

## 2019 SIP Comments collected by phone, e-mail, and online survey

November 15, 2018

Proposal	Comment
<b>513 reroute</b>	Ask that the route 513 not end at Seaway Transit Center but go past the Future of Flight and end at the Mukilteo Waterfront, please. <u>As the CCs will tell you</u> , there is an unmet need to connect Mukilteo and the Future of Flight to Seaway Transit Center when the Future of Flight is operating. Not to mention the Sounder North services to Seaway Transit Center!!!
<b>513 reroute</b>	I wanted to file a formal complaint of discrimination against Sound Transit against the disabled working public. I received a flyer today stating you do not care to service my community any longer and are taking away the 513 route to Everett WA on 79th and Evergreen Way. We already feel like the abused step child of your organization now we know we are. Yesterday the bus could not even be bothered to find a driver when the route driver called in sick for the 6:05AM route this means I had to take the next bus that showed up at 6:25am add that to 2 traffic accidents and you're not providing a relief driver , not informing anyone you cancelled the run left a lot of us late for work. I take a transfer to Magnolia that runs only every 30 minutes , I give myself 15 minutes leeway to ensure I do not miss this transfer, yesterday I missed the transfer due to your companies negligence and lack of care for your customer base. We over here in Everett need to get to work on time and now we have learned you don't care if we do. I will be filing a formal complaint with my employer against you and request a carpool buddy for March because I know Sound Transit does not care and has been actively trying to dump our route for years. If my car breaks down I cannot get to EASTMONT, there is not bus that will take us there from our stop at that time in the morning and to have to commute even longer than current of 2 hours already is cruel and unusual punishment. Apparently Boing is more important to your organization than the people of Everett. By The Way the Disabled part I have a blown ACL and have extreme issues getting around (it's Permanent) that stairs at Eastmont are beyond my capabilities.

**513 reroute**

Thank you the opportunity to comment on proposed service changes. I write particularly in regards to the service changes for the 513 route. It is exciting to think about the change to Seaway Boulevard as the terminus for the 513.

In the email about the service implementation plan, it is noted that construction projects will cause notable congestion increases. One of these notable projects is the expansion of the Washington State Convention Center. This work in particular impacts buses using Olive, Howell, and Stewart streets.

In Snohomish County, Everett is the only area that has bus service into Seattle that only exits/enters I-5 using those roads. Every other area – Edmonds, Lynnwood, 128th Street, Marysville, 164th Street – has bus service that allows riders the option to take a bus that exits/enters I-5 at Cherry Street (as well as Stewart/Howell/Olive).

I would ask that ST move the 513 service (at least during the construction of the Washington State Convention Center) to exit/enter the freeway at Cherry street, giving Everett bus riders the same options the rest of Snohomish County has, (510 via Stewart/Howell and 513 via Cherry) and potentially avoiding a soon to be very congested corridor.

**513 reroute**

I recommend keeping the 79th & Evergreen Way pickup point for the 513 route. Too many people depend on it.

**513 reroute**

I cannot make your hearings on the proposed changes to route 513 as they are in Seattle and I live in Everett and would have to drive to the meeting at night or miss work to attend during the day. The location for the meeting makes no sense to the riders of 513 who live in Everett, not Seattle. So I will make my case here.

1 year ago I started riding buses. It was new to me and I quickly found out how awesome the bus program was and am a firm believer in using buses. Only wish I had tried this years ago.

So last summer when I was looking to buy a new house, I wanted one where I could walk to the bus stop and catch a bus to Seattle and back and not have to drive to the stop. I wanted walking distance. I found a house that is 4 blocks from the 513 stop. It was fantastic for me as I don't have to drive at all to commute to work. I have never been so fortunate as I was to have this new way of commuting.

Yesterday I was handed a pamphlet on the proposed changes to the 513 route. I see that my stop will be going away and the Seaway Transit Center will be the new stop. From what I can tell there is no parking at the Seaway Transit Center, it is just a transfer station for going from one bus to another. This station is mostly set up to service people commuting to Boeing and not those going to Seattle. So this stop offers me nothing. I will have to now drive to the Eastmont park and ride which means I will have to get onto the highway and drive 10 minutes in the morning and at night. Which is what I was trying to avoid when I bought my house.

I also researched your site and it says 10% of the daily riders will be impacted by the shift and we will all have to find a new place to catch a bus. That is a large amount of people that are being displaced and none will benefit with the new stop as we cannot park there. Who will actually be using the stop? Will anyone? I have no idea that is a study you need to look into. Maybe take a poll one morning of people who ride out of the Evergreen and 79th stop. I can tell you the morning they flyer was passed out, everyone was disappointed and none take a bus to catch route 513.

Maybe you could still start at Evergreen and 79th then go to the Seaway transit center then on to Eastmont? When going north go to Eastmont then the Seaway Transit center then to the Evergreen and 79th stop. It would be a shame if I had to start driving again and the others that use this stop were inconvenienced for a stop that does not make sense for going to Seattle.

Please keep my stop as I intentionally bought a house to avoid driving and now you are taking it away from me.

**513 reroute**

When looking through the proposed changes to the Sound Transit Express Bus Network, I noticed that the 513 route will now be serving the Seaway Transit Center. The draft states that the new routing provides "an opportunity to be better connected to the Boeing Everett Plant." I am a reverse commuter who lives in Seattle and works at the Boeing Everett Plant, so I was excited to see this change. However, the route is still only in the peak direction (towards Seattle in the morning). This means that the routing as currently proposed would not serve my needs. In this regard, the current draft proposal is misleading. If the intention is to only provide 513 routing in the peak direction, I would appreciate this text being removed.

**513 reroute** Making this change to eliminate the stop at 79th & Evergreen is an inconvenience to most of those using the stop. Some catch a local bus to the stop, others walk to the stop, and I in particular use this stop because I can sit down to wait and there are no long lines to stand in. I have difficulty standing for any period of time and going to any of the park and rides generally involves standing in a line where you may or may not have access to the seating. It will be a great inconvenience to me as well as the others. I beg of you not to eliminate this stop and to find a way to still include it.

**513 reroute** I don't like that this bus will no longer serve evergreen way , how will people who live in the evergreen area get to seaway transit , can sound transit and be Everett transit figure out a direct shuttle from evergreen way and 79th to seaway transit center because these changes in the proposal is making things more complicated for those in evergreen way area of Everett .

