

PIERCE TRANSIT BOARD MEETING
Training Center, St. Helens Room
June 13, 2011
4:00 P.M.

AGENDA

CALL TO ORDER

ROLL CALL

APPROVAL OF VOUCHERS

PRESENTATIONS

- | | |
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| 1. 2011 Gold WorkWell Recipient
for Promoting a Healthy Workplace | Dan Dzyacky, Director of
Operations |
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PUBLIC HEARINGS

- | | |
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| 1. Proposed Sale of Surplus Property | Gisela Ratajski, Director of
Procurement, Warehouse, &
Administrative Services |
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ACTION AGENDA

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| 1. Declaration of Surplus of Real Property at 1720
South Broadway, Tacoma, Washington and
Authorization of Sale Thereof | Gisela Ratajski |
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PUBLIC HEARINGS CONT.

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| 2. Proposed Service Changes Effective
on or Before February 19, 2012 | Tina Lee, Principal Planner |
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ACTION AGENDA CONT.

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| 2. Authority to Execute up to Fifteen Percent
Transit Service Reductions to become Effective
On or Before February 19, 2012 | Tina Lee |
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INFORMATIONAL/DISCUSSION BOARD ITEMS

- | | |
|-----------------------------|---|
| 1. Sound Transit Update | Commissioners Thomas, Fey, &
McCarthy |
| 2. Finance Committee Update | Commissioners Malloy, Manthou,
McCarthy, & Talbert |
| 3. Boundary Discussion | |

STAFF/POLICY DISCUSSIONS

1. Sole Source Report

Wayne Fanshier, VP of
Finance, Audit, &
Administration

EXECUTIVE SESSION

Pursuant to RCW 42.30.110 (1) (b)(c), and Executive Session will be convened to consider the acquisition of real estate by lease or purchase when public knowledge regarding such consideration would cause a likelihood of increased price.

ADJOURNMENT

FACT SHEET

TITLE: Declaration of Surplus of Real Property at 1720 South Broadway, Tacoma, Washington and Authorization for Sale Thereof

DEPARTMENT: Finance, Audit & Administration

ORIGINATOR: Wayne Fanshier

PRECEDING ACTION: N/A

COORDINATING DIVISION: Purchasing

APPROVED FOR SUBMITTAL:

Vice President

APPROVED FOR AGENDA:

Chief Executive Officer

Legal Counsel

ATTACHMENTS: Resolution

BUDGET INFORMATION

2011 Budget Amount
N/A

Required Expenditure
N/A

Impact

BACKGROUND: This resolution requests that the Board of Commissioners declare the property at 1720 South Broadway, Tacoma, WA surplus to the needs of the agency and authorize the sale thereof.

The University of Washington Tacoma, has expressed an interest in purchasing the property at 1720 South Broadway in Tacoma, also known as the 17th and Broadway Layover Facility, as part of their expansion plan. Staff has reviewed the need for this property in view of the upcoming service reductions and changes and has found that the property will no longer be required by Pierce Transit and will therefore be surplus to our needs. It is our intent to sell the property to the University of Washington provided an agreement on price and other conditions can be reached. If negotiations with the University are not successful, we will offer the property on the market.

ALTERNATIVES: The alternative would be to keep the property; however it will no longer be useful to the Agency, and sale to the University of Washington is an excellent opportunity for interagency cooperation.

RECOMMENDATION: Declare the property at 1720 South Broadway, Tacoma, Washington surplus and authorize sale thereof.

RESOLUTION NO. 11-

A RESOLUTION of the Board of Commissioners of Pierce Transit
Declaring the Property at 1720 South Broadway, Tacoma, Washington Surplus and Authorizing Sale
thereof

WHEREAS, Pierce Transit is a municipal corporation as defined in the Revised Codes of
Washington; and

WHEREAS, Pierce Transit has complied with the provisions of RCW 39.34.020 Disposal of
Surplus Property; and

WHEREAS, Pierce Transit owns a property at 1720 South Broadway, Tacoma, Washington;
and

WHEREAS, due to upcoming service reductions and changes said property will no longer be
of use to the agency; and

WHEREAS, the University of Washington Tacoma has expressed an interest in purchasing the
property; and

WHEREAS, staff recommends sales of the property to the University of Washington in
accordance with R.C.W. 39.33.010, provided an agreement can be reached on price and other conditions; and

WHEREAS, if an agreement with the University of Washington cannot be reached, staff
recommends that the property be listed for sales on the real estate market; and

WHEREAS, the Board of Commissioners of Pierce Transit finds it in the best interest of Pierce
Transit to declare the property at 1720 South Broadway, Tacoma, Washington surplus and authorize the sale to
the University of Washington or, if negotiations are unsuccessful, for sale to the public;

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of Pierce Transit as
follows:

Section 1. Said property is herewith declared surplus and authorized for sale as described
herein.

1 ADOPTED by the Board of Commissioners of Pierce Transit at a regular meeting thereof held
2 on the 13th day of June, 2011.

Claudia Thomas, Chair
Board of Commissioners

ATTEST:

Treva Percival, CMC
Clerk of the Board

FACT SHEET

TITLE: Authority to Execute up to 15 Percent Transit Service Reductions to become Effective on or Before February 19, 2012

DEPARTMENT: Transportation Services

ORIGINATOR: Kelly Hayden

PRECEDING ACTION: Board Adoption of 20 Percent Service Reductions Effective June 12, 2011
Public Hearing on June 13, 2011

COORDINATING DIVISION: Transportation Services – Planning and Scheduling

APPROVED FOR SUBMITTAL:

Vice President

APPROVED FOR AGENDA:

Chief Executive Officer

Legal Counsel

ATTACHMENTS:

- (1) October 2011 Service Reduction Focusing on Efficiency & Ridership Pamphlet
- (2) October 2011 Service Reduction Spreadsheet
- (3) Resolution

BUDGET INFORMATION

2011 Budget Amount
N/A

Required Expenditure
N/A

Impact
N/A

BACKGROUND: Pierce Transit is responding to an unprecedented decline in sales tax collections that began in December 2007. Sales tax collections represent 70% of our revenue. Pierce Transit eliminated 20 percent of the fixed route services we operate with our June 12, 2011 service change but an additional budget shortfall remains. To address this remaining shortfall we propose service reductions as described below. The proposed service reductions eliminate an additional 15 percent of scheduled service to reach the balance of the cuts required by February 19, 2012. Combined, the 20% reduction and the 15% reduction respond to the need to eliminate up to 35 percent of the services Pierce Transit regularly operates in order for the agency to be financially sustainable. These changes include modifications in almost all parts of Pierce Transit's network of fixed route, Bus PLUS and SHUTTLE specialized transportation services.

While service reductions of 20 percent were approved by the Board of Commissioners at the May 9, 2011 meeting, the Board further directed staff to revisit the remaining 15 percent reduction in service and to prepare an alternative for the reduction which would incorporate higher efficiency and lower cost routes in the plan. The plan presented reflects the Board of Commissioners' request.

Information describing the proposed reductions has been widely disseminated. Automated vehicle announcements alerted passengers to the potential service reductions and directed them to pick up the information pamphlet with detailed information. Approximately 5,000 copies of the October Service Reduction Notification pamphlet were placed on buses and 2,000 more were distributed through our bus shops and outlets. A web alert with a link to the reduction proposal was posted on the Pierce Transit website. Email notifications were sent to over 1,300 individuals on various Pierce Transit email distribution lists directing them to the website to learn more information about the proposal and the public hearings.

One public hearing was conducted to gather testimony at Pierce Transit in Lakewood on June 13, 2011. As of June 3, 2011 staff has received 225 written comments with the majority of the comments opposed to service reductions (all or in part).

The changes proposed will eliminate approximately 15 percent of the fixed route service from an annual service level of 491,000 hours to approximately 417,000 annual service hours. Most routes will be impacted by the reduced service hours. The number of trips operated on most routes will be reduced. There will also be some route realignments and eliminations as detailed below:

- Reduced trips on fixed route and SHUTTLE on all days of the week.
- Buses will come less often on both weekdays and weekend schedules.
- Saturday service is reduced to operate from approximately 8 am – 8 pm on most routes.
- Sunday service is reduced to operate from approximately 9 am – 5 pm on most routes.
- Unproductive route segments could be eliminated.
- SHUTTLE paratransit service for eligible people with disabilities operates during the same days and times as fixed route bus service strictly within $\frac{3}{4}$ of a mile of the fixed route bus service. As bus service is reduced or eliminated on the fixed route bus system, SHUTTLE service will also be reduced or eliminated.
- Eliminated routes include: Route 26 (MLK Jr. Way), Route 59 (Manitou), Route 61 (Northeast Tacoma), Route 113 (Key Peninsula Bus Plus), Route 220 (Orchard) some segments of this route are merged with Route 51, Route 406 (Buckley), Route 407 (Prairie Ridge), Route 408 (Sumner/Bonney Lake), Route 444 (Parkland-Spanaway Bus PLUS), Route 446 (Canyon Rd–South Hill Bus PLUS), Route 490 (South Hill-Tacoma), Route 496 (Bonney Lake/Sumner), Pierce Transit operated Route 601 (Kimball/Olympia), Pierce Transit operated Route 603A (Tacoma/Olympia) and the Orting Loop service. *Note that Intercity Transit service connecting Tacoma to Olympia will continue to operate.*

Staff's analysis of ridership estimates that approximately 1 to 1.3 million annual passenger trips will be saved with the October Service Reduction focusing on efficiency and ridership over the previous reduction proposal that the Board rejected at its May 9, 2011 meeting. Ridership along the routes that are proposed to be eliminated represents approximately 1.9% of Pierce Transit's 2010 annual passenger boardings. Pierce Transit currently has approximately 6,400 eligible active ADA clients that utilize SHUTTLE paratransit services, approximately 580 or 9% of those clients would be outside of the service boundary for SHUTTLE service. The remaining 90% of the ADA clients will potentially have access to SHUTTLE during longer hours of service on weekdays and Saturdays.

The reduction in transit service, if adopted, will be the final of two phases: A 20 percent reduction was implemented on June 12, 2011, followed by this additional 15 percent reduction on October 2, 2011.

ALTERNATIVES:

1. Adopt the Reduction Proposal as outlined.

RECOMMENDATION: Staff recommends Adopting the Reduction Proposal as outlined.

RESOLUTION NO. 11-

A RESOLUTION of the Board of Commissioners of Pierce Transit
Authorizing the Execution up to 15 Percent Transit Service Reductions to
Become Effective on or Before February 19, 2012

WHEREAS, Pierce Transit must reduce expenses as a result of declining sales tax revenues and must make further service reductions in the amount of 15 percent which will reduce the cost of operating transit service and insure a balanced budget by December 2012; and

WHEREAS, at its May 9, 2011, meeting the Pierce Transit Board of Commissioners directed staff to modify the final 15 percent reduction to increase the efficiency of transit service and to reduce the cost subsidy per passenger; and

WHEREAS, the proposal has been circulated to customers and interested citizens through a number of methods; and

WHEREAS, automated vehicle announcements on the buses alerted passengers to the potential service reductions, information notices and posters were circulated on the buses, information was posted on the Pierce Transit web site to garner feedback, and the media was alerted to the proposed service reductions; and

WHEREAS, the Pierce Transit Board of Commissioners conducted a Public Hearing on June 13, 2011, regarding the proposed service reductions; and

WHEREAS, public comment was received that expressed concern for the level of reductions necessary for the Agency to be financially sustainable. Generally the comments expressed support for maintaining some level of service for passengers to be able to continue to connect to jobs and school with early morning and peak commute time services.

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of Pierce Transit as follows:

Section 1. The Board of Commissioners authorizes the implementation of the attached October Service Reduction effective on or before February 19, 2012, or at a date determined by the Chief Executive Officer of Pierce Transit.

1 ADOPTED by the Board of Commissioners of Pierce Transit at a regular meeting thereof held
2 on the 13th day of June 2011.

Claudia Thomas, Chair
Board of Commissioners

ATTEST:

Treva Percival, CMC
Clerk of the Board

Public Comments and Written Testimony
15% October Service Reduction Focusing on Efficiency Ridership

	First Name	Last Name	City	Comment <i>Note: If there is a number at the beginning of the comment it categorizes the route(s) mentioned in the comment.</i>
1	Damon	Adams		1 - Very surprised and disappointed about the cut out of Bus Service from T Dome Station to TCC, a lot of riders. One of the only ways to get to TCC from that location. Why the cut out?
2	Sheila	Elseth	Gig Harbor	102 - Although Pierce Transit states that the 'modified plan that focuses on maximizing ridership on getting people to jobs and school and reducing low ridership routes and trips', the cuts don't necessarily reflect that objective. Gig Harbor's 102 bus leaving Purdy at 5:20AM was cut even though it was a very popular route and time with an average of 20 or more riders. It was essential public transportation, getting riders to work. The second bus on the route gets me to work an hour late—not an option for hospital shifts.
3	Mary	Walsh		102 - I used to ride the 102 to/from work at the Federal Courthouse on Pacific Ave. I took the 7:55am and the 4:35pm buses, which worked perfectly w/ my work schedule. Since the cuts in March, 4 of us have formed a car pool to/from work. Sometimes we ride the bus home, but it makes for a longer work day. We have been disappointed in the bus routes offered to Gig Harbor workers. We all ride the bus for work; no one rides for a pleasure trip!! In June I hear that some of the buses will be back in service, but the need is still great for October. If your work day begins at 8:30, taking the 6:48am bus from Kimball Park-n-ride just does not work!
4	Monica	Kirkpatrick		102 - There are many Franciscan employees who live in the Gig Harbor, Olympic Peninsula area and would like to ride the bus to work as I do. However, the 102 express does not come by St. Joseph (which is a major employer in the Tacoma area) and that is a deterrent to many. Since the 102 goes to Tacoma General it is not unrealistic to expect this bus to also go by St. Joseph as it is only about 10 blocks away. Please consider this minor route modification for the October schedule.
5	Antonio	Vasquez		11 - Although it's evident that the changes being made by Pierce Transit will have a tremendous impact on all of our communities, I'd like to express my concern for Route 11, Pt. Defiance providing service every hour. This route has been and continues to grow as the primary bus route provider for downtown employees, high school students, middle school students and overall public coming from the west and north end of Tacoma. I hope that the new 'hourly' schedule will be efficient during peak hours to get employees and students to their destination on time.
6	Mike	Tomkins		11 / 16 - In reviewing the new publication detailing the reductions in service planned for October, I read that the new Route 16 service that will replace Route 11 on N 21st is scheduled to start service toward Commerce at 0600 in the mornings. Currently the Route 11 heads toward Commerce at 0550. Anything later than the current start time is really too late for riders trying to commute to work and needing to make transfer connections. Please take this into consideration when scheduling the new service in October and start the run before 0600.
7	Ashley			11 -DON'T STOP THE ONE ROUTE AT 11!! ITS THE BUSIEST ROUTE!! and crowded!!
8	Gerrit	Nyland		13 - I have a concern with the changes to route 13. The route changes eliminate service along N 26 at Kandle Park. I am worried that the new swimming pool being constructed at Kandle Park will have no bus service. While that part of the 13 route is little used currently, use may increase when the swimming pool opens. There is also the police sub-station and the boys-and-girls club next to the new pool site.

Public Comments and Written Testimony
15% October Service Reduction Focusing on Efficiency Ridership

	First Name	Last Name	City	Comment <i>Note: If there is a number at the beginning of the comment it categorizes the route(s) mentioned in the comment.</i>
9	David	Elizalde		214 - I also want to add my deep appreciation for your decision to retain the two bus routes. It truly will make a difference for the thousands of Veterans who use the system and our employees.
10	K.C.	Carlson		214 - On behalf of VA Puget Sound Health Care System and the thousands of Veterans who seek medical care at our American Lake campus, we sincerely thank the Pierce Transit Board for preserving the two early morning bus routes for Bus 214 to the VA Hospital. We appreciate the opportunity to have addressed the Board at the various public hearings and for your support of all Veterans across Pierce County.
11	Margaret	Sheppard		214 - Thank you for reevaluating this route. Every 1/2 hour will be a great service and one that will be appreciated by the veterans who use this essential route. This is the only way to get to Tacoma for the resident veterans who are transitioning to life off campus. I look forward to the new schedule also as I will be able to get to "work" again on the bus. (I am a volunteer at American lake.) Thank you again.
12	Vlad	Ancheyev		220 - I think these service reductions are a bit too much. Lots of people ride these buses from work at night. We are barely getting by as it is and now we won't have means of transportation from work. It's unfair and highly unorthodox. Why cancel the 220?? SO MANY people ride that bus.
13	Lois	Beagle		300 - I am a faithful rider of Pierce Transit of 25+ years and I would like to say that for a person who doesn't drive I can believe that Pierce Transit is doing this to us. I finally got a job after so many years of searching and now I see that you are taking away my transportation. I can not drive due to medical reasons and I am grateful that you are allowing the # 300 to go on McChord AFB on the weekdays but what about the people including myself that work on base on the weekends. It's not going to do us any good if we have to walk to work when we already have to stand on our feet for 4 or 5 hours a day. It really isn't fair to us older people.
14	David	Harvey		402 - I just wanted to say thank you for listening about the 402, and keeping it in the new plan, I will be at the meeting on the 13th, to support this plan and help in getting the council to approve it, I noticed that most of the runs that were cut were from areas that voted against prop 1, so I feel this is totally justified in the big picture of ridership, taxpayers, and accountability to stand up and behind the decisions that you make when you cast your vote, be it for a school bond or transit tax, it does end up biting you in the end somehow or another.
15	Jeff			402, 500 and 501 should operate later and have higher frequency. Hourly is not enough service.
16				406, 407, 408 - Pleaseee do not cut out the 406, 407, and the 408! I live in Bonney Lake, and they are my only way to school every morning!
17	LuAnn	Fenton	Bonney Lake	407 - See hard copy letter
18	Ashley	Stewart		408 - Hi my name is Ashley I am a 19 yr old with a 10 mo old....I am very upset about this change. I live in Orting with no car so I already have to pay people gas money to get a ride to Bonney Lake to go to the bus as is. It is my only way to go grocery shopping, doctor appointments, school and work. So if you guys were to cut off the 408 completely I would have no way of transportation. Then how would I feed my baby? How would I make money? I really need this bus and I'm begging you guys please don't cut it off. Please.
19	Margaret	Armit		408 / 409 - See hard copy letter

Public Comments and Written Testimony
15% October Service Reduction Focusing on Efficiency Ridership

	First Name	Last Name	City	Comment <i>Note: If there is a number at the beginning of the comment it categorizes the route(s) mentioned in the comment.</i>
20	Ann	Laverty	Sumner	408 / 501 - I have been a Pierce Transit bus rider for quite some time, at least 2 years and over 20 years off and on. I live in Sumner right now. I would not be able to get to any of my appointments, school, or anything else if the route 408 gets eliminated and not replaced by something. I also go to Federal Way / King County by the 402 route then I also go to school in Federal Way on bus route 501 and I would NOT be able to do that if I can't catch a bus from Sumner. I know I'm not the only one that NEEDS SOMETHING in Sumner, even if it is a bus plus and it runs every hour daily, or during peak hours every hour then every two hours during non-peak hours. As I look at the proposed reductions that is on the web site we who live/work in the east part of the pierce county are totally left out and that would NOT be good.
21	Susan			408/409 - You seriously cannot eliminate bus 409 (and 408!) What are all of us that depend on this bus supposed to do? I am trying to look for a job but how can I when there will be no bus to get me to Meridian, where I can make other connections? Do you expect us all to walk the length of East Main to the Puyallup transit center? At 59+ years old myself and many other very elderly people that take this bus, how is that even possible? It's not fair that you are concentrating so much within the core of Tacoma and leaving the rest of us high and dry!
22	Minnie	Briley		409 - I ride the 409 bus to get to my nieces home in Fife. The proposed changes would eliminate my stops on that route all together. I don't understand why you would do that when the bus is always full. If you eliminate that route, I would have no way of getting to her home to keep her children. The 400 bus proposed route would not be able to stop and let me off at 66th. and river road. I walk across the bridge to North Levee Rd to get to her home. Please reconsider changing this route. You will inconvenience a lot of people who ride this bus. I am on Social Security Disability and cannot afford to buy a car here. My rent takes just about all of my check. If I cannot babysit, I am left with nothing. It seems like the little person has no say whatsoever in anything. I implore the Board of Directors to reconsider these changes and if necessary, please make a stop on the 400 route that would accommodate my needs.
23	Chris	Campbell		409 - My name is Christine Campbell. I live on E Main Street in Puyallup(route 409) as do many other folks. I have recently sold my car, opting to ride the bus and live a "greener" way of life. Imagine my dismay to learn(only 2 days ago)that I would have to walk two miles to catch a bus/return home to/from anywhere! Also the proposed plan would completely cut me off from my sons(and my grandson)in Bonney Lake!! Now, I understand having to make some some budget cuts as well as anyone, but couldn't we reduce running hours or the size of the buses? Or maybe even(gulp)eliminate the use of transfers or raise the fares? Do we REALLY have to completely eliminate entire routes? There's GOT to be a better way! Ridership will NEVER improve so long as the system continues to get more unpleasant to use! And, while we're on that subject, I used to live in Prairie Ridge in Bonney Lake. I took the bus to Puyallup once to a doctor's appointment. You know...It took SIX hours! Talk about unpleasant! Little wonder the is ridership is low up there! Every two hours and not at all on the weekends is a little rough! If we're going to improve ridership, we need to improve the system, not strip it down to bare bones!
24	Vicki	Oakes		409 - Needs route 409 to continue to connect Sumner to Puyallup. Not fair that she can't get from Sumner to her job. Without this service she will not have a way to get to work

Public Comments and Written Testimony
15% October Service Reduction Focusing on Efficiency Ridership

First Name	Last Name	City	Comment <i>Note: If there is a number at the beginning of the comment it categorizes the route(s) mentioned in the comment.</i>
25	Marceei		409 - Please do not eliminate that part of route 409 that goes along East Main in Puyallup from the Puyallup Station to the Sumner Station. What are we all supposed to do when there is no bus here? All the elderly? All the Wheelchairs? All those of us that have no cars and depend on buses? How do we get to Meridian? Walk? Not an option for most of us! How do we get to our doctor's that are up in Sumner? What about grocery shopping at the Sumner Fred Meyer? Elimination of that part of the route is beyond ridiculous and not very thought out. And what about all the newly being built apartments on East Main and all those that live in River Trail and Addison Green Apartments?
26	Mable	Peterman	409 - Would like the board to consider keeping the segment of route 409 between Puyallup Station and Sumner. The bus is her only means of transportation and she rides to Safeway, Rite Aid and multiple other business along E Main in Puyallup. She feel the segment between 72nd & Puyallup Station should go before this segment of the route.
27			409 -Please do not eliminate that portion of the 409 bus that goes on East Main Ave in Puyallup, from the Puyallup Transit station to the Sumner Station and onwards to Fred Meyer grocery store in Sumner. We need this route to get to the 402 bus that gets us to the South Hill Mall and to shopping at the Fred Meyer in Sumner. Please remember that many elderly people take that bus and many of us in the over 50 age group and many adults with limited abilities. Some of us are incapable of walking all the way down East Main to the Puyallup Transit Center. Some os need to be looking for jobs! How can we with no buses? Please re-think elimination of the 409 on East Main or come up with some other solution for us. Please do not leave us out in the cold!
28	Michealea	Lemons	Tacoma 413 - Hello, I am a 16 year old girl that is currently a junior at Gov. John R. Rogers HS and the bus is my means of transportation. I live in tacoma and I take three buses to get to school because my mom can't take me. The last bus I take is the 413 and after looking at your proposal, I saw you planned on getting rid of that route. If that route is eliminated, then it will take me a minimum of 30 minutes to get to school; that includes all the other people that ride that bus in the morning to get to school. I am also going to start volunteering at Good Samaritan Hospital and was planning on riding that bus from school to Good Samaritan Hospital. Getting rid of this bus will hurt more than one person. This is already runs once an hour (which means that we have to wait out in the Washington weather for it to roll around) so taking it away completely would definitely hurt Rogers students and the people who work and live around that route. Maybe instead of changing it, you could change the route around, anything at this point would help. Thank you and please here me out.
29	Gary	Chaussee	413 - I am a 10 year resident of South Hill in Puyallup and have depended upon the Route 413 Wildwood bus for transportation from my home to the Sounder Station in Puyallup. Over the past years this service has been gradually and drastically reduced. I currently take the bus as far as 15th where I exit and walk the balance of the way to the train station. I discovered today that the bus I normally take in the morning which departs the South Hill Mall at 6:13a.m. will be canceled as of June 12th! I will now be forced to drive to the train as I cannot alter my work schedule. I take the Sounder to Kent where I meet several other commuters where I am the driver for a Metro VanShare. This is extremely disappointing and most inconvenient! It only seems logical that Pierce Transit would want to serve as a conduit to alternative sources of commuting such as the Sounder. Apparently this is not and has not been one of your goals.

Public Comments and Written Testimony
15% October Service Reduction Focusing on Efficiency Ridership

First Name	Last Name	City	Comment <i>Note: If there is a number at the beginning of the comment it categorizes the route(s) mentioned in the comment.</i>
30	Heather	Heyes-Mitchell	413 - I am extremely upset to see so many important routes being eliminated come this Oct. One that is of particular concern to my autistic son is the 413. How in the world is he supposed to get to work at Sprinker? Walking SEVERAL MILES to the nearest bus stop? Or will I be required to QUIT my job so HE can get to his? There is no one that can give him a lift to a bus stop. Plus, being autistic, he's not comfortable in a car. A bus he can handle. I'd give him a lift to the South Hill Transit Center, except he'd have to be there at 3:30AM and wait a very long time for the 410 to Parkland. I'm on a bus at 4:20AM! I don't think this is an option, do you? Or, maybe I sell my house and move to a bus route that will be running? You want to buy my house? Help me move? Deal with an autistic who is NOT receptive to changes? (I didn't think so) You're called Pierce Transit. To me that implies "Pierce County". How about changing your name to Tacoma Transit since basically, that is all that you'll be serving in the near future anyway. I'm not moving to Tacoma. Come up with better options than this that you're shoving down our throats. Expecting people to give up their jobs, the ability to get around just because they don't live in Tacoma! POO on you Pierce Transit! Get rid of those who sit on their duffs earning outrageous pay all day long. Get rid of the chiefs. You have too many of them to start with. How many chiefs do you need to run a piece meal mass transit anyway? Its like changing light bulbs...one to say that the light bulb needs to be changed. Another chief to agree that yes it does need to be changed. Another to decide who should change it. Another chief who decides who's to get the ladder. One to climb up. Another to hand the bulb to the person on the ladder and yet another to TURN the ladder while the person on the ladder hangs on to make sure the bulb is in the socket. You get the drift? CLEAN HOUSE!
31			413 - I am writing about the buses changes in october i am writing because i will not be able to make it to the meeting but i thinks that it a really bad idea to elimatte the 413 because i am one of very many people that ride that bus and it our ony was of tranportation it alwasy pack when i ride it so i think that it should stay it a rout that a lot of people depend on in cluding myself so please keep going
32			413 - i wont be able to make it to the meeting but i ride the 413 every day to and from home it the only closes bus to my house and i thing it a bad idea to get rid of it and a lot of other5 people ride it to we all depend on that route if need be peak hour would work but as for geting rid of it full i thing would be a very bad idea
33	Janys	Mattox	42 - Just took a quick look at the brochure of proposed changes and noticed that Route 42 – McKinley Ave – appears to be moving to hourly service on weekdays and weekends. Is this correct? I sincerely hope not as I rely on this service to connect with Sound Transit for my commute to Seattle.
34			490 - I am on the 490 right now and I am thankful for the convenience of this service. If you stop this quick and easy bus, then I will have to drive-bus-bus to work and on the way home I will have to walk- link-sounder-walk 1 1/2 miles to home. If you stop the 490 from coming up Pioneer to Tacoma I will be...beyond disappointment. I have been a daily Bus rider for 5 years ...and I love the bus. Please keep the 490 from Puyallup to Tacoma ...even just 2 in the morning and 2 at night. Thank you!!!
35	Araceli	Dinwiddie	496 - As a Sounder train commuter, we would really appreciate it if Pierce Transit would continue the shuttle bus # 496 service to and from the Bonney Lake Park and Ride to the Sumner Train Station. Not only we do not have enough parking spaces at the Sumner train station, but taking the bus would save jobs for the drivers, will be environmentally good for the community, and save gas for the commuters.

Public Comments and Written Testimony
15% October Service Reduction Focusing on Efficiency Ridership

	First Name	Last Name	City	Comment <i>Note: If there is a number at the beginning of the comment it categorizes the route(s) mentioned in the comment.</i>
36	Doug	Gallucci		496 - Cancellation of Pierce Transit Rt 496 to the Sounder station will add to the already overcrowded parking in Sumner. This route has a consistent ridership and both Sound Transit and Pierce Transit have encouraged people to use this route to help alleviate the parking problems that occur in Sumner around the Sounder station. I ride the second Sounder into Seattle and often all parking spots in the main Sounder Station lot are full by that train. While there is a small overflow lot west of Traffic Avenue, I would guess that if the 496 route is cancelled that lot too would be at capacity by the second train. This would leave no where for commuters on the next 5 trains to park except street parking in the surrounding neighborhoods.
37				496 - Cancellation of Rt 496 to the Sounder station will add to the already over crowded parking in Sumner. This route has a consistent ridership and both Sound Transit and your organization have encouraged people to use this route to help alleviate the parking problems. Ridership on the Sounder has been steadily increasing. This closure will seriously limit future increases.
38	Patti	Evans		496 - Cancellation of Rt 496 to the Sounder station will add to the already over crowded parking in Sumner. This route has a consistent ridership and both Sound Transit and your organization have encouraged people to use this route to help alleviate the parking problems.
39	Valarie	Kobe		496 - I am a commuter utilizing Pierce Transit on Route 496 Bonney Lake-Sumner to the Sounder Train during the week. I have been doing this commute for over two years since moving out to Buckley and working in Renton. I was totally shocked and disappointed with the news that Route 496 (Bonney Lake-Sumner Sounder connection) will be eliminated in October! There is absolutely no reason to eliminate this route if Pierce Transit is "Focusing on Efficiency & Ridership". This decision is totally opposite of your commitment as stated!! The buses are full each day!! The impact will be greatly felt by the riders, traffic and the city's of Bonney Lake and Sumner. My work hours require me to take the 4th train in the morning. By then there is absolutely no parking available at the Sumner Station and street parking is non-existent for at least 4 to 5 blocks from the Station. Residents complain about commuters parking in front of their homes leaving no additional for their own use. Traffic on Hwy. 410 will GREATLY increase and is already backed up during high commute times. If this route is to be eliminated, other options must be considered now and put into planning with a deadline of October. These options can include: 1. Sound Transit providing a bus to coordinate with the train schedule. 2. Parking Garage to be built in Sumner. Use the old "Red Apple Market" location. 3. Van Pools approved for commute from Bonney Lake Park & Ride to the Sumner Sounder Station. Provide parking stalls for the additional vans. 4. DON'T ELIMINATE THIS ROUTE!!! Best option of all!!! Due to the inconvenient time and location of the upcoming public hearing, I'm not able to attend this hearing. Please share these comments, along with several others that send the same comments regarding Route 496.
40	Marie	Bailey		496 - I am a rider of the sounder train and use bus 496 just to get up to my home town of bonney lake. I would not be able to get home if it is stopped because my family is about to lose it's home because hardly anyone can work. I know of others that cannot drive and use public transportation around Bonney Lake like the 406 and 407. It would not do to cut them out completely and leave people stranded. The Train Station in Sumner does not have enough parking space in the first place.

