Comment Card ✓ (1)

All the service that has served View Ridge & Bryant for years is being removed.

People want to get directly downtown. The 76 & 64 have served us well for years. The 71 grinds through the University. It is ok for weekends, but not for working people. You are intent on making it easier for students (4 yrs temporary) or tourists (2 week visits) but not for the working class. Why make us walk ~~#~~ from Stephens way in early morning hours. Oh my gosh! and if a person cannot have easy bus access to a place as

largest busy as the George W. Bush Federal Courthouse on 7th & Stewart - 19 floors of people, then your transit system is a failure. You have hoards of people - workers & jurors going to the Courthouse. You have ruined the 76 (letting people off at the Convention Center underpass!) and you will demolish the 64 as we know it, for Amazonians on Lake Union. (They ~~Federal~~ many Federal workers don't make what they do.

King County

Public Testimony

2016 Public Transportation Service Changes

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What do Chicago, San Francisco and Vancouver BC have that we don't? A grid of frequent bus routes, every 5-10 minutes daytime, 20 minutes evening, every day. We're a long way from this, but the U-Link Reorganization is a good step in the right direction. Route 62 creates new crosstown service on 65th which has long been needed, and it's frequent. North east Seattle would generally have twice as much frequency, which

For the Record

Name:* Mike Orr

Address: 1618 Bellevue Ave #302, Seattle Wa 98122

Email: _____ Phone: _____

** Required*

would make it twice as easy to get around without a car, which would make it easier to live in that area — an important consideration in light of our housing shortage and rising rents: we can no longer allow a fifth of Seattle to be hard to get to on transit.

Capitol Hill is more difficult, and there are arguments for and against these routes — just as there were about all previous proposals and alternatives. That's because capitol hill is intrinsically difficult: you can't go very far in a straight line in any direction, and the denser areas are scattered. Metro spent six months refining the plan, with three rounds of ~~com~~ public input and revisions to serve the most people. This is the best compromise Metro has been able to make, so let's just do it and have some certainty.

If the council approves a Metro restructure it brings us a step closer to our long-term goal: a network like Chicago and San Francisco that have several times more ridership and make it easier to get around the city. If the council rejects a restructure, it will make Metro shy to do anything in the future, as has happened too many times in the past. If ~~the~~ the council approves the restructure except one or two routes, it will have cascading effects on other routes, endangering the promised frequency increases. We can't wait six years for a better network.

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Deletion of route 16 would force me to drive or walk to work. Taking the route 16 and including it into the 26X adds 20 minutes additional time, the disabled 5 minutes on and off for each individual. This results not taking one bus earlier, but four buses earlier. When you end up getting up at 4AM to be at work at 8AM with the proposed changes is not reasonable. Can drive downtown in 7 minutes, before disabled riders 15 minutes by bus and can walk in an hour and a half. No point to take the bus. Rarely use the link.

For the Record

Name:* PAMELA FARREL

Address: 4222 WALLINGFORD NO., SEATTLE, 98103

Email: PamelaFarrel@yahoo.com Phone: 206-632-5786 BEST WAY TO CONTACT

*Required

[redacted]

62 Sandpoint
Wallingford
Stoneway
Dexter

20 mins

26 X
Northgate
40 7th St.
Aurora ?
C to 3rd Ave
? ~~2.4~~

[redacted]

maintain
& improve
North S
N E no improvement

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Cutting Bus #16's route in Wallingford to and from Northgate will cause great inconvenience to those who go to Medical-Dental offices in that area. Many who use walkers will find it very difficult to change buses to get where they have to go. Also - it will take longer to get down town - Many of us use Bus 16 to go to the concerts, plays, etc down town. (over)

For the Record

Name:* Shirley Gretkin

Address: 4400 Stone Way N. apt 503 - Seattle WA 98103

Email: _____ Phone: 206-547-5514

* *Required*

Riding the #16 bus I see many school students go to Seattle N. Community College - Blanchette High School. Handicapped people also use the bus. Making changes change would make life more difficult.