**513 reroute** I would like to see a reverse-peak 513. There are a growing number of Boeing employees living in Seattle, but working at the Everett plant. Having a direct link between Seattle and the Boeing Everett Factory (via Seaway Transit Center) would be a vital connection and would replicate future service light rail service.

**513 reroute** I like the change for moving the 513 to the Seaway Transit Center - however ST can increase ridership of Boeing employees by adding morning south to north surface for the 513/511. This would make better use of the new connection and allow the many Boeing employees living long the I5 corridor an easy connection to the Everett site.

**513 reroute** I have been catching the 513 at 79th and Evergreen Way for 18 years and do not want it closed. I catch the bus at 5:33 A.M. and walk about 12-14 minutes from 88th and Holly Dr. The new transit center is too far to walk and I will be unable to ride the 513. It would be a mistake to lose riders and a major inconvenience for me.

**513 reroute** I ride the 513 every morning and would like that the Evergreen & 79th stop be left open. It's 12-14 minute walk and the new transit center is too far away to walk. I've been riding for 18 years and it's very convenient. Closing the stop would be a mistake because riders would be lost.

**513 reroute** I do not currently ride a bus because it would double or triple my current commute (Seattle to Boeing Everett campus). I saw that you will be moving the 513 route to go all the way to the new Seaway Transit Center, which would be perfect for myself and other Boeing employees I know in the Seattle area. However I also noticed that this route runs South to North only in the afternoon. Please consider offering a few morning runs of this route as well. I am certain that out of the 60,000 Boeing employees in the Puget Sound region, there would be enough for a few full buses on this route, to warrant the addition.

**544** I am against this proposal to the 541 line, currently it serves a vital area in Overlake to UW and with all the buildings that is going up in the area this bus will become more in demand. This is the only bus that goes straight to The UW for that area, it is used by UW students, workers and HS kids. There aren't many options to get to UW and the 542 buses are usually packed. I use all of these bus lines and this is not a good idea. In addition, Kirkland 540 buses doesn't need to be integration with another vital line. It's current set up is good. Making bus lines less convenient and more crowded does not make people want to take public transportation. I'd would rather drive if this is the case.

**544** Currently Route 540 is the only bus that takes riders onto campus from UW Station and arrivals on light rail. Will Metro route 255 bring passengers onto the campus loop for those of us not quite disabled but who find difficulty walking from further out bus stops. [follow up message] This significantly affects my support as I would not be in favor of changes in Route 540.

**544** The only additional improvement is that the 545 should no longer stop at the Overlake transit center. This turnaround wastes a lot of time and I would prefer a more frequent 545 service. I regularly take the 541, 542, and 545 from Montlake to Overlake. The introduction of the 544 seems a good improvement.

**544** The proposed change to the 545 route in the morning makes no sense. Route 544 does not go to Redmond like the 545 does. There are many riders, including myself, who take the 545 from Capital Hill to Redmond in the morning . Asking them to add in an additional transfer and thus 20+ min to our commute is not ok. As a teacher I have a very specific schedule and adding in all the possible issues and uncertainty of transferring would make my taking the bus untenable. I choose to take public transit. I choose not to own a car. Please don't force me to buy one and contribute to the ever worsening traffic. I strongly suggest you look into creating more bus lanes in order to keep public transit moving and on time. Public transit riders deserve better, not worse then those driving personal vehicles.

After reading the proposed changes to eliminate ST Routes 540 and 541, here are some issues to reconsider: 1. The Eastside Link Extension will not arrive in Bellevue until 2021 and Redmond until 2023/4. Until then it's optimal to keep direct more than one bus route open and available to all commuters. 2. Neither ST Route 540 nor 541 is "under performing" because the majority of its users comprise UW students, faculty, and staff during the academic year and high school/college interns during the summer. It is also a budget saver for commuters who want to avoid tolled road and wish to reduce their carbon footprint. 3. The combined ST 544 Route does not provide direct access into the commercial areas of downtown Seattle but rather is specifically designed to encourage high income earners to spend money in South Lake Union. Please consider these concerns from someone who's lived, worked and travelled on the Eastside as a keen observer of its phenomenal growth over the past decade.

More than likely Metro will change its 255 service to terminate at the University of Washington Light Rail station to encourage Eastside commuters to use the the Light Rail service. This will force Eastside residents to give up our "one seat" commute into downtown Seattle, which had been a very pleasant option with the added benefits of direct bus service that uses the high occupancy lanes on toll roads. In addition, deleting Metro routes 234, 235 will force residents to give up "one seat" commutes between Kirkland and Bellevue Transit Centers. The current proposal will leave only Metro Route 245 as the sole option for direct service into Kirkland, thus crowding buses on the morning commute while severely limiting options for passengers who choose to ride the buses between Kirkland and Bellevue. Furthermore, the current transit proposal will leave only two Metro bus routes to serve Kirkland from the Bellevue Transit Center: (1) The circuitous Metro Route 249 (serving only South Kirkland Park & Ride) and (2) Rapid Ride B Line (Another circuitous route that makes connections in North Bellevue with Metro Routes 245 & 249).

Before opening of Northgate, Eastlink and Redmond Extension Links in the next few years, commuters will still have to navigate heavy traffic along congested commuters zones in quickly developing communities. Neither Sound Transit nor Metro has offered enough viable transit options that adequately alleviate traffic concerns. Certainly expanded nighttime and weekend service on Route 542 after permanently closing the Montlake Freeway Station will address immediate traffic issues. However, the leadership within both transportation agencies believe Light Rail will magically solve commuting problems along the Eastside without fully anticipating the full impact of upcoming changes. Current ST Routes 540 and 541 will become viable transportation alternatives regardless of changes to Metro Route 255 due to the fact Light Rail service is still years away.

Consolidating ST 541 and 542 routes into ST 544 is very short-sighted at best because one bus route will not solve the high volume congestion on SR-520. In fact, Sound Transit will need at least three ST routes along this corridor due to the actual and projected

**544**

I'm writing with concern about the proposed 541 route change. I'm trying to get more information on the proposed change but the information I have is limited. Beginning January I will be taking the 541 express from Overlake Transit Center to UW/Light Link Rail. I expect to take this route between 7a-7:30a leaving Overlake and returning by UW around 5:30p-6:30p. As long as there is an easy, non-transfer route from Overlake Transit Center to UW I'll be fine. However, adding another transfer to get to the Light Link Rail would be annoying, troublesome, and probably cause me to take my car instead.

Please share with me the proposed route available from Overlake Transit Center to UW (and returning route) for an approximate 7:30am departure from Overlake and an approximate 6pm return from UW on a weekday.