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41			496 - I am being told that my bus service will end in October. I ride the bus from the Bonney Lake park and ride to the sounder station in Sumner. One of the main reasons for purchasing my home in Buckley was the ease of transportation to my job in downtown Seattle. If bus service is curtailed or eliminated, I will be forced to move back into the city of Seattle--something I am loathe to do. I implore you to reconsider the discontinuation of route 496. Too many resident committed rely on this service.
42	Elmer	Andrade	496 - I am one of the many passengers who are using this bus to take us to Sumner Sounder station. I am requesting not to remove this route as this helps us alleviate the stress in driving down to Sumner and finding a parking spot, which is getting harder everyday with the zones that the city of Sumner has put in.
43			496 - I am VERY concerned about the proposed elimination of Route 496 between the Bonney Lake Park & Ride and Sumner train station. There is NOT enough parking at the Sumner train station, and the #496 is a big help to ease that. I have ridden it since its inception. PLEASE reconsider as this affects MANY hundreds of people everyday. It often has standing room only as it is. Thank you.
44	Tom	Baker	496 - I am very concerned over the future cancelation of route 486 Sumner Sounder Connector. There is NO place to park at the Sumner Sounder Station. I was wondering how this was going to be addressed? Sumner has made it very clear they don't want train riders parking in the surrounding neighborhoods. You need to have a resident parking pass to park on the street.
45	Janice	Chen	496 - I am very puzzled with your cancellation of Rt 496 from Bonney Lake Park and Ride to Sumner Sounder Station. It is a highly ridden bus that allows for more parking for the Sumner Sounder Station. Recently I have been forced to park in Sumner due to working overtime and found that the parking fills before the 3rd train of which there are 7. Rt 496 bus is normally very full for all 7 rides taking Sounder passengers to Sumner or in the afternoon up to Bonney Lake. In addition Rt 497 which is similar to Rt 496 in that it connects one park and ride and a Sounder Station will not be canceled. I do not know what the popularity of Rt 497 is but to cancel one and not the other makes no sense. To cancel Rt 496 will be disastrous. It provides the extra spaces needed for those who take later trains and live on the plateau. And it is not without riders as full busloads of commuters ride each working day.
46	Seth	Walter	496 - I am writing this email because you are proposing cutting Route 496 – Bonney Lake P&R to Sumner Sounder Station. DO NOT CUT THIS ROUTE. This is a VERY important route to me and all the other HUNDREDS of riders that live in Bonney Lake and use the Sounder Station to commute to work everyday. The ridership is there to support this route. Cutting this route would mean we all would have to drive to the Sumner Station where there already is NO AVAILABLE PARKING ANYWHERE. This is not a viable option for any of us. Cutting this route would prove only one thing; that the decision makers at Pierce Transit do not listen to the riders. And Pierce Transit wonders why ridership is down and why Proposition 1 failed? Because of decisions like this. Eliminating this route would make an already inefficient transit system even more inefficient. Obviously the decision makers are not "Focusing on Efficiency & Ridership." I'm sure there are other routes with less ridership that could be eliminated instead of this one. LISTEN TO THE RIDERS!

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47	Eva	Pointer		496 - I am writing to let you know that discontinuing the bus routes in Bonney Lake is a backward move. It is upsetting and inconsiderate to the tax paying citizens of Bonney Lake. Since I can not attend the public hearing to voice my opinion, I am sending you this email yo let you know that I am opposed to it. I hope that between you, the Bonney Lake mayor and the Sounder, you can come up with a plan that is beneficial to the riding public.
48	Ruston	Brown		496 - I am writing to request that route 496 that serves the sounder train and the Bonney Lake park and ride not be eliminated. I know times and challenging and tough decisions have to be made. The Bonney Lake bus is almost always completely full, and usually standing room only. The bus is well utilized and the alternative is for the riders to park in Sumner where the parking is already extremely limited. Sumner is having difficulties with parking due to the train and there has been an increase in vehicle thefts due to the large numbers of commuters parking in the neighborhoods. Route 496 is a very successful bus route that eliminates a number of problems for the neighboring communities. Thank you for your consideration.
49				496 - I am writing you and the city council and the mayors and city council of Bonney Lake and Sumner to protest the cancellation of the Sounder Connector Bus, Route 496. Finally you have a system in place that allows ease of commuting for the people in Bonney Lake to get to Sumner. As you are well aware, there is very limited parking at the Sumner Train station. The only people that will even be able to park there are the people that ride the first train and maybe half of the second. I have written to Sound Transit and Sound Transit is fully aware of the problem but can't do anything until this is voted on by Pierce Transit in June/July. I don't know if this is a scare tactic by Pierce Transit because our area voted no on the proposition but I'm wondering why the shuttles that do the same thing in Auburn and South Hill and are run by Pierce Transit are not on the chopping block. It would be nice to know that the daily commute of many people that is actually working and is a tribute to what mass transit could be will not be jeopardized by short sightedness.
50				496 - I commute 3 hours a day from Bonney Lake to Seattle and I am completely dependent on the transit system to get me to my job. I pay property taxes and I use the transit system religously. I am furious you are choosing to end the sounder connector route from Sumner to Bonney Lake. I am furious that you think that we don't need a bus to get from the park and ride to the train station. Do you know how many people use that bus to get to their jobs? Hundreds of people. East Pierce county is already completely lacking in any transit services anyway, and now you are proposing to make it worse. We all work in other places because Pierce County doesn't give us the good jobs we have. We bring that money home and spend it in Pierce County. I also want to point out that Sumner has absolutely NO PARKING for people to take the Sounder to Seattle. They have made it very LOUD AND CLEAR that they don't want Sounder riders to park by the train station. Their priorities are about as backwards as yours. Please do not take the Sounder Connector away. You provide a service that we all pay for. The transit system isn't a charity for only poor neighborhoods. It's a necessity for getting all of us taxpayers to our good paying jobs that are outside of Pierce County.

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51	Pam	Grimm	496 - I have been commuting to the Sumner train station for 5 years from Bonney Lake Park and Ride. I used to take the 582 sound transit bus and then changed to the 496. I don't understand why you would stop a route where the buses are packed each day to the train station. The main reason so many take this bus is that there is not enough parking in Sumner to support all the riders. This is going to greatly impact many people and think your decision should be reconsidered. If there is no bus service to the train from Bonney Lake my only choice is to leave 1 hour earlier (4:45am) to catch the first train so that I can get a parking space and then get to work 1 hour early just to sit around. There should be some way to reach a solution without cutting all service. I could see cutting a service when the buses are not full, but that is not the case. I was also told today by a metro bus driver that something was brought up about \$20.00 being added to license tabs to help cover costs and all the Pierce county council had to do was to vote yes on this. I know from past experience usually when decisions are made the comments from the public are just a formality in the process and don't change anything, but I thought I would give it a try anyway to voice my opinion, so please reconsider dropping this route. We are constantly earged to use public transportation to save on the congestion on the roads, but it is decisions like this that can make public commuting so hard and frustrating.
52	Gabe	Markowitz	496 - I have been riding the bus from Bonney Lake to the Sumner train station for quite some time now, and appreciate the service that Pierce transit provides to the morning and afternoon commuters of Bonney Lake. Many of us are dependent upon the bus route 496 to go back an forth to work (The morning and afternoon busses are always full.) I'm sure many of us would be happy to drive and park at the Sumner train station, but there is simply not enough parking to accommodate all that ride the sounder train to seattle and other surrounding area's. Please do not terminate the 496, many of us will be forced to find other alternative means of transpiration to go to and from work. My first thought would be to drive to Lakeland Hills and catch the sounder connector from there, but i have heard parking is a concern as there is no park and ride, another alternative would be to drive into Auburn and park at the Sounder station there, were i also hear parking is a big concern. In short please do no cancel the 496, as this will leave Bonney Lake residents with no transit options to and from work, it also seem like Pierce Transit is pulling out of Bonney Lake altogether, leaving those with no transportation without means of transportation, without buses going to and from Bonney Lake the Park n Ride there would be essentially useless. Also I voted for the transit tax increase on the last ballot, in the hopes that service would not be cancelled. I guess others did not feel the same as i did about keeping the buses going.

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53	Allene	Harris	496 - I have been riding the Sounder for the past 10 years. Over the years the city of Sumner has done all they can in their power to reduce parking and push the Sounder riders and their cars out of their city. Fortunately about a year ago I found the BLPR and the Sounder Connector. I have never been much for use of public transportation but these past years I have really come to appreciate the service that it provides. Our drivers are always courteous and friendly and there is ample parking. As a mother who has to get her school children to school in the morning, I do not have the ability to leave earlier so that I can find a place to park. The connector has been perfect for me. The busses have continued to fill up over the past few months as Sumner shuts down more streets for parking and gas prices rise. If the city doesn't want us parking there and the encourage us to ride the bus service from "our own community" then I believe they should be contributing some of the funds they are receiving from Sound Transit or have in reserve to build a garage and subsidize the connector service. The city will never build a garage as it doesn't fit with their architecture, so it seems there should be funds available. I really appreciate your consideration in maintaining the Sounder Connector service.
54			496 - I have heard that Pierce Transit plans to terminate bus service to East Pierce County/Bonney Lake in October 2011. If this is true, I find it outrageous that a section of the county, a section in which TAX PAYERS reside, is going to be denied public transportation. I ride the 496 daily to the Sounder in Sumner. Without this bus route, all the MANY commuters in Bonney Lake, Buckley and surrounding areas, will be forced to drive to Sumner, where, as I am sure you are aware, there is little parking available. Any parking that is available is filled by the commuters riding the first train in the morning. Sumner has gone to great lengths to abolish street parking without a permit (for residents only). As the provider of PUBLIC TRANSPORTATION, and last I checked I am not only a member of the public, but a taxpaying resident of this county, how can you simply cut off a segment of the county for which you were created to serve? I can understand cutting back daytime services to Bonney Lake. Daytime ridership cannot be very high. But the Sounder commuters fill the buses in the morning along with some commuters transferring to a different bus in Sumner. Please consider the hardship you will be placing on every single 496 rider should you terminate this route.
55	Steven	Schmidt	Buckley 496 - I just got off the packed full route 496bus from Sumner train station to the Bonney lake park and ride. I would like to express my concerns of elimination of this vital link to the Sounder commuter service for hundreds of residents in my area. Having attempted parking at the train station with much difficulty elimination of this route would only add to the problem and force many to hit the road for alternative transportation thus defeating the whole purpose of of the Sounder commuter service. I view this as a completely unacceptable solution to the current fiscal problem and as a voter and taxpayer of pierce county a complete outrage. Please reconsider elimination of this vital link as it appears we are left with no other transportation from Bonney Lake Park and Ride to Sumner Station

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56	Tom	Cerna	Bonney Lake 496 - I just got off the packed full route 496bus from Sumner train station to the Bonney lake park and ride. I would like to express my concerns of elimination of this vital link to the Sounder commuter service for hundreds of residents in my area. Having attempted parking at the train station with much difficulty elimination of this route would only add to the problem and force many to hit the road for alternative transportation thus defeating the whole purpose of of the Sounder commuter service. I view this as a completely unacceptable solution to the current fiscal problem and as a voter and taxpayer of pierce county a complete outrage. Please reconsider elimination of this vital link as it appears we are left with no other transportation from Bonney Lake Park and Ride to Sumner Station.
57	Glen	Burrell	496 - I just moved here in Apr and finally closed on a house in Bonney Lake. Much of my decision was based on proximity of the park/ride to the Sounder train. I've been informed by my co-workers at Boeing that Pierce Transit is planning on eliminating that service. I haven't been here long enough to present any factual data to support keeping the bus but I can say that it will significantly impact my life and a dozen or so immediate co-workers. Since public transportation was a factor in my home buying decision, I would also assume many other future home buyers looking to reside in Bonney Lake will now think twice about that decision.
58	Steven	Wilson	496 - I recently learned of your proposed elimination of route 496 and I am appalled. This route is a vital link to Sound Transit and necessary due to the lack of parking in Sumner. Eliminating this route is shortsighted and foolish to say the least. ridership is very high on the majority of buses with standing room only on occasion. As a taxpayer in the transit taxing district I must insist on service or quit taxing me for services not receiving. The phrase "taxation without representation" should ring a bell. I am a government worker and give the best service possible to the people who pay my salary as you should also. I believe there are other routes with less percentage of ridership that service could be reduced to save the 496. I also believe eliminating 406,407 and 409 is not in the best interest of the tax paying public. Kids,under privileged and disabled people rely on these routes as a lifeline.If you're collecting taxes you need to provide service no questions. I will not be able to attend due the public hearing due to work. To be fair the public meeting should be held in the meeting so working people have the opportunity to comment in person.
59			496 - I understand Pierce Transit will end the Bonney Lake to Sumner shuttle bus service in Oct. I ride this bus (496) 5 days per week to connect with the Sounder. If service is eliminated, I will drive to Sumner and add to an already congested parking situation. Please reconsider this route as it is used by many people daily to both eliminate congestion and minimize carbon footprint.

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60	Judy	Hairston	496 - I understand the need to make changes to the bus routes and am trying to be understanding. However, I think eliminating 100% of the bus transportation to an area where you have many taxpayers is not the right thing to do. My concerns are specifically with the 496 route that runs from the Bonney Lake park and ride to the Sumner Train Station. There are presently 5 or so trains that run from Sumner to Seattle and 2 that run from Seattle to Tacoma. By around 6:15 a.m. there is no parking available at the Sumner Station and there are at least 3 more trains that run after the park and ride is full. There are many of us who rely on the bus from the Bonney Lake park and ride to the Sumner Train Station. Without that bus there would be even more serious issues with parking at the Sumner Train Station. As it is now, people are parking on side streets and those of us who presently park at the Bonney Lake park and ride would be adding to this problem. We would have no choice but to park along the streets in front of people's houses. Please keep in mind that many of the areas around the train station don't even allow parking on the streets. Because of this issue many of us won't be able to find parking at all. It is very critical that there be transportation offered between the Bonney Lake park and ride and the Sumner Train Station. Alternatives could involve some form of a compromise to the existing bus route or see if Sound Transit could reacquire the route, but we cannot lose this critical piece of transportation. If no solution is found, I will support the cities of Bonney Lake and Sumner if they choose to withdraw our tax support to create alternative public transportation for our residents. It will be unfortunate, but we may not have any alternatives left for our residents.
61	Kim	Pohl	496 - I was curious as to why you would cancel the Bonney Lake Sounder Connection Commuter Route 496. This makes absolutely no sense as there are not enough parking spaces at the Sumner Sounder Station to accommodate all of the commuters who park at the Bonney Lake Park and Ride in order to take the Connection Bus to the station.
62	Scott	Pickard	496 - I was extremely disappointed to learn that Pierce Transit is planning on eliminating bus route 496. This bus route is an important link in the overall development of mass transit in the south Puget Sound area. It provides a vital connection to the Sounder commuter train in Sumner, as well as connecting buses that take workers from the east county to Tacoma, Federal Way, and many other cities. By eliminating this route, you will make the already horrible parking situation in Sumner even worse and drastically impact many people's ability to get to work. I understand that with the current budget shortfall, reduction of service is necessary. But I strongly urge you to reconsider the elimination of route 496. When looking beyond the simple facts of riders and cost, and factoring in issues of parking and connection to other buses and the Sounder train, I hope you will see the vital importance of maintaining this service.

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63	Shawna	Thompson	496 - I was informed this morning, as were the other 20 or so people on the 496 Sounder Connector, that effective October 1st, this route is cancelled. While I understand cutting routes that have a handful of people that ride at any given time, I do not understand cutting a route that is often so full that it is standing room only. The city of Sumner has done nothing to assist with parking and has continued to rezone the streets that are used for commuter parking as 3 hour zones. While I understand that neighborhoods do not want commuters parking in front of their homes, I don't understand why the city has not done anything to accommodate the commuters for a station that they allowed to be built years ago? I have emailed the city several times and the response that I received yesterday was that they are advocating for more satellite stations with bus connections. I did inform them that it appears that the Bonney Lake Park and ride shuttle is being eliminated. I appreciate that they took the time to respond. As well, I have emailed Pierce Transit about the parking area for the Sounder about the number of vanpools and carpoolers who are not taking the train who use up precious parking but have never received a response. To discontinue the Sounder Connector makes no sense given the number of riders that utilize the route. The title on your very expensive multi colored and folded brochure announcing the eliminations is titled "efficiency and ridership". What definition of ridership is necessary to keep a route? I am surprised that the number of riders on the 496 is not enough. Please accept this email as my written comments to these proposed cuts.
64			496 - I was told that the 496 shuttle to/from Bonney Lake and Sumner Station is going to be eliminated. Is this true? Due to the very limited parking available in Sumner, this would be a hardship and makes train commuting less attractive. Please keep this valuable service active.
65			496 - I would like to put my two cents in on the decision to possibly cancel Route 496 Sounder Connector bus to Bonney Lake. I use this bus every day from the train. There is inadequate parking at the Sumner train station for all the people who ride the train from Bonney Lake. This bus is very useful to those of us that have flexible schedules. Also the number of cars going up and down the hill is increasing so why add to it. I will be very unhappy considering I voted every time for transportation.
66	Dara	Nelson	496 - I'm writing to express my issue with your proposed cancellation of route 496. I live outside the city limits in Orting and work in Seattle so I take the Sounder train to work. Parking in Sumner at the train station is pretty much non-existent after 5:00am so I was thrilled when I discovered the park and ride in Bonney Lake with route 496 to connect me to the train station. I know that the park & ride in Bonney lake is almost full most days, with well over 100 cars. If you eliminate these routes – over 100 cars will have to find parking in Sumner – and I know that much parking in Sumner is not available. Please reconsider your proposal and consider keeping route 496 active.
67			496 - I've heard talk that route 496-Sounder Connector may be cut. I'm writing to tell you that would be a BAD thing. I ride that bus every day to and from Bonney Lake. The bus is always full. If the bus route is canceled how are all these people going to make it to the train station each day? There isn't adequate parking in Sumner for all of them. Are you going to also refund the RTA fees that the county has been collecting that was to pay for bus service?

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68	Marcus	Isom	496 - Please do not discontinue the 496 Bonney Lake to Sumner route. I rely on this route along with many, many other individuals in the morning (going to work), and the evening on the return trips. To replace this bus route with a single "408" route that will go from Bonney Lake, to Prairie Ridge, and then to Sumner would be inadequate at best. We've been told it would be a Bus Plus, and that just would not be big enough to fit all passengers for each morning and evening ride for the current 496 passengers. Some ride because of their financial situation. Others have no vehicles. I fit into both these categories. Others use it for convenience sake in order to not waste time with horrible parking conditions in other towns they work in. I understand that Pierce Transit is being affected by the diminishing economy, however, it seems that cutting the 496 route will initially do even more damage to it by hindering some of the work force (the good majority of ridership on this route). I along with all the other passengers thank you for your fore notice, and consideration on keeping the 496 going. I welcome your correspondence, and feel free to leave a voicemail if I'm not available.
69	Kathy	Maris	496 - Please do not eliminate the 496 bus from Bonney Lake to Sumner. It is the only connector for Bonney Lake residents to other transit options and the bus is full every time I've been on it.
70	Daryl	Jenkinson	496 - Recently, my wife alerted me to an article in the Bonney Lake/Sumner Patch indicating that Route 496 is on the chopping block. I read the article in absolute disbelief. Today, I became aware that you published the October Service Reduction plan. I looked up Route 496 and sure enough, you're proposing to eliminate Route 496. ARE YOU KIDDING ME???? Let me give you some facts about Route 496 just in case you don't know. 1. The Bonney Lake Park and Ride is for the most part, an overflow parking lot for the Sumner Train Station. If you aren't aware, THERE IS NO PARKING AT THE SUMNER TRAIN STATION. I REPEAT, NO PARKING. 2. Route 496 is a CONNECTOR to the Sumner Train Station. It's a dedicated route to gets Sound Transit commuters to the train station BECAUSE THERE IS NO PARKING AT THE SUMNER TRAIN STATION. I REPEAT, NO PARKING. 3. On EVERY occasion, the bus is FULL, not matter what bus I take, both in the morning and in the afternoon. I would certainly like to understand the idiocy behind this decision. I would have to presume that since the buses are full, BECAUSE, PT is at least breaking even on this route????? My question for you is: specifically, why is this route being eliminated????? Do you realize that you will be stranding hundreds of people who take the train? Have you even thought about working with Sound Transit to work out some sort of deal? If the revenue sharing isn't enough (I'm presuming they're paying PT somehow since I'm paying a lump sum fare to Sound Transit), have there been any negotiations at all with Sound Transit? I think idea of eliminating this route is absolutely ridiculous. I get the cut backs. One would presume that the inefficient routes would get eliminated, but to eliminate a route with almost full ridership that gets people to the Sumner Train Station BECAUSE THERE IS NO PARKING AT THE SUMNER TRAIN STATION, is absolutely preposterous. What a great way to discourage people from taking public transportation. If you haven't noticed, gas is \$4.00 a gallon. We are encouraged to take public transportation, but you make idiotic decisions to cut Route 496 that discourage people from using public transportation. Please consider this my formal written comment. I won't be in town June 13th. If I was, you'd be getting an earful at the public hearing. I'm in disbelief.

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71				496 - Route 496 -- shuttle from Bonney Lake to Sounder Sumner Station. Please do not delete this route. This route is necessary for commuters to ride the Sounder station; there is limited parking at or near the station. I understand your need to delete some routes that do not have a lot of riders, but these buses are normally full. Thank you.
72	Marney	Powell		496 - Route 496 from bonney lake to Sumner is an essential service! This bus is a critical mode of transportation for so many commuters. Please do not eliminate this route! I was laid off from my job after 13 years of service. I was fortunate to find employment soon after... but it is in Seattle. Without the 496 route it will be impossible to find parking in Sumner to get to the train. Please don't eliminate the 496 route! My family depends on my income and i depend on this route to get me to my job as do many others!
73				496 - Rumors are circulating that Bus 496 will be discontinued in October. Is this true and if so why? Is it being replaced with/by another Bus Route?
74	Christopher	Curtis		496 - See hard copy comment
75	Gary	Davis	Bonney Lake	496 - See hard copy letter
76	Suzie	Bailey		496 - This email is in response to the proposed elimination of the 496 Bonney Lake - Sumner bus route. My husband and I both rely heavily on this route to provide transportation from our home in Bonney Lake to our jobs in Seattle, via the Sounder train. There is very little parking available at the Sumner Sounder Station for the amount of riders that board in Sumner throughout the morning hours. The Sumner Sounder Station parking lots as well as the few various parking lots around the station are typically 100% full by the second train that departs Sumner at 5:52. The 496 provides a great service to residents of Bonney Lake & surrounding areas. Eliminating this route without providing an alternative would create a hardship for all of us that work in Seattle and rely on the parking at the Bonney Lake Park & Ride and service provided by the 496 bus. I'm sure that all of us who rely on the parking at the Bonney Lake Park & Ride would happily pay a higher fare in order to continue this route. Are any alternatives being offered in exchange for the elimination of this route?
77	Wayne	Claypool	Bonney Lake	496 - This is in response to information being supplied in the form of a comprehensive brochure supplied by bus drivers and other sources of Pierce Transit. The brochure is titled "October Service Reduction Focusing on Efficiency & Ridership Effective October 2011". This brochure specifically states that Route 496 Bonney Lake – Sumner is proposed to be eliminated! The included map illustrates the elimination of this route. The closure of this bus service from the Park and Ride at Bonney Lake to the Sounder Station would cause a major hardship to those that use the present service. Not only the added expense to drive, or arrange other means of transportation, which is very costly, but the fact that there is not adequate parking available at the Sumner Station!!! This route is used by many commuters in both the morning and evening routes. I do not know the exact number of riders that use Route 496 to and from the Park and Rice at Bonney Lake, bit it seems that there are at least 15 on each trip. The additional time for commute, the cost of gas and vehicle maintenance or the cost of alternate transportation, the additional traffic, and the lack of parking in Sumner would be devastating to most of us that currently utilize the 496 bus. Please do not eliminate the 496!! Perhaps a head count would indicate that a smaller, more economical bus would suffice for this route.

Public Comments and Written Testimony
15% October Service Reduction Focusing on Efficiency Ridership

First Name	Last Name	City	Comment <i>Note: If there is a number at the beginning of the comment it categorizes the route(s) mentioned in the comment.</i>
78			496 - This letter concerns your elimination of route #496 from the Bonney Lake park and ride to the Sounder terminal in Sumner. I moved to Bonney Lake 3 years ago while accepting a position with Boeing in Tukwila. One of the major concerns about buying a home in this area so far from my work place was that of reliable transportation and the cost of the transportation. With the Sounder, providing economical and ecological friendly transportation between Sumner, and Tukwila, and the Bonney Lake park and ride with transportation from the train terminal made it an easy decision. I ride the train daily. However, with the proposed elimination of Pierce County route 496 will make this arrangement nearly impossible. While in theory, I could drive the 5 miles from the Bonney Lake park and ride, there is virtually no parking available past 6AM in Sumner. 80% of the riders boarding the Sounder are from the Bonney Lake park and ride after 7AM. What does Pierce County Transit propose and an alternate plan to allow the residents of Bonney Lake and Buckley to use public transportation to the Seattle area? What does the Sounder Transit propose and an alternative? Will Sounder Transit expand parking by October in the Sumner area to accommodate the discontinued service? Will Sounder Transit provide alternate transportation between the Bonney Lake park and ride and the Sounder? Since Pierce County Transit claims to be in such financial hardship, will it sell the property of the Bonney Lake park and ride, since it is useless to them as they no longer have any routes that utilize this area? What is the reason Pierce County Transit is eliminating a bus route that is normally full each trip? With the housing market in decline, and only 3 years since I purchased my home, it simply is not economical to sell my home and move to an area that has superior public services. Therefore I would like to know exactly the reasons for the elimination of this service? I strongly object to the elimination of this route. Respectfully submitted
79	Thomas	Pope	496 - This letter is to request your support "not to eliminate" Pierce Transit Services to/from Bonney Lake Park & Ride and the Sounder Train Station in Sumner. The Bonney Lake Park & Ride is the primary parking lot, there is absolutely no parking spaces available in Sumner. for most Bonney Lake & Buckley residents, who ride the Sounder Train daily to their jobs in Seattle & Tacoma. The Bonney Lake Park & Ride Parking Lot is completely filled daily with cars of residents who ride the Sounder Train. A review of the the Board's Plan, "Service Reduction--Focusing on Efficiency & Rideship", indicates that the Pierce Transit Board terminated ALL transportation services to the aforementioned locations...adjacent cities with critical transportation needs for their working citizens. One or two bus trips per work day for these cities would be fair, just and reasonable. Political differences should not be a factor in the Pierce Transit Board's rendering a fair and equitable distribution of bus services during these tough economic times to any city or citizen. We respectfully request that the "Pierce Transit Board" continue its legacy of equitable services to cities throughout Pierce County instead of assuming a new name, commonly referred to as the "Tacoma Transit Board". Thank you for urging the Pierce Transit Board to minimize the impact of the bus service cuts by making sure that a fair and equitable plan is implemented for most riders possible who live in Bonney Lake, Buckley and Tacoma.

Public Comments and Written Testimony
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First Name	Last Name	City	Comment <i>Note: If there is a number at the beginning of the comment it categorizes the route(s) mentioned in the comment.</i>
80	Cheryl	Coy	Bonney Lake
81	Chris	Kern	
82	Eric	Pilcher	Bonney Lake
83	Michelle	Mulholland	
84	John	Wilcoxson	

Public Comments and Written Testimony
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First Name	Last Name	City	Comment <i>Note: If there is a number at the beginning of the comment it categorizes the route(s) mentioned in the comment.</i>
85	Gareth	Davis	496 -I am a regular rider of the route 496 bus between Bonney Lake and Sumner. I was dumbfounded when I heard that you propose to completely eliminate all bus service in and out of the Bonney Lake area. Do you people have any idea of the impact your proposed actions will have on the surrounding areas and communities? If you eliminate the 496, literally hundreds of people will have to drive to other places to catch their train to get to work. If they drive to Sumner that will have a negative impact on all the already overtaxed areas immediately surrounding the Sounder Station. Then there's the added mess that all that additional traffic is going to have for Highways 410 and 167. One of the reasons we all ride the bus is so we can reduce our emmisions, and you will be adding to the pollution by eliminating this route. You are completely ignoring your civic duties and, obviously all you are concerned about is the "bottom line", your profit margin. Well I can tell you that the 496 buses are completely full every morning and every evening, sometimes with standing room only. At \$2.00 to \$2.50 a head you'll be losing a lot of revenue. You are a PUBLIC transportation company and should have the concerns of your riders uppermost in your minds before taking any precipitous actions, like eliminating routes.
86	Gary	Davis	496 -I am a regular rider of the route 496 bus between Bonney Lake and Sumner. I was dumbfounded when I heard that you propose to completely eliminate all bus service in and out of the Bonney Lake area. Do you people have any idea of the impact your proposed actions will have on the surrounding areas and communities? If you eliminate the 496, literally hundreds of people will have to drive to other places to catch their train to get to work. If they drive to Sumner that will have a negative impact on all the already overtaxed areas immediately surrounding the Sounder Station. Then there's the added mess that all that additional traffic is going to have for Highways 410 and 167. One of the reasons we all ride the bus is so we can reduce our emmisions, and you will be adding to the pollution by eliminating this route. You are completely ignoring your civic duties and, obviously all you are concerned about is the "bottom line", your profit margin. Well I can tell you that the 496 buses are completely full every morning and every evening, sometimes with standing room only. At \$2.00 to \$2.50 a head you'll be losing a lot of revenue. You are a PUBLIC transportation company and should have the concerns of your riders uppermost in your minds before taking any precipitous actions, like eliminating routes.
87	Kate	Hyde	496 -I am protesting the removal of route 496. There is already no parking in Sumner and the Bonney Lake park & ride is full every day. Where are these people going to park? Please reconsider keeping this route as it presents a great hardship to our family and many others if it is cancelled. My husband takes this bus every workday to meet the train in Sumner to Seattle. With gas at a premium I can't understand cancelling transit buses. We need this route.
88	Pam	Baker	496 -I am very concerned over the future cancelation of route 486 Sumner Sounder Connector. There is NO place to park at the Sumner Sounder Station. I was wondering how this was going to be addressed? Sumner has made it very clear they don't want train riders parking in the surrounding neighborhoods. You need to have a resident parking pass to park on the street. In the past, there have been Sound Transit Routes that connected to the Sounder. I hope someone is looking out for the 200 of us that park at the Bonney Lake Park & Ride. I know Sumner doesn't want us parking on their streets (which is a little ridiculous, if you think about it).

