to go 5 miles or so. Metro's strategy of addressing areas of greatest need leaves a ton of people with poor busing options. All needs must be addressed by the transit system.	12/10/2015 11:38 AM
189	Fairly consistent routes but often crowded	12/10/2015 11:06 AM
190	It's one trip home, no transfers (no time spent waiting around) and safe walk from work to bus and bus to home (it's dark outside, I'm female). (106) It's also not that long, an acceptable amount of time for me for commuting. It's a quicker trip on two to work, and it's usually light outside. Also an acceptable amount of time for me for commuting. (106 & Lightrail) I use these 5 days a week. No other way to get to work. I don't want it taking longer.	12/10/2015 9:37 AM
191	106 is close to my house and takes me almost exactly where I need to go for work. The 124 would require a transfer increasing my commute time. If you drop the 106, I will drive to work instead as with a transfer will be twice the amount of time driving is.	12/10/2015 8:57 AM
192	The # 9 NEVER runs on time . It is always either late or early . The # 7 has TOO many running , needs a few more for Prentice St.	12/10/2015 8:43 AM

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193	The 50 is a great route but does not run frequently enough. If it were every 15 minutes instead of every 30, it would be much more reliable. Getting from downtown to home, it often does not show up on time or at all.	12/10/2015 8:17 AM
194	They run on time, usually. And buses are clean and safe	12/10/2015 8:07 AM
195	Hard to make connections between U District routes (71,72,73) and 101 due to frequent lateness of some. If I miss the 12:05 pm 71, the 72 due at 12:12 pm will often be delayed, sometimes longer than the 12:20 pm 73 following it. By then I'll miss the 12:41 pm 101. Then the 1:10 pm 101 that could get me to my 2 pm shift just barely on time will run slow and I'll be late. Also, I get off at 9 pm (but work on the phones, so that can be delayed). If I don't make the last 101 at 9:28 pm at the S Renton P&R, I have to walk up to past Safeway & take the 106 that takes forever to get downtown because it takes a long and winding route through Renton & Georgetown. I do like the extension of the express routes back to the U District until late at night.	12/9/2015 11:59 PM
196	I like the 106. It is a relatively fast straight route into downtown.	12/9/2015 10:21 PM
197	Both of us work in downtown. We are satisfied that 106 bus can take us to work directly	12/9/2015 9:29 PM
198	106 is the direct bus from home to work, shopping and run errands.	12/9/2015 9:19 PM
199	It is a direct from home to downtown Seattle and International District, no transfer needed.	12/9/2015 8:39 PM
200	I can walk two blocks to get to the 106. If there's no 106, I can walk a mile to get to light rail or the 36	12/9/2015 8:16 PM
201	I find it strange that coworkers from Issaquah have a shorter commute to downtown Seattle than I do from Beacon Ave. and Cloverdale.	12/9/2015 7:49 PM
202	Overcrowding, impatient bus drivers, small buses during peak hours causing overcrowding	12/9/2015 6:39 PM
203	Too many transfers or too long a route (15 min walk + 1 stop on light rail + 20 min walk) from New Holly to Columbia Public Health.	12/9/2015 4:59 PM
204	The 106 is a slow route to downtown, but at least it doesn't require a connection like the 107 & Link. If the 107 had greater frequency, that would be ideal.	12/9/2015 4:59 PM
205	The 9 in particular is increasingly unreliable, often late even at its very first stop of the day. It also tends to have the shorter buses assigned on peak routes northbound in the morning, resulting in crush loads, stops being skipped, and even longer delays. The fact that it has so many stops makes its "express" designation a complete joke.	12/9/2015 3:25 PM
206	Link light rail is great, but the bus lines are unpredictable and often overfull (particularly the 36). Many times it's not worth waiting around and I end up walking 1.5+ miles to and from the Beacon Hill Station.	12/9/2015 2:23 PM
207	I wish the 101 or 102 would directly go to the SLU.	12/9/2015 1:37 PM
208	Rainier Avenue South is begging for BRT. Routes are slow & crowded. Frequency is great during peak hours, but it should be just as frequent during many off-peak hours.	12/9/2015 12:56 PM
209	Transit gets hung up in N-bound Rainier Ave. traffic in morning commute, esp. between McClellan and Massachusetts.	12/9/2015 12:46 PM
210	Need more number 8 and 60 36 is good but often late	12/9/2015 12:31 PM
211	Buses often run infrequently (every 30 minutes) or are very late (no bus comes for 45 minutes and then three buses come at the same time), making transit times very lengthy and inconvenient.	12/9/2015 12:08 PM
212	Transfers at Mt Baker transit center for rides north are cumbersome. Should be more accessible from the light rail station	12/9/2015 11:59 AM
213	Feel very unsafe walking to and from Mount Baker light rail station Light rail is slow through the tunnel	12/9/2015 9:00 AM
214	I have choices	12/9/2015 8:16 AM
215	Reliability. Also, frequency. Speed of trip is slow going due to a high number of stops along the route.	12/8/2015 11:29 PM
216	Link is great. It is more reliable than buses and runs more frequently. The Mt. Baker transit center is a good place to transfer between Link and a number of bus routes, but it would be better if the transit center was directly adjacent to the light rail station.	12/8/2015 10:07 PM
217	They work, but they're not evenly spaced and pick up in different places downtown.	12/8/2015 6:28 PM
218	The 9x (my usual route) is always on time and runs me more or less door to door from Rainier and S Lucile to Capitol Hill. The 8 (my other less frequent route) is almost always very late. I can wait a half hour for one at E Cherry and MLK then two turn up at the same time. I refer to the 8 as the 16 for this reason.	12/8/2015 6:18 PM
219	The 107 is the only way in and out of my neighborhood and it's often late, causing me to miss the 9 route.	12/8/2015 6:06 PM

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220	Timeliness and cleanliness	12/8/2015 5:42 PM
221	Route 60 runs far too infrequently and is much too unreliable of a route to be an effective last-mile connection to and from the Beacon Hill light rail station. What should be a 30 minute commute becomes a 45-50 minute commute from downtown Seattle in having to wait 15 minutes for a 60 at the Beacon Hill light rail station to go the last mile down 15th Ave S. The 60 is chronically late in bad weather, when it is especially needed (the last mile is unwalkable). As more light rail service is coming on board, and Metro continues to reroute service to/from light rail stations, the area of West Jefferson Park and north Georgetown continues to have service that fails to fully leverage the light rail investment in our neighborhood.	12/8/2015 3:36 PM
222	I can get most places with 2 or fewer transfers.	12/8/2015 12:37 PM
223	the 9 express could come more frequently the local stops do not have proper shelters greater connection to Renton (transit center/fred meyer/the Landing) would be great	12/8/2015 11:18 AM
224	it is convinient	12/8/2015 11:06 AM
225	They are slow and take circuitous routes.	12/7/2015 11:28 PM
226	The 106 comes pretty frequently during the work day and provides a mean of transportation to work while helping me save money, gas and the environment. However, the 106 can be a little slow at times and I would like to see more frequent 106 buses running. Sometimes, the 106 is delayed. I catch the light rail when I need to (it runs more frequently) but it is also 15 minutes from my house. The walk from my house to the light rail station (Othello) is not very safe and the streets are not well-lit. I would prefer to catch the 106.	12/7/2015 9:09 PM
227	The 8 IS ALWAYS LATE!!!!!! SOMETIMES VERY LATE!!!! The 48 is a little late. The light rail to the airport is better than the buses to airport and usually on time.	12/7/2015 6:24 PM
228	The buses are already too crowded and too few & far between. You continue to cut the number of routes, as well as how often the two remaining routes run for Georgetown. Many elderly and lower income people are suffering because of this.	12/7/2015 5:38 PM
229	Routes 106 and 124 are redundant for travelling between Georgetown and SODO, but they run simultaneously, so if I miss one, I miss both.	12/7/2015 5:04 PM
230	Low frequency relative to actual service needed. Lack of dedicated bus lanes especially on Denny and (Pine/Pike Slow boarding	12/7/2015 2:37 PM
231	The 60 bus doesn't run often enough. This can mean a significant wait leaving early in the morning at 6:00am to 6:30am, or leaving afternoon 06:15pm to 07:30pm.	12/7/2015 12:52 PM
232	Lack of frequency, on time performance	12/7/2015 10:20 AM
233	Would love to be able to take the 107 to Georgetown	12/7/2015 10:15 AM
234	There is not a bus route and/or stop on Renton Ave So between MLK Jr Wy and South Cloverdale Street	12/7/2015 9:46 AM
235	Route 124 is old, slow, late, crowded, and infrequent. Something must be done to improve this route.	12/7/2015 9:03 AM
236	They're usually on time for the most part and buses are newer and clean.	12/7/2015 7:48 AM
237	I love how light rail is separate from traffic, as traffic gets worse in downtown Seattle and parking is horrifically expensive, I really appreciate how easy it is to take light rail. I would take more buses if they ran frequently along MLK so I could do more shopping.	12/7/2015 7:19 AM
238	8 is very unreliable. Transfers are lengthy and inconvenient. I have to take 2 buses to get from MLK to International District.	12/6/2015 11:34 PM
239	The current construction on 23rd Ave S is overwhelmingly disruptive. Also, the 8 bus is unreliable.	12/6/2015 7:51 PM
240	Would like more frequent routes for beacon ave s.	12/6/2015 1:54 PM
241	Fast	12/6/2015 10:57 AM
242	Very happy using Link light rail (due to reliability of using dedicated routes). Not very happy with delays that occur when taking the bus.	12/6/2015 8:07 AM
243	To get to work everyday	12/5/2015 9:40 PM

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244	The 9X is incredibly overcrowded in the morning. Even waiting for the following bus when the first one is full, making myself late for work. I sometimes choose to take one of the buses at the Freeway stop at I-90 & Rainier but that does not leave me in a location convenient to my job on first hill. In the evenings I generally take the 14 home, but that is really overcrowded at peak times, hard to even stand on the bus. The new busses seem to have even less seating and it's more difficult to find a good standing spot where it's easy to hold on for the long, bumpy swerving journey home. It's like there is know one on the staff of metro who understands basic queuing theory or demand scheduling.	12/5/2015 2:39 PM
245	The time in between buses is too long of a wait. If I miss a bus, I have to wait half an hour. I have to leave for work an hour earlier than needed just to make sure a bus isn't canceled and I am late for work. The 106 route is great because it goes through all the communities, downtown where a lot of jobs are and it passes by residential area. Please do not shorten the route by stopping it at International district. There are a lot of people who uses the 106 to get from their residential home to the downtown area where they work. It would be a shame to go from having to take one bus from home to work and vice versa to having to take multiple transits to get to their location. I am one of those who can just take one transit (106) from Skyway to the Conventional Station (last stop 106).	12/5/2015 11:51 AM
246	Most of the time everything is on-time and seems to be functioning in a timely matter. At rush hours the 36 and 7 routes can get extremely backed up on themselves leading to long waits with 'clumps' of two to three busses in a row.	12/5/2015 9:32 AM
247	106 could be more consistent. Gotta walk 3/4 mi to get to the 36 stop (I live south of Myrtle).	12/5/2015 9:27 AM
248	Rainier Avenue is so clogged in the AM that the #7 buses run in a train - 2-3 at once cascading effect to crowded first bus and empty second and third bus - I've made several calls and complaints as this happened after you got rid of the 7 express. I can take any 7 so no conflict of interest, but the train effect started after the 7 express was discontinued. Because of the train effect I've started riding the #9 to get to Jackson where I can catch a #14 or #36. The #9 is always crowded and standing room only as so many students and "workers" need to get to that area it serves. It is needed during the day as the population in this area ride the bus for transportation to medical appointments as well. I am a home owner and pay high property taxes to support transportation and am upset that after I voted on the city initiative to provide more bus service within the city and especially to the south end, the city would even CONSIDER less service!!! Once again the south end gets screwed!	12/5/2015 7:39 AM
249	The routes get me around but I wish they were more frequent. Chicago and San Francisco have 10-minute daytime minimums, 20 minute evening. I wish the 106 were more frequent from Rainier Beach to Renton so I could take Link to Renton easier rather than having to take the 104 or the 106 from downtown, but the current schedule risks a 25-minute wait in Rainier Beach.	12/4/2015 9:27 PM
250	Love it in the AM. It is chronically late in the PM	12/4/2015 7:43 PM
251	It is not easy to get to light rail in the morning since I live a mile away and we don't have safe, well lit and activated streets (with sidewalks, bike lanes etc) to/from Columbia city station if you live south of the station. Plus, the bus connection isn't clearly timed with light rail. The 9x is critical for some connection but a connection directly to the cc station would be easier. Replacing the 9x with streetcar+the 7 is taking a fast route and making it incredibly slow. Both the 7 and the streetcar are slow. We should be increasing rapid connections not cutting them. Cutting the 7x has already been a huge problem.	12/4/2015 7:17 PM
252	only one 106 that I can take with 15 minutes	12/4/2015 6:19 PM
253	I strongly oppose any change in the #8 route! It would be a hardship for me to have to transfer to get to my destinations. I am disabled, 69, on a limited income and I don't own a car. I think this is economic, class and racial discrimination against people who live in the Rainier Valley. You would give a long convenient route to people who live in Mt. Baker and north (!!!"&&@#@#) and require us to transfer after a short ride. (Of course, it wouldn't be a problem if we stayed south of Franklin) IS, right?) I was angry when the 42 and 48 were taken away (I have lived in my house for 25 years) but I have adapted my life to use the #8. I rarely take the light rail because it is 1/2 mile from my house. The Light Rail project was an abusive imposition on our neighborhoods and businesses. The first thing that was done was to cut down all of our beautiful old trees!!!!!! And there are few stations on MLK. We need a station at Graham. Airport passengers routinely fill up the aisles and seats with their luggage. I am an outspoken person, so I always speak up and announce that I need a seat. I can't tell you how many obnoxious conversations I have had with airport travelers who don't want to move their bags. Pushing the red button for help is useless, I have found. AND the people I have heard complaining about the number of stops between downtown and their f-ing airport!!!!!! Most of us in the valley take planes rarely if ever, and the Light Rail is----actually, something I consciously avoid riding, talking about, and even thinking about. I'm SO GLAD you asked for my comments. GO AHEAD and screw up the #8. I'll put it on the list, but a lot of us feel like Madame DeFarge... You have no idea how angry poor people and people of color are. But gee, I have a good night's sleep. You have the job, and the money and the power. Just remember-- one way or another, like common bread, the common people will rise. You actually CANT build enough jails to put us all in. "Thanks" for this opportunity to speak my piece. Of course, no justice means no peace...	12/4/2015 5:11 PM
254	They could come more frequent but it's the only route new my home without walking 13 minutes to the 36 or to the train	12/4/2015 4:32 PM

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255	106 is direct from South Beacon Hill. South Beacon Hill has had direct bus to downtown for 45 years. This should not be replaced by 107 to Light Rail only.	12/4/2015 3:46 PM
256	Reasonably frequent and on schedule.	12/4/2015 3:35 PM
257	It takes 50-60 minutes each way to commute to my work, which is less than 7 miles away, or to get to social activities in Capitol Hill, which is even closer. The light rail is great but because it ends at Westlake, I must transfer in a bus to get to work on Eastlake and the traffic around Mercer makes any transit option very slow. In general, I do not like the overall strategy of reducing bus lines to force transfers to the light rail because having to make a transfer lengthens the commute such that it will be always faster to drive. I also often need to get to Ballard and it takes 1.5-2 hours by public transit, which makes public transit not an option.	12/4/2015 3:34 PM
258	Gets me where I need to go. Is usually late, but predictably so.	12/4/2015 3:34 PM
259	The problem is that I would use the link rail preferably, as I feel unsafe on the buses, but I am right in the middle of Othello and Columbia city and it is too far for me to walk alone from my house to either of the stations. There should be a station at graham as was initially proposed. You have no idea how dangerous walking these streets is for an elderly woman alone!	12/4/2015 3:01 PM
260	There are only 2 buses that go directly downtown from Georgetown and they are almost always late.	12/4/2015 2:20 PM
261	Drivers don't pay attention, skip stops and pull away when people are still trying to get on/disembark. Also, overall traffic in the city keeps buses from being as timely as they could be.	12/4/2015 2:17 PM
262	They arrive fairly often. They can be a bit crowded though	12/4/2015 1:45 PM
263	The 106 goes directly to the tunnel through Georgetown, which avoids a lot of bad traffic. Downside is that at off peak hours, it comes every half an hour. Either off peak hours should be a wider window or buses should come more often.	12/4/2015 1:16 PM
264	Needs to be more consistently on time and should have increased frequency. Light rail specifically is extremely overcrowded at peak commuting times. The system has allegedly been designed for three cars, and for some reason this is not being utilized to alleviate the problems.	12/4/2015 12:56 PM
265	Reliability on buses needs to be better, and all routes need better night service.	12/4/2015 12:56 PM
266	Not frequent or reliable.	12/4/2015 12:46 PM
267	Need better link to Capital Hill; traffic on Rainier and through the I-District slows the 7 down too much	12/4/2015 11:39 AM
268	The 60 takes WAY too long to get to Capitol Hill. Needs fewer stops.	12/4/2015 11:17 AM
269	My closest bus the 106 does not run with much frequency.	12/4/2015 11:00 AM
270	everything usually works, as scheduled.	12/4/2015 10:36 AM
271	The 48 bus is always delayed and frequently bunched with empty buses	12/4/2015 10:18 AM
272	The route gets me where I need to be but routes down Beacon Ave S always seem to get delayed. No all the time but atleast 4 out of the 7 days out of the week.	12/4/2015 9:45 AM
273	Many delays on the route 8, and walk far from the light rail station if the 8 is not there.	12/4/2015 9:29 AM
274	The connection to Link at Mt. Baker is horrible. Bus service is generally okay.	12/4/2015 8:45 AM
275	Route 50 is not frequent enough or reliable to get surrounding communities to the light rail. 9X, likewise, is not frequent enough and needs additional service into the evening on weeknights, and weekend service.	12/4/2015 8:32 AM
276	King County Metro 124 works just fine. Please be careful about tinkering with it any more. It's the direct line to Museum of Flight.	12/4/2015 8:26 AM
277	I currently love the routes they take and the need for minimal transfers. No one wants to transfer if they don't have to and right now, it is easy to get many places without doing so. The proposed route changes will require a need to transfer more, since it will disrupt a lot of regularities in peoples' routes. The 106 is especially being asked to change drastically and it is not fair to residents and people who rely on it without having to transfer. Same is true for cutting the 8 service in half and requiring a transfer to get the rest of the way down south. This is not fair to the people down south. The only thing I hate is route changes and threats to decrease our service. It was terrible when they cut the 7 Express and now it feels like more of our reliable routes are being threatened once again. It doesn't feel like we are being helped, but punished for living in South Seattle.	12/4/2015 8:05 AM
278	The buses pile up (usually 2-3 at a time) and are unpredictable. These are very heavily used routes and buses are often very full. Instead of cutting the 9x spread out the 7 time zones a bit so that there isn't a back log	12/4/2015 7:55 AM

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279	My in-city commute is 2-3x longer than most of my co-workers' suburb-to-city commute. Seattle Public Schools won't bus my 13yo daughter from 39th & Orca to Mercer and instead offered an Orca card, but there's NO DIRECT ROUTE by bus so I have to DRIVE her to school and come up with after-school care near school because she can't get home.	12/4/2015 2:28 AM
280	#36 too often passengers carry garbage/recycling cans on board bus. hazardous materials filthy environment 4 both kids & seniors. too many junkies haul bags of empty soda cans to earn few dimes on a dollar, sinks up whole bus especially new buses has windows sealed/locked tight.	12/4/2015 12:58 AM
281	NB 124 and 106 don't share stops, but arrival timing makes it difficult to catch one if I miss the other. NB 106 is frequently very late. If NB 106 is early, it does not wait at any Georgetown stop.	12/3/2015 10:44 PM
282	bus is always late, bus doesn't show up, no express bus during peak to downtown or coming home, and between buses way too long of time. it should come every 10 minutes like the rapidrid.	12/3/2015 9:56 PM
283	I live in Rainier Beach (RB), south of Safeway, I work at First Hill Swedish Medical Center. Most of my hours are from noon to 8:30pm. I enjoy riding 9X going to work, but getting back, #9 is not running anymore, so I have to take #60 to Jackson and then take # to Rainier Beach. The other alternative is to walk from Broadway to Jackson and take #7 to RB. This is unsafe at night because Boren street is not well lit. Another alternative is to take #3 or #4 to downtown and take #7 to RB. This route takes too long. I have tried ride share and van pool for many years, still trying, but with my work hours I couldn't find a match. Thousands of workers are at First Hill neighborhood. Majority of the bus riders come from zip code 98118. Most do not have the 9am-5pm work schedule. I hear many of them considering driving. I voted for every proposal on the ballot to improve public transport. I was hoping that #9X will have extended hours, may be till 10pm. With this reduction in 9X's service hours, I myself might have to consider using my car for commute. I hope you will reconsider your decision in this regard. Thank you.	12/3/2015 8:12 PM
284	The 7 is always crowded at peak times and regularly not on time.	12/3/2015 6:25 PM
285	The way it is currently, I can avoid climbing the hill from MLK up to Beacon Ave. Once proposed change goes into effect, I will have to do a transfer onto the 107, which will increase hassle and commute time for me.	12/3/2015 3:54 PM
286	I have missed the bus, when the driver doesn't slow down to see that someone is waiting close by but not at the stop. When I say the driver doesn't slow down, I mean doesn't even pull over to the stop and make sure nobody is waiting.	12/3/2015 2:07 PM
287	infrequent service, loss of service, having to cross the street to get to the stop, transfers are not timed right from one route to the next - bus his stop at 8:50, bus left at 8:49	12/3/2015 1:51 PM
288	The east/west connections are HORRIBLE!! This is true all over the city, but I live in Hillman City and I cannot easily take transit to get to Georgetown, Beacon Hill or the Museum of Flight. I think it is absurd that from my home I can walk to the Museum of Flight in an hour and a half, and taking the bus takes at least an hour - it is a 15 minute drive. I have two small children and over 2 hours on the bus round trip, isn't an option for us, so we end up driving, which is really annoying. A better east/west connection would greatly increase our ability to use the bus. Perhaps something that runs on Orcas from Seward Park to Georgetown, maybe even out into South SODO.	12/3/2015 12:41 PM
289	It's direct and get's me where I need to go without having to do out of the way transfers.	12/3/2015 12:00 PM
290	the 106 is a great bus, quick access downtown via the tunnel, the 124 seems to take longer as its over street	12/3/2015 10:31 AM
291	The frequency is nice, though I wish there were more Express options.	12/3/2015 10:12 AM
292	The 106 is not reliable during rush hour.	12/3/2015 9:58 AM
293	Route 9X goes exactly where I need to go, and gets there quickly.	12/3/2015 8:48 AM
294	Because I get to and from work and the buses are on schedule most of the time.	12/3/2015 8:27 AM
295	the 106 is the only route transversing Southeast Seattle - going from my neighborhood of Rainier Beach to my work in Georgetown. And it runs close to schedule. the 7 is constantly slow and backed up.	12/3/2015 8:16 AM
296	Timeliness and frequency could be improved, as well as general cleanliness.	12/3/2015 7:23 AM
297	Light rail is fast and reliable. 9x is good for getting to First Hill when I need to rather than driving and paying for parking. 7 or 9x are good for connecting to light rail if I can't walk to the train stop and since there is no parking near light rail.	12/3/2015 7:16 AM
298	The Rainier and MLK busses can be infrequent and/or late - I know it's a challenge for poor/working class folks who rely on them for work/school. Otherwise I would be very satisfied.	12/3/2015 7:08 AM
299	I don't feel that the 9 runs often enough	12/3/2015 7:00 AM

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300	The 9X should operate less than 15 minutes apart especially between peak commute times and should run all day as well as on weekends. Metro already took the 7X away and now is proposing another cut to the 9X. Interesting that this is all happening in the Rainier Valley and Seattle City Council wants citizens to reduce car use. We are a family that choose to give up our car for a variety of reason. The 8 should be considerably more reliable, it is frequently behind schedule. The cuts and reduction in service will impact our commute time, and ability to travel in a timely manner.	12/3/2015 6:25 AM
301	More 9X are needed. 7S are slowed by too many stops and often get backed up behind the other. Until Rainier gets a dedicated bus lane or Graham&MLK gets an an in-fill Lightrail station, the 9X is ONLY efficient mass transit in and out of neighborhoods not within walking distance of light rail.	12/3/2015 12:37 AM
302	Buses are slow and undependable	12/2/2015 11:08 PM
303	I can pretty easily get into downtown, international district, and capital hill. It's a bit more complicated to get to south lake union (for work), university district, Fremont, or Ballard, and requires at least one transfer, but it's doable.	12/2/2015 10:20 PM
304	An express bus to downtown would be nice.	12/2/2015 10:07 PM
305	Buses run on time and it is quick and convenient to get to work.	12/2/2015 10:01 PM
306	It's a great route but the evening trip home runs late frequently.	12/2/2015 9:56 PM
307	The 7 can be very dirty.	12/2/2015 9:50 PM
308	no transferring, reasonable walk time/distance on either end	12/2/2015 9:41 PM
309	Crazy ppl on the bus.	12/2/2015 9:16 PM
310	The #9 doesn't run as frequently as I would like to use it regularly for work, it is often full and late, yet it is the only route that gets people from the south end to the CD and Capitol Hill without having to go downtown and transfer or walk	12/2/2015 9:15 PM
311	Not enough 7 and 9 busses	12/2/2015 9:15 PM
312	The route 7 has good frequency but is incredibly slow. The route 9X is faster but has poor frequency during off-peak times, which is often when I am traveling.	12/2/2015 9:10 PM
313	The express times are always listed as 25 minutes from my house, and it always takes over an hour. There's always a lot of traffic, and 25 minutes is the time it would take if there was absolutely zero traffic. I know it's going to take longer, but why not be more honest in the timetable, rather than the bus always feeling like it's running late?	12/2/2015 9:10 PM
314	Frequent service to get me where I need to go	12/2/2015 9:06 PM
315	Because I know the times and the routes to get to my destinations on time.	12/2/2015 8:42 PM
316	The 9X frequently hits very heavy traffic on Broadway and is usually 15-30 minutes late. It does not go south frequently enough in the afternoon. Please don't reduce the frequency even further!	12/2/2015 8:41 PM
317	The 9X route is very important to a large number of south Seattle commuters. The current rate/number of buses is adequate, but reducing will create a burden on these individuals. Please keep 9X running at its regular intervals.	12/2/2015 8:32 PM
318	I am very satisfied with the 106, and satisfied with the 124 when I take it into downtown in the morning. I am very unsatisfied when I take the 124 south from Downtown in the afternoon. The 124 is chronically late, overcrowded, and slow, especially when compared to the 106.	12/2/2015 8:28 PM
319	It's been helpful the 9x is more frequent times. I use the 0618 and the last bus around 1940. It gets me to and from work at good times. I can also use the 7 but then walk up to first hill which is not convenient. Please don't change the 9x's times!	12/2/2015 8:25 PM
320	Buses are frequent enough in most cases. However, I have to transfer in order to travel almost anywhere, which requires standing in the cold/dark and possibly missing connections when buses are late.	12/2/2015 8:24 PM
321	It is hard for me to walk up the hills up to 5th. And sometimes I need to be at work by 0530.	12/2/2015 7:14 PM
322	The 7 suffers from some of the worst reliability I've seen on Metro -- even worse than the 26 sometimes. It's constantly clogged in bumper to bumper traffic and delayed along the way. However, I prefer the 7 because it is within the walkshed of my house and the light rail is not. There are no good east/west connections to the light rail stations and the 7/9X I can both access with a short walk from my home. This is especially important during the rainier months and when walking to/from transit or waiting for transit at night.	12/2/2015 5:59 PM
323	9x is unreliable. I would rite it more OF i could vount ON it to be ON time	12/2/2015 5:41 PM
324	I have 3 different bus routes that serve my home address. I am able to choose alternate routes to suit multiple destinations and alternate routes for various schedules.	12/2/2015 3:10 PM
325	Please don't change the 9X!	12/2/2015 2:48 PM

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326	Well it's relatively easy to get to work from home, but I would say I would like either the 36 or 60 to come up 15th rather than both using Beacon so it would be easier to get to the bus stop. Also it's difficult to get down on Rainier in certain areas of Beacon Hill using public transportation, it would be nice if more buses served the Beacon Hill station.	12/2/2015 2:25 PM
327	It is a quick and convenient way to get downtown	12/2/2015 1:43 PM
328	There are always issues, busses missing busses being late or waaaaay over packed. Understandable and normal. But coming from rainier beach and all the terminals, I really don't appreciate it when a bus driver just leaves late	12/2/2015 12:42 PM
329	Georgetown needs more buses that run regularly. My job starts at 5 am, the first bus is not scheduled to come to Georgetown until 5:45, but it does not always come on time or at all. Having only 2 buses for an option is not very good because sometimes they don't come at all	12/2/2015 11:57 AM
330	#9 is a great route, but it's not frequent enough during the day, and doesn't continue into the evening -- very frustrating. #7 is frequent but often supercrowded, late, etc. Both of these busses get clogged up in traffic, especially I-90 bound traffic headed northbound on Rainier in the mornings. Getting downtown from my house (Hillman City) is pretty easy, but getting anywhere else (CO, where my boyfriend lives, or Capitol Hill/Ballard/UDistrict, where I like to go for music, social events, etc.) takes way too long.	12/2/2015 11:49 AM
331	I am never left waiting too long in the cold weather, and they all get me close to where I need to go.	12/2/2015 11:29 AM
332	Most of them work fairly well. Coming home from work is the annoying bit, where the 7 can run late. But, using OneBusAway app, I can usually anticipate this and take alternatives.	12/2/2015 9:45 AM
333	I can take one bus from close to home all the way to work and back.	12/2/2015 9:36 AM
334	The 8 bus is very erratic and the buses that are around 8:20/8:30 are so packed with high school students going to school that some buses won't even stop because they are so full. More frequent and timely mlk stops is my recommendation	12/2/2015 8:52 AM
335	Metro's deletion of the 7x has had a very large negative impact on my commute times, in most instances, doubled the time. The HORRIFIC back up on Rainier Ave S means that the local 7 is stuck in gridlock and takes over 30 minutes to get from McClendon to I90. I currently have to take 2 buses to get from Hillman City to Belltown. It would be ridiculous to take 2 buses and light rail and even if I did so, it would not save any time given transfer times and the distances. I can drive in less than half the time the bus takes but the cost for parking is prohibitive. Bring back the 7x or give us a BRT down RAS!!!!	12/2/2015 8:40 AM
336	At peak hours the 9X bus is always extremely overcrowded and usually running late both north and south bound due to traffic but also the overloading of the bus causes a lot of delays with people getting on and off.	12/2/2015 8:29 AM
337	106 doesn't come often enough during weekends, route 70 is usually standing room only and running behind schedule in the afternoon (I get off work at 4 PM, but the bus often doesn't come until 4:10 PM or later). This is poorly timed with when I get off work.	12/2/2015 7:43 AM
338	There are a lot of routes near my house that can get me to several major transfer centers. Makes getting around the city without a car easy.	12/2/2015 6:39 AM
339	The 9 is such that if my spouse gets held late at work, she has no way home but to walk to light rail in the tunnel. It turns a 30 minute bus ride into a 2 hour ordeal on unsafe streets (Walking Henderson after dark). While traffic drops off on the 9 at the tail end of rush hour, the route serves a high concentration of shift work, medical employment, etc. where unforeseen circumstances keep employees later than scheduled. For that reason my wife often drives and pays \$15 to park.	12/1/2015 8:02 PM
340	The 50 and 60 run infrequently and are very late quite often, the 36 is up a hill and hard to walk to.	12/1/2015 7:23 PM
341	It's fast, stressfree, and frequent.	12/1/2015 5:12 PM
342	The 9 and 48 are always delayed by 5-30 minutes	12/1/2015 3:23 PM
343	I would like to have more frequent, easy downtown service	12/1/2015 1:30 PM
344	Frequency	11/30/2015 3:48 PM
345	I love the 106 and it's convenience relative to my house and activities Downtown and in Georgetown. My only complaint is late buses in the morning and very full buses.	11/30/2015 10:30 AM
346	It regularly takes 45-60 mins and 2 buses to get to both of the addresses listed above from my starting location. Getting anywhere in Seattle proper from Burien, South Park, and Georgetown means leaving at least 90 mins before you want to arrive at a Seattle destination.	11/30/2015 7:53 AM
347	I ride the 8 most often. It's usually 5-10 minutes late going westbound in the mornings, but eastbound in the evenings it can be 30 - 45 minutes late. It's sometimes faster for me to walk the three miles home from Lower Queen Anne to Madison Valley. I usually end up walking rather than pay \$2.75 for such a slow, unreliable trip.	11/29/2015 8:15 PM

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348	Timing of schedule	11/29/2015 1:04 PM
349	They allow me to sustain myself. Without the 106 my transit time to and from work would go from one hour to three.	11/29/2015 12:26 PM
350	I'm very satisfied with Link Light Rail, but the buses are not as reliably on time.	11/29/2015 12:22 PM
351	Frequency, distance from home (.6 mi), drivers.	11/29/2015 12:04 PM
352	There are only a few potential destinations from Georgetown (where I live) which only rarely are places I actually need to go. I would ride the bus way more if this was not the case. As soon as you start talking transfer, an huge undocumented time lag becomes part of the travel time, and is therefore impractical, so I am forced to drive in order to stay somewhat productive.	11/29/2015 11:42 AM
353	One bus, no transfers, frequent service.	11/29/2015 10:54 AM
354	Frequent service	11/29/2015 10:48 AM
355	I just moved to this area counting on the bus to get to and from work.	11/29/2015 10:06 AM
356	The 106/124 get me down town right were I need to go. I ride the 106 a lot as a kid I wish it came to Georgetown back then. I love the fact the 106 comes to Georgetown.	11/29/2015 9:44 AM
357	For the 183 it stops running to early and has no Sunday service The 180 is either always late or standing room only For the 166 it because on Sunday its once an hour and stops running around 640 pm out of kent station, but about 10:00 pm out of Burien	11/29/2015 9:11 AM
358	The 124 bus route is usually late by up to 10 minutes on a regular basis. It is scheduled to arrive at 512am. I try not to rely on this bus for my morning commute. I take the 106 bus route at 502am to make it to work by 600am. On the weekends there are no bus routes serving the Georgetown neighborhood as early as 5am. On weekdays there are few options to get to work by 6am. I would like to see more early morning options prior to 6am to allow me to commute to work on time.	11/29/2015 9:10 AM
359	I start work at 4 am, I have to take a cab everyday. The 1st bus to arrive in Georgetown is at 5:30 in the morning, most days it is late. We need earlier buses and more frequent ones scheduled and more options. Please keep both the 124, 106 and 60	11/29/2015 9:02 AM
360	The 124 is no on time. On "One Bus Away" app, it's just not accurate. If I walk down to Airport Way, the 106 is way more timely. I don't really take the bus that often to work anymore because I have to leave way early then if I drove in and looked for parking in Cap Hill and walk down.	11/29/2015 7:39 AM
361	Most of my buses are becoming more unreliable because of traffic and lack of right-of-way.	11/29/2015 12:16 AM
362	They get me where I need to go, but they frequently run very late and not at all on schedule.	11/28/2015 6:34 PM
363	could use more frequency in my area	11/28/2015 5:56 PM
364	Courteous operators Convenient and clean stops Clean coaches	11/28/2015 2:46 PM
365	I am only close to the 50 and 60 and they come infrequently, are not very reliable through much of the day and do not go downtown.	11/28/2015 2:32 PM
366	Want 1 more bus stop (like the old one) at west end of route 8 because of all the disabled/retirement housing off west mercer	11/26/2015 10:31 AM
367	I have no car and can only get around by bus. According to your plan #8 would be #38 and then would be #106, (Revise Route 106 -- to go MLK Jr. Way South, Rainier Avenue South, and South Jackson Street to the International District. Route 106 buses would come more often.) So #8 would no longer go through Capital Hill to Seattle Center. Deceptive way to state your plan and it is not a good plan.	11/26/2015 9:18 AM
368	All bus service is frequently late, unreliable, and overcrowded. Buses running through downtown have been HORRIBLE this fall -- 15 to 30 minute delays, several buses in a row coming by so crowded that no one can get on board -- it is AWFUL!!!	11/25/2015 7:52 PM
369	They are frequent ENOUGH during the time periods in which I need to use them.	11/25/2015 6:48 PM
370	I think the only reliable method of transportation for me has been the light rail and the bus #7 and #36. For every other bus route, it feels like the busses don't pass often enough or are unreliable in regards to the time frames that are given. For example, the 106 only passes a little more frequently (every 12-15 minutes) during peak hours but it will pass every 35-50 minutes otherwise. Just last night, I missed the 106 by a minute because it arrived 2 minutes early and the next one was not going to be getting there for another 30 minutes and I needed to pick up my little cousin. I ended up having to catch a Lyft, a ride I can definitely not afford, but one that I needed to take since there were no other bus routes around that I could possibly take instead and the weather was pretty bad.	11/25/2015 9:46 AM

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371	Getting downtown is very convenient on light rail. Route 8 is both unreliable, and it doesn't go places I can't get to easily otherwise. Route 50 is too infrequent, and too indirect in its path to West Seattle. If it didn't detour through Sodo I'd take it all the time.	11/25/2015 9:36 AM
372	it gets me where I need to go with no problems.	11/25/2015 7:37 AM
373	Low frequency on route 50 and high wait times for route 8 in the evenings. On the other hand, the Light Rail service is quite good. Poor/slow connectivity to the Amazon SLU campus is also a pain point.	11/24/2015 9:03 PM
374	The 60 especially is often very late and fairly unpredictable.	11/24/2015 8:32 PM
375	I miss the 110 which went all the way to my work. F goes pretty close. 107 towards Renton is great, but towards Seattle is a medium-long walk from my house. 107 could be more frequent to get to the train stop at Rainier Beach.	11/24/2015 8:28 PM
376	Dependable, mostly on time (except for the 8), safe	11/24/2015 7:59 PM
377	There is no crosstown route using Boren between Mount Baker, First Hill, and SLU. This is a huge gap in the network, especially at peaks and leads to long downtown detours for many involved. Serve on S Jackson is slower than ever with the addition of the streetcar stops, and most daily riders would avoid it if the transfer between Route 7 and Link at Mount Baker was less time consuming and sinuous...	11/24/2015 7:49 PM
378	Having to transfer from the light rail to the 7/9 at Mt Baker is not always convenient due to I-90 traffic. I sometimes try to get to work from 5th and Jackson, but I've had the 7 be late several times..	11/24/2015 5:34 PM
379	Convenient to my house, just a little unpredictable as to timing.	11/24/2015 3:55 PM
380	Direct route, and frequent services	11/24/2015 3:28 PM
381	Broadway is very congested because of the trolley and bike lanes.	11/24/2015 3:16 PM
382	They run frequently & usually on-time. The #60 takes me to within a couple blocks of my church and directly to the corner of the medical clinic to see my Dr.	11/24/2015 2:37 PM
383	There is not enough service after rush hour so it's hard to get back home from anywhere later in the evening. There is no room for carrying groceries.	11/24/2015 2:20 PM
384	I'm very satisfied with the 9 as it is efficient and takes care of a large population of employees from the hospitals on 1st Hill, and employees and students from Seattle University and Seattle Central College. It would be a shame to make it a peak hour only route. Very dissatisfied when I have to take the # 7. What a zoo. I only take it if I'm bored and want an experience.	11/24/2015 1:45 PM
385	Frequency is good - Traffic sucks - # 9 bus, I use frequently is often delayed on Broadway	11/24/2015 10:45 AM
386	I love the express bus route but dont care for the wheelchair people to delay or take forever!! Also homeless need to have special restriction since they smell so bad... For some people with MCS or other breathing issue can be choke up and make em sick... Just hope for clean healthy and speed up service to be more attentive... Thanks again!!! Happy Holidays!!!	11/24/2015 10:33 AM
387	Having the 48 come north on MLK past Powell Barnett Park has been very helpful. It would help if it headed south on MLK as well. Also, I look forward to the 8 being more dependable.	11/24/2015 10:33 AM
388	I just wish that there was some way to get up the hill from 3rd to 5th w/out the hills. I've had back surgery and am overweight, have bad knees...yadda yadda and it honestly is quite hard on me...I usually catch the 124 early, as it drops off on 4th - but still have to walk up a hill, and catching the 124 is quite difficult now that it's stop in front of the old south precinct, on 13th and bailey has been taken away and is used only for the 106 -- who on earth thought that was a good idea???? and so now I have to cross airport way at 0630 hrs in the morning...with no crosswalk to catch the 124!! I wish that a committee of your planners would go out there on the west side early and try to cross over to the east side to catch the bus. It is just past the curve, and all the "south end" commuters drive very fast and do not stop. You might rethink your bus stop planning. As we all learned along time ago, ideas aren't necessarily the same in theory as they are in actuality.	11/24/2015 9:51 AM
389	Generally very satisfied. However, I do not understand why the 105 was removed from the stop in front of 130 Main Ave S; it's where I get off with my groceries at the door of my building, as opposed to walking home from the transit center with 40+ lbs of groceries. One reason I moved to this building was because of that stop, which makes it more practical to shop in the Highlands than downtown Renton. All the people in that building are 62+ (I'm 72) and/or disabled. Sometimes drivers will stop there anyway, sometimes not.	11/24/2015 9:31 AM
390	8 doesn't come consistently and frequently enough. If you miss the connection because your initial bus was late or slow, you have to wait a very long time for another 8 to come, and you'll be late to work.	11/24/2015 8:24 AM
391	Getting downtown from Capitol Hill is convenient, but there are no good routes across First Hill from north of downtown for access to my doctors appointments	11/24/2015 8:02 AM

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392	I realize the ridership would be low, but it would be nice if the 9 express ran later. Taking the 49/7 at night takes forever.	11/24/2015 7:00 AM
393	You keep messing with and threatening to change the basic routes people with disabilities and low-income use the most!	11/24/2015 11:16 AM
394	I can pick up a bus a block from home.	11/23/2015 11:55 PM
395	The route is on my street.	11/23/2015 11:42 PM
396	Why are you creating a route that will be deleted 6 months later? The council needs to approve these changes to take place at once.	11/23/2015 11:27 PM
397	Great buses with drivers that care about customers.	11/23/2015 11:23 PM
398	The 7 takes forever to get from anywhere south of Columbia City to the Light Rail in Mount Baker because of frequent stops and the traffic revision. Walking or biking in the dark a mile to the Columbia City or Othello station mornings and evenings is not an option because of safety. The 7 express is a saving grace, and so is the 9 express for anyone living in the Hillman City area trying to connect to light rail.	11/23/2015 10:35 PM
399	I get to downtown in 35 minutes, I work 6 days a week. The stop is close to the my house. I only have to pay one once and if you guys change this I will have to pay twice to get home or add at least 30 minutes to my trips. The link and metro don't have connection if you have transfer.	11/23/2015 10:28 PM
400	Frequency has improved, but reliability is still bad. A route scheduled every ten minutes turns into two buses in a row every 20 minutes.	11/23/2015 8:43 PM
401	I live in Ballard, I can take the 15 or D to Lower Queen Anne and transfer to 8 to take me to my building across from REI. But most of the time the 8 never comes and the reader board starts over. On many occasions I have walked the 2 miles along the route on Denny and never see a bus. I am about to spend the money to get a spot downtown so I can drive.	11/23/2015 8:38 PM
402	Because I wish there was a graham street light rail stop, more efficient bus service along the mlk corridor between mount baker TC and rainier beach Safeway area, and better link to bus transfers.	11/23/2015 8:24 PM
403	It's easy to transfer to another bus when I have medical appointments or going shopping	11/23/2015 8:17 PM
404	The only issues I've had are with catching the bus in the morning, if the 106 would come on time or more often, I wouldn't have to worry about being late to work at least once or twice a week.	11/23/2015 7:48 PM
405	The connections are pretty random. It would really help to return the #4 to the S Walker St connection to the #7 for Swedish Cherry Hill. Or the #9 at Jefferson to the 3 & 4.	11/23/2015 6:57 PM
406	Need more Bus Route 107 scheduled between 5:00-7:00 p.m.	11/23/2015 6:49 PM
407	Late busses, lack of shelters to stand under	11/23/2015 6:22 PM
408	missed connections	11/23/2015 6:17 PM
409	The route 60 is not very frequent on Beacon Hill. It connects to Link, so I hope that it can at least have a 15-minute frequency all day.	11/23/2015 5:35 PM
410	106 and 107 do not come often enough late at night	11/23/2015 5:30 PM
411	Need a bus zone closer to the walking trail at Cedar River down town Renton. Im disabled and cant always walk the distance after i get off bus. Then after walking not always able to walk back to get the bus back to transit center to catch bus home.	11/23/2015 5:16 PM
412	Buses go from my house to work. Only have to transfer once.	11/23/2015 5:12 PM
413	Unless traffic is unusually backed up, I get to my destinations on time, although I always leave extra time for travel. There is a bus stop near our condo, so is very convenient. We can usually get anyplace in the city with no more than 2 transfers. I usually feel safe riding at night after an event. Always use transit to get to major sports venues. Bus drivers are usually very helpful if I have a question or need stop help. Love going to airport with one bus and light rail.	11/23/2015 4:38 PM
414	It takes too long to get to the Rainier Beach Light Rail station.	11/23/2015 4:31 PM
415	Different southbound boarding locations for Georgetown routes in downtown Seattle.	11/23/2015 3:30 PM
416	Late buses/ missing buses	11/23/2015 3:24 PM

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417	The 8 gets my kids to and from school at St. Therese. It is essentially a direct route from Rainier Beach to the Madrona neighborhood with no need for a transfer. The 9 gets myself and others to First Hill; there are many hospital employees who take this bus, even at odd times, to get to work on First Hill--with no need to transfer. The Light Rail gets my family and I to downtown for shopping or special events, and out to the airport with no need to transfer. Not having to transfer is key to satisfaction in using the bus over driving.	11/23/2015 3:14 PM
418	Would like to see more frequency and more reliability, but otherwise the routes work well for me.	11/23/2015 3:01 PM
419	The #3 sometimes does not arrive (westbound at MLK Way and Cherry) at the 7:30 AM stop time. Very annoying. The number 12 eastbound passes waiting people by during afternoon rush hour (5:30 PM +/-) when it appears to be full (6th and Madison stop) - it empties out shortly after - annoying to be passed by. The #5 and 2 do not depart downtown eastbound with great frequency in the evenings - creepy to wait after 8:00 PM.	11/23/2015 2:43 PM
420	Not frequent enough, do not run late enough into the evenings on the weekend (we need service until and after 2:00 a.m.)	11/23/2015 2:30 PM
421	I would prefer link light rail, but the stops are too far from my work, even though the tracks go right next to our building. The 124 makes a lot of stops, has larger gaps between runs, and can be inconsistent compared to it's scheduled arrival/departure time.	11/23/2015 2:07 PM
422	Traffic can cause unreliability but otherwise routes are good.	11/23/2015 2:05 PM
423	I take the light rail from Tukwila. If I get off at the Mt Baker Station I can take the 9 straight to the building I work at. And in the evening, it picks up right in front of my building to go back to the Mt Baker Station. I have found that I can shave time off of my commute by doing this versus having to take the train downtown, get off at the Pioneer Station and then taking the 3/4 up First Hill (and vice versa). It would be hard for me on the days I have to be at work at 9:30 and am not off until 6 if the 1 wasn't running. Also, this bus is always full with students, professionals, and other people that may be going to medical clinics/hospitals nearby. It's hard to imagine that a bus that is always full when I get on it may not be running when I need it.	11/23/2015 1:50 PM
424	I like to use the 8 because I pick it up in Rainier Beach and don't have to transfer from one bus to another in order to go to Group Health or to my other frequent destination in Queen Anne.	11/23/2015 1:49 PM
425	On time and convenient	11/23/2015 1:31 PM
426	Not nearly frequent enough; no direct access from my home in Greenwood to 34th/Fremont.	11/23/2015 1:24 PM
427	(a) Frequency (b) Slow boarding due to inadequate fare collection (c) Slow boarding due to people leaving the bus from the front door (d) Lack of dedicated bus lanes, buses stuck in traffic	11/23/2015 1:23 PM
428	The 48 has the meanest drivers who are even meaner now that they don't know where they are driving. I love that the 3 and 4 come frequently, but sometimes there is a glut where a bunch of buses come one after the other. I know that is usually because of forces outside the driver's control, but it seems like it is more likely to happen when it is cold, rainy and I have to go to the bathroom.	11/23/2015 1:12 PM
429	I really like the 101. It's almost always on-time and it's 25 minutes even in traffic. I take the 101 to work. I have to take the 106 home at night because the 101 is too full and passes me up. The 106 is almost always late. The length of the trip through Georgetown, Beacon Hill, Rainier, Skyway to Renton makes this trip from Int'l District to Renton 62 minutes. That's a long trip when it's only 12-15 miles from Int'l. District to Renton. I would love to see this route trimmed to make it shorter and more timely. My biggest concern is I'm already passed up by the 101 and really don't want to be by the 106 too due to overcrowding since it will be replacing routes.	11/23/2015 1:11 PM
430	50 and 60 are unreliable and infrequent	11/23/2015 1:06 PM
431	Recent changes to bus routes have made it harder to get around the neighborhood. It's easier for me to go to downtown or Pioneer Square or the 10 than it is to get from Ohelmo to ACRS - or from Columbia City to South Beacon Hill.	11/23/2015 1:03 PM
432	All could be more frequent	11/23/2015 1:01 PM
433	Link is reliable and frequent (and expanding)	11/23/2015 12:55 PM
434	they are easy to use, convenient, and simple routes.	11/23/2015 12:52 PM
435	The revision of the 8 will be a huge help with reliability because of traffic on Denny. Mt Baker Transit Station is not very inviting, the plans to remake that intersection into a better neighborhood will make a big difference.	11/23/2015 12:39 PM
436	Frequent Delays on the #8	11/23/2015 12:21 PM
437	Nothing gets me within less than 5 blocks.	11/23/2015 12:08 PM
438	I wish there was a way to get from Beacon Hill to West Seattle without going through downtown - there is very little east-west bus service going over Beacon Hill.	11/23/2015 12:08 PM

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439	Route 8 is an extremely convenient route for me as I live in Capitol Hill and use it to travel to Madison Valley, work in South Lake Union, and various places in Lower Queen Anne. However, it is so unreliable, particularly at commute times, I cannot count on it to get me to work on time so most days I walk. Time in between buses is very long, it never arrives on time, and often it is so crowded that I have to stand or can't get on the bus at all.	11/23/2015 12:06 PM
440	It seems some #8 runs go AWOL. Otherwise service is fine.	11/23/2015 12:02 PM
441	It's hard to know when it will come; it doesn't seem to be able to follow a schedule. That makes it hard to plan. It doesn't coordinate well with Link schedule. I can take Link from downtown to Rainier Beach but then get home often requires me to wait at MLK & Henderson for up to 40 minutes (see previous paragraph about following the schedule.) It takes too long to get downtown.	11/23/2015 11:50 AM
442	Very high frequencies, not too crowded, straight and fast routes	11/23/2015 11:46 AM
443	They are pretty much always available when needed except the ones to federal way to Tacoma don't run as often once an hour isn't fun if you miss the bus(182)	11/23/2015 11:44 AM
444	The 8 has been really useful for getting me from the Rainier valley (mostly Columbia City) to Capitol Hill. I like the one-seat ride but it's slow, infrequent, and sometimes unreliable. Looking forward to more frequency (Light Rail to Capitol Hill) and reliability.	11/23/2015 11:36 AM
445	Frequency is still inadequate throughout much of the network.	11/23/2015 11:34 AM
446	Route 7 is Horribly slow and unreliable. You are planning to cut back route 9 which is a way to cut a long walk to the light rail.	11/23/2015 11:31 AM
447	The 9X is no longer consistently on time either in the morning or in the afternoons. A 30 minute bus ride is consistently 1 hour+. It also doesn't have enough space for high commuter times. Additionally, the bus stops running too early and does not run on the weekends. This is the only connection to Capitol Hill that South Seattle has. The light rail is too far from my house to be a consistent viable alternative.	11/23/2015 11:29 AM
448	Need more buses and need more stops, so there is less walking	11/23/2015 11:26 AM
449	The 8 is often late in both directions, and the 7 and the 9X get stuck in heavy traffic thanks to the I-5 ramps on Rainier.	11/23/2015 11:23 AM
450	Service is scattershot. Sometimes it's frequent, other times it's every 30 minutes.	11/23/2015 11:19 AM
451	too long of a commute, stops are not convenient, no park n ride by ohhello light rail.	11/23/2015 11:18 AM
452	From my home to get to Pike and Broadway I have to take two buses or walk three-quarters of a mile or so. Currently I park-and-ride near my son's daycare so I can take the 9 and pick him up after work (my husband drops him off). If the 8 ran more reliably I could take that (though there is still a pretty good walk from the 8 to my work), but I'm still in a bit of a pickle when it comes to taking the 9, picking my son up from daycare, and then getting home (we would have to take the 50 and the 8 unless we wanted to walk a mile or so, which we have done). My commute RT would be fine once the light rail comes to Capitol Hill — and the streetcar finally opens, BUT picking up my son (less than a 5-minute drive from my house) takes two buses and potentially a half-hour to get home. I am actually going to pay for parking on Capitol Hill to make this easier, but I really wish there was a way to do all of this in a reasonable way with transit. (Or biking+transit, but my bike is too big to park in the bike lockers, because it's long to hold my son). I LOVE transit and hate that because my family expanded, I can no longer reasonably take the bus or train. The bus drivers have also been pretty unwilling to accommodate his (small, umbrella) stroller so I'm very hesitant to do a bus+stroller operation.	11/23/2015 11:17 AM
453	Because for the most part Metro does an adequate job servicing where I need to go..., although on some route we still have 30 min frequency that would be nice to have 15 min freq.	11/23/2015 11:17 AM
454	The routes are frequent, but very slow. My two mile commute is only slightly faster by bus compared to walking. Taking the bus requires a transfer, and can be done in 25 minutes if everything happens perfectly. Walking takes 35 minutes. That means if there is any sort of delay, walking becomes faster and more reliable. And route 8 is often delayed. This shouldn't be the case in such a dense urban area.	11/23/2015 11:16 AM
455	When riding the 106 - I don't always feel safe	11/23/2015 11:10 AM
456	No matter where I go, it almost always means 2 buses I must take to get there..	11/23/2015 11:06 AM
457	Usually means a three bus trip. What I can drive in a car in 25 minutes takes 1 1/4 -1 1/2 hours by bus.	11/23/2015 10:55 AM
458	Buses are often late	11/23/2015 10:50 AM
459	I live near 106 route and can take it to light rail or stay on to get downtown.	11/23/2015 10:49 AM
460	Need to come oftener.	11/23/2015 10:45 AM

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461	Timing of the arrivals of the 7 or 9x with the arrival of the eastbound 554 are tricky, and sometimes I'm stuck waiting for a half an hour. But that's also a super-complicated node (two freeways PLUS major thoroughfares) so I'm not mad.	11/23/2015 10:33 AM
462	It gets me to where I want to go	11/23/2015 10:29 AM
463	Number 48 transfer stop at Mt. Baker on the opposite side of Rainier is ridiculous. It can take 6 or 7 minutes to make the left at McClellan and circle around to the stop then I have to wait again to cross Rainier. Many of us run across against the light at Rainier to catch a 7, 9 or lightrail. Express routes from Udist to downtown for my transfer to lightrail to Columbia City is also terrible in the evenings when the traffic is very heavy and the first stop in downtown is not until Convention Place. It can often take 20 minutes JUST to get from REI to the stop because of blocked intersections. Maddening! Riders should be allowed to get off and walk. I realize that the lightrail will be extended to JWW stadium in 2016.	11/23/2015 10:14 AM
464	106 and 107 to/from light rail tend to have long headways and arrive close to each other in time.	11/23/2015 10:07 AM
465	I mainly commute to and from work via Link Light Rail between Rainier Beach station and Pioneer Square station. Pros: a train comes every 5-7 minutes in the morning; the trip generally hasn't any interruptions of service in the AM; the train gets us into town very quickly; the trains are kept clean and in good repair; they are well-lit and feel safe; fares are checked with regularity. Cons: the trains tend to be bogged-down by bus backups when leaving downtown, which causes them to be very packed; backups cause the trains to be less frequent in the PM...although this may change if the 106 is no longer travelling through the bus tunnel, which is what it looks like in the proposal. When the light rail has a service interruption or is not running, I do take the 106, but that is a VERY long commute-at least an hour.	11/23/2015 10:04 AM
466	Timing between buses is unpredictable for the commute to work each morning. Also, the #47 used to be the #14 which took me from my home to my daughter's home even when I visited late in the evening. Now I need to walk late at night when I want to visit her.	11/23/2015 10:03 AM
467	Both 8 & 48 are unreliable	11/23/2015 9:49 AM
468	Renton Transit Center is only 2 miles from my house making the commute easy. The 106 from Renton is a good route to S. Beacon Ave and Myrtle and the 36 is good for getting to the VA and lets us off directly behind the VA hospital.	11/23/2015 9:46 AM
469	Minimal walking to/from bus, frequent enough rides, and no transfer needed.	11/23/2015 9:44 AM
470	Downtown stop at Pike and 3rd still not comfortable and safe. Terminating buses should use another stop for discharge only.....Routes themselves are ok and I especially like and need the 32...	11/23/2015 9:41 AM
471	I spend about 3 hrs/day commuting on public transportation from where I live (very south Seattle, still in the city) to one of the biggest employers in the area.	11/23/2015 9:41 AM
472	They currently go where I want them to go, but if I return home from work after 8PM, I have to get off and wait for another bus. I think it's absurd and ridiculous that it's so difficult to get from the south end of Seattle to Capitol Hill by public transportation.	11/23/2015 9:36 AM
473	always late and makes me miss my connection	11/23/2015 9:35 AM
474	Drivers are generally pleasant and bus is on time.	11/23/2015 9:22 AM
475	The #8 is consistently late, but not consistently enough that I can plan on it. Typically the route is 15 minutes late in the morning, which means that I need to catch an even earlier bus to arrive on time. It's usually 7+ minutes late at night, which results in packed buses. There's also frequent fights on the bus, which have caused me to start taking a bus downtown and using buses on the Third Ave transit corridor, as they are less prone to containing fighting.	11/23/2015 9:22 AM
476	I like having the choice of choosing a bus that will go on the busway and into the tunnel, or on the surface streets.	11/23/2015 9:22 AM
477	The 101 is too crowded. The ride on the 106 is too long.	11/23/2015 9:20 AM
478	The bus doesn't come often enough.	11/23/2015 9:20 AM
479	The clientele is ... questionable on these routes, and the buses don't always smell very good.	11/23/2015 9:15 AM
480	They work pretty well during the day but don't come often enough late nights	11/23/2015 9:13 AM
481	Drops me off 1 block away from work	11/23/2015 9:12 AM
482	9 gets me directly from my home to Medical/Dental appointments on Capitol Hill. Lightrail takes me to work every day and to my volunteer position. 8 becomes my route from work to Capitol Hill when I need it.	11/23/2015 9:11 AM
483	They take so long. I also have to transfer a lot. Especially when going to UW. The light rail station still calls for me to walk almost a mile to get there so I don't think I would take the bus just to take the light rail.	11/23/2015 9:11 AM
484	With exception to light rail, busses are less reliable. I have had them not stop, not arrive, say they had already arrived when they hadn't. This doesn't help with planning my day.	11/23/2015 9:09 AM

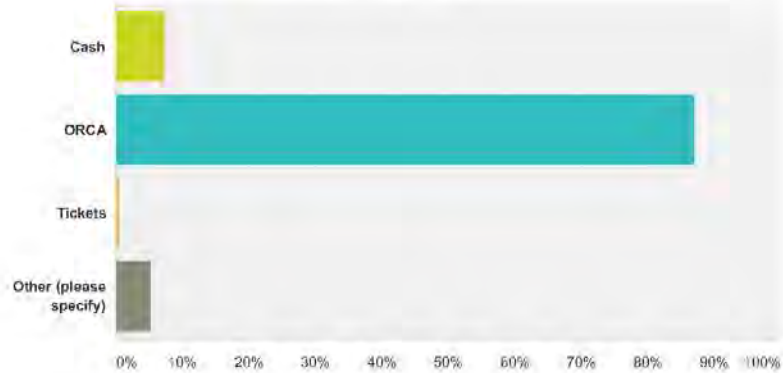
Southeast Seattle 2015-2016 bus changes

485	I love light rail, but am dissatisfied with poor connections to Renton and SODO.	11/23/2015 9:09 AM
486	Generally get me where I want to go, often crowded.	11/23/2015 9:09 AM
487	Schedule improvements on the 43/48 and 11, streamlining of 8 through CD	11/23/2015 9:09 AM
488	Routes are often significantly late therefore encouraging me to take other routes to get where I need to go because they tend to do a better job of it.	11/23/2015 9:08 AM
489	It gets me to where I need to get to	11/23/2015 9:08 AM
490	Route 8, the bus I most frequently take, is often very late and overcrowded.	11/23/2015 9:08 AM

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Q8 How do you usually pay for the bus or light rail?

