



King County

Public Testimony

Please use this card to provide written testimony. Your comments will be distributed to Councilmembers and entered into the record. You may also testify online at www.kingcounty.gov/council/testimony. Thank you for attending our public hearing.

~~The 271 bus stop is something that~~
The 271 bus stop at Bellevue College is required for students to get to school safely. Cutting this stop causes many students change how they get to classes. I feel this is a unnecessary measure that will only create more problems then it solves.

For the Record

Name: * Michael Stewart
Address: * 9233 7th Ave NE Seattle, WA
Email: _____ Phone: _____

* Required



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By cutting route 271, Metro transit ~~is~~ hurts international students, disabled students, and prospect students. It's both a hindrance to student rights and causes more problems for the metro transit system at large. By cutting route 271 from the Bellevue College stop, over one third of the population of our school would be greatly affected. I ride the 271 to BC and also the 240 from Renton. ^{and it takes me 2 hours to get home} I'm a student leader at Bellevue College and ~~is very important~~
~~that we need to keep the 271 at BC~~ we need to keep the 271 at BC to make sure students have access to their destinations.

For the Record

Name: * Miranda Tammany
Address: * 1101 SE 208th St Kent WA 98031
Email: miranda786@gmail.com Phone: (425)-463-6667

* Required



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Bellevue College international students rely on metro. They, in many cases, are students living with homestay families far away from city services. The bus is their life-line to Bellevue DT and the city of Seattle. They also represent A VALUE to BC. They pay out of state tuition and pay homestay fees as well. If safety is jeopardized by these Ss leaving campus, if one of those students is hurt, the news will travel across the world to their country.

For the Record

Name:* KEVIN O'CONNOR Ss
Address:* 8237 RAVENNA Ave NE Seattle WA 98115
Email: koconnor@bellevuecollege.edu Phone: 425 564 2426

* Required



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Should the 271 bus be relegated to a 148th Ave. route instead of heading through Bellevue College, my friend, Linda, would need to find someone to walk her off campus to the bus stop as she is visually impaired - after her night class ends @ 7:40 pm.

This CAN NOT happen! Her student success depends on her being able to get to/from campus in a safe way. Thank you.

For the Record

Name:* JAN NG
Address:* 12222 NE 62nd St. Kirkland 98033
Email: jan.ng@bellevuecollege.edu Phone: _____

* Required



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Save the 8, it's the most useful route for the CD. Losing it is a terrible classist mistake, don't even reduce it.

For the Record

Name:* RAMONA BOOK-LUCAS
Address:* 1838 27th Ave B, Sec/WA 98122
Email: ramona.book.lucas@gmail.com Phone: 206 331 6870

*Required



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Please retain the 28X north of 103rd. By eliminating the route north of 103rd, it will make it much more difficult and inconvenient for transit riders in Broadview. The #5 on Greenwood is a much more inconvenient alternative for many. *Keep the 28X during peak commute hours north of 103rd. Thank you (as current route)

For the Record

Name:* STEVE KENNEDY
Address:* 12222 8th Ave NW, Seattle 98177
Email: Steve.Kennedy.2016@gmail.com Phone: (206) 394-5302

*Required



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I am testifying as a property manager of the Royve Apartment on Capitol Hill located on Bellevue Avenue East / Roy Street. We are serviced by the #47 bus line. Many of our tenants use this line which stops directly in front of our building. We have disabled tenants that are in need of this line continuing service for their own livelihood and will be in trouble without its service. Please re-consider NOT shutting down this particular bus line. Your consideration is greatly appreciated

For the Record

Name:* Robert P. Merwin
Address:* 615 Bellevue Avenue East
Email: royve@gmail.com Phone: 206 323-7983

*Required



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Public transportation is invaluable to me & others. ~~I~~ know here especially - as I do. Lets make public transportation available -- not a long distance away their home or meeting.

What would you do with if in the same situation - ie, no ~~nearby~~ & what other transportation?

For the Record

Name:* _____
Address:* _____
Email: _____ Phone: _____

*Required



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Thank you for attending our public hearing.

If the primary objective of Metro is to provide meaningful public transportation, then reducing service is contrary to its mission.

There is a solution to every problem. Do what is necessary.

Route 177 is planned to bypass SOBO & South downtown, exiting at Seneca. About 1/2 of riders currently exit by the Busway - Jackson. Reconsider.

For the Record

Name:* Bob Ward
Address:* _____
Email: bob.ward@webbush.com Phone: 206 623 6678

* Required



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Thank you for attending our public hearing.

AS SOMEONE WHO CAN'T DRIVE I DEPEND ON THE BUS WHEN I CAN'T DRIVE OR RIDE.