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First Name	Last Name	City	Comment <i>Note: If there is a number at the beginning of the comment it categorizes the route(s) mentioned in the comment.</i>
89	Leslie	Ashley	496 -I currently ride the 496 on a daily basis as I park at the Bonney Lake Park and Ride and commute to the train station. There is no parking at the park and ride or throughout the town of Sumner past 6:00 a.m. It is unfair to cut all bus service to Bonney Lake and Buckley when we also pay taxes for bus services. We cannot use any of the services that we are paying for. I understand your Tacoma routes are more populated but that does not decrease the need for services in East Pierce County. We are entitled to services for our tax dollars. I agree that the bus service in Bonney Lake must be better organized but to cut it completely is not fair.
90	John	Bailey	496 --This email is in response to the proposed cancellation of bus route 496 for the Sounder commute. My wife and I moved to the Bonney Lake area about 3yrs ago and have relied on this bus route for commuting to the Sounder Train each morning. In both morning and evening directions, I have seen many people like myself also rely on this route. Unfortunately the parking at the Sumner station is extremely limited, and even on street parking is sparsely available during the morning commute. This change will add hundreds of cars attempting to park at the Sumner location - as well as to the already congested 410 highway. Since there is no alternative option available, or being proposed - myself, and others, are asking that this change be reconsidered and/or please provide some suggested alternatives for us.
91	Cynthia	Litsky	53 - I guess it is a little late for public comment but I saw the new 53 route and I was wondering why the route was modified in the way it was. On the way to TCC the bus the route travels Westridge and then turns up 19th Street to TCC. Nineteenth Street is a very steep hill and likely would collect no passengers along it. It would make more sense to me to have the bus travel Westridge, turn right onto 19th street for one block, and then travel back on Grandview til 27th Street. At 27th Street make a left and then continue until making a left onto Cascade Place. Travel Cascade Place to 19th Street and then right turn to go to TCC. This new routing would alleviate the steep hill climb the bus would have to make and would reduce any problems the bus would have climbing this hill in the frosty or snowy conditions of winter. Furthermore, my suggested routing would take riders past The Seniors Center in U.P. and past numerous apartments and rentals that line 27th Street and Cascade Place. If you have a moment, your comments would be appreciated. NOTE - Regarding the Route 53 comment I just made. I errored. The bus should turn from 27th onto 70th Ave not Cascade. My apologies.
92	John	Miles	53 - I request 30-minute peak service on Route 53. 60-minute service is insufficient for commuters on this crucial route.
93	Lenna	Boettner	601 - Here we go again with another reduction of buses and now with the elimination of the 6:05 601 bus you have put several people back in their cars. Our bus is always crowded and you are going to make it worse by putting more people on the IT bus which is already standing room. I don't care to stand all the way to Olympia and take a risk of being hurt. Most the people who ride these early morning buses are state employees. Not only are we taking a 3% reduction on our pay now we will have the burden of driving to Olympia and paying more for gas.

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94	Steve	Aksamit	601 - Hi I am writing in regards to eliminating the 601 routes. I could see eliminating one of the scheduled routes but all of them. That, to me, is a bit extreme. There are a number of riders that ride the 601 at 5:16am, 5:36am and 6:10am routes. Eliminating these routes will cause more traffic over the Narrows bridge. I thought the purpose of mass transit was to get people out of their cars not put them in them. Maybe you could combine the three routes to one morning one. Same with the evening routes. The ridership of the three combined to one should be more than enough to cover the expense. I would appreciate a response.
95	Jessie	Lin	601 - I am a regular commuter on bus route 601. Every morning during the weekdays, my bus is always full of workers bounding for Olympia and in the afternoon, heading home from day's hard work. Please do not take away route 601. We absolutely need it to be able to make it to work to earn that paycheck and make it home to be with our family. PLEASE, PLEASE, PLEASE!!! DO NOT TAKE AWAY ROUTE 601.
96	Donn	Falkner	601 - I am a State worker who rides the bus daily from Kimball to Olympia. I am a Pierce County taxpayer who funds Pierce Transit. I am a voter who voted YES for Proposition 1 last year. I am a person who did not complain when you added a ½ hour to my day by eliminating the most popular 601 run (6 AM). I am unique in that I work 4/10's. I ride the 5:30 AM route out of Gig Harbor and return on the 5:30 PM route out of Olympia. The 601 route is full in the morning and full at night. WHY is this the 1st route you always want to eliminate? I ride to and from Olympia with a bus full of other riders who would rather pay your fare than get a free ride on Intercity Transit. As a State Employee I can ride IT for free. If you want to work with IT to make sure that I can get to Olympia by 7 AM without having to leave Gig harbor before 5:30, I will not complain. I am hoping that the elimination of service to certain areas will also limit your ability to gain tax revenues from those areas is significantly reduced also.
97			601 - I am asking Pierce Transit to continue running the 601 route in October. It would be great to have at least one going south bound in the mornings and one running northbound in the afternoon. It could only be from from TCC to Olympia and the reverse in the afternoons. InterCity transit is only adding 2 routes in the morning and 2 in the evenings. ***See Hard Copy Comment***
98	Sarah	McFadden	601 - I am writing to request reconsideration of eliminating the PT 601 route run to Olympia. The bus I pick up at the 512 park and ride, and have ridden for 5 years to Olympia. Two months ago it had a dozen riders on it. It is now almost full when I get on it at 0610 in the morning. If you eliminate those buses back and forth to Olympia you will create a great deal of hardship for over 100 people who have to go to work everyday. I could say that I don't understand why you gave BIG raises to your top management team when it appears that there has been a great failure to develop a sustainable and useful rider-ship plan going into the future. But I won't. I could say that your continuing to schedule bus service to areas that have very low rider-ship seems to be an indicator of inadequate customer focus group results, causing your company to not understand what your customer needs are. But I won't. I could say that I saw this coming because of your management teams inability to respond to its customers needs. But I won't. I will say, however, that you should change your name to Tacoma Transit and get it over with. Yes, I am disgruntled. And, before you dismiss this email, you should consider that I am a well educated person who is tired of getting a raw deal by a company that should be concerned about making sure our eco footprint is lessened each day, not increased.

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First Name	Last Name	City	Comment	
Note: If there is a number at the beginning of the comment it categorizes the route(s) mentioned in the comment.				
99	Monica	Cooper	601 - I have a few questions and would like to comment on management's decision to eliminate the PT-601, bus service to Olympia in October. I ride the 6:10am, departing from SR-512, every weekday, and have for the last eighteen years. I understand you feel you can eliminate your Olympia Express route because Intercity Transit offers the same service. They do, but their earliest bus does not arrive in Olympia in time for my work schedule, or anyone else on that bus. Even if state employees are able to change their works schedules to accommodate a later arrival, the first IT bus is already at standing room only capacity when it arrives at SR-512, so how are all of us on the earlier bus going to fit? Have you made arrangements with IT to add more buses to fill the earlier departures? I know budgets have to be cut, as revenues aren't there, but I would ask you to rethink the cuts. Rather than making the additional cuts in services to citizens, how about asking management to cut their inflated salaries during these dire economic times. Since management is asking the bus drivers (already lower on the salary scale) to take pay cuts, and asking citizens (many, the most vulnerable) to do without their only means of transportation. I think they should also be willing to look at their levels of compensation first. This would be the ethical thing to do first.	
100	Norm	Payton	Puyallup	601 - I have just been made aware that Pierce Transit will be eliminating Route 601 Olympia Express Route in October. Please do not terminate this route. I have been taking the 601 bus for approximately 17 years. This route is a valuable service for State and other workers commuting from Pierce and Thurston Counties. Some of us work ten hour days, so that we can further reduce the number of trips we need to take. I would have not taken my job with WSDOT 17 years ago, without having the 601 Route in place. Without Route 601, myself and other Olympia Express riders will be forced to drive their own vehicles to work. These additional vehicles will add to the congestion on I-5 during peak traffic hours.
101	Serena	Clark		601 - I ride the 601 to and from Tacoma to get to work here in Olympia. I take the 5:20am bus from TCC and the 4:15pm bus from the Olympia Transit Center. It is a disgrace that these routes have to be cut and it will be a huge impact on my life. I will be to work later and off work later meaning I cannot make it to much needed appointments back in Tacoma.
102	Michael	Murrey		601 - I understand that Pierce Transit is thinking about cutting all routes to Olympia/Lacey starting in October. Now, you have already cut out the 5:40am route and now more!!!! Currently, I ride the 601 (5:40am) from Lakewood Station to Olympia (along with about 20 or more other state workers) and transfer to Lacey because there is no bus from Tacoma directly to Lacey that I can take. My work hours are from 7:00am to 4:00pm. I'm quite sure everybody knows that state employees will be taking a 3% CUT in pay starting July 1st. The state is also laying off and offering early retirement to eligible employees to reduce spending. Now, how much of a cut in pay are your employees taking? We haven't had a pay raise in over 4 YEARS. When was their last raise? By cutting these routes, state employees will be forced to drive (unless InterCity picks up some earlier routes) and personally, I will have no use to have passes to ride the bus anywhere. Your leaving the riders out in the cold. I know some of my fellow riders have taken later buses (like the one at approximately 6:00am) and had to stand all the way to Olympia as there were no seats available. What are we suppose to do if you cut these routes and InterCity doesn't pick them up? I can't stand up for that distance in a moving bus!!!!!! You want riders! Make the buses available to us!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

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First Name	Last Name	City	Comment
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103	Mary.	Lyle Jackman	601 - June 12th four routes will be condensed into two routes. This does make economic sense to me as instead of running 4 1/2 full buses - you will be running 2 full buses. (Except the reality is that the earlier bus will probably be over full, while the "2nd" bus will probably remain much as before.) Now it has been announced that PT is considering cutting all Olympia runs. This will cause at 2 bus loads of regular full fare customers to either have to change their work schedules at worse case to coming in 1 1/2 hour later, or finding alternate transportation. As I said before rather than having to start driving in to meet my work schedule - I would rather pay an increase in fare.
104	Leticia	Licerio	601 - Route 601 must not be eliminated – There are no Intercity Express service early enough that would get a lot of us riders to work on time. Elimination of 601 would put more car drivers on the road – what happened to commute trip reductions? Your Operations Planners should do a ride along on these routes to get a feel of what the effects would be and get comments from ridership... Please, I strongly urge you all not to eliminate all 601 routes.
105	Mary.	Lyle Jackman	601 - See hard copy comment
106	Gene	Doyle	Gig Harbor 601 - See hard copy comment (Opposition to the proposed elimination of route 601)
107	Brenda	Moore	601 - The proposed reduction in service by Pierce Transit for the routes serving Olympia will have a great impact on many workers who live in Pierce County. I am asking that you reconsider that proposal. I remember how difficult it was to get to work in Olympia from Tacoma before the service began several years ago. Now, with your proposal, if adopted, times will be difficult again. I am asking that you keep the Tacoma/Olympia express service. It would be a great loss if it is not continued. Thank you for your consideration in this matter.
108	Donald	Laskey	601 - There are a lot of persons that depend on this bus route to get to and from work. Me being one of them. I can totally understand cutting the service from four trips to two trips, but to cut the service out completely is uncalled for. There are many other ways of saving monies without cutting services completely out. There are pay-cuts, position eliminations, the reductions already in place, etc. I know there are a lot of folks that take PT because of their work hours and if forced to take IT I would have to change my hours (which I really do not wish to do – I have a family I would prefer to enjoy rather than sit in traffic and get home later in the evening). I have been taking the 5:35 am out of Gig Harbor and by the time it gets to Lakewood Station, there are quite a few seats with two people in them. (I'm waiting to see how it looks on June 13th). It seems you could give the cuts a chance and see where this route lands. One of the goals of public transportation is to help eliminate some of the traffic congestion and emissions put out. By completely eliminating the route you are putting more cars back on the roads, whether it be car/vanpools, or people just driving to and from Olympia. I know I cannot afford to drive back and forth which is one reason I take the bus. I sat down and figured it out that just gas would cost me over \$200.00 a month. That is money I (and probably a lot of folks that depend on this route) don't have. I'm asking that you please take another look at your proposed cuts and find a way to keep this route that so many persons depend on. I will also be hoping to speak at the June 13th public hearing. I would appreciate a response letting me know my voice/opinions are being considered.
109	Dana	Walker	603 - I am dependent upon route 603 for my livelihood. Please do not cut that route.

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110	Jacob	Mertens	61 - I am a customer on your popular NE Tacoma bus, the 61. As a resident of Tacoma and a student at the University of Washington in Tacoma, a discontinuation of the route, which I found out this morning on my way to school is scheduled to be eliminated in October, would possibly force me to buy a car and drive to school. Being that I am on Social Security Disability, that would be a financial challenge and currently I view the potential change as a hardship. Also, I would not be able to enjoy my current flexibility by using the bus system, being cut off from Pierce Transit except that I would have to travel out of the way to and from NE Tacoma through the city of Federal Way on King County's Metro Bus 182, and would incur greater personal cost and traffic to the city, not to mention having to decide if I will pay for limited parking or spend my time working out transportation once I get down here. I attended a Pierce Transit event on campus last year that addressed the need to vote for the transit system, and I had already voted in the affirmative. I hope my voice is heard now even though it was not heard then. Please find a way to keep the 61, even if it means only a couple runs in the morning and a couple reaching into the evening. I will not be able to attend the event on June 13th due to a prior engagement.
111	Sue	VanSlooten	61 - I am a daily rider of Route 61 in NE Tacoma. I catch the bus at 7:28 AM at the Twin Lakes Park & ride in Federal Way, and ride either the 5:15 or 6:15 bus from 10th & Commerce back to the Twin Lakes Park & Ride. I work for KeyBank in downtown Tacoma, which I know helps support Pierce Transit. We have as many as 60 new bus riders coming into downtown in the past year. This Route is the most convenient and cost effective bus route available to me in NE Tacoma. There are many other riders that take this bus daily, including the School of The Arts students during the school year. ***See hard copy comment as well***
112	George	Davis	61 - I am a rider on this route every day. It helps me to get to the Federal way Twin Lakes Park and ride to connect with my bus to the University District. I admit that ridership is low in the mornings, I catch the bus on 49th down the street from QFC @ 5:20am every morning. It is a convenient route due the fact that no other route travels North on 21st avenue heading to Federal way from 356th street. It seems after June 12th I will have to find other arrangements in getting to the Twin Lakes Park and ride due to the elimination of the 05:19am time. By eliminating this route you give passengers no options of how to get to and from their destination that absolutely depend on it! I strongly ask that you consider not eliminating this route all together. Many people depend on it as a necessity to get to and from their place of employment to provide for our families.
113	Franck	Doherty	61 - I am a service-connected, disabled veteran who rides the #61 bus to and from work. This is the only Pierce Transit route which seems to serve "Northwest Tacoma." I have been told that there are plans to eliminate this route. Please do not do this. Please. Surely, Pierce Transit can do "something" whereby "three or four trips in the morning (M-F) " and "three or four trips in the afternoon (M-F)" are allowed to remain. There seem to be a LOT of "students" riding the #61 bus, and I am sure that the elimination of this route will significantly eliminate their ability to attend classes in downtown Tacoma. I have also noticed that this route routinely transports "special needs" individuals to and from "gainful employment" in downtown Tacoma. Since these individuals would in no way be able to obtain driver's licenses, I believe that eliminating the #61 would have a "negative social impact" on the community. So.....reductions in the # 61 service schedule are "understandable,"but the elimination of the route is "indefensible." Please don't do this to us.

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114	Pat	Richmond	61 - I am shocked to discover that the entire route 61 is to be eliminated in Oct 2011. This route serves NE Tacoma/Browns Point/Marine View Drive/Tideflats/Port of Tacoma. That essentially cuts off the areas from downtown Tacoma as well as the Federal Way Park N Ride. Not only does this cut off workers to jobs in Tacoma and also to the Tideflat industries/Port of Tacoma but includes students needing to get to schools and universities including the School of the Arts, Stadium High School, TCC, UW, UPS, etc. Considering the area likely pays higher than average property tax, it would appear that the money from the area is taken yet the service will be eliminated. Perhaps just cutting the runs to the major morning and afternoon/evening runs would cut some costs but still have token bus service to the area. Please strongly reconsider having some service Monday through Friday (there is no weekend service). Or perhaps Pierce Transit needs to contract with the King/Metro buses to provide at least some service to Federal Way for shopping and transportation to jobs. Even a slight increase in fares would be preferable to no bus service to the area. Please consider various ways to still provide some service on route 61. I was also shocked to discover in the fine print that public comments can only be made until June 3, 2011. Considering the proposed cuts were only sent out today, June 1, that does not give many people time to respond and provide comments.
115	Jeffrey	Lu	61 - I cannot attend the hearing, instead sending the following comments to support keeping the same #61 as the same route as it is today and on peak hour services: If you removed the service between Northshore Parkway and 55th & Frances, it will cut off quite a few riders, including me. Since you save only about less than 10 minutes from this portion of the route so you gain nothing but letting the driver sitting around and getting paid, not saving any money, so the cut does not make sense. If you removed the entire route completely, it may only save a couple of management jobs by cutting hundred or so people off the service they depend on for daily commute to and from work, which even makes less sense. If you really want to serve people who depend on the public transportation, then think twice before changing or cutting the route #61.
116	Daniel	Griffiths	61 - I have been a daily commuter on route 61 from NE Tacoma to downtown Tacoma for the past year. I normally take either the 6 AM or 7 AM run into the city, and the 4PM or 5PM run home. The bus is 75 to 100 percent full and often runs with standing passengers. I noted that many of the riders are SOTA or UW Tacoma students as well as business commuters to downtown offices. Please note as well, route 61 is the only service in NE Tacoma and is the sole link to the Twin Lakes Park and Ride in Federal Way. This is therefore, the only link to Metro Transit and onto Sound Transit service for riders to Seattle etc. Obviously, I am very interested in keeping this route operational and would like you to reconsider the proposed elimination of this service.
117	Tina	Brickley	61 - I heard that bus 61 will be eliminated in October. There is going to be a meeting about it that I don't have the details about and I may not be able to attend. I would like to email the proper authorities before the meeting with my input to keep bus 61 going. Who do I need to contact?

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First Name	Last Name	City	Comment <i>Note: If there is a number at the beginning of the comment it categorizes the route(s) mentioned in the comment.</i>
118	Tina	Brickley	61 - I may not be able to attend the meeting on Monday but please accept this email as my opinion that we need to keep Pierce Transit Bus Route 61. I use the bus during the week to get to work and I see many other riders on the bus everyday that rely on the bus. Not only are there adults that rely on Bus Route 61 to get to work but also there are young students that use the bus to get to school. I am very concerned that without Route 61 there will be serious hardships for students to get to school as well as adults that need to get to work. I have a limited income and cannot always afford to keep my car running and I rely on the bus to get to work. Please, for me and the students please keep Route 61 operating, at least Monday thru Friday during peak hours. Take into consideration also what time the school students start and stop school so they can not only get to school safely but also get home in a timely and safe manner.
119	Vicki	Scott	Tacoma 61 - I urge you to fight to keep Bus Route #61 for the NE Tacoma area. My son uses that bus to get from school and back during the school year, as do many of the other parents in our area who send their children to the Tacoma School of the Arts. Please do not deprive our community of that bus service as, with the economy the way it is, more and more people will need bus services and taking that service away would take away business from the downtown Tacoma area.
120		Millholland	61 - It is unfortunate that the rumors are true, with respect to the proposed cancellation of Route 61. I am sure you realize that this is the only bus service for NE Tacoma, and Tacoma residents will be required to either drive to Tacoma, drive to the FW transit center for Route 51, or figure out how to take Metro from the Twin Lakes Park-and-Ride, to catch Route 500 at the FW transit center. I am in agreement with the elimination of the mid-day trips, as there is very little ridership. But the early and later trips?? You've got to be kidding!! Elimination of this route will most certainly defeat prior efforts to get cars off the highways. And once riders get used to driving, you will not be able to resurrect this route. Please reconsider!!
121	Catherine	Bixler	61 - It's my understanding Pierce Transit wants to eliminate route 61 in Northeast Tacoma. Please do not eliminate this route. It's the only route within reasonable proximity to Brown's Point which takes passengers off the hill and into downtown Tacoma. Our only other alternative is the time consuming route 500. At a minimum please get passengers off the hill. Even if that would mean simple shuttle service from the Fred Meyer park & ride to downtown Tacoma during the busy times.
122	Megan	Marks	61 - My name is Megan Marks and I am a resident of N.E. Tacoma. There is only one bus that comes up to N.E. Tacoma and that is Bus 61. The bus driver has informed me that Pierce Transit is purposing to no longer provide bus service to this area. I am currently a student at the University of Washington Tacoma and I get there by taking the bus. The state has already cut funding to the UW and I can't afford a car or gas. There are a lot of students like myself as well as students that attend the School of Arts and they depend on the bus to get to school every day. I think it is wrong to propose cutting the only bus that serves N.E. Tacoma. I am sure you can cut other bus lines in Peirce county where there are multiple buses running and not cut the only link I have to downtown Tacoma. I look forward to hearing from you and hope you will help support keeping the bus service in N.E. Tacoma
123	Arionna	Hall	61 - Please dont remove route 61 Its my main transportation in NE tacoma

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124	Linda	Doherty	61 - Realizing the first wave of reduction on June 11 is upon us changing times and eliminating times, but then the second round in October of 2011 not only has more reduction it has many elimination of routes. It shows that Route 61 serving NE Tacoma will be eliminated. That had not been the original plan. This is a vital route for those in the NE Tacoma area. This has taken many of the riders by surprise. Students of the Art School, Students at the University of WA and many of us getting to our jobs in downtown Tacoma need this route. It is vital that we can keep this route at the reduced times that you have set for June 11. Please reconsider eliminating this route.
125	Linda	Doherty	61 - See attached hard copy letter and petition
126	Shanta	Frantz	61 - See hard copy email
127	Larry	Green	61 - The proposed change or possible elimination of Route 61 to NE Tacoma will create unnecessary hardship for myself, students depending on this service for schools, such as: Tacoma school of Arts, UWA, Tacoma, as well as residents who are depending on reliable transportation for commuting to work. I would hope that Pierce Transit would consider alternatives to eliminating this important route by at least considering reduced services alternatives. Doing this would be greatly appreciate. Thank you for considering our concerns on this important issue.
128	Alvaro	Torres	61 - The reason I am writing is to show my concern on elimination of route 61. I could understand a significant reduction on service, limiting to rush hours but eliminating and not providing options for the entire community of NE Tacoma is not reasonable as a commuter, as tax payer and as a citizen that is trying to eliminate congestion and trying to mitigate climate change. Proposed summer reduction although inconvenient is understandable; October elimination is not mindful and thought all the way through. In other words the proposal will deny public transportation to an entire urban community. Please provide an option at least to the park and ride in twin lakes.
129	Jackie	NE Tacoma	61 - There are people that rely on bus # 61 NE Tacoma daily. whether its school, work, or just need a ride. There are those that does not have other transportation,nor do they drive. It would be a shame not to continue to have bus service Monday-Friday. in NE Tacoma. We have gotten use to not having theservice on the weekends, but we do need it during the week. Thank you for taking the time to read the email messages. A concern Rider of # 61 NE Tacoma
130	Chris	Rash	61 -My nme is Chris & I ride the 61 from twin lakes area to downtown everyday for work. The midday service cuts don't effect me but eliminating the route completely will. It is my main mode of transportation be cause the route 500 is never on time when it is needed so please don't cut the 61 route. Please read this at your board meeting. Thank you!

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131	Gary	Gross	61 -My wife is a student at Tacoma Community College and relies on bus service to get to and from school all year long. Today she brought home the flyer detailing route reductions for 2011 and I was appalled to see a recommendation to totally eliminate service on Route 61 to Northeast Tacoma. I totally understand the necessity to reduce services based on the state of our current economy. I also realize that service to NE Tacoma is not as populated as other parts of the city, but I also know that morning and afternoon runs for this route are busy and I feel that to completely eliminate ALL service to a major part of Tacoma is extremely irresponsible. I understand and can support reduced service during the middle of the day and on weekends but I also believe to completely eliminate service and isolate a large population of Tacoma is not the best way to reduce costs and service. I also believe that it is unfair and unwise to be adding NEW, unproven routes while totally eliminating other routes. If you continue down the path of totally eliminating routes (such as Route 61) to major populated areas of Tacoma, I will simply ask how do you plan to help me support my wife's desires (as well as others) to continue her education at TCC when she cannot get there? It is your responsibility to effectively provide transit service to all of Pierce County. If you continue to move forward with this plan to totally eliminate service on Route 61 to NE Tacoma, you will be effecting a large population of this great city and Pierce County that will just further erode the public trust in our local service agencies. I truly believe this plan will be a huge disservice to a great number of citizens of Pierce County and ask that you reconsider and find another way to reduce costs without the total elimination of routes such as Route 61. Your consideration and response will be greatly appreciated.
132	Nikki	Freeman	61 -Please do not remove this route. This route is my main source of transportation and very important to me. Thank you
133			Bus Plus / Fares - I've been riding the bus April 2008 and have been pleased with it up until now I totally disagree with cutting and changing routes. Please have routes back to what they were before the emergency schedule began. The schedule right now really puts me in a bind I go to school in Federal Way and take the 500 up sometimes I've missed the 7:00 and was able to catch the 7:30 but now when I miss it it totally throws me off schedule and I've got to be late it's not setting a good example. Please reconsider keeping route 446,402 and 500 the way it used to be. Reducing the fare back to a 1.75 would save so much money for me please reconsider the cost of riding the bus.
134	Vickie	Oakes	East Pierce County - See hard copy letter
135	Linda	Henry	East Pierce County - See hard copy letter
136	Steve	?	Bonney Lake East Pierce County - See hard copy letter
137	Monica	Cooper	Fares - I am aware of the two trips Intercity Transit will begin operating to Olympia. The reductions starting June 12th, are not a problem, however the October 2011 cut is. Unfortunately the additional IT runs are still too late in the morning hours, as you can see on the link you sent me. I do appreciate all the cuts that PT has already had to make. We too have had to make those same cuts at the State. But, other than fire PT experienced, why is it this drastic while IT is still doing well and winning awards. How about asking riders if they are willing to pay a fare increase to save the Olympia Express morning runs? I would be will to pay more.

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138	George	Frey	Fares - Why don't you get serious and raise fares? Your fare revenue is way to low for the service. I hear all of the people complaining about paying more but \$.75 for a ride is way too cheap. Shuttle fares are \$.75 for a ride that costs over \$35.00. I believe that Pierce Transit needs to start making better business decisions when it comes to fares rather than trying to provide a service that has to be heavily subsidized by taxpayers. Take the student/discount rate to \$1.25 and regular fares to \$2.50. Based on your published ridership numbers this would generate an additional \$9,000,000 in revenue annually. You may hear complaints but I doubt you will see any reduction in ridership.
139	Barry	Johnson	Fares Increase - I greatly appreciate and sympathize with the difficult choice the Pierce Transit Board and Management team are having to make in these difficult times. Public Transit is an important service in our communities. That said I got on the Sound Transit bus to Seattle today and learned of the fare increase from \$3.00 to \$3.50, a 17% increase. I didn't hear a great deal of grumbling by any means as the alternatives are much more costly. Has Pierce Transit looked to increase rider share, as I recall from a meeting last year that it was relatively low. Might help preserve some additional routes.
140	Rylla	Goldberg	General - Although I know some reduction in service is necessary for budgetary reasons, I hope you can find a way to retain the current (emergency) level of service for Routes 10, 13, 16, 100, and both 500 & 501. I'm sure every letter or email you receive contains requests to keep the writer's favorite routes, but in our case (North 26th & Pearl and environs), we depend on routes 10 & 16 to get us to TCC transit center and 13 to get us to 10th & Commerce & connecting buses. We have adapted to the extending the stop interval from 30 minutes to hourly, but to extend the interval further would create a severe hardship for us. Thank you for listening. And thank you, too, for providing such superb service in these difficult economic times. I stopped driving December 31, 2008, and I have found Pierce Transit service to be excellent and drivers to be courteous and helpful. When I was able to use it, I rode the 594 Express from 10th & Commerce to downtown Seattle and that was wonderful, too. You are all to be commended for doing such a great job!
141	Sean	Nau	General - Before you gals and guys cut any services you, SHOULD FIGURE A WAY TO COLLECT REVENUE ON THE BUSES, NOOOOOOOO FREEEEE RIDES!!!!!!!!!!!! AND CUT UPPER MANAGEMENT TO THE BONE!!!!!!!!!!!! END OF STORY GOOD LUCK!!!!!!!!!!!! BUT FROM WHAT I SEE AND HEAR, YOU GALS AND GUYS ARE A BUNCH OF LOSERSSSSSSSSSSSSSS!!!!!!!!!!!! This company should be in the private control not government waste!!!!!!!!!!!! Again Good Luck YOU Need It.
142	Gary	Davis	General - How convenient for you that you've scheduled the "public" hearing at a time when most of the "public" can't be there due to having jobs...if they're lucky. Jobs, which I would like to point out, that they get to by riding the bus.