Answered: 596 Skipped: 78



Answer Choices	Responses
Cash	7.21% 43
ORCA	87.08% 519
Tickets	0.50% 3
Other (please specify)	5.20% 31
Total	596

#	Other (please specify)	Date
1	Cash on bus debit card on light rail	1/5/2016 6:36 PM
2	King County work pass	1/5/2016 2:57 PM
3	Reduced fare orca card (disabled)	12/26/2015 7:31 AM
4	orca for me, cash for my child	12/22/2015 1:58 PM
5	orca plus cash depending on time of day	12/22/2015 11:08 AM
6	Husky Card	12/22/2015 6:10 AM
7	U Pass	12/20/2015 2:11 AM
8	U Pass	12/17/2015 9:33 PM
9	Tickets and cash	12/10/2015 3:25 PM
10	U-PASS	12/9/2015 12:08 PM
11	Employer-provided pass	12/7/2015 10:05 AM
12	U-PASS	12/6/2015 7:53 PM
13	King County employee for 27 years	12/5/2015 7:39 AM
14	UPass	12/4/2015 2:28 AM
15	Upass	12/2/2015 9:56 PM

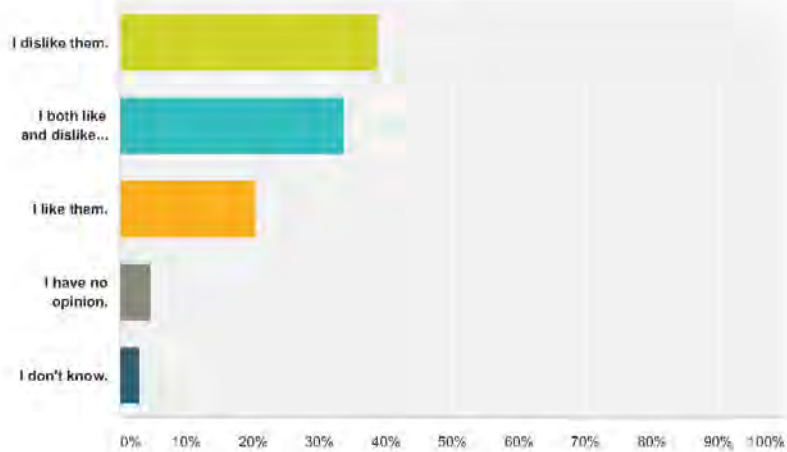
Southeast Seattle 2015-2016 bus changes

16	Husky card	12/1/2015 3:23 PM
17	BOTH ORCA & light rail	11/29/2015 12:05 PM
18	Regional orca disabled pass	11/26/2015 10:32 AM
19	King County employee pass	11/24/2015 3:55 PM
20	U-Pass	11/24/2015 10:33 AM
21	Reduced pass	11/23/2015 5:17 PM
22	U-pass	11/23/2015 3:14 PM
23	Bus pass on Husky card	11/23/2015 1:51 PM
24	My office provides us with an ORCA pass	11/23/2015 12:09 PM
25	King County employee	11/23/2015 11:10 AM
26	UPass	11/23/2015 10:15 AM
27	UW Pass	11/23/2015 9:45 AM
28	U-Pass	11/23/2015 9:35 AM
29	Senior Reduced Fare ORCA	11/23/2015 9:23 AM
30	UPass	11/23/2015 9:12 AM
31	husky card	11/23/2015 9:09 AM

Southeast Seattle 2015-2016 bus changes

Q9 What do you think of the proposed changes?

Answered: 588 Skipped: 08



Answer Choices	Responses
I dislike them.	38.61% 227
I both like and dislike them.	33.67% 198
I like them.	20.24% 119
I have no opinion.	4.59% 27
I don't know.	2.89% 17
Total	588

#	Why?	Date
1	I like the goal. But I think limiting the 9 bus to peak hours is a bad idea. Don't we want Cap Hill to Rainier Valley connection? And a Rainier Ave express bus all the time?	1/21/2016 6:21 PM
2	I love that there are more frequent/ reliable connections between upper rainier beach/ Skyway and the link light rail station. I also love more frequent service along MLK way, but not at the expense of service to Georgetown from Rainier Beach/ South Beacon Hill.	1/12/2016 2:22 PM
3	Don't change the 106, no direct downtown access for 107, and does not reach Georgetown at all.	1/12/2016 9:08 AM
4	Bus transfers and rerouted onto already packed streets? I might as well drive. The light rail is of no help as it's already completely full by Pioneer Square and of no use to me.	1/11/2016 8:39 PM
5	Service hours will be wasted sending the 106 to the ID. Instead use those hours to boost service in Georgetown and provide 15 minute service on nights and Sundays along MLK.	1/10/2016 11:49 PM
6	Adding trips to 124 is good. Reducing service to Georgetown and the Sodo busway is bad.	1/10/2016 11:41 PM
7	GOOD: better connections between Renton and Rainier Valley, more frequent 106 & 107, 107 extension to Beacon Hill station! BAD: reducing the 9?!? Make it more frequent, 106 duplicating Link north of Mt. Baker, wiping out the reliability benefits of splitting the 8 by merging the 38 into 106, scheduling based on assumption that people live in Renton and work in Seattle when many do the reverse.	1/10/2016 6:08 PM

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8	would make my commute too long. No fast or express bus service to my destination.	1/10/2016 5:47 PM
9	more service is great, but this is just moving service around. Getting to/from Georgetown will be worse. Getting to/from the light rail station will be better.	1/10/2016 11:40 AM
10	Deletes direct route that serves Georgetown, Downtown and Home.	1/10/2016 9:46 AM
11	increased travel time, the hassle of having to transfer to another bus or train	1/10/2016 8:37 AM
12	New Route 38 will provide local service on MLK Jr way, but rerouting the 106 via Jackson duplicates an efficient route, and reduces service in Georgetown. The 107 revision helps feed LINK better.	1/9/2016 11:40 PM
13	I like dividing the 8 into 2 routes. It's always running late in the morning. I dislike reducing the 9. It runs so infrequently now, it's the only current route that goes to my gym without going through downtown.	1/9/2016 5:04 PM
14	Would like more trips on 124	1/9/2016 3:10 PM
15	I do not take these busses, but I believe everyone should have easy access to busses to help with traffic flow and to ease people's travels who may not have a car	1/9/2016 12:56 PM
16	The 8 is ALWAYS late and I think shortening the route will help	1/9/2016 12:28 PM
17	Many people use the 9x, especially since the 48 route does not go all the way south anymore. The 7 being the sole service on Rainier has created congestion on that route.	1/9/2016 11:43 AM
18	The stop at Dearborn and Rainier is extremely busy. 9 & 7 are often crushed and a backlog of people waiting for a bus that has openings a bus with openings grows quickly. I'm afraid any reduction in 9 will exacerbate the issue on 7 - which, again, is not reliable in the first place	1/9/2016 8:22 AM
19	Please run 107 on Rainier Ave instead of Taylor Ave NW. Metro isn't cleaning up the graffiti & vandalism at existing Metro stops.	1/9/2016 6:15 AM
20	I don't ride these routes	1/8/2016 7:55 PM
21	Leave the 8 route Alone it's not Broken... One and Done	1/8/2016 7:48 PM
22	I think the Route 38 should continue indefinitely, and I think MLK, between Mt Baker LINK and Rainier Beach LINK, would benefit from two bus routes serving this high-traffic corridor. If Rainier Ave S has the #7 and #9X, it stands to reason that MLK needs the same support to get commuters where they need to be in a similar manner. Also, the #7 is notorious for being chronically late and prone to severe bus bunching. More support needs to be provided to that high-traffic corridor, especially as the population in Southeast Seattle continues to grow.	1/8/2016 7:38 PM
23	The only one that would affect me is the 124. It needs more frequent buses specifically during peak hours.	1/8/2016 3:34 PM
24	There is no direct bus on South Beacon Hill Avenue to downtown and Chinatown except 106. It needs to walk at least 20 minutes to catch light rail on MLK. It is really inconvenient for people catch the bus to work and come home late at night. MLK has Bus#8 and Light Rail to downtown, it is not necessary to change #106 route.	1/8/2016 2:57 PM
25	I am unsure about the changes to 106 would affect 7	1/7/2016 4:03 PM
26	Now I'll have to take two buses to get home	1/7/2016 9:09 AM
27	Route 106 extension is duplicative – from Mt Baker to ID riders can take 7/Link, already very well used routes. I believe the money could be used better on MLK.	1/7/2016 9:05 AM
28	Reduction in Georgetown bus service seems counterproductive to coverage expansion in a growing neighborhood, and Route 106 is a duplication that would be better served by improving Route 7	1/7/2016 1:15 AM
29	Will 107 go through bus tunnel? I need to be able to transfer to 86 or 70 to get to my job in Eastlake.	1/6/2016 9:57 PM
30	Seems like we are losing single seat service and having to transfer more.	1/6/2016 8:36 PM
31	I dislike the proposal to reduce service on the 9X. I have no strong opinion on the other proposals as they are to routes I do not use.	1/6/2016 6:43 PM
32	We don't need another downtown route in the Rainier Valley, especially coming at the expense of daytime Georgetown service, which in fact is on your short list of routes needing improvement. The 9 is one of the only buses in the area fast enough to compete with driving. Dropping it to peak only to pay for overservice on North Rainier and Jackson is not a good deal.	1/6/2016 6:31 PM
33	Will have to transfer	1/6/2016 3:41 PM
34	Route 106 is severing its connection to Georgetown, an area that needs more connections to downtown, not less.	1/6/2016 2:17 PM

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35	Most of these routes I don't typically use. Reducing the 9x is probably the biggest negative effect as I wish it operated longer hours, not shorter.	1/6/2016 1:47 PM
36	In your comments, we'd suggest effusive praise and support for: More frequent and reliable local service on MLK Way. More frequent and reliable connections between Renton, Skyway, Rainier Beach, and Mount Baker. New local connections between Rainier Beach Station and Beacon Hill Station. We'd suggest criticism of: Reducing Georgetown service during an environment of revenue growth, especially when multiple routes serving Georgetown are close to the top of the queue for service investments to meet target service levels. Extending Route 106 from Mount Baker to the International District via Jackson St, which would spend over \$2m per year to duplicate an ultra-frequent Route 7 that is not targeted for frequency or overcrowding investments, ahead of 51 other corridors already targeted for investment. We'd suggest the following alternatives: Use the service hours from the proposed 106 extension to fund frequent night and weekend service on MLK Way, preferably to match Link's frequency. Maintain at least current levels of service between Georgetown and Downtown Seattle. Work with SDOT to accelerate plans to improve Mount Baker and identify short-term improvements that could improve the transfer environment between Link and Routes 7, 8, 9, 14, and 106. Work to get rid of paper transfers and simultaneously reduce or eliminate the cost of obtaining ORCA cards, to eliminate any fare-related aversion to transferring to Link.	1/6/2016 1:08 PM
37	Removing 106 onto MLK is a good idea, but extending it to the ID along Jackson St is not. Better would be to run it to Jackson, then along Boren and Fairview through First Hill to SLU. Alternatively combine the 106 with the current 9X and send the route up Broadway. At the very least, sending the 106 down Jackson is duplicating route 42, which is totally unneeded.	1/6/2016 12:12 AM
38	because like increased frequency, but don't like additional transfers	1/5/2016 6:42 PM
39	Removing 106 from Georgetown in particular seems ill planned.	1/5/2016 4:05 PM
40	Bus 124 is dangerous and often full of belligerent people at all hours of the day. Tunnel bus access via 106 offers a safer, faster, sheltered route for women walking at night.	1/5/2016 3:57 PM
41	9X is important to me!	1/5/2016 3:14 PM
42	I think you should add service to 9X, not take it away. Anyone compares the #7 local to the #9X has not ridden them! They are in two separate universes. That's just nuts.	1/5/2016 2:58 PM
43	Increases transfers and transit time for people in Georgetown and South Beacon Hill	1/5/2016 2:03 PM
44	I would not be able to take the 106 and go directly to the International District from South Beacon Hill	1/5/2016 1:19 PM
45	I would not be able to get to my appointments.	1/5/2016 11:20 AM
46	Revising the 8/38 for a few months then switching to the 106 is confusing and a sneaky way to actually reduce transit options in the current 106 service area. Shame on Metro for this inequitable proposal. I especially prefer to maintain the 106 line's CURRENT route. We need the direct and fast connection to downtown via the bus way. Moving the 106 to MLK, Rainier & Jackson will substantially lengthen my commute length. Using the new 107 to transfer to Beacon Avenue is also not a viable option: 1) it adds time to the current commute length and 2) The light rail is already standing room only at Beacon Hill's light rail station during peak times--adding more passengers to that stop is unreasonable.	1/4/2016 10:00 PM
47	I think it is necessary to wait longer after the First Hill Streetcar and University Link open before beginning go cut bus routes that are redundant with those new services. These exact changes implemented in June/July would be excellent.	1/4/2016 8:28 PM
48	You are eliminating georgetown from Rainier Beach via 1 bus, so they would take Georgetown off my availability and cut them off from us on the south side. The 107 route sounds great because it pisses off my asshole neighbors who can't figure out how to read a marquee.	1/4/2016 5:57 PM
49	I rarely use these routes.	1/4/2016 4:30 PM
50	Revising the 106 will put me on an overcrowded bus full of Meth Addicts enroute to the treatment center.	1/4/2016 3:18 PM
51	I do not want route 106 to be a split route	1/4/2016 2:14 PM
52	I like that the 8 will be different routes, but it mostly seems easier for the driver, not necessarily any different for the rider... right? Also, I just wanted to advocate to NOT decrease the 9X. I appreciate that it goes up Broadway and all the way down Rainier, this is not very inclusive of me, but the 9 is just a more pleasant bus to be on as a rider, versus the 7 (which inevitably smells, has garbage and rider drama.) I DO appreciate sending funding to lines that benefit communities of color and lower income families. Therefore, take the 9X if needed, I just like to have it.	1/4/2016 2:09 PM
53	route 9 should run all the time. Route 106 and 107 will become even slower under this proposal.	1/4/2016 1:31 PM
54	I don't use those routes.	1/4/2016 12:38 PM
55	Anything that can help the 8 would be appreciated.	1/4/2016 12:35 PM

Southeast Seattle 2015-2016 bus changes

56	I lose direct access to downtown and so do my neighbors.	1/4/2016 9:59 AM
57	Please have a direct route from upper rainier beach to the light rail and downtown.	1/3/2016 8:29 AM
58	because I want the 183 and 181 to chaged.	1/1/2016 9:01 PM
59	I take bus 8 from mlk/Columbian to 190 queen anne ave in one shot and now I'd need to transfer and wait longer. I also take it from mlk/Columbian to group health (15th and john), will make commute longer.	1/1/2016 1:15 PM
60	We need more cross city buses that don't emigrate from downtown	1/1/2016 11:09 AM
61	I am a reverse Commuter, though the majority of my fellow riders transfer through the downtown tunnels, I live downtown and take the 106 to Georgetown. With the proposed changes, I would have to take a much slower and less reliable bus (124) that often gets stuck in traffic while my current bus (106) never does because of the Tunnel and the SODO busway. If this is the case I would likely be forced to purchase a car in order to reliably get to work in an expedient way and become one of the many single car commuters on the road.	1/1/2016 7:56 AM
62	Shortens route 9x	12/30/2015 3:15 AM
63	Route 106 is fast and convenient for those who live in Georgetown. The bus is usually full.	12/29/2015 11:42 AM
64	dangerous for seniors to cross the street to transfer to 107 and Light Rail	12/28/2015 5:31 PM
65	107 doesn't go downtown, need to transfer at dangerous places	12/28/2015 5:11 PM
66	I hate cutting the 9--expand it! 106/7 changes good. Change the 60 route, as described on site	12/27/2015 6:48 PM
67	My concern is with the changes to route 106 since there would be no direct bus access from my home on South Beacon Hill to Downtown Seattle. This would require a transfer to light rail which will then be much more crowded.	12/27/2015 1:57 PM
68	Unsure if the 124 will continue N as the 24	12/27/2015 10:51 AM
69	I ride the 9X the most and this would really impact my commute	12/27/2015 8:58 AM
70	I need the 9 and I need the 8 to not be split into two routes. Also the revised 106 will not help me and the multiple bus transfers will be difficult for me due to my disabilities. This will make me more homebound.	12/26/2015 7:35 AM
71	Having lived on light rail and #7 the light rail northbound is becoming increasingly crowded. the # 7 will become a better option a light rail ridership will take all students to U-dist from airport	12/25/2015 6:04 PM
72	Some of us, eventually we chose where we live and get our services along the bus route	12/25/2015 6:30 AM
73	Each of the proposed routes, except #124 don't impact me. However, what I'd like to say about #124, a route that I've had to use to get to an appointment or a place to go to on the weekend nearer the end of the route on the south end, my hope is that there would not be any interruptions of how often it runs.	12/24/2015 2:22 PM
74	It's inconvenient all always having to transfer from one route to another. If I have a destination and can take one bus I would prefer to do that. This just make the trip take longer. Especially in bad weather. The reduced #9E & #8 would be real bad. Bad enough we lost the #42 & the #106 no longer uses the I-5.	12/24/2015 8:53 AM
75	Improve reliability of #8, while maintaining services bwn MBTC and Seattle Center	12/23/2015 10:55 PM
76	I would hope that this will help with the long wait time for the 8 during the rush hours of the day.	12/23/2015 6:57 PM
77	Lack of connection to downtown transit tunnel (as 106 has now), would require me to make more transfers and make my daily commute longer	12/23/2015 2:26 PM
78	I sometimes utilize the 9, and like when they are available	12/23/2015 12:58 PM
79	The 9 should still have some off-peak runs, as it runs close to the First Hill hospitals.	12/23/2015 9:49 AM
80	More frequent buses and a new route on 15th.	12/23/2015 7:36 AM
81	Because then it would make it harder for me to get to work and places I need to get to.	12/22/2015 11:25 PM
82	I like the proposed changes to the 8 & have no opinion on the others..	12/22/2015 9:58 PM
83	Because I won't have to wait too long for a bus	12/22/2015 9:24 PM
84	106 bus stop 45730 swill ave s & s eddy st "throws" me into downtown but I suppose you have your reasons to remove that option....	12/22/2015 7:09 PM
85	I don't like taking the 124 downtown too many stops. I hate to see the 106 not go through Georgetown anymore.	12/22/2015 5:13 PM
86	I can only comment on the route 8 changes. I'm definitely in favor of the buses running more frequently.	12/22/2015 4:57 PM
87	Regarding 9x only. The peak hours are too limited for an already limited bus run. Example, does not run on weekends.	12/22/2015 4:53 PM

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88	What about an Express 106 from MI Baker Transit to Downtown and Back	12/22/2015 3:28 PM
89	I like the direct connection from MLK to Renton, don't like Route 9X reductions	12/22/2015 3:23 PM
90	The 124 is an awful bus ride. I hate to say this but the smells often make you have to leave bus.	12/22/2015 3:15 PM
91	I'm very curious whether these route changes will serve to further sever the city between north and south. I hope that Metro does not defund the new South End-only routes because of lack of organized community resistance due to this district's more diverse nature. Furthermore, I am personally worried about the 106-8 merger, as they are notoriously the most unreliable routes in the city from my experience. Will there be dedicated bus lanes to counteract the traffic from Renton during rush hours?	12/22/2015 2:09 PM
92	I would have to make several transfers to the VA hospital, now I only have one	12/22/2015 2:05 PM
93	splitting the 8 into two routes should help with the delays. I am looking forward to light rail to capitol hill. I hope funding more light rail expansion will be a priority going forward	12/22/2015 2:01 PM
94	I like route 8 becoming more frequent, but I would like to be able to get to locations on Rainier Ave S, from Capitol Hill without transferring buses.	12/22/2015 1:59 PM
95	I do not like the idea of adding a second transfer. Sometimes I spend more time waiting for my transfer bus than on buses.	12/22/2015 1:43 PM
96	The 8 is the only one I ride. I think splitting it will make for more reliable schedules.	12/22/2015 1:39 PM
97	The 106 change sounds good. I take the 8 to go to capitol hill so that will become two trips. I'm not sure about the 9. I worry that people who live close to Rainier and not MLK will have a harder time getting to Seattle Central.	12/22/2015 1:35 PM
98	I need a more simple and direct route to North Beacon Hill from my home in South Beacon Hill	12/22/2015 1:28 PM
99	I had to buy a car to commute to Boeing field when my Harborview nursing position (Transfer Center) moved there from Pat Steele Bldg, had commuted by bus exclusively for three years prior to the move. If there was more frequent service to Georgetown or a safer place to wait for the bus, I would gladly stop driving to work. Gladly.	12/22/2015 1:23 PM
100	Sounds like the 8 will potentially be more reliable.	12/22/2015 1:16 PM
101	the 106 is faster for me in the AM and in bad weather	12/22/2015 11:09 AM
102	Mid day local service offered by #7 is too slow an alternative for #9X.	12/22/2015 6:12 AM
103	1. the hassle of having to take 2 buses to get to work; 2. Metro not using a less congested route to downtown Seattle, such as the busway.	12/21/2015 9:50 PM
104	People who live along Beacon Ave S. Want a bus that takes them to the international district. Many of us work downtown and the 106 provides us a direct route. This change would require us to transfer at the Beacon Hill station onto Light Rail trains that are grossly over-crowded. The proposed change hurts Asian seniors many of whom commute on the 36 and 106 each day to go to health care facilities and to do their shopping. They should not have to endure a transfer. The 106 is a great route for our neighborhood. If it's not broken, don't fix it!	12/21/2015 2:07 PM
105	No way yo get from Renton/Rainier Beach to Georgetown. Adding 124 during peak and evening doesn't cover loss of 106, and does nothing about linking Georgetown to SE seattle.	12/21/2015 10:25 AM
106	Don't like 9 change to only peak hours. Students and people riding for medical appointments need more lines. Maybe expanded peak hours?	12/20/2015 3:22 PM
107	Traffic already sucks in this city so making any major changes to transit is a big mistake. It will force me to continue to drive more.	12/20/2015 10:28 AM
108	107 change is good for S Beacon Hill as long as Link extensions open soon -- U link and Cap Hill would be quite nice to get to actually.	12/20/2015 2:12 AM
109	Route 38 is a nice addition. However changes to the 106 causes difficulty for people who lives west of the New Holly community. There are people that need to go to downtown and having one bus makes things easier which requires no change in buses	12/19/2015 7:21 PM

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110	The existing route 8 is critical for many people in S Seattle to get to jobs and services in the Seattle Center area, chopping this line in two adds an unfair burden to people living in Rainier. The previous 48 was already cut and no longer serves the community in Rainier - cutting the 8 as well is not a good solution to accessibility issues. It actually actively separates the more affluent north and central Seattle population from the south, which divides us as a community even more. Many people I know in N Seattle visit restaurants in the south by using the 8, but have also told me they wouldn't do so if the trip required a transfer. In my current commute to work in Mt. Baker from Capitol Hill, I will be directly affected by that cut in having an additional 15 minutes of walking time, as opposed to a 2 min bus ride. That makes my own relatively short commute of 15 min double to 30 because of the need to handle the already entangled Mt. Baker traffic circle there. The proposed changes to the 8 is not viable to improve accessibility to MLK because it effectively cuts it off from the rest of the city by income and ethnicity. That's not good for our city! Please keep the 8 as it is. As for the 9x I also know many people who rely on this to get to work, as it is the only express ride from Capitol Hill to Rainier Valley. I strongly suggest rethinking this one too, as moving this to peak hours only would also compromise people's commute for basic services. When my husband rides this bus to work it is usually full so I can't imagine what he will do if this is cut on hours of service. His current commute would take at least double the time if he'll need to transfer, placing an extra burden on him for having a job in S Seattle.	12/19/2015 1:30 PM
111	As mentioned earlier, if 106 is rerouted I will have to walk to Georgetown to get to work. Currently, the 106 picks up 1 block from my house. Also, I am concerned that the 124 routes will only be increased during peak hours as my work often extends beyond peak hours.	12/19/2015 10:41 AM
112	We need more frequent busses in south seattle	12/19/2015 10:20 AM
113	Taking the 106 from Georgetown will leave a huge gap	12/19/2015 9:50 AM
114	Too many downtown routes. Stop underserving Georgetown.	12/19/2015 9:39 AM
115	See previous response. 124 needs to be more frequent. It's a safety issue.	12/18/2015 6:05 PM
116	Never did like 9X, slower than 49	12/17/2015 9:34 PM
117	I live on Beacon Ave and if you delete service on Beacon Ave it would affect my commute to work and basic need to banks and grocery stores	12/17/2015 2:21 PM
118	Basically, you are removing the cleanest quickest route to my home in Georgetown. The 124 is not an adequate replacement, nor is it an enjoyable commuting experience.	12/17/2015 1:39 PM
119	The only one of the bus lines that I use regularly that's going to change is Bus #8 which I generally only use along MLK south of the Mount Baker Street Transit Station.	12/17/2015 1:07 PM
120	Make all of the changes but keep the 9. The 9 is an express bus and much faster than the 7 or the 8 to get to Capitol Hill.	12/17/2015 8:09 AM
121	I only use 8 between the Lighthouse and Dexter	12/17/2015 6:34 AM
122	Sounds ok, but my neighborhood is still underserved.	12/16/2015 4:57 PM
123	Improved route 8 changes	12/16/2015 1:19 PM
124	I am not really affected by the first three. I do sometimes ride the 8, but do not think this change will affect the portion of the route much. However, I am very concerned about the proposed reductions on the 9X.	12/16/2015 12:12 PM
125	I don't mind most of the changes, in fact buses coming more often is great. However the change of the 106 means I can no longer get to work easily. I take it from the top of Beacon Hill into Georgetown for work, a trip of less than 10 minutes. The changes mean I would have to take the 36 up until it meets the 60 and transfer over, becoming a trip of at least 30 minutes if everything is on time and I can make the transfer.	12/16/2015 11:45 AM
126	Love the additional connections to the South from Rainier Valley. Don't like the reduction to the 9X and the lack of improvement to E-W connections.	12/16/2015 11:45 AM
127	I like that there will be increased service for SE Seattle, but I do not like that the 9x will be cut to peak periods only and that the frequency will be reduced. It challenge with suggesting the street car as an alternative is that I start by trips north of the street car and end then south of the the street car so that is not an alternative for me. Even if I take the street car and the 7, I would still have an increased commute time because the street car does not go as far north as the 9x.	12/16/2015 11:38 AM
128	Concerned with changes that would hinder students, elderly, and parents with small children. Metro reconsider this planning please!	12/16/2015 10:42 AM

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129	The route 9x is an extra full route, particularly at peak hours and throughout all of the weekdays. Its route is incredibly valuable, and as a bus that is already only 1 for commuters, its reduced (weekday) run times are necessary. The 106 is the only convenient way to travel from Renton/Rainier Beach/Beacon Hill to Georgetown and parts of Sodo Industrial district, which are places where many ppl from the south end work. It is also a somewhat reliable, very popular route moving from the south end/Renton & Skyway downtown. It is necessary to have more than only the 124 running through Georgetown, to downtown. The route 8 is usually running behind, but again, it is an incredibly convenient route for commuters from Rainier Beach to parts of central Seattle and downtown. The 48 has already been cut from Rainier Beach to Mt Baker, and perhaps the reason for bus backup is not due to the length of the route, but the clutter in South Lake Union itself at any hour. The bus is a long route, that should be taken into consideration and planned for, rather than cut at Mt Baker completely. Please consider.	12/15/2015 10:24 PM
130	There is limited service to Renton and this would require transferring if the 101 has issues or there is an event on the freeway. Also, the 124 is an extremely long route, any changes in service could cause an hour delay to final destination. During off peak hours, the 124 would be the only metro bus to the Industrial district.	12/15/2015 6:46 PM
131	I agree with the changes to route 106. It is a better route to connect our neighborhoods in southeast.	12/15/2015 6:40 PM
132	The proposed route change to the 106 route deletes almost every 'home' stop for those who take this route. It removes travel options from a mainly elderly, and elementary school, based group during the day and from a heavy working class rider group in the morning and evening. These are people who do not own or cannot afford to use, a car and depend heavily on the 106 running through the neighborhood they live in.	12/15/2015 5:07 PM
133	I like the proposed changes to the 106 coming more often, but I dislike the changes to where the 106 goes; it already takes forever to complete it's route. Wouldn't this increase the route time? The other bus routes I don't use, so I have no opinion about them.	12/15/2015 4:31 PM
134	Route number changes mean loss of route wisdom. Leave them the same.	12/15/2015 2:34 PM
135	Don't change the 106 route as it is - you will strand a whole population. There are a ton of kids that go to Cleveland High School that use the stop at Swift/Albro to get to and from school on the current route (it is the District's stem school so people travel farther than normal).	12/15/2015 1:51 PM
136	Please retain service along the 106 route on Albro. Walking to and from Georgetown in the dark is difficult as a female living near Cleveland HS.	12/15/2015 1:49 PM
137	It is important to support rainier valley's transit options due to the socioeconomic groups that reside there. Rainier valley needs access to resources like social services, education and after school activities. In addition, given the growth of Capitol Hill, it is important for transit between Rainier and Capitol Hill to be maintained or improved. These routes need to support more than just people who use 9x for work commute purposes during peak hours. Keeping the 9X at non peak hours supports the businesses of Capitol Hill, decreases congestion in downtown, and alleviates rider traffic in routes 7, 36, 60. We need routes to and from Capitol Hill, connecting to South Seattle, that do not run through first hill or downtown. First hill and downtown are frequently congested already. In addition, the upcoming streetcar cannot would not relieve the traffic or ridership of south Seattle-Capitol hill.	12/15/2015 1:24 PM
138	I need the 106 to get to my job in Georgetown	12/15/2015 11:13 AM
139	I use the 106 to get to and from Georgetown. if you eliminate Georgetown from the route it could take me 2 or 3 times as long to get where I'm going, and multiple buses. this would be a huge inconvenience. I'd rather have lower frequency of buses if necessary, to keep Georgetown accessible	12/15/2015 10:10 AM
140	I'm afraid that reduction of the 9x is going to make it even worse than already is as far as it being on time. If this means the service will be better because the service is being reduced then this is good news.	12/15/2015 6:43 AM
141	This is misleading, the sign on the bus stops said trips would be added to the 124 to account for the loss of the 106 in Georgetown, but here I learn that'll only be during peak and evening. Way more importantly for me, this plan eliminates service between Rainier Beach and Georgetown. I need that service. Please keep the 106 undisturbed- it connects a lot of important working-class neighborhoods.	12/15/2015 2:03 AM
142	Changing the bus routes would make it harder to get to work or wherever I'm trying to go. Also it be less convenient if I have to transfer to another route or train.	12/14/2015 7:50 PM
143	9x is suppose to be an express bus. Bus 7 takes over 20 stops to get from Rainier/Rose to Mt. Baker tunnel. I am worried about the lack of RT 9 stops	12/14/2015 2:41 PM
144	106 north of Mount Baker Station is a waste of service hours (duplicates frequent service), however frequency improvements are positive)	12/14/2015 1:44 PM
145	To reduce the 9 express to operate during peak periods will not help with commuting on the weekends. And it also will decrease the available bus routes along Rainer avenue South headed North. The only bus that will remain is the 7. And there is no 7 express. So in non peak hours, the slowest bus will be the only option for traveling Downtown during the day.	12/14/2015 9:57 AM

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146	The 8 will still go where I need to go.	12/14/2015 9:10 AM
147	The south end routes are always getting changed and my 81 year old motorists the bus and lot	12/14/2015 3:25 AM
148	If it improves route 8 reliability (on time) that would be great. More frequent route 124 would be welcome.	12/13/2015 9:07 PM
149	I don't like losing service going through Georgetown (route 106). I do like increased frequency of routes, especially for peak hours.	12/13/2015 7:02 PM
150	Turning the 106 all the way to the international district is duplicative. I'd rather have more trips on the 7. This will help prevent bunching.	12/13/2015 6:46 PM
151	It is very convenient for me to have the 9x available depending on my work hours, which aren't always peak. It will take me a lot longer to get to work during non peak hours without having that route available. I understand that metro transit needs to make ends meet somehow, but I hope the 9x route is not limited because my commute already takes enough time as it is.	12/13/2015 3:03 PM
152	124 service should be increased all day to match 106/124 service levels. Increased 107 sounds great, reduced 9 is fine. Maybe connect 38 to the 48 to the U District? These 2 parts of the 8 and 48 are not the parts that run late, so connecting them won't be a problem. I don't live on MLK so can't comment on the 106.	12/13/2015 9:51 AM
153	I just have a question if the stops are going up and down mlk w/ still? I like the route 8 I use it for different reasons and events!	12/13/2015 2:51 AM
154	I would have to transfer	12/12/2015 8:36 PM
155	As a daily 106 rider I would be concerned about longer travel times to downtown due to stoplights and traffic on MLK and Rainier. Once it gets to the ID will the bus continue to Westlake via the transit tunnel? Please please please don't take the 106 away from Renton avenue whatever you do - it is a crucial resource for Rainier Beach and that is the best arterial for our community	12/12/2015 10:38 AM
156	Georgetown loses service	12/12/2015 9:12 AM
157	these changes are a little confusing	12/12/2015 8:17 AM
158	I don't want to have a transfer on the 124	12/12/2015 12:50 AM
159	I cannot foresee the new route will help me at all.	12/12/2015 12:39 AM
160	Seems like people who relied on the 8 to take them to SLU/Belltown will be out of luck. I hope you found that people are using more services or working more jobs in the ID.	12/11/2015 11:19 PM
161	It will be inconvenience and will take longer to and from work because transferring from one bus to another. It is good ideas not to change 106 routes because there is so much traffics from Columbian Way to Beacon Hill Link rail station and will delay routes bus #36.	12/11/2015 10:36 PM
162	The southern half of route 8 should stay in service until Sept 2016 when route 106 will take over. It makes no sense to create route 38 for 6 months for it to be eliminated and replaced with route 106	12/11/2015 7:48 PM
163	I GET that the 9 is less productive off-peak but less crowded and fewer transfers is VERY nice. I am VERY glad the proposal is to run the 8 from the transit center to capital hill because I think that serves important things at MLK and Union. But I generally like the proposals about the 106 and 107. I have no opinion about the 124 because I do not ride it.	12/11/2015 7:16 PM
164	The 8 will continue to give me access to Capitol Hill. Otherwise I would have to go downtown or take the 14 and transfer to the Street car.	12/11/2015 7:08 PM
165	Only take 9x- takes too long along Broadway. Need more during peak	12/11/2015 4:25 PM
166	Now there will be no bus servicing my neighborhood that goes downtown/ pioneer square. This will increase an already long commute for all members of my family. With the 106 change Seattle is once again limiting access to transportation for the hard working families of Rainer beach and be on hill.	12/11/2015 3:22 PM
167	I like the idea of splitting the 8. I used to use this route often & it's arrival time was not very reliable	12/11/2015 11:13 AM
168	Rerouting the 106 will create less service to Georgetown where service is needed. The 106 is consistently utilized and the reroute will cause a redundancy with the 9x where service is not needed as much.	12/11/2015 10:31 AM
169	routing seems ok but should be flexible based on future development; service on all routes should be INCREASED not just maintained	12/11/2015 9:59 AM

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170	The 9X reductions are logical, the 8/38 split will improve reliability, and the service improvements to 107 and 124 seem good, but I am highly questioning of the 106 modification, because it would near-perfectly duplicate the link light rail service. You should either give 106 a perfectly unique routing through the valley, force a bus-light-rail reload at Rainier Beach station, or just keep the current Georgetown routing.	12/11/2015 9:32 AM
171	Rerouting the 106 out of Georgetown is a disservice to the community in terms of leaving them with only the 124 which will likely become overcrowded with this change. The 106 proposed reroute also creates a redundancy through the Mt. Baker neighborhood that is unnecessary.	12/11/2015 9:16 AM
172	Trying something different:	12/11/2015 7:57 AM
173	I have questions like would the two new route 8s run more frequently?	12/10/2015 9:45 PM
174	I'd be sad to not be able to take the 106 instead of the crappy 124. I wish Metro would just create a new bus line to service the Southeast and leave the 106 where it is.	12/10/2015 6:03 PM
175	I ride the 9x often. I need a way to get to Capitol Hill on weekends and off peak hours.	12/10/2015 5:47 PM
176	Breaking the 8 means I have to use two buses for a current route that gets me where I am going with 1 route. If the buses are not in perfect sync then it will be longer travel times and more time spent commuting or traveling from one point to another. I am very dissatisfied and upset about the 8 change. It simply makes NO SENSE what so ever. The buses are frequently full or heavily used through out the entire length of the route. Diving the route may satisfy your budgets, but it DOES NOT satisfy passenger use. I also use the 9x on a regular basis to get from Rainier Valley to Capital Hill in an efficient manner, decreasing service would be inconvenience to many. Why would you make it even harder to get between Rainier Valley and First Hill / Capital Hill, his route should be expanded NOT decreased.	12/10/2015 4:14 PM
177	The 107 and 106 help me get to work. There is no need to make the 106 switch with the 7 because travel time is longer and less efficient	12/10/2015 3:26 PM
178	I will be difficult for a senior who has limited English skill to transfer buses. The only bus I know from home to Chinatown is 106. I won't get lost if I only need to take one bus to Chinatown.	12/10/2015 3:14 PM
179	not sure I believe we will have the same level of service to downtown from Georgetown	12/10/2015 2:20 PM
180	I'm actually not so concerned about the loss of 106 if the 124 frequency is greatly increased because departures might be better staggered on one line than with the combination of the two. But frequency must be increased. Merely replacing existing 106 service with additional 124 runs will not likely be much of an improvement, and there is nothing to suggest that late routes will be increased, which we greatly need. We do not all live 9-5 lives and everybody deserves a safe ride home regardless of the popularity of the line.	12/10/2015 11:42 AM
181	It makes my route home several different buses/stops and most likely will take longer. NO.	12/10/2015 9:41 AM
182	106 delivers me to where I need to go without transfer	12/10/2015 8:58 AM
183	I use the # 9 for going to Seattle Central . If the # 9 goes to Peak Hours only it will make it hard to get home in time to pick up my kids from their Elm. school bus and study . The # 9 during the day is FULL . You could lessen # 7 routes and even # 36 which I always see 2 back-to-back , the same with the 7 , but WAY more 36's.	12/10/2015 8:51 AM
184	Breaking up that long 106 route so it's a shorter trip for all involved makes a whole lot of sense.	12/10/2015 12:01 AM
185	Because I take the 106 from Georgetown and much prefer it to the 124	12/9/2015 10:23 PM
186	I work in the restaurant till late at night. 106 is the only direct route to take me home from downtown if I need to transfer it may be a risk that I miss the last bus in between. I don't think it is a good idea to change 106 route. A lot of people need a direct route to downtown in my neighborhood. Change route doesn't work well for us.	12/9/2015 9:35 PM
187	It cut down the only direct bus from south Beacon Hill to downtown Seattle and International District. It will be really inconvenient for the neighborhood.	12/9/2015 9:20 PM
188	A lot of people in my neighborhood rely on #106 to get to downtown Seattle daily for work. This is only DIRECT bus to downtown. It will be very inconvenient for us if we need to transfer other buses. Please do not change 106 route.	12/9/2015 8:42 PM
189	please don't take the bus off South Beacon Hill!!!!	12/9/2015 8:16 PM
190	I believe this will extend my commute time considerably.	12/9/2015 7:50 PM
191	I use the 106 to travel downtown. I use the 8 to travel from south Rainier Valley to Madison Valley. South Beacon Hill has lost the 36 route, the 32, and now the changes to the 106 will leave us without a route directly downtown.	12/9/2015 5:03 PM
192	I need a visual (map) of the changes to understand them.	12/9/2015 5:01 PM
193	Greater frequency is great, but I won't need to use the reroutes and extensions.	12/9/2015 5:01 PM

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194	What's not explained is the method by which these changes were arrived at? Like - ok, route 8 is split into 2, does that increase the 8's reliability given Denny way? How long will the average ride take, and will that ride get shorter? I'm disappointed with the explanations here.	12/9/2015 4:35 PM
195	The 9X is the bus I ride most often, and is the only direct route I know of between southeast Seattle and First Hill. For riders outside walking distance from Link light rail, it's still the fastest connection to Capitol Hill. Would be really frustrating to have it reduced even further.	12/9/2015 3:27 PM
196	Any route changes that increase service to the Beacon Hill station are improvements in my book.	12/8/2015 2:25 PM
197	I wish the 106 would go to MLK and 129th like the 101	12/9/2015 1:38 PM
198	I would hate to lose 9 direct service between home and medical. I have no strong opinion on the rest, because they would not affect my transit needs or use.	12/9/2015 12:48 PM
199	Add routes to number 8 and 9x	12/9/2015 12:32 PM
200	Because they reduce service to areas where people rely on it for transit to housing, jobs, and basic necessities.	12/9/2015 12:09 PM
201	More local options for travel to and through SE Seattle	12/9/2015 9:01 AM
202	Having the choice of using a bus that uses the tunnel means that if there are traffic jams downtown, I can get a bus that's moving.	12/9/2015 8:17 AM
203	The proposed 106 will go all the way into downtown. Why? That seems like a waste of valuable bus hours. The 7 already does exactly the same route between the Mt. Baker Transit Center and the International District. Adding service on the route (106) with a different frequency than existing route (7) will not help riders. Use the transit center to get off a 106 and wait for a more frequent 7. Leave 9X; the First Hill Streetcar will be abysmally slow. And if a rider is going to downtown, he would be much happier with a transfer to Link at MBTC. Don't waste money having 106 go downtown; increase frequency of service on 7 instead.	12/8/2015 10:12 PM
204	They would reduce my service to downtown.	12/8/2015 6:29 PM
205	I'm concerned about reducing the 9x. The number 7/streetercar combo is a poor substitute because it will take so much longer. I like taking the train but it is much further for me to walk to the station than it is to hop on the 9x.	12/8/2015 6:24 PM
206	No reason to re-route the 106 through a area that already serviced not to mention it will extend travel and worsen traffic	12/8/2015 5:52 PM
207	I am intrigued by the 107 option that will provide another connection to the Beacon Hill light rail station from West Jefferson Park, but departure times should be staggered with the route 60 and 50 around 15th Ave S & S Columbian St so that we can have frequent options (every 7 minutes rather than all the buses scheduled to arrive at the same time and then leaving no service for the next 15-20 minutes, as is the current case).	12/8/2015 5:38 PM
208	Route 106, North of Mt Baker Transit Center it should run north on Boren Ave connecting points south with First Hill and then SLU. Would provide needed daily bus connection to all these markets especially connecting residences/hospitals on First Hill with SLU and Rainier Valley	12/8/2015 2:20 PM
209	These changes would make it so I cannot access my doctor without 3 transfers, or the grocery. These changes would make many daily services I need inaccessible.	12/8/2015 12:40 PM
210	I hope the 38 will have more frequent runs and addn'l stops on MLK	12/8/2015 11:19 AM
211	It focuses on more direct routes with higher frequencies.	12/7/2015 11:29 PM
212	Need faster route to get to downtown from south beacon hill which is 106. New 107 needs to transfer at beacon hill for light rail or 36. More work for other ppl	12/7/2015 10:12 PM

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213	The proposed change of 106 to the 107 does not make sense to people living in South Beacon Hill. People in S. Beacon Hill would have to catch the 107, transfer to the light rail at Beacon Hill Station to get to downtown Seattle (a main hub for other transfers/work). There are a couple of problems with this proposal: 1.) The 107-> Beacon Light Rail Station would be highly inconvenient to commuters from S. Beacon Hill as it is creating a larger number of transfers within the day. Thus, it is prolonging the work commute time for the average S. Beacon Hiller and this will discourage them from using public transportation in the first place. 2.) Switching from 107 (Metro) to the Light Rail (Sound Transit) means S. Beacon Hillers would have to pay TWICE for their commute. Currently, it costs anywhere from \$2.50 - \$3.25 to ride one way on Metro, then it costs an additional \$2.25 to ride from Beacon Hill Station to Westlake Station. In total, it would cost anywhere from \$4.50 to \$5.75 for one way, with round trip being \$9 to \$10.50. That is an enormous price to pay and looking at the socioeconomic statuses of people in S. Seattle, we can see that most of the people who live here are low-income. If we switch from the 106->107, then we are creating an even bigger issue. 3.) Space/seal issues. If anyone has ever caught the light rail during the busy morning/afternoon commute, then it should be obvious that it gets packed. Even with the frequency of light rails, there is still an issue of a lack of space/seal. The problem that switching from the 106->107 would cause is that once the S. Beacon Hillers switch over from the 107-> the light rail, then there most likely will be no seats available. I've noticed that when I catch the light rail at Otello Station, most of the seats are gone by Columbia City Station. If S. Beacon Hillers transfer at the Beacon Hill Station, then there most likely will be a lack of seat/standing space for these commuters. This is not ideal and minimizes comfort in riding public transportation, hence going back to the problem of people not wanting to use public transportation anymore. Also, if we look at the demographic of people riding transit from S. Beacon Hill (currently using the 106), there are many 50+ elders riding and to expect these elders to be standing in a crowded light rail is unsightly and not necessary. Public transportation should serve as a better alternative to driving, but if Metro chooses to switch the 106 route to the revised 107 route, then this will no longer be the case. Many S. Seattle folks support Metro and it's efforts, but this will not be one of them. Give us back our 106. S. Beacon Hillers need a direct way of transiting to downtown Seattle without having to go through the hassles of transferring, paying a larger fee and going through inconveniences.	12/7/2015 9:41 PM
214	can't ride 106 to school next year	12/7/2015 6:49 PM
215	I've only used the 8 so I can't comment on those routes. If it makes the 8 more on time than that is a good thing.	12/7/2015 6:27 PM
216	Even if you actually do add more times to the 124, it's still not enough for people to get to & from work or medical appointments in a timely manner.	12/7/2015 5:40 PM
217	I would like increased route 124 options for less wait time.	12/7/2015 5:06 PM
218	I don't like that 9X and that route 8 are cut. This again disproportionately affects the south end service! By making these changes makes people have to transfer buses more often, which can incur wasted time, and potentially wasted fares.	12/7/2015 2:42 PM
219	Re. #8 - traffic on Denny is a major issue. Cut the current 8 at Group Health or Madison Valley.	12/7/2015 2:39 PM
220	Adding trips to the 124 but taking away 106 just seems like it negates any benefits. None of the other route changes help Beacon Hill.	12/7/2015 12:52 PM
221	107 would get me further north without transfer,good...think I would lose 106 access to georgetown, bad	12/7/2015 12:10 PM
222	less frequent service in areas, duplicate service	12/7/2015 10:21 AM
223	Would LOVE more frequent service on the 107	12/7/2015 10:17 AM
224	The one I use is 9X and mainly use it at the end of the day. The changes will not affect me.	12/7/2015 10:06 AM
225	None serve Renton Ave So between Henderson and MLK Wy So	12/7/2015 9:49 AM
226	Route 106 should no be extended to put service back in a low ridership cost center. The proposed hours for that extension should be applied to 124. 124 needs more than peak service additions. It needs more all day service and speed improvements.	12/7/2015 9:07 AM
227	I feel it will make the 106 get downtown faster. I get off on Rainier and Henderson so the rest of the route wouldn't pertain to me except on certain times I go downtown.	12/7/2015 7:49 AM
228	Seems smart for helping the 8 bus get right.	12/6/2015 7:58 PM
229	We have had 106 changes quite often. We want a bus from to take us to Chinatown. With the current proposal, we would have to make two switches. In order for us to go to Chinatown, we would have to hop on the new 107 and then change at the beacon hill station to catch another bus 36. Imagine carrying your groceries in the pouring rain and waiting for the bus. We need a bus to service beacon ave south. Not two different buses..	12/6/2015 1:59 PM
230	Why change a good thing	12/6/2015 10:58 AM

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231	I'm not too happy with the reduction of the 9X, but it shouldn't be too bad. Extending the 106 through the International District doesn't make much sense. What about having the 106 instead go up through First Hill and cutting the 9X entirely? 10 min frequencies would be better, if possible.	12/6/2015 8:11 AM
232	Because I need this place to get to work everyday	12/6/2015 9:44 PM
233	The change to the 9x would increase commute times to first hill. The change to route 8 would make it less convenient to take to light rail station because the Mt Baker Transit center is improperly located in relation to the train station.	12/6/2015 2:42 PM
234	Please do not shorten the route by stopping it at International district. There are a lot of people who uses the 106 to get from their residential home to the downtown area where they work. It would be a shame to go from having to take one bus from home to work and vice versa to having to take multiple transits to get to their location. I am one of those who can just take one transit (106) from Skyway to the Conventional Station (last stop 106). I do like if it came every 15 minutes instead of 30 but it's not a good trade off to shorten the route at International District.	12/5/2015 11:53 AM
235	I just moved from Mid-Beacon Hill to Durlap and was surprised at how many buses, with many varying destinations, serve this area (50: W. Seattle, 106: Georgetown, 8: Capitol Hill through to Seattle Center, 9X: Capitol Hill, 36 and 7 to Downtown). I am used to having to go all the way north to the city to be able to hit many of those locations. It's nice to have routes that take me from my neighborhood to other areas, equidistant from the city, without having to traipse all the way into downtown and back out again.	12/5/2015 9:37 AM
236	I live near off beacon Ave south of myrtle. This would limit my commute options.	12/5/2015 9:28 AM
237	you have to change to the streetcar and coordinate 2 schedules to get to where we only used to ride one bus; nonsensical and trying to get streetcar numbers up although there is no streetcar as not built yet. Many of the people I see going to medical appointments can't easily hop on and off buses and stand around in between waiting. this change adds time to people who don't have time to spare as usually working 2 jobs. I suspect the people who need this service the most won't hear about the change until it is a done deal. I didn't know about it and I ride every day, but am also on a neighborhood blog.	12/5/2015 7:44 AM
238	it took a long time to get good bus service to Georgetown. It's impossible to imagine why you would reduce service to Georgetown now.	12/5/2015 4:23 AM
239	I go to work from South Beacon hill to Seattle Downtown. This change will double or triple my commute time.	12/4/2015 9:25 PM
240	They assume that everyone works shift hours, that no one ever arrives at work later or leaves later, eliminating 9X service during off-peak hours makes it difficult for those that must leave work for whatever reason during the day. One is either stuck for the day or must piece together another way to get home which will likely take twice as long.	12/4/2015 7:46 PM
241	See earlier comment. Suggesting riders of 9x should use 7+streetcar is taking a fast, one seat option and asking someone to be on two slow options with a connection. Bad idea. I like the greater connectivity to community hubs and cultural centers. We also need better connectivity to light rail stop with easy pedestrian and bike access south of Columbia city station. MLK is not a safe route nor is it activated. What's the plan to build Graham street station? How will you make more connectivity in the neighborhood and quickly get people to light rail?	12/4/2015 7:21 PM
242	Adding routes to the 124 is helpful, along with splitting the 8. The 106 going through the ID seems redundant with so many other options available.	12/4/2015 7:06 PM
243	I strongly oppose any change in the #8 route! It would be a hardship for me to have to transfer to get to my destinations. I am disabled, 69, on a limited income and I don't own a car. I think this is economic, class and racial discrimination against people who live in the Rainier Valley. You would give a long convenient route to people who live in Mt. Baker and north (!!"&&@#@#) and require us to transfer after a short ride. (Of course, it wouldn't be a problem if we stayed south of Franklin HS, right?) I was angry when the 42 and 48 were taken away (I have lived in my house for 25 years) but I have adapted my life to use the #8. I rarely take the light rail because it is 1/2 mile from my house. The Light Rail project was an abusive imposition on our neighborhoods and businesses. The first thing that was done was to cut down all of our beautiful old trees!!!!!! And there are few stations on MLK. We need a station at Graham. Airport passengers routinely fill up the aisles and seats with their luggage. I am an outspoken person, so I always speak up and announce that I need a seat. I can't tell you how many obnoxious conversations I have had with airport travelers who don't want to move their bags. Pushing the red button for help is useless, I have found. AND the people I have heard complaining about the number of stops between downtown and their (ing airport!!!!!! Most of us in the valley take planes rarely if ever, and the Light Rail is----actually, something I consciously avoid riding, talking about, and even thinking about. I'm SO GLAD you asked for my comments. GO AHEAD and screw up the #8. I'll put it on the list, but a lot of us feel like Madame DeFarge... You have no idea how angry poor people and people of color are. But gee, have a good night sleep. You have the job, and the money and the power. Just remember-- one way or another, like common bread, the common people will rise. You actually CANT build enough jails to put us all in. "Thanks" for this opportunity to speak my piece. Of course, no justice means no peace...	12/4/2015 5:12 PM
244	I'm afraid it will be the bus from going through my neighborhood.	12/4/2015 4:33 PM

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245	Do not like 107 going to South Beacon Hill. It is unsafe to wait for the bus after getting off the Light Rail at night. Senior citizens would find it difficult and unsafe to have to transfer.	12/4/2015 3:48 PM
246	Georgetown needs more public transportation options, not fewer.	12/4/2015 3:37 PM
247	I don't believe you will be able to maintain the level of service currently provided by the 106 and 124. Also, I like having multiple options because both of these routes are FREQUENTLY late.	12/4/2015 3:36 PM
248	I will be unable to use the 8 to go from my house at MLK and Orcas. I will have to use light rail to Mt Baker and then make a transfer which will lengthen my commute time.	12/4/2015 3:35 PM
249	Because I don't have to walk as far to get home from the bus stop on windy/rainy days. No access to Myrtle Way from 35th Ave. No transferring unless the bus goes down due to mechanical failure or snow. The buses don't stink and are not muggy and as noisy as the 36. And what are the folks and kids going to do to get to Cleveland High School and Skyway? Cancel it, or rewrite it, or bring back the 32 Express that will go further south than the 107 is expected to go.	12/4/2015 3:02 PM
250	It does not help me at all	12/4/2015 3:02 PM
251	I take the 106, my stop on Swift Ave is being removed.	12/4/2015 2:54 PM
252	The 106 goes straight from Georgetown through the tunnel and is much faster than the 124 route.	12/4/2015 2:23 PM
253	Don't affect me at present, but could affect a lot of people.	12/4/2015 2:18 PM
254	Extending Route 106 north of the Mount Baker Transit Station is a duplication and waste of service hours, which should instead be applied to increasing all-day Route 124 frequency to 15 minutes, to mitigate for the loss of the 106 in Georgetown.	12/4/2015 1:54 PM
255	the only one that affects me would improve	12/4/2015 1:46 PM
256	The good thing about the current 106 route is it goes through Georgetown to get to the tunnel which avoids lot of bad traffic. Now the proposed change is for the 107 to go through beacon hill, where traffic is bad, in order to get to the light rail.	12/4/2015 1:19 PM
257	You have severed the Rainier View / RB connection to Georgetown.	12/4/2015 12:59 PM
258	More frequency along 15th Ave S/Swift/Beacon Ave in mid and south Beacon	12/4/2015 12:46 PM
259	Routes 8 & 9 are the link between Columbia City and Capital Hill - light rail detours through downtown and doesn't reach most of the Hill	12/4/2015 11:57 AM
260	The 106 needs to stay on Beacon Ave. I think there can be fewer stops but moving it off Beacon would cut off that part of the neighborhood from easy access to a bus. Considering the amount of elderly that rides the bus, it would be very inconvenient for them.	12/4/2015 11:19 AM
261	I live in south beacon hill. I currently most use the 106 and am nervous about changes taking longer for me to get downtown. I would appreciate better bus access to both beacon hill	12/4/2015 11:03 AM
262	A resurrected 42!? Hyper redundant service at the expense of reduced service elsewhere (like Georgetown, Capitol Hill). Please stick to your technical service planning guidelines instead of political favors.	12/4/2015 10:41 AM
263	106 extension is not necessary	12/4/2015 10:19 AM
264	Cuz some of the changes make sense but the 106 would make it to where there is no bus for anyone near my area.	12/4/2015 9:46 AM
265	why 106 all the way to downtown? the 7 already goes there. the 124 should be every 15 minutes so i could get to the museum and tukwila easier when i need to go there.	12/4/2015 9:30 AM
266	There's no reason to send the revised 106 downtown; that's duplicating Link and the 7. I occasionally use the 9X midday and don't want it to go away. You appear to be cutting service to Georgetown.	12/4/2015 8:46 AM
267	Reduction of 9X is a huge loss to those who use it. It should be expanded, not reduced!	12/4/2015 8:34 AM
268	Like more trips on 124 but will they be overcrowded?	12/4/2015 8:26 AM
269	The 8 already serves MLK perfectly and the 106 serves its areas perfectly. The propositions will ask us to transfer more and basically cut the whole reason the 106 is efficient. The 106 is the only bus that efficiently goes from downtown to Renton with no need to transfer. You are basically cutting that and asking us to be okay with it. This proposition is just a convoluted way to cut our service it would seem. It is perfect how it is. But you could stand to give us back some of our routes, like the 7 Express.	12/4/2015 8:08 AM
270	The 9x is the only direct route from the south side (using Rainier) to hospitals and capital hill. They don't run enough now and are often over loaded	12/4/2015 7:56 AM

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271	As usual with south end routes, you're replacing slow-but-direct routes with less convenient, multiple-leg trips and eliminating another important commuter route - lots of Harborview staff and patients live in the Rainier Valley and you want to cut the 9X. Boo.	12/4/2015 2:32 AM
272	Stop burning money with soundtransit. metro DOES NOT have clear vision with taxpayers dollars. leave soundtransit out of equation. metro is metro, not everyone MUST ride lightrail. stuff down people's throats.	12/4/2015 1:01 AM
273	The 106 route is significantly quicker NB during commuter hours, due to using the bus tunnel. The 124 is usually delayed at / around King street.	12/3/2015 10:47 PM
274	for those who needs to go international district taking route 107 will have to transfer to link in Beacon Hill station. This will make the commute longer than now on 106. i get on Beacon Avenue south and Cloverdale and takes me less than half an hour to get to international district.	12/3/2015 10:05 PM
275	I don't like the reduction of the 9, but like other parts.	12/3/2015 8:51 PM
276	9X is crucial for me and neighbors!	12/3/2015 8:43 PM
277	Reducing the 9X would make it harder for low-income medically compromised folks to get our cities healthcare facilities. It is not ideal that someone who has mobility issues make transfer when there is a route that goes directly to the hospitals from the south end especially rainier. It is a barrier to healthcare for our most vulnerable. Reducing the 9 will also make the 7 more crowded.	12/3/2015 6:29 PM
278	Previously mentioned issues with change to Route 106, the other changes have no effect on me.	12/3/2015 3:55 PM
279	I have variable work schedule and I sometimes have hours that our outside the peak hours. My husband takes the 106, he would no longer have a bus to work. I do not feel safe on the number 7. I have only ridden the 7 on a few occasions and have had problems each time with lights and yelling.	12/3/2015 2:11 PM
280	these decisions are based on what MIGHT happen with light rail. Changes should happen after 6 months of data is collected	12/3/2015 1:53 PM
281	Do not reduce the 9x, it never comes on time anyway	12/3/2015 12:05 PM
282	On the 106, you are cutting a major link through SODO and trying to replace it by patchworking in new segments with the 124 and 107. The people you are alienating with the proposed 106 change have no need to use either of those new methods.	12/3/2015 12:02 PM
283	the 106 is so much better than the 124 for me. the tunnel greatly improves the ride	12/3/2015 10:33 AM
284	It expands services I don't use and reduced service I do. A transfer to street car will definitely extend travel time.	12/3/2015 10:14 AM
285	The 8 currently runs as much as 30 minutes late when it gets to Rainier Beach and traffic on MLK is really bad during rush hour. Sending the 106 down MLK would delay the bus on the southern end of it southbound trip more than it is already delayed, creating more unreliable service. The 8 already runs every 15 minutes and rarely meets that target. Also I pay a taxi fee for better service not worse.	12/3/2015 10:04 AM
286	These changes are fine, with the exception of decreasing route 9. The alternatives you have provided to get to first hill would be very difficult and slow. Route 9 is a very popular route and many people will be inconvenienced by this change.	12/3/2015 8:59 AM
287	I like increasing service but dislike moving off of Airport Way	12/3/2015 8:31 AM
288	No bus would go from Rainier Beach to Georgetown (currently 106 does), the 9X is always so much faster than the 7 for those living in the Southend. Why would you create a new route (38) just to replace it with an already existing route (106 - that serves the needed function of transversing the southeast, which no other bus does, except the 50 which is slow and infrequent and doesn't go to Georgetown.)	12/3/2015 8:21 AM
289	106 puts 13 people right in front of our places of business. Every 15 minutes would be great, only you will lose HALF the patrons of the bus at OUR STOP ALONE. 106 picks up in the tunnel station and is convenient. 124 picks up at Union and Second, adding 3 blocks to my walk, plus another two blocks when I get to work. Moving 106 to the other side of the freeway is the STUPIDEST idea ever. The Industrial District is already underserved and with the proposed homeless park, you will be greatly impacting those people as well.	12/3/2015 7:31 AM
290	Telling people to use the 7 instead of 9x is ridiculous. The 7 is extremely slow, and many people use the 9x to get to work. It would be a huge inconvenience for 9x riders who aren't riding during peak hours.	12/3/2015 7:20 AM
291	The 9 and the 8 allow me to get long distances quickly without changing buses.	12/3/2015 7:01 AM
292	I don't like that you have added a transfer by splitting up the 8 into 8 and 38. I also don't like that you have reduced the 9x to peak periods only. Not everyone works during rush hour (especially those on shift work) and it is a very long commute when the bus stops everywhere	12/3/2015 6:26 AM