**544**

What options would I have from Overlake Transit Center to get to light link rail. My ultimate destination is Stadium Station.  
[in follow up email] Thanks for the addition information. I really feel the walk from OTC can cause accessibility concerns. The walk along 152nd Ave up continuing past the traffic circle near Microsoft is a Very steep incline. Also, the opening of additional apartment complexes on Turing will certainly add additional transit users who will benefit from direct access from OTC to light link rail.

I was planning to stop using my car to commute to Seattle but if there isn't an easy route from OTC to light link rail I'd fail to see the benefit. The additional time to walk now eats further into the already longer transit time. It disincentives the use of transit even more.

**550 on surface** This comment is on the upcoming service change:

<https://www.soundtransit.org/Projects-and-Plans/service-planning/service-implementation-plan>

My main concern is that any buses moved to 2nd/4th do not benefit from bus prioritization getting into, through or out of downtown. The 550 will move to 2nd/4th in this proposal. But 2nd and 4th are already jammed with cars.

ST and Metro need to work with the city of Seattle to ensure these bus routes get real bus priority. Kicking all the buses out of the tunnel to make Light Rail work better is maybe good, but not if it destroys reliability for workhorse buses that people who in the future will use EastLink use – they will give up on transit before Light Rail arrives for them!  
(Used to ride 550 and various other I-90 buses all the time from I-90 & Rainier so very aware the changes that have happened over the years in these routes)

**550 on surface** I received a flyer in the bus tunnel this morning about upcoming changes to route 550. I understand it will no longer go through the bus tunnel starting March 2019. Can you tell me when the new route schedule will be available?

**550 on surface**

I'm emailing about the proposed changes to the 550 bus route in 2019. I'm a person with a physical disability that makes it painful and difficult for me to walk. I take the 550 to and from work every day from the international district station. The proposed change would make the closest stop to me on 2nd and yesler, which I estimate would add at least 20 minutes of walking to my commute. Downtown Seattle has a lot of very steep hills, and walking long distances is hard for me even on a flat surface. This change would make it physically much, much more difficult and painful for me to get to my job every day, especially given how difficult it is to find an available seat on the 550 during peak hours.

I know the majority of bus riders are able-bodied and will only care about this because they don't want to wait for the bus outside or something like that. But I ask that you please think about what impact this would have on people with disabilities, and if the bus truly cannot stop in the tunnel anymore, at least please consider making the surface bus stops closer to the current route. My disability is fortunately the kind that can be somewhat mitigated with medications, but there are many people who ride the bus who have more severe mobility impairments than I, and I imagine they would be even more severely effected.

I don't know if anyone will even read this, but if anyone does thank you for your time and consideration.



**550 on surface** I just got an email from City of Bellevue where I live, about changes to ST service coming March 2019. I ride the 550 to seattle evenings and weekends to do things in downtown seattle. I love that it goes in the tunnel. But come March, it will go on 4th and 2nd Avenues? Why? Why is the 550 not going to continue running in the tunnel???

**550 on surface** And who's BRILLIANT idea was it to DESTROY the PERFECTLY GOOD open air transit station immediately west of the Westlake Tunnel station?

WHEN are we planning on REOPENING the Mountlake Terrace station? Don't tell us "never" because that is NOT why WE PAID FOR IT TO BE BUILT!!!!!!

No more Yes votes on bond issues from me until these insane stop using it decisions are REVERSED!!!!

Throwing all of the tunnel buses up onto the surface streets defeats the anti-congestion purposes of having buses.

Bad enough we destroyed the Waterfront Streetcar because we could not figure out how to keep the maintenance shed at Myrtle Edwards Park. I guess we needed the Ampersand, Giant Circle Eraser, and Aluminum Tree sculptures more than we needed the Waterfront Streetcar. How long are we going to be allowed to use the surface streetcar running up Jackson Street and around to Broadway now that we completely replaced the pavement of Jackson to accommodate it? Will we destroy that when we are bored with it like we did the Waterfront Streetcar and the open air transit station at the north portal of the bus tunnel?

**550 on surface** I have concerns that the new route 550 would not run as frequently. To me, it is imperative that route 550 maintains AT LEAST the current level of service up until the opening of East Link. I realize that the travel time will increase, but to make up for the change in headways more resources need to be invested in order to make sure the route has the same carrying capacity as it does currently.

**550 on surface** Over the past year, 550 route has become horribly slow and overcrowded. It should not take an hour to travel 10 miles between Bellevue and Seattle, as the 550 usually does! It should not be faster to bus to Redmond than to Bellevue, as it currently is! Please rethink these proposed changes to improve the lives of Bellevue <-> Seattle commuters.  
Please consider a new express route between Downtown Seattle and Bellevue TC via 520 . The Mercer Island stop takes far too much time, and the construction impacts on I- 90 have slowed 550 to a crawl. Obviously Eastlink will solve these problems in 20 23, but something needs to be done in the interim as 550 gets slower and more crowded with every passing day.

**550 on surface** Wouldn't it be easier to have the 550 drive to a Link Light Rail Station and have the passengers transfer to/from light rail. That way buses would avoid the downtown corridor which already crowd. With buses out of the tunnel I imagine the rail trip would be way faster. I would think the stadium station would be easiest (easy I-90 access and buses could queue up at the bus lot)

**550 on surface** I ride the Route 550 M-F during peak hours to commute between home in Seattle and work in Bellevue. I have concerns about the proposed reduction in frequency for this bus. I realize that the change to surface streets will increase reliability on Link, but it will negatively affect a high-volume route between major urban and job centers. The reduction in frequency will mean that more people will wait longer, and outside in potentially inclement weather, for a bus, and once on that bus, may be crammed like sardines for a trip that will take even longer than it does now. The Route 550 is oftentimes standing room only at peak times heading to Bellevue before it has even left the DSTT, and the lines to board it at its current 10 minute peak frequency are already long on both sides of the lake. Please don't make it harder for car-free people like myself to get to work - not all of us have a choice of travel modes or the ability to change jobs because of commute hardships.

**550 on surface** Please don't delete the tunnel route. Those of us who are in our 80 s and 90 s rely on being able to go to Benaroya Hall without having to go up or down the very steep hills. Thank you.