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143	Nancy	Rosa	General - I am a constant user of public transportation. I am able to maintain a full time job and commute daily from Puyallup to Kent. Most days I rely on the train but I also need my buses to get around. I do not drive due to medical concerns and for years have enjoyed the flexibility allowed me by our public transit. I am concerned so much about my routes that I use on a regular basis just disappearing from our transit service system. My one biggest is that there will be no service to/from the hospital. I need that bus so I can get to my appt.s at the hospital. I cannot imagine all the handicapped and elderly that will unable to navigate the hill that one would have to walk up to get to the hospital. It is disturbing to see our public transit moving backwards instead of forwards in this day and age. I understand the need to perhaps reduce some trips for some routes but what I see coming in October is widespread discontinuation of too many routes. Please please please consider those of us who rely on our transit in our everyday lives before its to late to think of other solutions.
144	Patricia	Engel	General - Just wanted to get my say in this. While I can understand the need for service reduction and a lot of it will not affect me. Still as long as you do not touch the following routes, I have no complaints. Routes, 41, 54, 55, 57, and the 202 routes. Also i would like to see added service on the number 1, 2, and 3 routes. They seem to be some of the busiest routes. Thank you for giving me the chance to get my say in concerning the cuts.
145	Kathy	Anonymous	General - Kathy indicated that she supports continuing to provide service for routes 61, 113 and 601/603 in order to provide connections for people to reach businesses. She recommends keeping buses running later in the evening and work commute times. She feels providing these services will provide revenue to continue to operate bus services.
146	David	Cherrick	General - Please tell me why there are 40 buses sitting in your yard at 5pm on a week day?
147	Chris	Karnes	General - See hard copy comment
148	Juanita	Rebera	General - Suggestions to make a good PT service (See hard copy comment)
149	Pete	Lewis	General - Thank you but except for the Transit we are helping to pay for we have none to lose.
150	Amy	Mann	General - The pamphlet is pretty straight forward and, on the face of it, it looks as if you have consolidated service within the urban core and what is suffering is the outlying areas. What is not in the pamphlet but what I would be very interested in seeing is what, if any budget adjustments you have made since the sales tax was turned down and then when the Board sent you back to the drawing board. Are there any other budget efficiencies you have figured out beyond cutting direct service?

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151	Sue	Comis		North Tacoma - I am sorry that your vote did not pass and you are faced with these reductions. I do encourage you to try another vote in the future. And to continue to look for alternate viable revenue sources. I have the following major comments: New Rte 16—I very much appreciate keeping service on N. 21st as I do use the Rte 11 now. Please make sure that this route is through-routed to Tacoma Dome Station the way the 11/41 works now. (From the material presented, I can't tell if that is your plan.) New Rte 51—I like the change you have made to this route and think it is a big improvement. I think you should go with this route regardless of the other decisions you make in the future. I like the routing down Union from the north end along Center all day and think that it will serve Oakland High School well. As you probably know, Oakland High School draws students from throughout the city and does not provide school buses so Pierce Transit all-day connections are very important. For both of these routes I would like to see more frequent service.
152	Kat	St. Pierre	Tacoma	Pass Plan - Thank you for a service plan that saves buses for the most riders possible. Thank you for voting at the May board meeting to minimize the impact of the bus service cuts, making sure the most riders possible can continue to ride the bus. Whether it's the elderly who need to get to a medical appointment or a worker who commutes to work, the bus is a critical service for thousands of Pierce County residents. The new service plan adds more than a million rides back into the system, which will fewer of the heart-wrenching stories we heard during public testimony in March and April. Thank you for standing up for your communities and voting to make cuts based on ridership. Please stick with this criteria as you adopt your final service plans for the months ahead.
153	Brock	Howell	Tacoma	Pass Plan - Thank you for a service plan that saves buses for the most riders possible. Thank you for voting at the May board meeting to minimize the impact of the bus service cuts, making sure the most riders possible can continue to ride the bus. Whether it's the elderly who need to get to a medical appointment or a worker who commutes to work, the bus is a critical service for thousands of Pierce County residents. The new service plan adds more than a million rides back into the system, which will fewer of the heart-wrenching stories we heard during public testimony in March and April. Thank you for standing up for your communities and voting to make cuts based on ridership. Please stick with this criteria as you adopt your final service plans for the months ahead.
154	Jeanette	McCay	Tacoma	Pass Plan - Thank you for a service plan that saves buses for the most riders possible. Thank you for voting at the May board meeting to minimize the impact of the bus service cuts, making sure the most riders possible can continue to ride the bus. Whether it's the elderly who need to get to a medical appointment or a worker who commutes to work, the bus is a critical service for thousands of Pierce County residents. The new service plan adds more than a million rides back into the system, which will fewer of the heart-wrenching stories we heard during public testimony in March and April. Thank you for standing up for your communities and voting to make cuts based on ridership. Please stick with this criteria as you adopt your final service plans for the months ahead.

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155	Mimi	Haley	Tacoma
156	Vera	Cooley	University Place
157	Bernice	Youtz	Tacoma
158	David	Curtiss	Lakewood

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159	jane	brazell	Pass Plan - Thank you for a service plan that saves buses for the most riders possible. Thank you for voting at the May board meeting to minimize the impact of the bus service cuts, making sure the most riders possible can continue to ride the bus. Whether it's the elderly who need to get to a medical appointment or a worker who commutes to work, the bus is a critical service for thousands of Pierce County residents. The new service plan adds more than a million rides back into the system, which will fewer of the heart-wrenching stories we heard during public testimony in March and April. Thank you for standing up for your communities and voting to make cuts based on ridership. Please stick with this criteria as you adopt your final service plans for the months ahead.
160	Patti	Sutton	Pass Plan - Thank you for a service plan that saves buses for the most riders possible. Thank you for voting at the May board meeting to minimize the impact of the bus service cuts, making sure the most riders possible can continue to ride the bus. Whether it's the elderly who need to get to a medical appointment or a worker who commutes to work, the bus is a critical service for thousands of Pierce County residents. The new service plan adds more than a million rides back into the system, which will fewer of the heart-wrenching stories we heard during public testimony in March and April. Thank you for standing up for your communities and voting to make cuts based on ridership. Please stick with this criteria as you adopt your final service plans for the months ahead.
161	Roche	Scheuerman	Pass Plan - Thank you for a service plan that saves buses for the most riders possible. Thank you for voting at the May board meeting to minimize the impact of the bus service cuts, making sure the most riders possible can continue to ride the bus. Whether it's the elderly who need to get to a medical appointment or a worker who commutes to work, the bus is a critical service for thousands of Pierce County residents. The new service plan adds more than a million rides back into the system, which will fewer of the heart-wrenching stories we heard during public testimony in March and April. Thank you for standing up for your communities and voting to make cuts based on ridership. Please stick with this criteria as you adopt your final service plans for the months ahead.
162	Chris	Hooker	Pass Plan - Thank you for a service plan that saves buses for the most riders possible. Thank you for voting at the May board meeting to minimize the impact of the bus service cuts, making sure the most riders possible can continue to ride the bus. Whether it's the elderly who need to get to a medical appointment or a worker who commutes to work, the bus is a critical service for thousands of Pierce County residents. The new service plan adds more than a million rides back into the system, which will fewer of the heart-wrenching stories we heard during public testimony in March and April. Thank you for standing up for your communities and voting to make cuts based on ridership. Please stick with this criteria as you adopt your final service plans for the months ahead.

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163	Chris	Karnes	Pass Plan - Thank you for a service plan that saves buses for the most riders possible. Thank you for voting at the May board meeting to minimize the impact of the bus service cuts, making sure the most riders possible can continue to ride the bus. Whether it's the elderly who need to get to a medical appointment or a worker who commutes to work, the bus is a critical service for thousands of Pierce County residents. The new service plan adds more than a million rides back into the system, which will fewer of the heart-wrenching stories we heard during public testimony in March and April. Thank you for standing up for your communities and voting to make cuts based on ridership. Please stick with this criteria as you adopt your final service plans for the months ahead.
164	Michael	Garritty	Pass Plan - Thank you for a service plan that saves buses for the most riders possible. Thank you for voting at the May board meeting to minimize the impact of the bus service cuts, making sure the most riders possible can continue to ride the bus. Whether it's the elderly who need to get to a medical appointment or a worker who commutes to work, the bus is a critical service for thousands of Pierce County residents. The new service plan adds more than a million rides back into the system, which will fewer of the heart-wrenching stories we heard during public testimony in March and April. Thank you for standing up for your communities and voting to make cuts based on ridership. Please stick with this criteria as you adopt your final service plans for the months ahead.
165	Scott	O'Dell	Pass Plan - Thank you for a service plan that saves buses for the most riders possible. Thank you for voting at the May board meeting to minimize the impact of the bus service cuts, making sure the most riders possible can continue to ride the bus. Whether it's the elderly who need to get to a medical appointment or a worker who commutes to work, the bus is a critical service for thousands of Pierce County residents. The new service plan adds more than a million rides back into the system, which will fewer of the heart-wrenching stories we heard during public testimony in March and April. Thank you for standing up for your communities and voting to make cuts based on ridership. Please stick with this criteria as you adopt your final service plans for the months ahead.
166	jane	Moore	Tacoma Pass Plan - Thank you for a service plan that saves buses for the most riders possible. Thank you for voting at the May board meeting to minimize the impact of the bus service cuts, making sure the most riders possible can continue to ride the bus. Whether it's the elderly who need to get to a medical appointment or a worker who commutes to work, the bus is a critical service for thousands of Pierce County residents. The new service plan adds more than a million rides back into the system, which will fewer of the heart-wrenching stories we heard during public testimony in March and April. Thank you for standing up for your communities and voting to make cuts based on ridership. Please stick with this criteria as you adopt your final service plans for the months ahead.

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167	Michal	Morrison-Kerr	Tacoma	Pass Plan - Thank you for a service plan that saves buses for the most riders possible. Thank you for voting at the May board meeting to minimize the impact of the bus service cuts, making sure the most riders possible can continue to ride the bus. Whether it's the elderly who need to get to a medical appointment or a worker who commutes to work, the bus is a critical service for thousands of Pierce County residents. The new service plan adds more than a million rides back into the system, which will fewer of the heart-wrenching stories we heard during public testimony in March and April. Thank you for standing up for your communities and voting to make cuts based on ridership. Please stick with this criteria as you adopt your final service plans for the months ahead.
168	Dalton	Gittens	Tacoma	Pass Plan - Thank you for a service plan that saves buses for the most riders possible. Thank you for voting at the May board meeting to minimize the impact of the bus service cuts, making sure the most riders possible can continue to ride the bus. Whether it's the elderly who need to get to a medical appointment or a worker who commutes to work, the bus is a critical service for thousands of Pierce County residents. The new service plan adds more than a million rides back into the system, which will fewer of the heart-wrenching stories we heard during public testimony in March and April. Thank you for standing up for your communities and voting to make cuts based on ridership. Please stick with this criteria as you adopt your final service plans for the months ahead.
169	Brenda	Smit	Lakewood	Pass Plan - Thank you for a service plan that saves buses for the most riders possible. Thank you for voting at the May board meeting to minimize the impact of the bus service cuts, making sure the most riders possible can continue to ride the bus. Whether it's the elderly who need to get to a medical appointment or a worker who commutes to work, the bus is a critical service for thousands of Pierce County residents. The new service plan adds more than a million rides back into the system, which will fewer of the heart-wrenching stories we heard during public testimony in March and April. Thank you for standing up for your communities and voting to make cuts based on ridership. Please stick with this criteria as you adopt your final service plans for the months ahead.
170	Ruthann	McCaffree		Pass Plan - Thank you for a service plan that saves buses for the most riders possible. Thank you for voting at the May board meeting to minimize the impact of the bus service cuts, making sure the most riders possible can continue to ride the bus. Whether it's the elderly who need to get to a medical appointment or a worker who commutes to work, the bus is a critical service for thousands of Pierce County residents. The new service plan adds more than a million rides back into the system, which will fewer of the heart-wrenching stories we heard during public testimony in March and April. Thank you for standing up for your communities and voting to make cuts based on ridership. Please stick with this criteria as you adopt your final service plans for the months ahead.

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171					Susan					Eidenschink					Tacoma					Pass Plan - Thank you for a service plan that saves buses for the most riders possible. Thank you for voting at the May board meeting to minimize the impact of the bus service cuts, making sure the most riders possible can continue to ride the bus. Whether it's the elderly who need to get to a medical appointment or a worker who commutes to work, the bus is a critical service for thousands of Pierce County residents. The new service plan adds more than a million rides back into the system, which will fewer of the heart-wrenching stories we heard during public testimony in March and April. Thank you for standing up for your communities and voting to make cuts based on ridership. Please stick with this criteria as you adopt your final service plans for the months ahead.				
172					Justin					Leighton					Tacoma					Pass Plan - Thank you for a service plan that saves buses for the most riders possible. Thank you for voting at the May board meeting to minimize the impact of the bus service cuts, making sure the most riders possible can continue to ride the bus. Whether it's the elderly who need to get to a medical appointment or a worker who commutes to work, the bus is a critical service for thousands of Pierce County residents. The new service plan adds more than a million rides back into the system, which will fewer of the heart-wrenching stories we heard during public testimony in March and April. Thank you for standing up for your communities and voting to make cuts based on ridership. Please stick with this criteria as you adopt your final service plans for the months ahead.				
173					Carol					Whitehurst					Tacoma					Pass Plan - Thank you for a service plan that saves buses for the most riders possible. Thank you for voting at the May board meeting to minimize the impact of the bus service cuts, making sure the most riders possible can continue to ride the bus. Whether it's the elderly who need to get to a medical appointment or a worker who commutes to work, the bus is a critical service for thousands of Pierce County residents. The new service plan adds more than a million rides back into the system, which will fewer of the heart-wrenching stories we heard during public testimony in March and April. Thank you for standing up for your communities and voting to make cuts based on ridership. Please stick with this criteria as you adopt your final service plans for the months ahead.				
174					Helen					Engle					University Place					Pass Plan - Thank you for a service plan that saves buses for the most riders possible. Thank you for voting at the May board meeting to minimize the impact of the bus service cuts, making sure the most riders possible can continue to ride the bus. Whether it's the elderly who need to get to a medical appointment or a worker who commutes to work, the bus is a critical service for thousands of Pierce County residents. The new service plan adds more than a million rides back into the system, which will fewer of the heart-wrenching stories we heard during public testimony in March and April. Thank you for standing up for your communities and voting to make cuts based on ridership. Please stick with this criteria as you adopt your final service plans for the months ahead.				

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175	Barb	Hiatt	Tacoma
Pass Plan - Thank you for a service plan that saves buses for the most riders possible. Thank you for voting at the May board meeting to minimize the impact of the bus service cuts, making sure the most riders possible can continue to ride the bus. Whether it's the elderly who need to get to a medical appointment or a worker who commutes to work, the bus is a critical service for thousands of Pierce County residents. The new service plan adds more than a million rides back into the system, which will fewer of the heart-wrenching stories we heard during public testimony in March and April. Thank you for standing up for your communities and voting to make cuts based on ridership. Please stick with this criteria as you adopt your final service plans for the months ahead.			
176	Helen	Sautner	Tacoma
Pass Plan - Thank you for a service plan that saves buses for the most riders possible. Thank you for voting at the May board meeting to minimize the impact of the bus service cuts, making sure the most riders possible can continue to ride the bus. Whether it's the elderly who need to get to a medical appointment or a worker who commutes to work, the bus is a critical service for thousands of Pierce County residents. The new service plan adds more than a million rides back into the system, which will fewer of the heart-wrenching stories we heard during public testimony in March and April. Thank you for standing up for your communities and voting to make cuts based on ridership. Please stick with this criteria as you adopt your final service plans for the months ahead.			
177	Karen	Smitterman	
Pass Plan - Thank you for a service plan that saves buses for the most riders possible. Thank you for voting at the May board meeting to minimize the impact of the bus service cuts, making sure the most riders possible can continue to ride the bus. Whether it's the elderly who need to get to a medical appointment or a worker who commutes to work, the bus is a critical service for thousands of Pierce County residents. The new service plan adds more than a million rides back into the system, which will fewer of the heart-wrenching stories we heard during public testimony in March and April. Thank you for standing up for your communities and voting to make cuts based on ridership. Please stick with this criteria as you adopt your final service plans for the months ahead.			
178	Phillip	Bradford	
Pass Plan - Thank you for a service plan that saves buses for the most riders possible. Thank you for voting at the May board meeting to minimize the impact of the bus service cuts, making sure the most riders possible can continue to ride the bus. Whether it's the elderly who need to get to a medical appointment or a worker who commutes to work, the bus is a critical service for thousands of Pierce County residents. The new service plan adds more than a million rides back into the system, which will fewer of the heart-wrenching stories we heard during public testimony in March and April. Thank you for standing up for your communities and voting to make cuts based on ridership. Please stick with this criteria as you adopt your final service plans for the months ahead.			

Public Comments and Written Testimony
15% October Service Reduction Focusing on Efficiency Ridership

First Name		Last Name	City	Comment <i>Note: If there is a number at the beginning of the comment it categorizes the route(s) mentioned in the comment.</i>
179	Joe	Edmonds	Tacoma	Pass Plan - Thank you for a service plan that saves buses for the most riders possible. Thank you for voting at the May board meeting to minimize the impact of the bus service cuts, making sure the most riders possible can continue to ride the bus. Whether it's the elderly who need to get to a medical appointment or a worker who commutes to work, the bus is a critical service for thousands of Pierce County residents. The new service plan adds more than a million rides back into the system, which will fewer of the heart-wrenching stories we heard during public testimony in March and April. Thank you for standing up for your communities and voting to make cuts based on ridership. Please stick with this criteria as you adopt your final service plans for the months ahead.
180	Benjamin	Anderstone	Tacoma	Pass Plan - Thank you for a service plan that saves buses for the most riders possible. Thank you for voting at the May board meeting to minimize the impact of the bus service cuts, making sure the most riders possible can continue to ride the bus. Whether it's the elderly who need to get to a medical appointment or a worker who commutes to work, the bus is a critical service for thousands of Pierce County residents. The new service plan adds more than a million rides back into the system, which will fewer of the heart-wrenching stories we heard during public testimony in March and April. Thank you for standing up for your communities and voting to make cuts based on ridership. Please stick with this criteria as you adopt your final service plans for the months ahead.
181	Mary	Moser	Tacoma	Pass Plan - Thank you for a service plan that saves buses for the most riders possible. Thank you for voting at the May board meeting to minimize the impact of the bus service cuts, making sure the most riders possible can continue to ride the bus. Whether it's the elderly who need to get to a medical appointment or a worker who commutes to work, the bus is a critical service for thousands of Pierce County residents. The new service plan adds more than a million rides back into the system, which will fewer of the heart-wrenching stories we heard during public testimony in March and April. Thank you for standing up for your communities and voting to make cuts based on ridership. Please stick with this criteria as you adopt your final service plans for the months ahead.
182	Renee	Ford	Bonney Lake	Pass Plan - Thank you for a service plan that saves buses for the most riders possible. Thank you for voting at the May board meeting to minimize the impact of the bus service cuts, making sure the most riders possible can continue to ride the bus. Whether it's the elderly who need to get to a medical appointment or a worker who commutes to work, the bus is a critical service for thousands of Pierce County residents. The new service plan adds more than a million rides back into the system, which will fewer of the heart-wrenching stories we heard during public testimony in March and April. Thank you for standing up for your communities and voting to make cuts based on ridership. Please stick with this criteria as you adopt your final service plans for the months ahead.

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15% October Service Reduction Focusing on Efficiency Ridership

First Name		Last Name	City	Comment <i>Note: If there is a number at the beginning of the comment it categorizes the route(s) mentioned in the comment.</i>
183	William	Osborne	Tacoma	Pass Plan - Thank you for a service plan that saves buses for the most riders possible. Thank you for voting at the May board meeting to minimize the impact of the bus service cuts, making sure the most riders possible can continue to ride the bus. Whether it's the elderly who need to get to a medical appointment or a worker who commutes to work, the bus is a critical service for thousands of Pierce County residents. The new service plan adds more than a million rides back into the system, which will fewer of the heart-wrenching stories we heard during public testimony in March and April. Thank you for standing up for your communities and voting to make cuts based on ridership. Please stick with this criteria as you adopt your final service plans for the months ahead.
184	Jacob	Rose	Tacoma	Pass Plan - Thank you for a service plan that saves buses for the most riders possible. Thank you for voting at the May board meeting to minimize the impact of the bus service cuts, making sure the most riders possible can continue to ride the bus. Whether it's the elderly who need to get to a medical appointment or a worker who commutes to work, the bus is a critical service for thousands of Pierce County residents. The new service plan adds more than a million rides back into the system, which will fewer of the heart-wrenching stories we heard during public testimony in March and April. Thank you for standing up for your communities and voting to make cuts based on ridership. Please stick with this criteria as you adopt your final service plans for the months ahead.
185	William	Naslund		Pass Plan - Thank you for a service plan that saves buses for the most riders possible. Thank you for voting at the May board meeting to minimize the impact of the bus service cuts, making sure the most riders possible can continue to ride the bus. Whether it's the elderly who need to get to a medical appointment or a worker who commutes to work, the bus is a critical service for thousands of Pierce County residents. The new service plan adds more than a million rides back into the system, which will fewer of the heart-wrenching stories we heard during public testimony in March and April. Thank you for standing up for your communities and voting to make cuts based on ridership. Please stick with this criteria as you adopt your final service plans for the months ahead.
186	Danyelle	Thomas	Tacoma	Pass Plan - Thank you for a service plan that saves buses for the most riders possible. Thank you for voting at the May board meeting to minimize the impact of the bus service cuts, making sure the most riders possible can continue to ride the bus. Whether it's the elderly who need to get to a medical appointment or a worker who commutes to work, the bus is a critical service for thousands of Pierce County residents. The new service plan adds more than a million rides back into the system, which will fewer of the heart-wrenching stories we heard during public testimony in March and April. Thank you for standing up for your communities and voting to make cuts based on ridership. Please stick with this criteria as you adopt your final service plans for the months ahead.

Public Comments and Written Testimony
15% October Service Reduction Focusing on Efficiency Ridership

First Name	Last Name	City	Comment <i>Note: If there is a number at the beginning of the comment it categorizes the route(s) mentioned in the comment.</i>
187	Rochelle	Crone	Puyallup
188	Kristin	Lynett	Tacoma
189	Larry	Anderson	Tacoms
190	Bill	Dickens	Fircrest

Public Comments and Written Testimony
15% October Service Reduction Focusing on Efficiency Ridership

First Name	Last Name	City	Comment <i>Note: If there is a number at the beginning of the comment it categorizes the route(s) mentioned in the comment.</i>
191	Aurora	Jewell	Tacoma
192	Richard	Long	
193	Tiffany	MacBain	
194	Jannet	Mccament	

Public Comments and Written Testimony
15% October Service Reduction Focusing on Efficiency Ridership

First Name	Last Name	City	Comment <i>Note: If there is a number at the beginning of the comment it categorizes the route(s) mentioned in the comment.</i>
195	Randy	Brown	Pass Plan - Thank you for a service plan that saves buses for the most riders possible. Thank you for voting at the May board meeting to minimize the impact of the bus service cuts, making sure the most riders possible can continue to ride the bus. Whether it's the elderly who need to get to a medical appointment or a worker who commutes to work, the bus is a critical service for thousands of Pierce County residents. The new service plan adds more than a million rides back into the system, which will fewer of the heart-wrenching stories we heard during public testimony in March and April. Thank you for standing up for your communities and voting to make cuts based on ridership. Please stick with this criteria as you adopt your final service plans for the months ahead.
196	April	Putney	Pass Plan - Thank you for a service plan that saves buses for the most riders possible. Thank you for voting at the May board meeting to minimize the impact of the bus service cuts, making sure the most riders possible can continue to ride the bus. Whether it's the elderly who need to get to a medical appointment or a worker who commutes to work, the bus is a critical service for thousands of Pierce County residents. The new service plan adds more than a million rides back into the system, which will fewer of the heart-wrenching stories we heard during public testimony in March and April. Thank you for standing up for your communities and voting to make cuts based on ridership. Please stick with this criteria as you adopt your final service plans for the months ahead.
197	Jamie	Paulson	Tacoma Pass Plan - Thank you for a service plan that saves buses for the most riders possible. Thank you for voting at the May board meeting to minimize the impact of the bus service cuts, making sure the most riders possible can continue to ride the bus. Whether it's the elderly who need to get to a medical appointment or a worker who commutes to work, the bus is a critical service for thousands of Pierce County residents. The new service plan adds more than a million rides back into the system, which will fewer of the heart-wrenching stories we heard during public testimony in March and April. Thank you for standing up for your communities and voting to make cuts based on ridership. Please stick with this criteria as you adopt your final service plans for the months ahead.
198	Rob	McNair-Huff	Tacoma Pass Plan - Thank you for a service plan that saves buses for the most riders possible. Thank you for voting at the May board meeting to minimize the impact of the bus service cuts, making sure the most riders possible can continue to ride the bus. Whether it's the elderly who need to get to a medical appointment or a worker who commutes to work, the bus is a critical service for thousands of Pierce County residents. The new service plan adds more than a million rides back into the system, which will fewer of the heart-wrenching stories we heard during public testimony in March and April. Thank you for standing up for your communities and voting to make cuts based on ridership. Please stick with this criteria as you adopt your final service plans for the months ahead.

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199	Marguerite	Giguere	Tacoma	Pass Plan - Thank you for a service plan that saves buses for the most riders possible. Thank you for voting at the May board meeting to minimize the impact of the bus service cuts, making sure the most riders possible can continue to ride the bus. Whether it's the elderly who need to get to a medical appointment or a worker who commutes to work, the bus is a critical service for thousands of Pierce County residents. The new service plan adds more than a million rides back into the system, which will fewer of the heart-wrenching stories we heard during public testimony in March and April. Thank you for standing up for your communities and voting to make cuts based on ridership. Please stick with this criteria as you adopt your final service plans for the months ahead.
200	Jessica	Gavre	Tacoma	Pass Plan - Thank you for a service plan that saves buses for the most riders possible. Thank you for voting at the May board meeting to minimize the impact of the bus service cuts, making sure the most riders possible can continue to ride the bus. Whether it's the elderly who need to get to a medical appointment or a worker who commutes to work, the bus is a critical service for thousands of Pierce County residents. The new service plan adds more than a million rides back into the system, which will fewer of the heart-wrenching stories we heard during public testimony in March and April. Thank you for standing up for your communities and voting to make cuts based on ridership. Please stick with this criteria as you adopt your final service plans for the months ahead.
201	Mathew	Jones	Tacoma	Pass Plan - Thank you for a service plan that saves buses for the most riders possible. Thank you for voting at the May board meeting to minimize the impact of the bus service cuts, making sure the most riders possible can continue to ride the bus. Whether it's the elderly who need to get to a medical appointment or a worker who commutes to work, the bus is a critical service for thousands of Pierce County residents. The new service plan adds more than a million rides back into the system, which will fewer of the heart-wrenching stories we heard during public testimony in March and April. Thank you for standing up for your communities and voting to make cuts based on ridership. Please stick with this criteria as you adopt your final service plans for the months ahead.
202	Bryan	Flint	Tacoma	Pass Plan - Thank you for a service plan that saves buses for the most riders possible. Thank you for voting at the May board meeting to minimize the impact of the bus service cuts, making sure the most riders possible can continue to ride the bus. Whether it's the elderly who need to get to a medical appointment or a worker who commutes to work, the bus is a critical service for thousands of Pierce County residents. The new service plan adds more than a million rides back into the system, which will fewer of the heart-wrenching stories we heard during public testimony in March and April. Thank you for standing up for your communities and voting to make cuts based on ridership. Please stick with this criteria as you adopt your final service plans for the months ahead.

Public Comments and Written Testimony
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203	Sharon	Bearer	Spanaway
204	Patricia	Woodruff	
205	Kris	Symer	Tacoma
206	Barbara	Harner	Tacoma

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207	Tija	Iles	Puyallup
208	Renee	Rich	
209	Donnella	Michell	Gig Harbor
210	Erik	Malgren	
211	Lorraine	Wessman	
212	Albert	Nelson	Sumner

Public Comments and Written Testimony
15% October Service Reduction Focusing on Efficiency Ridership

First Name	Last Name	City	Comment <i>Note: If there is a number at the beginning of the comment it categorizes the route(s) mentioned in the comment.</i>
213	John	Barnes	Shuttle - I would like to know how my handicapped daughter who can't drive and all the young people that attend Stadium High School plus all the other transit riders who rely on Pierce Transit to get to work and school are supposed to get to their destination. You ask people to ride to work and school and when they do you cut them off at their knees. The Schools can't afford more Buses. How are the Handicapped supposed to get to their jobs and medical appointments? You are also cancelling the shuttles, I don 't think DSHS is going to provide taxi service and money and hours to Care Givers is being cut to take people to appointments. Number One, you did a very poor job of explaining to the public the extent of the impacts if the Sales Tax initiative put forth by Tim I and others went thru. Number two, your service has been supported by the working people, Not the Tea Party and Republicans who want as many taxes cut as possible but still expect all the services to continue or let's just say they don't need them because they can throw a little money at any problem that faces them. Please support the people that have supported you all these years and keep the routes up and running.
214	Moyra	Jordan	Shuttle - My daughter has been using the Shuttle service for several years now. Currently, there is no service to our home which is located at 16708 133rd Ave. E. in Puyallup. This location is off of 176th and Meridian. The map does not show that 176th street continues on across Meridian and then turns into Sunrise Blvd and so it is difficult to understand exactly which street the boundry ends on. This street hosts a major medical center, Emerald Ridge High School, and several homes and apartments. I feel that Shuttle service should cover this Sunrise area as well. As we have no service, I have to take my daughter to my school where I teach and then the Shuttle picks her up there. On non-school days and the summer months, we end up having to transport her or transport her to a location that the Shuttle will come. This is difficult as the exact arrival time varies and we can end up sitting and waiting for the Shuttle over an hour each direction. With our other responsibilities, it is hard losing this time. I recently had surgery and my daughter had to miss work as I was not at work, nor could I drive her to a spot where the Shuttle could pick her up. It would be of great benefit to us and others in our housing area if the area around 176th and down Sunrise Blvd was included in the boundries. I feel with the medical facility within that area that there are many others that may benefit from having service in our area. From the map it looks like it is only a few blocks more, but again as the street is now shown as crossing Meridian, it is difficult to see where it actually ends. Please consider extending the boundries to include our housing area.
215	Marilyn	Brown	Shuttle - My mother is Irene Milord, 21622 44th Ave. Ct. E, Spanaway, WA. 98387 (253)875-4974 She is 88 y/o and living with a heart condition. The only time she leaves her home is for a monthly doctor's appointment, which she gets to via the shuttle. If services are reduced or canceled she would need to move from her home. Please re-consider any changes you may have scheduled for this area.