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293	9X is ONLY efficient mass transit in and out of neighborhoods not within walking distance of light rail.	12/3/2015 12:37 AM
294	Need the 9x. It's the only bus that goes up to capital hill	12/2/2015 11:09 PM
295	This means the only real place I'll be able to get via one bus trip is downtown, anywhere else will require a bus or light rail transfer. Annoying for me but really difficult for others who depend on the 9 to get to Seattle Community College or First Hill medical. I frequently take the 9 in the morning and the bus is PACKED with college kids. In the evenings my husband and I often use the 9 to get to capitol hill in lieu of driving. Without that option, with a complicated transfer, we probably just won't go. Also I have never heard of the First Hill Streetcar.	12/2/2015 10:27 PM
296	Reducing the 9 impacts residents significantly.	12/2/2015 10:09 PM
297	The 7 sucks...	12/2/2015 10:03 PM
298	It will make it so I have to take two slower buses to get home.	12/2/2015 9:57 PM
299	dislike the idea of having to transfer for a trip that was originally straight through.	12/2/2015 9:43 PM
300	The 9x runs along Rainier in Hillman City. This is not near the light rail, and therefore, the light rail and First Hill streetcar are not helpful alternatives, as proposed above. This would be a huge hardship for the Rainier Ave public transportation south of Columbia City.	12/2/2015 9:25 PM
301	I use the 9 most of the time for convince & it would be a pain if that route was changed	12/2/2015 9:18 PM
302	First, I am a HUGE Metro supporter and very thankful for the service you provide, which is excellent the vast majority of the time in my experience. That said, I am very upset about the proposed reduction to the Route 9X. The Route 7 is already overcrowded and slow, and this will likely make it worse. Many of my neighbors work in the First Hill medical facilities and work odd hours to keep these facilities staffed for our city, and they rely on the 9X for off-peak service. Please please do not cut it.	12/2/2015 9:16 PM
303	I dislike the decrease service to the number 9 which already feels too limited	12/2/2015 9:16 PM
304	class is not only during g peak hrs.	12/2/2015 9:15 PM
305	I don't always travel at peak times to work. My hours aren't always 9-5. But I won't ride the 9 unless it's express- it just takes too long to justify.	12/2/2015 9:11 PM
306	Like the 9X for convenience to Swedish Hospital if an emergency arises and for my son's and my doctor since we don't own a car.	12/2/2015 9:10 PM
307	The 9X is already crowded and backed up in traffic in the mornings and afternoons! I use it to commute to and from work daily. I don't have a light rail stop nearby so it is my only commute option to work.	12/2/2015 8:42 PM
308	I use the 9 X early at 6:20am and leave work from the hospital at 1:40.	12/2/2015 8:36 PM
309	The 9X route is very important and shouldn't be reduced.	12/2/2015 8:33 PM
310	I dislike rerouting the 106 from Georgetown, but understand why it may be necessary. However, I am skeptical that simply adding more 124s will solve the serious problems the route has getting through downtown in the afternoon.	12/2/2015 8:29 PM
311	I ride the 9 and dint want times changed	12/2/2015 8:26 PM
312	9x is a useful route for commuters. 8->38 means another transfer, waiting in dark/cold, crossing the street, and possibly missing connections, just like 7->48. No good!	12/2/2015 8:26 PM
313	Would like to see 124 starting a little earlier, but I get that not a lot of people start work earlier than 0600	12/2/2015 7:16 PM
314	The 9X is one of only two routes that run on Rainier any more. It's much more reliable than the 7 and is the only way to get to First Hill without a transfer which increases trip time dramatically due to service delays, traffic, missed-matched connections, and slow boardings.	12/2/2015 6:02 PM
315	The 106 stops in the basement of my work building and I would loose that connection.	12/2/2015 3:12 PM
316	I dislike the change to the 9X.	12/2/2015 2:49 PM
317	Love the 106 revision!	12/2/2015 2:25 PM
318	You are ruining transit for Georgetown	12/2/2015 1:45 PM
319	Route #9 is a key route to capitol hill from the south end and it is fast the light rail has too many stops which will greatly lengthen travel time.	12/2/2015 1:37 PM
320	PLEASE DO NOT MAKE THE 9 RUN ANY LESS THAN IT ALREADY DOES PLEASEEEEE!!!! also the 8 is fine and the 106 is fine, if the 106 doesn't go through soda what will we don't need two busses on rainier/mlk.	12/2/2015 12:43 PM

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321	Taking away routes is not usefull, please only add routes, buses and times, do not take away what so many people rely on	12/2/2015 11:59 AM
322	sounds like changes to 106, 107, and 124 won't affect me much. The #9 is a great route, please do not make it less frequent. In fact I would love it if you would extend it into the evening so my teenaged daughter can use it to get back and forth to capitol hill in the evenings -- going through downtown/pioneer square/D on the 7 takes forever and she is frequently harassed en route. If you make route 8 stop at the mount baker transit center instead of going on down MLK, that will make the connection to the 7 less efficient. Any transfer that goes through the MBTC adds time and results in missed connections, in my experience. Please don't reduce the 9, and please don't make the 7 to 8 connection any worse.	12/2/2015 11:55 AM
323	I think the 9x is fine the way it is. I ride it to my dr. appts.	12/2/2015 11:30 AM
324	Reducing the 9X to peak hours means that going to medical appointments at First Hill will require transferring.	12/2/2015 9:46 AM
325	splitting the route 8 will increase reliability but means I have to transfer. As a person with a disability and in the winter this is often unpleasant.	12/2/2015 9:39 AM
326	The 9x is the only way to move with any speed down RAS since you removed the 7x. BRT or 7x is a necessity during ALL operational hours and since you have no plan to do this simple thing, the 9x should be kept for all day service. To have to transfer between SO MANY modes of transit is costly, time consuming and ridiculous.	12/2/2015 8:42 AM
327	Do not Reduce 9X!!! It is already overcrowded! And the alternatives you suggest will make the commute awful for anyone on Rainier south of Columbia City! You cannot and SHOULD NOT pay for ntw service by cutting other service! We have voted for so much transit funding! Pay for it with that!	12/2/2015 8:32 AM
328	I'd prefer more frequent service better coordinated with other routes. If transferring, often the schedules only allow 5 minutes or less between buses. If the bus I'm on gets stuck in traffic, I then miss the other bus and have to wait 20 minutes or more for the next one.	12/2/2015 7:46 AM
329	The #7 is not safe for my spouse. I would not be able to ride from Rainier Beach to UPS. We would stop using transit to go to work, altogether. The Rainier Valley suffers from a lack of employment outside of retail and restaraunts. Why further separate the poorest, least educated part of the City from east/west connections to living wage jobs?	12/1/2015 8:05 PM
330	Will make getting between Rainier Valley and Capitol hill more difficult and time consuming	12/1/2015 7:56 PM
331	They would improve my access to light rail alot, and sending the 106 through Rainier Valley is a good idea.	12/1/2015 7:25 PM
332	reducing 9x concerns me, as it is one of few routes that serves upper rainier beach.	12/1/2015 5:13 PM
333	Not sure if it will make it harder to get from Columbia city to Harborview.	12/1/2015 3:25 PM
334	The 106 would not go to Georgetown.	11/30/2015 3:49 PM
335	I like the increased frequency in buses coming. However this will split the commute downtown from south beacon hill into 2 rides - 107 to Light Rail or 107 to 36. Will riders who use transfers be able to transfer onto Link? The ride time on the 36 from mid Beacon Hill is less efficient than the Link.	11/30/2015 12:58 PM
336	Adding more buses along the routes will help, but I'm tired of service cuts and route adjustments that are more confusing than helpful.	11/30/2015 7:55 AM
337	In general I like the changes, particularly the splitting of the 8 / 38 and the revisions of the 106 and 107. However, I dislike that the 106 will duplicate Link and the 7 from Mount Baker TC to the International District. It should either end at Mount Baker (to reduce costs) or continue north to First Hill and then either to South Lake Union or Capitol Hill.	11/29/2015 8:19 PM
338	Just like it the way that it is, seems to be working well now	11/29/2015 1:07 PM
339	I feel like its helpful for the #8 to be split up so it will run on time but will the 38 follow the old 106 route? how am I to get to work, my medical appointments and sustain myself?	11/29/2015 12:28 PM
340	Route 106 currently serves Georgetown and SODO. I'd need to see a map to understand if the proposed changes would continue to work for these communities.	11/29/2015 12:27 PM
341	Of these routes, I ride the #8 the most, by far. Breaking the route in two segments should cut down on late busses.	11/29/2015 12:07 PM
342	All these route changes refer to moving towards downtown (center of town), Georgetown residents are just as likely to be going south, (easier less crowded services).	11/29/2015 11:50 AM
343	Keeping nominally similar service is better than nothing, but still unsatisfactory.	11/29/2015 11:48 AM
344	We need more transit along airport way and Georgetown/Allentown neighborhood not just Beacon where light	11/29/2015 11:26 AM
345	It will ruin my trips to Renton; Particularly to City Hall.	11/29/2015 10:57 AM
346	Please do not reroute the 106 out of Georgetown. I ride this bus every day to work.	11/29/2015 10:48 AM

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347	I think there needs to be a school bus, in the morning it takes forever to get to Georgetown from skyway	11/29/2015 10:10 AM
348	The 106 is fine how it is now. The 124 will be super packed to go to work and back if the 106 is rerouted	11/29/2015 9:46 AM
349	The 106 will have severe reliability issues and be too long	11/29/2015 9:14 AM
350	I would like to see the 106 stay in Georgetown. I rely heavily on the 502am service as my only viable option to get to work on time.	11/29/2015 9:13 AM
351	If the 124 does not come then I have no options. Having both the 124 or 106 is great, if one bus doesn't come then I have another bus to rely on. I would like to keep my job, please don't make me get fired by taking my 106 bus away. The 124 is unreliable. Bus drivers don't want the 124 route because that is a long route with many transients.	11/29/2015 9:06 AM
352	It won't be the same level of service. Are you trying to just remove buses from the tunnel. The tunnel made the route safe and faster. We will never get fast on time service in Georgetown, by design. We have no Light rail for our neighborhood. The 106 is the only reliable bus right now. You are taking the only reliable bus that runs right now in a neighborhood that most city entities write off the map. You are trying to reduce ridership in an area that has so many limited choices. Shame on you.	11/29/2015 7:46 AM
353	106 will no longer serve downtown, Georgetown or work centers on Airport Way S.	11/29/2015 12:20 AM
354	Changing a route only to change it again seems excessive and confusing.	11/28/2015 6:35 PM
355	I like everything except 106 from Mt Baker to ID - the 7 does that well. All I need is better access from Renton to Link.	11/28/2015 5:59 PM
356	I like that the 107 would give me another connection to Light Rail. It would be ideal if a bus that connected to LR came at least every 10 minutes on the west side of Beacon Hill since you have to transfer to get downtown.	11/28/2015 2:53 PM
357	In hopes of better service.	11/26/2015 10:34 AM
358	I have no car and can only get around by bus. According to your plan #8 would be #38 and then would be #106. (Revise Route 106 - to go MLK Jr. Way South, Rainier Avenue South, and South Jackson Street to the International District. Route 106 buses would come more often.) So #8 would no longer go through Capital Hill to Seattle Center. Deceptive way to state your plan and it is not a good plan.	11/26/2015 9:22 AM
359	Planned changes to route 106 are terrible. You are taking away much needed service on AirportWay to duplicate service on Rainier Ave that's already covered by the light rail and other bus routes! That makes no sense. The 124 is horribly unreliable compared to the 106, and you're not really even expanding that service enough to make up for the loss of the 106.	11/25/2015 7:57 PM
360	Route 9X should retain its all day frequency, and route 106 would be detrimentally affected by a slog through the International District	11/25/2015 6:51 PM
361	First Hill needs connections to adjacent neighborhoods	11/25/2015 4:08 PM
362	Like the idea of times being added to 106/107/124 having more times about the people that needs to go from renton/skyway/rainier to georgetown (106)? (I'm assuming 106 will no longer go into the tunnel stations?) I'm personally more into the idea of adding express service to 124 then anything else.	11/25/2015 3:25 PM
363	I do wish there was a way to still get to Columbia City directly on the R.	11/25/2015 1:46 PM
364	I am afraid that the rainier beach heading to renton routes are not being fully considered. It is especially disconcerting because some of the people that need the bus routes on the south end are getting the short end of the deal. Please take into consideration that because of gentrification more and more of the low income population has been pushed further and further south and still have to travel to and from Seattle for a long distance. So, it is not only important to have reliable and faster routes heading further north into Seattle, but also more reliable and more options heading toward the South end.	11/25/2015 9:55 AM
365	There are some changes I would make to these proposals to make them better.	11/25/2015 7:38 AM
366	I find higher frequency bus routes (such as 7.5 or 10 minutes) to be much more compelling than 15 minutes or slower. I could buy a car instead of waiting around for the bus. Don't waste my time on waiting please.	11/24/2015 9:09 PM
367	Increased frequency of 107.	11/24/2015 8:30 PM
368	Cutting off the southern end of the 8 route, will help it to be on time by the time it gets to South Lake Union.	11/24/2015 8:01 PM
369	Most of the changes are good except the 9X reduction and the 106 extension between Mount Baker and the International District. What should be done instead is to run the new 106 via Boren to First Hill and South Lake Union, using these new hours and deleting the 9x in the process. Depending on how many hours this would require, using Mercer St. to access the Bill and Melinda Gates Foundation/Seattle Center-Uptown would be a great, much needed alternative connection to Route 8 as well.	11/24/2015 7:51 PM

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370	I used to live at south beacon hill, so route 106 was the only way I could get to my old high school, but now I live in Federal Way. One concern I have is about the service from Dearborn to Broadway.	11/24/2015 5:37 PM
371	I need to use it during workweek	11/24/2015 5:20 PM
372	Could the 106 and 9 be combined?	11/24/2015 4:35 PM
373	More frequent service for the 106; faster to downtown.	11/24/2015 3:56 PM
374	route 8 will become two routes, this will add a transfer to my commute which will lengthen it significantly	11/24/2015 3:29 PM
375	There is reduced service between Capitol Hill and South Seattle, as I understand it.	11/24/2015 3:18 PM
376	I rarely go to South Seattle, except occasionally to Beacon Hill to see my Dr.	11/24/2015 2:40 PM
377	Some of the routes I don't ride, so I don't know about them. But the 9x goes from First Hill to Columbia City. Are we supposed to use the trolley now? Also, in general, can we have more service on these at night? Safety getting home at night is a big priority for many.	11/24/2015 2:26 PM
378	I have to take 2 buses to get to and from work. If the #9 changes to a peak only bus, I will have to take 3 buses one of which is a number #7 which stops at every stop and is much slower than the #9.	11/24/2015 1:49 PM
379	I rely on the #9 - You cutting service would hurt	11/24/2015 10:45 AM
380	The 8 should become more reliable.	11/24/2015 10:34 AM
381	not enough information regarding the 124 - where would it's stop be? still outside of the tunnel? how long would it take to get in?	11/24/2015 9:53 AM
382	Beacon Hill is currently only connected to downtown and capitol hill. I have things to do in CD and Mt Baker.	11/24/2015 9:46 AM
383	106 coming ofrenier would be terrific! Other routes do not affect me.	11/24/2015 9:32 AM
384	Doesn't affect me	11/24/2015 8:50 AM
385	Overall, better access to Renton is great, but I don't like that the 9 is being cut, I'd like more service on Boren Ave, extending all the way to SLU	11/24/2015 8:04 AM
386	Please do not reduce the 9. It is extremely convenient to use to get to Capitol Hill and is much more reliable than the 7 in the middle of the day.	11/24/2015 7:02 AM
387	I don't understand how southern Route 8 will become new Route 38 in 2016 and then would be deleted six months later.	11/24/2015 2:18 AM
388	8 would not change to mental health and stores; entertainment/ 9 everything ends at Madison, street car is not reasonable since it's just adding more congestion to Broadway	11/24/2015 1:20 AM
389	Bus service is being taken off Renton Avenue?	11/23/2015 11:56 PM
390	The descriptors aren't clear to me	11/23/2015 11:43 PM
391	The new 38 is great. However, creating shadow service along LINK line with 106 shows every aspect of being a TERRIBLE transit agency with TERRIBLE stewardship of public MONEY responding to TERRIBLE political leadership. The idea of re-instating this line is simply unconscionable. Do not waste our money on service we already have at higher quality. There is nothing meritorious about this.	11/23/2015 11:29 PM
392	They need to be implemented when the other route 8 changes take place.	11/23/2015 11:28 PM
393	9 express should run more than peak hours.	11/23/2015 10:36 PM
394	I believe I will have to pay more for the same services you are giving me now. I shouldn't have take two bus or pay more if I want to take the rail and metro.	11/23/2015 10:34 PM
395	A useless resurrection of route 42, a historic disaster, and too much of a duplication of Link's service down MLK way. Truncate the 106 at Rainier Beach station and force a bus-light-rail reload. That saves you tons of money for the same service. Otherwise, I like it all.	11/23/2015 10:31 PM
396	These changes are wholly unnecessary. The last thing we need is bringing a defacto route 42 back. Increase service between Renton and the Rainier Valley as asked, but there's no need to change the 106 so radically, outside of adding frequency on it's current routing.	11/23/2015 10:28 PM
397	why waste all those hours from mt baker to downtown? transfer to link, transfers would be easier with a new 106 that came more often.	11/23/2015 10:08 PM
398	seems like some of this is duplicating existing service without filling any real gaps	11/23/2015 8:46 PM

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399	I hope the 8 shows up	11/23/2015 8:38 PM
400	Beacuse they will improve current bus service.	11/23/2015 8:28 PM
401	It's hard to say until I ride the routes. If it takes longer to get to my destination I'll loom for the quicker way. I tend to stay away from light rail stations due to the crime	11/23/2015 8:20 PM
402	106-4 doesn't need to come more often during the day, just more often during the peak times	11/23/2015 7:49 PM
403	Rainier Ave S is horribly congested, and the 9 is the fastest way along it. MLK is uphill, and 10 blocks away from my residence on Rainier.	11/23/2015 7:00 PM
404	Route 8 should NOT be cut in half. It is the only route that connects Rainier Beach to central Seattle, especially the downtown area and Seattle Center, without needing a transfer. Transfers are difficult for most people, but are absolutely horrible for people with small children, disabled people, and elderly people. This route change would most impact low-income people of color who use this route to get to and from work.	11/23/2015 6:24 PM
405	Why is the 106 following the light rail? This is competition! According to earlier changes, no route is allowed to compete with the light rail, isn't this why the route 194 was deleted? Or is the plan to delete the route 106 within two months after the change?	11/23/2015 6:19 PM
406	It appears to provide better, more frequent connections to Link. I see the 107 helping connect the west side of Beacon Hill with Link.	11/23/2015 5:36 PM
407	you have eliminated the 106 route through georgetown	11/23/2015 5:31 PM
408	We need a bus that would go from skyway over to Allen Town to the Tukwila Recreation Center	11/23/2015 5:20 PM
409	It doesn't seem as if there is a direct way to get downtown from South Beacon Hill by riding the bus.	11/23/2015 5:15 PM
410	8, won't effect my part of the route, looks helpful to SE portion	11/23/2015 4:40 PM
411	I don't see Rainier Beach Light Rail station mentioned. This is a somewhat scary neighborhood and we need easy quick access to light rail and buses.	11/23/2015 4:33 PM
412	I like everything other than the 106. I am concerned about over service Mount Baker to Downtown. Could the 106 run up Boren instead?	11/23/2015 4:01 PM
413	Reduced off-peak service to/from Georgetown	11/23/2015 3:31 PM
414	I voted for the additional property tax and car tab fees with the understanding that this would maintain bus service. I will be extremely unhappy if the primary routes my family and I use are changed or reduced.	11/23/2015 3:15 PM
415	I would like to continue to see a route that connects Capitol Hill and/or the Central District to SE Seattle, without requiring a transfer at Mt. Baker. I understand the efficiencies gained by cutting the line at Mt. Baker, but the 48 is already terminating there, and now the other N-S route through the CD will also end there? It's a net loss in connectivity for Central Seattle. Also, for the 106, I'd prefer to see more frequency with fewer routes along the MLK corridor- having multiple routes overlapping such a long distance is confusing and will not achieve the ridership and accessibility that one route (the 7) run more often could achieve. Please keep the system as simple as possible while maintaining necessary coverage- the proposed change to the 106 doesn't increase access in any significant way, yet complicates and reduces efficiency over that corridor. I hope you can find a simpler solution.	11/23/2015 3:12 PM
416	I want access to the Mt. Baker Link light rail station. This is the only public transit choice near my residence.	11/23/2015 2:44 PM
417	Replication of light rail service, removal of service from Georgetown	11/23/2015 2:30 PM
418	Don't like the reduction of route 9x service. Also why separate the 8 line to the 8 and 38 if you're just going to retire route 38 with altered 106 service?	11/23/2015 2:06 PM
419	I am worried about the reduction in Route 9x, its always so crowded, its hard to imagine reduced service not impacting that. I think additional service for the 124 would be good. Times when there are issues in the tunnel and I need another option to get to Tukwila Light Rail station I always have felt it was too much time between buses during peak times.	11/23/2015 1:56 PM
420	If you change the Route 8 I will have to transfer to go to Group Health in Capital Hill or to Queen Anne. This is inconvenient and harmful to me particularly in inclement weather. I am a senior citizen.	11/23/2015 1:51 PM
421	I like the extra service on the 124. I like that the 9X's service hours are being reused more productively. I like the merger of the 38 and 106. I dislike that the new 106 duplicates the 7 and Link to the ID. I would prefer to see the 106 terminate at Mount Baker, or else extended along Boren to First Hill and SLU, rather than duplicating the 7 to downtown.	11/23/2015 1:40 PM
422	Route 8 needs much bigger improvements. Split at Madison Valley rather. Reroute off Denny Way where possible on bus lanes	11/23/2015 1:27 PM

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423	My main concern is the overcrowding route 106 might have. Other than that I like them.	11/23/2015 1:16 PM
424	Reducing the 9x is not a good move. Everytime I take it, it is an articulated bus and it is packed. Replacing the 38 with the 106 would really mess up a lot of people who catch the 8 to get from the Central District to Rainier Beach where they work or go to school.	11/23/2015 1:15 PM
425	I really like having 107 as another option to get to light rail	11/23/2015 1:07 PM
426	The additional service is good, but it shouldn't come at the expense of another route. No need to cut Route 9X. Just add more service without taking anything away.	11/23/2015 1:04 PM
427	Route 8 is a great bus. Why break it up on the southern portion to another route?	11/23/2015 1:01 PM
428	Doesn't this bring back the old Route 42, which was the worst-performing route in the entire Metro system, under a new designation? Why are we duplicating service already provided by the faster more reliable Link????	11/23/2015 12:57 PM
429	I go from South Beacon hill to Int'l District, so now I would have to transfer with the 107, or walk down the hill to take the 106. More frequent service would be a little bit nice.	11/23/2015 12:57 PM
430	i like more frequent 106 buses and dislike the breaking up of the 8, that breaking up of the 8 is inconvenient and complicates an already smooth trip.	11/23/2015 12:54 PM
431	It connects places in a more intuitive way, especially with the coming new light rail station on capitol hill.	11/23/2015 12:42 PM
432	I don't want route 9 cut	11/23/2015 12:09 PM
433	Route 8 is notoriously unreliable, but splitting it will still leave the problem of traveling through traffic on Denny.	11/23/2015 12:07 PM
434	106 won't go downtown. The proposal doesn't state the estimated time between stops but I expect the new route will take even longer than the current. More stops probably also will result in even less predictability and less ability to stay on schedule. More buses that don't come.	11/23/2015 11:52 AM
435	with the 124 as long as it doesn't get taken away cus I use this bus a lot, then I don't mind extra stops on the route	11/23/2015 11:45 AM
436	I rely on the 9X, and many 98118 residents do not work "normal" 9-5 hours and would not be served by your "peak hours"	11/23/2015 11:40 AM
437	Mt Baker seems like a weird place to split the 8, but...okay.	11/23/2015 11:36 AM
438	The Renton-Skyway-MLK connection is fantastic, but the extension to the ID is unnecessary and wasteful. Why not reinvest those resources to run between MLK-Renton more frequently?	11/23/2015 11:35 AM
439	Cutting route 9 forces more trips on rite 7, which is a horrible bus due to being slow. Rite 9 drops off near light rail saving a long walk	11/23/2015 11:33 AM
440	I like the idea of splitting route 8; it is overcrowded and never on time, so this is a good idea. Reducing the 9X is not realistic. There is no other connection between South Seattle and Capitol Hill. It already does not run often enough, so reducing the frequency will add to the problem. The street car and the light rail are not realistic alternatives given their locations.	11/23/2015 11:32 AM
441	It will speed up my travel to have more buses, and shorter routes.	11/23/2015 11:29 AM
442	Increase number of buses, and number of stops.	11/23/2015 11:28 AM
443	I really like the idea of splitting up the 8 into separate routes, and it would be very handy for me if it would arrive frequently enough to make the connection to the light rail for me. I'm worried about reducing the 9x; in my opinion it doesn't run early enough as it is. I often ride the first 9x of the day and it's PACKED, and the 3:45 9x leaving from Pike/Broadway very frequently is at crush loads; I can't imagine how much more they would be full later in the commute hours. I definitely would be concerned about reducing the 9 before the streetcar is operational; since there has been no public ETA on that it makes me nervous!	11/23/2015 11:20 AM
444	the 106 shouldn't go downtown. should cross First Hill as FH needs more N-S service ... maybe down Boren to SLU all day every day. Could completely replace the 9 and the 60 could take over the 9's Aloha S; layover	11/23/2015 11:19 AM
445	This should make route 8 more reliable.	11/23/2015 11:17 AM
446	More options of destinations directly from my home	11/23/2015 11:11 AM
447	The route 9X should be in service during off peak times, because of people trying to get to work on Capitol Hill Do Not wat to have to go thru downtown on the #7.	11/23/2015 11:10 AM
448	My only route of interest is 8. I prefer the predictability of shorter routes.	11/23/2015 10:57 AM
449	I need direct route to SCCC	11/23/2015 10:53 AM

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450	Don't want 9X reduced	11/23/2015 10:51 AM
451	I live very close to Rainier & Orca so it's very convenient to hop on the 9x to go to Seattle Central, and my classes are during the off hours.	11/23/2015 10:50 AM
452	Seems as though the 106 is being re-routed off of Renton Ave S?	11/23/2015 10:49 AM
453	124 should run every 15 minutes	11/23/2015 10:46 AM
454	I really like the 9x and find it useful and it will be a shame not to be able to make use of it in the evenings (it'll stop running before I am off work, most nights.) I'm not sure I fully understand the changes to route 8/38 -- are the changes to Revise route 106 exclusive of replacing southern Route 8? or would there be some weird transitional period? Also, how would these impact youth traveling to and from school?	11/23/2015 10:36 AM
455	Keep the 106 on Airport Way, South	11/23/2015 10:30 AM
456	Beter headways on 106/107	11/23/2015 10:07 AM
457	If the 8 becomes more frequent that will be helpful.	11/23/2015 10:04 AM
458	I mostly like this ideas because of the proposed increased frequency of 106 and 107, which is much needed. I am not sure that 9x should be reduced, however.	11/23/2015 9:52 AM
459	past experience with breaking up routes to supposedly make them more reliable/run on time that haven't particularly done either	11/23/2015 9:51 AM
460	The changes add more options for my commute.	11/23/2015 9:47 AM
461	that 8 is almost never on time and buses bunch up, too long a route, should have been split a long time ago	11/23/2015 9:43 AM
462	they don't make sense - no mention if 106/107 will still go to Renton/Skyway/Rainier View area's	11/23/2015 9:40 AM
463	The 8, with an already scanty service schedule, is one of the only direct ways to get to Capital Hill from the Columbia City/Rainier Valley area. This change would require a bus change every time. WHY?!!!!	11/23/2015 9:38 AM
464	Increased service is good but is not when I use the 124.	11/23/2015 9:26 AM
465	I think the main and obvious need is for bus service to Renton via Rainier Ave S along the lake. Extend the 7 or reroute the 107 along this route. Also, why so little interaction with light rail? These proposed changes have extensive runs parallel to the rail without touching it very often. Bring the routes down off Beacon to Otello Station and back up.	11/23/2015 9:25 AM
466	I will miss the option of the 106 - usually it is a more pleasant ride than the 124 because the 124 goes past the methadone clinic and there can be some tough people going there.	11/23/2015 9:25 AM
467	Having buses arrive more often is always a plus.	11/23/2015 9:23 AM
468	If 107 were to replace a segment of 106 on south Beacon Hill, there won't be a bus that goes directly from my house to Downtown Seattle/International District. I will have to make a transfer, which takes more time on commute.	11/23/2015 9:21 AM
469	If you take 106 and make it serve MLK Way, what bus will connect this neighborhood to the Georgetown/Boeing/Soda District?? As far as I know, nothing would connect those neighborhoods and that's unacceptable. It also seems to somewhat double the Link pathway, and seems very unnecessary.	11/23/2015 9:17 AM
470	Rerouting the 106 duplicates light rail for most of its route. Replacing the 9 with a transfer to the infrequent streetcar is an awful choice.	11/23/2015 9:16 AM
471	the 9 is a safe and reliable and fast way to get to cap hill instead of transferring.	11/23/2015 9:15 AM
472	The new route for 106 does not go into town, is longer, more stops and expectable to disoriented people.	11/23/2015 9:14 AM
473	because the 106 is fairly fast (only option) getting to my neighborhood. the 7 blys used to be the milk run. i will likely not use it after and drive. the 9x is very useful and fast, one of the fastest ways to get to work. better than light rail.	11/23/2015 9:13 AM
474	I will have to discontinue taking the bus. I would have to transfer to another bus to get to work and it would double my commute time.	11/23/2015 9:13 AM
475	Worried about reduction in 9. It's the only direct route from South Seattle to Capitol Hill.	11/23/2015 9:12 AM
476	Reducing Route 9 is disappointing - I use this route during the day. Splitting Route 8 will make my trips to the Central District even longer and more of a hassle than they already are.	11/23/2015 9:12 AM
477	Beter service in the rainier valley. Doesn't affect me too much except that you'd likely need a bigger bus on the 107 and would affect the schedule of the 148 (no through routing??). But that's not a concern here.	11/23/2015 9:11 AM
478	Need 9 for medical appts, disabled fare less. You already made enough money, and don't not fix stops for cold weather.	11/23/2015 9:11 AM

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479	Adding an extension to downtown on new route 106 defeats the purpose for which it was split off from route 8 -- improved reliability -- and wastes service hours reinventing the flat tire of the old route 42, which was the lowest-performing route in Seattle.	11/23/2015 9:10 AM
480	I fully support the split of the 8/38 at Mount Baker. Both sides of the route will see major schedule reliability benefits.	11/23/2015 9:10 AM
481	I have no opinion yet.	11/23/2015 9:08 AM

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Q10 Is there anything else you'd like to tell us about? For example, comments about these proposed changes or your ideas for improving bus service in your community.

Answers: 374 Skipped: 300

#	Responses	Date
1	Use the service hours from the proposed 106 extension to fund frequent night and weekend service on MLK Way, preferably to match Link's frequency. Maintain at least current levels of service between Georgetown and Downtown Seattle. Work with SDOT to accelerate plans to improve Mount Baker and identify short-term improvements that could improve the transfer environment between Link and Routes 7, 8, 9, 14, and 106. Work to get rid of paper transfers and simultaneously reduce or eliminate the cost of obtaining ORCA cards, to eliminate any fare-related aversion to transferring to Link.	1/12/2016 2:22 PM
2	Please end paper transfers and add a discount for paying with ORCA. Georgetown deserves better service to Downtown than is provided today and instead this plan makes it worse. Abandon the proposal to extend service on MLK to the ID.	1/10/2016 11:55 PM
3	Eliminate paper transfers!	1/10/2016 11:42 PM
4	You need to take advantage of the First Hill streetcar opening on Broadway to create a new Frequent Service corridor on densely populated First Hill. For virtually no more service hours, you can shift the 9 off Broadway to share the 60's routing between Broadway/Madison and 12th/Jackson. Then coordinate their schedules so they combine for frequent service in that segment. That leaves plenty of good transfers and spreads frequent service to more places--actually fulfilling the FHSC promise of connecting First Hill to Link frequently. Especially after the loss of the 7X, cutting the 9 back to peak-only is an awful idea. If anything, you should improve its frequency and/or span of service--I'd ride it more often. The First Hill medical area is a key destination, the Rainier/90 stop is a key transfer point (there's that frequent grid again), and the 9 is a lifesaver given the slow speed of the 7. Truncating the 9 at Jackson and forcing a transfer to/from the streetcar wouldn't make sense as the 9 covers the whole Broadway retail area, while the streetcar ends at Denny. More service on the 9, 106, and 107--and a 107 extension to Beacon Hill--would be wonderful. But I think there are better ways to fund it like Seattle's Prop. 1 or savings from more aggressive restructures.	1/10/2016 6:25 PM
5	Why is there no express service to Skyway??? S. Seattle? 7 express used to be nice to have.	1/10/2016 5:48 PM
6	I like the 106 going to beacon hill and onto the busway. Not going to MLK and Rainier.	1/10/2016 5:43 PM
7	Please look at making the 107 modification swing down Albro and up Lucille to connect Georgetown, instead of just 15th. Freeway is a barrier.	1/10/2016 9:49 AM
8	I like the convenience of riding one bus from home to work without having to transfer to another bus or the Light Rail. I don't want to inhale toxic fumes from vehicles' exhaust while waiting to transfer to another bus. Peak hour traffic on the stretch of road from Mount Baker Tunnel Station on Rainier Ave S to the International District is a nightmare. The Route 106 should take a less congested route, such as one that uses the E3 Busway. I understand people want more convenient bus service to stores, services and the many social, health, cultural, and religious activities along Martin Luther King Jr Wy S (MLK), but people who work downtown Seattle should not be inconvenienced and punished for wanting to get to work on time and without the hassle of transferring to another bus. Recommendation: Split the Route 106 in two: During peak hours (Mon.-Fri. 6:00 a.m. - 9:30 a.m. and 3:00 p.m. - 6:30 p.m.), Metro should operate a faster Route 106 to downtown Seattle, using the E3 busway. During off peak times, Metro can operate the Route 106 on the proposed route. This is a win for commuters and a win for the people who want more convenient bus service to stores, services and the many social, health, cultural, and religious activities along Martin Luther King Jr Wy S (MLK).	1/10/2016 8:44 AM
9	I wish you didn't push through changes to the route 10 without doing a decent comment time. There's a lot of business that are along that route that people in north capitol hill frequent. Another ridiculous short sided metro mistake.	1/9/2016 5:07 PM
10	Students who attend Seattle Central and live in zip code 98118 depend on bus 9 to get to school. Especially because it's express and goes directly in front of the school. This bus needs to run more often as of right now. Please keeps these students in mind when deciding to cut these services. Otherwise these students will have to take train, and then 48 to get to school adding to their commutes. Or they have to take 7 and then 60, when reducing service to bus 9, please think about the amount of time it will take to get to school.	1/9/2016 4:04 PM

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11	The 7 buses are old, bumpy, smelly, and sometimes unsafe due to some of the passengers. They are the sole means of transportation south of mlk on rainier, besides the 9x. They are in dire need of new buses and more buses so they can arrive on time. The 8 is often late on mlk. It is the sole means of bus transportation on mlk. The light rail stations on mlk are far apart, sometimes a 20-25min walk. Disabled and elderly cannot make it. Or people with small children or heavy loads. It is essential that the 8 be frequent and on time to serve this community along mlk.	1/9/2016 11:48 AM
12	Can we get an inner peninsula route for West Seattle? Something that only serves Alki to Burien? It would greatly improve my family's quality of life.	1/9/2016 8:24 AM
13	The 8 needs to come off Denny or get some dedicated lanes or lights	1/9/2016 7:32 AM
14	Please route 107 on Rainier Ave instead of Taylor Ave. NW. There is too much graffiti, littering, vandalism & criminal activity associated with Metro stops along the Taylor Ave. NW neighborhood that Metro does nothing to prevent or clean up.	1/9/2016 6:19 AM
15	Make the 50 route be more of a feeder, running as often as the light rail. Split it in two. One feeder to west Seattle the other in south Seattle, it isn't helpful at the pace it runs.	1/8/2016 7:56 PM
16	Get rid of all the Busses with Steps... Let Disabled Persons And Seniors have requested Stops in Downtown Town area if bus stops not where you need to go or if anywhere else where the stops are moved for Construction to Temporary Locations causing Hardships for disabled and Senior persons this being similar to the "Current Night Stop"	1/8/2016 7:51 PM
17	I would like to see more support for folks with strollers and folks using wheelchairs and other walking aids. Too often I see passengers sitting in the front of the bus refusing to give up seats for these individuals, and also the drivers not taking more initiative to remind passengers to make room in the front of the bus. This is unacceptable, and there should be more reminders (signage in multiple languages, recording in multiple languages) that these populations have priority seating in the front of the bus. Also, having more signage and recording in multiple languages in general would make more sense. Buses in San Francisco have messages in English, Spanish, and Mandarin. We need to have messages in these languages and probably Somali and Arabic too. Please do more to meet the needs of your non-English speaking riders. These folks need representation too! Also, I hope this survey is available in more languages than English...	1/8/2016 7:44 PM
18	The 124 is inconsistent. It does not depart it's first stop on time, and I cannot think of a reason for this aside from it being the fault of the drivers. I leave for work at 6:45 in the morning when there is next to no traffic. My bus should not be arriving ten minutes late. Certainly, more frequent buses during peak hours would be helpful as would an express 124 that has limited stops between Tukwila and downtown. However, if the current buses would run on time, that would be a huge help.	1/8/2016 3:37 PM
19	More direct bus from South Beacon Hill area to downtown Seattle. Do not change Bus 106 Route.	1/8/2016 2:58 PM
20	Continue to update fleet so older buses can be retired.	1/7/2016 4:06 PM
21	People who live on the south side of MLK will have to take two buses now. How is this proposal benefiting people in the Holly park area?	1/7/2016 9:11 AM
22	Instead of 106 extension, use the hours for frequent night and weekend service on MLK. Make Link transfers smoother by encouraging ORCA use (cheaper cards, discount for area transfers?) and work with SDOJ to create a better physical environment, at Mt. Baker specifically.	1/7/2016 9:07 AM
23	If you put the 106 on MLK please terminate it at Mt Baker Transit Center. People going downtown can transfer to Link. The section between Mt Baker and the ID is the most congested, unreliable section of the route of the 7. Take the money that would be spent on the 106 between Mt Baker and the ID and increase frequency along MLK. Also, more education and ORCA availability to make transferring between Link and Metro more "friendly" for riders.	1/7/2016 8:05 AM
24	I like the new connectivity between Rainier Beach and Beacon Hill. The increased frequency on MLK and SE Seattle in general is great. I'm concerned that Georgetown will see a reduction in service. This is particularly worrisome considering the growth that Georgetown is experiencing right now and I'm a strong advocate for, at the very least, preserving the current level of service there. I also definitely don't like the needless extension of the 106 from Mount Baker to the ID. Metro finally got rid of the 42 a few years ago, which was a great improvement, and now it's basically coming back. There's absolutely no reason to spend money on this segment ahead of so many other places in Seattle that need it.	1/7/2016 6:40 AM
25	Use the service hours from the proposed 106 extension to fund frequent night and weekend service on MLK Way, preferably to match Link's frequency. Maintain at least current levels of service between Georgetown and Downtown Seattle. Work with SDOJ to accelerate plans to improve Mount Baker and identify short-term improvements that could improve the transfer environment between Link and Routes 7, 8, 9, 14, and 106. Work to get rid of paper transfers and simultaneously reduce or eliminate the cost of obtaining ORCA cards, to eliminate any fare-related aversion to transferring to Link.	1/7/2016 1:16 AM

Southeast Seattle 2015-2016 bus changes

26	1. More frequent service in South Seattle, 30 minute service is inadequate if you have to transfer. Buses are so poorly timed that if you get stuck in traffic on the first bus, you often miss the connection by just a few minutes and have to wait 1/2 hour for the next one. 2. Larger buses on southbound route 70 during peak hours. Buses are usually standing room only. Most people on the route are commuters from places like Amazon, SCCC, or Northwest Administrators, so bus ridership is fairly consistent every day and should be able to anticipate need for larger buses. 3. Post service change information and rider etiquette signs in languages other than English and Spanish only. Most of the routes I use have a lot of Asian immigrants, whom I find are really bad about things like blocking the aisles, taking up multiple seats, talking too loudly on phones, etc.	1/6/2016 10:03 PM
27	Nice to see SE Seattle getting some attention. The 7 is still a major lifeline down here and should run more often. What's it take to get express service along the length of Rainier? It's a high ridership route with a larger percentage of low income riders than many routes. Let's make it easier for folks to get north south on rainier.	1/6/2016 8:39 PM
28	The transfer point at Mt Baker desperately needs improvement, especially with the 8 and 38 being split. It shouldn't take 5 minutes to transfer from light rail to a local bus!	1/6/2016 8:33 PM
29	Georgetown is a budding neighborhood, and a decrease in bus service will make it even less desirable. It is already inconvenient to travel here from the downtown tunnel.	1/6/2016 2:18 PM
30	Keep more frequent connections to Georgetown from other S. Seattle areas.	1/6/2016 1:50 PM
31	It often feels like to get to anywhere North of my neighborhood I have to go through downtown, even though that's often not my final destination. I might take the bus more often between Columbia City and Capitol Hill more often, for example, if I didn't have to take the LINK or 7 through downtown to get there.	1/6/2016 1:48 PM
32	Follow Seattle Transit Blog's recommendations and stop planning in a bubble. In your comments, we'd suggest: effusive praise and support for: More frequent and reliable local service on MLK Way More frequent and reliable connections between Renton, Skyway, Rainier Beach, and Mount Baker New local connections between Rainier Beach Station and Beacon Hill Station We'd suggest criticism of: Reducing Georgetown service during an environment of revenue growth, especially when multiple routes serving Georgetown are close to the top of the queue for service investments to meet target service levels. Extending Route 106 from Mount Baker to the International District via Jackson St, which would spend over \$2m per year to duplicate an ultra-frequent Route 7 that is not targeted for frequency or overcrowding investments, ahead of 51 other corridors already targeted for investment. We'd suggest the following alternatives: Use the service hours from the proposed 106 extension to fund frequent night and weekend service on MLK Way, preferably to match Link's frequency Maintain at least current levels of service between Georgetown and Downtown Seattle Work with SDOT to accelerate plans to improve Mount Baker and identify short-term improvements that could improve the transfer environment between Link and Routes 7, 8, 9, 14, and 106 Work to get rid of paper transfers and simultaneously reduce or eliminate the cost of obtaining ORCA cards, to eliminate any fare-related aversion to transferring to Link.	1/6/2016 1:09 PM
33	Frequency and short connection times are extremely important when choosing to ride public transit	1/6/2016 10:30 AM
34	no	1/5/2016 6:42 PM
35	transit stops should have better lighting and Beacon Hill light rail needs to get the wayfinding. The bus stops with shelters should have maps of the area showing the connections and how to access information online. Metro should promote the app Moovit. It is really easy to use and links with light rail, bus, ferry.	1/5/2016 5:36 PM
36	Please don't remove 106 through Georgetown. I use it nearly every day and it's important to help me get to and from my job safely.	1/5/2016 3:58 PM
37	What you are doing to express bus service along Rainier is criminal. Stop it! Also, do more to keep bus stops and pathways to bus stops in the SE clean and unobstructed.	1/5/2016 2:59 PM
38	106 should not have to run through MLK. It would cut off those who take it from South Beacon Hill and Georgetown to International District. Harder for the elderly and minorities who does not speak up to have them transfer to Light Rail on MLK	1/5/2016 1:21 PM
39	Please keep 9x service and increase it if possible, into the evening and weekend. And consider more frequent 50.	1/5/2016 8:10 AM
40	I would like to use public transportation and have express on Rainier Ave to downtown in 20 minutes. This bus would operate frequently during rush hour and be fast stopping at a few designations. Also/or more #50 to the light rail during rush hour - every 12 minutes.	1/5/2016 7:50 AM
41	1) Maintain current 106 route. 2) Split 8 into north (8) and south (38) permanently--good idea. But ENSURE every single 8 and 38 have 1-2 minute layover so we do not miss the 8/38 transfer, otherwise you have not improved upon the current 8 situation. 3) Extend 107 to Downtown, or at least one of the light rail stations north of Rainier Beach. 4) Maintain current 9 route & service periods.	1/4/2016 10:05 PM

Southeast Seattle 2015-2016 bus changes

42	I think there should be better bus service connecting northern Belltown to South Lake Union. Adding a route along 1st that connects Belltown, Queen Anne, and SLU would really help. Also, I think the route and stop locations of the 99 should be re-assessed.	1/4/2016 8:32 PM
43	Keep 106 going to Georgetown OR re-route one to go from Rainier Beach to Georgetown. It should NOT take 2 busses to get there.	1/4/2016 5:56 PM
44	I would like to have a circulation bus through the Seward Park neighbourhood that connects quickly and efficiently to light rail stations at Columbia City and Othello/Graham.	1/4/2016 4:31 PM
45	I just heard about this from a coworker. I can't believe that Metro would just abandon the entire SoDo business district when the 106 is the only SAFE bus to our places of business. Our stop alone fills the bus! Where the heck are we supposed to sit on the 124?????	1/4/2016 3:20 PM
46	I find that the 106 is already often full has trouble staying on schedule even in off peak hours. It is the quickest bus down for my neighbors and I. It is the only way bus route that services SoDo/georgetown from my house where many of my neighbors and roomates work.	1/4/2016 2:16 PM
47	At least you guys finally figured out that having route 8 going to Rainier beach was a dumb idea. It only took you three or four years to figure it out.	1/4/2016 1:33 PM
48	I would definitely like an express bus from Federal Way Transit Center to and from the Light Rail every 15 minutes.	1/4/2016 12:39 PM
49	Please see my previous emails. Also barring that, I am wondering about the methodology for the sampling of the demographics associated with all these areas and whether methods to assess age, race, ethnicity, language, income and other variables were employed in the decision-making and if cost is the primary reason for these changes what other remedies were employed prior to making the decision to remove the various routes or reduce them. Please respond to stephenbamford@yahoo.com with information regarding the methods that were employed.	1/4/2016 10:02 AM
50	Please have more express from upper rainier beach to light rail and downtown	1/3/2016 8:30 AM
51	I think the 183 should run in till 10:30 on weekdays and Saturdays and run in till 8 on Sundays, And I think the 181 and 180 should changed into Rapidrides G and H. And I also want the dart bus 903 to run in till 10 on weekdays and Saturdays and 7 on Sundays....you guys should turn the twin lakes P&R into a transit center	1/1/2016 9:05 PM
52	More bus frequency and reliability (#8) and better access to light rail (wayfinding, better and more efficient pedestrian access and signage in other languages in the Southeast stations). Some people don't ride light rail because they do not know how to pay (no orca card)	1/1/2016 1:17 PM
53	I understand the need for some of the proposed route changes, but removing reliable and well loved bus routes in order to meet those needs only limits the transit system and in my case would lower ridership. Please keep the 106 in its current route, I have faith in the King County Metro, and with transit systems in general and would hate to loose that because the system removed a vital link to my work.	1/1/2016 7:59 AM
54	Do not get rid of the 106 through Beacon Hill and Georgetown	12/28/2015 5:32 PM
55	do not change 106, we don't want the 107, too dangerous for elderly who can't navigate the system with Light Rail	12/28/2015 5:12 PM
56	Tell ST to build link with more stops. Make better connections between link and buses	12/27/2015 6:49 PM
57	I am particularly concerned about the elderly riders who use the 106 having to transfer to light rail. This change does nothing to improve service for them or for anyone living on the south end of Beacon Hill.	12/27/2015 1:59 PM
58	Yes, recent proposal of having the 24 extend to Ballard. Please revisit for HS student safety	12/27/2015 10:52 AM
59	Don't screw over low income disabled people. Don't reduce route 9. Make it a regular route that operates every day, but maybe not always express. Don't split route 8 into two routes. These routes are essential. I live at Othello between mlk and rainier and use them to get everywhere. It is already difficult and this will make it much harder for me as a disabled person.	12/26/2015 7:38 AM
60	As light rail gets more crowded for event, traveler, school traffic & new South population growth Metro will need better local bus so locals can travel easier. Need better cross town, I see lots of center North-South routes, Need more east-west. 50 to west Seattle is only east-west from south Seattle. #9 is only NE-SE route and is only peak weekday #27 does not go all the way to Seward park (and does not connect comfortably to be walked to the the #50-- I tried -- painful) #8 travels E Madison valley to SE Seattle (sort of) I find it difficult to find routes to capitol hill & Georgetown without a complicated transfer. And impossible to get to parts of mid lake Washington (Jesch) from S Seattle by bus.	12/25/2015 6:18 PM
61	If you want people to commute make it easier, on us with comfortable buses like sound transit for the longer rides(101) and on the drivers who have to put up with a lot of crap both from us and you	12/25/2015 6:36 AM
62	I recognize that the D & C lines aren't included in this survey, and perhaps its past due for any comments on them, however, I would like to propose having Bell Street to also be a transfer point, to please consider this, which would be greatly appreciated. Thank you.	12/24/2015 2:24 PM

Southeast Seattle 2015-2016 bus changes

63	Trying to use the #50 to catch the light rail is hard because it doesn't run often enough	12/24/2015 8:55 AM
64	Keep the #8 on John St, not Madison	12/23/2015 10:55 PM
65	I use the 106 daily to get to school and work and run errands, where I get off at the numerous transit tunnel stops (as the link light rail is far walking distance), so cutting that would be difficult on me and well as some members of my family using the same routes. If possible, having the 107 going through the tunnels would immensely help our commute.	12/23/2015 2:32 PM
66	Keep the 9	12/23/2015 12:59 PM
67	Enhancements to main bus zones, i.e. better lighting, cleanliness (MLK SB and Rainier Ave NB next to pedestrian overpass).	12/23/2015 11:51 AM
68	More shelters, seating for elderly/disabled, lighting at bus stops, One Bus Away tracking at stops/shelters (for those of us who don't have smart phones). Thank you.	12/23/2015 7:40 AM
69	right now the buses are too crowded, you need to add more buses on Rainier Ave.	12/22/2015 9:25 PM
70	i believe you are committed to serving the common man and i respect your mission and your intentions...	12/22/2015 7:12 PM
71	I appreciate the bus service. The drivers are usually nice and the bus is mostly on time. The buses used on this route are very old. Would like to see the continue as-is. Would also like to see it electrified / converted to trolley.	12/22/2015 5:03 PM
72	No reason to run 106 downtown. 9X is extremely useful and popular, please don't reduce it. Consider converting some route 7 trips to 9X trips.	12/22/2015 3:41 PM
73	Add an Express bus for those of us that needs to get to work on time and don't like getting there at start time. The bus rides are too long, they have cause more people to get in their cars. The decrease in lanes is also making the traffic bad for buses and cars. On MLK there is no place for car to pull over for Fire trucks or Aid cars something needs to change.	12/22/2015 3:34 PM
74	The riders of the 124 can not be helped with some of their problems so best to have more runs so you don't get stuck by one of them with the coughing,snoring,smells of ETOH,etc.	12/22/2015 3:16 PM
75	the #9 frequently is full, so full bus drivers refuse to let any more folks on.The idea you are cutting some of those trips is really concerning.	12/22/2015 2:37 PM
76	Increased connection between the southern suburbs and S. Seattle is a must. It seems like Georgetown and in fact all east-west travel in the South End is severely limited by bus. Is there any solution to that problem? General reliability problems also greatly affect commuters and transfer riders.	12/22/2015 2:12 PM
77	More light rail!	12/22/2015 2:01 PM
78	It would be nice if the 29 schedule was realistic. Also, when posing real-time arrival info at bus stops, please indicated "scheduled" vs. "real time" arrival times. It is very frustrating to be waiting at a bus stop (e.g., 3rd & Virginia northbound) and see "DUE" suddenly change to "10 minutes" with no explanation (and no bus route serving the stop when "DUE"). I am only guessing that is because if the electronic sign is going off the theoretical schedule, not the actual location of the next bus.	12/22/2015 1:46 PM
79	Expand light rail services as one transportation priority	12/22/2015 1:25 PM
80	8 is extremely unreliable currently. Would really appreciate anything that adds more buses to the route or makes more reliable (eg proposed split). Thanks!	12/22/2015 1:23 PM
81	Something ought to be done to sort out the overcrowding on the 8 during peak commuting hours on Denny Way. Maybe Amazon could just move away?	12/22/2015 1:16 PM
82	Thank you Georgetown has lost the 130 and the 132 to BURIEN where there are grocery stores, Drs, Etc	12/22/2015 11:11 AM
83	Keep 9X service unchanged...please	12/22/2015 6:12 AM
84	Are Metro routes becoming shorter? the 38, The new short 48... if saving money is a concern, those are 2 routes which could easily be hooked up. Everyone on MLK wants to go somewhere besides Mt Baker- either downtown, the CD, or the U District. Connecting those two routes would take care of two of those.	12/21/2015 10:27 AM
85	Make 101 a Rapid Ride bus and do something about the 7 it is dangerous for riders and the bus driver too.	12/21/2015 6:43 AM
86	Redoing routes to fit growing and changing community is good. Rainier Valley and Beach area continues to need frequent efficient trips to First Hill to get employees to major medical centers, kids to Seattle Central, people to medical appointments & shopping for Asians in International District	12/20/2015 3:29 PM

Southeast Seattle 2015-2016 bus changes

87	Public transit should serve the low income community but also needs to be "worth it" to working people. That means more comfortable buses and express buses for routes like the 48. Nobody wants to ride a bus that's always behind schedule because it has to stop and kneel for a wheelchair every 2 blocks. Paid ridership will increase when bus is a service worth paying for. Right now it's not.	12/20/2015 11:31 PM
88	More 106 and less 550/150?	12/19/2015 7:22 PM
89	Please consider the practical experience of people who depend on bus lines- increasing the amount of buses or lines may not necessarily be the solution to accessibility issues. A major factor that impacts a low income person's ability to get services and job access is convenience, just like everyone else. If a ride takes 15 min without a transfer, a regular rider will know that they should plan for 45 min with a transfer, just because of the nature of late or overcrowded buses. For example, increasing the time a person has to buffer to make it in time for a doctor's appointment would force that person to take time off, and, if you're an hourly worker like me, you feel that loss in your monthly paycheck. These changes can have serious ramifications, please rethink your process around these changes to S. Seattle buses.	12/19/2015 1:41 PM
90	It would be nice to have more options for getting to the light rail from where I live.	12/19/2015 10:41 AM
91	More bus lines and more frequent.	12/19/2015 10:20 AM
92	Stop route planning by kowtowing to the group that complains the most. The results are always bad. Stick to route planning guidelines, instead of surveys that bypass ESLriders.	12/19/2015 9:44 AM
93	I will not repeat myself. But a wheelchair securement policy based in the laws of physics and with an understanding of different designs of chairs would be wonderful.	12/18/2015 6:08 PM
94	We need an express bus light rail sucks	12/18/2015 11:57 AM
95	Tapping card to use the light rail to get on and off is stupid if I have a U Pass. Stop being jerks.	12/17/2015 9:35 PM
96	Please don't make any changes to the current 106 route. I don't know how I will get work, bank, grocery store, library and Renton Transit Center	12/17/2015 2:23 PM
97	Why are you doing this? You are moving the 106 to follow the light rail. Why would people ride the 106 along that route? They wouldn't, they would ride the light rail. You're basically taking the cleanest, shortest, quickest route from Georgetown to Downtown and moving it to a well established light rail route? This doesn't serve the general public. You leave Georgetown with 1 route downtown, the slow, smelly, dirty 124. No thank you, I'd rather drive.	12/17/2015 1:43 PM
98	A concrete opening date for the new rail systems in Seattle.	12/17/2015 8:10 AM
99	Please don't make any change for 106 route.	12/16/2015 6:20 PM
100	Thank you! Transportation is SO important!	12/16/2015 1:19 PM
101	I am concerned by this idea that having the light rail in SE Seattle somehow negates the need for good bus service there. If the bus connections were better, it might be different. But, the #50 does not run nearly as often as the light rail. So, if I took the light rail to Columbia City Station, the wait for the #50 could be up to an hour. I do not consider this a viable option. In the past few years, the two bus routes that provided direct service between my neighborhood and downtown (the #34 and #39) have both been discontinued. I sometimes took the #7X, which was not quite as convenient, but at least allowed me to go from downtown to my neighborhood (with only a short walk once I got off the bus) without having to transfer. Now you are proposing cutting back on the 9X, which is my last convenient way to get from my end of town to close to downtown without having to transfer. I feel like my neighborhood has really been shortchanged with many of the decisions that Metro has made in the past few years. I am a huge proponent of public transportation, but am currently (honestly) feeling like I need to move because my neighborhood is so ill-served by it.	12/16/2015 12:24 PM
102	Living on Beacon Hill I have only ever had the 36 and 106. I would not be as apposed to the changes if there was something that could get me from South Beacon Hill (Van Asselt park area) to Georgetown. This way my family and I can still get to our jobs.	12/16/2015 11:50 AM
103	Generally really like the proposal. However, please don't reduce the 9X. Even though it is not the highest ridership route, it adds some resiliency to the Rainier Ave corridor which helps due to speed and reliability issues on the 7. Also, if there is any way to look at improving East-West connections, I would love to see a proposal for that. The 50 is a very convoluted route! Finally, I have heard some push back on the extension of 106 to ID. I think it is an idea with some merit, but I wonder if some of the buses could serve an alternate destination on the north tail. E.g. if two-thirds of the buses went up to the CD or First Hill and one-third went to ID, that would really improve connections to the North, especially if the 9X will be reduced. Thank you!	12/16/2015 11:48 AM