**550 on surface** I live in south Seattle and work in Bellevue. Right now in order to transfer from the light rail to the 550 , I have to exit the northbound train at International District, go upstairs to leave the station, cross over to the southbound platform and get on the 550 from there. In the evenings, I do the same thing to transfer from the 550 to the light rail. With the tunnel going rail-only in March, I want to see the ID station retrofitted with a central platform (like Capitol Hill) for easier connections between trains in each direction. I have watched my connection leave the station more times than I can count. Please, for ease of mobility for the thousands of people that use ID Station daily, put in a central platform. Westlake Station would be useful as well, for those that live in North Seattle.

**550 on surface** This change shortens 550 and reduces frequency (according to your page). If anything we need more 550 trips per day. Often at rush hour, it takes three buses to finally get a seat. I've taken to walking from university to convention just to be sure of getting a seat. Also, why not take 4th into Belltown and then turn around and come back on 2nd. This would allow more people to ride the 550 compared to the convention center leg. Most importantly, fix the traffic signals around royal broughm. It often takes 10 -minutes in the AM for the busses to navigate the tunnel turnaround-detour. These changes oud make the 550 much more functional.

**550 on surface** Disappointing, but not much you can do about it. Would be nice to have increased frequency to mitigate effects.

**550 on surface** I am concerned. When the South Bellevue Park & Ride closed I tried alternatives to the 550 . The routes I tried all went surface streets and were less frequent. I had lots of problems with bus delays or no buses running at scheduled time, which caused issues for my family. I also had a much longer walk to and from 2nd/4th which didn't always feel safe given much of my commute is in the dark. I'm concerned about the 550 running less frequently as it's often standing room only. I'm also concerned about the bus running on 4th/2nd. Would you consider moving the route further east by at least a couple blocks? It would be nice to have a route that stops closer to my office since there are already so many that run on 4th/2nd. Doing so would make me feel much safer as a commuter.

Thanks for your consideration.

**550 on surface** No way 2nd Ave downtown has enough capacity for the 550 . Move it to 3rd Ave going southbound.

**550 on surface** The route for 550 southbound needs to be closer to the international district (Jackson or Weller. ). It would also be nice to have some understanding of the frequency of the new route.

**550 on surface** The 550 already takes nearly an hour to traverse just a few miles through suburban Bellevue and over bridges with hardly any cross traffic. Forcing the 550 onto surface streets through downtown Seattle will easily cause the ride to become well over an hour, and the reduced runs will make the already packed bus unboardable. This makes the route entirely useless as a commute method between adjacent cities, and especially as Expedia is moving from Bellevue to Seattle at the same time which will clearly create thousands of new commuters from downtown Bellevue to downtown Seattle. If the goal is to decrease ridership, it will work brilliantly, as well as increasing traffic gridlock through the city of Seattle (I will certainly be driving my car daily from Bellevue to Seattle and back if the 550 does not retain its route through the Downtown Seattle Transit Tunnel, and I know for sure that I'm not in the minority of that mindset). Increasing transit times between adjacent cities just as a local company has been working with the transit system to handle this expected increase in ridership along this exact route seems like an intentionally obstructionist tactic that deserves legal review.

**550 on surface** Moving the 550 to the surface streets is going to be a nightmare. Almost 11,000 people will be affected daily and will experience much longer commutes. Getting into and out of the city using 4th and 2nd is already a nightmare, I can't even imagine adding the many 550 buses that run daily. You are making it hard to keep a job in the city if you happen to live outside the city. My employer does not allow me to work from home so commuting in is my only option. A daily commute for me now while accessing the tunnel is 1 hour in the morning and 1.5-2 hours at night. Adding time to this is not feasible. Extremely disappointed with this decision.

**550 on surface** I'm one of the people that transfers from Link to the 550 at International District Station, which already has it's fair share of transfer issues. I'm concerned I'm now going to have to book it an extra 2 blocks for an already frustrating transfer, now with no rain cover. With the closing of Rainier Freeway Station and now this I'm definitely feeling like one of the customers being pushed out by recent changes. I'm at least glad I get the heads up to start saving for a car in the case this goes through.

**550 on surface** I HATE this change. I love on Capitol Hill but work in Bellevue so I rely on the 550 to get to and from work. Now I can take the light rail to the transit tunnel and I'm right where I need to be to board my bus. Now I will have to get off the train and walk several blocks and hope I don't miss my connection. This stinks in the worst possible way. Do this and you lose all furniture support from me when you need a vote for pricey service you make increasingly more inconvenient.

**550 on surface** Understand the need to exit the tunnel. However, while making this change to 550 you should also eliminate the long ride through Bellevue (almost a half hour most evenings) and reroute 550 from the Bellevue transit station directly on to 20 5 to 90 . The route through Bellevue on Bellevue way is more suited to King County Metro Route. If you can not make the 550 an express route to Seattle maybe o could alternate and make every other bus an exress route to Seattle. Sound transit was not established to replace King County Metro route. It was not sreated to e the city bus system for Bellevue, It was created as an express service to connect major cities in three counties

**550 on surface** Please use some of the hours added to the 554 to add one later eastbound run on either the 550 or 554: there is no way to get to Bellevue late night on transit currently

**550 on surface**

I have a physical disability that makes it painful and difficult for me to walk. By moving the 550 bus stops so far away from the current bus tunnel stops, this change would force me to walk an extra 20 minutes over steep hills that will cause me a lot of pain. I know

because a few weeks ago it was closed on the weekend, and I had to walk to Yesler to catch my bus, the same stop that is now proposed to become the permanent stop for the 550. I take the 550 to and from work, and making that walk ten times every week isn't physically realistic for me. I know these written comments are most likely going to be ignored. I know that most people riding the bus are able bodied and won't complain, so you won't get enough complaints about the change to consider not going through with this. But still, I'm begging you, please consider what you're going to do to the minority of us that ride the bus and have disabilities, and don't just expect us to "adapt" and suffer for the convenience of the able-bodied majority. It's just not right. At the very least have the 550 stop on the street next to or near the bus tunnel, so that the amount of walking needed to get to it isn't significantly greater. Once the train is finished being constructed sure, go ahead and change the 550 all you want. But there is no viable alternative right now. I know this is futile, I know this change is going to happen anyways because the few disabled people who will suffer just aren't important to the rest of you. But I can't take time off from work to go to the public hearing on Thursday, so the best I can do is write comments and hope that someone might actually take the time to read this. And if someone does, thank you. Truly, thank you for actually taking the time to read these comments. Please consider the impact this change will have on the people who are most reliant on public transportation. Please. I can't make any argument that it'll improve profits or reliability or whatever it is that drives these decisions, it probably won't. All I can hope is that empathy will have a place in the decision making process too, and maybe things won't be completely horrible next year.