Public Comments and Written Testimony
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First Name		Last Name	City	Comment
Note: If there is a number at the beginning of the comment it categorizes the route(s) mentioned in the comment.				
216	Rachel	Holt		Shuttle - My name is Rachel Holt, and i am a PT rider, also a shuttle rider. If the reduction is carried as planned, I donant think I'll be able to go to the church I'm attending now, and I don't do very well with change. I am generally a very shy person, and it takes quite a bit to step forward and voice my thoughts/opinions. I had been getting full service from shuttle due to back surgery done in March. at the present time, I am in KY, providing child care for my two granddaughter's for the summer. That's why I'm not able to be there. Before my surgery, I would catch the no. 1 bus at 7:13 am, on Sunday morning to TCC Transit Center, and then catch the suttle between 7:55 - 8:25. that worked out fairly well. what are my choices going to be in Oct.? I live downtown, in the Winthrop Apts., and attend church in UP, at Central, Church on the Hill. How will the reduction affect me? I'm on a very limited income, and I usually buy the monthly PugetPass. Please let me know what the decision is, and how it will affect me. Thank you for taking time to read my email.
217	Rachel	Holt		Shuttle - My name is Rachel Holt, I'm a PT/Shuttle rider. I was very disheartened to hear that the proposal failed. There was only one person that wasn't for it, all others said they were for it because they all know how much I depend on both for transportation. I have a couple of handicaps, and have a difficult time walking great distances, so when I'm out and about, I use a walker. At home I use a cane. When I went to the meeting by Goodwill, I was there with two other ladies, both handicapped, who had also riden on the bus as I had. We all had questions that ranged from priority seating, the attitudes of some of the drivers who flatly refused to ask the rider sitting in a handicapped seat to move, to making suggestions on how to build the revenue up. Number one, have ALL the staff and drivers take an appropriate cut in salary/wages, then do what the school district does when a student applies for free or reduced lunch. Not necessarily give a free ride, but if they are low income, keep the fare at .75, and if the income is substancial enough, make their fare \$1.You might even do it with seniors/disabled. If they are single, on DSHS, SSI, SSD, or if they are still working, but fall into the low income bracket, they could still pay the .75. If the senior/disabled person is married, and both are receiving S.S. benefits, depending on the amount, they too could perhaps pay the \$1. I was spacifically told that moms with strollers had just as much right to be in that seat as I did, and that one day I would be asked to fold up my walker to make room for moms with these great big strollers. Maybe it could be suggested that umbrella strollers would be a more practicle choice. My walker is the only way I can transport my groceries. I've had to wait a few times for the next bus because the front area was full. Granted, someone in a wheelchair has presidence over me. But I think I have presidence over a stroller. I also really hope they don't do a late start with the shuttle on Sunday's come Oct. It would mean I wouldn't be able to get to my church. I would still need to get the no. one route to TCC transit center, and have the shuttle pick me up there, and take me to Central, Church on the Hill. I really don't want to change churches, and I don't do very well with change.
218	Melissa	Jarvis		Shuttle - See hard copy comment
219	Barbara	Jussila	Puyallup	Shuttle - See hard copy letter
220	Robert	McAlpine	Spanaway	Shuttle - See hard copy letter

Public Comments and Written Testimony
15% October Service Reduction Focusing on Efficiency Ridership

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221	Karol	Johnson	Shuttle - Well, I have received your 2nd notice of changes. You have gone from bad to worse. Now we will have not service in this area. I went to the meeting in Puyallup and voiced my concern over the changes. Now I will be left with no way to get my husband back and forth to any appointments. I have called around to find other means of transportation and found out we are not poor enough (not on Medicaide) or rich enough to be able to afford \$35.00 pick fee and .25 cent per mile ride fee (both ways). We have gone to the expense of putting a lift in our car to transport the chair. With my husbands on going changes with M.S. he is unable to stand or walk. He can no longer get into the car. Even with help we have to load him on an air mattress, that is not a safe way of transporting (no restraints). This also leaves me open to tickets. I'm not getting younger, so loading him is a real hardship on both of us. I don't have the capital to purchase a different car to be able to load both him and the chair together. That is why I turned to you for this help. Now you are taking that away, I'm at my wits end of how to get this done. If possible could you at least try to make some days where you are this area (2 days a month). I would at least be able to plan appointments on those days and get him to the Doctor and Dentist. I know these cuts will hurt alot of people. I have to be my husbands advocate in this matter. Please see if you can come up with a reasonable answer to help the people who need it the most - the Handicapped and Disabled. Please help!
222	Marilyn	Brown	Spanaway - I am currently a graduate student at The Evergreen State College. It takes me five buses to get to my classes, because I do not own a car. I have become totally dependent on you for all of my transportation needs and would be rendered helpless without public transportation. I am unemployed and would find moving to a new home impossible. Although I have often prayed for increased service, I realize that some service, is better than no service.
223	Sam	Bishuti	Sumner - See hard copy letter
224	Heather	Squire	Tacoma - I just moved to Tacoma in April and have been having a very hard time getting to my job in Federal Way with the current reductions. It takes me 2 hours each way to get to work, and many jobs I have found that are closer to Tacoma require "reliable transportation". I do not have a car. With the reductions, the bus is not considered reliable. I feel like I am very limited in my options for work and life in Tacoma, and was very disappointed to arrive here from the East Coast expecting a city that supports green transportation, only to find that the buses are being cut like crazy. It's frustrating enough to make me relocate again.
225	Kristina	Walker	Tacoma - See hard copy letter from Downtown On The Go group.

RECEIVED
JUN 03 2011
PIERCE TRANSIT

LuAnn Mary Fenton
7513 – 192nd Avenue East
Bonney Lake, Washington 98391
(253) 863-5477
lmfenton@live.com

June 1st, 2011

Pierce Transit headquarters
3720 – 96th Street S.W.
Lakewood, Washington

RE: Public Hearing scheduled for 4 p.m., June 13th, 2011

I am writing to you today to submit my, what I believe, meaningful/significant input regarding the proposed reduction of (specifically the east portion) route 407 in East Pierce County.

Once again, you are holding your public meeting at your Lakewood location, at a time and place that people like me, who *rely* on public transportation, cannot possibly make that meeting via the current bus schedule.

How convenient for you.

I moved to Bonney Lake a little over two years ago, and being an elder, have relied on catching the 407, a block-and-a-half away from my residence, to get my groceries, fill my prescriptions, etc. I've been more than happy to pay my fare. I moved from King County where Metro access was of abundance. Loosing the 407 route here, (I rely on the stop at 192nd & Bonney Lake Blvd), would not only destroy my ability to obtain my weekly groceries, prescriptions, etc., but would seclude me in an area that previously I could depend upon to which now, I fear I will no longer be able to because of your cut backs. I pay taxes. I NEED this 407 bus route to continue!

There are other people on this route that need/depend on this route to exist. One lady who I frequently ride with has to have Chemo on a weekly basis – how is she supposed to even get to the Park & Ride?

Yes, even getting to the Park & Ride will now become impossibility if the route 407 is eliminated.

I urge you to reconsider eliminating the East route of Route 407. There may only be a few of us, but this community NEEDS this route. PLEASE – NO NOT ELIMINATE THIS PORTION OF ROUTE 407!

Sincerely,



May 31, 2011

Tina Lee,
People are upset about us
having our Bus Service Eliminated
Which is the 409 & 408 to
Donny Lake and Sumner. You
know there are a few who ride
the Bus to work & school.
And also what about us Senior's
that's our only transportation to
get to Doctor's and grocery shopping.
And without a Bus what are we
suppose to do. isn't there a way to
keep our Bus Service, maybe just
a few hours each day, but cut out
the weekend. it wouldn't do any
good to go to the meeting as our
say don't count and you do what
you have to do. then I heard we'd
have a Bus plus in October now
all of a sudden we won't have that
either, so could you please
figure out a plan to keep the Bus
going.

Thank You
Margaret Armit

Ashley Smith

From: Christopher Curtis [chriscurtis5@hotmail.com]
Sent: Wednesday, June 01, 2011 8:55 PM
To: pttomorrow; neiljohnsonjr@comcast.net; lora@bonneylake.com
Subject: Pierce Transit October Service Reductions affecting Bonney Lake

Dear Ms. Tina Lee
Pierce Transit Operations Planning Division

My name is Christopher M. Curtis. I recently relocated to Bonney Lake from Parker Colorado. My home is located within two miles of the Bonney Lake Park n Ride. I take bus route 496 every day between Bonney Lake and Sumner, to catch the Sounder train to the Tukwilla train station.

On May 31st we had a Pierce Transit representative announce to us, on the evening bus, that there were pending changes to the bus schedule this coming October and that there was a pamphlet for our information. To make a long story short, the proposed bus schedule changes eliminates all bus service east of Puyallup. Directly targeting Sumner, Orting, Buckley and Bonney Lake.

First off I want to acknowledge that bus route 496 is extremely efficient, every bus driver that has driven this route are very courteous and friendly. I have also found that as a passenger I feel very comfortable with their driving skills and have observed them all to be very professional. Most impressive!

With this said, I primarily ride the 6:00 or 6:17 am departures. Depending on my return, I have ridden on every afternoon/evening bus departure. Each and every time the full size bus is filled with passengers. A primary driver for me to take the bus, is the fact of limited parking at the Sumner bus location. The benefit has been the pleasant drivers and efficient service.

Please do not eliminate route 496. I love this service and promote it all the time

To the Mayor and Executive Director of the Chamber of Commerce for Bonney Lake,
Our city is enjoying some very positive growth. I appreciate all the efforts that your responsibilities are contributing to it. As part of that growth I feel a community transportation system is key asset to the existing residence and to promote growth. I voted to approve the recent ballot to increase some of our local taxes to cover the proposed increases of Pierce Transit. Presently I have three vehicles, and pay the RTA taxes for them. I utilize almost all of my shopping to Bonney Lake businesses. Costco is the only business I shop externally. It's unfortunate that the recent referendum (or whatever we called it) did not pass. Regardless, I can assure you that spending more time on SR 167 and more money on gas, takes away my ability to spend money in town. I am asking you to reconsider alternatives that can provide an acceptable platform to support bus service to and in our community. I would be more than willing to assist in any planning / review committees to support you. Please continue to work with Pierce Transit to ensure that our community does not lose their support/service.

Thank you!

Respectfully,

Christopher M. Curtis
206-249-6452

6/1/11

To whom it may concern;

I am a regular rider of the route 496 bus between Bonney Lake and Sumner.

I was dumbfounded when I heard that you propose to completely eliminate all bus service in and out of the Bonney Lake area. Do you people have any idea of the impact your proposed actions will have on the surrounding areas and communities?

If you eliminate the 496, literally hundreds of people will have to drive to other places to catch their train to get to work. If they drive to Sumner that will have a negative impact on all the already overtaxed areas immediately surrounding the Sounder Station.

Then there's the added mess that all that additional traffic is going to have for Highways 410 and 167.

One of the reasons we all ride the bus is so we can reduce our emissions, and you will be adding to the pollution by eliminating this route.

You are completely ignoring your civic responsibility and, obviously all you are concerned about is the "bottom line", your profit margin.

Well I can tell you that the 496 buses are completely full every morning and every evening, sometimes with standing room only. At \$2.00 to \$2.50 a head you'll be losing a lot of revenue.

You are a PUBLIC transportation company and should have the concerns of your riders uppermost in your minds before taking any precipitous actions, like eliminating routes.

Gary Davis
20301 113th St. East
Bonney Lake, WA 98391

Do Not eliminate our bus route 496

Gary Davis

Administration Reports Enter Comment 201101368 Employee Response Investigative Action

☒ PIERCE TRANSIT (PT) ☐ SOUND TRANSIT (ST)

COMMENT NUMBER... 201101368



COMMENT ASSIGNED TO DIVISION : SERVICE PLANNING & SCHEDULING
STATUS: TRANSPORTATION SERVICES
COMMENT TYPE : SERVICE REDUCTION
COMMENT CATEGORY : 600 - SERVICE DELETION
FOLLOW-UP : YES - FOLLOWUP CALL REQUESTED
ASSIGNED INVESTIGATOR :
COMMENT ACTION CODING : 110 - COMMENT CREATED
DATE ACTION ASSIGNED : 6/1/2011
CALLER WAS CONTACTED :

CALLER'S
COMMENT :

I am asking Pierce Transit to continue running the 601 route in October. It would be great to have at least one going south bound in the mornings and one running northbound in the afternoon. It could only be from from TCC to Olympia and the reverse in the afternoons. InterCity transit is only adding 2 routes in the morning and 2 in the evenings. This does not help commuters who work in the

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Ashley Smith

From: mary elaine lyle jackman [me_lyle@hotmail.com]
Sent: Wednesday, June 01, 2011 6:22 PM
To: pttomorrow
Subject: RE: October 2011 Service Reduction Focusing on Efficiency & Ridership

June 12th four routes will be condensed into two routes. This does make economic sense to me as instead of running 4 1/2 full buses - you will be running 2 full buses. (Except the reality is that the earlier bus will probably be over full, while the "2nd" bus will probably remain much as before.)

Now it has been announced that PT is considering cutting all Olympia runs. This will cause at 2 bus loads of regular full fare customers to either have to change their work schedules at worst case to coming in 1 1/2 hour later, or finding alternate transportation.

As I said before rather than having to start driving in to meet my work schedule - I would rather pay an increase in fare.

From: pttomorrow@piercettransit.org
Date: Wed, 1 Jun 2011 13:37:49 -0700
Subject: October 2011 Service Reduction Focusing on Efficiency & Ridership

Good afternoon,

The October 2011 Service Reduction Focusing on Efficiency & Ridership Pamphlet is available at
http://www.piercettransit.org/pdfs/printFriendly_OctReduction.pdf

A public hearing will be held to gather public comments on the proposed service reductions that will be effective October, 2011. The public hearing will take place *Monday, June 13, 2011, 4:00 PM* at:

Pierce Transit Training Center
3720 96th St SW, Lakewood
Served by Routes 48, 300

This is a Board-modified reduction proposal, different from the reduction proposal heard at the May 9, 2011 Board meeting. The public hearing will begin with a brief presentation describing these reductions then public testimony will be heard.

If you are unable to attend the public hearing, you may submit written comments to:

Pierce Transit Operations Planning Division
Attn: Tina Lee, Principal Planner
PO Box 99070, Lakewood, WA 98496-0070

Or email pttomorrow@piercettransit.org

All written comments must be received by June 3, 2011.

To unsubscribe to this list, please reply with "unsubscribe" in the subject line of the email and include the email address you wish to have removed.

Ashley Smith

From: mary elaine lyle jackman [me_lyle@hotmail.com]
Sent: Friday, June 03, 2011 6:35 AM
To: pttomorrow
Subject: FW: October 2011 Service Reduction Focusing on Efficiency & Ridership

Another thought occurred after hearing IT's response. Since it seems unlikely they will pick up the first south bound run of the day if you could just keep that one run and start a shuttle to fill in the Kimball Drive Park and Ride to SR 512 trips that will be dropped - the IT buses run with enough frequency after that work schedules should not have to be impacted as heavily.

From: me_lyle@hotmail.com
To: ntrail@intercitytransit.com
Subject: RE: October 2011 Service Reduction Focusing on Efficiency & Ridership
Date: Fri, 3 Jun 2011 00:35:54 +0000

What Intercity Transit considers significant gaps is a tad different then what we consider them to be. The only morning south bound trip you have added is after the 1st run that IT makes. This does not help those of us who have early morning work schedules that are being impacted. So far I am having to shift my schedule by 30 minutes. I am lucky as I am on a 7 hour work day do to budget cuts, so for me I will be able to adapt. But come the October cuts - that mean a shift in my work schedule by 1 1/2 hours - not sure I can make that shift and I have alot more freedom setting my work hours than some of my co-workers. If we are forced to drive in due to not being able to change our work schedule it will mean a loss of ridership for IT - as alot of us that take the early morning PT buses currently take IT buses home.

Subject: RE: October 2011 Service Reduction Focusing on Efficiency & Ridership
Date: Thu, 2 Jun 2011 15:24:58 -0700
From: NTrail@intercitytransit.com
To: me_lyle@hotmail.com
CC: MSerriane@intercitytransit.com

Thank you for contacting Intercity Transit regarding impacts resulting from Pierce Transit service cuts. Intercity Transit held a public hearing on this matter on April 20, 2011. After reviewing the written comments submitted, and public testimony given at the hearing, the Intercity Transit Authority decided to add Intercity Transit Express trips with the most significant gaps in morning and afternoon service.

Intercity Transit will provide the following additional service beginning **June 12, 2011**:

ROUTE 603: (Olympia – Lakewood/Tacoma) Weekdays

Southbound: Additional departure from 10th & Commerce (Tacoma) at 8:05 am

Northbound: Additional departure from the Olympia Transit Center (Olympia) at 6:30 pm

ROUTE 605: (Olympia/Lacey – Lakewood/Tacoma) Weekdays**

Northbound: Additional departure from the Olympia Transit Center (Olympia) at 6:30 am

Southbound: Additional departure from 10th & Commerce (Tacoma) at 8:00 pm

****Please note Route Number changes** – Intercity Transit's Route 603 trips that serve Lacey are renamed **Route 605**.

Again, thank you for your comments. We value your input and appreciate your interest in Intercity Transit services.

Nancy Trail
Nancy Trail

103
pg. 2

Ashley Smith

From: Doyle, Gene (DIS) [GeneD@DIS.WA.GOV]
Sent: Thursday, June 02, 2011 1:56 PM
To: pttomorrow
Cc: 'tfarrel@co.pierce.wa.us'; 'jfey@cityoftacoma.org'; 'neiljohnsonjr@comcast.net'; 'dmalloy@ci.puyallup.wa.us'; 'cdegrosse@cityoftacoma.org'; 'pmccart@co.pierce.wa.us'; 'president@atu758.org'; 'cdegrosse@cityoftacoma.org'; 'rtalbert@co.pierce.wa.us'; 'cthomas@cityoflakewood.us'; Lynne Griffith; Tina Lee
Subject: Opposition to the proposed elimination of route 601

Ref: Proposed October Service Reduction, effective October, 2011

Hello Pierce Transit,

I'm upset that your organization is considering the elimination of Pierce Transit route 601.

This proposal affects more than 15 fellow commuters that I'm aware of, who commute from the Gig Harbor Kimball Park and Ride to TCC, and on to various locations in the Olympia area. Most of these people work for the State of Washington, and serve in a variety of state agencies.

Some of those individuals are veterans; and some, like me, carry a permanent disability rating. Some are just beginning their careers; some like me, have over 20 years active service. We all depend on the services offered by Pierce Transit, particularly the Gig Harbor – Olympia Express route 601.

Since the fueling station fire on Feb. 28th, Our morning and afternoon bus schedules were cut in half... From 4 buses in the morning to 2... Same with the afternoon service. We have adjusted accordingly.

Many of us who used to ride the 06:01 AM bus from Gig Harbor to our work locations in the Olympia area now ride the 05:36 AM bus; the remainder now ride the 06:31 AM bus. Needless to say – All that depart Gig Harbor in the morning return to Gig Harbor in the evening. We all depend on our Pierce Transit buses.

The idea that service to Gig Harbor via routes 100 and 102 is vague and misleading. The connection at the Tacoma Dome station is shaky, especially if the IT service (IT Bus Route 603 from Olympia) is delayed... I have already experienced that situation – where my arrival at the Tacoma Dome Station was slightly after the last

Pierce route 102 has departed... I was stranded, miles away from my vehicle, on a dark, wet, windy night.

Likewise, the idea of travelling daily to the Tacoma Dome, to connect with the IT bus to Olympia is ridiculous.

Firstly, it would add considerably more travel-time to my already long commute... Secondly, it would delay my arrival at work in Olympia. Such delays would necessitate changing my scheduled hours of work, due to late arrival. The changes in the daily commute would make my already long day considerably longer.

The Pierce Transit route 601 buses that depart Gig Harbor begin the trip with 10 to 16 passengers, and pick up more along the way, and are generally near full capacity before arriving in Olympia. The afternoon route 601 buses departing Olympia are also nearly at full capacity.

The IT buses (Route 603) that depart Olympia shortly before the scheduled departure of Pierce route 601 are usually 'standing-room-only' before the bus leaves the Olympia Transit Center. Oftentimes, the Pierce

Transit 601 bus 'inherits' the overflow of passengers

If Pierce Transit eliminates the 601 route, this would place me at a daily disadvantage, both morning and night, as I generally have had to stand from Olympia to the 512 Park and Ride, and vice versa.

I carry a permanent 60% disability, due to a degenerative spine condition, and prolonged standing causes me considerable discomfort.

I urge the Board and Planning members to retain the existing Pierce Transit route 601 service between Gig Harbor and Olympia, Monday through Friday.

Thanks for your valued time and consideration.

Sincerely,

Gene Doyle
gened@dis.wa.gov
(360) 725-5528

* * * *

From: Gene Doyle [mailto:raven155@q.com]

Sent: Sunday, April 24, 2011 3:09 PM

To: 'pttomorrow@piercetransit.org'

Cc: 'tfarrel@co.pierce.wa.us'; 'jfey@cityoftacoma.org'; 'neiljohnsonjr@comcast.net'; 'dmalloy@ci.puyallup.wa.us'; 'cdegrosse@cityoftacoma.org'; 'pmccart@co.pierce.wa.us'; 'president@atu758.org'; 'cdegrosse@cityoftacoma.org'; 'rtalbert@co.pierce.wa.us'; 'cthomas@cityoflakewood.us'; 'lgriffith@piercetransit.org'

Subject: Testimony - Route 601

Hello to All:

My name is Gene Doyle. I live in Port Orchard, and I work full time in Olympia for the Washington State Department of Information Services. I ride the Pierce Transit route 601 bus from the Kimball Park and Ride in Gig Harbor, each day, Monday through Friday. Likewise, I return on the route 601 bus from Olympia to Gig Harbor, where I collect my private vehicle so I can return to my Port Orchard home.

I depend upon the route 601 services that Pierce Transit provides. I was very disturbed to see the proposed new schedule that is to take effect on October 2, 2011. What I'm most concerned about is the elimination of the 4:15 P.M. departure of the Pierce Transit route 601 bus from the Olympia Transit Center. That's the bus that I take to get back to my vehicle, on my homeward commute. As things currently are, I usually arrive home approximately 6:30 – 7:00 P.M.

I was very distressed to see the proposed cancellation of the 4:15 P.M. route. The idea to schedule the first afternoon Pierce Transit departure from the Olympia Transit Center at 5:27 P.M. causes me considerable grief, as it places me returning to my home approximately an hour and a half later than I already do.

Before the Feb. 28th fueling station fire, I most usually rode the 6 A.M. bus from the Kimball Park and Ride, and returned to Gig Harbor on the 4:13 P.M. route 601 departure from Olympia. Since the fire, and the elimination of the 6 A.M. bus, I have been riding the 5:36 A.M. bus from Gig Harbor; and returning on the 4:15 P.M. 601 bus from Olympia.

I applaud the efforts made by Pierce Transit to get me to my job, on-time. It took a personal effort to adjust to the earlier departure time from Gig Harbor; However, it had to be done, as the 6:36 A.M. bus always placed me at work approximately

20 minutes late on a daily basis. As things currently stand – taking the first bus of the day to Olympia, and returning on the first afternoon Pierce Transit bus to depart Olympia – I'm currently either working or commuting over 13 hours per day....

The proposal to eliminate the 4:15 P.M. route 601 departure from Olympia, in my opinion, is ill-advised.

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pg. 2

The route 601 bus route is essential to me. No other bus route leaving Olympia crosses the Tacoma Narrows Bridge; I depend on that route to transport me to and from work on a daily basis. I really wish that you would reconsider.

The bus is normally full when it leaves Olympia at 4:15 P.M. – it will only get worse if the first afternoon departure is scheduled for over an hour later! There's NO other route that provides the essential services to those of us that commute to Olympia for our professions.

Thanks for your time and consideration.

Sincerely,

Gene Doyle

Daytime phone: 360-725-5528

Ashley Smith

From: Ron and Sue VanSlooten [rsvars@comcast.net]
Sent: Wednesday, June 01, 2011 6:50 AM
To: pttomorrow
Subject: Route 61 October Reduction

Pierce Transit Team -

I am a daily rider of Route 61 in NE Tacoma. I catch the bus at 7:28 AM at the Twin Lakes Park & ride in Federal Way, and ride either the 5:15 or 6:15 bus from 10th & Commerce back to the Twin Lakes Park & Ride.

I work for KeyBank in downtown Tacoma, which I know helps support Pierce Transit. We have as many as 60 new bus riders coming into downtown in the past year.

This Route is the most convenient and cost effective bus route available to me in NE Tacoma. There are many other riders that take this bus daily, including the School of The Arts students during the school year.

I propose the following:

1. Continue the Commute Runs - The 5 early morning runs that leave 55th & Frances at 5:05 through 9:05 AM, and the 4 evening runs that leave 3:05 through 6:05 PM.
2. Stop the mid day runs of 10:05 through 2:05.
3. To save fuel - stop only at the Twin Lakes Park & Ride. There is plenty of parking available and will service the taxpayers in the NE Tacoma area.

It is unfortunate that the June 13th meeting is scheduled during normal work hours. If you wish the public to attend it should be scheduled later in the evening when people are not at work.

Many of the riders of Route 61 have signed petitions asking for the route to remain and we sincerely hope you will take these recommendations into consideration.

Thank you

Sue VanSlooten

30311 7th Ave SW

Federal Way, WA 98023

rsvars@comcast.net

[Sue A VanSlooten@keybank.com](mailto:Sue_A_VanSlooten@keybank.com)

Ashley Smith

From: Linda Doherty [LLD@propelinsurance.com]
Sent: Friday, June 03, 2011 10:26 AM
To: pttomorrow
Subject: FW: Route 61
Attachments: SCAN0071_000.pdf

To The Board:

I have scanned to this e-mail 6 pages of signed petition. Four that are full and two that are partially complete.

The Board will be making a decision to eliminate Route 61 in October. The School of Arts, University of Washington and the employers of Downtown Tacoma need you to continue service the NE Tacoma area.

Please reconsider the elimination, but continue the service in October with the reduction that will start on June 11, 2011.

Thank you for your time.

Linda

Linda Doherty, CPIW, DAE
Propel Insurance
Senior Account Manager
Commercial Insurance
1201 Pacific Avenue, Suite 1000
Tacoma, WA 98402-4321
253.310.4035 Direct
253.310.4054 Fax
www.propelinsurance.com

-----Original Message-----

From: LLD@propelinsurance.com [<mailto:LLD@propelinsurance.com>]
Sent: Friday, June 03, 2011 7:12 AM
To: Linda Doherty
Subject: Scan to email

See attached scanned document

mail.propelinsurance.com made the following annotations

NOTICE: This communication including any attachments may contain privileged or confidential information. If you are not the intended recipient, or believe that you received this communication in error, please advise the sender immediately and delete or destroy the communication you received without copying or disclosing the contents. Thank you.

TO: PIERCE TRANSIT

RE: ELIMINATION OF ROUTE 61

BOARD OF COMMISSIONERS:

The Board will be making a decision whether to keep or eliminate Route 61. Those of us who use this bus to get from the Northeast Tacoma Area to downtown Tacoma want to express our concerns. It is imperative that we are able to get to the core of downtown Tacoma for our jobs. Not only are our jobs affected by your decision, but the students at the School of the Arts and University of Washington are also affected.

We are asking you to keep Route 61. Not only for the riders, but for the employers of downtown Tacoma.

Rodanne Hoppen

Mina
Shade Raylen

Karen MacMablin

[Signature]

Wendy [Signature]

Stephen [Signature]

Chris [Signature]

[Signature]

Karen [Signature]

Diane Arnold

James [Signature]

[Signature]

Debra [Signature]

Sharon Cook

Jessica Elliott

TO: PIERCE TRANSIT

RE: ELIMINATION OF ROUTE 61

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We are asking you to keep Route 61. Not only for the riders, but for the employers of downtown Tacoma.

[Signature]
[Signature]

Synthia Davis

[Signature]

[Signature]

[Signature]

Heather King

[Signature]

[Signature]

[Signature]

Carol Jones

Breanna Springer

[Signature]

[Signature]

[Signature]

[Signature]

125
29.3

TO: PIERCE TRANSIT

RE: ELIMINATION OF ROUTE 61

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We are asking you to keep Route 61. Not only for the riders, but for the employers of downtown Tacoma.

<u>Attilio Hans Hawzini</u>	<u>[Signature]</u>
<u>Baltami Evans</u>	<u>Justin White</u>
<u>[Signature]</u>	<u>Christy Steward</u>
<u>[Signature]</u>	<u>Donald Stenberg</u>
<u>Katharina [unclear]</u>	<u>[Signature]</u>
<u>Donald Hillstrom</u>	<u>Lynza Davis</u>
<u>Kevin Roberts</u>	<u>Stephanie Lockwood</u>
<u>[Signature]</u>	<u>ERICK NAVA</u>
<u>[Signature]</u>	<u>Shannon [unclear]</u>
<u>[Signature]</u>	<u>Becky Starnes</u>

125
834

TO: PIERCE TRANSIT

RE: ELIMINATION OF ROUTE 61

BOARD OF COMMISSIONERS:

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We are asking you to keep Route 61. Not only for the riders, but for the employers of downtown Tacoma.

Ryan Mayfield

Ryan Traylor

Ben Hall

Ricardo Lopez

Charles Fry

Paul Brown

Andrew

Jordan Nemamaker

[Signature]

Christian Ek

[Signature]

[Signature]

Adam Scott

[Signature]

[Signature]

Noah Hagen

1255
pg 5

TO: PIERCE TRANSIT

RE: ELIMINATION OF ROUTE 61

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We are asking you to keep Route 61. Not only for the riders, but for the employers of downtown Tacoma.

Memo

Brandi Polkman

Leo Hillman

Chris McLaughlin

John

Alvin

Shirley

Billie Brown

Brown House

TO: PIERCE TRANSIT

RE: ELIMINATION OF ROUTE 61

BOARD OF COMMISSIONERS:

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We are asking you to keep Route 61. Not only for the riders, but for the employers of downtown Tacoma.

Whitney Sanders (Make that)

Shino Ma

Aiany Peltro

Jessica Bernschott
Jess Bernschott

Vanessa Taylor

M. Neigher

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pg 7

Ashley Smith

From: Frantz, Shanta [shanta.frantz@ci.tacoma.wa.us]
Sent: Friday, June 03, 2011 3:50 PM
To: pttomorrow
Subject: Proposed Service Reductions - Route 61

Importance: High

Dear Sir or Madame:

I writing to voice my concern for the proposal to eliminate Route 61 from Pierce Transit's service area. This route serves NE Tacoma, Federal Way and Downtown Tacoma. I have been using Rout 61 since 2005 assure you that it is well used during peak commute hours by high school students (Stadium High and Tacoma School of the Arts) and employees who work in Downtown Tacoma.