Southeast Seattle 2015-2016 bus changes

104	Yes, the link that is listed on the posters about the service changes does not work /seattle2015. This is a barrier for people to provide feedback. I also think that reducing buses that connect different parts of the city discourages people from going to different neighborhoods. For example, the 8 connects people from the more affluent Queen Anne to the lower income Rainier Valley. If this bus is cut up, it will also sever some of that connection between these areas by making them less accessible by public transportation.	12/16/2015 11:42 AM
105	Planning needs to be revived in consideration of those who have only the bus for transportation. Please think all of this over.	12/16/2015 10:45 AM
106	The routes 106, 9x, 8, and 107 ought to stay as they are!! The 124 running more frequently will benefit riders from Tukwila and through Georgetown, which is important and should be kept. Bus routes that are more than just convenient for ppl living in south Seattle like the 106 which offer access to hard to reach parts of Seattle (south beacon hill through Georgetown) are very important also. All of these routes are very frequented by bus riders from 98118.	12/15/2015 10:27 PM
107	More frequent stops in communities with limited buses like to (i.e. West Seattle, South Park, White Center, etc.	12/15/2015 7:26 PM
108	A 20 minute between bus arrivals should be considered. Again, the 101 and 106 are the only buses to Seattle from Renton, during off-peak hours. And as a reminder, many riders pay per ride and can't afford to ride the Link Light Rail, so the buses on MLK and Rainier are still very much main transportation vehicles. MLK and Rainier have the same issue of limited service during off peak hours. Also, is there any consideration for extending the amount of time a transfer is valid? With the distance and traffic, one-way is typically 60 minutes, round trip is 120 – leaving 30 minutes to transfer or run an errand.	12/15/2015 6:52 PM
109	In order to maintain mobility for many elderly and employed peoples along the current 106 route SOME buss needs to go along Beacon Ave S. If you remove the 106 it may be necessary to have a new route implemented to service this area.	12/15/2015 5:09 PM
110	The 101 is a much preferred route to the 106, making the 101 run later than 22:50 at night would be a greatly appreciated change. I used to work in downtown Seattle, and my girlfriend still does. The last thing we want to do after working all night is to take a bus that A) takes a long time to get from downtown to Renton transit center and B) have to wait for an hour for the next bus to come because we missed the bus. Also, adding Wi-Fi to all buses would be helpful. I know the rapid ride buses have Wi-Fi; the rides are fairly short most of the time. Putting Wi-Fi on buses with longer travel times would be a much appreciated convenience as it offers students, laptop/tablet users, career people, and the general public access to the internet that might be the difference between getting an assignment in versus missing a due date. It would give people the opportunity to make last-minute changes to things, and so much more.	12/15/2015 4:43 PM
111	Route numbers are changed too much. The correct stops are hard to find downtown. Cars create too much congestion for buses. Bus service is a lot worse than 10 or 20 years ago.	12/15/2015 2:36 PM
112	Our household uses the 106 route to go both ways: into downtown Seattle as well as into downtown Renton. Subbing service to southwest beacon hill with increased frequency thru Georgetown decreases connectivity along the entire route.	12/15/2015 2:27 PM
113	DO NOT CHANGE THE CURRENT 106 ROUTE & SCHEDULE!!!!	12/15/2015 1:52 PM
114	I hope you'll continue to have a bus line to Georgetown. My livelihood depends on it.	12/15/2015 11:15 AM
115	Service to Georgetown via the 106 also provides my friends and family with transportation to work and groceries in rainier beach. Please consider improvements to the 106 that will increase access to Georgetown rather than removing it. Thank you!	12/15/2015 10:30 AM
116	Please keep 106 how it is.	12/15/2015 9:31 AM
117	Adding more frequent times to the route 106	12/14/2015 7:52 PM
118	A more useful change for me would be routing the 101 to Rainier beach station and making it more frequent. No longer serving downtown should save enough hours to do this and extend operating hours.	12/14/2015 1:46 PM
119	I support the ideas to improve the transportation from South/SouthEast Seattle to Downtown Seattle. A friend of mine lived in Hillman City and recently moved back to Capitol Hill because there were very few busses that went to her neighborhood (Orcas & 46th) and she did not feel safe walking alone from the light rail on MLK to her home. Significantly decreasing the 9xpress (and the complete removal of the 7 express) is hindering the efficient accessibility to some neighborhoods in SouthEast Seattle. There is no perfect solution- I am aware. But, please keep in mind- outside of "peak hours" is your proposition a remarkable solution for someone to quickly travel home? Can they get to/from work without travelling 45-1 hour one way?	12/14/2015 10:02 AM
120	Keep the routes as they are now and add more buses or have them run more frequently.	12/14/2015 3:26 AM
121	Cell repeaters for major carriers and/or Wi-Fi in tunnels should be a given. Reader boards (like Rapid-Ride) showing arriving buses in tunnels would PARTLY remove the need for enabling phones to check routes.	12/13/2015 9:09 PM

Southeast Seattle 2015-2016 bus changes

122	Let's expedite Move Seattle funding for speeding up the 7!	12/13/2015 6:47 PM
123	I currently feel like my needs are being met by metro transit. However, I expect transit in Seattle with all its flaws to improve, not become worse.	12/13/2015 3:03 PM
124	There are many people who rely on the 106 in Georgetown & Skyway and want to reach employment centers in SODO and downtown. The proposed changes takes all of this away and duplicates service along Rainier Ave with the 7.	12/13/2015 12:54 PM
125	Keep the 7 and 49 connected at night! Also, Prentice Street service- when the 7 express got deleted, the resulting gap in Prentice service was never filled; there is a 90-minute gap during both peaks where no buses go to Prentice. This is when that service is most used. Please re-add it! Thank you!	12/13/2015 9:52 AM
126	I feel like there are way less buses than when I first moved here in 2010. I love the metro transit and I hope it doesn't change to much, nor put up the price for the bus.	12/13/2015 2:54 AM
127	Bus service to and from skyway is terrible, makes it almost impossible for a working parent to use the service frequently	12/12/2015 11:15 PM
128	Please retain 106 service on Renton Avenue	12/12/2015 10:40 AM
129	May I please have the 215 back?	12/12/2015 9:06 AM
130	if the result is more frequent, better service, that would be a good thing for this community. I am concerned about access to downtown and Georgetown mostly because that is where I work and it already takes so long to get there when it is so geographically close.	12/12/2015 8:18 AM
131	Transfers make the trip nearly in-doable. Keep the 124 as an uninterrupted trip	12/12/2015 12:50 AM
132	Bus route that goes through Beacon Hill shall come every 15 minutes and go all the way to downtown Seattle.	12/12/2015 12:42 AM
133	The 8 needs help between Seattle Center and Capitol Hill. It doesn't serve the growing population of commuters in SLU well.	12/11/2015 11:20 PM
134	Changing bus 106 routes will added more traffics to Beacon Avenue which we have now with bus routes #36. Please reconsider not to change bus #106 routes. Thanks.	12/11/2015 10:51 PM
135	Metro needs to get serious and hire testers not just rely on volunteers for its website update. I think it is a HUGE drag to lose the detailed stop info that a lot of blind people like in the latest revision of the trip planner.	12/11/2015 7:17 PM
136	Somehow you need to get the buses running on a better schedule. I took the 14 the other night. I checked One Bus away and it was on time. By the time I got to the bus stop it was 7 minutes late. And that's the 14 that starts near where I live.	12/11/2015 7:09 PM
137	Need a DIRECT bus from Eastside to first hill Or improve the times of 630 going back to Mercer island- first run is late and should start at 3:30 pm More buses to the Eastgate park and ride during 5 pm-6:30 pm- overcrowded buses where they have skip stops b/c no more room Get rid of the stop of 12 bus going downtown during peak times- it takes twice as long if it goes to stop at 9 th and Madison and is at a standstill trying to get to the stop- takes 10 min or more to go two blocks!!! Same for 9x on Broadway- two blocks can take 10 min or more!!!	12/11/2015 4:31 PM
138	These are not improvements.	12/11/2015 3:22 PM
139	I would LOVE to see the university village shopping are better connected by buses. I would love to bus there from downtown or the U district more easily & traffic around there is bad.	12/11/2015 11:14 AM
140	route "L8" needs soooo much more service and reliability, more than this plan seems to provide	12/11/2015 10:00 AM
141	My understanding is that these proposed changes are coming from politicians, not transit planners. It would be a poor choice to not utilize the knowledge of transit planners just to appease politicians.	12/11/2015 9:17 AM
142	I'd like to see bus stops feel safer-more lighting for example.	12/10/2015 9:47 PM
143	I would love to see the signal timing adjusted in the Tunnel so that buses are not waiting needlessly behind the almighty Light Rail. Signaling TOO slow.	12/10/2015 6:05 PM
144	More direct service from Rainier to Capitol Hill.	12/10/2015 5:48 PM
145	You are justifying expanding Beacon Hill service on the heels of cutting Rainier Valley North - Southbound services. This plan has not been thought through and may look good from an city planner perspective, but it does NOT make sense from a rider / user perspective. Chopping up services like the 8 is a ridiculous and antiquated model. Spoke and Hub models are not always the best. You have a good line in place, LEAVE IT ALONE!	12/10/2015 4:16 PM

Southeast Seattle 2015-2016 bus changes

146	Why is there a sudden need to change routes that are working and are easy a effective? I always use the 7 and 9 on their current routes and never gave a problem with them being late or timely. Same with the 106. It's current route is the fastest way to Chinatown from skyway or Rainier beach. It's also the bus that helps get me to my doctor appointments on time and is close to home Same with the 107. Changing these routes will cause problem to people who really need and use them. Especially students. Please don't change them.	12/10/2015 3:33 PM
147	I hope do not change the 106 route. It will be difficult for senior like me not understand the language well, and need to find the transfer buses.	12/10/2015 3:16 PM
148	Georgetown keeps getting cuts in service and it sucks. I assume you look at ridership, but it's a bit of a chicken and egg mentality. The more you cut, the less ridership you will see because we'll all drive. I believe that is NOT what you're hoping to have happen in the City.	12/10/2015 2:21 PM
149	What data do you have that suggests these changes would be better than what is currently available?	12/10/2015 9:44 AM
150	Improved service for the 101, especially for the people who live out in Skyway. Hopefully that 106 change comes at least close to them, because a lot of them are people like me without a car, with no service to downtown after 9:30 pm at night. Then on Sun, morning the 9:08 am is the first route and there's a woman who gets off her shift and ends up waiting in the tunnel 3 hours to go home. Some drivers don't know their route & don't believe her when she says it is the first 101 she can transfer to and want her to pay again. I feel like these people are forgotten when it comes to bus service.	12/10/2015 12:06 AM
151	The 124 is a much slower ride into downtown from Georgetown. I hope you reconsider changing the 106 route. I really like the 106.	12/9/2015 10:25 PM
152	Not sure why 106 need to change route to MLK since there are light rail and #8 buses to downtown Seattle, 106 is the ONLY route to downtown for the zip 98108 and 98118	12/9/2015 9:36 PM
153	I am requested to be at work before 8am daily. If no direct bus route (106) from home to work, it will be unreliable to get to work on time by transfer bus. People in my neighborhood use bus #106 to work in downtown. I always see full buses in the peak time. No sure why it need to be changed.	12/9/2015 9:24 PM
154	Proposed changes affect many people in my community that use 106 to get to work.	12/9/2015 8:54 PM
155	Need more direct buses from South Beacon Hill to downtown Seattle. A lot of resident rely on buses to go to work. The proposed change doesn't seem practical to us. Time to get to work is unpredictable if we have to transfer and many people taking 106 do not have flexible work time like myself.	12/9/2015 8:46 PM
156	I believe Southeast Seattle receives fewer transit services than north Seattle. There is the light rail, the thinking goes, but having to take a bus to the light rail doesn't help riders who have mobility issues, are traveling with kids, etc. Those changes Metro are suggesting are a great start, but not rerouting #106. A direct busline along Beacon Avenue to and from downtown Seattle is a vital link for my community.	12/9/2015 7:54 PM
157	Some routes need the longer buses during peak hours.	12/9/2015 6:41 PM
158	Please reconsider the changes in south Beacon Hill. The proposed lack of a direct route downtown, as the 106 currently provides, will make me use Metro less often.	12/9/2015 5:05 PM
159	This survey needs to be available in multiple languages. Light rail needs to be extended south of the airport.	12/9/2015 5:03 PM
160	#1 issue for route 87 Avoiding waiting in line to get onto I-5, when it doesn't get onto I-5. Especially the stops near westlake, fairview, and stewart. My answer? Move the bus stops or change how you expect a bus to get to a stop. If the bus merely had a stop a block off of denny none of the traffic would be there, and it could zip along during rush hour. Going up to John st would be a huge improvement, even with the stop signs. Another issue for routes in general: there is little to no effort by metro to actually communicate if it's route has changed. The 43 regularly has this weird route that doesn't include going downtown, and it's just called 43?! That's a different route! Call it the 43x or anything else. Many people get burned by this. Relying on the driver to make an announcement is like saying that it's acceptable that a plane that was listed it was landing in dallas landed in las vegas instead, because it was announced while none of the sign-age was changed. Last rant, and thank you so much for reading this far; communicate when the "next" bus is coming. OneBusAway has gotten a lot worse since the change to GPS from wheel turn (which is understandable, gps data is extremely hard to normalize). Buses are regularly 15+ minutes off of the timing information via the app. I can't make appointments unless I leave 1+ hours before the appointment, just due to a lack of scheduling or expected arrivals. Stop publishing schedules, and start publishing bus frequencies. Attempt to meet those frequencies instead of schedules. Throw out the GPS, wheel turn produced much better estimates.	12/9/2015 4:43 PM
161	It seems like the bus routes that serve Beacon Hill are often quite long and wind through other densely populated neighborhoods with high traffic (especially on the north side of the routes—First Hill for the 60 and the International District for the 36). As a result, any traffic fluctuations, road construction, or route closures totally disrupt the system and make it very difficult to commute back and forth between Beacon Hill and downtown. Adding routes that are shorter and more segmented could help the bottlenecks that seem to be happening more and more frequently.	12/9/2015 2:29 PM

Southeast Seattle 2015-2016 bus changes

162	It's still a bummer that I live .5 miles from the light rail but there is no way to access it by transit.	12/9/2015 1:39 PM
163	Please consider working with SDOT to implement morning peak flow improvements NB Rainier: 1. Enable park and ride and drop off development at Rainier Valley light rail stations. With proper pricing, this could help reduce traffic demand. 2. Create variable center lane between McClellan and Massachusetts. Yes, this could require costly electronic signage and sign structures. Hear me out, though: During morning peak: a. Center lane: NB general traffic. No left turns on this segment. Traffic directed to left turn routing via side streets. b. 2nd lane transit/HOV 3. Curb lane right turn only and channels to EB I-90 on-ramp. Upshot: Provides flow advantage to transit, prompting more transit use, further reducing traffic demand. Thanks.	12/9/2015 12:55 PM
164	More benches at stops please	12/9/2015 12:33 PM
165	It seems these reductions of service are being proposed to push people into using the light rail. However, the light rail does not serve all the areas that would experience reductions and the light rail makes many fewer stops, making the areas in between stops much less accessible. These cuts will make it harder for people who rely on public transit to access affordable housing, jobs, and basic life necessities, with the overall impact of having a negative effect on the residents of Seattle, especially marginalized communities.	12/9/2015 12:13 PM
166	bus priority lanes on rainier would make commuting more efficient. Bottleneck at McClellan and Rainier and also I-90 and Rainier should be looked at and improved for north flowing traffic.	12/9/2015 12:01 PM
167	I do not think the route 9 should have a reduction in service. It sounds like it will add more trip time for people who commute during non peak hours.	12/9/2015 11:39 AM
168	If you discontinue the 106 along Airport Way and through the tunnel, it will be important to find a way to keep the busses moving when there are traffic events that stall surface street traffic. If the 124 is increased in frequency to make up for the absence of the 106, could some of those busses alternate to the busway?	12/9/2015 8:19 AM
169	The 131 is a popular route and riders are frustrated by the number of stops along the route. Since there are no express options from highland park/eastern portion of white center/burien to Seattle, we are stuck with a long, winding route that suffers from poor reliability and frequency.	12/8/2015 11:32 PM
170	I don't object to anything except cutting the 106 from Georgetown without replacing it.	12/8/2015 6:30 PM
171	On the whole, Metro does a wonderful job and your drivers are great.	12/8/2015 6:25 PM
172	There are a lot of people who use the 9 route off peak hours, so I'm not sure if reducing that route is the best idea.	12/8/2015 6:08 PM
173	West Beacon Hill needs more frequent service to connect to light rail. As University and Capitol Hill station areas are undergoing reroutes to provide better connections to those neighborhoods, Beacon Hill should have the same level of service. West Jefferson Park does not benefit from the frequent 36 route which travels south east down Beacon Ave. An every 15 minute connection from the light rail station at peak time (and dropping to every 30 min after 6:30) is an unacceptable level of service for residents living a mile from the light rail station. The proposed 107 reroute could mitigate this issue for our area, as long as it is not scheduled at the same general arrival/departure times as the 60, which is currently the issue for the 50 and 60 in my area (both arrive within minutes, and leave a void in service for the next 20 minutes).	12/8/2015 3:42 PM
174	the part of the 106 north of Mt Baker TC is a complete waste of duplicative service ... Link is right there as is the 7. Running the 106 up Boren across First Hill to SLU would be so much better and would be a new route/service not currently duplicated anywhere	12/8/2015 2:21 PM
175	The changes you wish to make to the 106 are crippling. I rely heavily on this route as it is	12/8/2015 12:41 PM
176	when will there be a rapid ride route on Rainier Ave? (connecting to Auburn and downtown Seattle?)	12/8/2015 11:22 AM
177	Instead of removing the off-peak 9, how about having it terminate at Mount Baker instead? Then riders could switch to light rail or the new 106 to continue south.	12/7/2015 11:34 PM
178	I think I covered the topic pretty extensively for the rerouting of the 106. However, I'll be more than happy to discuss the other bus route changes if need be. You can contact me at 206-383-6652, or wendy.k17@yahoo.com.	12/7/2015 9:55 PM
179	Traffic flow and the traffic lights need to improve to keep the buses closer to the schedule FOR ALL ROUTES. THE 8 ISN'T THE ONLY ROUTE THATS ALWAYS LATE.	12/7/2015 6:30 PM
180	I would like to see up to date route schedules posted at stops, and detailed route maps also, a generic map with no detail of outskirts stops does not help when I'm leaving downtown.	12/7/2015 5:09 PM
181	While it is a great and democratic thing to listen to people's opinions, it looks like Metro has been paying attention to many particular interests, rather than having the collective good in mind. There were radical changes from his initial proposal. Neighborhoods like Summit will be left with the infrequent 47 service. How are you addressing that issue without having people walking uphill a minimum of 4 blocks to get to the Light Rail?	12/7/2015 2:44 PM
182	It would be great if the 60 bus ran more frequently along 15th ave.	12/7/2015 12:56 PM

Southeast Seattle 2015-2016 bus changes

183	Terminate 106 at Mt Baker Station	12/7/2015 10:22 AM
184	Thank you!	12/7/2015 10:17 AM
185	Fix the damn bus tracker. It's bad enough my bus is always late, the least you could do is have the smart phone app accurately tell me when it will arrive. And I don't mean the waste of money KCM app, I mean work with Sound Transit on OneBusAway.	12/7/2015 9:09 AM
186	Don't let a few transit bloggers influence important community decisions. Transit riders in Rainier Valley and Georgetown who are impacted should have influence.	12/6/2015 11:37 PM
187	Keep up the good work.	12/6/2015 7:58 PM
188	You have to understand the demographics of beacon hill. They are a majority of immigrants who do not speak English and live in beacon hill because of the ease of the transportation. If you put split 107 and 106, it will not make it easier for the people of south beacon hill to get around. It will only make it harder as they now have to catch two buses. The reason you won't get much feed back is because they cant articulate it. There was a bus (back about 5 years ago) that would service beacon ave south and we would not have to transfer. Please do not change the existing route. If you must, provide a bus from Chinatown to beacon ave south with out making any transfers.	12/6/2015 2:05 PM
189	You already took away the 42 for the 8 now you want to take away the 8???	12/6/2015 10:58 AM
190	Improve access to the new Link stations (Capitol Hill and UW).	12/6/2015 8:12 AM
191	PLEASE DONT CHANGE IT I NEED TO GET TO WORK LIKE THIS!!	12/6/2015 9:45 PM
192	I'd like to keep the current 106 route but more frequent buses. Every 30 minutes is a long wait for a bus that has continual riders. The 106 is a stable route for kids who go to school since it passes by many educational establishments, library and community centers. It's also a valuable transit for adults who go from their house to work or social gatherings in the downtown area.	12/5/2015 11:57 AM
193	My main concern is the changes that remove inter-community transit options. There seems to be a push to make all routes go into downtown in order to transfer to buses that, then, go back into the radial neighborhoods. This spoke and axle model makes sense for those traveling across the city, but if one wishes to go a neighborhood or two laterally it will take over an hour to get downtown and transfer to another bus that heads back out. Bus routes like the 50, 74/30, 8, etc., routes that allow movement around the city (somewhat literally), are fabulous for the neighborhoods they serve and these proposed changes all remove lateral city movement in favor of axial movement. Also with traffic already as bad as it is, especially at peak hours, putting more routes onto the streets with the worst traffic (Rainier Ave S.) seems like the wrong approach. Rainier Avenue may be the most direct route from mid-south Seattle into the core, but at peak times it is most assuredly not the fastest.	12/5/2015 9:53 AM
194	I wish a beacon Ave bus (i.e. The 36) went south of myrtle.	12/5/2015 9:30 AM
195	Keep the number 8 and add back the 7 express or fix the schedules so we don't have a train of buses. The south end needs more service not less, the rationale is that we have light rail. I'm too far to walk to the station as are many other people, and the light rail is more crowded than ever and doesn't go to the areas the bus serves. We voted for more service for the "workers and people who actually ride the bus", not less. This looks like a "bait and switch" to me. The criticism around the new city transportation package was it was too vague and not specific. Now I understand and wish I had not voted for it - aside from the steep increase in my property taxes. It is time to think of the people who actually ride the buses. Why not do surveys on the buses when people are riding them. Why not ask people when they are riding the bus how they feel and what the impact would be by cutting or reducing the route? Why? Because you don't want data and information that goes against what you have already decided to do.	12/5/2015 7:49 AM
196	Keep the 106. It's very unsafe to walk from the 124 route at night to Carlton where I live	12/5/2015 4:24 AM
197	Keep the proposed 106 south of Mt Baker Station, but either terminate it at Mt Baker or reroute it on Boren to SLU. The proposal north of Mt Baker is too duplicative with the ultra-frequent 7 and is less useful than the 9X. The 107 proposal is good. I've heard conflicting things about how much service Georgetown would get: it needs to be minimum replace all the lost 106 runs.	12/4/2015 9:33 PM
198	A good start would be having transit planning done by people who actually use the system, i.e. ride the busses to get to work, appointments, etc. As it stands, it would seem that major decisions affecting the commutes of thousands are being made by someone in some office with a pencil and a map. If planners had to feel the stress of being late for an appointment or had to stand out in the rain and wind under badly designed shelter waiting for a late bus, decisions about street design, busses vs. trolleys, placement of bike lanes and parking might be more rational. An extreme example of bizarre transit planning is Broadway.	12/4/2015 7:57 PM
199	More clear and easy connectivity to columbia city station from south of the station (between othello and cc) (getting dropped at the transit center +waiting to cross rainier adds a lot of time onto the commute, esp if one misses the light rail and has to wait the full time for another train). More ped/biking infrastructure and activated streets for routes to/from bus and light rail and schools. Figure out orca connection to car2go.	12/4/2015 7:23 PM

Southeast Seattle 2015-2016 bus changes

200	if 106 get change, no buses will come	12/4/2015 6:21 PM
201	I strongly oppose any change in the #8 route! It would be a hardship for me to have to transfer to get to my destinations. I am disabled, 69, on a limited income and I don't own a car. I think this is economic, class and racial discrimination against people who live in the Rainier Valley. You would give a long convenient route to people who live in Mt. Baker and north (!!"&@#@#) and require us to transfer after a short ride. (Of course, it wouldn't be a problem if we stayed south of Franklin HS, right?) I was angry when the 42 and 48 were taken away (I have lived in my house for 25 years) but I have adapted my life to use the #8. I rarely take the light rail because it is 1/2 mile from my house. The Light Rail project was an abusive imposition on our neighborhoods and businesses. The first thing that was done was to cut down all of our beautiful old trees!!!!!! And there are few stations on MLK. We need a station at Graham. Airport passengers routinely fill up the aisles and seats with their luggage. I am an outspoken person, so I always speak up and announce that I need a seat. I can't tell you how many obnoxious conversations I have had with airport travelers who don't want to move their bags. Pushing the red button for help is useless, I have found. AND the people I have heard complaining about the number of stops between downtown and their (ing airport!!!!!! Most of us in the valley take planes rarely if ever, and the Light Rail is----actually, something I consciously avoid riding, talking about, and even thinking about. I'm SO GLAD you asked for my comments. GO AHEAD and screw up the #8. I'll put it on the list, but a lot of us feel like Madame DeFarge... You have no idea how angry poor people and people of color are. But gee, have a good night sleep. You have the job, and the money and the power. Just remember-- one way or another, like common bread, the common people will rise. You actually CANT build enough jails to put us all in. "Thanks" for this opportunity to speak my piece. Of course, no justice means no peace...	12/4/2015 5:12 PM
202	You can add another bus to replace the 106 if this proposal does go through. Also a clarification since the map does not really explain your plan.	12/4/2015 4:35 PM
203	This was offered before the vote came to increase funding for Metro. Now that you have your money, we want to keep the 106 through South Beacon Hill.	12/4/2015 3:49 PM
204	Passage of Prop. 1 in 2014 was supposed to prevent precisely these reductions in services. Metro should be increasing options for Seattle's underserved communities, not cutting them.	12/4/2015 3:41 PM
205	The traffic around Mercer completely impedes transit use in that area. We need more service at Eastlake Ave near South Lake Union. We need to keep bus access from South Columbia city and Mid-Beacon Hill to downtown.	12/4/2015 3:38 PM
206	Why take the 106 away from Georgetown?!	12/4/2015 3:36 PM
207	Aren't the buses already (supposed to be) coming every 15 minutes? They're (the early morning buses) usually pretty late, or they drive right past you.	12/4/2015 3:06 PM
208	please have security on the busses at night and reinstitute the idea of a light rail at Graham	12/4/2015 3:03 PM
209	Make buses and One Bus Away communicate better.	12/4/2015 2:18 PM
210	Apply the existing Service Planning Guidelines. They call for Route 124 to have 15-minute service, while the corridors between Mount Baker Transit Center and the international district are few served by multiple transit options.	12/4/2015 1:55 PM
211	Increase parking! Any day we don't carpool to transit and take light rail or the bus is due to a lack of parking at local park and rides or the transit center. We've had to find neighboring cities to park just to ride the bus, which pretty much defeats the purpose.	12/4/2015 1:47 PM
212	I would like the 106 route to stay the same, but increase the frequency of the buses.	12/4/2015 1:20 PM
213	Extend the schedule of service for the 148 in Renton.	12/4/2015 1:12 PM
214	It is a complete waste of money to provide yet another route to downtown from the Rainier Valley. As a former Georgetown resident, taking away service from Airport Way is extremely shortsighted, especially when Prop 1 just passed. Leave the 106 as is, and extend the new 38 to Renton instead.	12/4/2015 12:58 PM
215	no	12/4/2015 12:18 PM
216	Route 7 needs to be improved so there are fewer delays and bunching	12/4/2015 11:57 AM
217	Please keep the 106 on Beacon.	12/4/2015 11:20 AM
218	Use your professional planners and technical guidelines instead of this recent corrupted (small "c") process of back room, politically based "adjustments." I am losing faith in Metro.	12/4/2015 10:44 AM
219	i like the 106 and 8 going together, easier to visit friend in renton and Transfer from the light rail line. another bus route that goes between east and west is important too for the Rainier valley.	12/4/2015 9:31 AM
220	There needs to be more background information presented. Why is this even being proposed? What is the ridership and destination of current routes and riders? The 42 went away several years ago because no one rode it. There's no reason to bring it back with the revised 106. Fix the Mt. Baker transfer situation. It is horrible. Create better Link connections overall. Not everything needs to go downtown.	12/4/2015 8:48 AM

Southeast Seattle 2015-2016 bus changes

221	Increased connectivity/linkage to the light rail will only happen with more frequent service for the 50.	12/4/2015 8:35 AM
222	Please keep serving The Museum of Flight with Route 124. Thanks.	12/4/2015 8:27 AM
223	These revisions make it feel like you are trying to cut south Seattle off from Downtown. That is the backwards way to go. You need to make the service to downtown and other parts of Seattle more accessible not less. These changes completely cut off people like me who rely on the public transit system to move me throughout the city of Seattle. Cutting off our easier access to the western parts of the city is just not fair or helpful to anyone who truly tries to make their livelihood entirely in the city alone.	12/4/2015 8:12 AM
224	The service to the south end is poorly planned and monitored. Sadly it appears to reflect negatively on the populations served.	12/4/2015 7:58 AM
225	I appreciate that you're trying to expand options in the south end, I just think cutting the 9X would be a loss to south end commuters.	12/4/2015 2:35 AM
226	Go ahead spend taxpayers blood/sweat dollars with new coaches and bike lanes, filthy morons hard at work. Keep dedicated bus service running, stop removing service routes where LINK intersects. not everyone MUST ride LINK, where is choice you promise o??	12/4/2015 1:03 AM
227	Have a small bus goes down to Rainier Beach light rail station for those live in South Beacon Hill. When outside is dark, it is unsafe to walk more than three blocks. Martin Luther King Jr Way is famous for crimes.	12/3/2015 10:14 PM
228	We need need need buses!	12/3/2015 8:43 PM
229	Please don't reduce a route that allows people to reach our hospitals. I'm a nurse in a clinic at Harborview and see first hand the barriers that transportation issues causes. Missed appointments lead to people people waiting until they have emergencies to present, emergencies that could have been prevented. A reduction of the 9x will exacerbate this.	12/3/2015 6:33 PM
230	I would like to take the bus more. I find that if I have a meeting that I drive in because I am not sure I can get home on the bus. I don't think cutting routes is helpful. I want to feel safe getting on and off the bus. I want to know that the bus is reliable.	12/3/2015 2:13 PM
231	put a transit station above the Capital Hill Light Rail station. A place where the Street Car, local buses, and light rail all meet at the same place. This would make transfers easier. No street crossings needed to get on the next leg of the trip.	12/3/2015 1:55 PM
232	Please improve east/west connections!	12/3/2015 12:42 PM
233	Not everyone works in downtown Seattle. There is a lot of employers in SODO area. You have a bus thoroughfare that is very efficient in that area, use it.	12/3/2015 12:03 PM
234	Please bring back the 7X!	12/3/2015 10:14 AM
235	The 106 is the only bus that goes pass my house in Renton Ave S, and these proposed changes would imo substantially degrade the service during rush hour on the the southern portion of the southbound route.	12/3/2015 10:08 AM
236	If the 106 is removed there would be no direct link between Georgetown and Rainier Beach. One will have to take the light rail to Beacon Hill then take the 60. Which will increase time considerably. Also what is the point of new 106 route if there is going to be the 38. One or the other is plenty. Increasing 124 does not help those who use 106 between Georgetown and the other side of I-5.	12/3/2015 9:58 AM
237	There are many elderly people along rainier who use route 9 to get to and from medical appointments on first hill. This change would be an immense disservice to that population.	12/3/2015 9:00 AM
238	Not everyone has access to the light rail, so eliminating or reducing routes that make travel north harder seems inconsistent with a plan to make metro efficient. Rerouting the 106 to serve the same route as the 8 is not going to solve the problem of the 8, it's just going to take away a route that serves an entirely different purpose - to take riders from Rainier Beach to Beacon Hill to Georgetown to SODO to Downtown. No other bus transverses the southeast that way and eliminating that route would make it more difficult for riders to go from one side to the next. It seems like Rainier Beach is bearing the brunt of these changes - the 9X is far speedier and efficient than the 7 during the week, the 106 to downtown Seattle is also sometimes much faster than the 7 - and while there is a LINK stop in Rainier Beach, those of us on the southeast end of Rainier Beach have a 25 minute walk or multiple bus transfer to get to the stop, making it actually a longer commute. Put your focus there.	12/3/2015 8:27 AM
239	Please rethink the 106 rerouting. Your industrial district has a LOT of patrons riding this bus every day (most of them at 6th & S Industrial Way) and the proposed change will eliminate a good deal of us, inconvenience the rest, not to mention the added burden to the 124 route. 106 can barely handle our stop alone during peak periods -- combining S Industrial Way with another route will only make things worse. Every 15 minutes sounds great... until you stop to think that none of the people you are proposing to inconvenience will even get that added benefit. We'll be on the overcrowded 124... or driving our own cars... and THAT is what you are trying to avoid. Right? Thanks for listening.	12/3/2015 7:37 AM

Southeast Seattle 2015-2016 bus changes

240	Already stated the my opinion on another question. Only other thing, would be nice to have some new buses if you are going to cut services. I notice the Eastside has new ones. I commute from the BTC to work on my last leg after taking the 9 to the I-90 exchange where I pick up a Sound Transit bus.	12/3/2015 8:28 AM
241	MLK and ID are well service by multiple bus and rail options. The 7 is already overcrowded, behind schedule and hindered my too many stops. The 9X is the only efficient alternative - we cannot afford to reduce 9X service, if anything its frequency could be increased!	12/3/2015 12:42 AM
242	I need to get to Georgetown, by bus it takes 2 and over an hour to go 3 miles! This is the case to get to many places. The bus routes are inefficient.	12/2/2015 11:10 PM
243	Don't take the 9 away!! Southeast Seattle has more residents who depend on buses for everyday living (and who don't clutter up your roads with cars) and we need MORE bus service not less.	12/2/2015 10:29 PM
244	Please don't decrease the 9X. A lot of hospital employees need it outside of rush hour.	12/2/2015 9:58 PM
245	Don't cut services! The density of S. Seattle is increasing to the point where many people use the light rail, but that is only in the pockets near Columbia City/Rainier Beach where there is parking. Everyone else that can't park in those areas needs to take the bus and the #9 is the best option right now. Please don't decrease the offerings!!	12/2/2015 9:27 PM
246	Keep the 9 route	12/2/2015 9:18 PM
247	Stop cutting rainier valley, beach busses. It's gentrifying, things are changing.	12/2/2015 9:17 PM
248	Also, I don't think it sends a good message to voters in SE Seattle that their transit service will be cut just weeks after voting for the huge Prop 1.	12/2/2015 9:16 PM
249	I would suggest still keeping the 9X route because of Seattle University and because not everyone has the time to hop on the bus and then transfer to a streetcar to get to the hospital or First Hill for work or leisure. Please rethink your plan or I will be stuck for doctor visit times.	12/2/2015 9:12 PM
250	The #9 is really important to a lot of people who work up on Capital Hill/Broadway changing the route to peak hours only is going to make life really difficult for all of us!	12/2/2015 8:45 PM
251	Please don't reduce the frequency of the 9x! There are no other transit options from my area to first hill, especially until the Graham Street light rail station is built.	12/2/2015 8:43 PM
252	In addition to adding 124s, consider having 124s that originate in downtown, rather than start as 24s coming from Fremont. This would be a better replacement for the 106 during afternoon rush hours, as the issues the 124 currently have seem to start with getting stuck in traffic on Denny.	12/2/2015 8:31 PM
253	If buses must transfer through Mt. Baker Station in order to speed up bus service, PLEASE put the stations on the same side of the road! I've missed many buses when one is late and I cannot cross the street to catch it. This is terribly frustrating, unnecessary, and dangerous.	12/2/2015 8:27 PM
254	Bringing back the 124 stop at 13th and Bailey that is now only for the 106, it is very dangerous to cross airport way at any time, and the only other bus stop for me, on Bailey/ Carson or Michigan is very hi key, dark and I do not feel safe there at all!!!	12/2/2015 7:18 PM
255	Need more east to west connections.	12/2/2015 6:27 PM
256	With the new light rail restructuring, it seems that the North end is keeping an inordinate number of routes while the south end is being squeezed to only use light rail. If light rail went to every neighborhood and was easily walkable across the south end, this would be fine. But it's not. There are almost no east-west connections in the Rainier Valley to get residents to the light rail station efficiently. From where I live in Hillman City, you have to walk a mile to the Columbia City station. The new Graham Station will improve this, but none of these service changes address giving people a way to get from their homes/apartments near Rainier over to MLK. It may be walkable for some, but not for all. Living in the north end, you have east-west and north-south connections to just about anywhere. In the south end, you are dependent on a transfer to get anywhere. This is inequity, plain and simple.	12/2/2015 6:05 PM
257	I am most interested about frequency during peak commuter times.	12/2/2015 3:13 PM
258	I like the proposed changes for 106!	12/2/2015 2:26 PM
259	This is the 2nd time in 6 months that route 106 has been slated to be removed. Please do not change this route.	12/2/2015 1:47 PM
260	The south end does not need anymore transit cuts. If anything it could use increased transit. Cutting transit in the south end will only make life more difficult for poor people.	12/2/2015 1:39 PM
261	The 9 is bae and needs to stay the same or run on weekends or something	12/2/2015 12:44 PM
262	Ask people what they want before you make changes.	12/2/2015 12:00 PM
263	Please reduce the bus fare, it's too high	12/2/2015 11:57 AM

Southeast Seattle 2015-2016 bus changes

264	changes to the #8 sound smart. the 9x should stay as is..it helps alot of alderinfirm people get directly to their doctor apps on pill hill.	12/2/2015 11:31 AM
265	I hope that when the Capitol Hill Light Rail opens, it takes some of the problems away that we see in the south end. Trains should have been implemented 30 years ago. The trolley lines should have never been touched. Now that we have massive growth there is a great need for trains and new bus routes. I hope all the engineers and city/federal government can implement a better mass transit. It's long overdue and quite frankly started way too late in the game. There are so many obstacles in a city that borders water. I hope all the bottle necks can be helped. This city is choking in traffic.	12/2/2015 10:52 AM
266	I work early some days and late some days that do not always coincide with peak services. I feel concerned about neighborhood safety and the amount of time I need to wait for my new bus.	12/2/2015 10:29 AM
267	BRT, 7x. It is not hard.	12/2/2015 8:42 AM
268	Increase rather than reduce 9X! many people depend on it and it is already overcrowded. I appreciate that you are trying to make other additions to Southeast Seattle and I hope you go forward with them, but DO NOT FUND THEM BY CUTTING OTHER SERVICE IN AN ALREADY UNDERSERVED AREA! The distance between Rainier and MLK is too far when you are south by Othello, Graham, etc. If you cut 9X service, people in those areas will have to take multiple buses or walk long distances through unsafe areas. I beg you not to do this!	12/2/2015 8:34 AM
269	I'd like a more direct bus between Beacon Hill and Southcenter. I currently have to either go into downtown to catch a 150 or go to RTC to get the F, which is backtracking for me compared to how the old route 39 bus went from Rainier Beach to Southcenter via I-5.	12/2/2015 7:48 AM
270	Our household would stop using transit altogether. Work commutes would be too long and not safe because of crime on the #7 bus and crime on the walk routes that substitute transit would cause. It would further degrade east/west connections, sorely lacking in for Rainier Beach residents.	12/1/2015 8:07 PM
271	Electronic reader boards at stops are very helpful	12/1/2015 7:57 PM
272	A direct route from Columbia city to UWMC would be great	12/1/2015 3:27 PM
273	more Bus Rapid Transit! Buses should not be stuck in traffic with everyone else.	12/1/2015 1:31 PM
274	These changes limit access to transit to some of the lowest income areas of the city - the 106 is key to getting to Renton, and should not have access removed from Georgetown.	11/30/2015 3:50 PM
275	My main concern is cutting up the route from South Bellevue to Downtown. My bus is significantly filled with riders from the end of Bellevue to the tunnel stations and splitting that route seems like an unnecessary disruption. I agree that bus frequency is an improvement to the area, so hopefully that can still be achieved.	11/30/2015 1:01 PM
276	Light rail will help. IMMENSELY. More buses, more often will help. Any other public transit styles are a waste of money.	11/30/2015 7:56 AM
277	The proposed changes on Capitol Hill (Link Connections) leave the 8 as the only east-west service along the John/Thomas corridor since the 43 will only run half hourly (and only during peak). This is a huge reduction in service that makes it more difficult to access Capitol Hill Station. The 8 needs significantly better frequency, especially evenings and weekends. Service only every 30 minutes in the evenings and all day on Sundays is completely unacceptable.	11/29/2015 8:22 PM
278	I believe the light rail terminal should have a station at airport way.	11/29/2015 11:52 AM
279	Given how difficult and long it takes to move through downtown to points further north I think more consideration needs to be given to moving south end residents to services and resources in the south end, Renton, Tukwila, Burien. This is our orientation now, the urban core is not as useful as it used to be.	11/29/2015 11:52 AM
280	Please maintain the direct link the 106 provides between Renton and the Living wage job-center in the Duwamish valley.	11/29/2015 10:59 AM
281	If you reroute the 106 out of Georgetown I will very rarely take the bus anymore.	11/29/2015 10:49 AM
282	The 163 needs to run till at least 10 pm in each direction because it serves neighborhoods where the next closest bus is up to almost 2 miles and it needs Sunday service 166 needs better Sunday service 160 needs bigger buses mixed in with the current units all day long 7 days a week	11/29/2015 9:23 AM
283	I would like to see the 106 bus run more frequently and at earlier scheduled times, such as 430 or 445. I have an early morning commute and myself as many of my neighbors also need to travel to downtown at the same hour.	11/29/2015 9:14 AM
284	Have the buses come before 5 am, more frequently and more routes are needed. Please keep the 106 in Georgetown. We only have the 124 which is not safe and unreliable. The 106 is safe, on time and clean. Please don't take the 106 away from Georgetown!	11/29/2015 9:08 AM

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285	We need the 106,124 and the 60. They give different levels of service. Stop reducing services to a neighborhood that gets cut and reduced already. Make it pedestrian friendly. We deserve safe timely buses.	11/29/2015 7:49 AM
286	The proposed changes are a lot like the old 42. Metro eliminated the 42 for a reason. These changes are highly discombobulated and create a duplication of service along Jackson St. Please keep the 106 as it is, connecting the Rainier Valley with Georgetown and work centers along Airport Wy S.	11/29/2015 12:23 AM
287	Please extend 107 to LR station in Beacon Hill!	11/28/2015 2:33 PM
288	Like I said, just one more last stop for westbound 8	11/26/2015 10:34 AM
289	More frequent buses, more break time for drivers so they are able to be on time, and don't eliminate #8 from Seattle Center, through Capital Hill to Rainier Valley.	11/26/2015 9:23 AM
290	Suggest running the 106 up and down Boren to South Lake Union to provide good connections for First Hill residents and employees to south lake union.	11/25/2015 4:09 PM
291	One thing I always thought could shorten the commute for the 106 could also be 106X. It could possibly go straight from Rainier Ave S and S Tobin St along Rainier Ave to Rainier Ave S & S Fisher Pl	11/25/2015 11:31 AM
292	Having the 106 go downtown is needlessly duplicative and will make it much more unreliable than the 38. I think it would be much better to spend the resources in making it more frequent, or improving the connection to First Hill by running up Broadway or 12th. I'm also disappointed that Metro continues to do nothing about the 50. People have been crying out for east-west connectivity for years and the 50 corridor has a lot of potential.	11/25/2015 9:38 AM
293	Route #8/38: Extend Route #38 north of the Mt. Baker TC to 23 and Jackson/Yesler. This will provide a second route for riders between these two locations and provide a critical connection to First Hill and Broadway for riders south of the TC who use the current Route #8 as a connection to service to First Hill and Broadway. Route #9: I am adamantly opposed to this route becoming peak-hour only. Many riders in the Rainier Valley use this route all day to reach First Hill medical facilities and Broadway shopping destinations. Cutting this route will require them to take two buses (or one bus and the Streetcar, when it starts service) and will be very inconvenient. METRO received many requests for MORL service on this route--they should accommodate those requests, rather than cutting this route.	11/25/2015 7:51 AM
294	There needs to be one bus to downtown. There would be no way to get to downtown from south beacon with these changes and that's not acceptable.	11/24/2015 8:04 PM
295	Do not provide additional service on lower Jackson. There are too many services as it is. If anything, increase service on Route 14 to provide better full Jackson service. Besides, this is too duplicative with Route 7 and Link. Instead, have the new 106 run to SLU via Boren. This would dramatically improve ridership and increase connections for all, on top of this mostly-excellent proposal. Another thought is having timed express service from Mount Baker Station to Seward Park or down Rainier during peaks, so people can more easily transfer from Link Light Rail.	11/24/2015 7:54 PM
296	The 106 should not duplicate Link light rail so closely.	11/24/2015 4:36 PM
297	The seats on the newer buses are too hard. I have back problems and this aggravates it.	11/24/2015 3:19 PM
298	More routes going east-west and more night service overall.	11/24/2015 2:27 PM
299	BUSES ARE OFTEN OVER CROWDED AND LATE	11/24/2015 2:00 PM
300	1. Don't change the # 9. 2. I think you should ask for more people to pay their fares. I get fed up when I see the same people gaming the system all of the time. I own a house and have to pay taxes to support the fares of the people who don't pay.	11/24/2015 1:51 PM
301	I know it's important to have service along the entire Madison corridor. However, I think the deviation for the future 8/11 off of Thomas/John is problematic for travel time and reliability.	11/24/2015 12:19 PM
302	The number 9 has finally reached decent frequency and now you are getting rid of that. Many people commute from SE Seattle to 1st Hill and Seattle Central Community College - Cutting #9 is a bad move - does not serve the community - You can do better!	11/24/2015 10:47 AM
303	Improving sidewalk safety is also important for those of us with disabilities--Much safety considers wheelchair users but also needs to consider those of us who walk with canes. Also, the no parking bus zone needs to be long enough to allow buses to pull to the curb even when a car is parked in front of the zone.	11/24/2015 10:37 AM
304	Just continue to be quick and prompt to places to places!!! Just don't have all the time to deal with delay wheelchair customers since they are so damn slow and backward plus they sink!!! Again we pay for quick service not delay or excused!!! Thank you!!!	11/24/2015 10:36 AM
305	I think we need an every-2-hour bus, 8 am to 6 pm, Sat-Sun, down 900 from Renton to Issaquah for trailheads in the Issaquah Alps. Even 9 am, noon and 4 pm would be great.	11/24/2015 9:36 AM
306	Is there any way we could get a route from Northgate to Capitol Hill	11/24/2015 8:52 AM

Southeast Seattle 2015-2016 bus changes

307	More frequent service at the stadium after Sounders game, pretty please!	11/24/2015 8:25 AM
308	Route 106 should replace the 9X and head up onto First Hill, operating N-S on Boren Ave to SLU This would provide First Hill with additional all-day N-S service while also connecting SE Seattle and First Hill with South Lake Union (where a lot of First Hill residents work)	11/24/2015 8:07 AM
309	If anything, the 9 should be expanded later in the evening.	11/24/2015 7:03 AM
310	Metro seems to utterly fail and pay no attention to the need to provide safety against crime at transit centers and bus stops: Major failure!	11/24/2015 2:19 AM
311	The rich people's plan for a rapid ride on Madison is going to just make life soo much worse for the people who use that corridor. Taking away what little parking there is, adding more bus trips to cut 6 minutes!! It's a waste of money that needs to be see else where!!!!	11/24/2015 1:23 AM
312	Metro has provided sound service change ideas in the past. This is not one of them, with respect to the rainier valley bus alignment. Please don't fail our community and go back to the drawing board on this.	11/23/2015 11:30 PM
313	I don't understand why you have to change the 106, I really hope that you are having a community meeting schedule because our area has a lot of different people that might not even know that this is even happening. I very upset because I will have pay more and we just approved a very large transportation bill and now you making harder for working people to get around the city, You and sound transit have to work together so, people can get around this city and get charged twice.	11/23/2015 10:43 PM
314	Get new 7 buses. The current ones are just disgusting. It's like being a second class citizen having to ride them as compared to newer buses on other routes. It's the least favorite part if my entire day.	11/23/2015 10:37 PM
315	Again, the 106 is now needlessly duplicating the light rail. Obliterate the entirety of this new routing between downtown and Rainier beach, and force a light rail to bus reload	11/23/2015 10:32 PM
316	There's already two tremendous options to get get from the Rainier Valley to the International District. Between the 7 and Link, there's no need to increase the number of buses moving up Rainier Ave to the ID.	11/23/2015 10:30 PM
317	plan for a new cross town route on graham st to connect future light rail station to west seattle all the way to seaward park via georgetown. reroute rt 60 to serve swift ave to rainier beach, but make it frequent. truncate rt 107 at rainier beach but make it run later at night more often.	11/23/2015 10:12 PM
318	I wish there was a graham street light rail stop , more efficient bus service along the mlk/rainier corridor between mount baker TC and rainier beach Safeway area , and hester link to bus transfers.Also I think you should have the new 106 end at the mount baker TC, and not have the route 38 appear march 2016 then quickly disappear September 2016..you should fix this by keeping the southern half of the route 8 the same ill September 2016. Also DONT BRING BACK THE 42. thank you	11/23/2015 8:34 PM
319	I'd like to see more transit police on buses in the early evening / nights	11/23/2015 8:21 PM
320	I take the 106 to the Rainier Beach link station in the morning (& wish the bus would come every 10-15minutes regularly), but can't safely take the link to the 106 after work, however if the bus came more often during peak periods, then I could take the link (I just don't want to wait in Rainier Beach for 20-30minutes esp. when it is dark).	11/23/2015 7:51 PM
321	I am a 3rd-generation Seattleite. My great-grandfather was a trolley operator. We have NEVER had good east-west transit routes. That needs to be fixed. You all lump Rainier Valley as if MLK and Rainier run a block away from each other. We want more convenient connection from Rainier to Light Rail.	11/23/2015 7:03 PM
322	Route 8 should be more frequent and there should be additional busses that directly connect Rainier Beach and South Seattle with the rest of the city without needing a transfer. Transfers are extremely frustrating, particularly because the bus system in Seattle is moderately unreliable, but are horrible for people traveling with children, especially small children, people with disabilities, and elderly people. People who travel alone will also be forced to stand in the dark alone waiting for a bus to come, which is especially unsafe for women who are exponentially more likely to be assaulted. All of these conditions worsen in the cold and rain, which is the majority of Seattle's weather, as well as in major heat, which we have been facing during the recent summers. Cutting the 8 into two busses would not only require the majority of its users to include a transfer on a route that was formerly avoidable, but would also literally and symbolically disconnect South Seattle, the majority of Seattle's low-income and population of people of color, from the rest of the city even more so than it already is. The need for transfers should be MINIMIZED - there is no excuse for adding additional transfers.	11/23/2015 6:31 PM
323	More E-W connections are critical. Parts of Beacon Hill cannot easily get to the Rainier Valley with any reliability/frequency.	11/23/2015 5:36 PM
324	Have the 107 or another bus that could service Skyway to Allen Town to Tukwila Recreation Center	11/23/2015 5:21 PM

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325	I find the Metro Planner more difficult to use than before the changes a few months ago. Because of the steep QA Hill, we use the north side of QA to get to SPU, then on to Ballard, Fremont or UW. That direction is no longer one of the choices, though it is the fastest & easiest for us. Estimating out the times can be much harder than before. We use One Bus Away a lot. Perhaps more bus service to get across the city west to east? North/south service is really good. Thank you for asking. When you place ads that cover the outside windows, it can be very hard to see where the stops are, so please consider your riders, especially in inclement weather seasons.	11/23/2015 4:52 PM
326	If there aren't traffic issues, could the 106 be rerouted on Boren. It would provide a very convenient new cross-town route.	11/23/2015 4:08 PM
327	The 9 needs to run all day. Hospital employees and Seattle Central college students take this bus all day long. The 8 is an excellent cross town bus that connects the Central District to Rainier Beach. There is no other direct bus service that provides this.	11/23/2015 3:17 PM
328	Keep it simple whenever possible- overlaying routes for minimal gain is not recommended. If routes are cut for efficiency (such as at Mt. Baker), and all routes connecting there gain frequency, then I see the change as worthwhile. But long stretches of overlapping routes (particularly with frequencies that can't be well spaced), should be avoided.	11/23/2015 3:15 PM
329	How about a "hub" at 23rd & Cherry or 23rd & Union from which express busses would travel to and from downtown. The bulk of people benefiting from the Madison express are in Cap Hill area (not Madison Park) therefore partially wasted resource. Buses are heavily used in Central Area.	11/23/2015 2:47 PM
330	Run bus service past bar close on the weekend.	11/23/2015 2:31 PM
331	Figuring out how to run more routes through later hours would greatly reduce drunk driving.	11/23/2015 2:06 PM
332	For the 9 I think running until 10 instead of 9:30 in the mornings, and running until 7 instead of 6:30 (night) work better based on the number of people I always see on the bus. The advantage of just getting on one bus to get to your destination (the 9) versus having to transfer from a bus to the trolley (the proposed plan) seems like too much. And for me it would be two transfers since I take the light rail as well. I see a lot of people that stay on all the way to Broadway from the south end.	11/23/2015 2:00 PM
333	Stop messing with existing bus routes. You do what's convenient for you, not what should be convenient for your riders. Please stop enforcing your agenda on the ridership and maintain long-standing routes.	11/23/2015 1:52 PM
334	I think it's long past time to have bus service on Boren/Rainier between Mt Baker and SLU. This would add a key connection that is very difficult in today's network, and it would take a lot of pressure off routes like the 9, 12, and 60. I also think that Metro should seriously consider replacing the 9/36/49/60 with a single route that runs between the U-District and Othello. This new route could run very frequently (every 10 minutes all day, more during peak). It would connect with many Link stations, making it easy to get downtown. Combined with a Boren route, this would dramatically increase the number of destinations that people could reach on the east side of I-5 without having to transfer downtown.	11/23/2015 1:43 PM
335	Implement an ORCA only fare system. No fare collection on buses. Strictly enforce exit from rear door (except disabled)	11/23/2015 1:29 PM
336	Please look at the number of blocks and the terrain between stops for the routes 3,4 and 48. There are more than a few blocks up hill for some of these routes. For example: on the 48, there is a stop on 23rd and Cherry, then another a block away on 23rd and Jefferson. This is FLAT land. But the next southbound stop is on Yesler. That is partially uphill and 5 blocks between stops. We don't need door to door service, but walking several blocks uphill with groceries and kids is hard. Might as well drive.	11/23/2015 1:21 PM
337	Can the Rapid Ride F replace the 106 to get more service to the highlands 7 days a week?	11/23/2015 1:19 PM
338	Since the west side of beacon hill north of Lucille does not have a route that goes downtown, another connection to light rail is very important.	11/23/2015 1:08 PM
339	We need more buses to connect to major destinations within our community. And we need bus routes designed by community residents, not by bureaucrats, and certainly not by white men who work for Amazon and live somewhere else.	11/23/2015 1:05 PM
340	Please don't waste money on tons of duplicate service. I used to be a transit rider who was routinely frustrated by the bunching of multiple routes along the same street (i.e. 242/255/S1540/S1545 across 520; 48/43/S1540 through U District) with different headways. We have link. It's fast. It's efficient. Let's use that as our exclusive route through the Rainier Valley. No need for duplicate service!!!	11/23/2015 1:00 PM
341	If the 106 goes on Rainier and to the ID I wonder if there will be as much need for the 7 to go downtown. If the transfer experience is improved at Mt Baker Station, future planning efforts might consider breaking up the 7 so that an express service covers the length of the route and a local service goes between Mt Baker Station and Rainier Beach. That would help get folks who don't live near light rail into downtown faster, while still offering local service.	11/23/2015 12:46 PM

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342	Don't cut route 9. There are only 2 lines where we are at.	11/23/2015 12:09 PM
343	9x midday service would be appreciated, but not absolutely necessary.	11/23/2015 11:50 AM
344	I almost daily see 2 7 buses trailing one another stop to stop, perhaps the 7 could be more efficient to save money.	11/23/2015 11:41 AM
345	Options to improve this proposal include: - 10 minute frequency between Renton-Mt Baker instead of extending Route 106 to the ID - Fully deleting Route 9 and extending the proposed 106 up to First Hill or South Lake Union instead.	11/23/2015 11:35 AM
346	You have made bus service to Southern Seward Park/Rainier Beach worse over the years.	11/23/2015 11:34 AM
347	My bus got me to work on time for the first time in two months on Friday, and I was completely surprised. This shouldn't be happening. If the ride is going to be consistently twice as long as expected, schedules should be updated accordingly.	11/23/2015 11:33 AM
348	There are always people smoking vapes on the buses, a lot of them smoking pot in them. Can you please get that to stop?	11/23/2015 11:30 AM
349	More double buses at peak times to reduce overcrowding, and stricter enforcement of capacity limits of passengers.	11/23/2015 11:30 AM
350	I question why the 106 is being extended to the International District. The Rainier/Jackson corridor is already served by the frequent 7. End the 106 at Mount Baker station (where passengers can transfer to get to Link to the International District or the 7) and use those service hours to improve Sunday frequency on the 106 (30 minutes is a joke) or add even more frequency to the 7.	11/23/2015 11:28 AM
351	We "really" need more east/west bus routes in our community. There aren't any between Columbian/Alaskan Way and Othello Street, and it's a huge disservice to the residents there, especially ones who live on the Orcas or Graham hills. They are meaty hills and I know my neighbors don't use transit because it's too much of a burden to get up and down those hills on foot to reach a bus.	11/23/2015 11:22 AM
352	Route 8 should go directly from Madison Valley to the Capitol Hill Light Rail Station via John St. It should not zig zag from Madison & 19th Ave to 19th & Thomas St.	11/23/2015 11:20 AM
353	First Hill needs more North-South service. What isn't needed is more service from Mt Baker to Downtown as the 7 and Link do a perfectly good job as is. Route the 106 onto First Hill on Boren Ave to SLU giving Boren all day bus svc and connecting SLU to First Hill where many workers currently reside.	11/23/2015 11:20 AM
354	Nothing comes to mind at this time.	11/23/2015 11:12 AM
355	Restore service to west Ballard. It is an 11 block walk to the nearest bus stop, either 40 or 44, OK in good weather, pretty crummy in the rain.	11/23/2015 10:59 AM
356	Please keep the 9x as is! Thank you!	11/23/2015 10:50 AM
357	Route 169 to Kent run every 15 minutes during the day.	11/23/2015 10:47 AM
358	Move the transfer stop of southbound Rt 48 for light rail to west side of Rainier!	11/23/2015 10:18 AM
359	Please make sure the 9x operates in both directions in the AM and PM.	11/23/2015 10:11 AM
360	I appreciate that the #47 was reestablished. I use that route everyday to start my daily commute, but I get home to late to use it coming home.	11/23/2015 10:05 AM
361	There is no mention if 106/107 will still go to Renton. We need this option because the only grocery store in S. Seattle is Safeway and we need more options and the 101 doesn't run early/late enough on weekends for those who work weekends and is way too far to walk daily.	11/23/2015 9:47 AM
362	Run long buses on Sundays and Holidays since they only run every 30 minutes.	11/23/2015 9:44 AM
363	I'm so disappointed with Seattle's public transportation. The prices keep going up, while the service is reduced. To keep up with paying my bills, the car is my only choice, which is sad. I'd rather not drive my car in the city.	11/23/2015 9:40 AM
364	East-West service to the light rail stations should be the priority in this area, I cannot understand why there are so many routes that continue to run parallel to them. North-South should be the priority to the east of Skyway where the rail begins turning west, but in the rest of the valley, run the routes back and forth across Othello, Beach, Columbia City, etc.	11/23/2015 9:28 AM
365	As a Senior I miss not having a place to sit at Third and Pike while I wait for the bus.	11/23/2015 9:28 AM
366	If 107 has to replace 106, at least extend it to Downtown Seattle.	11/23/2015 9:23 AM
367	Bring back the Express 7 and keep the 106 route the same. Why change something that doesn't need to be changed.	11/23/2015 9:20 AM
368	Instead of deleting the 9 off peak, I'd rather reroute north end of the 7 to serve this corridor, possibly on Boren rather than Broadway. Unless the streetcar comes every 5 minutes, it's not worth changing bus service to connect to.	11/23/2015 9:19 AM

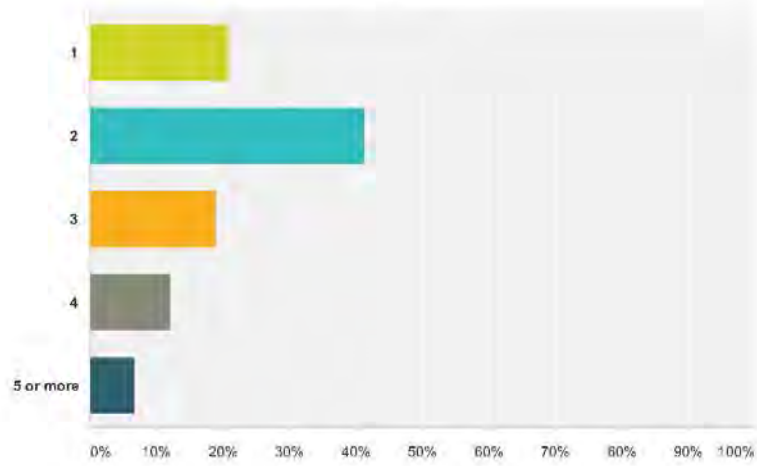
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369	Route 9's reduction is what concerns me most. It's a reliable and straightforward way for me to get to Broadway and cap hill. It's safer and cleaner. Also when 7 and 9 are operating I choose the 9 because it's cleaner and faster. I don't fear for my safety when I'm on the 9 or have to smell booze and body odor. The 7 busses are always disgusting. Why do people in the north end get cleaner and newer busses? Don't reduce 9!	11/23/2015 9:17 AM
370	I will discontinue taking a Metro bus altogether and will drive to work instead if these changes are made. I can park for free under the Spokane St viaduct and it will take me a LOT LESS time.	11/23/2015 9:15 AM
371	Make the 106 more reliable.	11/23/2015 9:13 AM
372	Again, worried about the 9 - only direct route from South Seattle to Capitol Hill.	11/23/2015 9:12 AM
373	I would prefer to see frequency on the new route 106 improved to 10 minutes all day, rather than use those hours to lengthen the route into downtown.	11/23/2015 9:11 AM
374	You seem to forget that disable and eldly people ride thses buses and you do not.	11/23/2015 9:09 AM

Southeast Seattle 2015-2016 bus changes

Q11 How many people, including yourself, live in your household?