**550 on surface**

Don't close the tunnel to buses! It's easier to get places with buses going in the tunnel, and I don't have to go up to the street and wait for buses that will be stuck in surface traffic. You can put as many buses and light rail trains in the tunnel as you want- you just need to have precise scheduling. Look at Begovaya Station in Moscow for example. It only has two tracks and at least a hundred trains, and a train comes about every two minutes. So there does not seem to be any reason to take the buses out of the tunnel. I know that Convention Place is being demolished, but that can be fixed- build an underground bus loop! Problem solved. Please don't take the buses out of the tunnel! Thank you.

**550 on surface**

Why not put the 550 on 3rd which is closed to cars? Putting it on 2nd is ridiculous. The loss of the I 90 express lanes has already added 1/2 hour in the evening to the commute, putting the bus down 2nd will add even more! It's ridiculous that it will take over an hour to get to Bellevue!

**550 on surface**

2nd & Yesler is too far too be considered an equitable replacement for International District station. 550 pickup should be 5th & Jackson like 554 eastbound.

- 550 on surface** OK with EB & WB routes. However, EB stop at 2nd & Yesler too close to dicey/homeless area for comfort, esp late hours... and when necessary to carry luggage when traveling to King St Station.
- 550 on surface** I currently take #550 to Westlake Station to go to/from 2nd & Stewart, often when the #554 has only hourly service (evenings, weekends). I hear that the closest stop on 2nd Avenue will be 2nd & Seneca, which is a long walk at night. Could the #550 use the same routing and stops as the #554 on 2nd Avenue?
- 550 on surface** Do not remove 550 from the tunnel, as is the ridership during peak commute times are incredibly high, only option to get from East side to Bellevue, many of us, including myself have a transfer. It already takes me 1 hour and 15-20 minutes each way. With the construction on the 90 continuing and causing the 550 traffic I fear my commute will be more than 1hour 45min. There is extremely high ridership on this route and the Bellevue light rail connection is 5 years away, the ridership will go up given Amazon and many corporate offices continuing to grow in Seattle. This is a terrible idea for those of us who can't afford to move to the city, I don't think it's fair for Eastside riders who pay taxes to experience a significantly longer commute while they have to wait years for their light rail expansion.
- 550 on surface** I'm bummed it will be leaving the tunnel. The tunnel is so nice to stand in to beat the elements. Now if the bus is late, we'll have to stand in the rain and cold. Anyway we can keep the 550 in the tunnel?
- 550 on surface** 2nd and yesler is pretty far to walk from the international district for eastbound trips. Utilizing the stop at 2nd and Jackson would be a lot more accessible.
- 550 on surface** International District/Chinatown Station is one of the downtown stations with the most onboarding/offboarding. For many of us, the southbound stop on 2nd Avenue & Yesler is not a feasible stop, in lieu of the current International District tunnel station. 2nd Avenue & Jackson seems like a better alternative, especially since the bus is planning to stop at 2nd Avenue & Cherry. Alternatively, if anything, 2nd Avenue & Jackson should be added as another stop to better accommodate those that are coming from the Chinatown area (i.e., south and/or east of the current tunnel station) or the stadium area.
- 550 on surface** This proposed 550 bus route change plan will increase transit time from Bellevue to Seattle. Already because of link construction times increased significantly. Please don't change the route.
- 550 on surface** I catch the 550 or 554 at the Mercer Island P&R. In the March revision, I hope the arrival times for the routes are staggered by 5 -10 minutes as they were through the summer. This allows riders to join the line of people waiting for the same bus. Currently, the buses are scheduled to arrive at the same time, causing confusion because there is 1 huge mob that never knows where to be to get the bus they are waiting for. Putting the 550 on the surface streets in general won't be an issue. It was nice to be able to catch the 550 in the tunnel when there were events in the stadiums. Since the 550 did not use surface streets it did not have the traffic delays that the 554 EB had. When the light rail starts running to Mercer Island, it can serve that purpose.
- 550 on surface** I am really unhappy and concerned about having to contend with surface street traffic downtown. Is there consideration for using bus only streets instead?

- 550 on surface** Please make sure that the northbound street route for the 550 includes a stop at 4th and Jackson, to minimize disruption to riders who currently use the International District Station. Thank you!
- 550 on surface** The change to 550 will mean that there will no longer be convenient service from Chinatown to Bellevue until the opening of East Link in 2030. The walk to the Yesler stop on 2nd takes 10 minutes long. Please consider routing 550 to stop at 5th & Jackson (southbound), then right turn to Seattle Blvd and left turn on 4th Ave to Bellevue. This will help better serve the elderly non-english speaking population.
- 550 on surface** There needs to be more frequent options in the tunnel...whether it be the link or more buses more frequently, during the afternoon around the time when the Sounder is running.
- 550 on surface** Moving buses out of the bus tunnel to improve light rail is a terrible idea due to the amount of congestion on surface streets. If anything, you should move more buses back into the tunnel. Same with shutting down the i-90 express way & rainier ave bus stop for the light rail. The Seattle surface streets cannot handle increased bus traffic. Bus only lanes routinely see drivers blocking buses to let out passengers or turn, causing further delays. Additionally, most buses have to cross 3-4 lanes of traffic to navigate through downtown which results in long bus times and making it a less effective alternative to driving. I'm contemplating not taking the buses anymore and just driving and shifting my work schedule.
- 550 on surface** buses to the east side are already filled to over capacity- standing room only starting around 2:30 in the afternoon. please provide more buses to serve the eastside. 219, 550, 218
- 550 on surface** Why does the downtown transit tunnel have to be rail only? This change to the 550 route and the impact it will have on the travel time and reliability adversely my commute and my decision to live in Seattle and commute to Bellevue for work because my girlfriend works in downtown Seattle. My commute becomes too long and the 271 alternative is slower and not as reliable. There needs to be true express routes along this route with limited stops that would serve to bridge the east and west communities with faster travel times and more reliability regardless of the tunnel closing.
- 550 on surface** This change may force me to drive to work and stop taking the bus because of the increase in travel time and lower reliability. This isn't good for commuters living Seattle and working in Bellevue.

**550 on surface**

My name is Jessica Scalzo, and I take the 550 about once a week. It seems to me that sound transit's goal is to get all sound transit busses out of the tunnel. I can understand this. If this is the case, why not have the bus stop at the International District Station on the street level? While I can manage to get to the 2nd and Yestler stop, I don't think it is very considerate for other folks who don't have it so easy.

