



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](http://www.kingcounty.gov/council/testimony).

Thank you for attending our public hearing.

I WAS UNABLE TO STAY TO MAKE A PRESENTATION AT THE UNION STATION HEARING. SO, I AM SENDING THIS COMMENT ON SERVICE REDUCTIONS PROPOSED FOR ROUTES 3 & 4 ON QUEEN ANNE HILL.

**For the Record**

Name:\* F.W. FORT  
Address:\* 1215 Third Ave North, Seattle 98109.  
Email: SbdFort@aol.com Phone: (206) 285-1840

\* Required



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

F.W. FORT  
1215 Third Ave N.  
Seattle, WA 98109

F.W. Fort

From: F.W. Fort  
To: Seattle Metro  
Subject: Route 4 deletion

May 14, 2014,

I was surprised by METRO proposing to eliminate Route Number 4, while at the same time extending the Number 3 route to Seattle Pacific University to supplement the already well served Number 13 Route. This seemed to be a decision contrary to my instincts, so I stood on the corner at Queen Anne Avenue and Boston for several hours recently in order to see if I could understand it. I looked at the two rush hour peak periods and a mid day lunchtime period, a total of 6 hours of service.

Facts: 1) At that corner there are 3 bus routes intersecting, the #13 on Queen Anne Avenue and the #3 and #4 routes which come up the Taylor Avenue Route and come to the Queen Ann Avenue and Boston St. intersection, splitting to terminals at Rogers Park (#3) and John Hay School and the Queen Anne High School Apartments (#4).

2) On the <sup>trucks</sup> days in May when I counted, The #13 made 36 bus trips and carried a total of 308 passengers past the intersection on Queen Anne Avenue in both directions, north to Seattle Pacific University and southbound from it. The combined Routes 3 and 4 made 45 trips through the intersection turning north or south to and from their nearby terminals. They carried a combined total of 116 passengers around the corners in each direction north or south onto Queen Anne Avenue as they proceeded 3 minutes to their respective termini. This total does not include the number of passengers who boarded or alighted on Boston Street at Queen Anne Avenue to or from Downtown, a number which I observed to be greater than those on the two routes. The number of passengers turning to and from the #4 route was 70 and to and from the number #3 route was 46.

Conclusions: 1) METRO should preserve the #4 route and experiment with a new routing of the Number #3 from Taylor Avenue to SPU as resources become available. It would serve more current passengers. Furthermore, the numbers on <sup>should</sup> be enhanced with the new housing units and the group of stores on Queen Anne Avenue which are opening over the next few months. As an example, Trader Joe's will move from its Galer Avenue site on the #2/29 route to this new complex during August of this year and people along Taylor Avenue would likely like access to this new attraction. The number 4 route also serves the Q.A.Pool, weekly market, and McClure Middle School, plus at its terminus it serves John Hay School (with day care) and a concentration of apartments around the old Queen Anne High School. It should be noted that the nearest proposed transit stop to that terminus, if service were to be eliminated, is at Queen Anne Avenue and Galer Street which is 68 stairs on the Galer stairway - quite a barrier to persons pushing baby carriages and to older and disabled persons. The Hill is getting more dense and deleting service on this route seems counterproductive and contrary to goals for urban densification.

2) The existing #3 route is proposed to be eliminated and diverted to serve Seattle Pacific University. At present many of the #3 buses hole up at McGraw Street and Queen Anne Avenue because there are no passengers, particularly during the off peak. Perhaps a better solution would be to retain some peak period service on the existing #3 route, when there are passengers, and rely on the proposed newly enhanced #13 route during the off peak. If resources are still available, the proposed, new SPU - Taylor Avenue service should be tested on a trial basis. But for the present the #13, with its more frequent service connects well with the #4 at Bartells and Safeway on Queen Anne Avenue for those who need Taylor Ave. service connecting to SPU or the University of Washington via the #32. (The #31 is proposed for elimination.)



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Thank you for attending our public hearing.

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**For the Record**

Name:\* MURPHY  
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\* Required

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





King County

*MARCA Mayel*

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Thank you for attending our public hearing.

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**For the Record**

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

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