Answered: 573 Skipped: 101

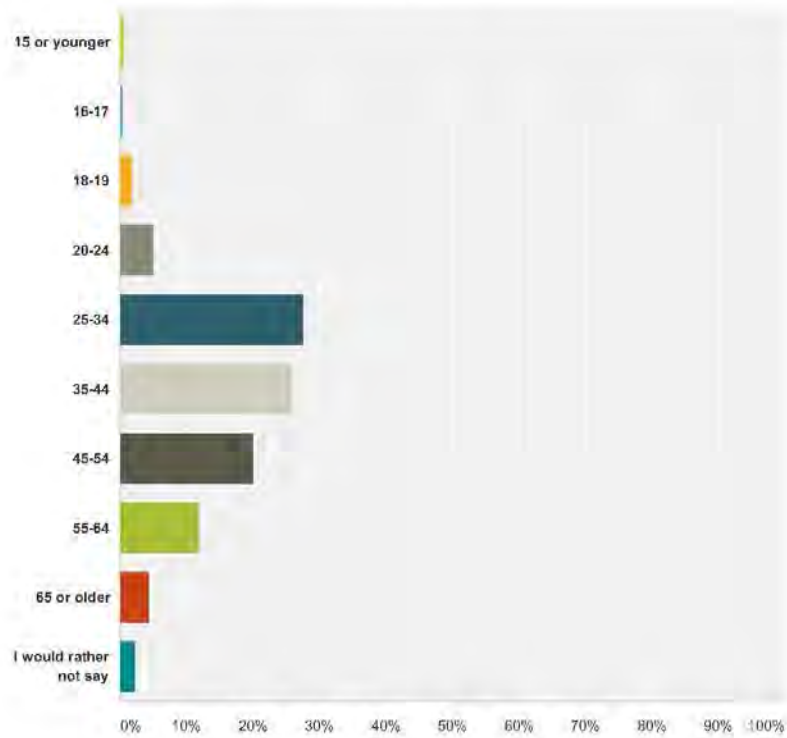


Answer Choices	Responses	
1	20.94%	120
2	41.36%	237
3	19.02%	109
4	12.04%	69
5 or more	6.63%	38
Total		573

Southeast Seattle 2015-2016 bus changes

Q12 What is your age?

Answered: 573 Skipped: 101

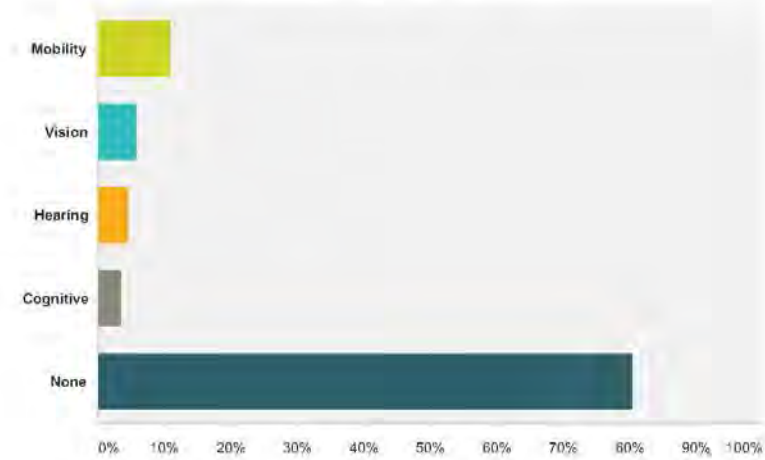


Answer Choices	Responses	
15 or younger	0.70%	4
16-17	0.35%	2
18-19	1.92%	11
20-24	5.06%	29
25-34	27.57%	158
35-44	25.83%	148
45-54	20.07%	115
55-64	11.87%	68
65 or older	4.36%	25
I would rather not say	2.27%	13
Total		573

Southeast Seattle 2015-2016 bus changes

Q13 If you have a disability, please indicate what kind. (check all that apply)

Answered: 365 Skipped: 309



Answer Choices	Responses
Mobility	10.96% 40
Vision	5.75% 21
Hearing	4.66% 17
Cognitive	3.56% 13
None	80.27% 293

Total Respondents: 365

#	Other (please specify)	Date
1	MOBILITY WITHOUT NEED OF CANE,CRUTCHES, WALKER or Wheelchair Etc Assistance Devices...	1/8/2016 7:57 PM
2	My husband does have mobility disability	1/5/2016 7:51 AM
3	Invisible disability that sometimes impacts any of the above:	1/4/2016 8:33 PM
4	But I DON'T take the back disability. I can still work with stand-up desk,etc.	12/22/2015 3:18 PM
5	mental health	12/22/2015 2:00 PM
6	My mom needs to be able the bus to Madison. She is frail and should not transfer if possible.	12/22/2015 11:13 AM
7	Lupus	12/18/2015 11:58 AM
8	Extreme Social Anxiety Disorder	12/17/2015 1:10 PM
9	I wear glasses.	12/15/2015 7:27 PM
10	Chronic pain and fatigue	12/15/2015 10:34 AM
11	endless supply of interperate opinions.	12/11/2015 7:18 PM
12	Arthritis. Do not require assistance, just more convenient transportation in cold, rainy weather.	12/4/2015 3:11 PM

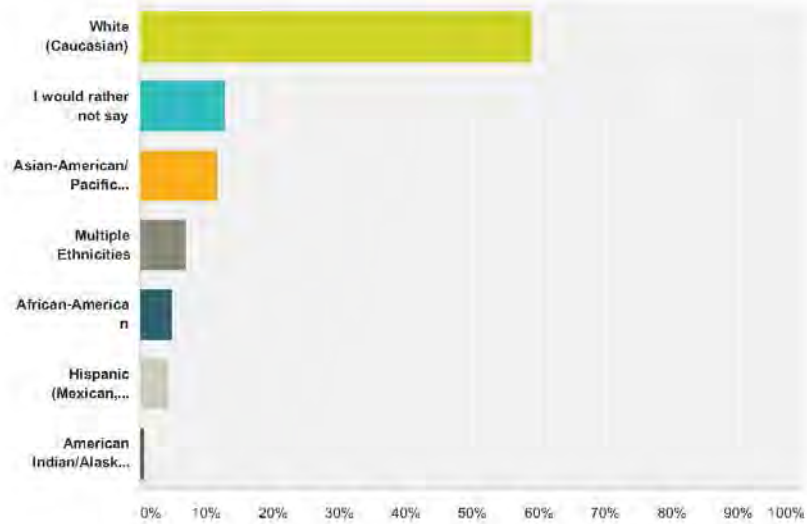
Southeast Seattle 2015-2016 bus changes

13	Chronic medical	12/4/2015 7:58 AM
14	Hip problem prevents long/rigorous walking, hence my issue with proposed change to route 106	12/3/2015 3:57 PM
15	None of your business	12/3/2015 12:06 PM
16	Cardiac patient with reduced heart function	12/2/2015 9:44 PM
17	mental	12/2/2015 11:32 AM
18	mental health	12/2/2015 10:29 AM
19	Mental health	12/2/2015 8:54 AM
20	I have a young child & frequently travel with multiple children. While parenting isn't a disability, it does change how I navigate our transportation system. A 1/2 mile walk is a different challenge when I'm bringing kids to school than when I'm walking alone.	11/29/2015 12:29 PM
21	Some of the above	11/26/2015 10:36 AM
22	slight mobility	11/26/2015 9:24 AM
23	fatigue	11/24/2015 10:38 AM
24	Cannot afford a car.	11/24/2015 9:39 AM
25	I would rather not say.	11/23/2015 1:01 PM
26	Kidney failure	11/23/2015 11:11 AM

Southeast Seattle 2015-2016 bus changes

Q14 Do you consider yourself...

Answered: 556 Skipped: 118



Answer Choices	Responses
White (Caucasian)	58.99% 328
I would rather not say	12.77% 71
Asian-American/Pacific Islander	11.69% 65
Multiple Ethnicities	6.83% 38
African-American	4.86% 27
Hispanic (Mexican, Mexican American, Chicano or Latino)	4.32% 24
American Indian/Alaska Native	0.54% 3
Total	556

#	Other (please specify)	Date
1	Black	12/24/2015 8:56 AM
2	Irish	12/22/2015 3:18 PM
3	Asian and White	12/16/2015 11:43 AM
4	it doesn't matter! What difference does it make. I'm sure my black, white, asian, latino neighbors feel the same way..	12/4/2015 3:11 PM
5	White Native American mix.	11/29/2015 11:53 AM
6	Jewish	11/26/2015 9:24 AM
7	Terran	11/24/2015 4:36 PM
8	1/2 indian, 1/2 white --	11/24/2015 9:54 AM
9	Black- West Indian	11/23/2015 5:23 PM

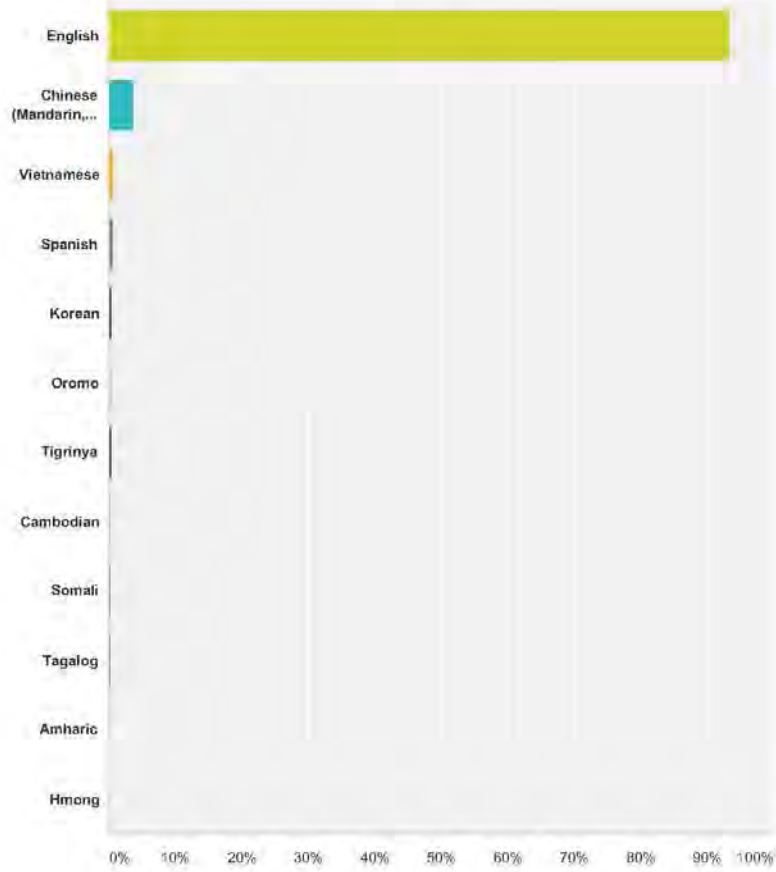
Southeast Seattle 2015-2016 bus changes

10	White/Hispanic	11/23/2015 10:38 AM
11	Asian/Hispanic/White	11/23/2015 9:24 AM

Southeast Seattle 2015-2016 bus changes

Q15 What is the primary language you speak at home?

Answered: 855 Skipped: 119



Answer Choices	Responses	Count
English	93.33%	518
Chinese (Mandarin, Cantonese, etc.)	3.78%	21
Vietnamese	0.72%	4
Spanish	0.54%	3
Korean	0.36%	2
Oromo	0.36%	2
Tigrinya	0.36%	2

Southeast Seattle 2015-2016 bus changes

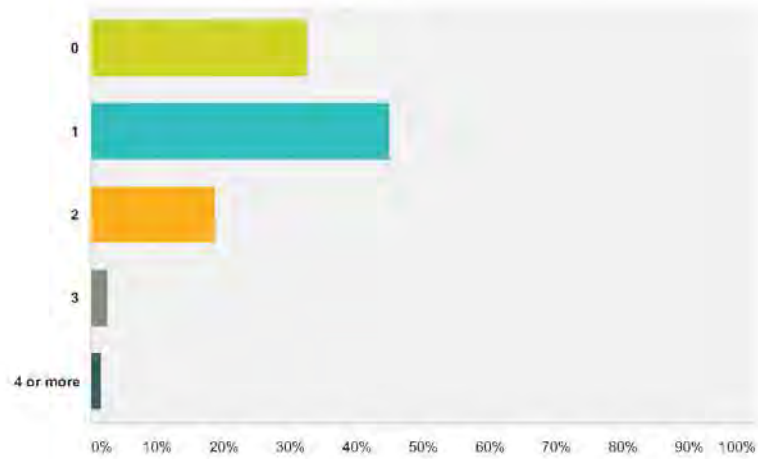
Cambodian	0.18%	↑
Somali	0.18%	↑
Tagalog	0.18%	↑
Amharic	0.00%	↓
Hmong	0.00%	↓
Total		555

#	Other (please specify)	Date
1	Japanese.	1/10/2016 5:49 PM
2	Swahili as well	1/9/2016 4:04 PM
3	Cajun	1/4/2016 5:58 PM
4	Both English and Japanese	12/22/2015 8:08 PM
5	Japanese	12/19/2015 10:42 AM
6	Cham	12/15/2015 7:27 PM
7	ASL AND ENGLISH	12/9/2015 12:34 PM
8	Household Income? REALLY?!	12/4/2015 3:11 PM
9	Stop asking.	12/1/2015 8:06 PM
10	German	11/24/2015 3:57 PM
11	I speak Spanish and English	11/23/2015 10:45 PM
12	Japanese	11/23/2015 9:19 AM

Southeast Seattle 2015-2016 bus changes

Q16 How many cars or trucks, in working condition, do you have available for personal use?

Answered: 564 Skipped: 110

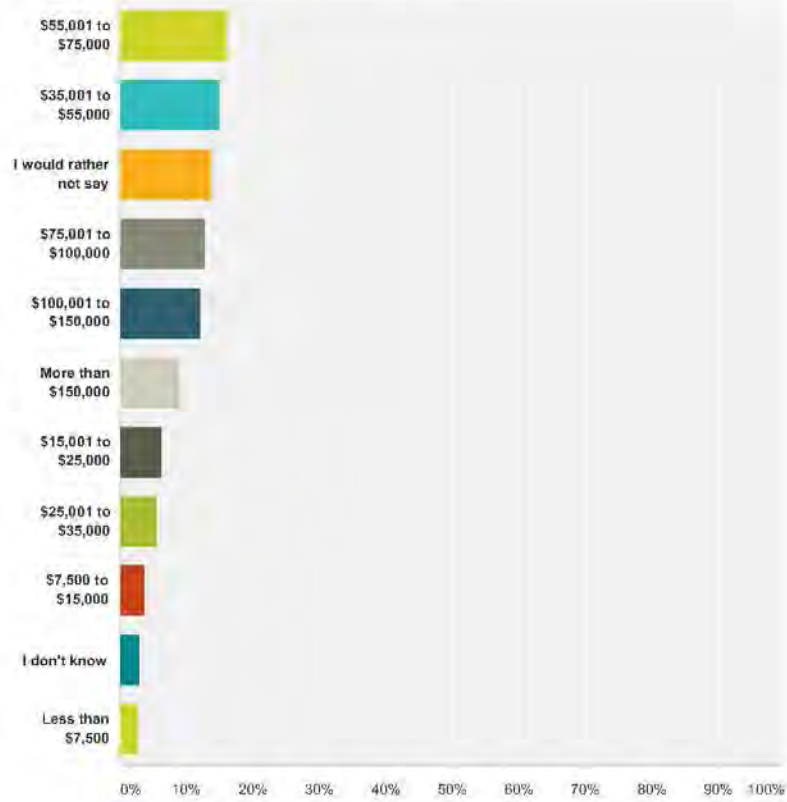


Answer Choices	Responses	
0	32.62%	184
1	44.86%	253
2	18.62%	105
3	2.48%	14
4 or more	1.42%	8
Total		564

Southeast Seattle 2015-2016 bus changes

Q17 What is your annual household income?

Answered: 862 Skipped: 112



Answer Choices	Responses
\$55,001 to \$75,000	16.01% 90
\$35,001 to \$55,000	14.95% 84
I would rather not say	13.88% 78
\$75,001 to \$100,000	12.81% 72
\$100,001 to \$150,000	12.10% 68
More than \$150,000	9.07% 51
\$15,001 to \$25,000	6.23% 38
\$25,001 to \$35,000	5.69% 32
\$7,500 to \$15,000	3.74% 21

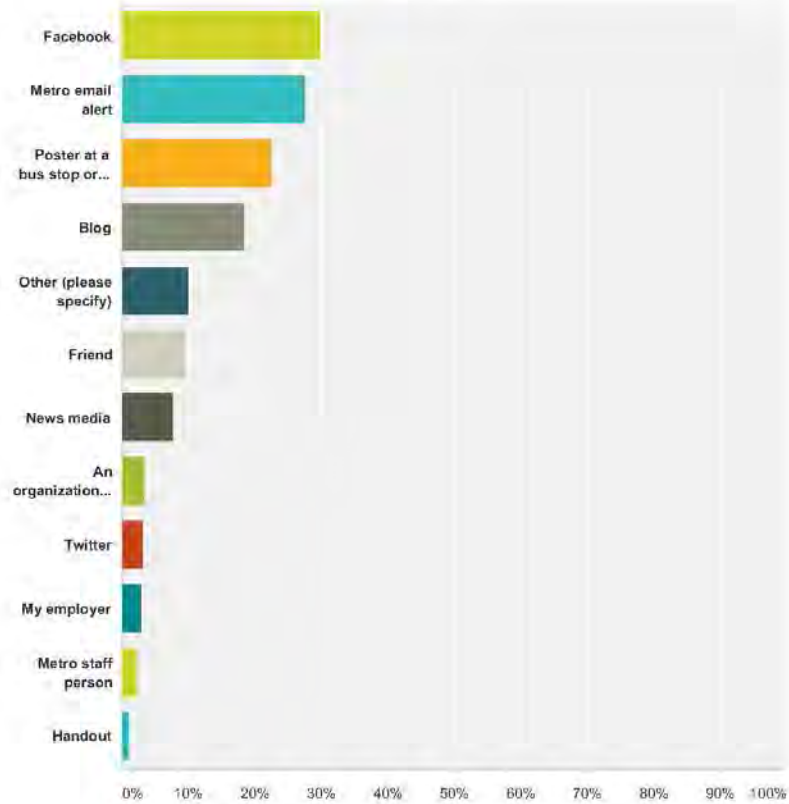
Southeast Seattle 2015-2016 bus changes

I don't know	2.85%	50
Less than \$7,500	2.67%	47
Total		97

Southeast Seattle 2015-2016 bus changes

Q18 How did you hear about these proposed changes?

Answered: 506 Skipped: 106



Answer Choices	Responses
Facebook	29.93% 170
Metro email alert	27.64% 157
Poster at a bus stop or other public place	22.54% 128
Blog	18.31% 104
Other (please specify)	10.04% 57
Friend	9.68% 56
News media	7.75% 44
An organization I'm involved with	3.35% 19
Twitter	3.17% 18

Southeast Seattle 2015-2016 bus changes

My employer	2.99%	17
Metro staff person	2.29%	13
Handout	1.06%	6
Total Respondents: 568		

#	Other (please specify)	Date
1	TRANSIT RIDERS UNION	1/8/2016 8:03 PM
2	Email for this survey	1/8/2016 7:58 PM
3	Posted at bus stop	1/7/2016 9:13 AM
4	http://www.seattlettransitblog.com/	1/7/2016 1:19 AM
5	Nextdoor app/website	1/6/2016 8:42 PM
6	Seattle Transit Blog	1/6/2016 2:19 PM
7	nextdoor.com	1/6/2016 1:49 PM
8	Seattle Transit Blog	1/6/2016 1:09 PM
9	A posting on Nextdoor from a neighbor	1/6/2016 10:32 AM
10	Nextdoor	1/5/2016 5:38 PM
11	NextDoor	1/5/2016 3:02 PM
12	Nextdoor	1/4/2016 10:07 PM
13	Neighbors at the bar	1/4/2016 5:59 PM
14	coworker who saw a sign in the international district, I don't even GO there. I never would have seen it.	1/4/2016 3:22 PM
15	It	1/4/2016 2:17 PM
16	email list serve	1/4/2016 1:40 PM
17	The Washington Council of the Blind ListServ	1/4/2016 12:44 PM
18	Nextdoor website (neighborhood blog)	12/27/2015 2:02 PM
19	This survey	12/23/2015 10:58 PM
20	Neighborhood last minute	12/22/2015 11:17 AM
21	Next door & a neighbors e-mail	12/20/2015 3:32 PM
22	Beacon Hill, Seattle Facebook page.	12/19/2015 10:43 AM
23	Community	12/16/2015 12:00 PM
24	Email from local community coalition	12/15/2015 7:29 PM
25	My girlfriend.	12/15/2015 4:47 PM
26	No comment	12/15/2015 9:34 AM
27	Next Door	12/14/2015 2:42 PM
28	Nextdoor.com for my neighborhood of Georgetown/South Park/Beacon Hill.	12/10/2015 6:08 PM
29	Nextdoor & Georgetown Yahoo Group	12/10/2015 2:23 PM
30	Nextdoor website - neighborhood notice	12/10/2015 9:10 AM
31	Georgetown community mailing list and Nextdoor.com	12/9/2015 10:32 PM
32	Seattle reddit.	12/9/2015 4:45 PM
33	the Transit Riders Union	12/8/2015 11:25 AM
34	Nextdoor app	12/6/2015 11:01 AM

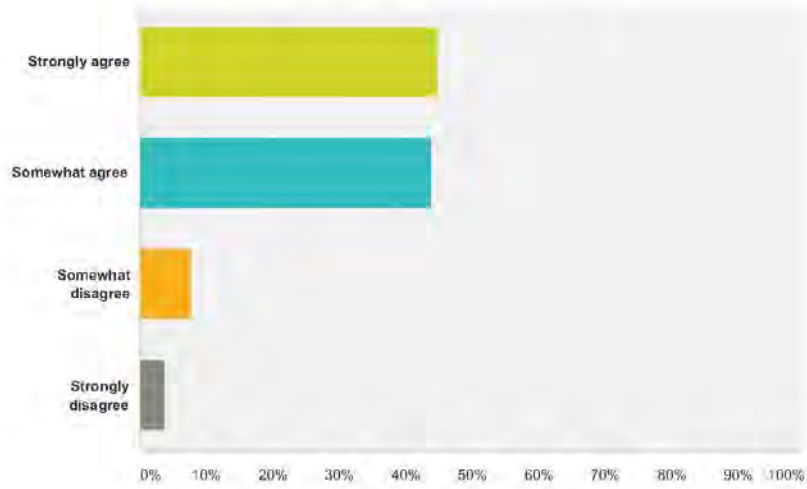
Southeast Seattle 2015-2016 bus changes

35	Posting on Next Door web site.	12/5/2015 2:44 PM
36	Another bus rider told me. When I heard, I did a Google search and a search of the Metro site to find out more. I found nothing. A Twitter feed confirmed the rumor. It was only this evening at the bus stop that I saw a posted notice. Trying to get real info on what was happening was not as easy as it should be. This change affects people lives. Information about it should not be so hard to come by.	12/4/2015 8:04 PM
37	Nextdoor.com	12/4/2015 3:40 PM
38	Next Door website	12/4/2015 11:21 AM
39	Seattle Transit Blog	12/4/2015 8:28 AM
40	neighborhood group	12/3/2015 10:34 AM
41	Hillman City-Brighton Facebook Group	12/3/2015 12:49 AM
42	Seattle Transit Blog Seattle Subway group	12/2/2015 5:43 PM
43	Someone posted in a Beacon Hill Group	12/2/2015 2:29 PM
44	My partner.	11/30/2015 7:58 AM
45	I saw this on a community Facebook page. I have seen no outreach directly from Metro or any other agency.	11/29/2015 12:34 PM
46	email from Metro	11/29/2015 12:11 PM
47	seattletransitblog.com	11/29/2015 12:24 AM
48	Seattle Transit Blog	11/24/2015 4:39 PM
49	Metro text message	11/24/2015 2:43 PM
50	Seattle Transit Blog	11/23/2015 12:17 PM
51	I am an ETC for my worksite and work with Commute Seattle frequently.	11/23/2015 12:09 PM
52	Metro king county text alerts	11/23/2015 11:47 AM
53	Transit Alert via iMessage / SMS	11/23/2015 11:22 AM
54	Metro Text Message Alert	11/23/2015 9:48 AM
55	Text alert	11/23/2015 9:17 AM
56	Metro text alerts,	11/23/2015 9:13 AM
57	This invitation	11/23/2015 9:12 AM

Southeast Seattle 2015-2016 bus changes

Q19 The notice, advertisement, and/or invitation to learn more and share your thoughts was clear and welcoming.

Answered: 544 Skipped: 130

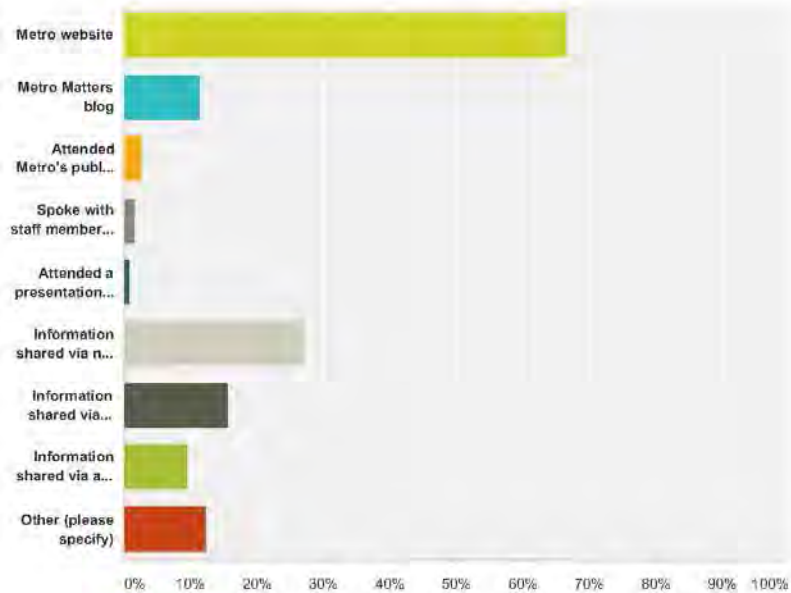


Answer Choices	Responses	Count
Strongly agree	44.87%	243
Somewhat agree	43.93%	239
Somewhat disagree	7.72%	42
Strongly disagree	3.68%	20
Total		544

Southeast Seattle 2015-2016 bus changes

Q20 What resources did you use to understand the bus changes Metro is considering?

Answered: 536 Skipped: 138



Answer Choices	Responses
Metro website	66.60% 357
Metro Matters blog	11.57% 62
Attended Metro's public meeting	2.61% 14
Spoke with staff members on the phone, by email, or at a community event	1.68% 9
Attended a presentation by staff members at a meeting hosted by another group	0.75% 4
Information shared via news media or neighborhood blog	27.24% 146
Information shared via email listserv or other online forum	15.67% 84
Information shared via a group I am involved with	9.70% 52
Other (please specify)	12.31% 65
Total Respondents: 536	

#	Other (please specify)	Date
1	Metro Facebook	1/9/2016 4:06 PM
2	The notice on Facebook	1/9/2016 11:51 AM

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3	The information provided on this survey	1/9/2016 8:26 AM
4	Internet Search	1/8/2016 8:03 PM
5	Google maps	1/8/2016 3:45 PM
6	http://www.seattletransitblog.com/	1/7/2016 1:19 AM
7	Seattle Transit Blog	1/6/2016 12:13 AM
8	Information in this questionnaire	1/5/2016 3:02 PM
9	This survey is the first I read the details	1/1/2016 1:25 PM
10	Alliance of People with disAbilities	12/26/2015 7:44 AM
11	reading and rereading	12/25/2015 6:43 AM
12	This survey	12/23/2015 10:58 PM
13	reading the proposal in the emails	12/23/2015 7:02 PM
14	the email	12/22/2015 2:42 PM
15	I saw the signs on the bus routes but didn't understand them until this email with the survey attached.	12/22/2015 1:38 PM
16	seattle transit blog	12/22/2015 1:19 PM
17	Friends involved in public transportation orgs	12/19/2015 9:52 AM
18	Still not clear on the 8 vs 38.	12/18/2015 6:10 PM
19	read the survey	12/17/2015 9:36 PM
20	Bus stop posters/maps, speaking w a friend Metro operator	12/15/2015 10:29 PM
21	Poster at a buss stop	12/15/2015 7:01 PM
22	Info on buses	12/12/2015 9:08 AM
23	Faxebook	12/12/2015 12:52 AM
24	I am knowledgeable about transit routes	12/11/2015 8:01 AM
25	Need family member to translate	12/9/2015 9:25 PM
26	Did not know of public meetings; I would be likely to have attended if I had known.	12/9/2015 5:08 PM
27	1st hand experience	12/8/2015 5:55 PM
28	The sign posted at my stop	12/8/2015 12:43 PM
29	employer	12/8/2015 11:08 AM
30	Seattle Transit Blog	12/6/2015 8:14 AM
31	Metro posters	12/5/2015 9:50 PM
32	The poster at the bus stop was clear enough	12/5/2015 9:56 AM
33	Info from community leaders	12/4/2015 7:25 PM
34	I have 25 years of experience riding the bus in South Seattle, and I read the announcement of proposed changes carefully. I was hoping you had given up the idea of "improving" the #8 route.	12/4/2015 5:15 PM
35	seattletransitblog.com	12/4/2015 3:39 PM
36	Seattle Transit Blog	12/4/2015 2:24 PM
37	Seattle Transit Blog	12/4/2015 8:28 AM
38	Info on poster	12/4/2015 2:39 AM
39	capital hill blog	12/3/2015 1:56 PM
40	Flyer	12/3/2015 12:06 PM
41	king county metro transit (Facebook)	12/2/2015 10:16 PM
42	This survey was the first place where I read of the differences proposed.	12/2/2015 9:29 PM

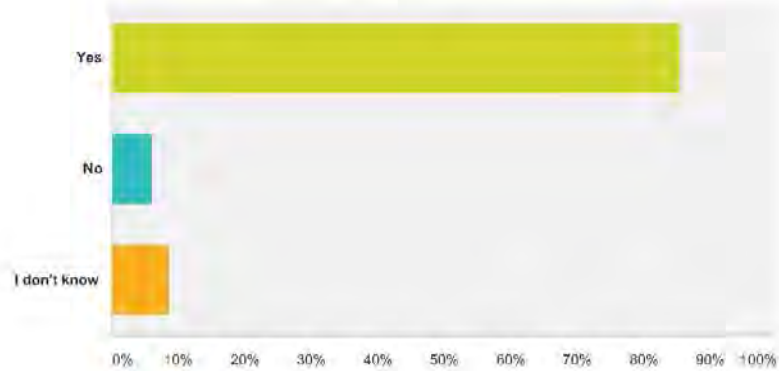
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43	this survey	12/2/2015 11:58 AM
44	Read the poster at the stop.	12/2/2015 6:41 AM
45	This survey's explanations.	12/1/2015 8:11 PM
46	google maps	11/29/2015 12:34 PM
47	Facebook - Metro +	11/29/2015 12:11 PM
48	This survey	11/29/2015 11:06 AM
49	Neighbor	11/29/2015 9:10 AM
50	seattletransitblog.com	11/29/2015 12:24 AM
51	Rider alerts, printed or emailed	11/26/2015 10:39 AM
52	I ride the buses you are proposing to cut every single day. The 106 is my most important transportation.	11/25/2015 7:59 PM
53	the email from Deanna Martin	11/25/2015 7:53 AM
54	Seattle Transit Blog	11/24/2015 9:14 PM
55	Only from the metro alert and this survey.	11/24/2015 8:32 PM
56	Im a retired Metro Driver with many Metro friends. Im always informed on changes to come	11/23/2015 5:30 PM
57	This survey	11/23/2015 4:35 PM
58	Seattle Transit Blog	11/23/2015 1:31 PM
59	I'm knowledgeable about the routes	11/23/2015 12:50 PM
60	Seattle Transit Blog	11/23/2015 12:17 PM
61	general seattle transit knowledge	11/23/2015 11:22 AM
62	uh, dang, I just used the changes discussed in the survey itself. I didn't know there was homework!	11/23/2015 10:38 AM
63	My experiences	11/23/2015 10:06 AM
64	Im very bus oriented since I dont drive	11/23/2015 9:46 AM
65	from this survey	11/23/2015 9:17 AM
66	This invitation	11/23/2015 9:12 AM

Southeast Seattle 2015-2016 bus changes

Q21 Did these resources help you understand the proposal being considered and how these changes would affect you?

Answered: 543 Skipped: 131



Answer Choices	Responses	
Yes	85.45%	464
No	6.08%	33
I don't know	8.47%	46
Total		543

#	Why?	Date
1	Confusing what you mean by the 8 being split up since I only ride part of the route and I'm unfamiliar with the anchors	1/9/2016 7:33 AM
2	It was challenging to find visuals.	1/8/2016 7:47 PM
3	Because I understand the impact of the change to me based on the description of the change.	1/5/2016 3:02 PM
4	But it took A LOT of studying to really internalize the significant changes and their ramifications.	1/4/2016 10:07 PM
5	I hear comments from people who use those routes.	1/4/2016 12:44 PM
6	It afforded me the opportunity to see what's proposed. However, many in the neighborhood lack the resources to be able to track these proposals.	1/4/2016 10:14 AM
7	Proposal was clearly presented	12/27/2015 2:02 PM
8	They explained it to me	12/26/2015 7:44 AM
9	I have to really study it and maybe take the initiative to talk to someone. Sometimes in the end it doesn't matter if I took the time or effort because, you will do what you do	12/25/2015 6:43 AM
10	it doesn't say how this is going to better the service that is going on now.	12/23/2015 7:02 PM
11	pretty sketchy but i have a vague idea of the upcoming changes	12/22/2015 7:18 PM
12	Seemed pretty straightforward.	12/22/2015 3:19 PM
13	Poorly written	12/18/2015 6:10 PM
14	difficult for me to get to school it	12/16/2015 6:27 PM

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15	All the details are made clear.	12/16/2015 11:51 AM
16	I ride the bus daily, use the the routes in question daily and are dependent on these routes for school, work and recreation.	12/15/2015 7:01 PM
17	It was fairly self-explanatory	12/15/2015 4:47 PM
18	I understand the nature of the proposals but the public outreach is abysmal-I did not know about tonight's meeting in Georgetown until this afternoon and will not be able to attend. I wish there would be a broader announcement and more actual postings along the route to let people know when advance when these meetings will take place because you're not going to hear from me tonight and I would otherwise be sure to be there.	12/15/2015 1:55 PM
19	But, maps could use a modern update and be clearer.	12/13/2015 1:01 PM
20	changes in my route	12/13/2015 2:57 AM
21	I am confuse of these changes and not know if it will work for me.	12/12/2015 12:50 AM
22	I don't know because I have not kept up with changes around the U district when link opens to there.	12/11/2015 7:22 PM
23	My English is limited.	12/10/2015 3:18 PM
24	There are no real specifics described in the proposal. People operate on schedules and we need to know exactly how this would impact us. What times of departures are being proposed? Show us a proposed route schedule next to the current one so we can actually understand the difference. It's possible I would support the proposal if I had any real idea of what it entails. Specifics would avoid a reactionary response to proposed changes	12/10/2015 11:47 AM
25	The maps helped.	12/10/2015 9:46 AM
26	A map of the proposed revisions clearly identified the proposed routes and the routes they would replace or revise.	12/10/2015 1:10 AM
27	They didn't explain rationale or effect. Horribly unfinished work by the metro.	12/9/2015 4:45 PM
28	By not having a proposed schedule, I do not know if the end result will be every 7 minute frequency (or will remain every 15 minute or later as is the status quo).	12/8/2015 3:46 PM
29	was there a map available? w/ stop locations and interval timing? didn't see it	12/8/2015 11:25 AM
30	It clearly illustrates the before & after.	12/7/2015 11:36 PM
31	It clearly explained the proposed route	12/7/2015 7:53 AM
32	They seem written clearly.	12/6/2015 8:07 PM
33	Because I need to get to work in this route in the current place	12/5/2015 9:50 PM
34	I didn't understand that the 106 is being cut short in route just by looking at the poster since it just shows a map and it's pretty hard to read but when I went on the website, it clearly states what the poster lacked in information.	12/5/2015 12:00 PM
35	It would have helped to have route maps along with the narration.	12/4/2015 7:25 PM
36	I'm not really sure which bus stops are you taking out.	12/4/2015 4:37 PM
37	from my understanding transportation will no longer be a straight shot. I will either catch a 36 or train, stand out in the rain/cold or just catch the train and walk up the hill from the train at Othello, and either shortcut through the muddy City ROW, or out up through the culdesac on 35th Ave that turns into a dark, over grown, muddy, unlit train made by rain runoff and folks trying short cut to their prospective homes and destinations, or walk up to 34th Ave. and walk over to Webster and make my way back down to 35th Ave and then head back north to my home; or just get my exercise and much needed excitement and walk all of the way to Beacon and walk south to Webster, east to 35th, and back north to my home. OR, I can just ride the train all the way to Henderson, transfer to the 107, and head north back to Webster, and down to 35th, and home where I can dry myself off thoroughly. Go to bed, and get myself ready for transportation for the next 9.5 months of liquid sunshine.	12/4/2015 3:33 PM
38	The map is a bit confusing to understand without a bulleted narrative.	12/4/2015 1:02 PM
39	The information offered by Metro was clear as to the changes being proposed, but not the reasons why.	12/4/2015 8:51 AM
40	I really don't see the positives in these changes. Even though it is attempted to look like they might be, that is thinly veiled and these changes seem inconvenient at best.	12/4/2015 8:17 AM
41	I'm not sure how to feel about my bus routes being cut to help improve another route I don't take.	12/2/2015 9:12 PM
42	Easy to understand	12/2/2015 8:51 PM
43	Still unclear why 8->38->106. What a pain.	12/2/2015 8:29 PM

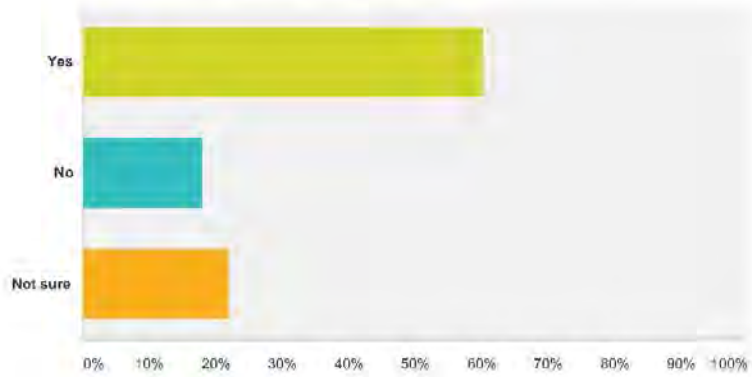
Southeast Seattle 2015-2016 bus changes

44	A bus that I ride frequently will no longer be available.	12/2/2015 3:17 PM
45	Often the impact of the changes are not completely clear until they are implemented therefore it is difficult to consider how these changes will affect me.	12/2/2015 1:41 PM
46	service times/frequencies not discussed	12/2/2015 10:30 AM
47	Maps were hard to read because they don't show street names.	12/2/2015 7:57 AM
48	mainly because I searched them out	12/1/2015 8:01 PM
49	I can't find a map of the proposed changes to the 106.	11/29/2015 12:34 PM
50	I'm already well versed in the transit system	11/29/2015 12:11 PM
51	We still don't get any contact with Metro staff? I'm lucky I read the little post on a Facebook page. YOU are taking away bus service. You should have the decency to go to the community you are taking services from in this proposal. Instead, you will have some meeting that will be far away from the community you are impacting. You are having the meeting in the community you will be adding too. The population that uses the bus the most in Georgetown don't have computers. We DONT have a library. We can't just walk down and hope to look up metro info to see what is going to change. If you are effecting a community by taking away services, you need to tell them. The 124 doesn't give the level of timely service or safety. You are not giving the same level of service by adding a larger 124 route.	11/29/2015 8:06 AM
52	The wording on what will happen to the 8 is confusing and a little hard to follow. What would the 8 be called from Seattle Center going towards Rainer Beach for example? There is no mention of that direction.	11/28/2015 6:38 PM
53	Ya don't know if ya don't read em	11/26/2015 10:39 AM
54	They are not clearly stated, for ex, #8 into #38, and then #106.	11/26/2015 9:27 AM
55	The information was both informative and comprehensive.	11/25/2015 6:56 PM
56	I went to KCMetro.org and could not find information about these changes.	11/25/2015 4:13 PM
57	Great overview and comments threads.	11/24/2015 9:14 PM
58	I didn't know what was being considered before.	11/24/2015 7:56 PM
59	Very thorough detail of what was going on.	11/23/2015 11:32 PM
60	I don't like these changes, I will add more time or have to pay more money for the same service you give me.	11/23/2015 10:52 PM
61	it had a map.	11/23/2015 8:38 PM
62	Clearly written	11/23/2015 8:25 PM
63	This survey should have been more informative with maps.	11/23/2015 4:35 PM
64	I don't find anything about changing the 8 to be helpful.	11/23/2015 1:57 PM
65	I tried to find info on Metro's website, but couldn't find it. The map of route changes on STB was too small. I was hoping to find a bigger map. Maps are easier for me to understand than the descriptions on the survey.	11/23/2015 12:17 PM
66	I was unable to find out how long it would take to get downtown on the new route.	11/23/2015 11:54 AM
67	Unsure of re-route changes for 106	11/23/2015 10:52 AM
68	not clear enough	11/23/2015 9:49 AM
69	It was hard to envision the changes, maps of the proposed change would be far more useful.	11/23/2015 9:30 AM
70	if the 106 will run up mlk, I dislike the idea, that's all.	11/23/2015 9:17 AM

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Q22 Do you feel you were notified in time to provide meaningful feedback in Metro's decision-making process?

Answered: 548 Skipped: 126

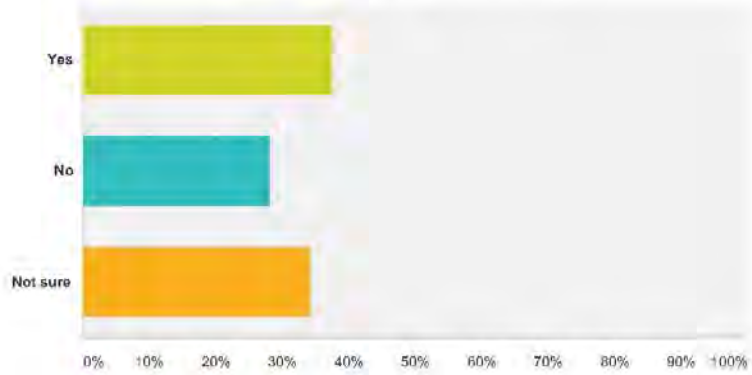


Answer Choices	Responses	
Yes	60.22%	360
No	17.88%	98
Not sure	21.90%	120
Total		548

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Q23 Regardless of how you feel about the proposed changes, do you see how public feedback helped shape this proposal?

Answered: 547 Skipped: 127



Answer Choices	Responses	
Yes	37.66%	206
No	28.15%	154
Not sure	34.19%	187
Total		547

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Q24 Please share any additional feedback you have about our outreach.

Answered: 127 Skipped: 547

#	Responses	Date
1	Maps of the proposed routes would be REALLY helpful.	1/12/2016 2:23 PM
2	It might be helpful if you publicized some aggregate numbers on the public comments you get. Percentage responding different ways to multiple choice questions for example. I hear this was driven by people who basically want to resurrect the 42, but I've seen no data to support or refute that.	1/10/2016 6:29 PM
3	I know this is a waste of time and effort cause Metro Transit will do whatever it wants to no matter what The People Say or Do this is just a Total Joke wasting time.	1/8/2016 8:03 PM
4	I have seen Metro outreach on buses in the past gathering info about ridership in particular areas, and which routes riders use in their daily commutes. I use transit every day and I haven't heard or seen any representatives on the buses that are being effected by these changes....	1/8/2016 7:47 PM
5	Haven't seen outcome from public discussion	1/7/2016 9:08 AM
6	Need maps to more clearly show how routes are changing. Also, post service change signs in languages other than English. When Metro changes routes due to restructures or weather, I often see immigrants waiting at the wrong stops because they can't understand the service messages and don't know where they're supposed to go instead. Why does Metro have the schedules and other service information available in Spanish but not in Asian languages despite the fact some areas of Seattle (ex: Beacon Hill) have far more Asian immigrants than Spanish speaking ones?	1/6/2016 10:09 PM
7	It seems like this proposal is not wholly consistent with your own service guidelines, and shows why political interests should not rule the day.	1/6/2016 6:35 PM
8	Thank you for providing the opportunity to really discuss and accept feedback for these changes.	1/6/2016 2:19 PM
9	I live in the middle of these routes, and I'm very heavy user of transit, and yet I found out about this survey in a very roundabout manner. I find that troubling.	1/5/2016 8:02 PM
10	Your out-reach may be ok for English speaking riders. But for those who are minorities and don't read or speak English, they may not have known about these changes or know how to voice their concerns for losing their bus routes.	1/5/2016 1:28 PM
11	It's sad but I don't think transit cares what the public or riders care about or want.	1/5/2016 11:24 AM
12	Piss off my neighbors who I don't like - change the 107.	1/4/2016 5:59 PM
13	Public comment is a sham. You have already made up your minds to do these things. Why else would you say things like "In March route 8 WILL be split into two routes"? Will denotes that your decision is already done and what the public has to say is of no significance.	1/4/2016 1:40 PM
14	Really appreciate having every stop announced. If I miss my stop, it means waking on a road in the dark with no sidewalks.	1/4/2016 12:44 PM
15	Thank you for your efforts to bring good and reliable transportation to all members of our community and beyond. Considering the traffic debacle created by the positioning of our otherwise wonderful sporting stadiums, energy issues, global warming and pollution, your efforts to bring better solutions to traffic flow problems are essential to our community's overall well-being, financially, ecologically and health-wise.	1/4/2016 10:14 AM
16	Relying on surveys for public input leaves out people with disabilities, people who don't have access to computers, as well as many of the 20% foreign born residents in our city that also may not have access to Internet or to materials in English or who may not trust government, or public process. Kiosks with tables in public places as well as paper surveys should be made available at libraries, clinics, community centers, schools. Thanks.	1/1/2016 1:25 PM
17	n/a	12/27/2015 2:02 PM
18	People put money into light rail and buses get cut as a result. But the light rail is a luxury and doesn't stop many places or take many people to work or medical appointments or to friends houses. For low income folks and disabled folks the bus service is always more important. I am angry that this happens and it is always those with the least resources and transportation options who are the most impacted by these decisions.	12/26/2015 7:44 AM

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19	I think its vialy important to give people options. Thank you for reaching out to the community, and efforts to making a constructive difference.	12/24/2015 2:28 PM
20	36 is a noble run with a noble minorities population, i hope these changes improve the services for these peoples. hope the cable system can transition with elegance into the 21st century	12/22/2015 7:18 PM
21	This survey was entirely devoid of pictures, which would've helped illustrate better the changes.	12/22/2015 2:14 PM
22	I worry about reaching out to everyone in the community. Many non-English speakers live in the community and will be affected by these changes. Were there surveys and info in various languages and were community programs aware of these changes? Also, what about the high-school kids that have to take Metro to school? Is this only going to adults that ride the bus?	12/22/2015 1:38 PM
23	You should post some sort of signs in the transit tunnel and at bus stops	12/22/2015 1:31 PM
24	I know that you've already made the decision, but the substantial reduction of service on route 43 seems like a terrible idea. That route connects so many of us the live / work in the montlake area to downtown and the u district. Please reconsider your revision to service on that route.	12/22/2015 1:19 PM
25	The Rainier Valley has 106 7. 9 plus has tons of amenities. Happy for that neighborhood. We gave to travel to our amenities using two or more transfers	12/22/2015 11:17 AM
26	I'm concerned that when proposed changes are publicized, it indicates the changes are set and Metro is only going thru the motions so they can say they sought public input, just like lane changes made to Rainier Ave.	12/22/2015 6:16 AM
27	I do not see how moving the 106 to a route already served by the 8 makes anyone it less confused.	12/21/2015 2:10 PM
28	Thank you for asking for feedback.	12/21/2015 10:28 AM
29	Very important to engage riders in route changes. I would not want to live in my neighborhood if it had poor transit.	12/20/2015 3:32 PM
30	I feel like this survey is going to be ignored. at the end it's the ones with authority makes the decision and i think the minorities at the southern part of seattle doesn't make much of a difference as compared to the northern part of seattle. I feel a lot of white privilege, and especially in the education system.	12/19/2015 7:28 PM
31	I would suggest, especially along the affected bus lines, that you list these changes on posters in the bus itself. Also along MLK the posters should be on different languages, since so many people that depend on those buses can't read English.	12/19/2015 1:45 PM
32	Public feedback drives bad decisions. Stop it..	12/19/2015 9:47 AM
33	Please don't change Route 106	12/17/2015 2:26 PM
34	It's going to be difficult for some people to get to school and work because the routes change	12/16/2015 6:27 PM
35	Please ensure the message of change is given to all. Reach out through school, day cares, seniors. Public transportation is important!!	12/16/2015 12:00 PM
36	It was very hard to find information on when these changes would be taking place and a way for me to send my feedback. It was also difficult to understand exactly what changes were going to be made.	12/16/2015 11:54 AM
37	I'm encouraged by the update on feedback just posted to the blog. It seems that you have been listening to the community. I think with some minor tweaks, this proposal will really help serve the mobility needs of Southeast Seattle. Thank you!!	12/16/2015 11:51 AM
38	The call to action on the posters should be larger and have correct information! The text with the information on the survey was very small and the link to the survey did not work. It took me four visits to the website to find this survey!	12/16/2015 11:45 AM
39	The changes that have been made have primarily been for peak hour usages. Off-peak service has continued to decline. On average, during off peak hours, one way trips are 45 to 90 minutes, with in King County. The transfers use on average 10 to 20 minute of the trip. Also, some of the two zone fare charging location don't seem consistent, for example -- Renton (101), Federal Way (197), Renton (167 from U-district). The two-zone fare seems based on time and preferred riders -- pay to play attitude?	12/15/2015 7:01 PM
40	Thank you for taking into consideration the different situations that people go through in their daily lives.	12/15/2015 4:47 PM
41	I just know I end up walking a lot more now instead of riding the bus.	12/15/2015 2:37 PM
42	The final three questions give the appearance that this survey serves to check a box and has no real impact on final decisions.	12/15/2015 2:31 PM
43	DO NOT CHANGE THE CURRENT 106 ROUTE CONFIGURATION!!!!!!!!!!	12/15/2015 1:55 PM
44	No comment	12/15/2015 9:34 AM

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45	I don't see the extension of the 106 replacing the old route 42 representative of public feedback.	12/14/2015 1:49 PM
46	Many people do not use Facebook. The older community that still holds onto their homes in Seattle, may not use social media. How about posting this information near bus stops throughout the city? Or hire someone to speak about the propositions in the areas that will be effected? Put a banner up in South Seattle and tell people to go online to share their voice!	12/14/2015 10:06 AM
47	I don't know if this is the first email sent on these proposals or not.	12/14/2015 3:29 AM
48	These changes are mind-boggling. Why duplicate service with the 7 and cutout downtown from the routing of the 106? This does not make any sense what so ever.	12/13/2015 1:01 PM
49	I hope you listen	12/13/2015 2:57 AM
50	There are a lot of different nationalities riding the bus and do not know about the upcoming change because they do not speak English and do not have the email notice. These peoples have not voice their concerns.	12/12/2015 12:50 AM
51	I don't think public feedback shaped the proposal to reroute the 106. My understanding is that it's politician feedback and that doesn't seem the best way to plan reroutes. Listen to the transit planners and do not reroute the 106.	12/11/2015 9:19 AM
52	I do not believe that public concern has been addressed with the 8 or 9x.	12/10/2015 4:18 PM
53	You should use the media (TV, Internet, etc) to tell everyone about the changes trying to be forced. Not just a few select people.	12/10/2015 3:36 PM
54	Should provide post with different languages to the neighborhood. A lot of people in this neighborhood has limited English skill.	12/10/2015 3:18 PM
55	I had no idea about this change and found out a day after a neighborhood meeting. Is there a way to receive push notifications only for routes that may impact me on the website or app?	12/10/2015 9:10 AM
56	According to the blog extra service is being added to already well served Capitol Hill to pander to some politician, and that disgusts me.	12/9/2015 10:32 PM
57	I was not asked for feedback or got information about a change being considered, so I don't know where feedback was gathered to form the proposal.	12/9/2015 8:57 PM
58	I appreciate Metro's effort to listen to and engage the community.	12/9/2015 7:56 PM
59	I really appreciate the email, because the sign was too detailed and busy to read while at the bus stop. The sign, of course was necessary as a way to alert all riders. Using the email for those on lists for the affected routes is a natural that makes sense.	12/9/2015 12:57 PM
60	I will miss the 106 option on Airport Way if you change the route.	12/9/2015 8:21 AM
61	Metro's service changes should be driven by neighborhood feedback and comprehensive planning, and Seattle Prop 1 funding to buy service should not be subject to King County councilmember decisions.	12/8/2015 3:46 PM
62	I saw a map of the revised routes on the poster at a station, I did not see that revised route map on this website, a link to that map was not obvious.	12/7/2015 5:12 PM
63	If by "public feedback" you mean a bunch of people that a public meetings raise their voices, than Yes; Their opinions definitely helped shape the needed changes in Capitol Hill.	12/7/2015 2:47 PM
64	I appreciate Metro asking for our feedback instead of just making the change.	12/7/2015 7:53 AM
65	I would have liked links to the background information informing each of the changes instead of just reading the results of the decisions that were made. I don't know where to go to read more about the data/meetings/comments that informed each of the decisions. This is key to making decisions, especially when I have friends that are negatively impacted by some of these options.	12/7/2015 7:23 AM
66	Thanks for this opportunity to provide feedback.	12/6/2015 8:07 PM
67	I think the "train has left the station". I've seen this same process over and over with the Parks Department and their "neighborhood process". The city will do what it wants regardless of what is good for the people - it looks cooler to have a colored streetcar in the middle of the street blocking already clogged traffic so buses or cars and for that matter bikes can't get by - I've been watching the empty streetcars go by recently on the trial runs. Yes, they look cool and make the city look fun and progressive, but the logistics and reality of what moves people around remains to be seen if this is a good idea. I see forcing the people in the south end to change buses to the streetcar to get to Capitol and First Hill as a ruse to get ridership up on the streetcars before they've started to run to "prove" what a great idea this was to do.	12/5/2015 7:57 AM
68	I am not sure that Metro cares a lot about public feedback.	12/4/2015 8:04 PM

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69	I strongly oppose any change in the #8 route! It would be a hardship for me to have to transfer to get to my destinations. I am disabled, 69, on a limited income and I don't own a car. I think this is economic, class and racial discrimination against people who live in the Rainier Valley. You would give a long convenient route to people who live in Mt. Baker and north (!!!"&@#@#) and require us to transfer after a short ride. (Of course, it wouldn't be a problem if we stayed south of Franklin HS, right?) I was angry when the 42 and 48 were taken away (I have lived in my house for 25 years) but I have adapted my life to use the #8. I rarely take the light rail because it is 1/2 mile from my house. The Light Rail project was an abusive imposition on our neighborhoods and businesses. The first thing that was done was to cut down all of our beautiful old trees!!!!!! And there are few stations on MLK. We need a station at Graham. Airport passengers routinely fill up the aisles and seats with their luggage. I am an outspoken person, so I always speak up and announce that I need a seat. I can't tell you how many obnoxious conversations I have had with airport travelers who don't want to move their bags. Pushing the red button for help is useless, I have found. AND the people I have heard complaining about the number of stops between downtown and their f---ing airport!!!!!! Most of us in the valley take planes rarely if ever, and the Light Rail is----actually, something I consciously avoid riding, talking about, and even thinking about. I'm SO GLAD you asked for my comments. GO AHEAD and screw up the #8. I'll put it on the list, but a lot of us feel like Madame DeFarge... You have no idea how angry poor people and people of color are. But gee, have a good night sleep. You have the job, and the money and the power. Just remember-- one way or another, like common bread, the common people will rise. You actually CAN'T build enough jails to put us all in. "Thanks" for this opportunity to speak my piece. Of course, no justice means no peace...	12/4/2015 5:15 PM
70	A list of the bus stops that the 106 will not stop at anymore.	12/4/2015 4:37 PM
71	Without the Seattle Transit Blog we would've been left standing on the curb waiting for a bus that wasn't coming.	12/4/2015 3:44 PM
72	I believe more people are just going to start driving. Bus driver rudeness, tardiness, passenger rudeness, noise level, route changes, rise in bus fare and taxes for this... The Link Light Rail is awesome! I'm all for it, I take it home from the airport when I travel, I love it, it is inconvenient for work however, that's why I loved the 32 (another straight shot, no longer running due to the route being discontinued), and now your going to discontinue the 106. SMH	12/4/2015 3:33 PM
73	You're re-implementing things that have been proven not to work and removing things that do because the only input you're actually listening to is that made by planning developers who don't represent your ridership. Once again, Metro is creating problems where there aren't any and will likely expect voters to sort it out for them when the problems snowball. Good job.	12/4/2015 2:24 PM
74	I wish planners would stop caving to politicians and make decisions on transit service based on established guidelines, just like Metro said they would a few years ago.	12/4/2015 1:00 PM
75	Ugh, it seems like a couple of loudmouths who represent a handful of people have a hugely disproportional influence on Metro's routing outcomes. The decision process should be guided by the scientific process and not emotion or bullying. Lately, it seems like the network is being treated like someone's personal Lego set.	12/4/2015 10:52 AM
76	Don't move 106 to MLK you'll be missing the huge residential area that is Beacon Ave S.	12/4/2015 9:50 AM
77	Where did this proposal even come from? It seems to be answering a question nobody is asking. You need to do a better origin-destination study first and design a transit network based on that. This proposal is just throwing spaghetti at the wall.	12/4/2015 8:51 AM
78	Please keep in mind Route 124 serves The Museum of Flight and helps move tourists around Seattle. As such, rider experience matters. Thanks.	12/4/2015 8:28 AM
79	As much as it seems like you do ask for people's opinions it is hard to believe if they are listened to or not. I suppose time will tell. If I see these changes go into effect I will feel we were not listened to, as every single person I have spoken with regarding this issue, is against it.	12/4/2015 8:17 AM
80	Be transparent about the results and how they are being used on the decision making process	12/4/2015 8:00 AM
81	It seems like the decisions have already been made. I suspect that community feedback has been solicited for the purpose of appeasing us rather than giving us meaningful input into the outcomes.	12/4/2015 2:39 AM
82	Lots of Chinese takes route 106 and can't read or speak English to provide the feedback. I suggest you buy an ad in the local Chinese newspaper. A Chinese web site for them to provide feedback would be great.	12/3/2015 10:24 PM
83	Please don't cut the 9x, it's a slap in the face to our low-income, compromised health neighbors who rely on this route to get to and from our largest hospitals.	12/3/2015 6:35 PM
84	I would be fine with this change if route 107 ran farther north into the tunnels downtown	12/3/2015 3:59 PM
85	Actually listen to what people who ride metro everyday think. This is outrageous.	12/3/2015 12:08 PM
86	You are going to be hurting people that ride for work and actually pay for the system.	12/3/2015 12:06 PM