Major stations such as the International District Station are such hubs, that it makes it much more convenient for people to have many buses going through there. I am also concerned about the information to let people know of the proposed change. I just happened to be talking to someone who works for sound transit, and they handed me information about

the proposed change. Since the International District is largely Asian, there needs to be outreach in multiple languages to inform them of the proposal, and of the change if it happens. The 2nd and Yestler stop has no place for people to sit or be out of the weather, and it isn't very close to the International District, which seems to really cut people's options and make things more difficult for people.

**550 on surface**

I'm not pleased with changing 550 to surface streets in downtown Seattle. It is now easy to make a transfer from Link light rail. On the surface streets of 2nd Ave. and fourth at noon that would be much more difficult. Currently I transferred you 550 at the international district light rail station. It's easy quick efficient. If I had to leave the station and go to the circus tricks to catch the 550 it would be much more cumbersome. Since I take the 550 to connect in downtown Bellevue to the 532 or 535, I would be late to work I had toGo to a surface street to catch the 550.

I work in Kirkland and it is much more efficient for me to travel By taking the 550 and changing in downtown Bellevue to the 532 for the 535. Taking the 255 is difficult, it is a meandering wrote that runs at our intervals. It is not convenient. And it often makes me late.

**550 on surface**

I am very sad to learn you are not using tunnel at all starting March as I take 550 from Mercer Isl to Convention Center station to volunteer for Paramount. It is a very safe route at the time to catch bus across street from Paramount. Parking is quite expensive and not an easy route to drive in during peak hours. I doubt I could still volunteer if I had to walk alone late at night to 2nd street. Quite a few people bus to Paramount from east side on 550 Judy Sent from my iPhone

**550 on surface**

How much longer will travel times be for the 550 during peak hours?



**550 on surface** Here is my comments with regards to the changes in service for the 550 route, I ride the 550 about 50% of the week. So about 4 or 5 one way trips a week:

Right now how the 550 route currently stands:

1. Often the 550 bus is full leaving the international district. This means I often have stand or even miss a bus or two! With the reduction of buses it is going to get worse. Delays often occur as well.

2. Currently the 550 bus often does not even try for the express lane on I-90 due to the fact it has to get off at Mercer island on the regular offramp. Similar problems occur in the morning as well.

Conclusion of current conditions: In short and to be honest, the 550 service is “poor” at best as it current stands. This is why I am writing this.

My suggestion:

If number of buses or route is forced to be changed due to construction issues etc. then ST needs to come up with a solution that will work. Otherwise it will go from “poor” to “horrific” or “useless”. My philosophy is that transit should provide “great service” to as many possible, but it should not try to give “poor service” to even more.

I suggest, that 25% of all 550 buses turn into direct buses. These direct busses would only stop at Bellevue Transit Center outside of Seattle. No other stops, to be clear. This would provide Great Service. Routes for the direct bus should be expressway as much as possible and should be able to be modified in case of accident. Such as taking 520, instead of i90 due to an accident on i90.

**555 truncation** Since route 556 is the reverse route of 555, are both routes 555 and 556 affected, or just 555?

**555 truncation** I saw the proposed changes to ST555. Does this also apply to ST556?

I ride the ST556 from Issaquah to Bellevue every morning and really hope that part is not going to be cut.

**555 truncation** Shucks i feel like there is a conspiracy trying to kick me off the bus!  
I work weekdays from 7 to 3 in Issaquah but live in north seattle -- i used to walk to catch the 355 at 6am from greenwood and 105th to downtown and then jump on the 554 to issaquah transit center but you eliminated some crucial runs on that & i didn't want to have to get up even earlier...

...so then i switched to driving or biking to northgate to catch the 555 to issaquah but a very nice gal just informed me that the part of 555 between bellevue and issaquah will stop in march -- ok, i know the riders on that part are not that many but i have been one of them...

she said i cd ride the 271 between bellevue and issaquah but of course there are few of those and i wd either have to get up even earlier again or get to work really late...

YOu have to at least add some 271 runs on that section -- it's not fair! I'm trying to not be one of the single commuters driving another of the billion cars on our crazy freeways to work every day -- help me accomplish this!

**555 truncation** Route 555 is currently the only route that goes from Bellevue transit center to the Issaquah highlands and visa versa. The suggestion that riders go from Bellevue to Issaquah Transit Center on the 271 then transfer to the 554 is ludicrous and adds at least an hour to an already 40 min trip.

**555 truncation** Please invest some of the resources saved from a shorter route into increasing it's own frequency in the evening. Usually the westbound bus leaving Clyde Hill at about 5PM is very crowded and riders like me don't get a seat and have to stand for 40 minutes until it arrives at Northgate. What's as bad is, because the bus schedule has 35 minute increments and because evening traffic adds delays, it is not uncommon for me, who transfers from another bus, to wait 20 -45 minutes at Clyde Hill to get onto 555. Just adding one bus between 5:0 0 to 5:30 pm will help a lot. Thanks for reading the comment!

**555 truncation** This change to 555 will be challenging for customers who want to travel to eastgate and/or issaquah from bellevue during morning peak hours and in the other direction during evening peak hours. The only other bus we have is Metro 271 which takes too long and does not take the express route. Please keep this route for atleast couple of hours during peak hours, since some of us prefer the express route and want to reach our destination sooner in case of emergencies. Thank you for providing a medium to voice our concerns on the upcoming 20 19 Sound Transit changes.

**555 truncation** My wife will start work at Bellevue College in 2019 and we live near North Seattle. Some of the decisions to her accepting the job was the 555 route to make the commute easier. Removing the Eastgate stop provides a disservice to Bellevue College students and faculty that live in North Seattle/Shoreline/LFP/Edmonds area. Finding alternate routes will significantly increase her commute time during rush hour with transfers and force her to consider driving.

**555 truncation** I am writing regarding the proposed service change to route 555. I utilize 555 in the evenings to travel from my work in Issaquah, back to Bellevue. I get on at the Issaquah Transit Center and get off at the Richards Road exit. It is the most efficient route for me and gets me home in time for dinner with my family. I would estimate there are between 5-8 other people on board at that time. Almost all of these continue on past Richards road, and some more get on at Eastgate Park and Ride.