I understand the need to reduce and/or eliminate service on inefficient routes, but to eliminate a route that has consistent and predictable ridership during typical school and work hours does not make sense. It seems that there is room for some creative programming to save Route 61. For example:

- Use the large buses only when school is in session (non-summer months); but use the small shuttle buses for the summer months for Downtown Tacoma employees;
- Reduce number of buses and/or shuttles running all year round. Use typical school and work schedules, thereby making Route 61 a true commuter bus. For example, offer only 5:30, 6:30 and 7:30AM buses and 3:30, 4:30, and 5:30PM buses;
- Have Route 61 end at UW Tacoma instead of at Commerce and 9th Streets. It appears that all transfer buses/light rail run on Pacific Avenue so commuters and students can pick up a 2nd mode of transit at this point;
- And if you really want to get creative, see if the Puyallup Tribe can work with PT to offer a mini-P&R at the southwest corner of Norpoint Way NE and 29th Street NE. This would eliminate the stretch to the Twin Lakes P&R. I have never seen anyone take a bus to the Twin Lakes P&R and transfer to Route 61 – Everybody either drives to the P&R or is dropped off there. Therefore, I think riders would be willing to drive one more mile to get to Norpoint and 29th.

I appreciate this opportunity to express my concern and provide my suggestions.

Please feel free to contact me anytime,

Shanta Frantz
253-591-5388
shanta.frantz@cityoftacoma.org

Pierce Transit Operation Planning Division

Attn: Tina Lee,

My name is Vickie Oakes. I have been ride the Bus since 1990. This th worsed I have seen for cut backs. Please ~~don't~~ don't take Bus service out of Sumner, Bonney Lake, Prairie Ridge and Buckley, Orting.

I ride 409, 202, 48, 402, 410 for going to work, paying bills, and shopping.

~~I live in~~

I live in Sumner I need the 409, for work and shopping. Please tell me you have other options. Please, I hope I can still get to work.

If I can't get to work, I lose ~~my~~ job, I lose my job, I will ~~lose~~ lose my home.

I know I am do the only one ~~lost~~ lose of people in my area are in the same.

Please help us keep ^{our} out rides + our jobs

Have A Good Day

Vickie Oakes

PUYALLUP

AGING IN PLACE

June 2, 2011

TO: Pierce County Transit Authority Board of Commissioners
COMMENTS: Changes to East Pierce County Public Transportation

I offer comments on the proposed final transit changes related to East Pierce County on behalf of Puyallup Aging In Place.

We urge reconsidering eliminating transit services east of Meridan, Puyallup. Not only is it a hardship for any resident who depends on those bus services, but it will negatively impact a growing segment of our population.

Planning for an aging population -- The 2009 National Household Travel Survey reports that older adults comprise an increasing share of the nation's travel. The population age 65 and older grew more than 2 percent annually between 2001 and 2009. The study also suggests that transportation planners can expect additional changes in the composition of travel as the population age 65 and older is projected to grow by another 60 percent over the next 15 years. Although individuals are traveling less, particularly in private vehicles, public transportation use is up. Older adults are choosing public transportation for a greater share of their trips, reversing a trend seen in previous decades.

Additionally, the National Center for Health Statistics Bureau notes that between 2010 and 2030, the likelihood that an American who reaches the age of 65 will survive to the age of 90 has nearly doubled over the past 40 years. By 2050, 40% of 65-year-olds are likely to reach age 90. While these are national statistics, the trend will play out locally.

Staying connected to the community – Without the ability to remain connected to their communities, older residents can become isolated. An inability to rely on public transportation can restrict access to healthcare services, shopping and full participation in the community by volunteering, attending church or even working.

Realistically, once a service is eliminated, it seems doubtful that it will be restored, even if the economy were to improve significantly. Therefore, in consideration of current and future transportation needs, we urge the commissioners not to eliminate transit services for these areas.

With best regards,

Linda Henry, Chair, *Puyallup* Aging In Place

Committee Members

Rick Crozier
George Duncan
Charles Emlet
Diana Grijalva
Linda Henry
Edwin Hoffman
Jrenda Milewski
Doug McCormick
Barbara Myers
Elizabeth Barnard-
Nelson

Puyallup, WA

<http://puyallup-aip.blogspot.com>

135

RECEIVED

JUN 03 2011

PIERCE TRANSIT

June 1, 2011

I've lived in Bonney Lake for over a decade. I've seen this town grow and prosper. I've also seen some major financial decisions that were made that I certainly do not approve of. Most recently, the elimination of certain pierce county bus routes. I understand the economics, but that should not out weigh the needs of the people.

If you want this community of Bonney Lake, Prairie Ridge, Buckley, to continue to grow, you must allow us accessibility AT LEAST to be able to get to the P&R so we can get to our jobs.

East Pierce County routes may seem like a simple solution to just eliminate them, but us people out here NEED access to the Park and Ride.

How are we supposed to thrive, help our economy, if we can't even get to work?

Public transportation is supposed to be a POSITIVE, for everyone. The commuter, the environment, our communities.

Many of us that have been reliant on the PT schedule have formed OUR schedule around yours in the past, to eliminate what is left would be devastating to us who are trying to adhere to your cuts.

DO NOT CUT THE EAST ROUTES - 406, 407, are essential to allowing us commuters to do the right thing, and that is to - commute.

When's the last time YOU took the bus to work?

to get upset, he said they really want to remain, this is the people need involved.
"If no one com"

"We need transit out here," she said. "At this end of the county we're pretty spread out." Sumner Mayor Dave Enslow also lamented the difficult choices facing Pierce Transit.

"These days, every jurisdiction understands having to make tough choices and painful cuts," Enslow said in an e-mail. "I hate to see our service go and can understand cutting underperforming routes."

"What is most troubling is the loss of the very popular routes that allow train riders to park in park and rides and make the train—those options are the lifelines of rural communities," he said.

Though Pierce Transit routes through the cities will be cut, the Sound Transit bus line that runs from the Sumner Sounder Station to the Bonney Lake Park and Ride is not scheduled for elimination.



Ashley Smith

From: Tina Lee
Sent: Friday, June 03, 2011 7:52 AM
To: Ashley Smith
Subject: FW: PT October Service Change

Please add to the tracking for public testimony.
Thanks!

From: Chris Karnes [<mailto:chris.tacoma@gmail.com>]
Sent: Thursday, June 02, 2011 4:49 PM
To: Tina Lee
Cc: Jessyn Farrell; Andrew Austin
Subject: Re: PT October Service Change

Hi Tina,

Good work. I am generally supportive of the October Service Reduction plan that is up for Board approval on the 13th of June. I am particularly impressed with the design of Route 400 between Puyallup and Tacoma. It should get the job done really effectively. I look forward to seeing the new system map. I do have some constructive comments below.

I would suggest that instead of serving 224th St., that Route 402 be restricted to Meridian, with those service hours being reallocated to bolstering service on Route 410, where they will be needed.

I would suggest eliminating Route 501 and adding those service hours to Route 500 to retain comparable service levels to King County Metro's Rapid Ride service to Federal Way Transit Center. Route 501 seems to exist primarily for the purpose of giving residents of Milton (pop. 6786) access to Downtown Tacoma. That intention, however noble, somewhat deviates from the Board-encouraged direction of using more direct paths between vital urban centers for fixed route service.

I recommend retaining the connection between the North End of Tacoma with Route 51 and the Tacoma Mall. Many of my fellow riders I speak with tell me, "That's the whole point of the 51," and I tend to agree with them.

Further, I suggest changing the names of the following routes to something new to indicate their new configurations.

Route 11: Point Defiance via 6th Avenue
Route 13: UPS - Waterfront - T Dome
Route 16: Proctor District - TCC

Finally, as a side note, the lack of late night and evening service is a real deficiency in this service plan that I would like to see addressed as soon as it is at all feasible. Service does not have to be frequent at all, but at bare minimum it would be helpful to get Route 1 operating to at least midnight Monday-Saturday.

Thank you for your service to this community,

Ashley Smith

From: Juanita Rebara [jirebara@yahoo.com]
Sent: Thursday, June 02, 2011 3:06 PM
To: pttomorrow
Subject: Suggestions to make a good PT service

6/2/2011

To the committee who calls for suggestions as to how the busses should be used:

I know it is sometimes helpful if someone like me repeats.

Pierce transit busses are paid for by the public, the people,... and are to be utilized by the people for their health and well-being. Getting to and from jobs, medical and dental, schooling, making reaches into mileage that is important to their wellbeing and the wellbeing of their families. Employers need workers who can find transportation to and from work at all shifts. Students no matter where they are have to be brought in for the health and well being of the whole county and farther. Even connections to other counties for jobs must be included and their finding jobs in other counties and bringing them back home after picking them up is important, as you know, very important, daily. They have to be able to get to Seattle's VA, for instance, from here for the appointments and specialties times there connected with what is here. Bus drivers need to be able to get to work and back to home.

Gasoline is too high and many have lost their jobs, trucks, supplies and businesses because they could not get the needed supplies in 2008. Busses are very important now. My dentist is over close by Adams and 26th or thereabouts, and a place to park is out of the question for lots of us to go that way. Old town is hard to park in and to drive in. Cheaper to bus. All of us have to get to the food, sales, jobs, and clothing stores and back.

Persons who have odd shifts need to be able to find a way there and a way back in the dark hours, early hours, inbetween hours and not have to worry if they are out in the countryside when they are coming home or leaving to go to their jobs in Seattle or Auburn, etc. I suggest that someone ride and see, also, and ask what is going on and make sure none of it is stopped or dropped and leaving one father, single persons or mothers stranded without some ability to bus successfully.

If one says that the most should get the busses, then you are not fulfilling the needs of taxpayers and humans out in the country or "the sticks".

I know we have had the best in the entire USA except not much at night and we are lacking here factories that will possibly come in if there are busses to see employees get to and from and if the employers are loyal to our country's needs and stop outsourcing jobs. They will have to begin staying here for health of people. Stats reported said that more people work for the government than in factories in this USA.

Something wrong with that picture, don't you think?

The health of the countryside can be healthier, but leaving those out because they are fewer than those in the city areas is very much not using the correct obligational reasoning for bussing. It cannot be an ordinary profit thing, and the needs of the people wherever they are must be top priority.

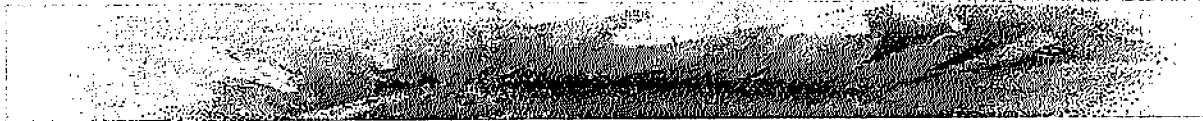
Why kill off opportunity to bring up things instead of pushing them downward because numbers count more than health? Some busy city use can be cut some to make for the outreaches needs.

I keep repeating what I see as very important after seeing on TV one of the committe over bussing saying that the decision came to leaving out the lesser used routes, they guessed. One route dropped for some reason told of at the public meeting at 96th Rm. 5, that had caused terrible loss of hard-to-find jobs of (I believe) 10 working persons. (Food, clothing, kids, wives, supplies) What about their families? Their homes are just as necessary as those inside more busy areas and if no family, the person and the employer is important.

Thanks much for reading.
Juanita Rebara, 506 Gove St., Steilacoom, WA 98388-2324
Phone: 253-588-2404

Ashley Smith

From: Melissa Jarvis [Melissa.Jarvis@davita.com]
Sent: Thursday, June 02, 2011 5:04 PM
To: pttomorrow
Subject: October Reductions



I am a renal social worker at DaVita Puyallup Dialysis on South Hill. I'm very concerned about the upcoming proposed changes Pierce Transit in October and how they will affect the patients I work with. Dialysis is a life-sustaining treatment and patients usually come about 3 times a week for 3-4 hours per treatment. Our patients will not survive without dialysis. Many feel weak, sick, and tired post treatment (and sometimes before treatment) that it is impossible for them to even consider utilizing a city bus-not to mention the ambulation issues of many folks...they could not reasonably get to our clinic if they had to use normal bus drop offs. Many of our patients rely on Pierce Shuttle to and from treatment as they are not able to transport themselves, do not qualify for Medicaid, do not have a support system to help with transportation, cannot ride a regular bus for various reasons, and do not have the funds to pay for private transportation. We already have somewhat of an issue accommodating patients who ride the shuttle as we start treatments at 4:00 am and don't often end treatments until close to 11pm. Patients who utilize shuttle services are unable to come in at those early or later times because of transportation conflicts. With these proposed changes, scheduling will become a bigger issue on the routes that only run for a few hours! I'm not sure how to fit all of the Shuttle customers into a viable schedule. Of even greater concern is the number of areas where routes have been cancelled all together. We have several patients coming from South Hill and outlying areas such as Bonney Lake, Orting, Buckley etc. **THERE ARE NO VIABLE TRANSPORTATION CHOICES FOR THESE PATIENTS WITHOUT SHUTTLE ACCESS!!!** This is so frightening to folks who already have so much day to day stress and physical and emotional issues they are dealing with. I'm really hoping something can be done to save some of these routes. There are so many people who don't have other choices for medical treatment services (such as dialysis), not to mention for getting out of the house in order to improve quality of life.

Feel free to contact me with any questions or concerns.

Thank you for your time.

Melissa Jarvis, MSW

Puyallup Community Dialysis

716-C South Hill Park Drive

Puyallup, WA 98373

Phone: 253-845-2127 x304

E-Fax- 877-458-1504

IMPORTANT WARNING: This E-Mail message is intended for the use of the person or entity to which it is addressed and may contain information that is privileged and confidential, the disclosure of which is governed by applicable law. If the reader of this message is not the intended recipient, or the employee or agent responsible to deliver it to the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this information is **STRICTLY PROHIBITED**. If you have received this message by error, please notify us immediately by replying to the message and deleting it from your computer. Thank you. DaVita, Inc

Barbara A. Jussila
201-27th Ave S.E. Apt. A-206
Puyallup, WA. 98374-1161

May 28, 2011

Pierce Transit Operations Planning Division
Attn: Lina Lee, Principal Planner
P.O. Box 99070
Tacoma, WA. 98496-0070

Dear Mrs. Lee:

As I sit here in my apartment on this dark, dreary day, I thank my lucky stars for having the "Pierce County Shuttle" to take me different places, mainly, Met Haven YMCA, Doctors, Dentists, Grocery Store and to visit a dear friend in the nursing home, who doesn't get out and has very little company.

My family comes up from Olympia once a month with groceries and anything that may be too large for the Shuttle.

I have made a huge improvement on all the injuries that I received in the auto accident, three years ago. I still have a long ways to go and I'm looking for the silver lining at the end of the rainbow.

As you can see I do depend on Pierce County Shuttle an awful lot, and hope and pray the services aren't cut anymore.

Sincerely,

Barbara A. Jussila

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29 May 11

To Tiwa Lee

I Am Robert J McAlpine

17407 5th Ave CT E

Spunaway Wash 98387

253 538 - 2998

I Received your Card on
Shuttle boundaries, IT is hard To Tell

IF I will be affected by This proposal.

If I am I have a problem, I
am a 100% Disabled Vietnam Veteran. I use
a walker, my distance is restricted, I have
Problems with Cancer, Heart Disease (6 bypass)
from 2 Open Heart Operations, and a myopathy
that affects my legs, I wear a brace on my
Left Foot plus other problems. I have (Six)
Appointments in June that I will use The
Shuttle for, I am Not a driver, so I am
home bound unless I use The Shuttle when
I can't find someone to help me.

Over

I also wear male Diapers because of my
myelopathy and (Bladder problems, caused by
Prostate Surgery which damaged nerves that
control my ~~bladder~~ ~~bladder~~ bladder) I also
have (C.LL) Chronic Lymphocytic Leukemia.

Please Tell me what I am going to do
if I can't use the Shuttle, when I can't
find a ride.

I voted for your increase in tax, also
would be willing to pay a lot more for
a shuttle ride.

Please Advise

Robert J. Maguire

June 1, 2011

From Sam Bishuti
on behalf of mother, Salwa Bishuti
808 Ryan Avenue, Apt. 2
Sumner, WA 98390

Phone: (253) 863-9106

To Ms. Tina Lee
Pierce Transit Operations Planning Division
POBox 99070
Lakewood, WA 98496-0070

Comment on Pierce Transit service elimination in Sumner, WA

Dear Ms. Lee:

I am writing again in comment on Pierce Transit's proposed reductions in service. My concern is about your proposal to eliminate completely all bus and Shuttle service in the city of Sumner.

Last April, when you were proposing to reduce the hours of the Shuttle service, I sent an email (addressed to PTtomorrow@piercetransit.org) in comment, but now I hear that you are actually proposing to completely eliminate all services in Sumner. I am writing with real anxiety about this because if it should happen you will really be making life incredibly difficult for some people in Sumner, including my mother. I will try to explain in the hope you will take our case into serious consideration when addressing your service reductions.

SHUTTLE

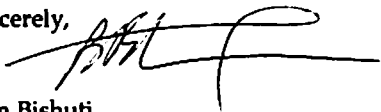
My mother has suffered a stroke and is unable to move her left side. She uses a wheelchair to go out of her home, an apartment located in downtown Sumner, WA, and because of that she uses Shuttle services for certain trips and appointments. There is no way for her to use any other kind of transportation as she is no longer able to stand up on her own. I am her primary caregiver and stay with her all the time to care for her. My mother's use of the Shuttle service includes regular trips to foot care, that is not covered by medical insurance any more, as well as regular trips to visit her daughter (my sister) in Spanaway, south of Tacoma, WA, and other trips.

BUS

In addition to the Shuttle service, your proposal to eliminate regular bus service in Sumner will also adversely affect my mother's condition. Her only caregiver, apart from me, lives in Spanaway. She does not drive a car but needs to commute to my mother's apartment by Pierce Transit bus. She comes to care for my mother five times a week in the mornings. If you eliminate bus services to Sumner, my mother's caregiver will no longer be able to come to her. If the bus service is discontinued in Sumner, not only will it jeopardize my mother's health and disrupt her care, but it will also deprive her caregiver of her livelihood.

I hope I have made it clear to you what the proposal to eliminate transit service in Sumner will mean to a disabled, elderly woman and those around her. I hope you will take this case into serious consideration when addressing your service reductions. Thank you.

Sincerely,



Sam Bishuti,
on behalf of mother, Salwa Bishuti

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Ashley Smith

From: Kristina Walker [KristinaW@tacomachamber.org]
Sent: Friday, June 03, 2011 3:21 PM
To: pttomorrow
Subject: Downtown On the Go - comments for Pierce Transit
Attachments: DowntownOnTheGo_PierceTransit_ReductionPlan_June2011.pdf

Downtown On the Go's comments for the proposed reduction plan are attached. Please let me know if you have any questions.
Thank you,
Kristina

Kristina L. Walker

Downtown: On the Go! Manager

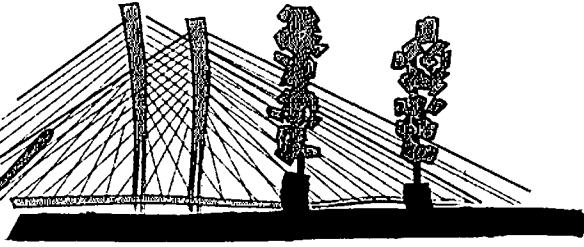
Tacoma-Pierce County Chamber

253-627-2175

253-682-1739 (direct)

www.downtownonthego.com

DOWNTOWN: *On the go.*



Tacoma-Pierce County Chamber | 950 Pacific Ave, Suite 300 | Tacoma, WA 98402
253-627-2175 | dotgo@tacomachamber.org

June 3, 2011

Pierce Transit
Attn: Pierce Transit Board of Commissioners
3701 96th St SW
Lakewood, WA 98499

Dear Pierce Transit Board of Commissioners,

Thank you for supporting transit into downtown Tacoma that will serve a majority of riders, commuters and students and supports the continued vitality of downtown Tacoma, the economic engine of Pierce County and the south Puget Sound.

Downtown On the Go is the transportation advocate for downtown Tacoma. Our Board of Directors represents twenty downtown businesses, organizations, and agencies, and the approximately 30,000 employees and more than 3,500 students that commute to downtown Tacoma on a daily basis. *Downtown On the Go* advocates for transportation choices and land use policies that promote a vibrant and integrated downtown connecting Tacoma and Pierce County residents to jobs and education opportunities.

Our goal is to reduce drive alone rate into downtown Tacoma by 11 percent by 2015. We cannot achieve this without frequent commuter bus service into downtown Tacoma and we urge you to approve the current reduction plan that maintains routes with the highest current and potential commuter ridership.

Any cuts to transit service into downtown will have detrimental effects on ridership and our goals to reduce the number of single occupancy commuter vehicles but the proposed reduction plan impacts the fewest number of riders and provides the best option to continue the work to date by Pierce Transit, Pierce County, the City of Tacoma, and *Downtown On the Go* to meet these goals.

Downtown On the Go would again like to voice support for downtown transit route design that promotes the truest definition of transit-oriented development, requiring that transit be prioritized in areas of *existing* residential and employment density.

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Thank you again for the opportunity to comment. I look forward to working with you as the plan is implemented to get commuters into and around downtown Tacoma.

Sincerely,

Kristina Walker
Downtown On the Go Manager
Tacoma-Pierce County Chamber

Downtown: On the Go! Board of Directors

Executive Committee

Judi Hyman, Downtown Merchants Group & TWOKOI Restaurant
Patti Sutton, Propel Insurance
Chris Green, Economic Development Board of Tacoma-Pierce County
Rachel Smith, Sound Transit

Dominic Accetturo, Kidder Mathews
Charles Bowers, Group Health - Tacoma Medical Center
Karen Bunger, CH2M HILL
Jennifer Burley, University of Washington Tacoma
Ana Grover-Barnes, DaVita, Inc.
Steve Kallberg, Franciscan Health System
Laura Kinney, Multicare Health System
Natalie McNair-Huff, TrueBlue
Scott Morris, Pierce Transit
Tom O'Connor, O'Connor and Associates
Shannon Payton, BLRB architects
Kat St. Pierre, Columbia Bank
Janette Simon, Hotel Murano
Bruce Stirling, GeoEngineers
Dan Voelpel, Tacoma Public Schools
Diane Wiatr, City of Tacoma

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Proposed October 2011 Service Reduction
Transportation Alternatives for Proposed Eliminated or Modified Routes

Route	Service Area	Affected Cities	Change	Transportation Alternatives
26	Martin Luther King Way	Tacoma	Eliminated	Take routes 1, 2, 3, 13, 11, 16, 28, 45, 57
45	Dwtn to Parkland	Parkland	No service to PLU	Walk 2 blocks
51	Tacoma Mall to 45th Huson	Tacoma	Route realigned	Take routes # 11, 52, 57 or 300 which cover portions of the route.
54	Tacoma Mall /56 & Portland	Tacoma	No service to Salishan	Take route 41 from Portland Ave to access Roosevelt Loop. Carpool, Vanpool*, Rideshare online*, Catholic Community Services* , WIN 211*
59	Manitou	Tacoma	Eliminated	Take route 53 if traveling to Manitou. Take route 52 if traveling to Center & Tyler area. Take route 2 if traveling to 19th & Tyler area.
60	Tide Flats	Tacoma	Eliminated	Carpool, Vanpool*, Rideshare online*, Catholic Community Services* , WIN 211*
61	NE Tacoma	Tacoma	Eliminated	Carpool, Vanpool*, Rideshare online*, Catholic Community Services* , WIN 211*, King County Metro (Twin Lakes P&R)
113	Key Peninsula Bus Plus	KPN	Eliminated	Mustard Seed*, Carpool, Vanpool*, Rideshare online*, Catholic Community Services* , WIN 211*
207	Fort Lewis	Fort Lewis	Eliminated	Volunteer Veterans Transportation Services*, Carpool, Vanpool*, Rideshare online*, Catholic Community Services* , WIN 211*
220	Orchard Street	Tacoma, Lakewood	Eliminated	Take routes 1, 2, 11, 16, 28, 51, which serve portions of the route # 220. Route # 51 is realigned to cover more of the existing route # 220.
402	Mtn Hwy to Federal Way	Puyallup	No service to Gem Heights	Carpool, Vanpool*, Rideshare online*, Catholic Community Services* , WIN 211*
406	Buckley	Bonney Lake, Buckley	Eliminated	Carpool, Vanpool*, Rideshare online*, Catholic Community Services* , WIN 211*, Beyond the Borders, Road to Independence (PSESD)
407	Prairie Ridge	Bonney Lake	Eliminated	Carpool, Vanpool*, Rideshare online*, Catholic Community Services* , WIN 211*, Beyond the Borders, Road to Independence (PSESD)
408	Sumner/Bonney Lake	Sumner, Bonney Lake	Eliminated	Carpool, Vanpool*, Rideshare online*, Catholic Community Services* , WIN 211*, Beyond the Borders, Road to Independence (PSESD)
409	Puyallup Sumner	Puyallup, Sumner	Route ends at Puyallup Station. No service to Sumner	Take ST route 578 for express service between Puyallup and Sumner (no stops in-between Puyallup & Sumner) Carpool, Vanpool*, Rideshare online*, Catholic Community Services* , WIN 211*, Beyond the Borders, Road to Independence (PSESD)
413	Wildwood	Puyallup	Eliminated	Portions of route 410 and 402 cover route 413, Carpool, Vanpool*, Rideshare online*, Catholic Community Services* , WIN 211*
444	Parkland Spanaway	Spanaway	Eliminated	Carpool, Vanpool*, Rideshare online*, Catholic Community Services* , WIN 211*

Proposed October 2011 Service Reduction
Transportation Alternatives for Proposed Eliminated or Modified Routes

Route	Service Area	Affected Cities	Change	Transportation Alternatives
446	Canyon Road/South Hill	Puyallup	Eliminated	Carpool, Vanpool*, Rideshare online*, Catholic Community Services*, WIN 211*
490	South Hill/Tacoma	Tacoma, Puyallup	Eliminated	Take route 402 along Meridian. Take Route 400 between South Hill and Tacoma, Carpool, Vanpool*, Rideshare online*, Catholic Community Services*, WIN 211*
496	Bonney Lake/Sumner	Bonney Lake/Sumner	Eliminated	Carpool, Vanpool*, Rideshare online*, Catholic Community Services*, WIN 211*, Beyond the Borders, Road to Independence (PSESD)
601	Kimball/ Olympia	Gig Harbor, Tacoma, Lakewood	Eliminated	Take route 102 to TDS and transfer to Intercity 603 & 605, Carpool, Vanpool*, Rideshare online*
602 (603A)	Tacoma/Olympia	Tacoma, Gig Harbor	Eliminated	Take Intercity Transit 603 & 605 between Tacoma/Lakewood and Olympia, Carpool, Vanpool*, Rideshare online*
SHUTTLE	All	All	Eliminated or Reduced	Carpool, vanpool, Catholic Community Services, Beyond the Borders, 211 and Southsound Outreach services.
	Orting Loop	Orting, Puyallup	Eliminated	Old Soldiers Home residence van, Volunteer Veterans Transportation Services*, Carpool, Vanpool*, Rideshare online*, Catholic Community Services*, WIN 211*, Beyond the Borders, Road to Independence (PSESD)

*** Contacts**

Catholic Community Services 253.502.2690 or 1800.372.3697 www.ccsww.org
 Vanpool 253-581-8000 or 1.800.562.8109 or piercettransit.org
 Rideshare online 1.888.814.1300 or rideshareOnline.com
 Volunteer Veterans Transportation Service 253-583-1343 ext 71343 www.dav.org
 WIN211 Dial 211 for a list of essential transportation services or win211.org
 Mustard Seed 253.884.9814 or 253.884.2216 www.themustardseedproject.org
 Beyond the Borders 1-800-562-0336
 Road to Independence (Puget Sound Educational Service District) 1-800-664-4549
 King County Metro 206-553-3000, <http://metro.kingcounty.gov/>
 SouthSound Outreach Services 253-593-2111

OCTOBER SERVICE REDUCTIONS focusing on Efficiency & Ridership
HOURS OF SERVICE & FREQUENCY

Routes focus on efficiency and higher ridership
 Maintained regional connectivity during productive times & trips where possible
 Saturdays more service & span on higher efficient routes
 Sunday limited hours, service is generally from 9 am - 5 pm