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87	You gave us NINE days before the meeting to organize! If the people affected by the proposed change had been notified earlier, you could have saved the money printing up the posters. We don't want this change. We can't afford this change. We will fight this change.	12/3/2015 7:41 AM
88	My neighborhood Facebook group is lucky that there are members who keep tabs on this stuff some that the rest of us can be alerted. Otherwise, I don't know if I would have heard about many changes. I recommend having a Metro representative become a member of these neighborhood groups, if for no other reason than to provide links and general updates.	12/3/2015 12:49 AM
89	Don't take away the 9!!!!!!	12/2/2015 10:30 PM
90	Changes are going to happen to our bus service because of the Light Rail and it is inconvenient to change the routes to make people take the Light Rail! I would have to walk 1 1/2 miles to get to the Light Rail and in my neighborhood, that is too dangerous for someone my age. Please don't change the 9 route!	12/2/2015 8:51 PM
91	I found out about this 3rd hand from a fellow Georgetown resident. Some direct outreach from Metro to the Georgetown community would have been appreciated. I am on the Georgetown Community Council board, so I am pretty certain that no direct outreach was ever initiated. If it hadn't been for my neighbor letting people know, I would never have found this survey.	12/2/2015 8:35 PM
92	I'm surprised I didn't hear of this anywhere else except on a facebook group. Shame on you for not spreading the word of this comment period!!! I am at Beacon Hill Station EVERYDAY and it would have been nice to have at least one sign up for commenting or even anything about the proposed changes! Plus I follow King County Metro on twitter, regularly follow the Stranger, Seattle PI, etc - so where exactly did you even try to post that there was a comment period?	12/2/2015 2:29 PM
93	More could have been done to notify communities affected by these changes. Especially communities that are being negatively affected.	12/2/2015 1:50 PM
94	I've been in Seattle for 30 years and I'm worried that we won't be able to get everything we need to make this city livable as far as mass transit goes. Mostly because we started these transit projects 30 years late. I hope to God that all the right people and agencies can make Seattle a better place to live. We are choking on too many cars and the quality of life has dropped significantly. So much of this was the decision to sell our trolley lines and replace them with buses. This happened in so many cities. We need to start looking like other parts of the world when it comes to trains. We have a long way to go till we even get close to what other cities are doing about moving people around. I didn't own a car till I was 40 and have relied on mass transit for years. I still use it frequently and have used in in other parts of the world. Lets hope more federal funding comes in to all our cities for this. We are long overdue. Our infrastructure is suffering greatly and transportation issues are at the top of the list.	12/2/2015 11:03 AM
95	I speak English, but I've noticed many of the signs about proposed service changes are only written in English despite the fact that many people who use the 106 bus are immigrants who speak languages other than English. I'm not sure you're reaching a representative sample of the people most affected by these proposals.	12/2/2015 7:51 AM
96	The 106 is packed in the morning. It is 1/4 to 1/2 full late into the evening through SODO and Georgetown. It is not at all clear that there is market data or public demand for these changes. Use data and market research to maximize the most customers per \$1 spent.	12/1/2015 8:11 PM
97	I'm not sure the public feedback will help- cuts and changes have been made to services regardless of whom it affected previously.	11/30/2015 7:58 AM
98	Please visit people where they already gather: bus stops/transit stations, faith-based organizations, gyms, community centers, schools, libraries, etc. Translate materials appropriately and accurately and provide tear-off surveys for people to complete and leave at the place they found them. Engage community leaders and work with the Dept of Neighborhoods translators and outreach specialists. When planning events, staff them with people who live in the community and understand the issues. Engage the Disability Commission, Women's Commission, Pedestrian Advisory Commission, etc and specifically request that they reach out to their constituents for feedback. This survey isn't going to get great response before 12/23. This is a busy season--school is out, people are taking vacations, etc. Please extend the survey until after the New Year so there's time for better outreach.	11/29/2015 12:34 PM
99	I hope that rider feedback is considered.	11/29/2015 12:11 PM
100	With all of the changes the city government is making to the road system in Seattle, the number of people depending on public transit is going to increase disproportionately to projected population increases.	11/29/2015 11:58 AM
101	Don't cut bus service between the jobs in the Duwamish valley and Renton.	11/29/2015 11:06 AM
102	Our neighborhood (Georgetown) was not notified about these changes and they will negatively impact our transit options.	11/29/2015 10:50 AM

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103	Who spoke to the community of Georgetown? Very few people know about this change. This is the saddest outreach I have seen by far for this community. It shows how little Metro values its riders in Georgetown. We don't have enough population to count is what you are saying to this community. We deserve timely and safe bus service too.	11/29/2015 8:06 AM
104	Keep the 106 as is.	11/29/2015 12:24 AM
105	You do not make it clear that our feedback will have an impact on what you do.	11/26/2015 9:27 AM
106	A solution to the somewhat difficult transfer between bus and light rail at Mount Baker transit center would be beneficial. And I have safety concerns at some transit locales, especially the Rainier Beach light rail station.	11/25/2015 6:56 PM
107	So far, so good. Thank you for coming up with proposals to improve connections in our communities.	11/24/2015 7:56 PM
108	I wish Metro will listen to public comment and not just doing outreach just to show Metro has done the survey but don't take account of the survey because decision was technically already made	11/24/2015 5:26 PM
109	It's not clear how this proposal was designed given the latest direction from the King County Executive to have the transit agencies coordinate services. This proposal seems to duplicate Link light rail.	11/24/2015 4:39 PM
110	I have seen in the past, Metro will have these types of surveys - but I believe they do it to appease people. I suspect the decisions have already been made. I also wonder what percentage of people making these decisions are actual frequent users of Metro.	11/24/2015 10:50 AM
111	Thank you for not cutting the 8 off at the new cap hill station. Will there be a link stop at Convention Place? The tunnel is very congested during rush hour and would therefore be a prime target for attack... something to consider	11/24/2015 1:28 AM
112	I just really hope you have metro meeting with our area because of our different cultures and languages. Many people that take the 106, speak other language, and I hope you are reaching out so they know this might happen.	11/23/2015 10:52 PM
113	The outreach is fine, but please, stop caving to such tiny interest groups when it comes to restructuring service. Majority rules, right? Screw 'em, do what's best for all riders.	11/23/2015 10:33 PM
114	Please don't mess this service restructure up.	11/23/2015 8:38 PM
115	The route 101 running later at night heading towards downtown Seattle would be great.	11/23/2015 8:25 PM
116	Get off your computers, out of your cars, and walk the talk.	11/23/2015 7:06 PM
117	If i see a route that will go from Skyway to Allen Town Tukwilla Recreation Center, or a bus that will take me from Renton Transit Center that will have a closer stop near Cedar River Walking Trail then i will feel my input was taken and implemented.	11/23/2015 5:30 PM
118	when light rail came to rainier beach you altered bus routes that forced people to ride the light rail, which most often meant transferring when the former routes were full trip options. It leaves me to wonder for whom you are making these changes. I don't believe it's for the convenience of the riders but rather it is for the convenience of the transportation agencies, which should be concerned with meeting the needs of the ridership.	11/23/2015 11:57 PM
119	I still don't feel like Metro is listening to the public. We got new buses that NOBODY likes because the seats are too small and there are not enough of them. All these proposals are being made that we feel someone just pulled out their but and said that the public had input. Do people making the decisions even ride the bus? Please molest the service in the Northend to the extent of the Southend. The Northend is getting MORE service, while the Southend is getting coconut shell service... move this here for now, then take it away and replace it with something else that is not as good where people have to transfer more often and stand in bad weather with little or no shelter.	11/23/2015 1:28 PM
120	Thank you for considering my feedback.	11/23/2015 1:21 PM
121	Metro needs to let riders and community members shape how the bus network looks and operates, rather than deciding these things themselves and hoping we go along with it.	11/23/2015 1:06 PM
122	This neighborhood got the crown jewel of transit in King County: Link. No need to give them multiple, duplicate, bus routes when other neighborhoods throughout King County have a lower level of service.	11/23/2015 11:03 PM
123	I think its good to solicit feedback. I think you could better describe the route of the 107 and be explicit that it connects Cleveland High School and Beacon Hill Station. That corridor is heavily used by the kids at that school.	11/23/2015 12:50 PM
124	Smoking of pot should not be allowed on the bus.	11/23/2015 11:34 AM
125	I think more explanation is needed as to why Metro is considering bringing back the unproductive 42 route and undoing the reliability improvement on route 38/106. I would have also liked to have multiple options, so I could "vote" for improved all-day frequency on route 38/106 over the option being offered.	11/23/2015 9:21 AM
126	Get cleaner busses. And have more patrol people at bus stops at night. Women shouldn't have to fear for their safety. Improve bus shelter lighting as well.	11/23/2015 9:21 AM

Southeast Seattle 2015-2016 bus changes

127	You've probably already made your decision, this is just a token effort to make end-users feel like they had a say-so.	11/23/2015 9:18 AM
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Southeast Seattle 2015-2016 bus changes

Q25 Your email:

Answered: 221 Skipped: 453

#	Responses	Date
1	Sasha.schofer@gmail.com	1/21/2016 6:23 PM
2	2009skills@gmail.com	1/20/2016 3:00 PM
3	mpinch@gmail.com	1/12/2016 2:23 PM
4	peter77@gmail.com	1/12/2016 9:11 AM
5	jon.morgan.1999@owu.edu	1/10/2016 6:29 PM
6	emerald445@msn.com	1/10/2016 5:45 PM
7	metro@christophertaylor.info	1/10/2016 4:08 PM
8	pwiring@acm.org	1/10/2016 9:53 AM
9	anthonybanchemo@earthlink.net	1/9/2016 11:42 PM
10	Siefancito@gmail.com	1/9/2016 5:23 PM
11	Walkerjschwarz@gmail.com	1/9/2016 8:26 AM
12	Jessica.emerson@gmail.com	1/8/2016 7:58 PM
13	mynameisaurien@gmail.com	1/8/2016 7:47 PM
14	Williamdangelo200@gmail.com	1/7/2016 9:13 AM
15	melonhead901@gmail.com	1/7/2016 9:08 AM
16	thanks4thinking@gmail.com	1/7/2016 1:19 AM
17	brianbaldwin7@live.com	1/6/2016 2:58 PM
18	malmanwa@mac.com	1/6/2016 2:08 PM
19	wesleyhodgson@gmail.com	1/6/2016 1:49 PM
20	devin.alexander.hollingsworth@gmail.com	1/5/2016 6:46 PM
21	mighlyquinn@yahoo.com	1/5/2016 5:38 PM
22	carpejugulum@gmail.com	1/5/2016 3:59 PM
23	pam.wrenn@gmail.com	1/5/2016 3:02 PM
24	pixelsbyl@gmail.com	1/5/2016 2:05 PM
25	charlajal@msn.com	1/5/2016 7:52 AM
26	Kevinhaag@gmail.com	1/4/2016 10:07 PM
27	brentandabiwedding@gmail.com	1/4/2016 6:00 PM
28	dancharlson@mindspring.com	1/4/2016 4:36 PM
29	Chriscloud09@gmail.com	1/4/2016 2:17 PM
30	gaylenfloy@gmail.com	1/4/2016 12:45 PM
31	stephenbamford@yahoo.com	1/4/2016 10:14 AM
32	Crystalahdaniels@live.com	1/3/2016 8:32 AM
33	Pohagan@gmail.com	1/1/2016 11:11 AM
34	cherylcobbs@msn.com	12/27/2015 2:02 PM
35	Ryan.j.alley@gmail.com	12/26/2015 7:44 AM

Southeast Seattle 2015-2016 bus changes

36	abronow@gmail.com	12/25/2015 6:53 PM
37	nykw@hotmail.com	12/25/2015 6:21 PM
38	iknit2.marin@gmail.com	12/25/2015 6:44 AM
39	mindofunly@gmail.com	12/24/2015 2:28 PM
40	missbookworm95@gmail.com	12/23/2015 2:34 PM
41	wmatsumura@gmail.com	12/23/2015 1:01 PM
42	yo@danieallinice.com	12/22/2015 9:20 PM
43	makopoll@msn.com	12/22/2015 8:13 PM
44	thome.james@gmail.com	12/22/2015 7:19 PM
45	rapoza@q.com	12/22/2015 5:15 PM
46	dkangas@gmail.com	12/22/2015 5:04 PM
47	lionsbutterflies@yahoo.com	12/22/2015 3:38 PM
48	annchamp@hotmail.com	12/22/2015 3:20 PM
49	dcnguyen713@gmail.com	12/22/2015 2:14 PM
50	pavlina7027@gmail.com	12/22/2015 2:09 PM
51	rsynoldk@seattleu.edu	12/22/2015 1:39 PM
52	jpire-williams@rmlaw.com	12/22/2015 1:31 PM
53	vrosarioaria2@msn.com	12/22/2015 11:18 AM
54	Kitieemormee@hotmail.com	12/21/2015 2:10 PM
55	Jcollej@hotmail.com	12/20/2015 3:32 PM
56	Crajan85@gmail.com	12/19/2015 1:45 PM
57	.joycaldordero@gmail.com	12/17/2015 2:27 PM
58	geyerfy01@gmail.com	12/17/2015 1:11 PM
59	eckohing@outlook.com	12/16/2015 1:20 PM
60	kitten@greenronin.com	12/16/2015 11:54 AM
61	jfmorrisonwriters@gmail.com	12/16/2015 11:51 AM
62	anjalienglund@gmail.com	12/16/2015 11:45 AM
63	ali.hunt26@gmail.com	12/15/2015 4:48 PM
64	jamestrefry@hotmail.com	12/15/2015 1:55 PM
65	ntorreschinn@gmail.com	12/15/2015 6:46 AM
66	tonyma60@yahoo.com	12/14/2015 8:05 PM
67	kneecole360@gmail.com	12/14/2015 2:42 PM
68	Perirhoden@yahoo.com	12/14/2015 10:06 AM
69	w9lliniotry@hotmail.com	12/14/2015 3:29 AM
70	yupinq@msn.com	12/13/2015 10:17 PM
71	firewall.bsd@gmail.com	12/13/2015 7:25 PM
72	palliboo17@gmail.com	12/12/2015 1:16 PM
73	Peter.Gauts@ptbs.com	12/12/2015 10:41 AM
74	Foxglove379@hotmail.com	12/12/2015 9:08 AM
75	Heidiwaters@gmail.com	12/12/2015 12:52 AM
76	culford_2000@yahoo.com	12/12/2015 12:51 AM

Southeast Seattle 2015-2016 bus changes

77	Maggiemstar@hotmail.com	12/11/2015 10:59 PM
78	voyagemark@hotmail.com	12/11/2015 7:11 PM
79	johngardineriv@me.com	12/11/2015 9:34 AM
80	lauren.nichols63@gmail.com	12/11/2015 9:20 AM
81	luxvoluptas@yahoo.com	12/10/2015 8:08 PM
82	anonymospace@yahoo.com	12/10/2015 11:47 AM
83	bpmcguire@gmail.com	12/10/2015 9:10 AM
84	kgirshfeld@gmail.com	12/10/2015 8:54 AM
85	Sheila.fisher1@gmail.com	12/9/2015 10:32 PM
86	mimilabby@gmail.com	12/9/2015 8:19 PM
87	doughgirl808@aol.com	12/9/2015 7:56 PM
88	pahdree@gmail.com	12/9/2015 5:08 PM
89	rpolich@gmail.com	12/9/2015 2:31 PM
90	Christabel.fowler@gmail.com	12/9/2015 1:41 PM
91	ldaltose@netzero.com	12/9/2015 12:58 PM
92	Willingtofigh4@yahoo.com	12/9/2015 12:37 PM
93	videorodeo@gmail.com	12/9/2015 12:14 PM
94	alonso.alvarado@gmail.com	12/9/2015 12:03 PM
95	Benvaron@gmail.com	12/8/2015 11:34 PM
96	Superwench25@gmail.com	12/8/2015 6:29 PM
97	Oscar_Love@msn.com	12/8/2015 5:56 PM
98	tedrcastro@gmail.com	12/8/2015 3:47 PM
99	Aquablood@gmail.com	12/8/2015 12:43 PM
100	nusty505@yahoo.com	12/7/2015 11:37 PM
101	wendy_li17@yahoo.com	12/7/2015 9:57 PM
102	jentehe@yahoo.com	12/7/2015 6:51 PM
103	lauren.vlas@gmail.com	12/7/2015 10:18 AM
104	mrwilson2016@gmail.com	12/7/2015 9:53 AM
105	Monkeesplace@gmail.com	12/7/2015 7:54 AM
106	mgbpjosh@gmail.com	12/6/2015 8:07 PM
107	Bloobloos@gmail.com	12/6/2015 2:09 PM
108	rburkes7@gmail.com	12/6/2015 11:01 AM
109	zhaojinglin@hotmail.com	12/5/2015 9:50 PM
110	chaldro@gmail.com	12/5/2015 9:56 AM
111	Prince.chef@gmail.com	12/5/2015 9:34 AM
112	jlb250@hotmail.com	12/5/2015 7:57 AM
113	Sn58.sudha@gmail.com	12/4/2015 7:25 PM
114	Monzesm@gmail.com	12/4/2015 4:38 PM
115	traceyannday@gmail.com	12/4/2015 3:40 PM
116	heyarleen@gmail.com	12/4/2015 3:35 PM
117	angie.hughes1@gmail.com	12/4/2015 3:05 PM

Southeast Seattle 2015-2016 bus changes

118	diazjoel78@gmail.com	12/4/2015 1:15 PM
119	davy7734@yahoo.com	12/4/2015 12:21 PM
120	max.hensley@gmail.com	12/4/2015 11:58 AM
121	becky.gelder@gmail.com	12/4/2015 11:21 AM
122	Rebekah.clinger@gmail.com	12/4/2015 11:06 AM
123	damonholzer@netscape.net	12/4/2015 10:53 AM
124	growlenoise@gmail.com	12/4/2015 8:28 AM
125	grantmgr@gmail.com	12/4/2015 2:39 AM
126	kyle.heenk@gmail.com	12/3/2015 10:50 PM
127	devrodand@gmail.com	12/3/2015 3:59 PM
128	pocketdoom@gmail.com	12/3/2015 1:56 PM
129	n.morrisonwinlers@gmail.com	12/3/2015 12:44 PM
130	Nope @noway.com	12/3/2015 12:09 PM
131	danmahon2@yahoo.com	12/3/2015 10:34 AM
132	Louaile@gmail.com	12/3/2015 10:10 AM
133	chenjanice@gmail.com	12/3/2015 10:00 AM
134	sherrylynnebaker@gmail.com	12/3/2015 7:41 AM
135	chans85@yahoo.com	12/3/2015 6:31 AM
136	lanbrucebell@gmail.com	12/3/2015 12:49 AM
137	ndickson@gmail.com	12/2/2015 10:30 PM
138	halimomai@gmail.com	12/2/2015 10:16 PM
139	clementasti@gmail.com	12/2/2015 9:29 PM
140	Gojusmia33@hotmail.com	12/2/2015 9:20 PM
141	d.g.moser@gmail.com	12/2/2015 9:16 PM
142	NathansMom2B@aol.com	12/2/2015 9:15 PM
143	Kilsooksin@gmail.com	12/2/2015 8:38 PM
144	matpearsall@outlook.com	12/2/2015 8:35 PM
145	Mackenzie.Jm@gmail.com	12/2/2015 6:29 PM
146	alcapn@hotmail.com	12/2/2015 3:18 PM
147	srkodiak@gmail.com	12/2/2015 2:30 PM
148	mike.mjwarner@gmail.com	12/2/2015 1:50 PM
149	evagdiva@gmail.com	12/2/2015 12:45 PM
150	chaotic.bird@gmail.com	12/2/2015 11:34 AM
151	mtsoman@gmail.com	12/2/2015 11:03 AM
152	phirayam@yahoo.com	12/2/2015 9:47 AM
153	cb_cox@hotmail.com	12/2/2015 8:44 AM
154	stephaniekuehner@gmail.com	12/2/2015 8:38 AM
155	dyakiyfi@comcast.net	12/2/2015 7:51 AM
156	neale@rothingham.info	12/1/2015 8:11 PM
157	rodneypfi@aol.com	12/1/2015 8:01 PM
158	Jennak@gmail.com	12/1/2015 3:28 PM

Southeast Seattle 2015-2016 bus changes

159	emily.lyndh@gmail.com	12/1/2015 1:32 PM
160	sawertz@yahoo.com	11/30/2015 1:02 PM
161	jerry0716@mindspring.com	11/29/2015 1:11 PM
162	melissajonas@yahoo.com	11/29/2015 12:34 PM
163	n_ford@msn.com	11/29/2015 12:11 PM
164	bridgidpnh@gmail.com	11/29/2015 11:59 AM
165	marlinimbach@gmail.com	11/29/2015 11:54 AM
166	Dlpress75@comcast.net	11/29/2015 11:28 AM
167	industrialbiker@comcast.net	11/29/2015 10:51 AM
168	Jasonpotts74@gmail.com	11/29/2015 10:13 AM
169	scottishawk@gmail.com	11/29/2015 9:25 AM
170	vafacundo@gmail.com	11/29/2015 9:17 AM
171	K.welker09@gmail.com	11/29/2015 8:07 AM
172	mcaple1985@gmail.com	11/28/2015 6:38 PM
173	Adrienne.w@earthlink.net	11/26/2015 9:28 AM
174	andrea.kretchmer@gmail.com	11/25/2015 1:49 PM
175	montesdeoca21@gmail.com	11/25/2015 11:33 AM
176	jbwa2@yahoo.com	11/25/2015 7:53 AM
177	greg.briggs@gmail.com	11/24/2015 9:14 PM
178	richb000@yahoo.com	11/24/2015 8:33 PM
179	Krysintate@gmail.com	11/24/2015 8:05 PM
180	jasonm.cb@msn.com	11/24/2015 3:20 PM
181	maryedwards1964@msn.com	11/24/2015 10:39 AM
182	hammerquist@gmail.com	11/24/2015 8:09 AM
183	tedmcintyre@msn.com	11/24/2015 7:04 AM
184	sacharoff@gmail.com	11/23/2015 11:57 PM
185	Kayita90@gmail	11/23/2015 10:52 PM
186	johngardineriv@me.com	11/23/2015 10:34 PM
187	dickerson1080@hotmail.com	11/23/2015 8:40 PM
188	teresahermans@gmail.com	11/23/2015 8:25 PM
189	ankarin@gmail.com	11/23/2015 7:06 PM
190	helenahanson54@yahoo.com	11/23/2015 5:31 PM
191	anseni06@gmail.com	11/23/2015 5:19 PM
192	bobmeter@laol.com (We're already on your list.)	11/23/2015 4:53 PM
193	janshortpollard@gmail.com	11/23/2015 4:36 PM
194	codekaren@yahoo.com	11/23/2015 2:48 PM
195	black_jack_davie@yahoo.com	11/23/2015 2:08 PM
196	chrysenap@msn.com	11/23/2015 2:02 PM
197	iherealjackchow@gmail.com	11/23/2015 1:58 PM
198	deanmchee@hotmail.com	11/23/2015 1:33 PM
199	yvettemalia@gmail.com	11/23/2015 1:21 PM

Southeast Seattle 2015-2016 bus changes

200	harkingbuddhas@gmail.com	11/23/2015 12:55 PM
201	maurentxaxler@yahoo.com	11/23/2015 11:54 AM
202	amberstierbinsky@gmail.com	11/23/2015 11:48 AM
203	fred963931957@gmail.com	11/23/2015 11:34 AM
204	kristin.paige.noblin@gmail.com	11/23/2015 11:34 AM
205	tonrix@gmail.com	11/23/2015 11:23 AM
206	gordon@wa98104.us	11/23/2015 11:22 AM
207	lla14655@yahoo.com	11/23/2015 11:13 AM
208	lisa.fox@kingcounty.gov	11/23/2015 11:13 AM
209	alandross@gmail.com	11/23/2015 10:52 AM
210	josh.diaz@gmail.com	11/23/2015 10:39 AM
211	paulajmcardie58@gmail.com	11/23/2015 10:20 AM
212	ward.cassels@va.gov	11/23/2015 9:49 AM
213	imhotjohnr@hotmail.com	11/23/2015 9:31 AM
214	eunice.yu7@gmail.com	11/23/2015 9:24 AM
215	mrrhil49@yahoo.com	11/23/2015 9:24 AM
216	annb_98178@yahoo.com	11/23/2015 9:23 AM
217	dilepr777@yahoo.com	11/23/2015 9:23 AM
218	breni_white@hotmail.com	11/23/2015 9:21 AM
219	hpeoples@uw.edu	11/23/2015 9:21 AM
220	mtoniquespivey@yahoo.com	11/23/2015 9:13 AM
221	Slyfieljj@gmail.com	11/23/2015 9:12 AM

Appendix B: Emails, Phone Calls, and Letters Received

Comment
<p>Hi DeAnna,</p> <p>I have some additional comments about the proposal for Route 107. I've heard from several people on south Beacon Hill who are opposed to the new routing and the loss of direct service to downtown Seattle. If Metro decides to move Route 107 to south Beacon Hill, I think a better destination for Route 107 would be SODO Station via Airport Way and Georgetown instead of Beacon Hill Station. From Rainier Beach, this proposed routing for the new 107 would follow the current 106 route to SODO and terminate at SODO Station. This routing would likely use a similar number of service hours as the proposed routing to Beacon Hill Station. But at SODO Station riders could transfer to Link, 101, 102, 150 or several other routes for the short trip to downtown Seattle. At Beacon Hill Station the transfer to Link is more complicated and there is only the 36 for a street-level transfer to downtown. Also, the 36 is often full and it can be a long trip from BHS to downtown on the 36. SODO Station offers many more connections for south Beacon Hill riders and doesn't duplicate the service offered by Route 60. Thanks again for reading.</p> <p>Dan</p>
<p>Hi - don't change the route. Getting regular bus service in Georgetown is tough enough. I commute regularly to Redmond; and every rush hour bus seems full. Making my ride home longer makes me want to drive ☹️. Please consider ADDING routes to serve Georgetown-to-downtown!</p> <p>Thank you, Scott Rice</p>
<p>(Part 1 of 4) Dear King County Transportation Staff,</p> <p>Thank you for the opportunity to comment on the southeast Seattle bus route restructure proposal.</p> <p>First, so it doesn't get lost, I would like to register my opposition to having proposed route 106 run between Mt Baker Station and the International District, and to request that the number of people opposing this extension be acknowledged in the public summary of feedback. Route 38 was split off from route 8 in order to bring some reliability to the route. Adding that extension to downtown will take away the reliability improvement, and make the route worse for everyone not traveling north of Mt Baker Station.</p> <p>The proposal also appears to be in violation of the Service Guidelines, which help ensure that Metro's limited funds are invested where they will be most impactful. We already know that the old route 42 had more protagonists than regular riders, so why re-invent the flat tire?</p> <p>I am fully supportive of the portion of the proposal for combining soon-to-exist route 38 with the portion of route 106 between Rainier Beach Station and Renton Transit Center. I hope that part happens.</p> <p>Moreover, I hope that, if route 9 service hours are reinvested in route 106, that route 106 be raised to 10-minute frequency for as much of the week as that freed-up money can fund. Route 8 was originally supposed to be a good connector for people living on MLK but too far from Link station. With hours taken from it to fund route 42, that did not happen. It can finally happen now. Unlike ruining the route by running it into gridlock, having a 10-minute-headway version of route 106 running from Renton TC through Skyway and along MLK to Mt Baker Station would be a major improvement in the southeast Seattle transit grid. I would like the summary of public feedback to acknowledge the number of commenters calling for this particular routing, both with and without an additional frequency boost.</p>

(Part 2 of 4) I am also fully supportive of the proposal to run route 107 along the path of current route 106 between Rainier Beach Station up to Albro Pl, and then continue along 15th Ave S to Beacon Hill Station. Ever since Seattle Public Schools started abandoning the yellow bus program for higher grades, there has been a need for a bus route from south Beacon Hill to Cleveland High School. This Safe Path to School should certainly trump one Georgetown's desire for an occasional one-seat ride to Renton, or for hypothetical employees of his for same one-seat ride.

That said, it should be noted that the proposal reduces Georgetown service, during a period of Metro growth, while, ironically, three routes serving Georgetown (60, 124, and 131) are in the top seven of the queue in the 2015 Service Guidelines Report to bring them up to targeted service levels. To make Georgetown whole for at least not reducing service would require a frequency upgrade on route 124, to no more than 20-minute headway. If it gets at least that level of investment, then there will be 6 buses per hour, in each direction, serving the Georgetown residential area, and heading in the direction of downtown, perhaps with close-to-10-minute spacing if the schedulers can make it happen, when route 60 is taken into account. Even without route 60, having three 124's per hour headed south is better than having to guess whether to wait in the DSTT or at street level for half-hourly 106's and 124's.

I happen to be a frequent rider on route 60, and it is my preferred path for coming home from downtown, due to its excellent reliability (mostly from not going through downtown), especially at night. Beacon Hill Station is one of the safest and most inviting places to transfer in the county.

Route 124 did have 15-minute frequency after the post-Link-opening route restructure. But then, the South Park Bridge closed, hobbling ridership. After the bridge re-opened the frequency was never restored.

(Part 3 of 4) On the topic of transfers, there will be those along the northern part of route 106 between RBS and Albro who will point out the net increase of travel time from having to transfer to get downtown. That's why Metro should invest more frequency in proposed route 107, to get it to 20-minute headway for as much of the time as possible, to make up for that increase in trip time. Indeed, any time a route is truncated to serve a station instead of going downtown, a frequency investment should occur to make up for the transfer penalty, and then advertised so that people don't abandon the route before trying it, as happened with route 50. Look at the proposal Sound Transit just put out, to have all its express routes that become duplicative with Link be truncated at various stations, and then have frequency matching Link on those bus routes. This proposal was just made available at the ST Executive Committee meeting last Thursday, and was covered in the Seattle Transit Blog.

Some will complain about Link not accepting paper transfers. For those who cannot afford a \$5 ORCA card, that is why the ORCA LIFT card is free. If someone qualifies for LIFT, but doesn't get it, they are already throwing away money. In this particular case, they also have the option to transfer to frequent route 36 at Beacon Hill Station to get downtown. In the case of proposed route 106, they also have the option of transferring to frequent route 7 to head downtown.

Last point on this proposal: The only thing forcing anyone to walk to Asian Counseling and Referral Service's MLK office is the unreliability and lack of frequency on the route that serves that portion of MLK. A new route 106, timed to pick up at Mt Baker Station shortly after each southbound Link train and each southbound route 7 run arrives, should put an end to that complaint.

(Part 4 of 4) A note on restructures in general: One of the huge mistakes people make in these restructures is to focus on the maps, rather than other measures like reliability, frequency, trip time, etc. You may have noticed that Reg Newsom had a lot to say about the maps, in his efforts to preserve his own one-seat rides, but had very little to say about anything but the maps. The fruits of his labor was that the Capitol Hill restructure was wrecked.

The southeast Seattle restructure should move forward, without route 106 going between Mt Baker Station and the International District, but with more frequency on routes 106, 107, and 124.

Thanks again for the input opportunity. I look forward to a full summary of the various repeated points of view (not just what was said at the one meeting I could not attend), and to Metro implementing a version of the restructure that gives taxpayers and riders the most bang for the buck. Good luck on getting Metro management to do right by the ridership!

Best,
Brent White

(Part 1 of 2) Dear Ms. Martin

Thank you for the opportunity to provide comments on the proposed SE Seattle restructures. We are a group of social justice, immigrant and refugee, and transportation advocates writing to you in strong support of this proposal.

First, we want to commend Metro for working collaboratively with our SE Seattle transit coalition including organizations such as Transportation Choices Coalition, Puget Sound Sage, OneAmerica, Asian Counseling and Referral Services (ACRS), Filipino Community of Seattle, Asian Pacific Islander Coalition Advocating Together for Healthy Communities, Mothers for Police Accountability, InterIm CDA, El Centro De La Raza and many others to develop a solution that addressed community needs and service gaps.

This coalition has spent nearly two years in partnership with Metro exploring a range of options to connect transit-dependent communities in the Rainier Valley. These efforts have resulted in robust community feedback including comprehensive surveys completed by 300+ ACRS clients, community group meetings, and one-on-one meetings. Metro staff has brought many creative ideas to the table including shuttles, vans and even the Center Park bus as we explored ways to bridge service gaps for this transit-dependent community.

This brings us to the current proposal on the table. We appreciate Metro's effort to consider this restructure in collaboration with neighborhood groups and major employers including Swedish and Virginia Mason. We want to be clear that we do not support an outcome which results in cutting service in one neighborhood to serve another and we commend Metro's effort to seek robust feedback from impacted transit riders on the proposed restructure.

This restructure will benefit riders in SE Seattle especially older riders, limited English speakers, people with mobility issues and other bus riders for whom Link just didn't work as well to connect to services and destinations in the Rainier Valley.

(Part 2 of 2) These transit-dependent riders rely heavily on local bus service: for some it is the 2nd or 3rd transit connection as they access food banks, meal programs, English language classes and more at community organizations on MLK Jr. Way.

At a time that transit ridership is growing and more people need choices, we should be adding bus service and making transit a frequent and reliable connection to jobs, schools and opportunity. We urge you to adopt this proposal and work to develop solutions that benefit all communities who use transit to get where they need to go.

If you have questions or need more information, please feel free to contact Shefali Ranganathan, Executive Director, Transportation Choices Coalition at Shefali@transportationchoices.org or 206-329-2336.

Thank you for your consideration.

Diane Narasaki
Executive Director
Asian Counseling and Referral Services

Elaine Ishihara
Asian Pacific Islander Coalition Advocating Together for Healthy Communities

Sheila Burrus
Executive Director
Filipino Community of Seattle

Rev. Harriet Walden
Mothers for Police Accountability

Rich Stolz
Executive Director
OneAmerica

Rebecca Saldana
Executive Director
Puget Sound Sage

Shefali Ranganathan
Executive Director
Transportation Choices Coalition

(Part 1 of 2) Dear DeAnna:

This letter is in response to Metro's proposed changes to routes 8 (new Route 38), 9 Express, 106, 107, and 124 that would improve the connections between Southeast Seattle and Renton and other areas south of the city, which was released on November 23, 2015. International Community Health Services (ICHS) has reviewed the proposed changes, and appreciates the opportunity to share our comments.

ICHS, founded in 1973, is a non-profit community health center offering affordable primary medical and dental care, acupuncture, laboratory, pharmacy, behavioral health, Women, Infant and Children (WIC), and health education services. As an important part of the health and human services safety net, ICHS is committed to improving the health and wellness of underserved communities. ICHS advocates for and provides affordable and in-language health care, in addition to advocating for and emphasizing the importance of addressing the social determinants of health, which include access to jobs, housing and economic opportunity. ICHS' four full-service medical and dental clinics—located in Seattle's Chinatown/International District and Holly Park neighborhoods; and in the cities of Bellevue and Shoreline—serve over 21,000 patients in nearly 50 languages and dialects annually.

ICHS applauds Metro's commitment to address the social determinants of health by responding to the access needs of Southeast Seattle and Renton residents. Metro's proposed route changes will potentially have a significant impact on the way ICHS' patients access their care at ICHS, particularly at our sites located in Seattle. Approximately 43% of all ICHS patients served last year resided in the Southeast Seattle and Renton zip codes of 98144, 98118, 98108, and 98178 (over 9,200 unduplicated patients total). Between 2010 and 2014 the number of patients ICHS served from these zip codes has grown faster than our overall patient population – 15.3% compared to 14.8%, respectively. (cont'd)

Part 2 of 2) We expect this population to continue to grow quickly as low-income residents move southward due to rising costs of living in Seattle.

The proposed revisions to route 106 will provide a new stop along MLK Jr. Way by the Othello Station, which is a mere 0.1 miles from our Holly Park clinic site. Additionally, the proposed revisions increase service and frequencies to routes 124 and 106 that stop at the International District Station which is 0.3 miles from our International District clinic site. Moreover, in 2011 ICHS opened a satellite medical clinic at Asian Counseling and Referral Service which is located on MLK Jr. Way on the proposed revised route 106. It is clear that Metro's proposed revisions to routes 106, 107, and 124 will not only provide new direct connections for ICHS patients residing in the aforementioned zip codes to culturally and linguistically appropriate services offered at ICHS, but also to jobs and other economic opportunities concentrated in Downtown Seattle. ICHS urges the King County Council to approve these route changes.

Thank you for the opportunity to comment on the proposed changes to Metro routes in Southeast Seattle. Should you have any questions, please contact Sunshine Monastrial, ICHS' Planning, Development, and Evaluation Supervisor at sunshinem@ichs.com or (206) 788-3659.

Sincerely,
Teresita Batayola
Chief Executive Officer
International Community Health Services

DeAnna,

Thank you so much for the quick response. Just out of curiosity, was it considered to extend the routing of the 107 north of the Beacon Hill Station via Beacon Ave S. and Holgate and into the ID/downtown via 6th? Or even Busway? It could then make a right on Charles, a right onto Maynard to get onto Airport way and could perhaps layover somewhere around Atlantic Base. It could then make a right onto Massachusetts and a left to get back onto 6th to complete the loop. I saw a lot of comments on Neighborhood discussion boards about connecting Chinese communities and how changes to the 106 would affect that link. This would also technically get people downtown on one bus with stops at stadium station and very close to the ID. Anyway, it was just a thought, and always wondered why there was no transit service that ran down Beacon Ave into Sodo.

Thanks again,
Daniel

Hi there. I'm calling to comment on proposed changes to the Route 106 bus. It's proposed that it will not be coming down Beacon Hill and going through Georgetown, but going down MLK and then going up to the Beacon Hill light rail station. I use the 106 bus a lot and know a lot of people in my neighborhood who do use it. One of the nice things about it is that it connects us over to Georgetown and it connects down to Renton. So those of us who live up on Beacon Hill and throughout that area won't have access to those communities. I wish that you would not change the 106. Keep it the way that it is please. We have so many buses that go north and south - this is one of the only ones that I know of, at least for me, that goes at a bit of an angle or a little bit east and west. I think it's useful because of that. If I had any requests for changes, it would be that there be lighter buses going by because they go right by my house and it rattles the windows and cracks the walls - especially on Sundays when the bus is empty and the bus goes by it's very noisy. It's not ideal to live along that bus route. But, at the same time, it's a useful bus. So please don't change the 106 bus from the way it is right now. My name is Jeff Cook and my number is XXX-XXX-XXXX. Thank you.

The Seattle Rainier Valley, Beacon Hill routes.

Cut two miles off the South Bound routes.

End the South bound Tunnel Routes at the Stadium Station including the route 124.

That can reduce delays downtown and in the tunnel.

And cut a mile off of routes 7 and 36 to 5th Ave and Jackson St. Which would reduce traffic congestion downtown.

Change the amount of stops on Jackson from every two blocks to every three blocks by combing stops move two stops over a block with a new stop between old stops.

The money and time saved can be used for other routes

Shorter routes means that routes can change drivers at the base which would cut delays and help keep traffic moving.

Have the route 9 end at the Mount Baker Transit Center and replace the route 49 to the U Distribution for a Direct Bus service to the U District.

When the tunnel from Downtown to Capital Hill is running

The plan extension of route 107 will only be more costly. Just extend Route 107 to the Rainier Beach Station

Cut Two miles off the Routes 7 and 36 to end at Jackson St at the Union Station or King Street Station.

The Super long routes that go all over don't work in the real world.

There are routes that that have frequent service to neighborhoods with low ridership.

Split the Route 50 into multiple Routes.

Have a separate Route from the VA Hospital on Beacon Hill to Rainier Beach and Serve the last section of the route 7 to precinct St instead of the Route 7.

Hello,

I felt it was important for me to write concerning the proposed changes to route 9x in Seattle. First off, I completed a survey on this route a couple months or so ago when they were being distributed on the bus, so I have also contributed my feedback in that manner. I ride this route twice a day, once in the morning between 6:45 and 7:30, and once in the evening/afternoon, between 4:15 to 6:00, depending on when I leave work. I pay for my rides by purchasing a monthly Orca bus pass.

Here are my concerns and questions, regarding this route: -On my way home while I am waiting for the number 9(x), at the I-90 overpass stop (headed to Capitol Hill), the number 7 comes VERY often. Too often in my opinion. That bus never completely full, and there are usually two that come right after each other. This to me seems like a waste of resources and route, why not propose changes to the number 7 if this route is not used to its capacity? I usually see 2 to 3 number 7 busses come in the time I am waiting for the number 9. So usually at least one of the number sevens stop, and no one needs to get off or on because one had just come by moments earlier. One time, the number 9 was VERY late, and I'm not exaggerating when I tell you that FIVE number seven busses came in the time I was waiting for the number 9. FIVE. How does that make sense? I'm sick of seeing multiple number seven busses come and go, with no need for that many. It's depressing and frustrating for us number 9 riders, and yet OUR route is the one being proposed to have less runs? That doesn't seem right. I would propose lessening the number seven route by at least one bus....again, this route/bus is NEVER full.

If anyone read this, I appreciate your time. Again, I would suggest reducing the number 7, and if not adding route/times/busses to the number 9x, in the LEAST, please do not reduce it.

Thank you again,

-Kendra

To Whom It May Concern,

The proposed changes to Route 8 (specifically, ending it at Mt. Baker) introduce a situation where there is no longer any way for someone living South of Mt. Baker to get to (a) S. Lake Union, (b) the Seattle Center, or (c) the Group Health Main campus and Hospital on 16th and Thomas, without changing buses.

The creation of an addition bus change means additional delays and an increase in overall commute and transit times. The change also increases the number of changes from 1 to 2 that everyone living on the Route 50 (people in Seward Park) have to undertake to get to S. Lake Union, the Seattle Center, or Group Health. This is extremely unfortunate and adds additional inconvenience and isolation to these areas.

Since many of Seattle's new jobs and development are being created in the S. Lake Union area, and the Group Health Hospital is an important connection point, it would be nice those areas could remain connected to the neighborhoods in Seattle South of Mt. Baker transit center.

These problems with the deletion of the Southern segment of Route 8 could be alleviated by either of the following:

- a) Don't delete this area of Route 8, rather reduce the schedule and/or modify it
- a) Modifying the 9X to travel West on Thomas/Denny, reconnecting both Group Health and S. Lake Union
- b) Extending the 7 to travel further North and 3rd & Pike (note: does not connect to Group Health)

Thanks,

Ian

I am writing regarding the proposed changes to the 106 route. I know that I am writing past the deadline for comments, but I'd only recently seen the proposed changes. I hope you will consider my comments anyway.

I use the 106 regularly to commute between NewHolly and Georgetown, and to my regular medical appointments in Renton. Moving this route to replace the proposed Route 38 will not only make my travel to Georgetown nearly impossible by bus and significantly complicate my travel to Renton, but it will remove all bus service from south Beacon Avenue below Myrtle St. The 106 was rerouted to cover this area after the 36 was rerouted down Myrtle/Othello to serve the Light Rail station.

I urge you to retain the 106 routing through Georgetown and south Beacon Hill, and to keep the proposed route 38. Thank you very much!

Sincerely,

Kay Lutz

I'd like the 106 route to remain how it is. You know, I don't want to see any changes on it. I've been riding this bus for a long time and I like it the way it is. I can get to my appointments and everything. I can get right to downtown. It's a good route. I like it the way it is. Thank you. Bye bye.

Hi, I ride Metro buses number 8 and number 9. And, I think what you are going to do to the number 8 and the number 9 is crazy. You're going to split the 8 so that it's two buses instead of one. Making it two buses to get from one destination to the next destination making me have a 20-40 minute layover which seems really stupid. Please don't change the number 8! And, please don't stop or change the number 9 because it's what I use to get to my volunteer work everyday and it's very helpful to only have to ride one bus to get to the mental health center that I volunteer at. Thank you very much. My number is xxx-xxx-xxxx. My name is Colette.

Hi, I'm a Metro bus rider and I'm really upset with you guys that you are going to monkey with the 8, and the 9, and the 106, and the 107, and the 124. Um, I don't think you should monkey them. They work fine the way they are. Please don't screw them up. I am a person with a disability and that's going to be really... if you do away those services, it's going to be really hard for people like me who have trouble walking and are blind to get to things. And, it's going to make our trips even more complicated. So please don't complicate things, please. Think of us, the handicapped people, or uniquely abled people in the world. I know you're going to add on more light rail to Capitol Hill and other places, but sometimes the light rail doesn't go where we need to go. Thank you. Oh, my name's Sheri.

I have lived in South Beacon Hill for 16 years. I am writing to ask that you retain route 106 from South Beacon Hill to downtown, rather than reduce service to bus South Beacon Hill residents to the Beacon Hill Link stop. The non-stop service to downtown is a very important route for residents of South Beacon Hill.

Ms. Martin,

Your name and contact information was listed in a neighborhood blog as the contact to express our views on an upcoming service change at Metro.

As I understand it, many of the current RT106 riders are fixed income elderly, many also use mobility aids such as canes, walkers or wheelchairs. I am retired, and on a fixed income as well. I seldom used Metro when I lived in Ballard and watched as the service was degraded with the explanation that service must follow growth. I smell the same equestrian odor again coming from Metro. I can understand the desire to use the coaches to put riders at a rail station, but at what expense?

The Rainier Beach light rail station is a very dangerous place to be anytime and to think that a Metro representative suggested that it would actually be quicker for anyone who lives near Benefits Park to use a new 107 to Light Rail route is insensitive to reality. The added expense to ride Sound Transit to reach the same location is an illogical response to the goal of serving the community.

When Metro pleaded for more taxes to fund their services, and when it was noted that increased tax revenue due to a recovering economy during the time between preparing the request and the election when it could be decided upon negated the need for the total amount they were seeking; there was a deafening silence from Metro. Now that the taxation efforts have passed, the services are planned to be cut, changed, curtailed, as if the increase was not passed.

The Route 106 should be left as is.

Please include my input into the decision making process in an effort to prevent potential injuries while transferring, robberies while waiting, and increased expenditure by riders on fixed incomes.

Thank You,
Larry Williams

(Part 1 of 2) Dear Ms. Martin and Ms. Kraczyk:

Thank you for your kind attention to this matter of Seattle's and King County's plans to eliminate Bus 106 for South Beacon Hill residents. While I understand the importance for the transit authority to attempt to cut costs and to operate within budgets, I would appreciate your reading of my concerns for such a move.

First, it is my understanding Georgetown and South Beacon Hill residents voted overwhelmingly to expand funding for mass transit services because of the dependence our neighborhoods have on your services.

Second, we also wonder about the methodology employed to come to this decision by King County Transportation and Seattle Transit. I would like to know the methods that were employed. Would you please let me and others know?

Third, were demographics such as education levels, income levels, the make up of the general population in these areas, considerations for the number of people who consider English as a second language, ages and the ramifications for children, aged and people with disabilities considered?

Fourth, if these were considered, would you please, as a matter of public information, inform us if all people in these affected neighborhoods were notified with sensitivity to the demographics mentioned and in manners both personal and with respect to their understandings of the English language?

Fifth what other methods for cost saving, short of removing services altogether, were reviewed by the King County and Seattle transit authorities?

In human terms, for people who are challenged in their understandings of these proposed changes, and people who are perhaps less affluent in demographic terms perhaps than other neighborhoods will surely be more affected than folks in other areas, demographically. Please don't get me wrong. I do not wish for other areas to suffer reductions in services, nor do I wish our neighborhoods to suffer the proposed fate proposed by the authorities.

(Part 2 of 2) King County and Seattle, in considering the great installation of sports stadiums in our area created incredible issues that remain to be resolved on I - 5. This in no way disparages these wonderful stadiums. However the crowding of I - 5 has had obvious ramifications for traffic flow in our city. One remedy for this is the very cause for which you work, mass transit, and the encouragement of life-affirming and healthy transit, like cycling and walking for which our area receives national and international recognition. Cutting mass transit in any area would be considered regressive and going against the fine principles you and others have established for the well-being of the citizenry.

Should you have questions or wish to gather more information, please feel free to contact me and I will do my best to be of assistance.

Sincerely,
Stephen Bamford

Deanna,

I am one of the persons directly affected by the proposal to eliminate S. Industrial Way from the 106 route and although I've already answered the survey, I would like to address the following:

The web link given on the signs posted about the proposed change is incorrect. The link leads nowhere. I'm pretty upset by the proposed changes, so I diligently searched the metro site until I found the survey, but it wasn't easy.

What the sign says the link is:
kingcounty.gov/metro/seseattle2015

Actual Link:
<http://metro.kingcounty.gov/programs-projects/se-seattle/proposal.html>

Because of the difficulty, I worry that a lot of people who otherwise would have voiced their opinion may have just given up... and our stop (42187) is simply too important to local businesses (there are SEVERAL) to allow a typo on the part of King County Metro, to stifle our voices.

Another concern is that the signs weren't posted at the stops that would be directly affected by the proposed changes. There were 12 people at our stop who hadn't heard about the proposed changes and were dismayed at the possibility of losing their bus stop. That was just the one run. When you consider this bus runs every 30 minutes... that's a lot of people and their businesses who will be inconvenienced daily by the changes. A lot of people. We can't all fit on the 124 route. Our stop alone fills more than half the bus!

I would appreciate it if the signs were corrected, then posted at all the stops affected, and the deadline for the survey extended to allow everyone involved to have their say.

If our company can help any way in printing up corrected signs or set up a mailing that would target businesses on the route that could be affected, please let us know. We depend on Metro to get us HERE, every morning.

Thank you for your time and consideration,
Sherry Baker

Hi Deanna,

I am writing regarding the Southeast Seattle proposal, specifically for changes concerning the Beacon Hill neighborhood. I'm in favor of changes that provide increased connections to the Beacon Hill light rail station, and as I live on the west side along 15th Ave S, I've endured years of subpar service from the frequently late and infrequently scheduled route 60. It is incredibly frustrating to get to the Red Apple from downtown in only 12 minutes, yet consistently wait 15 or more minutes for a connection to go the last mile, turning what should be a 25 minute commute to a typical 40 minutes or worse. As changes are being made around Seattle to better service the Montlake and Capitol Hill neighborhoods to their new stations, the west Jefferson Park area should get the same level of service. I'm highly in favor of the proposal to route the 107 to service the 15th Ave S corridor, but only if the schedule is staggered with the schedule of the 60 to ensure every 7 minute service during peak hours.

I have read comments on Beacon Hill's Next Door site from concerned residents regarding the loss of direct downtown service for Southeast Beacon Hill residents, and how this would affect the elderly and disabled who rely on their current routes. Currently, my area of Beacon Hill has no direct-to-downtown bus service, however I would strongly prefer more frequent connections to light rail. Should the reroute proposal as it is currently drafted fail, the west Jefferson Park area still desperately needs increased service via a separate route from the 60. Adding more 60 service to congested First Hill, Broadway, and 12th & Jackson areas will do nothing more than jam streets further and result in bus-clustering along the route for us downstream. In

the rain (when we can't walk the last mile home), the 60 is frequently 20-30 minutes behind schedule.

As-is, the frequency is every 30 minutes or worse after 6:30 pm, which is unacceptable for what is still considered rush hour/commuting time for many folks. As our only connection to the light rail, we deserve much better out of our multi-billion dollar investments. Our area has received no meaningful increase in service from last year's Prop 1 vote, and neighborhoods adjacent to the Light Rail should have at least as frequent service as being proposed (or currently provided) for neighborhoods about to receive Light Rail or Rapidride.

Thank you for your consideration, and please let me know if there is any further information you would like. I look forward to the results of the public comment period on the SE reroute proposal and trust it will bring SE Seattle satisfactory service.

Sincerely,
Ted Castro

MLK way has too many stops there are stops almost on every block.
Reduce the amount stops on The along MLK way by half by combing stops
Move Two over a block to make into one stop

On Rainier Ave at the Southbound stop at the light rail station on Rainier Ave is too close to the stop at Rainier and MLK Wy the two stops are less than a block from each other
Metro can save a lot time and money by spending the stops out.
Don't need a stop on each block.

Hi,

I recently saw a sign at my usual bus stop that there is a proposal to create routes 106 and 107 while cutting route 9. Please do not cut route 9. The buses that come are too full already with students traveling to Seattle University, and I work by Swedish Hospital off of Broadway. Sometimes the 9 passes by me without stopping because the busses are so full already. If anything, please increase the number of 9 buses but please please please DO NOT reduce them.

Thanks,

Jessica Wang

Please do not reduce services on route 9-there aren't many buses that bypass downtown from First Hill to catch connecting Eastside bus from the rainier freeway station. I was going to complain there isn't enough of these buses during peak hours. I have to wait sometimes 30 min when I miss the first bus (I get off at 3:30pm and that is when it stops at my stop and I miss it most of the time).

Unless the street cars will be starting SOON????

Thanks,
Nancy

I am very concerned about changes to the 106 route. I ride to the Renton TC and back whenever I'm called in to work at King County Elections. I take the 106 all the way to the Renton Transit Center and transfer to the Rapid Ride to get to work. If you change the 106 southbound as you plan to change the route northbound, it would make it more inconvenient for me since the way the 106 is running now is working perfectly for me. I honestly hope you'll seriously keep this in mind while you make your plans. Also, I depend on the 8 bus to get me all the way to Capital Hill for my Oncological and Eye appointments and like the 106, the way the 8 is running now is working for me and is most convenient. I need to know if I'll still be able to get to work in Renton on the 106 and to Capital Hill on the 8. I don't ride Link because it doesn't go where I need to go and it's less convenient for me than catching the bus which by the way is from Beacon Avenue. I live west of Beacon Avenue and all I have to do is walk up a small incline from my house and then walk a few blocks to my bus stop.

On days I have appointments over at Group Health on Capital Hill, I take the 106 to MIK Jr. Way S and S Henderson and walk to the bus stop where I catch the 8 and it I ride it all the way to the stop that's practically across the street from it. Please consider this when you plan your changes. Try to put yourselves in the bus rider's shoes or better yet, ride the bus to work every so often to get yourself acquainted with us bus riders situation.

your description of revisions to route 106 (or any others) are useless without a graphic representation. the written description could mean anything, with no beginning or ending to the proposed reroute.

The route 9 should not service 12th and Jackson northbound to Capitol Hill at the same time as the route 60. In other words, separate their service times to allow more flexibility in getting to Harborview and Capitol Hill.

I don't think Route 8 should be split in two. That's bringing another bus (Route 38) onto the roads which is questionable considering the fact that metro had many, many issues with finance management in the recent past which resulted in the cutting, or reduction of bus service between 2014 & 2015. In reality, it sent many people into a bit of a frenzy wondering if they will make it to work on time.

A side note; the early 178 bus has had some issues with not showing up and metro found it wise to notify riders about 5-minutes(at times) before the next bus would arrive which means they could not find someone to cover this route. Or maybe the driver could not show up, or there was no driver and metro felt it was ok to stress out working adults who were thus stranded in Federal Way at the Park and Ride. All-in-all notifications for rider alerts in general should be a bit more direct and not let minute. Give people plenty of time to readjust their mornings for carpool or another alternative bus to get them to work on time.

I would like to know what the point of the Route 8/38 split is for, please let me know.

-Phelicity Thompson

I think it is very important to know how many people the change in the #9 will affect. Metro said that the #9 will operate during peak hours only. Many of our ESL and international students use this bus other than peak times. In fact, I often use it on my way home from work at various times. I have found the use of this bus very heavy between the times of 11 and 2. The #9 buses at these times are often double buses and they are packed.

I really hope Metro will think more about this particular change.

Michele Quinn

Does that mean that rider needs to get off 8 and switch to 38 at mt. Baker?

Good morning,

I'm a student that has lived out of Southeast Seattle for nearly 20 years, including having to accept the deletion of the 42 route. Unfortunately, with the way Metro has set up their services to be taken up by the First Hill Streetcar and the Link Light Rail, it was inevitable that they'd remove the 9X route and replace portions of it with the already burdened 7 and 106 routes.

I'm a little concerned about accessibility to Airport Way from Southeast Seattle. Due to the fact that it's known to be a fairly dangerous neighborhood, with very limited accessibility to a secure place to hold packages, people often have to have their packages kept at the distribution center for either UPS or FedEx. Am I reading the proposal right, that the 106 will no longer be serving that area, taken over entirely by the 124, where you'd have to connect with it at... some point?

I'm also concerned about the time it'll take to get to school in the first place. Often times, during peak hours, it can take upwards of 45 minutes to an hour, just to ride the bus around 8 miles from Rainier Ave S & S Henderson St to Seattle Central via Rainier Ave S and Broadway. How would these new changes affect the time our students need to set aside for transit to and from school?

Thank you so much for being the liaison for stakeholders of Seattle Central, Jeff! I personally appreciate anyone who can help be the voice for our students.

-- Bonn

Hello-

I wanted to reach out and express my concern about the service reduction of the #9. This route is the one I take to work each day and walk a mile to and from. It is already frequently late, over packed, and irregular outside of peak hours. It appears now the plan is to reduce trips? Please hear my feedback that there should INCREASED trips on the #9 not reduced trips. It is also concerning that this route would be reduced given that so many people of lower socio-economic status that who may need to travel outside of peak hours for work or family reasons. Please reconsider this reduction.

Thank you
Aric Lane

The proposed route 106 does not make sense, lots of people in take bus to work in the industry area(UPS, K2, lots of companies) . Please do not change the route, which would cause too much inconvenience for the people work in this area.

Thanks,
Leo

You cannot be seriously considering taking away the bus service on south beacon hill!

you know how many timid people take the 106 on Beacon right now? you expect us to go down to MLK, perilous in the winter, and crime ridden besides? It would change a 5 minute walk to the bus stop to a 20 minute walk, a mile, up and down a steep hill.
seriously?

We already have lots of service on MLK. we need a bus on Beacon Avenue!!!!

Dear Ms. Martin,

I am writing to voice my opposition to the proposed Route 106 change. As an employee at the Boeing plant in Renton and a resident of Beacon Hill this change would have a huge negative impact on my ability to be at work on time.

Thanks for listening.

Best Regards,
Matt Shaffer

Hello Deanna,

This past summer I bought my first home in South Beacon Hill. A primary reason for this purchase was an easy commute downtown via the 106 bus line. If this bus route is altered and rerouted to MLK, then the closest bus stop to downtown would be at least a mile away from my house, which would add 20 minutes of walking to my every day commute each way. My other alternative would be driving to work every day which would not only cost me thousands of dollars a year; but since I would not be the only one forced to this option, would also increase traffic on Beacon Hill and I-5.

I understand that the proposed route 107 implies that anyone going into downtown now has to transfer to the light rail. However, anyone who pays in cash will now have to pay two separate fares just to get downtown, which is completely unfair to the lower-income and elderly families who depend more than anyone on public transportation.

I implore you not to allow Route 106 to be taken off of Beacon Avenue where hundreds of people depend on this bus every day, and give MLK another bus line on top of Route 8 and the light rail.

Thank you for your time and consideration.

Adam Minton

Hi,

I'm writing to you as a concern customer about route 106 being revised. My father (70 years old) has been using the Metro system for the past 20 years. He doesn't drive and moves very slowly due to injuries. He is now retired and solely relies on route 106 to transport him to the international district everyday. It is his only mode of transportation and his only way to not be trapped in a house. If route 106 gets revised, it would make his daily trip to international district for senior social events more difficult. The hardship would discourage him to stay active and social. Please reconsider this plan. Thank you.

Mary Chiu

Replacing the 38 with a much longer 106 reverses all the reliability advantages of splitting the 8 into two routes, at least northbound. I like the 107 extension, but I also must say I use the 9 at various times of day and find it very handy. I don't want it cut, especially after we lost the 7X.

I'd like to see the bus routes taken off of Carleton Ave s. It is a terrible idea to have the bus run down a residential street on the far end of the neighborhood. The bus traffic should be routed via wider, more centralized streets for improved access and appropriate street use.

Sincerely,
Joanne Tilley - Georgetown resident.

Leave the 9X alone.