If this segment is eliminated, I will more likely than not move towards purchasing a second vehicle for commuting purposes, than use the 271. I could use the 554, but that requires walking farther in the dark from Eastgate Park and Ride, which is not safe, or waiting and paying for a second connecting bus, such as a Metro 245 or 240. At that point I would be home approximately 40 minutes later than if I just get a car.

**555 truncation** As a rider that relies on 555 for faster transfer from my work to Bellevue transit center, deleting route segment between Bellevue and Issaquah will push toward utilizing commuting with my car more as King County Metro bus 241 that serves Richards Road is slow and its times not convenient

**555 truncation** Please don't eliminate the service from Bellevue to Issaquah. I live in Bellevue and work in Issaquah. Route 555 makes my commute 20 minutes instead of 45 (the alternative 550 and transfer at Mercer Island to the 554).

**555 truncation** Please do not take this route away! It is the single most efficient route from Bellevue to Issaquah. Removing it means more than doubling my commute using another route (550/554) to 45 minutes and if the 550 comes late then I may miss the 554 and have to wait another 1/2 hour. Hence, being late for work.

**555 truncation** I ride montlake to factoria everyday to commute from the U district to factoria. I also use a bike box at montlake. This change really screws up my commute. The 271 is too slow.... especially between bellevue TC and eastgate TC. I ride 555 because 271 takes tour of bellevue driving in ciricles around bellevue college. I guess i need to take a loan and buy a car becuase ST and Metro have failed me. It was good for the last 10 years, but all good things need to come to an end.

**555 truncation** It makes perfect sense to me that under-utilized routes are revamped. I always thought the 555 was overlapping service to other routes. Also, if the 554 benefits from this, all the better!

**555 truncation** Please, please please do not cut the Bellevue- Issaquah portion of the 555. I ride the route from Northgate clear out to Issaquah, and back, daily, and having an express version of the 271 that also serves Northgate is a dream. The 271 between Issaquah and Bellevue is slow, and the reverse peak direction offers little in the way of good alternate options. If the route ran later in the mornings or otherwise had expanded hours, I believe more people would use it, and quickly, as it's an undeniable winner in the competition with the 271. Getting from Northgate to the eastside without it can be pretty painful. I've actually always wished it ran during midday or at least shoulder peak, but I'll settle for asking that the route not be truncated as proposed. 24% of the ridership is nothing to sneeze at- that's nearly 1 out of every 4 passengers using this half of the route! Please do not delete this lifeline service. Thank you for considering your passengers' needs.

**555 truncation** Looking forward to these changes, with the exception of the 555- not really sure why this is being proposed when your own info states that 24 percent of the ridership uses the portion that's about to be deleted. Way too big of a figure.

**555 truncation** A vote here for no on the 555 deletion. The bus isn't as full as it is between Northgate to Bellevue, sure, but it's never empty. People use it and need it. I use basically the full length of the route and will have to drive if you guys cut it. Riding a bus on all 4 of those freeways instead of driving is fantastic. Thank you for asking for and listening to what your riders need.

**555 truncation** Love the changes, except- please keep the 555 to Issaquah and add more day trips!! Thanks

**555 truncation** I wanted to leave some feedback regarding the proposed deletion of half of the 555 route. There's no other way to get from North Seattle to Eastgate/Issaquah that isn't a huge headache. It functions as a sort of "express 271," and I think if it was advertised that way (calling it the 571, for instance, or a "via Bellevue" signage) you'd have way more ridership. If the 271 wasn't so slow, a 555 truncation *could* be in the realm of possibility, but that route takes 40 minutes to do what the 555 does in 20, and the 271 is beleaguered by reliability issues and doesn't run frequently enough between Issaquah and Eastgate to be an attractive go-to option. Basically, the 555 needs to be advertised to people for what it is— a faster, better version of the 271. Then people would use it more. Forcing 25 percent of its ridership onto slower, more crowded paths with transfers isn't going to accomplish that.

**555 truncation**

I'm Nathan Vass. I use the 555 frequently to visit and work with my father in Issaquah. I live in Northgate and prefer this route path to the 41/554 or 67/271 for reasons that should be straightforward– more reliable, no transfers, avoids downtown, safer ride, not overcrowded.

Dad works at KCLS headquarters and many of his colleagues also use the route. I'm writing on behalf of all of them, and for the other passengers as well; I question the leading use of the language "nearly 80%" and "low ridership" when describing the Bellevue-Issaquah segment in the draft implementation materials. One hundred seventy-five out of 740 daily passengers is nothing to sneeze at; that's almost exactly 25 percent– a solid figure, and worthy of keeping what few runs there are in existence.

Streamlining the route or advertising it better (all those 271 passengers at ITC have no idea what they're missing when the 555 passes them by) would increase ridership, but even what's provided now is essential. The best solution, paradoxically, might be expanding to all-day service. There is currently no attractive all-day alternative, especially between Northgate and Bellevue/Redmond/Issaquah.

Thank you for all the work you do.

**580 efficiency**

Please do not eliminate the Route 580 departure from the Puyallup Red Lot at 6:53 am on weekdays. I use that trip/route to commute to work in Lakewood for a 7:30 am work-start time.

**Montlake Freeway Station** I wanted to get some clarity about proposed service changes for March and Sept 2019 and the impact that it would have for my commute.

I live in Normandy Park and work at Microsoft in Redmond. My typical commute is to ride Link Light Rail from Angle Lake to UW, starting at 6:30 – 7 am, then take the 541/542 bus from UW to Overlake Transit Center. For the return trip, I either take the 541/542 bus back to UW, or take the 545 to the Montlake Freeway stop and walk to UW. My return trip usually starts at 4-5 pm. The 545 used to be faster because of the delays at the Montlake off-ramp for the 541/542 but this has now been improved. I usually don't ride the 545 all the way into downtown in the afternoon because of the heavy traffic on I-5 and Stewart. There are many changes coming over the next year and it is not clear to me what the time tables will look like, and whether routing changes will affect the overall trip times (with transfers included).

1. The Montlake freeway stop will close for the 545.
2. The 541 will be replaced by the new 544 route.
3. The 544 route goes to downtown instead of UW.

My concerns:

1. For the morning commute, if I take Link to UW, there will only be the 542 bus to take from UW to Overlake. Will this result in less frequency and therefore a longer average wait for the bus. What is the expected frequency, and reliability, of the 542?
2. Would an alternative morning commute be better transferring from Link to bus (544/545)?
3. For the afternoon commute, it seems like it will take longer to ride into downtown Seattle on the 544/545 and transfer to Link at Westlake. There will be less options to take the bus to UW and transfer to Link there. (Getting on Link at UW is preferable because I can get a seat at the end of the line, and I can use my computer more easily on the smoother light rail ride.)
4. Would it still be feasible to take the 542 to UW in the afternoon? What is the frequency?