TRANSIT IS A BASIC SERVICE LIKE POLICE FIRE ECT. AND SHOULD BE TREATED AS SUCH

For the Record

Name:* _____
Address:* _____
Email: _____ Phone: _____

* Required



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I implore you
the King County
Council
delay your
vote
Allow the
city voters
to vote on the
ball on Prop. I
just for Seattle
THANK YOU

For the Record

Name:* Glenn Phillips
Address:* 1711 23rd Ave S Apt 217
Email: glennmphilips@ya.com Phone: 206 484 1010
* Required



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four proposed cuts are 192, 152, 190
All buses I take from Auburn to
downtown Seattle

177 is not scheduled to be cut should
you add the stop Star Lake Park Rd
and add pick up at 272 I-5
if you cut 152 + 190 + 192

Not enough parking for riders at 320th
train is already full

For the Record

Name:* NATAMA Wshiddin
Address:* 91 SOUTH JACKSON #4244 SEATTLE
Email: NATAMA.Wshiddin@kingcounty.gov Phone: 206-472-5235
* Required



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Thank you for attending our public hearing.

I CURRENTLY HAVE A CHOICE
OF 3 BUSES 71, 72, 73 TO
TAKE DOWNTOWN + BACK. THESE BUSES
ARE ALMOST ALWAYS STANDING ROOM + CROWDED,
BOTH WAYS EVEN 10PM AT NIGHT.
THE CHANCES REDUCE TO ONE LINE
(73) WITH A FURTHER WALK COMING AND
GOING. THE 73 WILL RUN MORE
FREQUENTLY BUT I CAN'T IMAGINE
IT'S GOING TO COVER THE LOAD
FROM 3 BUSES.

For the Record

Name:* Michael Phipps
Address:* 7315 20TH AVE NE
Email: phippsmichael@earthlink.net Phone: 206-522-1522

*Required



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Thank you for attending our public hearing.

I object to your wanting
to take away the #21 bus.
I don't drive and have used
the #21 bus for over 50 yrs.
I am 79 yrs. old and don't have
any other way to get around +
there are more seniors like
me in West Seattle and I
don't know why West Seattle
has to take the brunt of these
cuts.

For the Record

Name:* Doris Heron
Address:* 3021-S.W. Myrtle St.
Email: none Phone: 206-938-4962

*Required



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Cutting metro funding is a TRAVESTY This is bad for students for low-income and no-income residents and everyone who uses roads to get where they need to go. Please for everyone who depends on metro, especially the DRIVERS who will lose their jobs. This is so important!

For the Record

Name:* Corey Snelson
Address:* 1150 N 192nd St Apt 607
Email: corey.snelson@gmail.com Phone: 615 9447333

* Required



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I'm a working mother who lives in West Seattle and regularly takes bus route #21 with her children to downtown. Although it looks like you may be able to take bus 50 to Sodo, and the express #21 during rush hour, there will not be a convient bus from Highpoint to downtown. This bus is usually always full and it provides great service to the people of West Seattle and Highpoint. I strongly encourage Metro to NOT cut Bus #21! Thank you!

For the Record

Name:* Felicia Newhouse
Address:* 6323 34th Ave SW Seattle, WA 98126
Email: felixswan2@yahoo.com Phone: _____

* Required



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- Please retain the routes serving the StarLake Park & Ride: 152, 190 especially. Eliminating the 152, 190 and 192 would leave StarLake with no bus service at all. What a waste of a Transit center. Scaling back service to any station or route is one thing, but wiping them out entirely is quite another.
- Eliminating the 179 would put busloads of people on the Sound Transit route 577 which is already way overcrowded. Not a good option!
- We WANT to use mass transit; the I-5 corridor traffic is horrible and eliminating those routes is going to make it even worse.
- At minimum, perhaps some of these routes could be combined in order to continue service to StarLake
- Urge our state legislature to grow up, play nice, work together to fund metro in order to benefit everyone in King County
- We need mass transit into downtown Seattle, not just within Seattle.

For the Record

Name: * Mary Beth Dahl
 Address: * 29417 58th Ave. S., Auburn, WA 98001
 Email: mbdahl@corrcronin.com Phone: 206-592-2879

* Required

I work with Latinos families all over the Seattle Area and my only transportation is Metro. Same like hundres of Latinos in Seattle we use METRO to get to our Jobs and schools; cutting Service is not the way to appreciated our AMAZING Bus drivers, Latinos in Seattle we depent on METRO as a priority transportation. " Together Let's find out a better way to found solucions.