ROUTE	Proposed Route Name / Description	Weekdays								Saturday					Sunday				
		Early 5-6	AM 6-9	Midday 9-2	PM 2-6	Evening 6-8	Night 8-12	Begin	End	AM	Base 10-6	Evening	Begin	End	AM	Base 10-6	Evening	Begin	End
1	6th Ave/ Pacific	30	20	20	20	30	60	4:30 AM	11:00PM	30	20	30	6:00 AM	11:00 PM	60/30	30	30/60	7:00 AM	9:00 PM
2	S 19th St/ Bridgeport	30	20	30	20	30	30	5:45AM	11:00PM	30	30	30	6:30 AM	11:00 PM	60/30	30	30/60	7:00 AM	9:00 PM
3	Lakewood/Tacoma	30	30	30	30	30	30	5:30AM	10:00PM	30	30	30	6:00 AM	10:00 PM	60	60	60	7:00 AM	9:00 PM
10	Pearl St	0	30	60	30	30	0	6:00 AM	8:30 PM	0	60	60	10:00 AM	8:30PM	0	60	0	9:00 AM	5:00 PM
11	Point Defiance	0	60	60	60	60	0	6:00 AM	7:00 PM	0	60	0	9:00 AM	5:00 PM	0	60	0	9:00 AM	5:00 PM
13	N 30TH - Downtown Tacoma to Proctor	0	60	60	60	60	0	6:00 AM	8:00 PM	0	60	0	9:00 AM	5:00 PM					
13	N 30TH - Proctor to Downtown Tacoma	0	60	60	60	60	0	6:00 AM	8:00 PM	0	60	0	9:00 AM	5:00 PM					
16	UPS/TCC	0	60	60	60	60	0	6:00 AM	8:00 PM	60	60	60	8:30 AM	8:00 PM	0	60	0	9:00 AM	5:00 PM
28	S 12th St	0	30	30	30	30	0	6:00 AM	8:30 PM	60	60	60	7:30 AM	8:30PM	0	60	0	9:00 AM	5:00 PM
41	Portland Ave	60	30	60	30	60	0	5:00 AM	9:00 PM	60	60	60	7:00AM	9:00 PM	0	60	0	9:00 AM	5:00 PM
42	McKinley Ave	0	60	60	60	60	0	6:00 AM	9:00 PM	60	60	60	7:00AM	8:00 PM	0	60	0	9:00 AM	5:00 PM
45	Yakima	0	60	60	60	60	0	6:00 AM	8:00 PM	0	60	0	9:00 AM	5:00 PM					
48	Sheridan/M St	30	30	60	30	30	0	5:00 AM	9:30 PM	60	60	60	7:00AM	8:00PM	0	60	0	9:00 AM	5:00 PM
51	Union Ave / Orchard	0	60	60	60	60	0	6:00AM	8:00 PM	0	60	0	9:00 AM	5:00 PM	0	60	0	9:00 AM	5:00 PM
52	TCC/Tacoma Mall	0	30	30	30	30	0	6:00 AM	9:00 PM	60	30	60	9:00 AM	9:00 PM	0	60	0	9:00 AM	5:00 PM
53	University Place	0	60	60	60	60	0	6:00 AM	8:00 PM	0	60	0	9:00 AM	5:00 PM	0	60	0	9:00 AM	5:00 PM
54	38th St	0	30	30	30	60	0	6:00 PM	9:00AM	60	60	60	9:00 AM	8:00 PM	0	60	0	9:00 AM	5:00 PM
55	Tacoma Mall/ Parkland	0	30	30	30	60	0	6:00 AM	9:00 PM	60	30	60	9:00 AM	9:00 PM	0	60	0	9:00 AM	5:00 PM
56	56th St	0	60	60	60	60	0	6:00 AM	9:00 PM	60	60	60	9:00 AM	8:00 PM	0	60	0	9:00 AM	5:00 PM
57	Tacoma Mall	0	30	30	30	60	0	6:00 AM	9:30 PM	60	60	60	9:00 AM	8:00 PM	0	60	0	9:00 AM	5:00 PM
100	Gig Harbor	0	60	60	60	60	0	6:30AM	8:30 PM	0	60	0	9:00 AM	5:00 PM	0	60	0	9:00 AM	5:00 PM
102	Gig Harbor/Tacoma Express	0	60	0	60	0	0	5:00 AM	6:00 PM										
202	72nd St	0	30	30	30	30	0	6:00 AM	9:00 PM										
204	Lakewood/Parkland	0	30	30	30	30	0	6:00 AM	9:00 PM	60	30	60	9:00 AM	9:00 PM	0	60	0	9:00 AM	5:00 PM
206	Pacific Hwy/Tillicum	30	30	60	40	60	0	5:30 AM	9:00 PM	60	30	60	8:00 AM	8:00 PM	0	60	0	9:00 AM	5:00 PM
212	Steilacoom	60	30	30	30	60	0	5:30 AM	8:30 PM	60	60	60	8:30 AM	8:00PM	0	60	0	9:00 AM	5:00 PM
214	Washington	0	30	30	30	60	0	6:00 AM	9:00PM	60	60	60	8:30 AM	8:00 PM	0	60	0	9:00 AM	5:00 PM
300	S Tacoma Way	60	30	30	30	60	0	5:30AM	9:00 PM	60	60	60	7:30AM	8:00 PM	0	60	0	9:00 AM	5:00 PM
400	Puyallup to Downtown Tacoma -- NEW South Hill Transit Center, South Hill P&R, Red Lot, Puyallup Station to River Road to Downtown Tacoma	0	30	60	30	60	0	5:30 AM	9:00 PM	120	120	120	9:00 AM	8:00 PM	0	120	0	9:00 AM	5:00 PM
402	Meridian	0	30	60	30	60	0	5:30 AM	9:00 PM	120	120	120	9:00 AM	8:00 PM	0	120	0	9:00 AM	5:00 PM
409	Puyallup/72nd & Portland	0	60	60	60	0	0	6:00AM	6:00 PM	0	60	0	9:00 AM	5:00 PM	0	60	0	9:00 AM	5:00 PM
410	112st St	0	30	60	30	60	0	6:00 AM	8:30PM	60	30	60	9:00 AM	8:30 PM	0	60	0	9:00 AM	5:00 PM
495	South Hill /Puyallup Station	0	30	0	30	30	0	5:00 AM	7:00 PM										
497	Lakeland Hills/Auburn Station	0	30	0	30	30	0	5:00 AM	7:00 PM										
500	Federal Way	0	60	60	60	60	0	6:00 AM	11:00 PM	60	60	60	8:00 AM	11:00 PM	0	60	0	8:00AM	9:00PM
501	Milton/Federal Way	0	60	60	60	60	0	6:00AM	9:00 PM	0	120	0	9:30 AM	7:00PM	0	120	0	9:00	5:00 PM

October Service Reduction

Focusing on Efficiency & Ridership

Effective October, 2011



A public hearing will be held to gather public comments on the proposed service reductions that will be effective October, 2011. The public hearing will take place at:

Pierce Transit Training Center

3720 96th St SW, Lakewood

Served by Routes 48, 300

Monday, June 13, 2011 4PM

The public hearing will begin with a brief presentation describing these reductions then public testimony will be heard. If you are unable to attend the public hearing, you may submit written comments to:

Pierce Transit Operations Planning Division
Attn: Tina Lee, Principal Planner
PO Box 99070
Lakewood, WA 98496-0070

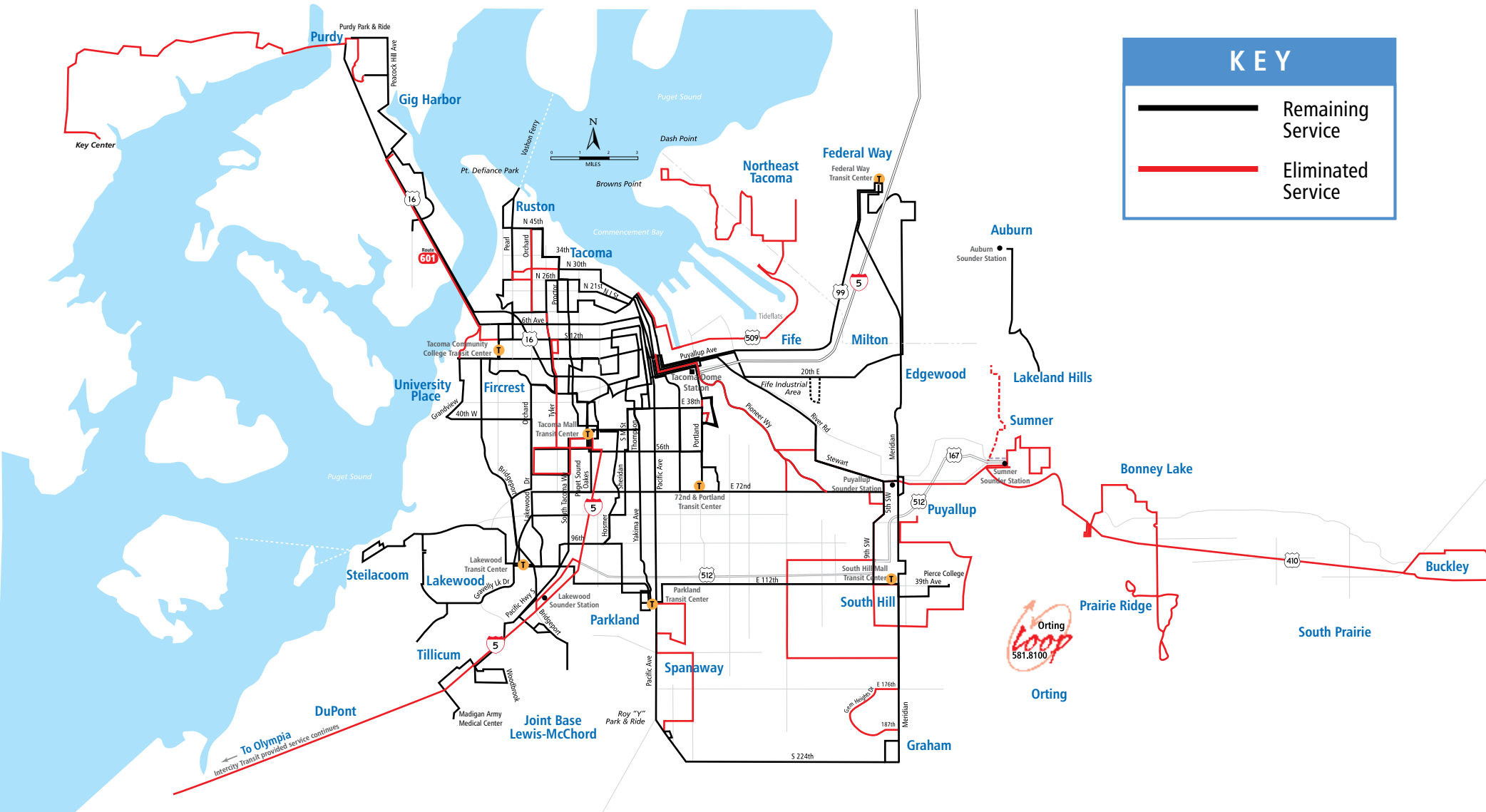
or email pttomorrow@piercetransit.org

All written comments must be received by June 3, 2011.



**PIERCE
TRANSIT**
piercetransit.org

October Service Reduction Focusing on Efficiency & Ridership Effective October, 2011



For Review: October Service Reduction Focusing on Efficiency & Ridership

Modified Service Reduction Proposal for Review:

On Monday, May 9, 2011, the Pierce Transit Board of Commissioners approved a 20% permanent service reduction scheduled for June 12, 2011, but rejected the proposed plan for the final 15% reduction scheduled for October 2011. The Board directed staff to develop a modified plan that focuses on maximizing ridership.

The Board directed staff to develop plans for the 35% reduction in service to address the agency's budget shortfall. The budget issues were brought on by the economic recession and loss of Proposition 1 at the February 8, 2011 election.

This situation was compounded by a fire on February 28, 2011 at Pierce Transit's natural gas fuel station, which has significantly reduced the agency's ability to operate the regular weekday service schedule. Regular service has already been reduced by approximately 20%.

The first permanent reduction of 20% of fixed-route bus service occurs on June 12, 2011. It is similar to the service levels of the current emergency reduced service. In response to public comment, there are adjustments that focus on getting people to jobs and school, while reducing low ridership routes and trips. The reduction does not provide for any special event service, including the Puyallup Fair or Tacoma's Fourth of July Freedom Fair.

Board Chair Claudia Thomas stated, "Everyone who depends on public transportation is affected by these cuts, no matter what the scenario. It is extremely difficult to make these decisions, but rest assured, we will do our best with the resources we have available to us."

















The Commissioners are exploring an alternative plan to implement the final 15% reductions, to be implemented on or near the scheduled October 2, 2011 service change. The Board asked staff to develop a plan that uses ridership and costs to determine the routes and trips that help the most riders. A Public Hearing will be held on this new proposal at the June 13, 2011 Board meeting, with possible adoption at that meeting or at the July 11, 2011 Board meeting.

Route Details in the Reduction Plan:

Almost every Pierce Transit route will be impacted with reduced service hours and reduced number of trips that operate. Routes are eliminated or changed.

- Reduced AM/PM trips on fixed route and SHUTTLE on all days of the week
- Buses come less often on all days of the week
- Saturday service reduced to operate from approximately 8am - 8pm on most routes
- Sunday service reduced to operate from approximately 9am - 5pm on most routes
- Unproductive route segments may be eliminated
- SHUTTLE, paratransit service for people with disabilities, operates during the same days and times within $\frac{3}{4}$ of a mile of fixed bus routes. As bus service is reduced or eliminated, SHUTTLE service will also be reduced or eliminated.

We are proposing the complete elimination of the following routes:

-  **Route 26** Martin Luther King Jr. Way
-  **Route 59** Manitou
-  **Route 61** NE Tacoma
-  **Route 113** Key Peninsula Bus PLUS
-  **Route 220** Orchard Street
(Note: Some route segments from Route 220 merged with Route 51.)
-  **Route 406** Buckley
-  **Route 407** Prairie Ridge
-  **Route 408** Sumner-Bonney Lake
-  **Route 413** Wildwood
-  **Route 444** Parkland-Spanaway Bus PLUS
-  **Route 446** Canyon Rd-South Hill Bus PLUS
-  **Route 490** South Hill-Tacoma
-  **Route 496** Bonney Lake-Sumner
-  **Route 601** Kimball-Olympia
-  **Route 603A** Tacoma-Olympia
(Note: Renamed Route 602 in June)
-  **Orting Loop**

Route-by-Route Descriptions of Proposed Service Changes

Route 1 6th Ave-Pacific Ave continues to operate along Pacific Ave from Walmart to Downtown Tacoma and then via 6th Ave to Tacoma Community College Transit Center. No service to Tacoma Dome Station.

Weekday service is 20 minutes most of the day. Early morning and late night service is 30 minutes or hourly.

Saturday service is 20 minutes most of the day and 30 minutes during early morning and late night.

Sunday service is 30 minutes most of the day and hourly in early morning and late night. Some trips between Parkland Transit Center and Walmart at 8th Ave may operate every other trip, or every 40 minutes weekdays and hourly on weekends.

Approximate hours of service:

Weekdays: 4:30am–11pm Saturdays: 6am–11pm Sundays: 7am–9pm

Route 2 South 19th Street–Bridgeport continues to connect Lakewood Towne Center and Tacoma Community College via Bridgeport Way. Route 2 continues along S 19th St to Downtown Tacoma.

Service remains at 20 minutes during commute times and 30 minutes most of the rest of the day. Saturday service operates every 30 minutes. Sunday service is hourly early morning and late night and every 30 minutes most of the day.

Approximate hours of service:

Weekdays: 5:30am–11pm Saturdays: 6:30am–11pm Sundays: 7am–9pm

Route 3 Lakewood–Tacoma continues to provide connections from Lakewood Transit Center and Tacoma Mall Transit Center to Downtown Tacoma. Service remains at 30 minutes on weekdays and Saturday. Sunday service is hourly.

Approximate hours of service:

Weekdays: 5:30am–10pm Saturdays: 6am–10pm Sundays: 7am–9 pm

Route 10 Pearl Street continues to provide connections from Point Defiance to Tacoma Community College Transit Center. Service is reduced to 30 minutes during weekday commute times and every 60 minutes the rest of the day. Weekend service is hourly.

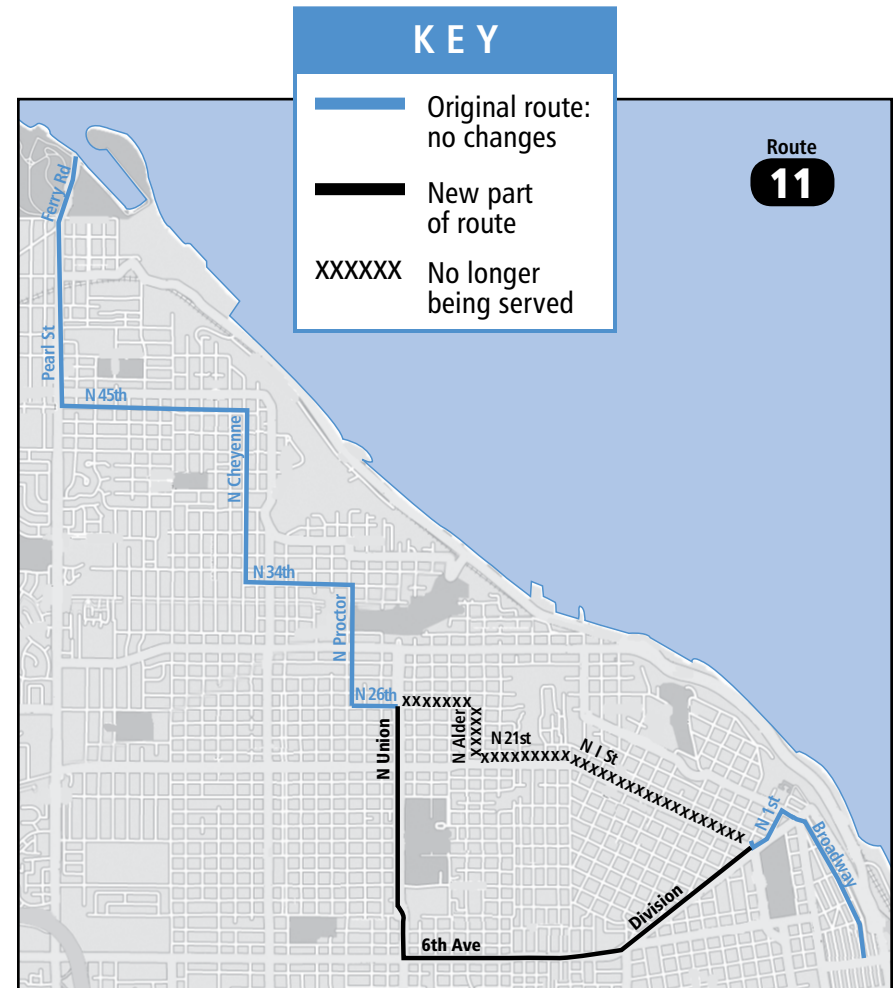
Approximate hours of service:

Weekdays: 6am–8:30pm Saturdays: 10am–8:30pm Sundays: 9am–5pm

Route 11 Point Defiance continues to provide connections from Point Defiance to Downtown Tacoma via the Proctor District. Route 11 operates on Union Ave past University of Puget Sound, 6th Ave Business District, via Division to Downtown Tacoma. Portions of N 21st and N I Streets are served by Route 16. **See map.** Week-day, Saturday and Sunday service is hourly.

Approximate hours of service:

Weekdays: 6am–7pm Saturdays: 9am–5pm Sunday: 9am–5pm

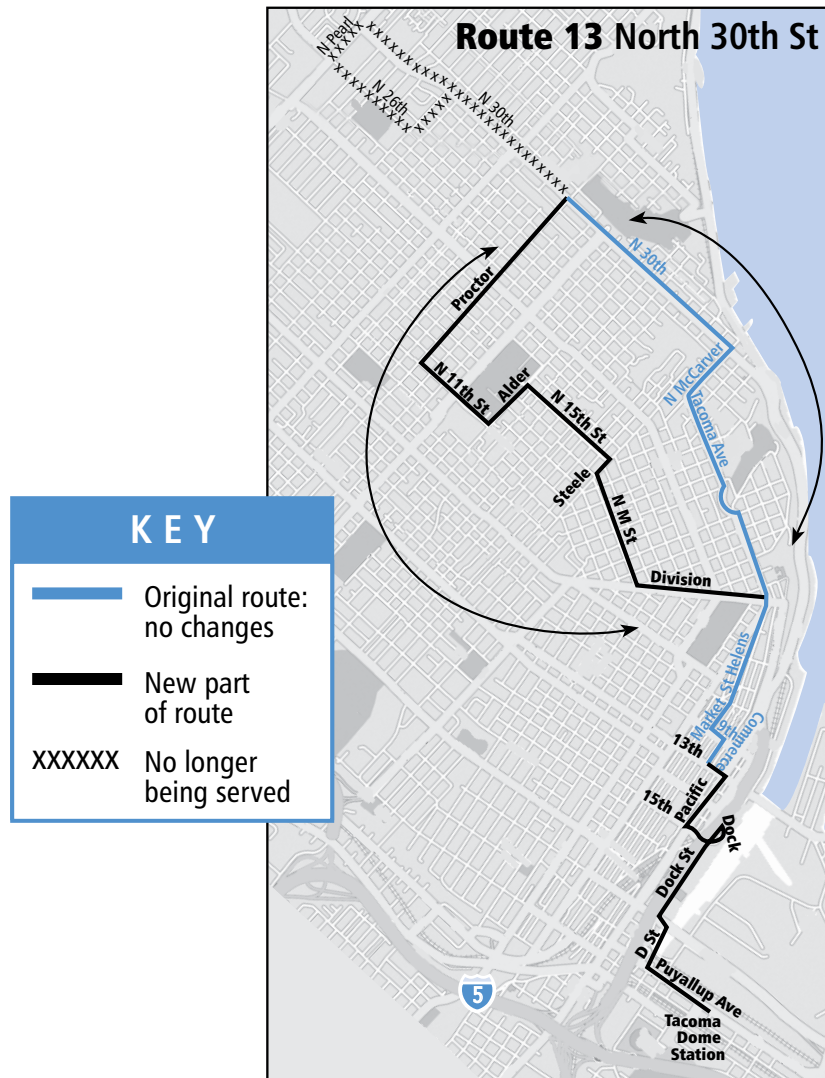


Route 11 Point Defiance

Route 13 North 30th Street A loop travelling in both directions is proposed connecting Old Town/North 30th, the Proctor District, Stadium District and Downtown Tacoma. After travelling along N 30th to Proctor, Route 13 travels to N 11th, Alder, N 15th and N M St to Downtown Tacoma. This route travels along Dock St to Tacoma Dome Station. No service on portions of N 30th and N 26th Streets near Westgate Shopping Center. **See map.** Weekday and Saturday service is hourly. No Sunday service.

Approximate hours of service:

Weekdays: 6am–8pm Saturdays: 9am–5pm Sundays: Service eliminated.



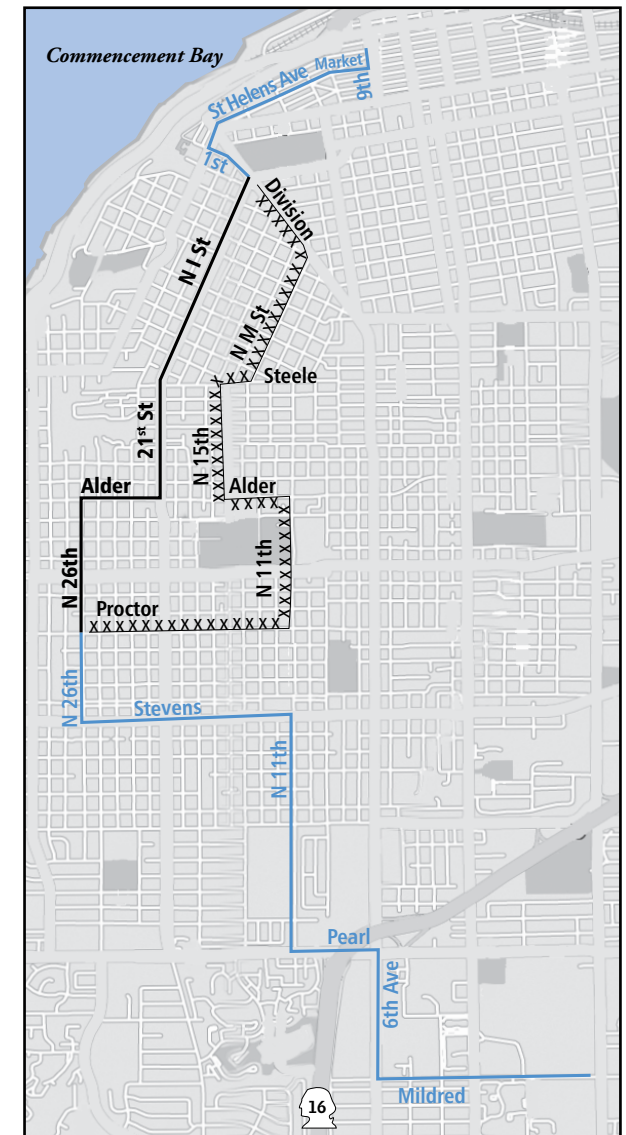
Route 16 University of Puget Sound–TCC continues to provide connections from Tacoma Community College, Wilson High School, Proctor District, and Stadium District to Downtown Tacoma. At N 26th St the route continues to N Alder, N 21st, and N I St along areas previously served by Route 11. Areas along N 11th, Alder, N 15th, and N M St are served by Route 13. **See map.**

Weekday and weekend service is hourly.

Approximate hours of service:

Weekdays: 6am–8pm Saturdays: 8:30am–8pm Sundays: 9am–5pm

Route 16 University of Puget Sound–TCC



 **Route 26 Martin Luther King Jr. Way** is eliminated.

Route 28 South 12th Street continues to provide connections from Tacoma Community College to Downtown Tacoma via S 12th, S 13th and S 11th Streets. On weekdays service frequency is 30 minutes all day. Weekend service is hourly.

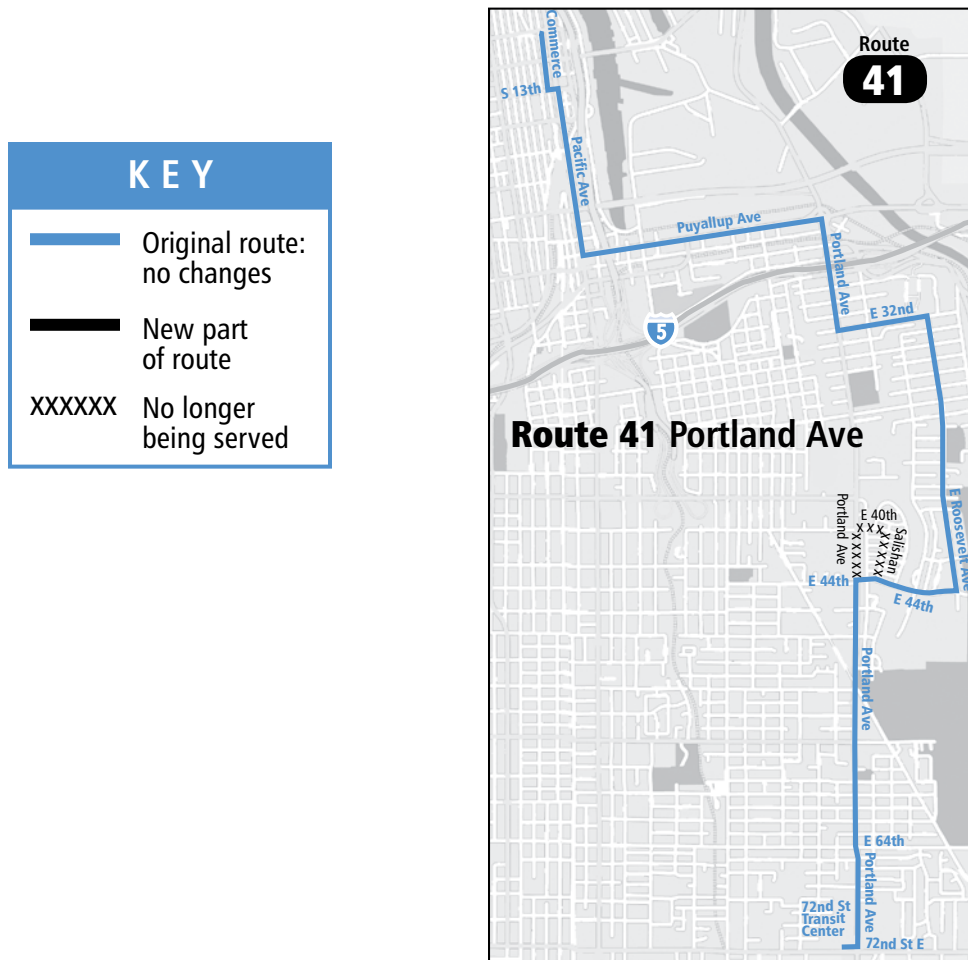
Approximate hours of service:

Weekdays: 6am–8:30pm Saturdays: 7:30am–8:30pm Sunday: 9am–5pm

Route 41 Portland Avenue no longer operates along Salishan Dr and E 40th St. **See map below.** On weekdays Route 41 operates every 30 minutes during commute times and hourly at other times of day. Weekend trips are every hour.

Approximate hours of service:

Weekdays: 5am–9pm Saturdays: 7am–9pm Sundays: 9am–5pm



Route 42 McKinley Avenue Weekday and weekend service is hourly.

Approximate hours of service:

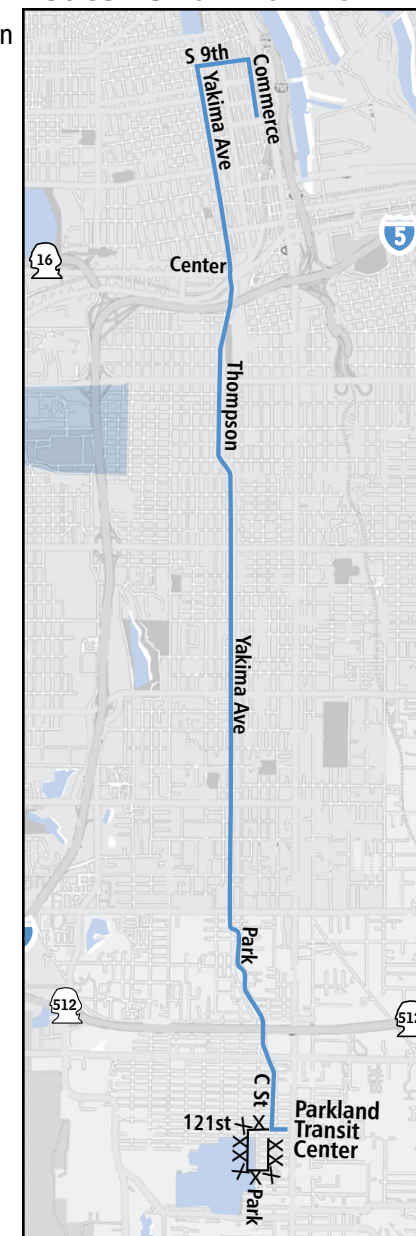
Weekdays: 6am–9pm Saturdays: 7am–8pm Sundays: 9am–5pm

Route 45 Yakima Avenue no longer operates on Park Ave adjacent to Pacific Lutheran University. **See map.** Weekday and Saturday service is hourly. No Sunday service.

Approximate hours of service:

Weekdays: 6am–8pm Saturdays: 9am–5pm
Sundays: Service eliminated.

Route 45 Yakima Ave



Route 48 Sheridan—M Street trips are reduced to every 30 minutes during weekday commute times and hourly all other times.

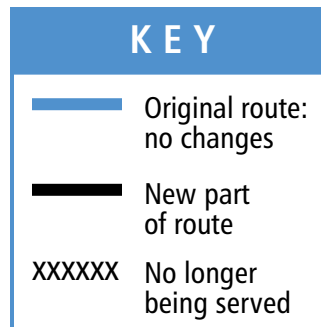
Approximate hours of service:

Weekdays: 5am–9:30pm Saturdays: 7am–8pm Sundays: 9am–5pm

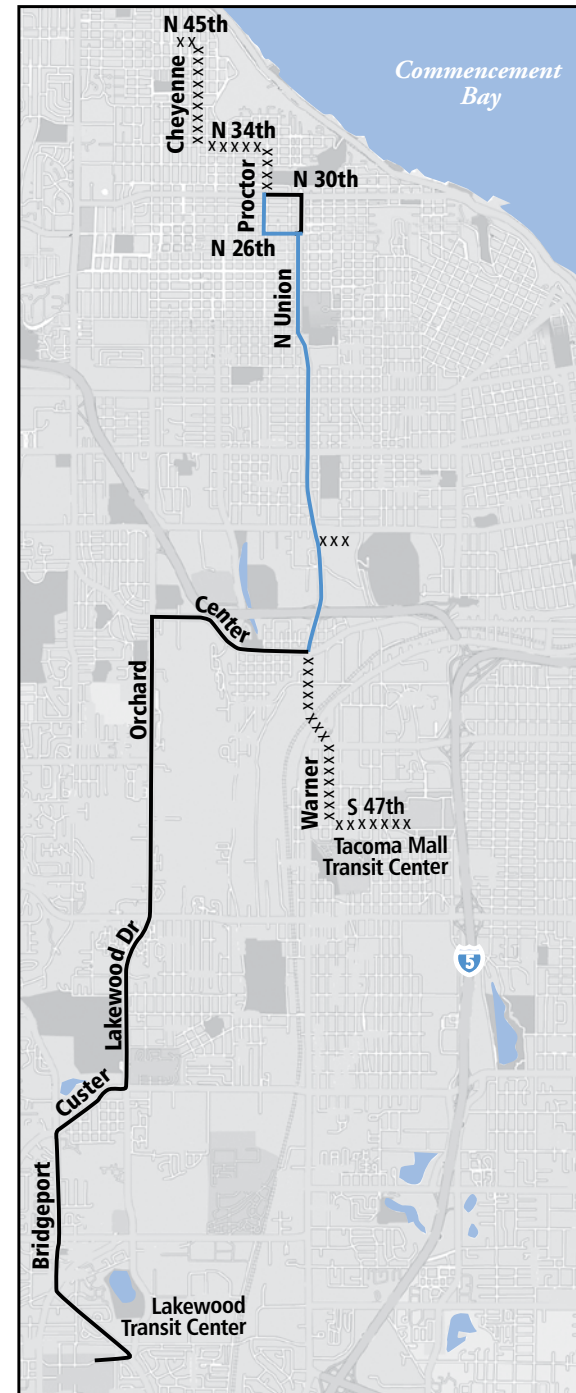
Route 51 Union Avenue is combined with Route 220 and called Route 51, connecting North Tacoma and the Proctor District to Lakewood. Route 51 operates on N Union from Proctor District to Center St then to Lakewood via Orchard and Bridgeport to Lakewood Transit Center. No service on Tyler, Stevens and Orchard Streets north of Center St. **See map.** Weekday and weekend service is hourly.