<p>Please reconsider taking the 106 off our Georgetown bus options. I take it rather than the 124 as it has the tunnel option which 124 does not</p>
<p>Mary Atwood Georgetown</p>
<p>Yes, I just read on my bus shelter that you were thinking of changing my bus, the 106, it's route. And, I just wanted to place my vote that I am not in favor of that. My name is Ray Harris and I am not in favor of you changing the 106 bus route. Keep it the same. Thank you very much.</p>
<p>Hello DeAnna, this is Mary Rodgers and I'm calling concerning the changes to routes in southeast Seattle. I think you all have a very good plan coming up for route 8, 106 and a couple of others. I just saw it today for the first time. I think it's really quite doable. One of the better plans I believe. Thank you and hopefully you'll keep on doing us these kinds of favors. Bye.</p>
<p>Hello, I'm calling about the new bus changes that are posted on the bus stop regarding the 8, the 9X, 106, 107, and 124. Um, it said that the Route 8 would stop running down MLK and only run from Mount Baker to the Seattle Center and I find that to be very problematic. The bus 8 is an essential bus for a lot of people along MLK and the 8 runs late quite often so if people are trying to travel two miles from where the bus comes to their destination and now they have to jump off one bus and wait for another bus is very time consuming. And, it also leads to people becoming bitchy in the morning because everyone's buses are late and it's an all around shit show. So I will attend the meeting on Dec. 9. I hope that people will understand that the 8 bus is very essential to the south end and helps connect a lot of people from the south end to their jobs. Anyway it won't hurt to have the 106 coming down that route because it doesn't hurt to have two buses coming down that way which makes it convenient for everybody. Anyway, hopefully this gets heard and I will attend the meeting on Wednesday.</p>
<p>I don't agree on the changes to routes 106 and 107. There's a lot of people that catch the 106 from beacon to Georgetown to get to work. I think the route should be the same. Also the 107 route should also stay the same because there's no point of it going to the beacon hill station if the light rail goes there. The 9 route "hopefully" will keep running at all times. It goes by the hospitals and colleges. If u want to change a route change the 101 to run later going downtown.</p>
<p>The 23rd Ave loop needs to be deleted it slows down service. There is already frequent service along 23rd Ave on the Route 48. Just run the Route 8 on MLK Way only That would cut ten minutes off travel time.</p>
<p>I am pleased I will be able to connect with the 106 and 107 SB from the light rail stations to Renton. While I don't yet go to Renton often, this will encourage me to do so without driving a car.</p> <p>I am also pleased there will be a Rapid Ride connection from Renton to Southcenter (is that RR F?)</p> <p>It would be nice to have the #9 schedule extend into the midday, as that provides a direct connection to the 1st Hill medical facilities. (I can probably live without a transfer to the streetcar).</p>

Hi there,

Writing as a south end resident concerned about the proposed changes to routes on the table...my household takes the bus downtown to work every day, as do so many in Beacon Hill, and these changes would be super disruptive and challenging for a community already spending a long time commuting, for whom the light rail line is over a mile away (and there is no east-west service to it).

Please

- Keep 9x going throughout the work day -- it's the only express route that goes from downtown to Rainier Beach
- Keep the 8 as it is - don't cut it into 2 lines. Cutting it in half would double ride times for southend users!
- Keep the 106 as is as well -- sooo many people use it to get directly downtown to service, shopping, employment, government... etc.

These bus routes need to be most accessible to people who depend on them most for transportation, not just to commuters who have other transportation options available to them economically but who choose to commute. Increased ride times takes a serious toll on economically disadvantaged riders, concentrated (with these proposed changes) in the south end!

Thank you,
Emily Paddison

Hello Ms. Martin,

I am writing to express my concern about the proposed changes to route 106.

Many people rely on this bus route to get from South Beacon Hill to work; removing the route would cause undue inconvenience for people living in the area. There would be no straight commuter route to the city, only a ride requiring transfers or a long walk to the light rail. For those who have physical limitations, neither of these options suffices. For those of us who love where we live but need to work downtown, it will be cause immense inconvenience and probably a longer commute. Although I am in support of a 106 that comes more frequently, I would be displeased if this happened at the cost of the full route.

Thank you,
Krystin Morgan

Dear Deanna Martin,

I have lived in Georgetown for over 20 years and my family has been here for 5 generation. We have always had bad metro service here, recently in the last 7 years things have improved greatly with the neighborhood growing popularity and more residents moving in, I would like to thank you for the positive Metro revisions that benefit Georgetown and connecting neighborhoods.

I see there is a proposal to remove 106 from Georgetown and make the 124 more frequent. The 124 is a very long route that does not have a regular driver. It wouldn't matter how often the 124 comes, overall that is a long route that NO BUS DRIVER WANTS. That is why it is full, doesn't come and is always late, they can't find drivers for it. Majority of the time us riders are guiding the driver how and where to go because every week there is a new driver. The drivers that are regular have made transfer requests for other routes. I am writing today to explain why I do not agree with the new proposals regarding Georgetown. I rely on the 106 to get to places South of Seattle like Renton, Skyway, Kent and South Center , to go to work and Downtown Seattle.

A few years ago the 106 was routed to include Georgetown, making it a safer and reliable.

With the 106 people can take it to Grocery Outlet that accepts EBT and WIC, and sells a variety of affordable food.

Next door is Cash N Cary for those who cannot afford Costco Memberships.

132 does go there too but it drops Georgetown residents off at 4th and Michigan, making it complicated and inconvenient when walking home with big heavy grocery bags. Some people who have kids and no car rely on the 106 to go to those two stores.

124 is very unsafe. In the last 7 years it has gotten safer but it is still not a good bus to ride. It is also unreliable, the first bus scheduled to come at 5:14 am but doesn't always show up.

The first 106 arrives at 5:07 and is always on time.

Transferring to Tukwila Link station takes an hour on the 124

To whom it may concern,

As a Southend resident living along the 107 route, I think these changes look fine. Switching the 107 to go through Georgetown to Beacon and routing the 106 through MLK seems like a smart move to be.

I am not able to attend the meeting on Wednesday but just wanted to share my support.

I would also like to ask how we can get bus stop improvements. The bus stop (107) at 51st and 107th is very dark, there is no seating and seems to get substantial use. It would be nice to make it a safer stop somehow.

Thank you,
Cory Briscoe

Dear Executive Constantine,

I live in South Beacon Hill and work in downtown Seattle, using the 106 to commute and am very opposed to the proposed cuts to the current route. I know many others who take the 106 home to South Beacon Hill from work, and we all agree that the bus is critical as, the walk to the light-rail is too far from our homes.

Several years ago Metro proposed having the 107 going through South Beacon Hill and eliminating the 106. We the residents of South Seattle opposed it, voted it down in favor of the car tab funding package for Metro, once when it was brought up to the county, and then again for the city. Metro now has its funding; we want to keep our 106.

I understand South Beacon Hill has had a bus going to downtown directly now for 45 years. My work schedule and commitments vary, bringing me home at often after dark. It represents a physical danger to me to have to get off the Light Rail at Beacon Hill or Rainier Beach Station and wait for the 107. This change is very inconvenient and, most importantly, unsafe. I also worry about the safety and well being of many vulnerable and elderly residents of the neighborhood.

This is a grave injustice after Metro raised our car tab taxes and now wants to go back to a plan nobody in South Seattle wants. Please reconsider this idea immediately. Thank you.

Rebekah Clinger-Prince

Gentlemen,

Thank you for your public service in elected office. I am writing to oppose removing the 106 from Georgetown and reduction in 9x service. Both eliminate service from one of the poorest parts of the County, the Rainier Valley, to major employment centers like Georgetown, SODO, and First Hill. the former two areas have large numbers of blue collar, union, industrial centers ,with good paying jobs, that don't require post-secondary education.

One-seat service from an area with relatively high unemployment, to a major vocational employment trainer, Seattle Central Community College is severely reduced because of the elimination of the 9x from other than peak periods.

Lastly, this proposed service modification appears to shift routes from where they perform well in terms of ridership per bus, Rainier Valley, Georgetown, SODO to a route that will perform less well, and was eliminated in the past because it was redundant and had low ridership, MLK to the International District. We want a transit system that is designed to maximize objectively measurable performance, not for the reasons that, rightly or wrongly, Seattle Transit Blog suggest these modifications are being made.

Executive Constantine, you hired Fred Jarret as your Deputy, because you have a shared commitment to making government create public policy performance metrics and having government meet those metrics. This proposal pushes Metro away from that objective by restoring a previously non-performing route in terms of ridership. MLK to the I.D.

Thank you.

Hello, yes, I'm calling about the 106, 107, and 9 bus route change, which sadly I disagree with. I was told we could call this number to actually get more info on the proposal and also get more internally with the proposal if we don't agree with it. So my name is Jerrin James. Please call me back at xxx-xxx-xxxx. Thank you.

Hi, it's so muddled I'm not sure what your name is, but it says tell us what you think call this number. Hi my name is Sheri Colette-Bogan and I am reading your proposed rider alert for the Route 8 and number 9X. And, I think you should leave the 8 the way it is because I live in the south end by Othello Station and I get to ride one bus to and from Capitol Hill and Seattle Center. I would love to ride just one bus and not transfer from the 8 to the 38. That seems ridiculous. And, the 9X, it runs during the day and I ride it because I volunteer at Swedish Hospital. I am asking you, please don't change those buses. They are just fine the way they are. Thank you very much. Thank you.

Hello, I'm writing you in regards you your recent proposal affecting my neighborhood.

I live in Georgetown and I work downtown. As a resident of Georgetown I have two options when commuting to my job downtown. I can either take the 106 or the 124. I have been working downtown for several years so I have been riding these routes since the revision in 2012. The point being is that I know both of these routes extremely well. I ride both of them often. Here are my assessment of the two routes:

The 124 is:

- slow (surface roads, no busway, no tunnel)
- dirty
- In the mornings, it's usually filled with junkies going to the Evergreen Treatment Center(nothing against people trying to overcome drug abuse, but in general people coming down from heroin tend to be a little ornery)

The 106 is:

- fast (utilizes the busway and tunnel)
- clean
- usually filled with commuters heading to their job.
- on the way home, you are sheltered from the elements

The point being is that the 106 is not the same as the 124. In fact the 106 is a much better route than the 124... My neighbors and I all pick the 106 to commute unless we absolutely have to use the 124. We all choose to walk 4-10 blocks to catch the 106 rather than the one block it takes to catch the 124. It's not even close.

In your proposal, you are pulling the 106 away from Georgetown, you are basically removing the commuter bus from Georgetown and for why? The new route for the 106 follows the exact route of the link light rail. I don't get it. Link light rail is the best service Metro has right now, why remove the 106 to compete with the best service in town? It doesn't make any sense. Riding the Light rail and transferring at rainier beach is the fastest way to get to the last stop of the 106, that is the truth now, and it will be the truth when you make the changes.

I beg you to reconsider these changes, removing the commuter bus(106) from ANY location is a terrible idea. See rest of comment as an email

To Whom it May Concern,

I am writing regarding the busses that run on Carleton Ave South in Georgetown. I am in full support of moving the busses to Corson Ave S because as a resident of Georgetown the busses are a nuisance. They drive WAY too fast down Carleton Ave S, shaking our houses and causing a disturbance and safety concern. There are many small children who live on this small street and as a parent I cannot let my kids walk to the park unsupervised because of the number of busses that are speeding down the street. The streets are deteriorating and Carleton Ave S is not a street that is designed for large commercial vehicles. There are already large vehicles moving on Corson Ave S and I feel like that would be a better avenue for the Metro busses in Georgetown.

Please make the change to move the busses off Carleton Ave S.

Please let me know if you have any further questions,

Anna Howell

Yes, I was just calling to make comment on the proposed route changes to the bus number 9 express. I've been riding the number 9 for about four years now and I have noticed that there has been a decline in the service. And, as a rider of that service, I've noticed there has been an increase in ridership and I've also noticed that it's been very full, the bus service is very limited. Just the other day, I work in the medical field on First Hill, and I waited for a bus. I got off of work at 5 o'clock. I was at the stop which is around the corner and I waited for a bus for 45 minutes. There was quite a lot of us at the bus stop and we were quite unhappy about it. There's supposed to be a bus that runs around 5:10-5:15 and lately, for the last week, they have not been available. And, when the bus driver arrives, at 5:45, she says she doesn't know what happened. A lot of bus drivers are kind of without clue of what's going on with it. I live in the Renton area off of 108th Ave SE. There I don't have no bus service coming into town if I wanted to work overtime at my job or have to do something else. There's just no availability. So I hope that King County would use the proposed funding to increase bus service for Route 9 going to Broadway and heading back to Rainier Beach area. It would be greatly appreciated. Thank you for giving me the chance to comment. Have a wonderful day. God bless you.

Hi,

I write to BEG you not to reduce Route 9X service. As someone who lives on the very far end of that route (Othello and Rainier is my stop) and works in Capitol Hill this would be a devastating blow. Reducing to just peak hours would mean that I would have to take a combination of buses or buses, light rail and a long walk on any days that I work a different schedule. And the reduction WITHIN peak hours is an even worse blow. I ride the 9X every day. And every day it is late, slow, and beyond overcrowded. Yesterday morning the bus driver had to turn riders away. What we need is MORE service not less.

Yes, some people will have other options due to your proposal, but for those of us who live on the far end and east of Rainier, you are leaving us with impossible options. The light rail station is more than a mile walk from my house, and as a woman, it is not a walk I feel safe making in the dark which is when I would have to make it if you cut 9X down to peak hours and within the peak hours.

This change will affect many students as well as employees of the hospitals on First Hill and the staff and faculty at Seattle University and Seattle Central. I am pleased that you want to add more options for Southeast Seattle, but again I BEG YOU NOT to do this by sacrificing other transit options for people in that area. Cutting service to add service is not progress. It makes the lives of hardworking people even harder.

I have voted repeatedly for transit funding even though I know it leads to my rent going up—and it has gone up to barely affordable levels. Please do not make my life harder by cutting transit options and increasing my commute when I am spending hard earned money to help fund transit. Please INCREASE Route 9X service, do not cut it.

And also, your survey link is not working. I hope you will fix it so that people can have a say.

Sincerely,
Stephanie Lewis

Dear Deanna,

I live in the Georgetown neighborhood. I urge Metro to preserve all service through our community via the 106 (also the 60, 121, 124).

Also, the north bound routes 60, 121, and 124 run on a residential street (Carleton), with traffic circles, failing pavement, inadequate intersection visibility, and noise/vibration issues. These buses regularly exceed the speed limit or drive too fast for conditions. There have been incidents of damaged fire hydrants in the past, and curbs are being damaged, because the traffic circles make clearance of curbs difficult.

These buses should be rerouted one block west on Corson. Corson is already an arterial and handles freight traffic. SDOT is considering is as part of the freight master plan. It is the most appropriate route for these buses. I can provide photos and other documentation.

Thank you for listening,

Best,
John Persak

Hello Deanna,

I ride the 106 bus from south Beacon Hill to downtown every day. These changes would cause a significantly negative impact to my commute. Here are my concerns:

- Why were only riders of the 8 bus surveyed? please survey riders of the other routes to find out where they are going.
- Why would extend the 107 following the exact route of the 60 from Cleveland High School, the Beacon Hill Light Rail station is not a very useful destination and airport way is a much faster route between North renton and south beacon hill to downtown?
- Many of the riders on the 106 are going to Cleveland High School, Georgetown, and downtown. This plan breaks this connection.
- If you want to serve MLK better why not make a new route instead of making several route changes that will impact existing passengers.

Thank you for considering these comments.

Corinna Welzenbach

Spoke with a person on the phone who was upset about Route 8 being split into two routes. He was hoping it just meant that there would be two numbers, but the routes would be interlined so he wouldn't have to transfer to continue on his trip. He lives in the Central District and takes Route 8 from MLK and Union to Rainier Ave S and 51st for his dental appointments. We talked about his options after the March service change. None of these options seemed as convenient to him as being able to take the 8 all the way.

The 106 is one of the safest timely routes that travels Airport Way S. Taking this route away is an equality issue. When you look at what a community gets handed to live with in one year Georgetown IS the King County and Seattle Dumping ground. Our community gets the last the afterthought, the no room in the budget. We just agreed to tax ourselves so that you can TAKE a route away from our community. I will be writing a more detailed email. Here is just a few lovely items we have been dealing with from the county.

- 1.) A wet weather treatment that has taken a huge chunk out of commercially zoned land. No outreach to our neighbors at Martin Court (LIHI) until the community asked for it.
- 2.) Waste management, a county + city waste site, has been operating without permit, dumping hazardous waste into the Duwamish. It's all OK. They get a small fire. The community lives with its pollution.
- 3.) More freight is coming to Georgetown. We aren't the only industrial area of Seattle. We are just treated like one. You want to move freight + buses on to the same street, There are families that have to live there. Don't worry- there's more.

Residents of South Beacon Hill and riders of the 106 are very opposed to changes. We rely on the 106 to get us directly from our neighborhood to downtown. We rely greatly on the 106 as the light rail is a bit too far aware. We are very concerned that the proposed changes with the 107 + a transfer at Beacon Hill light rail station will make commutes much longer.

Thanks.

I have to say, it takes a lot to get me to add my thoughts to issues. In this case, I fully believe that reducing service on the 9x line is one of the worst ideas I have ever heard.

I live at Rainier and Dearborn. You could not pay me enough money to walk up to capitol hill from where I live - particularly in the dark mornings and evenings. I attended Seattle Central Community College for 2 years, and during that time I relied on the 9x 100%. Every time I rode that bus it was full - sometimes full to the point of being sardines in a can. We all dealt with it because its the only route that connects our neighborhood with the hill. It is a lifeline to students who are attending SCCC. It is a lifeline to people who are going to the hill for medical procedures and are unable to get there on their own.

If you're looking to sacrifice a route to pay for another, then you'll need to come up with a better solution. My neighborhood desperately needs more service, not less. You might say that we're close enough to the street car - but I ask you: would you send your senior acquaintances to walk up a steep hill in order to catch a street car? Along a dangerously busy road with a history of pedestrian accidents and fatalities? Shootings? No? Didn't think so.

My home is placed at an awkward interval between service areas. We are quickly finding ourselves without good options, and without those options we will be orphaned at the base of the hill. Please reconsider reducing the lifeline we depend on.

-Jenna Abts

The route 106 used to get directly on the freeway on Spokane Street and get off on Swift Albro/beacon, etc. Now it dilly-dallies through Georgetown, taking even longer to get downtown.

We desperately need a route that goes directly between Rainier Beach and downtown Seattle for those of us that work downtown. We have nothing. If you can ride the lightrail, great, if you can't, you're out of luck. Now the proposal to take route 106 on an even longer jaunt around town is truly going to reflect negatively on my schedule/attendance.

Please do not make route 106 EVEN MORE PAINFUL than it already is.

Hi, I have other comments I'll submit later, but I see an excellent opportunity here with the opening of the First Hill Streetcar on Broadway. Routes 9 and 60 serve similar places on First Hill. Neither is currently coordinated or through-routed with another route. And I believe they both run every 30 minutes off-peak. The notion of truncating the 9 at Jackson and forcing a transfer to the streetcar makes little sense, in part because the streetcar will end at Denny, while the 9, like the 60, continues to the north end of Broadway. But with the addition of frequent transit on the south end of Broadway, there's less need for the 9 to duplicate that segment. And for virtually no more service hours, the First Hill segment of the 9 could be shifted to match the 60's routing between 12th & Jackson and Broadway & Madison. That would create a new segment of frequent (15 minute) service. Many transfers between the 9 and streetcar would remain possible, but this would create new frequent connections between Harborview, the Madison Street corridor on First Hill, and the Capitol Hill station--unlike the streetcar. For those of us taking the 9 from Rainier Valley to Broadway, we'd have the option of transferring to the streetcar or adding 5-9 minutes per trip (based on your current Route 9 and 60 schedules) for a one-seat ride.

This seems like a change that would yield benefits far in excess of its low costs.

Thanks.

Jon Morgan
Seattle, WA

(Part 1 of 2) Spoke with Mary on the phone. She is concerned about changing the 106 so that goes along MLK and to the ID, but not all the way through downtown. Even if the frequencies are increased, reliability will be poor given the surface streets this route will be taking. She uses the 106 to commute to work downtown from just south of Rainier Beach. She is concerned about the added travel time the route will have going this pathway between her community and downtown. It will be super inconvenient for riders. She can see a lot of usage along MLK, Rainier, and in the ID. While this is good for some, it's not good for commuters looking for a fast, convenient trip to downtown. When I asked about transferring to light rail, she said that it wouldn't be that great a travel advantage early in the morning. She catches the 106 early when light rail is operating every 15 minutes. She finds the bus often beats light rail to downtown or is even with it. In the afternoon it might have a travel advantage. But, for her, it's too crowded and the lights are too bright. The lighting is physically challenging for her. She also notices a lot of people using Route 106 to get to/from Georgetown. If they have to go downtown and transfer to go south, that will be really inconvenient for them. She advocates for a Rapid Ride like service along Rainier Ave S or along the 106 routing currently proposed - an express service between Renton and downtown Seattle through Skyway with limited stops. If Route 7 and 106 were timed right in Rainier Beach, then transfers between those two services would provide more options for people. I told her we did explore taking the 106 all the way through downtown, but could not find layover space for the buses in Belltown. She encourages us to work with the developers of Convention Place to see if we can design and build bus layover space into the new development there. She finds the 9X useful and values it, but if it only operates in the peak that would be doable for her.

(Part 2 of 2 - She's concerned about Route 7 as the only option for Rainier Ave S service. There are a lot of undesirable passengers on the route and she feels for vulnerable populations who have to ride and come into contact with difficult people. She is aware of the public perception she is hearing on the bus - that Seattle voters approved tax increases to not have their bus service changed and that the improvements all seem to be going to wealthier, whiter populations. She says we will really need to work on our messaging about this, including when Route 8 is changed in March. She says people who ride the 8 south of Mount Baker Transit Center will feel like we're just trying to screw with them. People are averse to transferring, it degrades their service. She told several stories of neighbors who have bought cars as a result of past bus changes that imposed a transfer and made it more inconvenient. She thinks she might buy a car and return to driving to work if we move forward with the change to the 106. She says people see a correlation - Metro changes service, it's worse, less people ride, then the service is cut. We talked about Seattle's Rapid Ride plans, which she is thrilled to hear about. She thinks anything like this that goes to Rainier Beach should go enough south to connect the hill and Seward Park to the service. I thanked her for her feedback and asked if I could follow up with her when we know next steps. She said she would find out about it on her own as she does not want to receive emails about this project.

Overall I support all of the changes to bus routes for Southeast Seattle. I understand some of the concerns with changes to the 106 through South Beacon Hill, but overall, I think it's a wise change that will take getting used to. Perhaps it will encourage a few more people to actually purchase Orca cards if their biggest concern is having to pay for light rail in addition to bus.

I'm particularly in favor of the change to the 107. I live in mid-Beacon very close to the stop at 15th and Dakota. Although we will have a third route pass by that doesn't go downtown, it will be enormously helpful to have another all day route serve the west side of Beacon Hill and connect with light rail. I rely heavily on the 60 to get me to and from my son's daycare, grocery shopping and the light rail. The 50 which also connects to the light rail often comes within a few minutes of the 60, something I know can not be easily remedied since they only intersect for a few blocks, but there are often long waits between buses to connect to North Beacon and downtown for most of the day and weekends. It's also very difficult to get to the 36 (especially with a stroller) as it is up a steep hill and across Jefferson park, so to get downtown, it's pretty much necessary to take a bus to Lander and transfer there. So please make this change!

Thank you,
Daniel Tilton
Beacon Hill resident

Hi Deanna,

I live in south beacon hill by Benefit park, and I use seattle metro route 106 to get to work every weekday from the Cambridge and 39th Ave S bus stop to the university street tunnel station.
I am very happy with the current route and the frequency of the 106 bus.

With the proposed changes, my commute time will surely be lengthened due to the transfer to the light rail at either the beacon hill stop or the rainier beach station stop. Transferring at the beacon hill light rail station, I expect will add at least 15 minutes yo my commute time. While I expect that transferring through the RB light rail station is faster, I don't feel safe hanging out at MLK and Henderson.

Our neighborhood has one of the lowest walking scores out of all of Seattle. We rely on a direct bus route to downtown to help our quality of life. Please consider the impact to quality of life for our neighborhoods in low walk score areas when you make your decisions. This change will make life harder for me and my neighbors who already suffer a disproportionate burden in getting around.

Thank you,
Gabriela

Dear Deanna Martin,

I live on 37th Ave S., just off of Beacon Ave S. I take Rt 106 for easy access to downtown. I do not use the light rail because it makes my trip longer, as I have to transfer. The longest transfers are when I do take the light rail (for example from the airport) and then take the 106 to get to my house. Because the 106 comes only every 30 minutes, I often have to wait 20 minutes for the 106 to come after getting off the light rail.

I am concerned that taking the 106 off of Beacon Ave is going to make it difficult for many people to get to downtown. We will have to the 107 down to the MLK and then transfer. It does not make any sense to change a well-used bus route. I am asking that no changes are made to the 106 and that the King County Metro puts their focus on bus routes that are not working.

--
Sonya

Deanna, what is really frustrating is that the people of my neighborhood voted to increase funding for bus service (and we ALWAYS do) but we get rewarded for that by getting our services cut?
Last I knew, to take the light rail, you couldn't use a bus transfer. Has that changed?
Please forward my discontent to whomever thought we would just lay here and let you guys take more away from us.
South Beacon Hill is the home of a lot of people on pensions, and low income. the bus is the only way they get around. Those of us that vote continue to support your measures, but then you just take it away. it's not right.
Mimi Boothby

Thanks Deanna,

Will you add one more comment to my list?

I'm concerned about the impact of increased cost to me and my neighbors who will now have to pay for bus fare and light rail fare twice per day. This doubles the commute cost for the current 106 bus riders who are generally lower income folks.

Thanks. I look forward to hearing next steps.
Gabriela

Good morning, this is Jessy Williams. My phone number is xxx-xxx-xxxx. I live at [address redacted]. I'm calling to comment on the proposed bus route changes. My comment is that the number 9 route should not be reduced. And, in fact, what we actually need on that route is more buses. It should start earlier and run later. That bus could be a really great bus for both medical staff and medical professionals, as well as students, on Capitol Hill, but it doesn't start soon enough for a lot of medical workers and it doesn't run late enough for a lot of students. So I'm not surprised that the ridership is a little spotty because it's not quite the right times for the people it could serve. I think that cutting those down could actually even make it worse. I ride the 7, I ride the Link, I ride the number 9, sometimes the 48, less frequently the 8. But, I do not support a reduction in the 9. I'd like to see it increased. Thank you.

(Part 1 of 2) Hi,

I attended the community meeting at the Filipino Community Center in early December and I would like to offer some suggestions for SE Seattle transit service. These suggestions focus on 2 big problems with Rainier Valley transit service: (1) congestion and slow transit speeds on Rainier Avenue and (2) making bus to Link transfers at Rainier Beach Station.

To improve transit service along Rainier Avenue, I would suggest returning Route 106 to its old path between Henderson St. and Othello Station. This change would allow more transit riders along the southern part of Rainier Avenue and Skyway to transfer to Link at Othello Station for a faster trip to downtown. The 106 currently offers transfers at Rainier Beach Station, but bus-to-Link transfers are more difficult at RBS and the neighborhood isn't as rider-friendly as the neighborhood around Othello Station. Because of geography and the overhead power lines, development at Rainier Beach Station will always be limited. The Othello Station neighborhood, however, is going to become a much busier neighborhood with much more future development. Metro should focus building up the Othello Station neighborhood as a transfer hub and be less reliant on transfers at RBS. Returning the 106 to its old routing and serving Othello Station would be an improvement over the current situation.

I would also suggest changing Route 60 to serve Othello Station via Swift Avenue and Myrtle Street. It might even be possible to thru-route the 106 and 60 to create one route that serves Renton, Skyway, Rainier Beach and Beacon Hill via Othello Station.

I sometimes ride Route 50 from MLK to West Seattle Junction; but on those trips, I notice that I am usually the only passenger whose trip starts in Rainier Valley and ends in West Seattle. I suggest that Metro might be able to break the 50 into 2 routes: one from Alki to SODO and the other from SODO to beyond its current terminal at Othello Station. The revised 50 could

(Part 2 of 2) also cover the Prentice loop which would allow all Route 7 buses to terminate at Rainier Beach. Riders on the Prentice loop would gain direct service to the (less-than-ideal) RBS transfer point and Route 107 would terminate somewhere in Rainier Beach and not continue to Beacon Hill.

Regarding the proposed 38 and the new, revised 106 shown at the community meeting, I would suggest keeping the 38 between Rainier Beach and Mt. Baker Station and then extending it north of MBS along Rainier Avenue (making all local stops) and connecting to the First Hill Streetcar at 14th & Washington. It seems pointless and duplicative to terminate the 106 in Pioneer Square compared to creating a better connection to the First Hill Streetcar.

If the 38 makes all local stops along Rainier Avenue (between MBS and Jackson Street), Route 7 could then follow the express-stop pattern of Route 9 on the Mt. Baker Station to Jackson Street segment. North of MBS, Route 7 would offer a faster trip to downtown Seattle but still maintain connections to 23rd Avenue and the I-90 transfer point. Metro could then eliminate Route 9 by offering riders in the south end a better connection to Link at Othello Station via Route 106 (returned to its old routing) and a faster connection to Capitol Hill via the First Hill Streetcar (if it ever starts service) along with the faster trip times between MBS and downtown Seattle.

Thanks for offering the information at the community meeting and I hope some of my suggestions will be

considered.

Dec. 22 - Thank you so much for writing back. Our community is also gravely concerned about the possibility of having to transfer to the 107 back up to the Hill at MLK and Henderson, the site of multiple shootings in the past year, well-documented in the local media. There are multiple safety and liability issues with this proposal. Please do not advance it because our community is vehemently opposed. Thank you.

Dec. 25 - Dear DeAnna, I am writing on behalf of my next door neighbor, who works on 6th Ave. S. and S. Industrial Way. She and others who have to commute to Georgetown from Beacon Hill will also lose their bus. She would have to take 3 buses to get to and from work: 107, Light Rail, then 124. My neighbor does not speak English and many like her cannot personally write in. If you send someone into any 106 bus who speak Chinese during the rush hour he/she will hear concern and anger about the cuts as the topic of conversation on these buses. The need for more service on MLK should not come at the expense of those who ride the current 106. Riders on MLK already have the Light Rail and #8 bus. If they want a bus going downtown, have the 8/38 continue downtown after the Mt. Baker Station. Please do not target the people of South Beacon Hill. Thank you again for your time.

Dec. 26 - From the meeting at the Filipino Community Center, "there is desire for a route that would connect Renton, Skyway, Rainier Beach, the MLK corridor, and the International District in downtown Seattle." I believe the solution to this is to connect the route 107 (Renton, Skyway, Rainier Beach) to the new 38 (MLK corridor), then bring the 38 all the way downtown, as planned for the 106 to do, instead of just stopping at the Mt. Baker Station. There's your new, continuous route. If necessary due to ridership, make some runs end at Rainier Beach Station. Keep the 106 as it is. Thank you.

Dec. 27 - I have a statement from one of the Metro planners, who is now retired, regarding the Route 106: "I have not followed the proposed changes in great detail, but I did see that Metro plans to make major changes to routes 106 and 107. When I last worked on changes to these routes back in 2009, I thought we had developed a good transit plan for southeast Seattle that had a good measure of public support after a thorough public process in which I participated, and in fact I recall that ridership was very good after making those changes. These routes did not need to change. My personal opinion is that what is being planned for Route 106 is being done for narrow political reasons at the King County Council level and has not had the benefit of an extensive public process. I know how much this route means to you and others in the south Beacon Hill neighborhood." Thank you.

Hey, DeAnna, Mary Juntilla. We talked yesterday for quite some time. I appreciate the chance to share my concerns with you about changes to bus routes of south Seattle. One thing I didn't say, that I intended to say, um, I'm sure you've heard it before... But, there seems to be an idea that people who usually take the 7 Prentice can simply go to the 106 route instead. And, that's unrealistic. Somebody needs to look at the elevation changes before they make decisions like that because a lot of the people I know, for example the elders who live on 64th Avenue South or 65th Avenue South, in order to get to the 106 anywhere south of Roxbury, they have a long, very steep hill. So just wanted to add that one more thing to my comments about changes to the 7 Prentice and 106. I hope you have a very wonderful Christmas.

(Part 1 of 2) Ms. Baker:

Here is how the community in the Rainier Valley hears and understands your response on behalf of Metro and the King County Executive.

What you wrote:

"In addition, our service guidelines also guide us to apply our resources to reduce barriers and increase access to opportunities for equity and social justice populations. This proposal is the outcome of a conversation with organizations providing these kinds of opportunities along the MLK corridor. "

What the community hears:

In spite of the lousy metrics for the duplicative transit on the MLK Corridor (and the fact that the current 106 and 107 provide connections from Renton to the efficient, non-duplicative, high capacity, high speed light rail that efficiently serves the corridor) that Metro acknowledges, The Executive is going to use Metro as a means of political patronage to the leadership, staffs, and boards of non-profits in the MLK Corridor under the mantra that subjective and anecdotal measures trump objective performance measures.

What you wrote:

"Finally, our service guidelines ask us to listen to riders before we make changes and to design changes with this feedback in mind. That's why we want to hear from you and the public to understand how you use the service that's out there today, what's important to you, and how we might be able to balance the needs of all riders and communities in our current funding environment."

What the community hears:

Your guidelines ask you to listen to the community. Once you have listened to the community, even if the community is very much opposed, Metro is going to do what it wanted anyway.

I am not being disrespectful to you or the County Executive or trying to be flip. I am being direct.

There is also the factor here that in a democratic system, government does not represent the will of the majority, but the majority of the people who participate in the process. Those non-profits, their boards, and staffs participate

(Part 2 of 2) vigorously and are having outsized influence here, not unlike, but via a different set of means, the wealthy with their big contributions. The broader population of the Rainier Valley has one of the lowest voter participation rates in King County. So we get the government we deserve. Social equity, would perhaps suggest listening a bit more to those under-represented masses, rather than a few squeaky wheel non-profits, who outside of this particular context, I am deeply supportive of.

Neale Frothingham

Please do not make any changes to the 106. If MLK riders want a direct route from Renton to downtown have the 38 continuous with the 107 and bring it downtown. Thank you.

please please please do not cut frequency and running times on the 9X. M wife and I both rely on this route, as do many of our neighbors in Columbia City. This will make the 7 even more crowded and slow than it already is. I am a HUGE KC Metro supporter, but please reconsider this decision. If anything the 9X needs to have expanded frequency and run times.

I believe strongly that you should keep the route 9 as is. Please do not reduce service. I rely on this route at all times of the day to get to work and vital doctors appointments. Thank you for your consideration

If there is a proposal to reduce the 9 what is the plan for those who live on the south end to get to first hill where many work at the hospitals and also those who attend Seattle Central?

Seems to me that those who are the most disenfranchised will have a more difficult time getting to their jobs and access to higher education?

I believe routes with direct access to our health care facilities, especially to Harborview where many people receive care, is vital. If their health is compromised should we expect them to make transfers if they have mobility issues?

The 7 is already a crowded unreliable route and will be worse if the 9x is reduced?

Oh no, please don't cut the 9! It doesn't run late enough as it is! The 7 is awful, it's miserably slow. It takes me an awful crawling hour to get home in the 7, and the 9 takes half as long! I don't care about the middle of the day, but when I'm in Capitol Hill after 7:30, which is often, being forced to take the 7 instead of the 9 is like a punishment. You need to extend the hours, not cut them! You keep asking us to throw tax money at you, and we keep doing it because our bus system is so awful, and all you do is CUT service??? You're making my life miserable. Please reconsider.

Sarah Voss

Please do not reduce the 9x route. It's already hard enough to get to Capitol Hill in one trip, and that's only on the weekdays. This would make getting to and from home ridiculously difficult.

Dear Metro,

I have lived in South Seattle, Rainier Beach (RB), zip code 98118, for more than 10 years. I work at Swedish Medical Center, First Hill Campus. My work hours are mostly noon-8:30pm. I walk to the stop on Henderson (about 7 blocks) take 9X to work, I do not need to transfer, it drops me off right on Broadway, where Swedish First Hill is. Going back home at 8:30pm , #9X is not in service. So, I have to either walk (which is not safe due to poor lighting on Boren) or take #60 to Jackson to catch #7 or take #3 or#4 to downtown and then catch #7. Both options take too much time, especially the downtown one.

Tens of thousands of people are employed at First Hill neighborhood. Many of them come from the 98118 zip code.

Most do not have the 9am-5pm work hours. Their hours are all over the map. now with Columbia City booming, people are looking into ways to use more of the mass transit and less of single occupancy driving. I was hoping, and it seems to me reasonable, to expand bus #9's services to at least 10pm, it doesn't have to be 9X after certain hours in the evening.

The new proposal for bus #9 is going to discourage people from using mass transit, it will make it inconvenient to commute , adds to transfer time... I am already considering going back to driving

I have tried, still trying, vanpool, carpool for years. So far, no matches.

I have, encouraged others, to vote yes to every proposal on the ballot to improve mass transit. I believe it is the way of the future for many reasons, especially the climate.

I hope you will reconsider your proposal and expand bus #9's service, instead.

Thank you.

Sincerely,
Kiyar

Dear Sirs:

I would like to further express my opposition to replacing the 106 with the 107 as proposed. I would like to represent my community who may not be able to speak for themselves. There are many immigrants in my neighborhood from China living on South Beacon Hill, many of whom may not speak English or participate in the political process. But this would adversely affect our whole community.

I have never seen the 106 low in ridership. I see many senior citizens take the bus throughout the day, often with walkers, from South Beacon to Chinatown. You want to make all these people get off halfway at Beacon Hill Station, then try to figure out the crowded Light Rail, then come out of the Light Rail and wait in the inclement weather coming back?

On my bus there are also many from my neighborhood who work in Georgetown and the Industrial District. They would have to go downtown then take a bus back.

This change would be very disruptive to our community and we oppose it. Thank you.

John Hoy

I am writing to PLEASE ask you not to reduce the frequency of bus line 9x. I am a Swedish Medical Center employee and I live in Othello. Medical workers often work odd hours in order to keep the hospitals staffed 24/7, and rely on public transportation to get to work, as there is limited parking in the First Hill area where most of the city's hospitals are.

The infrequency of 9x is already problematic, and reducing it further will create more stress for the workers striving to provide quality medical care to Seattle's residents. Bus #7 is already overfilled, and this reduction will dramatically increase this problem.

This decision disproportionately impacts the residents of South Seattle, who are already struggling financially to make ends meet, compared to our North Seattle counterparts.

Thank you for considering the impact that reducing bus 9x will have on medical workers and the lower income folks who live in South Seattle.

Sincerely,

Markus Cromwell

I am writing to oppose the cuts to Route 106 and the 9x in favor of a low-ridership route along MLK to the International District. It is difficult enough as is to get around Seattle living this far south. I am also a disabled single mother who depends 100% on the Metro, specifically #9. It doesn't make sense to cut buses in the poorest of communities. Please listen to the riders and reconsider. I thank you.

Amanda Mosiniak

I am writing to PLEASE ask you not to reduce the frequency of bus line 9x. I am a Swedish Medical Center employee and I live in Hillman City. Medical workers often work odd hours in order to keep the hospitals staffed 24/7, and rely on public transportation to get to work, as there is limited parking in the First Hill area where most of the city's hospitals are.

The infrequency of 9x is already problematic, and reducing it further will create more stress for the workers striving to provide quality medical care to Seattle's residents. Bus #7 is already overfilled, and this reduction will dramatically increase this problem.

This decision disproportionately impacts the residents of South Seattle, who are already struggling financially to make ends meet, compared to our North Seattle counterparts.

Thank you for considering the impact that reducing bus 9x will have on medical workers and the lower income folks who live in South Seattle.

Sincerely,

Laura Wood

With the proposed changes, will the 106 terminate at the International district, or will it continue to run through downtown?

Thank you,
Laura

Hello,

Thanks for the opportunity to comment on your proposed changes to routes 106 and 107. I live near 39th Ave S and S Cambridge Street by Benefit Park and i commute to the university street station downtown M-F during rush hours and late at night.

Your proposal indicates that instead of a route that takes me from my house directly to the downtown bus tunnel, I would instead ride the 107 bus to the beacon hill light rail station and use the train to get me downtown. Adding a transfer to the route is not an improvement for me.

Your rider alert indicates that routes 107 and 106 wold cone more often. Is that more frequently than those current routes run? It is not clear if the 107 that would come to 39th and Cambridge as proposed will come as frequently or more frequently than the current 106 route comes. The 106 route comes every 15 minutes. Will the 107 come just as often, or more often? I would like the 107 bus to run every 10 minutes during rush hour and run until 2 am on the weekends.

What is the comparison in travel time from the current routes to the proposal traveling from 39th and Cambridge to the university street station? Is it faster to ride the bus south to the rainier beach station or north to the beacon hill station to then traster to the university street station. If the proposed commute time is more than 45 minutes, it will impact the property values of our neighborhood.

Thanks,
Gabriela

DeAnna,

I urge you to continue all current service in Georgetown (Rts #106, 60, 121, 124). Georgetown is geographically isolated from much of the public transit infrastructure as it is and the routes we have are vital to many in the community for transportation to and from work, shopping, socializing etc...

I would also like to draw your attention to the fact that Routes 60, 121 and 124 run on a residential street that is not rated or adequate for heavy vehicles. SDOT has already made several attempts at traffic calming and truck traffic rerouting. Indeed the traffic circles/landscaping are regularly overrun, curbs and pavement are damaged etc.

As a father of two young children I find myself more often than not in conflict with the busses as they pass by the house. There is a significant noise issue at all hours and the house literally shakes when busses pass. (like pictures come off the wall shakes). Not to put too fine a point on it but it is terrifying to put a child in a car seat as the bus goes by. I'm sure the driver is aware but it is still quite intimidating. Our dog was also hit (uninjured). anyway you get the point. If its happening to me its probably a problem for others as well.

It seems to me that the existing arterial on Corson might be a better choice for keeping schedule, limiting damage and mitigating pedestrian conflict.

Thanks for your time!

Justin Howell

Hello DeAnna, my name is Larry Meadows. I'm on the Metro Have a Say website and I cannot find a way to send you an email and now I'm getting your voice mail... apparently, none of the links are working. I'm really distressed over the number 9 express being cut. I live in Columbia City and the number 9 takes me directly to all my medical care, mental health care... I live in disability housing as I've just said, and it takes me directly to Broadway, First Hill, and Capitol Hill where I access 90% of all my services. I am not thrilled about this at all. This change to peak times only - it makes a midday trip to Capitol Hill a 2-3 bus and trolley, train to trolley to bus, for something that goes just straight across the hill. I am just not thrilled. My number is xxx-xxx-xxxx and, again, my name is Larry Meadows. Wow, this is a drag. Thank you. Goodbye.

Hello, I'm just calling about the change to Route 106. Will there still be a route going from Skyway up Renton Ave S? Please call me at xxx-xxx-xxxx. [Staff] Returned this person's phone call and explained the proposed change to Route 106. She asked how to get to Georgetown from Skyway and I provided some options. She thanked me for the information and had no additional questions or comments.

The proposed changes to routes 106 and 107 do not help those commuters who rely on Route 9 X on Rainier Avenue between Rainier Beach and Franklin High School. If the changes go forward, the route 7 will be the only route to serve that stretch of Rainier going forward. There are a number of commuters, students and others who use the route 9 X on that stretch of Rainier.

That route also improves faster connections to light rail, because there are no connection to light rail for most of that section of Rainier. Part of the goals of any regional mass transit system should be to feed commuters and travelers from the neighborhoods to the mass transit backbones such as light rail. The proposed changes would lower taxes to light rail but these neighborhoods.

The proposed changes would also force students going to Seattle Central and Seattle University, and workers and other people trying to Capitol Hill, to transfer at 12 in Jackson, where they currently ride the 9x and do not have to transfer. Additionally, people traveling from Capitol Hill to the southern points with the 9x will now have to endure a transfer.

Overall the neighborhoods north of Rainier Beach such as Hillman CITY, Columbia City Genesee etc remains poorly served by Metro bus. For many in those neighborhoods, access to light rail is difficult due to the distance between the stops for light rail. This feels once again like a fix that leaves out lower income parts of Seattle, students, and workers in some of our most diverse neighborhoods.

I would urge decision makers to retain all service for the route 9 X and consider increasing service in the evenings for that route. I would also encourage decision makers to retain and enhance service for route 60 which also serves those lower income very diverse southern Seattle neighborhoods.

Thank you,
-Jeremy Ward
Seattle

Myself and my neighbors are greatly unhappy about the changes to route nine. We live on the eastern side of rainier Avenue between reindeer and Lake Washington and now we will have to have a much greater walk or bus transfer to get to Capitol Hill.

There is no longer going to be any direct up to Capitol Hill from where we live, in one of the most developing neighborhoods in all of Seattle. We will now have to take the seven, get off of the seven, walk to the closest light rail station, and then take the light rail rail up to Capitol Hill, and this is only once the light rail actually goes to Capitol Hill! And doubling that from Hillman City we will now have to change to get to Capitol Hill from the 38???

There should absolutely be some kind of direct between Hillman City and Capitol Hill, whether that means re-expanding the 9 or adding a light rail station at Orcas/Graham.

Jonathan Chiri

If the changes proposed to route 106 namely:

Revise Route 106 – would be changed to go through the Rainier Valley along MLK Jr. Way South, Rainier Avenue South, and South Jackson Street to the International District. Route 106 buses would come more often—every 15 minutes during the day on weekdays and Saturday, and every 30 minutes later at night. That's the same as the current Route 8 and the future Route 38, which the 106 would replace.

The only bus that services large parts of the Beacon Hill road will be gone. It will strand many people and force them to find cars because the bus stops would be so much of a hike. It is a terrible change. More busses will do absolutely no good if they're too far for people to get to them. The current erratic schedule is already a horrible thing to have to try to juggle, with busses towards Seattle coming at completely random times. There have been times when I have watched three busses go towards Renton while waiting for one to take me home. I am disabled, with a bad hip that makes walking a problem in cold weather. The proposed changes would have me needing to walk up a long hill.

I don't want to have to drive everywhere. I'd rather take the bus. Please don't make me have to drive. Please don't make me have to add to Seattle's traffic problem.

Been living on mlk for 5 years. been taking the 8 for 5 years. the first time i saw anything about this change to 38 was when the bus number changed at the actual but stop.
Amazing!

Greetings:

I live on Rainier Ave South on 3300 block. I've a say to discuss the rider alert on bus numbers 8, 9X, and 106. I was wondering if the discussion still going on!

I ride the bus, to go to work, shop, etc. I ride 9X in front of Andover or Mt. Baker stop. The. Transfer to 106.

My challenges are:

1. The frequency of connecting one bus to the other
2. Having the flexibility of knowing if I miss one bus, I'm able to connect the other bus.
3. Are u cutting down or down sizing the above buses?

Thank you,
Ms. Abshir

Hello,

I am fine with changing the frequency of 9x to peak commuter hours but if possible, PLEASE increase the frequency of 9x to be every 10 min or so.

Best,
Clare Ortblad

Appendix C: Community Advisory Group Meeting Notes

Southeast Seattle Community Advisory Group Meeting #1 Meeting Summary June 4, 3-5 p.m. Neighborhood House Community Room, 4410 29th Ave S, Seattle

Participants: Dick Burkhart, southeast Seattle resident/former Sounding Board member; Sheila Burrus, Filipino Community Center; Joanna Cullen, Central Transit Coalition and Squire Park Community Council; Alan Garcia, Filipino Community Center; Jeff Keever, Seattle Central College; Karen Lee Kimber, Swedish Hospital; Peggy Martinez, Lighthouse for the Blind; Pear Moraras, International Community Health Services; and Diane Narasaki, Asian Counseling and Referral Service

Invited, but unable to participate: Carrie Avila-Mooney, Office of Councilmember Joe McDermott; Michelle Clark, Office of Councilmember Larry Gossett; Lauren Craig, Puget Sound Sage; Mahnaz Eshetu, Refugee Women's Alliance; and Shefali Ranganathan, Transportation Choices Coalition

Staff: DeAnna Martin, King County DOT community relations; Ref Lindmark, King County Metro Transit transportation planner; Doug Johnson and Jack Whisner, King County Metro Transit service planners; Betty Gullede-Bennett, King County DOT communications manager; and Jonathon Dong, SDOT transportation planner

Welcome, purpose, agenda and process review

DeAnna welcomed participants and reviewed the purpose of the community advisory group, which is to advise Metro on how to address:

- long-standing concerns related to getting between MLK Jr. Way South and downtown Seattle/International District by transit;
- respond to the investment of the Seattle Streetcar First Hill Line that will connect Capitol Hill and Pioneer Square via First Hill and Little Saigon;
- take advantage of changes being considered as part of the U-Link planning process

She reminded the group that at this point the commitment is to meet twice. The aim of this first meeting was to:

- get to know one another
- create a shared understanding of the impetus for change (e.g. the various reasons we are looking at change and what we hope to address) and the mobility needs in the areas we talking about
- get direction on the scope (e.g. current service we could consider), possible timelines for this process, and type and level of public outreach we would need

The next meeting will be more of a workshop to look at service design options that we should take out for public comment, as well as to provide advice on the type of public outreach Metro should plan and implement to receive public input.

DeAnna asked that people talk one at a time and let the group know they would like to speak by raising their hand or turning their nametent sideways. Since one of the advisory group members is blind, she asked that people say their names before they speak so she would know who is talking. DeAnna said that, as facilitator, she would be writing down and reflecting back what people say and sometimes asking people to share more so we can benefit more deeply from what members have to say. She asked if there were any other groundrules people needed in order to feel comfortable participating fully in the conversation. No additional groundrules were added.

Introductions

DeAnna asked people to introduce themselves by sharing their name, any affiliations they have, and the interest or service needs they'd like to see addressed in this process. The needs and interests identified include the following:

- Graham Street light rail station looking more imminent with the possibility of it being included in the ST 3 package. How would bus service best connect if this became a reality?
- Seattle Central College has thousands of employees and students coming to campus from around the county every day. They have an interest in making sure their campus is easily accessible by transit.
- The Filipino Community Center – located on Martin Luther King Jr. Way between the Columbia City and Othello light rail stops – needs good bus service. It's too far for people to walk from light rail to their location. They are planning construction of a senior housing facility and are excited about the possibility of a Graham Street light rail station.
- Swedish First Hill and Cherry Hill have thousands of employees and patients coming to these locations from around the county on a daily basis. Swedish Cherry Hill campus (former Providence) is currently submitting a new Major Institution Master Plan (MIMP) that lays out a significant expansion of the hospital at Cherry Hill. The new building would increase the campus by 1.2M square feet and almost double the number of patients and staff coming to the campus.
- Asian Counseling and Referral Service – located at Martin Luther King Jr. Way just south of South Walden Street – serves 27,000 people annually; their clients and employees speak 40+ languages; they have 200+ staff; and 500+ people coming to their facility every day for work and services; most use transit to get there. They conducted their own transportation survey in 2012 and identified 500 bus routes people are using to get to their location. Reducing the number of times people need to transfer and assuring frequent bus service to their location is a critical service need.

- International Community Health Services – recently expanded from their locations in the International District and New Holly to include Bellevue and Shoreline; many of their clients are traveling from South Seattle to these new locations.
- Lighthouse for the Blind – located on South Plum Street just off of Martin Luther King Jr. Way – has 350+ people coming to work there each day; they need accessible transportation options everywhere; more east-west service would help.

Context for change

Ref provided some background on work Metro has done in conjunction with a working group of organizations concerned about the loss of Route 42 over the last three years. (A report describing outreach that was done in the community, what Metro learned, and some of the actions taken was shared with the advisory group in advance of this meeting.) In addition to the work noted in the report, Ref added the following to the list of actions taken:

- Metro and Sound Transit have worked to improve availability and promotion of ORCA fare media.
- Metro has implemented the ORCA LIFT program. Sound Transit made the decision to accept the low income fare on Link light rail service making transfers between the two services more affordable. In addition, the City of Seattle’s Prop 1 has dedicated funding to increase access to and enrollment in the ORCA LIFT program.
- Council directed Metro to form of a Service Guidelines Task Force currently meeting and working to identify changes that could be made to Metro’s service guidelines for measuring route performance and productivity, determining service needs, and priorities that guide Metro’s work to restructure, invest, or reduce service depending on the agency’s financial state – specifically looking at how social equity is incorporated into the guidelines.

Ref added that the financial state of the organization has always been a key factor in what Metro has been able to commit to in terms of changing bus service and, for the last two years while this work has been going on, Metro had to plan to reduce bus service around the county

In the “service reduction” planning, planners put together a restructure of southeast Seattle bus service that offered a concept to shorten Route 8 and extend Route 106 north on MLK and into downtown via Jackson and Yesler. This concept would address the service need to connect MLK destinations south to Renton and north into downtown and make up for reductions to service on routes 9, 14, and 27. This concept received community support.

However, things are different now. Severe cuts have been avoided, and, with the passing of Prop 1 last November, Seattle has new money to invest in bus service in

Seattle. Routes 9, 14, and 27 are not being reduced or cut. Route 27 is being restored to all day service from Leschi, down Yesler, and into downtown at the June service change. And, routes 7, 8 and 9 will be receiving service investments from the City of Seattle this June and September.

The resources Metro has for addressing the service gap between MLK and downtown are existing bus service and the Seattle investments being made in those services.

Doug shared additional background on other changes coming soon to transportation infrastructure:

- Seattle's First Hill Streetcar will be coming online this year connecting Pioneer Square and Capitol Hill via Jackson, Yesler Terrace, and First Hill.
- Link light rail will extend to Capitol Hill and the UW at Husky Stadium next year connecting SeaTac, Tukwila, Rainier Beach, Columbia City, Mt Baker Transit Center, the International District, and downtown Seattle with these new destinations.

As part of the planning process to change bus service when Link light rail starts operating to Capitol Hill and UW, Metro is planning to split Route 8 at the Mount Baker Transit Center. The southern portion of the route would become Route 38 and operate between Rainier Beach and the Mount Baker Transit Center. The northern portion of the route would continue to be Route 8 and operate between Mount Baker Transit Center and Seattle Center via its current routing. A route map showing the change to the 8 was shared with the group.

How to move forward?

Doug offered some options for change that Metro could consider and a general timeline for when those changes could be made. The soonest any change could be made is March 2016. The next opportunity for change is September 2016. Metro is considering Route 9 to be redundant to other service within Rainier Valley and the First Hill Streetcar, therefore, the resources of this route are the most likely to be used to make changes to service. The route 9 resources could be used to extend the new Route 38 from the Mount Baker Transit Center into downtown. The more routes we consider changing, the larger the outreach effort we would need to plan, and the longer it might take. Staff in attendance wanted to be clear that depending on the scope asked for by the group, management and elected officials would have to determine how to fit this project in with other service planning efforts needed throughout the county in the coming year.

DeAnna asked the group for their reaction to this and for other ideas they might have for making changes.

Diane expressed disappointment that the concept of the 8/106 is off the table. She understood from conversations with elected officials in the past several months that it would happen with the passage of Seattle's Prop 1 last November.

The 106 extension would connect people from Renton into downtown via Yesler. This would be a great new service – as long as it could run with the same frequency of the southern portion of the 8.

DeAnna clarified that it does not have to be off the table if this group recommends that a concept like this be considered. Making a change like this likely would require looking at more routes than just the 8 and 9 to find the resources to do it.

Peggy said that many employees of the Lighthouse for the Blind live in South Seattle and would like transit service to take them on one bus to downtown. She shared that light rail is far too daunting to use for many who are blind or partially sighted.

Several members of the group thought it would be better to add something new to the network, rather than have to change the existing network. They asked whether the City of Seattle could fund it. Metro clarified that the group could ask the City of Seattle to do so.

There was a question about what the riders of Route 9 would do if that route were deleted to get to the same destinations they do today. Jeff is aware that many of Seattle Central College's students and employees use Route 9 to get to campus. He and Joanna, whose daughter uses the route to get to work on First Hill from the Rainier Valley, said that the frequency and quality of service of the First Hill Streetcar will matter if Route 9 riders would be asked to take Route 7 and transfer to the streetcar to complete their trips. If it will operate every 10 minutes, that makes the ask of 9 riders easier.

Dick asked whether RapidRide was ever considered as a candidate for Southeast Seattle. Jack answered that Route 7 is a candidate for bus rapid transit investment by the City of Seattle. Joanna expressed the concern that bus rapid transit isn't always the answer because it can create access issues when stops are consolidated. Dick also feels the current Route 8 is very useful.

DeAnna put forth a couple of choices:

- Option 1 – reduce the hours of the 9 or use all the hours to do something different along from MLK to downtown; the simpler the ideas the faster they could be implemented.
- Option 2 – providing a 8/106 option would require restructuring more service in Southeast Seattle; looking at Routes 8, 9, 106, and 107 at least and would take longer to implement.

Several group members identified that there is a need to get east-west between Rainier Ave and MLK and for local travel within the Valley.

Another member asked whether the Graham Street light rail station would help meet some of the needs. Several members concurred that it would definitely improve access to the Filipino Community Center and Hillman City.

Jeff asked whether the Route 9 will be slower once the streetcar begins operating because they will share the same pathway. Staff says this is a distinct possibility.

Outcomes

DeAnna reflected back that it seemed the group was leaning towards a larger restructure process, timed ideally for a September 2016 implementation. The group saw possibility for a restructure that could include routes 8, 9, 50, and 106. The group also felt that having light rail and the streetcar up and running would be important to understand how habits will change and to get people comfortable with being asked to change their travel patterns. They also wanted to note the importance of involving Seattle in this planning process.

A next meeting was set for June 18, 3-5 pm. DeAnna said she would confirm a meeting location, bring people who weren't able to attend up to speed, and send out a summary of the meeting.

Southeast Seattle Community Advisory Group Meeting #2 Meeting Summary June 18, 3-5 p.m.

**International Community Health Services, Vashon Room, 720 8th Avenue South,
Seattle**

Participants: Carrie Avila-Mooney, Office of Councilmember Joe McDermott; Joanna Cullen, Central Transit Coalition and Squire Park Community Council; Jeff Keever, Seattle Central College; Pear Moraras, International Community Health Services; Diane Narasaki, Asian Counseling and Referral Service; Shefali Ranganathan, Transportation Choices Coalition

Invited, but unable to participate: Dick Burkhart, southeast Seattle resident/former Sounding Board member; Sheila Burrus, Filipino Community Center; Michelle Clark, Office of Councilmember Larry Gossett; Lauren Craig, Puget Sound Sage; Mahnaz Eshetu, Refugee Women's Alliance; Alan Garcia, Filipino Community Center; Karen Lee Kimber, Swedish Hospital; Peggy Martinez, Lighthouse for the Blind

Staff: DeAnna Martin, King County DOT community relations; Ref Lindmark, King County Metro Transit transportation planner; Doug Johnson, King County Metro Transit service planners; Marty Minkoff, King County Metro Transit acting manager of service

development; Betty Gullledge-Bennett, King County DOT communications manager; and Jonathon Dong, SDOT transportation planner

Welcome, group and meeting purposes, agenda review

DeAnna welcomed participants and reviewed the purpose of the community advisory group, the advisory group process, key outcomes from the first meeting, and reviewed the agenda for the meeting with the group. She invited advisory group members and staff to introduce themselves.

Service concept – overview, discussion

Doug referenced a handout he prepared with some draft concepts for consideration. He walked through three concepts, sharing information he was able to put together related to cost and the tradeoffs or key considerations for each. (See attached handout, entitled, “Service Concepts to Provide Direct Service between MLK Jr. Way S & Downtown Seattle/International District,” for a description of this information)

Extend new Route 38 to the International District

The group asked the whether the 38 could be “live-looped” in the International District to help reduce the cost of this option, instead of having to find layover in the International District or back at base. Doug responded that this would make the route too long for our operators.

Shefali asked why Metro has decided to move forward with a split of Route 8 at Mount Baker Transit Center. Doug explained that we have data and rider feedback supporting the need to split the route in order to improve reliability and on-time performance. In this last round of public outreach, the public was asked whether they would prefer the split at 23rd and Jackson or Mount Baker Transit Center. It was clear from public comment that riders have a preference for the split at Mount Baker Transit Center. In addition, it would be operationally better to split the route there because the buses have layover space and operator amenities at the transit center.

Revise Route 106 to go to downtown Seattle via MLK and the International District, revise Route 107 to travel north on Beacon Hill to the Beacon Hill light rail station

(Note: this concept for routes 106 and 107 is similar to what was shared with the public during Metro’s service reduction outreach effort, but not exactly the same.) To Doug’s concern about there not being layover space for the 106 in downtown Seattle, Shefali pointed out that, eventually – when all buses must come out of the downtown tunnel for the increase in light rail service, we would still have an issue with layover for the 106.

Another advantage of the 106/107 changes would be that it would provide El Centro de la Raza with a direct connection to Renton.

One member asked about what types of services or destinations would be lost if the 106 didn't follow its current pathway. Doug responded that Georgetown would be the main loser of service in this concept and that 106 riders going from Renton to Georgetown would lose their direct connection. Georgetown would still have routes 124, 131/132, and 60 serving them and connecting them to downtown via routes 124 and 131/132, east-west and to Broadway via Route 60, and south to Burien via Routes 131/132.

The group was curious about who riders of Route 9 are. There was some general discussion about travel patterns on the routes. Ridership has increased since the 7X and eastside routes serving First Hill were deleted last September. There is a lot of transfer activity at the I-90 and Rainier Ave S flyer stop. Riders are mainly hospital workers and patients reaching First Hill hospitals, as well as college students attending Seattle U and Seattle Central. Doug will do more research into the ridership on this route to share at the group's next meeting.

Jonathan shared more information on the First Hill Streetcar. It will operate every 10 minutes during the peak and every 15 minutes until 1 am. Fare payment will be similar to other modes – tap with your ORCA card and a transfer is built in, paying with cash and you would pay for both modes if you transfer from a bus to the streetcar. The streetcar would not accept Metro's paper transfers – so for those without an ORCA card the trip would be more expensive as they would have to pay twice.