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I urge the county council to retain the 43 route. My children take this route to school at Pike & Summit. Metro's proposal that they transfer will not work. Not only would the kids have to walk 1/2 mile to the bus (as they already do), they would have to take time to walk a few blocks to transfer, then walk a bit to get to school. That is more than children should have to handle. If the 43 is cut, not →

For the Record

Name:* Barbara Chin

Address: 2133 Boyer Ave E Seattle 98112

Email: barbara chin @ mac.com (MAC) Phone: 206.650.3912

* Required

only will I lose my bus downtown, (48 to light rail is a non-starter given Montlake traffic) I will spend the next 7 years driving my children to school. One more car on the road...

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I take the 75 to Northgate & 75/132 to Seattle Center and 75/71,72,73 to downtown. The first 2 have no transfer, the ~~second~~ third (to downtown) does. I will prefer the 75/train to downtown. HOWEVER, the walk on the campus is too ~~long~~ far. My only positive suggestion is to put a very well lighted covered

to back ↑

For the Record

Name:* Bette Robbins

Address: 5752 NE 61st St.

Email: bnrobbins62@gmail.com Phone: 206-527-5611

** Required*

walkway on ~~St~~ from the Stevens Way stop to the train.

Better yet, a closer connection between the 75/32 bus stop to the train.

The 32 serves Childrens Hospital. Seems to me that a better connection between there and the train should be very important.

Is there a plan in place for bus route changes when the next university area train station is done??

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First: the Mountaineers Club is a very difficult place for a person with limited mobility to reach by bus. Were you trying to discourage public attendance? Because that's how it feels.

Second: again, for people with difficul walking the vastly increased #s of transfers for most trips makes →

For the Record

Name:* Sarah Yeager

Address: 8226 34th Ave NE Seattle 98115

Email: styeager@gmail.com Phone: (206) 524-4361

** Required*

taking public transit much more difficult. We were told at a public meeting in November that there would be a bus stop <u>at</u> the Husky Station; now I see that is not true and riders will have to walk "2 minutes" (not at my pace!) in the weather.

You are eliminating two of the routes I use most often and are not providing viable alternatives (71 + 43). It seems to me that travel from light rail stop to light rail stop will be wonderful and almost everything else will be much more complicated or impossible. As a person with limited mobility I feel disregarded and disrespected.

How do passengers get from U Dist. Light Rail stop to #73 on Univ. Ave. after dark? Safety ~~for~~ issue

V

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I

#16 Ensure that its Replacement #62 is Routed on 5th Ave. N. for SAFE access to Seattle Center events; Aurora Ave. too far to walk from + to for: Seniors, Handicapped, Mobility Challenged

II

#41 Transfer times out of Northgate to: #73, #347, #348 need to be better scheduled BOTH at Northgate.

OVER

For the Record

Name:* P. A. Burke

Address: 13730 15th Ave. NE #F106, S 98125-3113

Email: burke7@yahoo.com Phone: 206.367.7072

** Required*

AND at 15th Ave. NE and 125th St.

A. Seniors are uncomfortable waiting to transfer after dark at Northgate due to rowdy teen-agers (gangs in the past) to #347 & 348

B. More visibility and lighting is needed at the bus stop on 15th Ave. NE just North of 125th St. Waiting there to transfer from ~~the~~ #141 after dark is challenging to women.

III All Link Light Rail passengers from SeaTac Airport after dark want safe transfer points and minimal walking with luggage, especially with the new Capitol Hill and U District stops.

IV The engineers at Metro need to consult: single women, seniors, students in night school, and all mobility challenged riders who depend on Metro, how many blocks they can handle safely when transferring and in inclement weather.

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How are riders from the Northend of the U.Dist. near 50th and U.WAY Area get to Lake city since you want to do away with #72? that runs on the Ave to 15th NE to 80th to Ravenna Ave to Lake City I would not be ~~Ave~~ Able to travel to Lake city to shop ect. (Fred Meyer ect)

For the Record

Name:* Richard Lewis

Address: 5014 15th Ave, Seattle, Wash, 98105

Email: _____ Phone: _____

** Required*

GAIL
~~TREZI~~
TREZISE

After viewing the proposed pedestrian routes from bus to rail station at UW — these cross some of the widest and busiest streets around. This is unsafe, and will be <u>impossible</u> for anyone with mobility issues, such as wheelchair users, or slower-walking seniors, to attempt without putting their lives in danger.