For the Record

Name: * FLORA YBARRA
 Address: * _____
 Email: _____ Phone: (206)307-8919

* Required



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I work on the Queen Anne area; I understand the situation on our City is very hard when comes to financial issues but I live on the Rainier Beach area and you cutting 7 express I get off work at 10 and they will no way for me to get to my house safe and Im worry and a little afraid on walking at Night on the Neighborhood. Please liseant my concern.

For the Record

Name:* Radio Shak
Address:* _____
Email: _____ Phone: _____

* Required



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PLEASE QUIT IMPOUNDING VEHICLES

THANK YOU

For the Record

Name:* JAMES WLOS
Address:* 3 HOWE ST SFA WA 98109
Email: _____ Phone: 206-69-1504

* Required



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I just want to thank Metro staff for all your hard work, patience, courage and empathy during this tough time. We will do everything we can to stop bus cuts.

Thank you!

For the Record

Name:* SHEFALI BANJANATHAN on behalf of TRANSPORTATION CHOICES
Address:* 219 1st AVE S. SUITE 420
Email: SHEFALI@TRANSPORTATION CHOICES.ORG Phone: _____

* Required



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No Delegation please

For the Record

Name:* Laurent Branch
Address:* _____
Email: _____ Phone: _____

* Required

Pu



Paul Bell
 OSLA Legislative Director
 Student Programs
 Main Campus, Room C212
 (425) 564-6046
 (206) 409-8819
 (425) 564-6153 fax
 oslalegdir@bellevuecollege.edu

3000 Landerholm Circle SE
 Bellevue, WA 98007-6484
 www.bellevuecollege.edu

ny

Please use this form. Comments will be distributed to Councilmembers and entered into the record. You may also testify online at www.kingcounty.gov/council/testimony. Thank you for attending our public hearing.

Good evening my name is Paul Bell I am the ~~officer~~ of student legislative affairs legislative director for Bellevue college which serves more than 32,000 students ^{primarily} from Bellevue, Issaquah, Mercer Island, Kirkland and Snohomish. But also from as far away as Renton. Attached is a letter also key talking point on the 271 which I ride to school when my health does not allow me to drive. We understand you have an impeccable taste and will do your best to ~~worth~~ ~~to~~ ~~serve~~ people admirable we just ask you to solidly consider the needs of C+C student into your process. Thank you.

For the Record

Name: * Paul Bell
 Address: * 1000 NE 1st St W-107
 Email: OSLAlegdir@bellevuecollege.edu Phone: 206409-8819

* Required

King County Council
 Re: Public Testimony
 516 Third Ave, Room 1200
 Seattle, WA 98104





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Abundant transit service is vital to the economic health of downtown Bellevue. Ridership has grown significantly over the past 10-15 years as a greater number of employees and visitors seek options that are more affordable and convenient. King County has been an effective partner with the city and BDA in promoting alternatives - especially to small-mid size employers and their workers. Thank you for your continued efforts to preserve service for ^{over} ~~the~~

For the Record

Name: * Patrick BANNON
Address: * BELLEVUE DOWNTOWN ASSN 400 108th AVENUE STE. 110 98004

Email: _____ Phone: _____

* Required

our fast growing regional centers where transit plays such an important role in improving overall mobility - PB

King County Council
Re: Public Testimony
516 Third Ave, Room 1200
Seattle, WA 98104





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Thank you for attending our public hearing.

What a sad day. After 35 years of constantly improving bus service, the golden era of bus service is about to end. I moved to Seattle in 1979 - never owned a car - managed to get to work, stores, downtown theatres, parks, urban adventuring, stagcations, visiting all public libraries/passport once the new and remodelled libraries were done. I routinely use routes 71, 72, 73, 65, 68, 372, 48, 43, 44, 271. I will no