Joanna asked what the travel time difference would be for 106 riders heading into downtown via MLK versus its current routing. Doug said he would look into this and report back to the group.

Delete or reduce Route 9

Doug explained the resources that would become available if Route 9 were to be deleted (16,600 service hours) or reduced to peak only, operating northbound in the morning and southbound in the afternoon (10,300 service hours). These hours could be invested in the 106/107 changes to make up the difference needed to fund that concept and potentially address any layover issues.

Metro staff shared with the group that any of these choices would require a wider public outreach process that involves affected riders, communities, and stakeholders and King County Council approval. The earliest any of these changes could be implemented would be at the September 2016 service change. Working group members understood and acknowledged this.

How to move forward?

DeAnna asked the group for their general reactions to the options being presented. Diane said the 106 concept is of most interest. She believes this set of changes would be most desirable to the Transit for All working group members, but she'd like to check in with them. She'd also like more discussion with this group and the Transit for All

working group about the difference between Jackson and Dearborn routing of the 106. The benefits of Dearborn are that it would re-establish old connections to places like ICHS, the International District Community Center, Goodwill, and Uwajimaya, while keeping a connection to the IDS/5th and Jackson.

Doug also asked the group to consider whether the 106 should travel 3rd Avenue or 2nd and 4th through downtown.

Joanna wondered whether the bulk of Route 9 ridership is commuter-oriented. Doug said it was – meaning most of the ridership is traveling north in the morning commute and south in the afternoon commute.

Someone asked to clarify what the frequency would be on Route 106. Doug answered that it would be every 15 minutes, consistent with the new Route 38. Joanna wondered if this would be too much service on the route, but Doug did not seem to think it would be. She was also curious what the demand on Route 106 is to downtown. Doug said most people coming from Renton to downtown would choose the 101, not the 106.

Jeff wondered if it would be possible to shift Route 9 to 12th Avenue so it wouldn't compete with the streetcar. He hears from students that the route is frequently late – something that won't improve if the route is competing with the streetcar for space on the road. He also said he would be concerned if he worked in SODO and rode the 106 to get there.

Another person commented that it must be a good idea if ACRS and the Seattle Transit Blog support the concept.

The group wanted to learn more about the Georgetown and SODO issues and asked if there was a way to partner with the city so there's no net loss to these communities. They also wanted more discussion about the possibilities for travel between Rainier Ave S and First Hill if Route 9 were to be deleted or reduced.

Outcomes

DeAnna reflected back to the group that it seemed as though there was support for the concept to change Routes 106 and 107. Given the type of questions the group was asking, she suggested they meet again and staff take some time to do more analysis of the ridership, cost estimates, and prepare some proposals for the group to consider. Staff would also share and solicit input on a tentative approach to a public outreach process for these changes.

The group tentatively agreed to meet July 16, 3-5 pm, at the same location. Pear offered to see if the room would be available and DeAnna said she would get back in touch with the group to confirm the details.

**Southeast Seattle Community Advisory Group Meeting #3
Meeting Summary**

July 16, 3-5 p.m.

**International Community Health Services, Vashon Room, 720 8th Avenue South,
Seattle**

Participants: Emma Catague, Filipino Community Center; Joanna Cullen, Central Transit Coalition and Squire Park Community Council; Ciara McAlinden, Office of Councilmember Joe McDermott; Pear Moraras, International Community Health Services; Diane Narasaki, Asian Counseling and Referral Service; Shefali Ranganathan, Transportation Choices Coalition

Invited, but unable to participate: Dick Burkhart, southeast Seattle resident/former Sounding Board member; Sheila Burrus, Filipino Community Center; Michelle Clark, Office of Councilmember Larry Gossett; Lauren Craig, Puget Sound Sage; Mahnaz Eshetu, Refugee Women's Alliance; Alan Garcia, Filipino Community Center; Karen Westling, Swedish Hospital; Jeff Keever, Seattle Central College; Peggy Martinez, Lighthouse for the Blind

Staff: DeAnna Martin, King County DOT community relations; Ref Lindmark, King County Metro Transit transportation planner; Doug Johnson and Jack Whisner, King County Metro Transit service planners; Marty Minkoff, King County Metro Transit acting manager of service development; Betty Gullledge-Bennett, King County DOT communications manager; and Jonathon Dong, SDOT transportation planner

Welcome, group and meeting purposes, agenda review

DeAnna welcomed participants and reviewed the purpose of the community advisory group, the advisory group process, key outcomes from the second meeting, and reviewed the agenda for the meeting with the group. She invited advisory group members and staff to introduce themselves by sharing their experience of transit or most common routes they ride.

Restructure Concept – overview, discussion

Doug described the service network concept developed by the group at its previous meeting. (See attached handout, entitled, "Concept for Southeast Seattle Service Restructure: Routes 9, 38, 106 and 107," for a description of this information)

He outlined the changes and the costs associated with those changes that would be considered as part of this concept:

Revise Route 106

Route 106 would be revised to operate through the Rainier Valley along MLK Jr. Way South, Rainier Avenue South, and South Jackson Street to 5th Avenue South, adjacent

to the International District Station (IDS). Service levels on Route 106 would be improved to operate every 15 minutes daily and on Saturday and every 30 minutes later at night, to be comparable with the current Route 8 and proposed Route 38, which the 106 would replace. Doug noted that: S Dearborn Street is no longer an option for routing a bus from Rainier Ave S to the International District because of a protected bike lane SDOT is planning to install there. In addition, taking the route all the way through downtown on surface streets is also not feasible because of a lack of layover space at the north end of downtown. There would also be additional cost associated with extending the route all the way through downtown.

Revise Route 107

Route 107 would be extended further north through South Beacon Hill to the Beacon Hill Link Station at Beacon Avenue South and South Lander Street, providing replacement service for Route 106. With this change, service levels on Route 107 would be improved to operate every 15 minutes during weekday peaks (northbound AM/southbound PM) and every 30 minutes later at night, to be comparable with the Route 106, which the 107 would replace along south Beacon Hill.

Delete new Route 38

This is new route would become the south half of the current Route 8, as part of the service restructure currently under consideration through the ongoing Metro U-Link Planning Process. If approved by the King County Council, this change would take place in March 2016. As part of a future southeast Seattle restructure, Route 38 would subsequently be replaced by revised Route 106, operating through the Rainier Valley along MLK Jr. Way South.

Delete or reduce Route 9

To fund the cost of these changes, more resources than those provided by Route 38 would be needed. Reducing Route 9X to peak only service or deleting it would provide the additional resources needed.

Add peak trips on Route 124

The concept would include six to eight peak trip additions on Route 124 to mitigate for reduced service between Georgetown/SODO and downtown Seattle due to the revision of Route 106.

Meeting participants had the following questions and reactions to this concept:

- Will Route 8 definitely be split into two routes – Route 8 and 38? Staff responded that it is still a proposal and not yet decided. This concept assumes King County Council will adopt that change as part of U-Link Restructure – to be implemented in March of 2016.

- Need for additional background on Route 106... Staff noted that historically the 106 didn't go along Airport Way, it used to take the freeway.
- What about Georgetown? What routes serve them and what is their frequency? Staff shared that the other routes that serve them are Route 124 – providing north-south service between SeaTac and downtown Seattle – and Route 60 – providing east-west service between Westwood Village and Capitol Hill via Beacon Hill.
- Why has Route 9X been selected by the City of Seattle for investment? Will the City take those 3,300 service hours and take them elsewhere? Staff answered that at this point we cannot assume that City of Seattle money will be available for these changes being considered.
- How many more hours get added to 107? Approximately 10,000 service hours to bring it up to the frequency comparable to current Route 106 service provided today. (See handout.)
- There's a need for service connections: Rainier Beach with Cleveland High School is an important one. Route 60 serves the high school, but doesn't go all the way to Rainier Beach. Staff commented that in this concept, Route 107 would provide a connection between Rainier Beach and the high school.
- What do we mean by peak hours? Healthcare workers start early in the morning. It's important to make sure they have service available early morning.
- Are a lot of people transferring, or getting on and off buses, at Jackson and 12th already? Staff responded yes. These are very busy stops. In addition, the "maximum load point" for Route 9 (a.k.a. the point at which the average number of people on the bus is at its highest) occurs between Boren and Broadway – in the northbound direction during the AM commute and in the southbound direction during the PM commute.
- East-west connections to Link light rail are key. Concern was expressed about whether we may be imposing a 2-transfer trip for some during which someone would take a bus, Link light rail, then another bus.
- What will the travel time impacts be for Route 9X riders if that route goes away completely? Staff shared that, if Route 9X were deleted, riders would have the option to take Route 7 and transfer to the First Hill Streetcar or to take light rail to Capitol Hill depending on their destination. Taking Route 7 and transferring to the streetcar would add time to the trip.
- Our map(s) are confusing¹. It would be more helpful to see accurate descriptions/maps of what where the routes currently serve versus where they would be revised to serve.
- What do we know about Route 106 riders? See the handout for a short summary that describes use of Route 106.

¹ Please note: Metro has been using maps that were produced and shared with the public during our service reduction outreach effort that describe a different proposal than what is currently under discussion with this advisory group. As of this meeting, we have not yet produced corresponding maps to describe what is outlined in the attached restructure concept handout.

- One participant shared that she uses the 106 every day between Renton and Rainier Beach. Rainier Beach is the busiest because there a lot of transfers being facilitated their between buses and between buses and Link light rail.
- There are a lot of seniors are still paying cash who won't transfer so Sound Transit because of the cash paying penalty – or increased cost – to ride both Metro and Sound Transit.
- We also need to be aware that at Henderson and Cloverdale and MLK it is a dangerous transfer environment. While people are transferring there, they may be wishing they didn't have to.
- If Route 9X were deleted, could the surplus service hours be applied to operate revised Route 106 all the way through downtown? Staff responded that operating Route 106 through downtown is not feasible because of a lack of bus layover space at the north end of town.
- Concern was raised about how committed Metro is to making this happen and whether this group is wasting its time because ultimately we won't do anything. Staff responded that in order for us to make these changes happen – and by September 2016 – we need to have King County Council decide on them and to conduct public engagement on these changes in advance of their decision. Metro is committed to this process.
- Participants encouraged Metro to look to the City of Seattle for help in pulling together the ultimate proposal in a way that will minimize any negative impacts on communities or groups of riders.

There was general discussion about what Metro should ultimately propose to the public. Some participants spoke to the benefits of these revisions for places like El Centro de la Raza, Filipino Community Center, and Asian Counseling and Referral Services getting new bus connections to Renton. Other voiced concern about impacts to Georgetown and Route 9X riders. Generally, all concurred that any negative impacts should be minimized as much as possible. To this end, participants encouraged Metro to maintain Route 9X during the peak time rather than delete it completely. They felt this would better meet the ridership demands on this route.

How to engage the broader public in considering and shaping a recommendation to council?

DeAnna asked the group for their advice and recommendations in taking this concept out to the public to gather feedback. The following suggestions were made:

- Come to Lighthouse for the Blind and talk directly with employees and clients.
- Ensure focus is on face -to –face outreach at organizations in the native languages spoken by the populations served.
- Make money available to organizations to reach their people in their native languages.
- Include ORCA marketing/education.
- Do a traditional public meeting.

- Visit the Southeast District Council and local neighborhood councils; including the safety committee
- Have information for employers and institutions to distribute to employees/patients.
- Use email to notify/reach people.
- Concern that if we asked for feedback on whether to delete Route 9X entirely and what to do with extra resources would be opening a can of worms. Keep it simple.
- Gather input on origins and destinations.
- Include and use open-ended questions for gathering input.
- Let people know we're doing this because south Seattle is important; the City of Seattle and Metro care about mobility in this community; this community and its residents matter and are valued.
- Need clear/simple text to describe ORCA.
- Have community members review translations before printing.

Outcomes

DeAnna reflected back to the group their support for gathering feedback on a proposal that would keep Route 9X operating during the peak.

Betty asked the group whether meeting with agency or Executive leadership might help assure the group of Metro's commitment to move forward with this process. At minimum, Metro committed to bring the group together again before launching a public outreach effort and at the conclusion of that outreach. The group's advice and participation is sought on how to assure a meaningful outreach process in which we hear from those who would be affected by these changes.

Southeast Seattle Community Advisory Group Meeting #4

A fourth meeting for the community advisory group was scheduled for November 10, but was cancelled at the last minute because of a problem at the meeting location. In lieu of not meeting, DeAnna sent materials describing the change proposal and the outreach plan and solicited input via email. What follows is a summary of the comments and questions provided by members, as well as staff responses. These were sent back to the group prior to the launch of outreach at the end of November.

Summary of feedback, responses Sent November 16, 2015

The following captures the key concerns, questions posed, and feedback received from community advisory group members after reviewing the proposal we intend to take out for public feedback, as well as the public engagement plan itself.

It is a summary based on emails received from Dick Burkhart, Joanna Cullen, Pear Moraras, and Jeff Keever; as well as phone calls or meetings with Shefali Ranganathan and Peggy Martinez.

Staff have prepared the following responses to the questions asked.

What is the impact on productivity (ridership) of these proposals?

A detailed ridership projection analysis has not been conducted on these changes to date. However, here are some guideline-specific points to keep in mind:

Overall ridership on the current routes

In spring 2015, Route 9 attracted about 2,900 weekday rides and about 45 rides per platform hour. The ratio of rides to the sum of loads was about 1.6, implying that about 60 percent of the trips were local, internal to either the Rainier Valley or First Hill.

In spring 2015, Route 106 attracted about 5,400 weekday rides and about 40 rides per platform hour. The ratio of rides to the sum of loads was about two, implying that the load turned over and it was used for many local trips. This was partly by its 2009 design, as riders oriented to and from downtown Seattle were provided the opportunity to reach Link at South Henderson Street station.

In spring 2015 stop level data, Route 8 attracted about 10,000 weekday boardings. Of those, about 7,000 were on the March 2016 Route 8, 2,800 were on the new Route 38, and 200 were inside the Mt. Baker Transit Center, to be served by both routes.

Service needs identified by our service guidelines in the project area

Route 7 attracts the most riders per bus hour. Routes 8 and 48 are also quite strong. In March 2016, with the Link Connections service change ordinance, routes 8 and 48 will be split to improve reliability and Route 48 will run more often to reduce wait times. The U-Link changes will invest hours in high ridership routes. Improvements in reliability can attract more riders. New Route 38 will replace Route 8 between Rainier Beach and Mt. Baker. Service reliability is expected to improve south of Mt. Baker. Today, traffic congestion on Denny Way impacts the on time performance of Route 8 along MLK Jr. Way South as it is providing local service between the Link stations. Route 9 is less productive than routes 7, 8, 36, or 48.

Under the service guidelines, routes serve corridors; corridors are evaluated for potential productivity, equity, and geographic value. Under that evaluation, routes 101 and 106 service levels are below their corridors' respective target service levels. Improving the off-peak headway (minutes between scheduled trips) of Route 106 between the Renton Transit Center and Rainier Beach would meet this need.

The proposed Route 107 extension to and from the Beacon Hill Link station could attract more riders. It has several purposes:

- It reconnects north and south Beacon Hill neighborhoods; they were connected by the diesel variant of Route 36 before 2009;
- Continues the connection between Rainier Beach and Cleveland High School;
- Provides more service between 15th Avenue South, including Cleveland, and the Link station.

In general, wait time is the most important variable in attracting riders to transit. In studies, it is valued at about twice the rate of either walk or in-vehicle time.

Productivity – do we expect these changes to attract more ridership?

The revised Route 106 should be a productive route, essentially creating more local connections to Link stations from Henderson all the way to the International District Station along the route. It will also feed the new streetcar (hopefully in operation by September '16). In addition, it will maintain and increase local connections along the MLK corridor not served by Link light rail. By creating new connections from the MLK corridor north to the International District and south to Renton, it has the potential to be a very productive route with the planned frequency. It will also provide more local connections in between Link stations to communities It will be replacing the rt. 8 (south), which becomes the rt. 38 in March, which has been a productive route, so this expands the potential of that route.

However, the duplication of service by Route 106 with routes 7 and 9 between Mt. Baker and South Jackson Street and with routes 7, 14, and 36, as well as the expected First Hill Streetcar, may cause productivity to decline on the other routes.

Aren't these changes creating duplicative service along some corridors? Is that counter to the Service Guidelines?

Service design guidelines are pages SG-12 through SG-14 of the King County Metro Transit Strategic Plan for Public Transportation. Service guidelines one and four are most relevant to the Southeast Seattle project.

#1 – Network Connections

In Southeast Seattle, network connections are provided where multiple routes intersect, most prominently at Link stations. They provide opportunities for riders to reach more destinations. Examples include:

Transfer Point	Routes
Rainier Beach	7, 9, 38, 106, 107
Henderson Link Station	9, 38, 106, 107, Link
Othello Link Station	36, 38, 50, Link
Columbia City Link Station	38, 50, Link
Mt. Baker Link Station	7, 8, 9, 14, 38, 48, Link
Beacon Hill Link Station	36, 60, Link
12 th Avenue South and South Jackson Street	7, 9, 14, 36, 60, First Hill Streetcar (expected)

Rainier and I-90	7, 9, 550, 554, 111, 114, 212, 214, 216, 217, 218, 219
Capitol Hill Link Station	8, 9, 10, 11, 43, 49

#4 – Route spacing and duplication

Routes should be designed to avoid competing for the same riders. Routes should be spaced about one-half mile apart so that walk distances can be about one-quarter mile. Bus hours used on overlapping routes have opportunity cost; they cannot also be used to improve service elsewhere. Overlap examples.

Segment	Routes	Possible Rationale
MLK Jr. Way South	38 and Link	Local access v. through trips
Rainier Avenue South, between Henderson and Mt. Baker	7 and 9	Local access v. through trips
Rainier Avenue South, between Mt. Baker and South Jackson Street	7, 9, proposed 106	Route 9 for speed; Route 106 to avoid transfer at Mt. Baker
South Jackson Street, between Rainier Avenue South and IDS	7, 14, 36, First Hill Streetcar (expected), proposed 106	Route 106 to avoid transfer at Mt. Baker; downtown Seattle as common destination
Broadway	9 and First Hill Streetcar (expected)	Avoids transfer at 12 th Avenue South and South Jackson Street

What are the travel time impacts to riders of these changes?

Route 9X appears to offer a travel time advantage for riders going to First and Capitol Hills from the Rainier Valley – when compared to taking Route 7 and transferring to the First Hill Streetcar or Link light rail to complete the trip.

In this proposal, Route 9X would continue operating during the peak when a majority of riders use the service.

In the future, Link is expected to take four minutes between the Westlake and Capitol Hill stations. The total in-vehicle travel time between South Henderson Street would be 30 minutes. For comparison, Route 9X is scheduled to take 36 minutes in the a.m. peak and 38 minutes in the p.m. peak.

Route 9X also serves intra valley trips. Along Rainier Avenue South, it skips stops. At noon, the scheduled difference between routes 7 and 9X between South Graham Street and 12th Avenue South is five minutes. The First Hill Streetcar is expected to operate every 10 minutes during the peak and every 15 minutes during the off-peak. So during the day and evenings, people using Route 7 and the First Hill Streetcar can expect their trip to take 12-15 minutes longer than it does today using Route 9X.

Depending on where a rider is destined to on First or Capitol Hill, Link may be a faster option than the current Route 9X is today.

If Columbia City is considered, a key factor is that the urban village is about one-half mile from Link. Route 7 provides shorter waits than Route 9. Route 7 provides a connection with Link at Mt. Baker. In general, wait time is the most important variable in attracting riders to transit. In studies, it is valued at about twice the rate of either walk or in-vehicle time.

Also consider some of the riders these changes are designed to help who are traveling from all parts of the county to social, cultural, and medical services along MLK. Many of them already take transfer once or twice to reach their destination, then face up to a half mile walk to their final destination.

Using the trip planner to plan some trips during the day to ACRS from Renton, Federal Way, and Bellevue, the results indicate the following:

- Renton Transit Center to ACRS – 42-59 minutes, 1-2 transfers depending on the option selected.
- Federal Way Transit Center to ACRS – 58-66 minutes, 1 transfer depending on the option selected.
- BOTH options require riders to walk more than a half mile to arrive at ACRS once the rider gets off the bus
- Bellevue Transit Center to ACRS – 38 minutes, 1 transfer; nearly a half mile walk to get to the final destination.

With a revision to Route 106 we are limiting the wait time between modes and in some cases the transfer itself AND reducing the long distance these vulnerable populations have to walk to get to their final destination. In the first example, Renton to ACRS, Route 106 would provide a 1-seat option taking roughly 38 minutes and not require a half-mile walk to get to the location.

This will be a travel time benefit to thousands of transit-dependent people making this trip to reach places that provide them access to opportunity – and, make these destinations more accessible by transit to those who need it most. It's more than just a travel time benefit when today's current service poses a hardship and limits access to opportunity.

What are the anticipated rider impacts? Pros/cons of the changes being considered?

We don't know all the impacts. This is one of the primary reasons we do public outreach on changes. We can't know everything about how this will impact people, so we conduct outreach to find out.

Here's our guess about what the major impacts would be to riders of each route based on what we know about the ridership data and what we've heard from past outreach efforts:

Route 9X

- peak service is maintained on this route preserving this option for the majority of riders – approximately 59 percent of the total ridership
- the route does not currently, nor would it in the future, have weekend service
- midday riders – about 500-600 people we estimate travel through 12th and Jackson onboard Route 9X today – would have a longer trip by 12-15 minutes taking Route 7 and transferring to the First Hill Streetcar
- riders traveling to Seattle Central College, may have a faster trip via Link light rail than Route 9 provides them today
- our advisory group member from Seattle Central reports that they are comfortable with us asking for feedback on this proposal

Route 106

- Establishes a direct, local connection between Renton, MLK, and the International District – something community organizations have been advocating for during the past four years
- Most riders who use Route 106 do so for inter-local trips. People coming from Renton to downtown would have a faster choice on Route 101. There are also many riders transferring from the 106 to Link light rail at the Rainier Beach Station, which provides a faster option than staying on the route to get to downtown.
- 17 percent of riders get on or off the route in the portion that would no longer be served by this route. They would be served instead by a revised Route 107 between south and north Beacon Hill with a connection to Route 36 or Link light rail to reach downtown. Those going to/from downtown Seattle in Georgetown along Airport Way S would have added service on Route 124 to make their trip in the future.
- Brings service levels up to what our service guidelines dictate this corridor should have based on productivity, land use, geographic value, and social equity scores

Route 107

- Re-connects north and south Beacon Hill
- Creates new one-seat connection between Renton/Skyway and El Centro de la Raza
- No one loses in this change as it is purely additive – more frequent and extended service further north
- Brings service levels up to what our service guidelines dictate this corridor should have based on productivity, land use, geographic value, and social equity scores

Route 38

- Same connections would be maintained by revised Route 106 and new connections would be added
- No one loses – except for those who may be temporarily confused by the changes to Route 8 quickly followed by changes to routes 38 and 106

How does Route 60 fit in to the mix of change? Route 9X and 60 are the only routes providing a connection from Southeast Seattle to the north end of Broadway.

Routes 36, 60, and 107 would overlap between the VA and Beacon Hill Light rail station. However, they would be connecting a diversity of communities to these locations. Route 36 operates between Othello and the International District on Beacon Hill. Route 60 operates between Westwood Village in West Seattle and the north end of Broadway, connecting South Park, Georgetown, and Beacon Hill. Route 107 would be connecting Renton, Skyway, Rainier Beach, and the areas of Beacon Hill south and north of Othello.

Routes 9X and 60 would continue to provide connection to the north end of Broadway. Route 9X would only provide this connection during the peak. With routes 49 and 60 continuing to provide very frequent coverage along the north end of Broadway. People wishing to continue further north after disembarking the streetcar would have very little wait time to catch either bus.

Can we delay the split of Route 8 until September 2016 – so that a new Route 38 doesn't need to be replaced by the 106 six months after that route is created?

No, King County Council adopted the split of Route 8 and a corresponding increase in frequency on the route to take place at the March 2016 service change, along with a large package of other changes that are intertwined with this one. We acknowledge that this will be confusing to riders if, in fact, we then end up replacing the new Route 38 with the 106 service later in September. We'll be using this round of outreach to educate people about the definite change to Route 8 in March and the proposal to change service in September.

Now that the Let's Move Seattle levy passed and has funding set aside to make Route 7 a Rapid Ride line, does that make Route 9X even more redundant or duplicative in the future? Do we need to maintain any service on it?

The Let's Move Seattle levy will fund the capital improvements needed to give Route 7 a RapidRide look and feel. Route 7 already operates at near RapidRide service levels and the levy does not add service hours to increase it any further. If Route 7 with a transfer to Link light rail or the First Hill Streetcar becomes the midday and evening option for getting to First and Capitol Hills, then it operating more reliably with RapidRide corridor improvements would help to mitigate any travel time penalties these riders face if these changes are adopted. These changes would maintain peak service on Route 9X – preserving this route for the majority of riders who use it.

What is the total annual service hour investment needed for this project?

It will take approximately 38,650 annual service hours to make the proposed changes to routes 106, 107, and 124.

Can these changes be made administratively without having to go to King County Council for a vote?

No. Because some of the changes impact more than 25% of the total service hour investment in a route and/or they move a route more than a half mile from where it currently operates, public outreach is mandated by county policy.

Other verbatim feedback from Seattle Central College – specific to Link light rail and the First Hill Streetcar

- Sound Transit/Metro really needs to support Light Rail by making parking options near the Light Rail stations available. Without these parking options, riders will prefer to take the busses that are nearer to them—the Light Rail runs along MLK are not very useful to someone who lives off of Rainier unless there is a way for those folks to GET to the Light Rail. With no parking options (parking lots), people will continue to use the busses that run along Rainier.
- We feel the 1st Hill Streetcar will only be lightly used and will not only not solve any existing problems or issues, but will make traffic on Broadway and Jackson unbearably difficult for all users—including the users of the streetcar itself. To mitigate these issues we strongly urge Seattle to completely eliminate street parking along Broadway and Jackson for the entire route of the streetcar and open up these lanes to other bus and/or car traffic.

Outreach feedback

- Had hoped we could meet to understand the impacts to riders more
- Add Korean and Tagalog to the list of languages for translating materials
- Suggested survey questions
- Suggested organizations to contract with – Horn of Africa
- Lighthouse for the Blind has agreed to work with Metro as a trusted advocate outreach partner and will be hosting several sessions for employees in the first week or two of December

Appendix D: Trusted Advocate Session and Public Meeting Notes

December 9, 2015 Asian Counseling & Referral Service (ACRS) Senior Lunch Program

Process – seniors attend this twice weekly lunch program offered at ACRS. At this event, seniors were grouped by language. There were five language groups. Metro staff paired with an interpreter to ask about participants' transit use and their interest and feedback on the proposed changes. Conversation notes are grouped by language.

Participant description – Mien language group, approx. 9 participants

Conversation notes –

- All use transit, mainly buses and occasionally light rail.
- Most of them use the 106 and transfer to the 8 when they come to ACRS - 6 of the 9 live in Skyway close to Route 106.
- They are very interested in a route from Renton/Skyway to MLK and the ID - 8 of 9 would use this to go to ACRS, medical appointments, shopping, etc.
- They're not so interested in the 107 extension – hardly ever use it.
- A few do use the 9 for medical appointments on First Hill but only occasionally (also several have children who use it to go to school).
- They don't go between MLK and the Central Area/Seattle Center - don't take the 8 any further than ACRS.
- They don't go to Georgetown – the loss of the current 106 connection doesn't matter to them and would prefer that it went along MLK.
- Other suggestions for improving service included:
 - Operate 106 more frequently (were happy to learn that the proposal would do that w/15 min service)
 - Longer time for transfers – so they can use it for a round trip (most of them have regional reduced orca but not as a monthly pass or with an e purse)
 - Bring back the annual pass (Metro used to offer this until several years ago)

Participant description – Korean language group, approx. 11 participants; two-thirds women, one-third men; two-thirds have Regional Reduced Fare Permit/ORCA

Conversation notes –

- They lived in downtown, SE Seattle, West Seattle, Lake City
- All regularly use transit
- Interest in 106.8: two; where would they go: Renton Senior Center
- Interest in 107 to Beacon: four; where would they go: Red Apple, friends

- Travel between Rainier Beach and First Hill: none
- Use Route 9X: none
- Use current Route 8: all 11; Red Apple, ACRS, other shopping along MLK Jr. Way South
- Georgetown: one woman sometimes uses Route 60
- Would have to transfer to reach Jackson Square with split of Route 8 in March
- Other issues: security; two had been robbed on transit

Participant description – Vietnamese language group, approx. 12 participants; 8 women, 4 men

Conversation notes –

- All use buses and/or light rail. They use routes 7, 8, 36, 40, Link light rail, 120, 48, 60, and 106.
- Several commented that they have to use other routes since Route 42 went away.
- Four expressed interest in the change to Route 106; this would make it much easier for them to get to/from ACRS.
- Two participants who travel to ACRS from Federal Way, typically taking 3-4 buses each way, were especially excited about the prospect of only needing to take 2 buses to make the trip.
- One person who uses the 106 today with a transfer to Route 8 would be okay using the 107 to make the trip in the future.
- No one is traveling to/from Georgetown.
- Other feedback to share:
 - Bus drivers are very good, they see us and help us, they are pleasant
 - It is still too expensive for the senior monthly pass; and several would like a longer transfer window as two hours is not adequate for many of the programs and events they attend and they end up having to pay twice
- Most are using a Regional Reduced Fare Permit/ORCA card. Some are not using e-purse or monthly pass so staff reminded people that, if they do, they can transfer between buses to Link light rail without having to pay twice.

Participant description – Lao language group, approx. 9 participants; 5 women, 4 men

Conversation notes –

- Eight use the bus; four use Link light rail.
- Three use Route 7; three use Route 106; eight use Route 8.
- Those who don't use transit, don't use it because:
 - Transfers are a problem
 - They can drive in 15 minutes; bus to light rail takes an hour
 - Need a bus from Skyway to ACRS

- All had an interest in the proposed Route 106. Eight say they would use this bus in the future if these changes are made.
- They would use proposed Route 106 to get to Renton, transfer to routes 7, 8, light rail, and to get to ACRS and work.
- No one currently uses Route 107 or travels between Renton and North Beacon Hill, but could see how people would want a route that does this.
- No one travels to/from Georgetown.
- Some people are traveling between Rainier Beach and First Hill. Currently they transfer to get to Harborview. They do not use Route 9X.
- Some travel to Capitol Hill on Route 8. No one travels all the way to Seattle Center on Route 8.
- Other feedback to share:
 - People have a hard time with Link. It's too complicated. They have received tickets from fare inspectors. They would rather take the bus and pay with cash for each trip. Loading an ORCA card is difficult. They don't use credit cards and don't like to buy tickets with cash at a machine. One person uses a Regional Reduced Fare Permit/ORCA card.

December 9, 2015
Asian Counseling & Referral Service (ACRS)
Afternoon Behavioral Health Program

Participant description – approx. 9 participants; primary languages spoken include English, Mandarin, Lao, Tagalog, and Vietnamese; mostly men in their late 40's

Conversation notes –

- Eight participants use the bus or light rail. They use routes 131, 60, 7, 128, 36, 8, 164, 168, 150, and Link light rail.
- One participant does not have an ORCA card.
- One would have an interest in the proposed Route 106.
- One thinks the current Route 106 works okay.
- One likes the proposed Route 107.
- Two travel to First Hill. They currently use Route 60.
- One frequently uses Route 9X.
- Concern about Route 9X being peak hours only. It should run more frequently, not less. Some use it to get to ACRS from Rainier Ave S corridor at night for classes and programs.
- Almost all participants travel between MLK, the Central Area, Capitol Hill, and/or Seattle Center on Route 8. Clients are concerned about the change to Route 8 in March.
- Two participants travel to/from Georgetown.
- About three participants use light rail.

- Other feedback to share:
 - More reliable and timely service would be great. And more frequency.
 - Security and safety is a concern for several.
 - No one has issues using ORCA.

December 9, 2015
Filipino Community Center
Metro open house

Participant description – approximately 30 people attended the open house

Please note: attendees had the option to submit written comments. These are documented verbatim in the Appendix B of this report.

Flip chart notes –

- It seems like our taxes keep going up and service keeps getting worse.
- Generally like but des know people who ride mid-day 9X
- More 101 service
 - SR -900 crossing
 - Signal King Way Apts.
- Instead of shortening the route of the #8 bus – should be adding more routes to these bus (route 8)
- Stop changing the route 106 bus - bus route slower
 - You should adding more routes – and trips
- Stop changing the route 107 – Renton Ave 51th - just remember you will be causing a hardship for the people in Skyway that need the bus
- 106 to Othello Street via Rainier & Othello
- 9X delete
- 38 extend to First Hill
- 7 fewer stops (9X pattern btw MtBTC and 12th/Jackson)
- 107 – Beacon Hill (south) takes longer to commute to downtown/home significantly (extra 30-45 min)
 - *please don't do this to us
 - *keep original 106
- Keep original 106 or give us a similar route from South Beacon Hill to Downtown Seattle
- It is highly disruptive to catch the 107 – Beacon Hill Light Rail Station – transfer to the light rail to Downtown Seattle. It adds time & extra steps in the commute process. It affects our S. Beacon Hill community traumatically. We cannot let this happen without another route to Downtown Seattle.
- 106 – I don't want to change
 - I need one bus to downtown. It is better.
- 7/36 – coaches are bunching up (ETB)

- Also all coach stops need enforcement of no smoking
- AC & Berkley: NO SMOKING ORD.
- Route 124: Stop consolidation; speed it up
- Make buses run on schedule! Create transit priority, pedestrian priority improvements so its easier to get to/from transit.
- The system doesn't work well together – we need to learn from Portland about how different options work for different audiences/transit users.

December 15, 2015
Georgetown Community Council & Georgetown Merchants' Association
Public open house

Participant description – approx. 9-10 attendees; several members of the Community Council and the Merchants Association; a representative from City Council Member Harrell's office; others were local Georgetown riders

Conversation notes –

- No one was happy with the proposal to revise the 106. The added peak/evening trips on the 124 didn't seem to make a difference – not nearly enough to compensate for the loss of the 106.
- If the 106 and 124 were part of the proposal, why wasn't Georgetown included in the process? Why wasn't someone from the community on the working group?
- The process is happening too fast – is this so Metro can try to avoid dealing with Georgetown? Need to add more time and get more comments.
- Route 106 is the preferred route for many in Georgetown as it's faster and more reliable than the 124 – operates on the busway and the transit tunnel.
- Many feel that it is a safer route than the 124 (which has more interchanges – riders feel less safe and secure on the 124).
- Riders living in the neighborhood south of Airport Way between Corson and Ellis (directly served by the 124) will walk the extra blocks up to 13th Bailey so they can get the 106 as it is their preferred route.
- Revising the 106 will eliminate the direct connection between Georgetown and SE Seattle/South Beacon Hill/Renton – this is important for mobility and also employees from SE Seattle/Renton who work along Airport Way.
- It's great for Metro to want to help solve MLK's transit mobility problems but not at the expense of Georgetown.
- Concern about passing Prop 1 and wondering if these funds were going to routes outside of the city. Confusion about what Prop 1 funds and why Georgetown would face service changes if funding was approved to preserve service.
- The 106 provides a connection between Georgetown and Skyway/Renton. It was pointed out that there are employees who work in the restaurants and other service jobs who live south of the area and take the 106. The proposal would mean this folks lose their only transit connection. (Transferring would mean going all the way into downtown).

- Some people use the 106 to get groceries in the ID because there are no grocery stores in Georgetown.
- In general, people feel like Georgetown often gets left out as there are not enough people to be politically important. Georgetown loses out on issues of open space, sidewalks, and public services (library, community centers, etc.). They seem to feel that the proposal is another example of some other group getting their service to solve their issue at Georgetown's expense. This feeling of Georgetown not being a destination or even an origin for trips (given the small number of residents) means that people just think of getting through Georgetown, not to or from it. Equity and fairness was a concern.

**December 15 & 17, 2015
Asian Counseling & Referral Service (ACRS)
Evening Behavioral Health Program**

Participant description – approx. 28 participants total

Conversation notes –

Dec. 15 (11 participants)

- Participants take route 132, 124, 7, 8, 9x, 60, 12, 132, 105, 180, 120, 594, 35, 32, and 31.
- Some participants find it challenging to get used to change schedule, and the proposed changes appeared to be complicated to them.
- Need more routes, and not less. Increase frequency. More direct routes, and less transfer.

Dec. 17 (17 participants)

- Participants take route 8, and transfer to 2, route 9x and transfer to 2, 106 and transfer to 1, 107 and transfer to 1, and 124 and transfer to 1.
- Fares are too high, and some do not qualified for reduced fares.
- Do not feel comfortable using ORCA card, and at times, they are confused about how to transfer from bus to light rail, or vice versa.

Overlapping comments between both groups:

- Clients stop mostly at Mount Baker and take route 8 to ACRS, they want to ensure the changes will allow them to continue to have direct stop in front of ACRS.
- Do not support 9x to peak hours only, as they need to take it from Mount Baker off peak.
- They support Route 106 going from Renton, through Skyway, to Rainier Beach, along MLK, and into ID.

- Clients also expressed safety concerns riding Metro.
- Without direct stop in front of ACRS, it will be inconvenient and unsafe for them to ride metro.
- Clients also talked about route 60, and want to maintain it, and increase frequency.

**December 15, 2015
Filipino Community Center
Senior Lunch Program**

Participant description – approx. 40 attendees; mostly seniors; conversation was conducted in Tagalog

Conversation notes –

- Four participants currently drive from Renton to the center. They would look forward to taking the 106 if it were changed.
- Three participants are already using the bus and take the Hyde Shuttle from the International District to the senior lunch program at the center twice a week. They would also look forward to taking the 106 if it were changed.
- Eight participants currently use Route 106.
- When asked how many participants support the change to Route 106, 16 participants raised their hands.
- Someone clarified – would the 106 be a bus that connects from the International District to the center? Staff said yes.
- Another participant comments that they used to take Route 42. Now many people they know no longer come to the center because the 42 doesn't operate any more. Light rail is still too far from the center. Elders also don't like taking it – it's overwhelming and hard to navigate.
- Someone asked how frequent the service would be. Staff answered by explaining Route 38 in March would be the same frequency as current Route 8. If changes are made, Route 106 would be more frequent between Renton and South Henderson than it is today.
- Someone asked if fares were going up. Staff answered that there are no plans to raise fares right now.
- Someone asked whether another route could connect south and north Beacon Hill. Staff explained that this is the proposal for Route 107. The participant is concerned about people using the 106 to get downtown from south Beacon Hill. He's like Metro to consider changing Route 36 instead.
- Someone asked what routes would remain connecting Georgetown with Beacon Ave. Staff answered that Route 60 would continue to provide this connection.

December 17, 2015
Filipino Community Center
Senior Lunch Program

Participant description – approx. 45 attendees; mostly seniors; conversation was conducted in Tagalog

Conversation notes –

- There are many people transferring two times to get to the Filipino Community Center
- Approx. 12 people indicate they use Route 106. They use the route to get to the center from South Beacon Hill, then transfer to the 8. All would be okay using Route 107 to do the same in the future.
- No one uses Route 8 north of Mount Baker Transit Center.
- Someone asked how they will get to the center after the March service change. Staff explained that they would use Route 38 instead of the 8.
- Someone asked for an explanation of what is happening to Route 8. Staff explained the March service change and the proposal for September 2016.
- Someone asked how often the 106 would come. Staff answered it would come every 15 minutes.
- When asked who supported the proposal for Route 106, 17 participants raised their hands.
- One participant commented – thank you for doing this. It is really important for our elders. There are 85-90,000 Filipinos in the county – a lot live in South Seattle, Beacon Hill, Renton, and the International District. The change to the 106 would better connect families and people in all these communities with each other and the center.
- One participant who lives on Renton Ave S currently uses the Hyde Shuttle to get to the center. He would look forward to using Route 106 instead if these changes are adopted.
- A man from Georgetown was not happy with the proposed changes to the 106.
- The man using the Hyde Shuttle does not have an ORCA card and he expressed interest in seeing Hyde Shuttle riders get Regional Reduced Fare Permit cards.

December 19, 2015
Filipino Community Center
Naturalization Program Holiday Party

Participant description – approx. 30 attendees

Conversation notes –

- There were about 30 attendees: about ½ indicated that they use transit, mainly 8, 106, and 107. Some are using the 106 and 107 to transfer to the 8 to get to the Community Center. Several are coming up from Kent and one was from Auburn.
- One couple who are in West Seattle and take the 21 to the ID, then to Link to Othello Station and the 8 up to the Community Center. They liked the proposal as they would only have one transfer from the 21 to the 106 in the International District.
- Overall, those in attendance and the riders in particular seemed to be generally in favor of the proposal as it would better serve the Filipino Community Center. For some this trip would become a one seat ride on the revised 106 while for others it would make for a single, rather than multipole transfer trip.

**December 2015 – January 2016
 El Centro de la Raza**

Paper surveys distributed to social service clients along with a description of the changes

Participant description – approx. 30 surveys completed

Questions and Answers

1. Do you use buses or light rail?
 - a. Yes, both – 23
 - b. Yes, buses – 5
 - c. Yes, light rail – 2

2. If so, what bus routes do you ride?

Route	No. who use
36	12
8	11
60	11
Many	7
7	6
Link	6
E Line	5
4	3
124	3
2	2
48	2

106	2
150	2
D Line	2
5	1
13	1
14	1
21	1
40	1
41	1
49	1
50	1
107	1
128	1
132	1
255	1
9X	1
A Line	1

3. For what types of trips do you use buses or light rail?

Trip Type	Response Count
Work	13
All trips	11
Appointments - e.g. medical, social service	9
Groceries/Shopping	7
School	6
Visit family/friends	5
Going downtown	2
Worship	1
Social/entertainment	1
Food Bank	1
Community Center	1
Pay bills	1

4. If you use buses or light rail, is that because you don't have a car?
- a. Yes, I don't have a car – 21
 - b. No, I do have a car – 10
 - c. Yes and no – 1

5. How do you get here to this location?
 - a. Car + bus – 1
 - b. Car + light rail – 1
 - c. Bus – 14
 - d. Bus + light rail – 1
 - e. Walk, other – 9
 - f. Car – 1
 - g. Light rail – 1
 - h. Combination – 2

6. To get here, where are you coming from?
 - a. Home – 4
 - b. Downtown Seattle – 3
 - c. Rainier Ave S – 3
 - d. White Center – 3
 - e. Beacon Hill – 3
 - f. Kirkland – 2
 - g. Skyway – 2
 - h. Work – 2
 - i. Shoreline – 1
 - j. Georgetown – 1
 - k. California – 1
 - l. Tukwila – 1
 - m. Not far – 1
 - n. Puyallup – 1
 - o. Holly Park – 1
 - p. Burien – 1

7. If you use bus/light rail to get here, how do you get to the bus stop or light rail station?
 - a. Bus – 14
 - b. Walk – 10
 - c. Drive – 1
 - How far do you have to travel to get here?
 - Not far – 6
 - 2 miles or less – 12
 - 5 to 10 miles – 2
 - 2-zone or 2 buses – 2
 - Depends – 1
 - How long does it take?
 - 10 minutes or less – 8
 - 11 to 20 minutes – 6

- 21 minutes to 1 hour – 5
 - More than 1 hour – 1
 - Depends – 1
8. How many times do you have to transfer?
- a. No transfers – 10
 - b. 1 transfer – 11
 - c. 2 transfers – 6
9. Is it difficult for you to walk or change buses?
- a. Yes – 7
 - b. No – 22
 - c. N/A – 2
10. What language(s) do you speak?
- a. English – 9
 - b. Spanish – 8
 - c. Bilingual English/Spanish – 8
 - d. Vietnamese – 1
 - e. Chinese – 1
 - f. French – 1
 - g. Many – 1
 - h. N/A – 4
11. Can you read and speak English well?
- a. Yes – 19
 - b. No – 9
 - c. N/A – 3
12. How old are you?
- a. Less than 20 – 1
 - b. 20 to 29 – 4
 - c. 30 to 39 – 7
 - d. 40 to 49 – 7
 - e. 50 to 59 – 4
 - f. 60 to 69 – 5
 - g. N/A – 3
13. How would the proposed bus changes affect you in general?
- a. Make it easier, more convenient – 10
 - b. Not sure, don't use – 11
 - c. It would take less time – 1
 - d. It would take more time – 1
 - e. Happy to help people moving south – 1

14. How would these bus changes affect your trips here?

- How many transfers would you have to make?
 - No transfers – 5
 - 1 transfer – 2
 - 2 transfers or more – 3
 - Don't know – 3
 - N/A – 12
 - Not sure or no effect – 7

- How long do you estimate your trip would take?
 - Same – 1
 - 20 minutes or less – 2
 - 20 minutes to 1 hour – 3
 - More than 1 hour – 2
 - Don't know – 3
 - N/A – 10

15. Would you like these changes to be made?

- a. Yes – 13
- b. No – 0
- c. Don't know, not sure – 7
- d. No opinion – 3
- e. N/A – 6

16. Is there anything else you would like Metro to know about how you use transit, how it could be improved or made easier, or how we can improve your access to opportunity?

- a. No – 7
- b. 2 zone fare is too expensive
- c. More places to sit at stops, more shelters at transfer points
- d. Increase the 2-hour transfer window
- e. I depend on Metro – 2
- f. Doing okay
- g. Operators should not be smoking on buses during breaks

Appendix E: Media and Social Media

Media coverage

Seattle Transit Blog - Nov. 23, 2015: Route 42, Back from the Dead?

<http://seattletransitblog.com/2015/11/23/route-42-back-from-the-dead/>

Seattle Transit Blog - Jan. 6, 2016: SE Seattle Restructure Comments Due Sunday

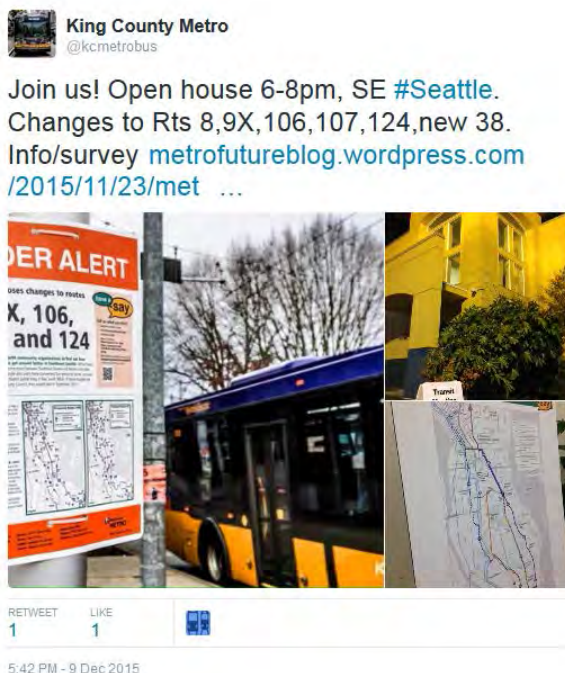
<http://seattletransitblog.com/2016/01/06/se-seattle-restructure-comments-due-sunday/>

Social media

Metro's media and social media channels were used to inform the public of Metro's proposed changes, directing people to information posted on web pages and the Metro Matters blog. Metro tweets and images helped inform riders of their comment opportunities, which in turn were shared by Metro's followers.

Metro tweets

Dec. 9 <https://twitter.com/kcmetrobus/status/674766065197387776?lang=en> linking to Metro Matters Blog post <https://metrofutureblog.wordpress.com/2015/11/23/metro-proposes-changes-to-routes-8-new-route-38-9-express-106-107-and-124/>



Impressions 4,600
Total engagements 32
Link clicks 10
Media engagements 8
Detail expands 8

Profile clicks 4
Replies 1

Dec. 8: <https://twitter.com/kcmetrobus/status/674401912750538752?lang=en>



King County Metro
@kcmetrobus

Have A Say 6-8pm, Dec. 9, in SE **#Seattle**.
Changes proposed for Routes 8, 9, 106, 107,
124, new route 38. Info/survey ow.ly/VDX26



Metro proposes changes to routes 8 (new Route 38), 9 E...
We've been working with community organizations in recent years to find out how Metro can help people get around better in Southeast Seattle. We've heard that people need better co...
metrofutureblog.wordpress.com

5:35 PM - 8 Dec 2015

Impressions 2,057
Total engagements 24
Link clicks 16
Detail expands 4
Profile clicks 2
Replies 1
Retweets 1

Dec. 8 <https://twitter.com/kcmetrobus/status/674689895911190528?lang=en>



Impressions	2,092
Total engagements	36
Media engagements	15
Link clicks	9
Detail expands	7
Profile clicks	3
Retweets	1
Likes	1

Nov. 23: <https://twitter.com/kcmetrobus/status/668868615068762112?lang=en>



King County Metro
@kcmetrobus

Better, more convenient bus service proposed for SE Seattle. Meeting info, survey, proposal metrofutureblog.wordpress.com/2015/11/23/met ...



RETWEETS 9
LIKE 1



11:07 AM - 23 Nov 2015

Impressions

3,430

Total engagements	150
Link clicks	77
Media engagements	41
Detail expands	16
Retweets	9
Profile clicks	6
Likes	1

Appendix F: Sample of Materials – Multi-Lingual Handout

Metro proposes changes to routes 8, 9X, 106, 107, and 124

We've been working with community organizations to find out how Metro can help people get around better in Southeast Seattle. You've told us that people need better connections between Southeast Seattle and Renton and other areas south of the city. People also want more convenient bus service to stores, services and the many social, health, cultural, and religious activities along Martin Luther King Jr Way South (MLK).

A lot of changes are being made in the transit system now. Sound Transit's Link light rail will begin service to Capitol Hill and the UW in early 2016, and we're changing some bus routes to work better with Link. The First Hill Streetcar will soon be running between Pioneer Square, the International District, Little Saigon, and First Hill. **With all of these changes, it's a good time to ask what you think of proposed changes suggested by members of your community.** If these changes are approved by the King County Council, they would start in September 2016.

See back for route change details



Tell us what you think

- Complete an online survey
- Email Haveasay@kingcounty.gov
- Call 206-477-3835
- Attend a meeting
Wednesday, Dec. 9, 6 – 8 pm
Filipino Community Center
5740 Martin Luther King Jr Way S, Seattle
- Find details and a link to the survey at kingcounty.gov/metro/seseattle2015

Comments due by Wed. Dec. 23, 2015

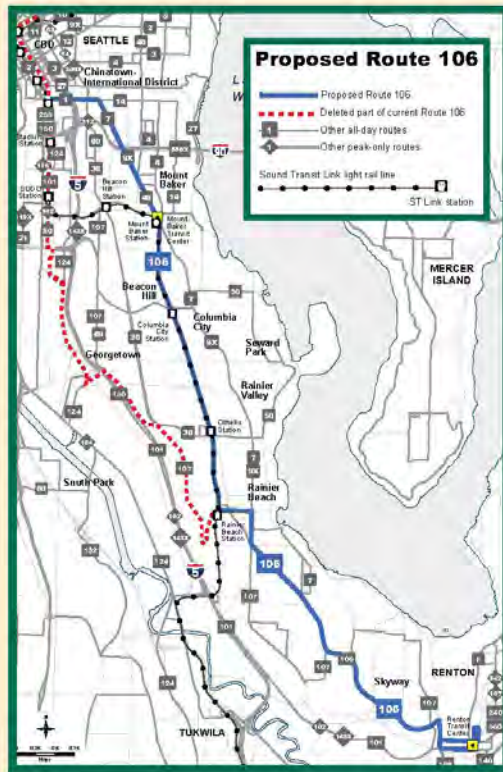


Pay with an **ORCA card**—it's fast, easy, and can save you money. Visit www.orcacard.com or call 206-553-3000. Find out if you're eligible for a reduced-fare **ORCA LIFT** card. Visit orcalift.com.



We'll Get You There

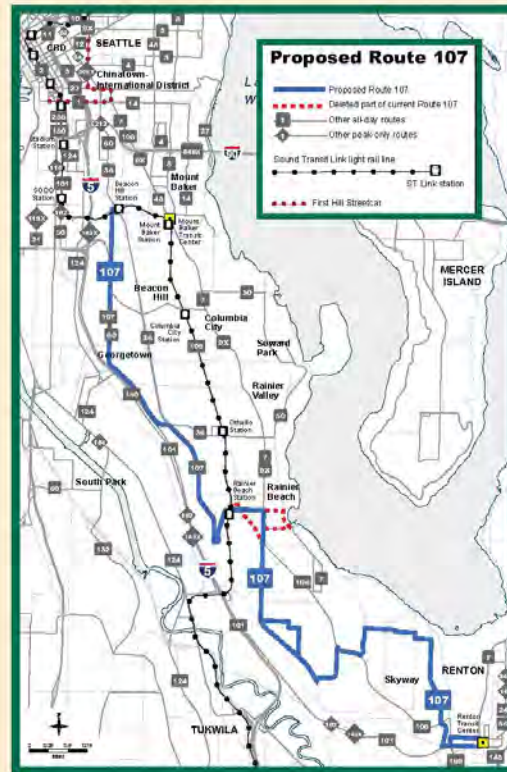
Revise Route 106 – would be changed to go through the Rainier Valley along MLK Jr. Way S, Rainier Avenue S, and S Jackson Street to the International District. Route 106 buses would come more often—every 15 minutes during the day on weekdays and Saturday, and every 30 minutes later at night. That’s the same as the current Route 8 and the future Route 38, which the 106 would replace.



Add trips to Route 124 – weekday peak and evening service on Route 124 would be increased to keep the same level of service now provided between Georgetown and downtown Seattle by the combination of Routes 106 and 124.

Replace southern Route 8/new Route 38 – in March 2016, Route 8 will become two routes. The southern part of the route, between Rainier Beach and Mount Baker Transit Center, will become new Route 38. Route 8 will continue to operate between Mount Baker

Revise Route 107 – would be extended beyond Rainier Beach, through south Beacon Hill to the Beacon Hill Link light rail station, to replace this segment of Route 106. Route 107 would come more often—every 15 minutes on weekdays during peak periods (going north in the mornings/south in the afternoons) and every 30 minutes later at night. That’s the same as the Route 106, which the 107 would replace along south Beacon Hill.



Transit Center and Seattle Center and will come more often. If the proposed changes are approved, new Route 38 would be replaced by Route 106 in September 2016.

Reduce Route 9X – would operate during peak periods only. This reduction in service would help cover the cost of changes to routes 106, 107, and 124. During the day and in the evenings, riders of Route 9X could use Route 7 and the First Hill Streetcar to go between Rainier Valley and First Hill. Link light rail will also go to Capitol Hill, stopping near Seattle Central College.

ሜትሮ በ 8፣ 9X፣ 106፣ 107፣ እና 124 መስመሮች ላይ ላውጥ ለማካሄድ ያቅዳል

የታቀደው ምን እንደሆነ ይውቁ እና ምን እንደሚያስቡ በአውሮፓ አቆጣጠር ከታህሳስ 23 በፊት ይነገሩን። 206-477-6234 ይደውሉ እና ስምዎን፣ የስልክ ቁጥርዎን፣ እና እርስዎ የሚገኙት ጥሩ ሰዓት መቼ እንደሆነ መልዕክት ይተውሉን። ከአስተርጓሚ ጋር መልሱን እንደውልልዎታለን። ወይም ኢሜይል በ Haveasay@kingcounty.gov ይላኩልን።

የጥራት ማሻሻያ ስራዎችን ለመጠየቅ ይጠይቁ 8, 9X, 106, 107 እና 124

የሆነውን ስራዎችን ለማሻሻል ለማድረግ እና ለመጠየቅ እንደሚችሉ ለሆነው ስራዎች ላይ ስምዎን፣ የስልክ ቁጥርዎን፣ እና ሰዓት መቼ እንደሆነ መልዕክት ይተውሉን። ከአስተርጓሚ ጋር መልሱን እንደውልልዎታለን። ወይም ኢሜይል በ Haveasay@kingcounty.gov ይላኩልን።

Metro 计划变更路线8、9X、106、107 和 124
请在 12 月 23 日前提出建议并把您的想法告知我们。拨打 206-263-9784 (汉语) 并留下您的姓名、电话号码和联系您的合适时间。我们会在翻译的帮助下给您回电话。或者，请您发电子邮件到Haveasay@kingcounty.gov

Metro npaj siab yuav hloov cov kev 8, 9X, 106, 107, thiab 124

Saib yam uas npaj hloov thiab qhia rau peb yam uas koj xav thaum Kaum Ob Hlis 23. Hu rau 206-477-3871 thiab tso koj lub npe, naj npawb xov tooj, thiab lub sij hawm uas yuav hu tau koj. Peb yuav hu rov qab rau koj nrog raug ib tug neeg txhais lus. Lossis, xa ib tsab ntawv email rau Haveasay@kingcounty.gov.

메트로 8, 9X, 106, 107 경로로의 변경 제안

제안 사항을 살펴보고 12월 23일까지 귀하의 의견을 알려주시기 바랍니다. 206-477-6232로 전화해서서 성함, 전화번호, 원하시는 시간을 알려주시기 바랍니다. 통역 요원과 함께 전화를 드리게 됩니다. 혹은 이메일 Haveasay@kingcounty.gov로 보내주시기 바랍니다.

Metroon toora 8, 9X, 106, 107 fi 124 irratti jijjiirama geggeessuu karoora baasaa jira.

Karoorri kun maal akka tahe beektanii maal akka yaaddan akka lakkobsa Awuroophaatti Muddee 23 dura. Lakkobsa 206-477-6236 bilbiltanii, maqaa keessanii fi lakkobsa silki keessanii, isinis yoom akka argamtanii fi yeroon isiniif miqjaa'u ergaa nuu dhiiisuun nu beeksisaa. Nus nama afaan hiikuu wajjin deebi'nee isiniif bilbilla, yookiis e-meelii Haveasay@kingcounty.gov nuu ergaa.

Metro waxay soo jeedinaysay is beddelada wadooyinka 8, 9X, 106, 107, iyo 124

Hel waxaa la soo jeediyay aana noo soo sheeg waxaa aad u maleynaysa 23 Desember Wax 206-296-0850 iyo dhaaf magacaada, lambar taleefoonkaaga. Iyo waxa laga waraagsan ee lagu soo waki karo. Waxaa laguugu soo waki doonaa furjumaan. Ama u soo dir email, Haveasay@kingcounty.gov

Metro propone cambios a las rutas 8, 9X, 106, 107, y 124

Verifique lo que se propone y díganos su opinión el día 23 de diciembre. Llame al 206-263-9988 y deje su nombre, número telefónico, y una hora apropiada para contactarlo. Lo llamaremos de vuelta con la ayuda de un intérprete. También puede enviar un correo electrónico a Haveasay@kingcounty.gov.

Ang Metro ay nagpapanukala ng mga pagbabago sa mga ruta 8, 9X, 106, 107, at 124

Alamin tung ano ang pinapanukala at sabihin sa amin ang inyong palagay sa Disyembre 23. Tumawag sa 206-206-477-3869 at iwanan ang inyong pangalan, numero ng telepono, at mainam na oras para tawagan kayo. Tatawagan namin kayong muli na may interpreter. O, magpadala ng email sa Haveasay@kingcounty.gov

ሜትሮ መስመራት 8፣ 9X፣ 106፣ 107ን 124 ገምቅጥሮ ሓሲሱ አሎ

እቲ ዝተሓሰበኛ ተግባብካ እትሓሰቡ ነገር ከም እቆጻጸሩ ፈረግኹ ታሕሳስ 23 ንገረኛ ንገርና። ብ206-477-6237 ብምድግል ስምካ/ኪ፣ ቁጽሩ ጽሑፍካ/ኪን እትርከብሉን እትርከብሉ ንዝጥዕመካ/ኪ ማለት ኣኢኻልና/ኣኢደኻልና። ብተርጓሚ ጌርና መሊሰና ከንደስልካ/ኪ ኢና። ወይ ናብ Haveasay@kingcounty.gov ኢመይል ላክኻልና/ላክኻልና።

Metro đề xuất thay đổi đối với các tuyến đường 8, 9X, 106, 107 và 124

Hãy tìm ra điều gì được đề xuất và nói cho chúng tôi suy nghĩ của quý vị trước ngày 23 tháng 12. Hãy gọi tới số 206-263-9785 và để lại tên, số điện thoại của quý vị cũng như thời gian thích hợp để liên hệ với quý vị. Chúng tôi sẽ gọi lại cho quý vị thông qua một người phiên dịch. Hoặc hãy gửi email tới Haveasay@kingcounty.gov.