Other changes will make it difficult for such people. For instance, ~~having~~ deleting routes and requiring people to go to a "corridor" several blocks away. Also very unsafe for single women to have to walk greater distances after dark.

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I am excited about light rail expansion. However I was dissapointed to see the proposed cuting of the 71 bus. The 71 bus is just a block away from my house and is a great direct way to get to the UW campus and downtown Seattle. I am hoping that direct bus routes can be kept while feeding more buss into the light rail system. I understand this may be difficult to do.

For the Record

Name:* Bill Sampson

Address: 6555 51st ave NE Seattle, WA 98115

Email: billsampson2@gmail.com Phone: (206) 384-9682

** Required*

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Please save the 242!
I ride it every day to work (as a temp at Microsoft), and it's usually full. Why cut it when there are empty(ish) buses like the 221 to cut? How do people get from Ridgerest etc. down to Green Lake to the 542? Thanks,
Howard

For the Record

Name:* Howard Good

Address: 8526 4th Ave NE Seattle 98115

Email: hgoodeq.com Phone: (206) 527-4454

** Required*

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My beloved wife Julieta needs the # 16 to visit Pac Med on 5th Ave NE when I can't drive her, and to visit me at NW Hospital during my semi-annual bouts with pneumonia. Please don't delete it

For the Record

Name:* Carl E Linder (80 y.o)

Address: 105 NE 54th

Email: Phone: 206 525 9480

** Required*

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South Wallingford (south of 40th) will not have a bus to downtown if bus 26 (local) is eleminated. There is a tremendous amount of dense apartment developent near Gas works park and Wallingford which will make people (≈1500) drive to downtown for work and pleasure.

For the Record

Name:* Peter Leinenbach

Address: 1902 N 35th St

Email: _____ Phone: 206 890 0617

** Required*

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So much for our $60 - car tab increase.

I am 72, my husband is 77 and can't walk far. We rely on the #43 to get to GHC Central from our home in the U. District. Even one transfer creates a hardship for us. We also use the #66 to downtown, but that is less of a problem as we can take the #44 to Husky Stadium - but again, it is a transfer and that is difficult. I'm very discouraged as the powers that be think we are all young !!

For the Record

Name:* Kathy Cullen

Address: 4540 8th Ave NE #1806 98105

Email: cullen2@comcast.net Phone:

* *Required*

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Seattle must progress towards being a transit oriented town. This change will bring a level of service this town has never seen before improving both commuter & reliability - but perhaps more importantly - commuter rank the speed & reliability. Please move forward with the U-Link restructure

For the Record

Name:* Keith Kyle

Address: 2112 NW 90th St

Email: keithkyle@gmail.com Phone:

* Required

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More benches & overhead shelters at bus stops so passengers won't have to stand in Rain while ~~they~~ we wait for buses.
if metro has no money for this — Maybe businesses can fund this and provide Ads.
& fewer surface buses on 3rd Ave
& more svc & weekend svc in outlying areas 32d NW-Shilshole & Lauelhurst

For the Record

Name:* R Mike Bloom

Address: 5625 15th Ave NE 402, Seattle 98105

Email: RMIKEBLOOMFHS55@MYWAY.COM Phone: 2065244182

** Required*

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Cutting the direct Northgate-Meridian route of Bus 16 will cause hardship to the many users of the many medical + dental offices - for Wallingford seniors especially. The proposed cut will require one + two transfers. This is very difficult for frail and/or disabled riders who cannot easily walk between transfer points.

For the Record

Name:* SANDRA HOROWITZ one of 170 seniors UNIVERSITY HOUS

Address: 1325 N. Allen Pl. #124

Email: sidney5h@gmail.com Phone: 301-922-8567

* Required

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Current Days + Times of 71 Bus ~~allow~~ allow going + returning to SeaTac morning + evening flights. Also, attending downtown evening events

Proposal for new Route 78 will severly limit these possibilities with its reduced hours of operation on weekdays and elimination of weekend service.