For the Record

Name: * Deborah Ritter

Address: * 7045 25th NE Seattle

Email: _____ Phone: _____

* Required

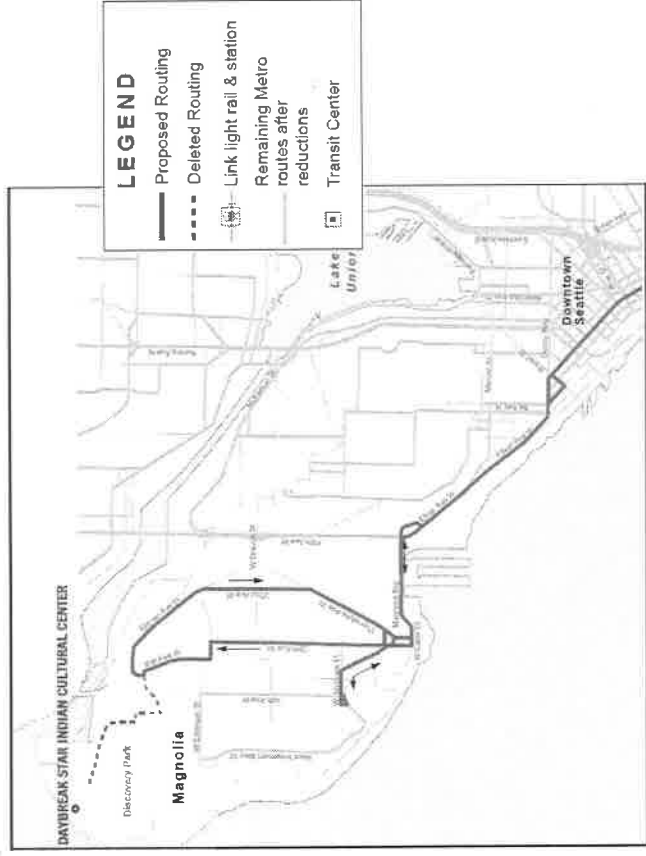
have what I call my best ^{route 71} bus, to take home in the evenings after attending downtown events. I'll only have my 3rd choice (route 73) and a 12 block walk. What's a getting older every day senior citizen supposed to do. I don't understand why the NE section is going into light rail configuration 6 years before the light rail reaches Roosevelt, and no crosstown service (east-west) after 7 pm.

I've seen a lot more of this city by bus than most people who have cars. I'm very sad that things have come to this. I hope I can keep my life interesting. Using buses exclusively takes a lot of time and flexibility. Now it will take even more time. I know I'll not be shopping at Northgate any more. I'll keep my theatre subscriptions ^{for now} but my jaunts to other parts of the city will stop. I've always thought that the only thing about Seattle that has improved since 1979, has been the bus service. I hope the SOVs have fun stalled in traffic.

King County Council
Re: Public Testimony
516 Third Ave, Room 1200
Seattle, WA 98104

Testimony of Pamela Masterman Stearns

CUTS TO BUS ROUTE #33 WILL HURT THE NATIVE COMMUNITY



My name is Pamela Masterman Stearns. I am a member of the Tlingit Tribe and I am testifying in strong opposition to the County's proposed revision of Metro Route #33.

The proposed revision would eliminate the current service to the heart of Seattle's Indian Community – the Daybreak Star Indian Cultural Center.

Daybreak Star is an important part of the Native American community and provides education, training, family assistance, and jobs assistance. The Center also provides an extremely important cultural and spiritual center where individuals, families, and tribes can gather to hold ceremonies, memorial services, traditional dances and drumming, and storytelling.

The County's decision cuts a public program that provides access to important services that serve Native American children, families, and elders. The County's decision also ignores the fact that the percentage of bus riders going to Daybreak Star are overwhelmingly Native American. Thus, the effect of the cuts will fall disproportionately on Native Americans.

The County's decision will increase the inequality already pervasive in the County between the haves and the have-nots. The elimination of the bus Route to Daybreak Star hurts Native American families who are among the most economically disadvantaged in the City, the County and the State.

Let there be no mistake – the elimination of the Daybreak Star route will widen racial inequality in the County and most likely violate our civil rights.

Testimony of Chris Stearns

CUTS TO BUS ROUTE #33 WILL HURT THE NATIVE COMMUNITY



My name is Chris Stearns. I am a member of the Navajo Nation and I am testifying in strong opposition to the County's proposed revision of Metro Route #33.

The proposed revision would eliminate service to Seattle's Daybreak Star Indian Cultural Center.

There is no question that the County's action will disproportionately impact Native Americans.

The question is whether this will rise to a violation of Title VI of the Civil Rights Act.

Title VI provides that: "No person in the United States shall on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." The U.S. Transportation Department's Title VI implementing regulations prohibit both intentional racial discrimination and disparate impact racial discrimination.

King County Title VI Policy Statement provides that, "King County further assures every effort will be made to ensure nondiscrimination in all of its programs and activities, whether those programs and activities are federally funded or not." In its 2013 Title VI Program Report, King County wrote, "Metro and its parent government body, King County, have a deep and long-standing commitment to the principles embodied in Title VI of the Civil Rights Act of 1964."

The cuts to service to Daybreak Star contradict this commitment.

The cuts will have a negative, disproportionate, discriminatory effect on Metro's Native American riders to Daybreak Star who are largely transit-dependent riders, and will cause irreparable harm. Thus, King County's actions disparately treat Native Americans in its delivery of services.