I would appreciate if you could help answer my questions and alleviate my concerns. I would like to provide valuable feedback as part of the service change process but I don't have enough specific information at hand to know the actual impact.

**Montlake Freeway Station** I am looking at a new job near the UW campus, and I was all set with the old bus schedule, but now I'm concerned about proposed changes and hope that I don't need to resort to driving from Redmond. Expanded hours for 542 are only through September of 2019? What options will be available for people who need to get to Redmond from Montlake in the evenings after that date? Are you planning a new route? Or will the extended hours be prolonged depending on usage? Please inform, as this impacts potential job decisions.

**Montlake Freeway Station** Hello, I noticed that this stop will be closed in 2019. What will my alternative route be? I'm coming from 23rd Ave and Republican St. My final destination is S Kirkland Park and Ride. Thanks.

**Montlake Freeway Station** How will Montlake residents take the bus to work at Microsoft (or anywhere else on the eastside) once the 545 bus no longer stops at the freeway station?

**Montlake Freeway Station** I'm commenting on the proposed 545/542 changes due to the closure of the Montlake Freeway station. You mentioned in your notice that you'll have more 542 service in the weekends and evenings. I'm wondering if you'll have an earlier 542 in the morning. At this point the earliest 542 doesn't leave its first stop eastbound until 6:40, and there's plenty of 545s that go earlier than that. So I'm wondering if you'll have earlier 542s for people who need to get to the Eastside.

**Montlake Freeway Station** Clarifying question about if Route 550 routing would change between Downtown Seattle and Mercer Island, return call requested and provided on 11/9/18 by Corrie.

**Montlake Freeway Station** [asking for more information on the closure of the Montlake Freeway Station closure and whether or not we will be providing additional 540 bus service.](#)

**Montlake Freeway Station** I take Route 545 from the Montlake Freeway Station to Redmond every morning. I request that 542 service be increased in the morning as well and not just in the evening.

**Montlake Freeway Station** a few additional morning runs for the 542/541 eastbound buses right now the earliest leaving Greenlake is 6:42am be good to have some 6:20am and 6am runs

**Montlake Freeway Station** I like this. Connections to UW on evenings and weekends.

**Montlake Freeway Station** My girlfriend and I both commute to UW from Redmond for work 5 days out of the week, including Saturdays and Sundays. She also works nights from 10pm to 9am. We have been stuck taking the 545 in the past and her having to walk from the Montlake stop each night makes me feel uneasy. She notices about 10-15 people each night also getting off at that stop and walking to campus. Increasing 542 routes at night and on weekends would solve our problem!

**Montlake Freeway Station** With the Montlake Freeway Station closing in March, will the 542 have expanded morning routes?

**Montlake Freeway Station** There is currently only one route from north Seattle (north of montlake cut) that goes to Redmond. This bus only arrives every 20-25 minutes. The only other option is the 545 which passengers can get at the 520 Montlake freeway station but this is closing in March. What are the proposed solutions to increased routes to the east side?

**Other/not specified** Sound Transit needs a thorough re-evaluation of this route in order to consider adding earlier 30 minute headway on weekends earlier in the morning - such as 8.54am and 9.54am from the Highlands to supplement the existing 8.24am and 9.24am time slots. This is to help those like me wanting to go to early Sounders games. The 30 minute headway existed for years. Also, cancel the lengthy Rainier Avenue re-route which I am already seeing evidence of customer dissatisfaction with. Passengers returning home during commute times may be skipping the 554 to wait for the 214. The first proposed change I have suggested ad nauseam to Sound Transit but no one has listened. Also, the 554 could begin and end at South Lake Sammamish throughout the day and at weekends.

**Other/not specified** YOU JUST WANT TO MAKE IT AS HARD AS POSSIBLE FOR PEOPLE TO WANT TO TAKE PUBLIC TRANSPORTATION DONT YOU. bc my two hour long commute just wasn't long enough. Add another car on the road for me

**Other/not specified** Yay!

**Other/not specified** They look good to me, especially the 513 and 542 changes. The 555 cuts are unfortunate for attempting to bypass the 271 or my rare trips from Factoria to Bellevue

**Other/not specified** It's unacceptable that as ST takes over control of the tunnel stations that you are not running Link light rail past 2AM. Multiple flights arrive after you currently shut down service downtown and we need to promote public transit after bar close to keep drunken drivers off the road--especially for UW students and for Capitol Hill. Large cities across the country run their rail past 2AM (or 24/7) including: Chicago, New York, Los Angeles, Boston, Philadelphia and more. It's time ST follow suit--at a minimum, you must begin running light rail past 2AM on both Friday and Saturday night.

**Other/not specified** The changes are good, but need to be better.Improve bus-rail transfers in downtown Seattle and sodo.

**Other/not specified** Thank you! It's great!

**Other/not specified** Horrible changes!

**Other/not specified** The 586 to UW should be every 15 minutes during the 6 a.m. hour



**Other/not specified** Please provide more direct and more frequent service from 25th Ave NE (at 55th Street), down 25th then Montlake to the Light Rail station. I live 1.5 miles from the light rail station, and it typically takes me 25-30 minutes to get there via the 372 (this includes an average 5 minute wait time and long walk from the Ranier Vista stop on UW campus). I just drove into town for an appointment across the street from the University Station. I do not feel comfortable relying on transit to get around during the day, because I have to be back at my children's school at 2:25. If there were frequent busses that delivered me to the light rail without an extra 15 minutes of walking, and often 15 more of waiting, I would use the light rail much more often.

**Other/not specified** Would love to see a rest room facility at the Issaquah Park and ride. I haven't used the other lines you mentioned so don't feel qualified to comment on them. I love the 554 route - it is a super-efficient way to get to the city. I usually take my bike so hope the bike racks stay and accommodate large tires as I use my mountain bike.

**Other/not specified** Have these busses stop at UWBB (Beardslee Blvd&110th Ave). All the other busses that go by it stop there. This is a UW Bothell classroom building. There is also doctors offices on lower floor.

**Other/not specified** No concerns. Thanks for the notification and opportunity to comment.

**550 on surface** We catch the 550 in the Westlake Center Tunnel. Why not go down 5th until there, then move down to 2nd. That way you inconvenience fewer people with an added walk (many days in the rain).