Service should be expanded not curtailed

Thank you!

For the Record

Name:* DAVID ROSENBAUM

Address: 6322 54th Ave NE Sea 98115

Email: banjobees@yahoo.com Phone: 206 ~~[illegible]~~ 985-4221

* Required

Ord
0358

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I believe that bus route 71 should not be eliminated. It's the only route that takes people directly to downtown from the NE Wedgwood - View Ridge area (during the daytime). In the past we already lost route 25 and now route 71. This is not acceptable. Not everybody wants to take the light rail all the time.

Route 71 is not a duplicate route. Route 76 is only for peak hours

For the Record

Name:* Vonia Perez

Address: Wedgwood resident for 23 yrs

Email: _____ Phone: _____

* Required

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DELETION of ROUTE 16 IN FAVOR of ROUTE 62 & 26X IS AN OUTRAGE
THE TIMES BEING QUOTED ARE UNREALISTIC
AND ARE DESTINED TO GET LONGER
WITH A 15 MINUTE REPETITION.
WHAT HAPPENED TO THE PETITION SIGNED
BETWEEN THE CITIZENS of GREEN LAKE
AND METRO SPONSORED BY PATRICIA CAFFEE?
THE ROUTE 16 WAS PROMISED TO NEVER BE
ELIMINATED.

For the Record

Name:* CHANE CLARK

Address: 2123 N 62nd St

Email: chane.clark@comcast.net Phone: (206) 523-1999

** Required*

Good Evening Council Members

I've ~~I have~~ lived along the current route of the #25 bus in Laurelhurst for 15 years. I can verify from first hand observation that ridership is consistently low in this area. Route 25 should be discontinued, as least in ~~the~~ Laurelhurst.

Then if Route 78 is implemented, it would serve the Laurelhurst neighborhood better if it ran East on NE 45th St - from 47th Ave NE deeper into the neighborhood, then South on 50th Ave NE, which would take it to the bottom of the steep hill at NE 41th St, were Route 25 currently runs. The bus could then rejoin the proposed routing of #78. Doing this would add less than 10 blocks to the route, and serve the neighborhood better than what is currently proposed.

Apparently there is a

In addition, * Route 78 should only run until 7:30PM. M-F every 30min ~~I do not support the~~ proposal by Laurelhurst Community Club that route 78 run every 15 minutes, 7 days per week. I don't believe demand warrants this and do NOT support this proposal. *

Regardless of what happens with Route 25 or Route 78, the bus turn-around located on the SE perimeter of the hospital should be decommissioned. The disruption this turn-around causes the homes in the area outweighs the benefit provided. by the turn-around

Any new bus stops needed on NE 45th St as a result of decommissioning the turn-around, should be placed between 45th Ave NE and 46Th Ave NE which is between the park and the church. Placement is this area would minimize disruption to the homes in the area.

Thank you

Keith Roraback

A couple of weeks ago, I rode a 72X from downtown to the U-district on a Saturday night for the first time. With the express lanes open this was the best possible scenario for the existing network.

However, I had to watch 2 Link trains go by before the 72X showed up, and once it finally did show up, it was several more minutes just to get out of Westlake Station. While it's still better than the 72 local of before, it still does not compare with getting on the first Link train that comes and having a 5-minute connction at Husky Stadium.

Please approve the change and give northeast Seattle the frequency it needs to make this work!

– Erik Feiveson

The proposal isn't perfect, but it's a great start toward a new era of frequent, reliable service. It's a paradigm shift — and like all paradigm shifts, it's hard to grasp until it's occurred. We can't imagine what we've never had.

Transfers have always been onerous — this restructure changes that, which opens up new paths and greater flexibility for transit users. Again, it's hard to imagine easy transfers, and I understand why people balk. But the proof is in the implementation — we have to go forward with the restructure to experience it.

I served on the Sounding Board. We spent many many hours discussing, debating, and reviewing proposals. Our report identified areas of concern — many the same ones I heard tonight — and gave our recommendations to make sure it's successful.

<u>Please</u> take the leap and move us into a better future for transit users.

Brie Gyncild
206-325-3143
briegyncild@gmail.com