Approximate hours of service:

Weekdays: 6am–8pm Saturdays: 9am–5pm Sundays: 9am–5pm



Route 51 Union Ave



Route 52 TCC–Tacoma Mall weekday service is every 30 minutes. Saturday service is every 30 minutes midday and hourly the rest of the day. Sunday service is hourly.



Approximate hours of service:

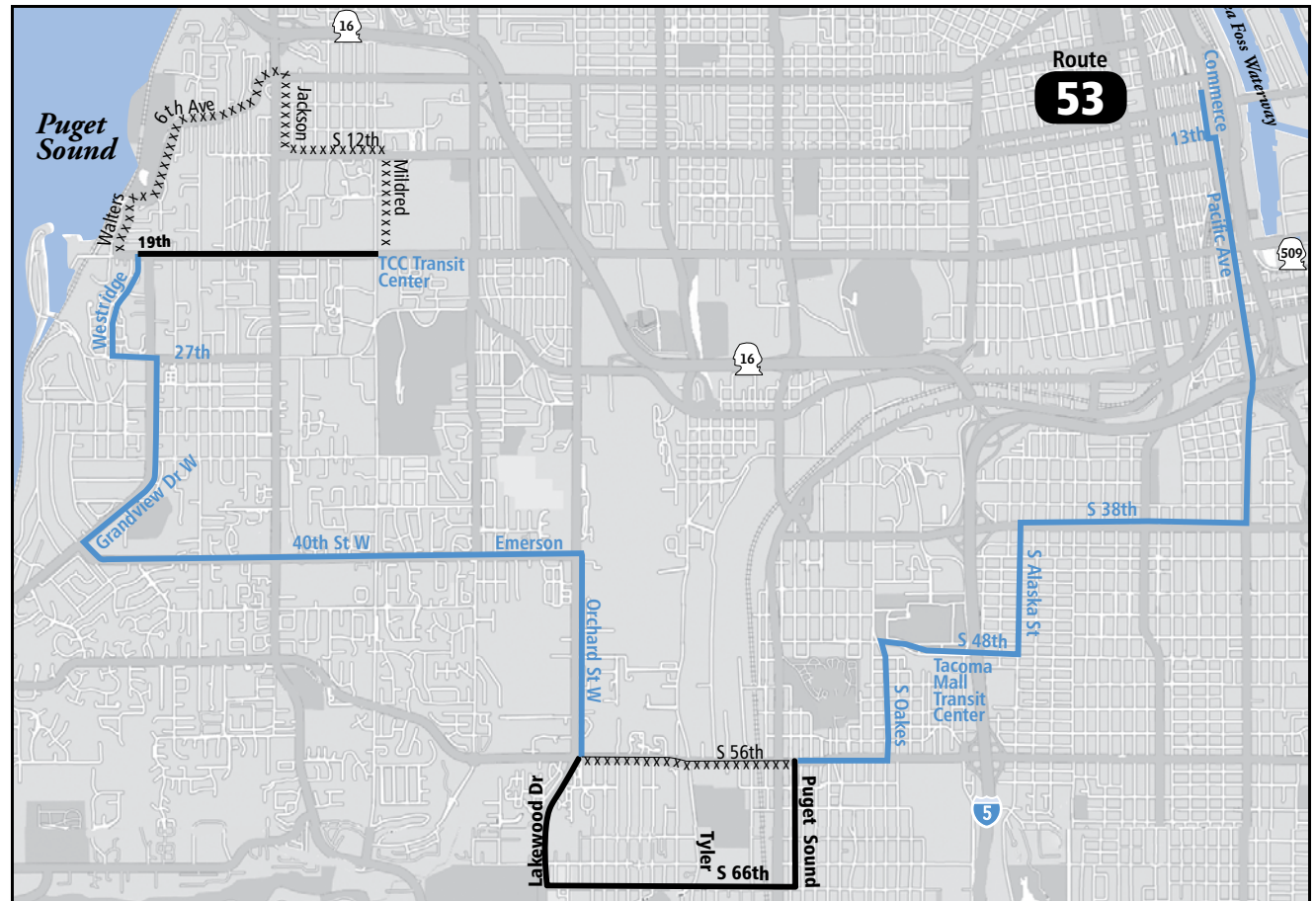
Weekdays: 6am–9pm Saturdays: 9am–9pm Sundays: 9am–5pm

Route 53 University Place operates along 19th St W to Westridge. Portions of Walters, 6th Ave, Jackson, S 12th and Mildred are no longer served. S 56th St from Orchard St to Puget Sound is no longer served. **See map below.** Weekday, Saturday and Sunday service is hourly.

Approximate hours of service:

Weekdays: 6am–8pm Saturdays: 9am–5pm Sundays: 9am–5pm

KEY	
	Original route: no changes
	New part of route
XXXXXX	No longer being served





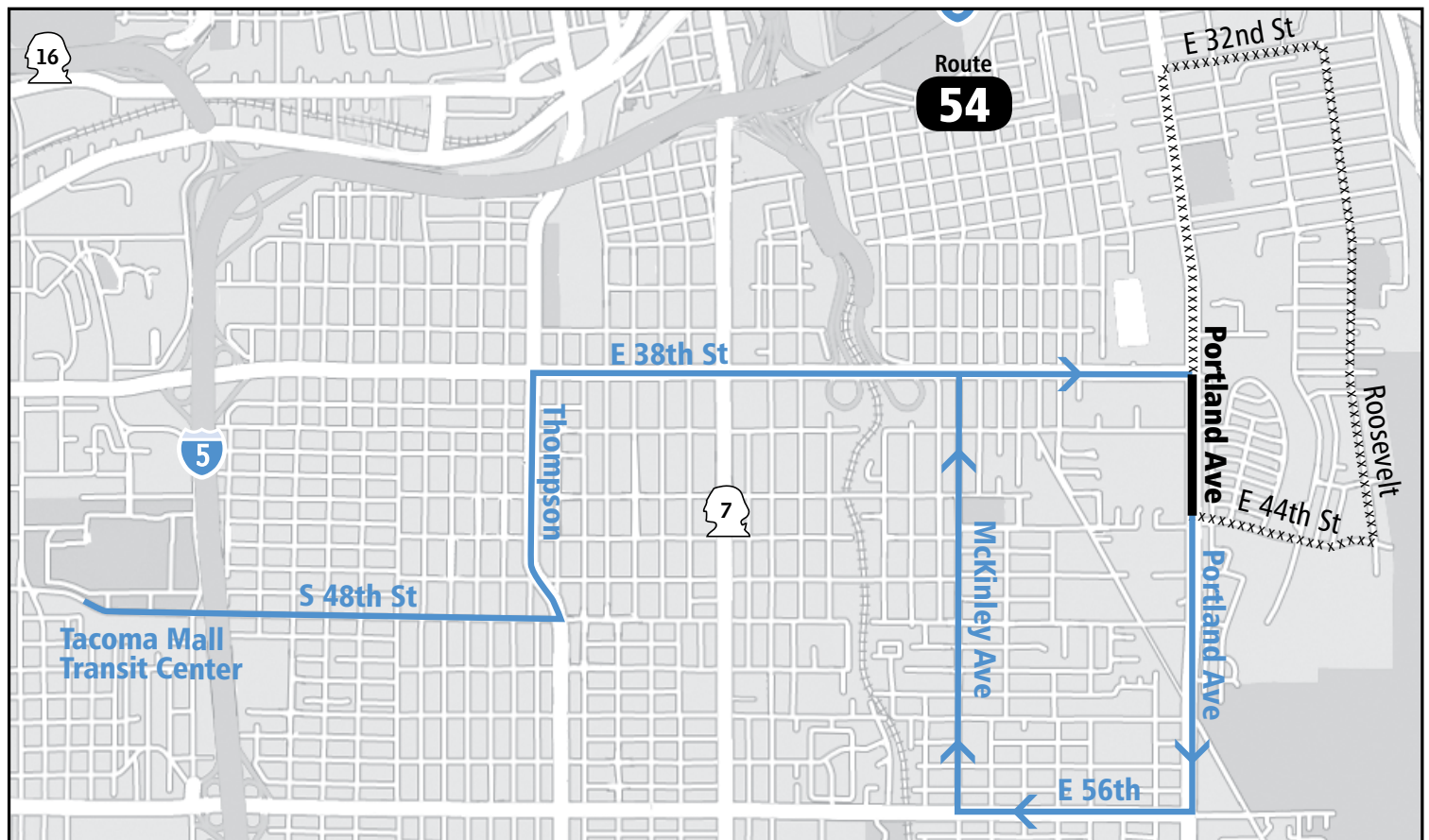
Route 53 University Place

Route 54 38th Street operates from Tacoma Mall to Salishan at Portland Ave. No service along E 32nd St, Roosevelt, and E 44th Streets. Service along Roosevelt is provided by Route 41. **See map below.** Weekday service operates every 30 minutes most of the day and hourly in late evening. Weekend service is hourly.

Approximate hours of service:

Weekdays: 6am–9pm Saturdays: 9am–8pm Sundays: 9am–5pm

KEY	
	Original route: no changes
	New part of route
XXXXXX	No longer being served



Route 54 38th St

Route 55 Tacoma Mall–Parkland operates every 30 minutes on weekdays. Saturday midday service is every 30 minutes and hourly the rest of the day. Sunday service is hourly.

Approximate hours of service:



Weekdays: 6am–9pm Saturdays: 9am–9pm Sundays: 9am–5pm

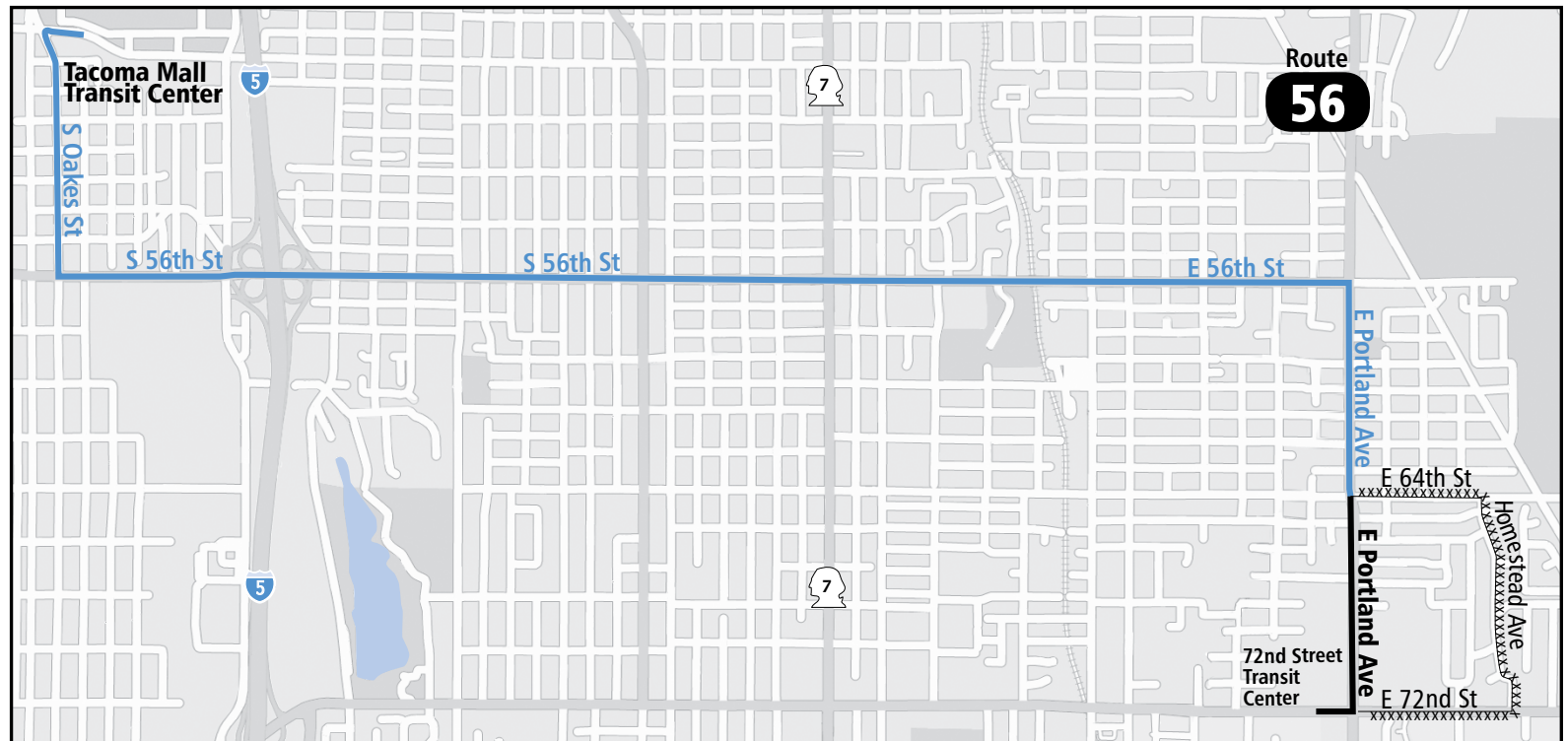
Route 56 56th Street continues to operate from Tacoma Mall to 72nd St and Portland Ave via 56th St. Service along Homestead Ave and E 64th St is eliminated.

See map. Route 56 is reduced to every hour at all times.

Approximate hours of service:

Weekdays: 6am–9pm Saturdays: 9am–8pm Sundays: 9am–5pm

KEY	
	Original route: no changes
	New part of route
XXXXXX	No longer being served



Route 56

Weekday service operates every 30 minutes during most of the day and hourly in late evening. Saturday and Sunday service is hourly.

Weekdays: 6am–9:30pm Saturdays: 9am–8pm Sundays: 9am–5pm

 **Route 61 Northeast Tacoma** is eliminated.

Weekdays: 6:30am–8:30pm Saturdays: 9am–5pm Sundays: 9am–5pm

Weekdays: 5am–9am & 3pm–6pm Saturdays: no service Sundays: no service

Route 202 72nd Street weekday service is every 30 minutes. Saturday service operates every 30 minutes midday and hourly the rest of the day. Sunday service is hourly.

Weekdays: 6am–9pm Saturdays: 9am–9pm Sundays: 9am–5pm



Route 204 Lakewood–Parkland weekday service is every 30 minutes. Saturday service is every 30 minutes midday and hourly the rest of the day. Sunday service is hourly.

Approximate hours of service:

Weekdays: 6am–9pm Saturdays: 9am–9pm Sundays: 9am–5pm

Saturday service operates every 30 minutes midday and hourly the rest of the day. Sunday service is hourly.

Approximate hours of service:

Weekdays: 6am–9pm Saturdays: 9am–9pm Sundays: 9am–5pm

Route 204 Lakewood–Parkland weekday service is every 30 minutes. Saturday service is every 30 minutes midday and hourly the rest of the day. Sunday service is hourly.

Approximate hours of service:

Weekdays: 6am–9pm Saturdays: 9am–9pm Sundays: 9am–5pm

Route 206 Pacific Highway–Tillicum weekday service is every 30-40 minutes during commute times and hourly the rest of the day. Saturday service is every 30 minutes midday and hourly in early morning and late evening. Sunday service is hourly.

Approximate hours of service:

Weekdays: 5:30am–9pm Saturdays: 8am–8pm Sundays: 9am–5pm

Route 212 Steilacoom weekday service is every 30 minutes throughout the day and hourly in early morning and late night. Saturday and Sunday service is hourly. Service to Steilacoom and Steilacoom Ferry Terminal is every two hours on weekdays. No service to Steilacoom on weekends.

Approximate hours of service:

Weekdays: 5:30am–8:30pm Saturdays: 8:30am–8pm Sundays: 9am–5pm

Route 214 Washington weekday service is every 30 minutes during most of the day and hourly late evening. Saturday and Sunday service is hourly.

Approximate hours of service:

Weekdays: 6am–9pm Saturdays: 8:30am–8pm Sundays: 9am–5pm



Route 220 Orchard Street and Route 51 are combined into one route called Route 51. See Route 51.

Route 300 South Tacoma Way weekday service is every 30 minutes during most of the day. Early morning and late night service is hourly. Commute time trips from about 7am-9am and 3pm-6pm continue to enter Joint Base Lewis-McChord (JBLM) to the Commissary BX. No midday or weekend trips to JBLM. Saturday and Sunday service is hourly.

Approximate hours of service:

Weekdays: 5:30am–9pm Saturdays: 7:30am–8pm Sundays: 9am–5pm




NEW ROUTE Route 400 Puyallup–Downtown Tacoma provides direct connections from South Hill and Downtown Puyallup to Downtown Tacoma along River Road. The route serves South Hill Mall Transit Center, South Hill Park & Ride, Red Lot Park & Ride and Puyallup Sounder Station. **See map.** Some morning trips provide connections to Sound Transit’s Sounder Commuter Rail service to meet departing trains. Weekday service operates every 30 minutes during commute times and hourly the rest of the day. Weekend service may operate every 120 minutes.

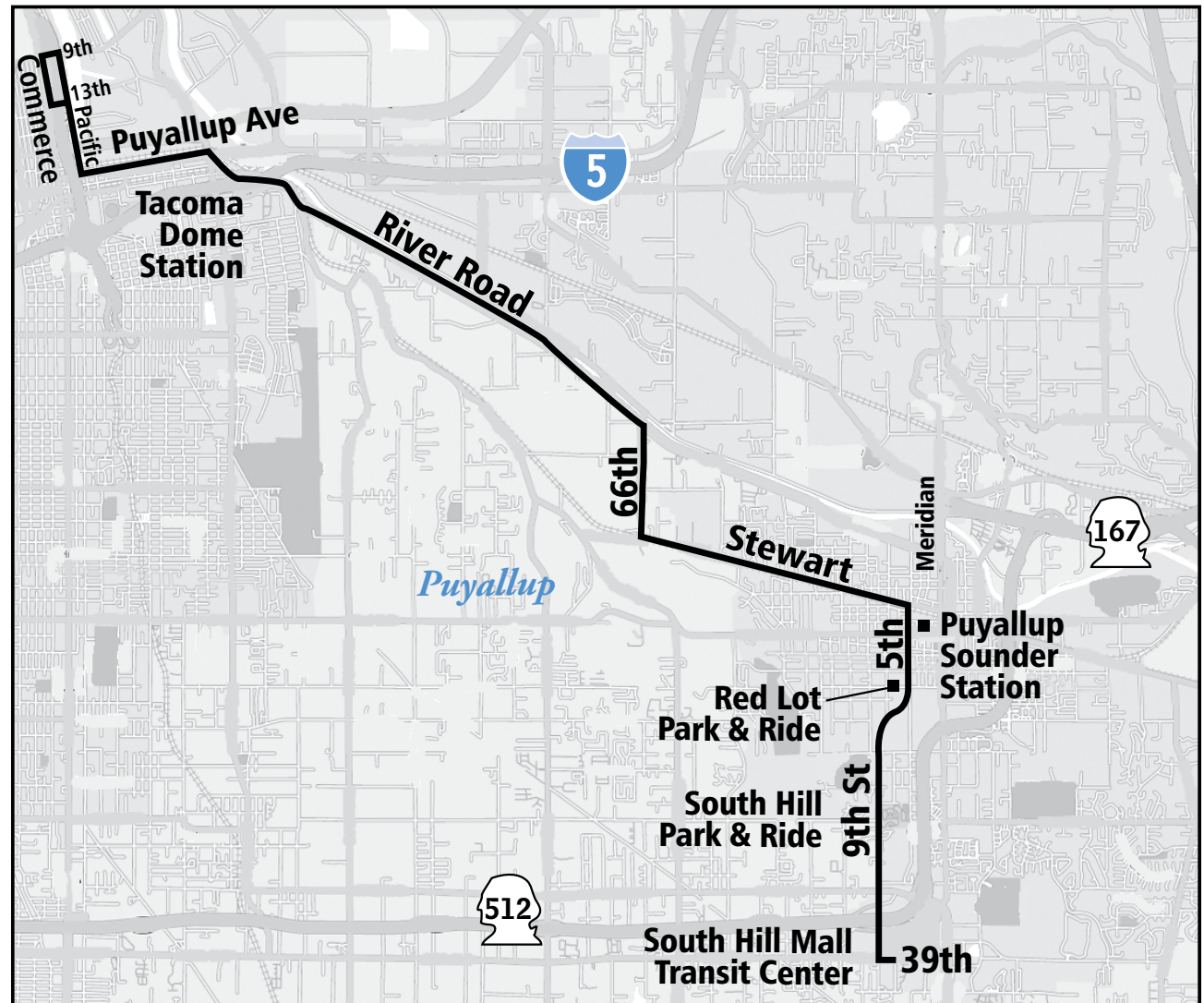
Approximate hours of service:

Weekdays: 5:30am–9pm Saturdays: 9am–8pm Sundays: 9am–5pm

NEW ROUTE Route 400
Puyallup - Downtown Tacoma

KEY

-  Original route: no changes
-  New part of route
-  No longer being served



Route 402 Meridian provides connections from Federal Way Transit Center to Graham and serves 224th St. **See map.** Weekday service is 30 minutes during commute times and hourly the rest of the day. Weekend service is every 2 hours. Route 402 no longer serves Gem Heights as of June 12, 2011.

Approximate hours of service:

Weekdays: 5:30am–9pm Saturdays: 9am–8pm Sundays: 9am–5pm



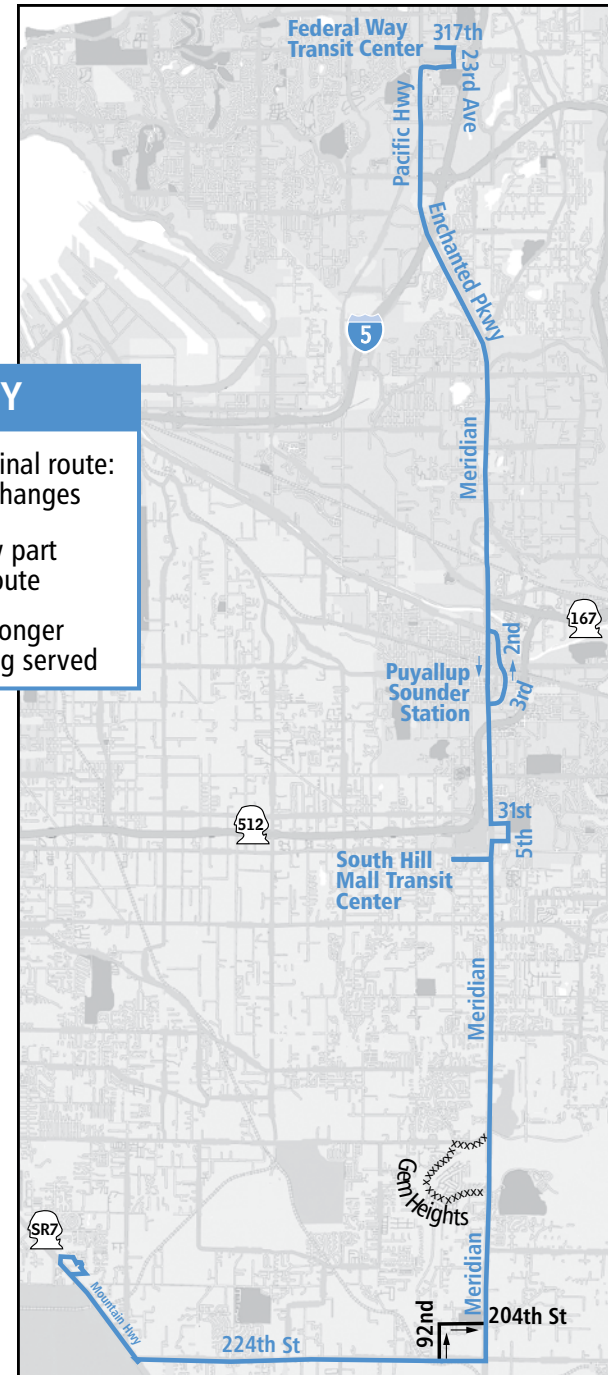
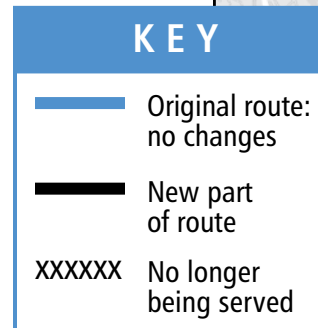
Route 406 Buckley is eliminated.



Route 407 Prairie Ridge is eliminated.



Route 408 Sumner–Bonney Lake is eliminated.

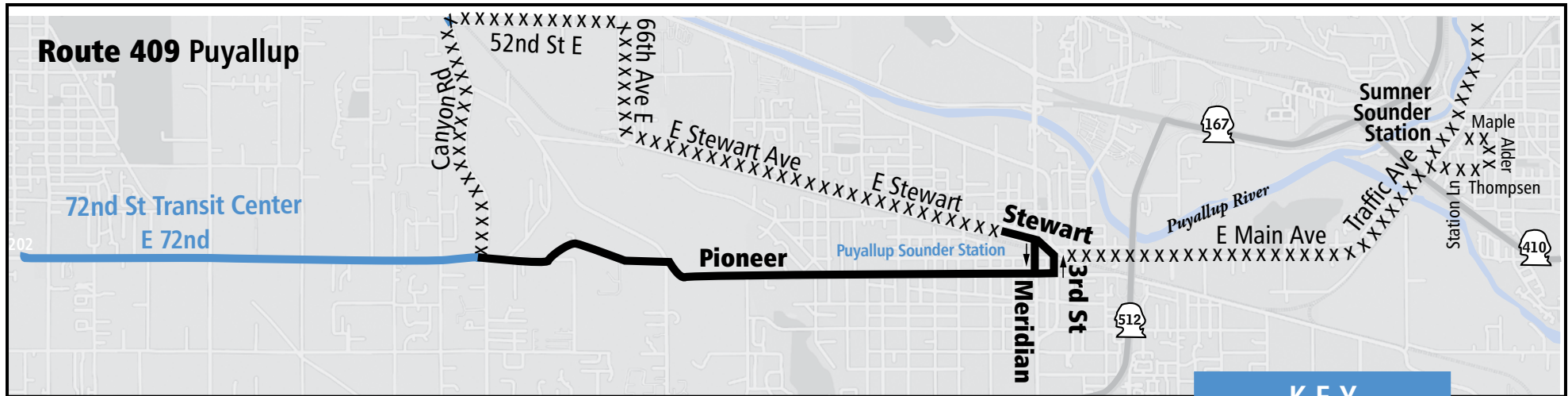


Route 402 Meridian

Route 409 Puyallup no longer operates along Canyon Rd, 52nd St E, 66th Ave E and E Stewart Ave. Route travels on Pioneer to 3rd St SE to connect with Puyallup Sounder Station. City of Sumner, Sumner Sounder Station and Sumner industrial area are no longer served. **See map.** Weekday, Saturday and Sunday service is hourly.

Approximate hours of service:

Weekdays: 6am–6pm Saturdays: 9am–5pm Sundays: 9am–5pm



Route 410 112th Street weekday service reduced to every 30 minutes during commute times and hourly rest of the day. Weekday commute trips extend to Pierce College Puyallup; service at midday to college is limited to every two hours. Saturday service is 30 minutes during midday and hourly for the rest of the day. Sunday service is hourly.


Approximate hours of service:

Weekdays: 6am–8:30pm Saturdays: 9am–8:30pm Sundays: 9am–5pm

 **Route 413 Wildwood** is eliminated.

 **Route 444 Parkland–Spanaway Bus PLUS** is eliminated.

 **Route 446 Canyon Road–South Hill Mall Bus PLUS** is eliminated.

 **Route 490 South Hill–Tacoma** is eliminated.
New Route 400 provides direct connection from South Hill Park & Ride, Red Lot Park & Ride and Puyallup Station to Downtown Tacoma. See Route 400.

Route 495 South Hill Mall–Puyallup continues to operate, but select morning trips are covered by Route 400 which also operates on 9th St SW and 5th St SW in Downtown Puyallup. See Route 400 for details about service to the Puyallup Sounder Station. Route 495 evening trips continue operating to meet arriving Sounder trains.

 **Route 496 Bonney Lake–Sumner** is eliminated.

Route 497 Lakeland Hills has no changes.

Route 500 Federal Way continues to connect Federal Way to Tacoma. Weekday, Saturday and Sunday service is hourly.

Approximate hours of service:

Weekdays: 6am–11pm Saturdays: 8am–11pm Sundays: 8am–9pm

Route 501 Milton–Federal Way continues to connect Downtown Tacoma to Fife, Milton and Federal Way. Weekday service is hourly and every two hours on weekends.

Approximate hours of service:

Weekdays: 6am-9pm Saturdays: 9:30am-7pm Sundays: 9am-5pm

Route 601 Olympia Express service operated by Pierce Transit is eliminated. Intercity Transit continues to operate its regularly scheduled service. See Pierce Transit's Route 100 and 102 for possible connections from Kimball Park & Ride to Intercity Transit's Olympia Express service.

Route 603A Olympia Express service operated by Pierce Transit (renamed Route 602 in June 2011) is eliminated. Intercity Transit continues to operate its regularly scheduled service Route 603.

 **Orting Loop** is eliminated.

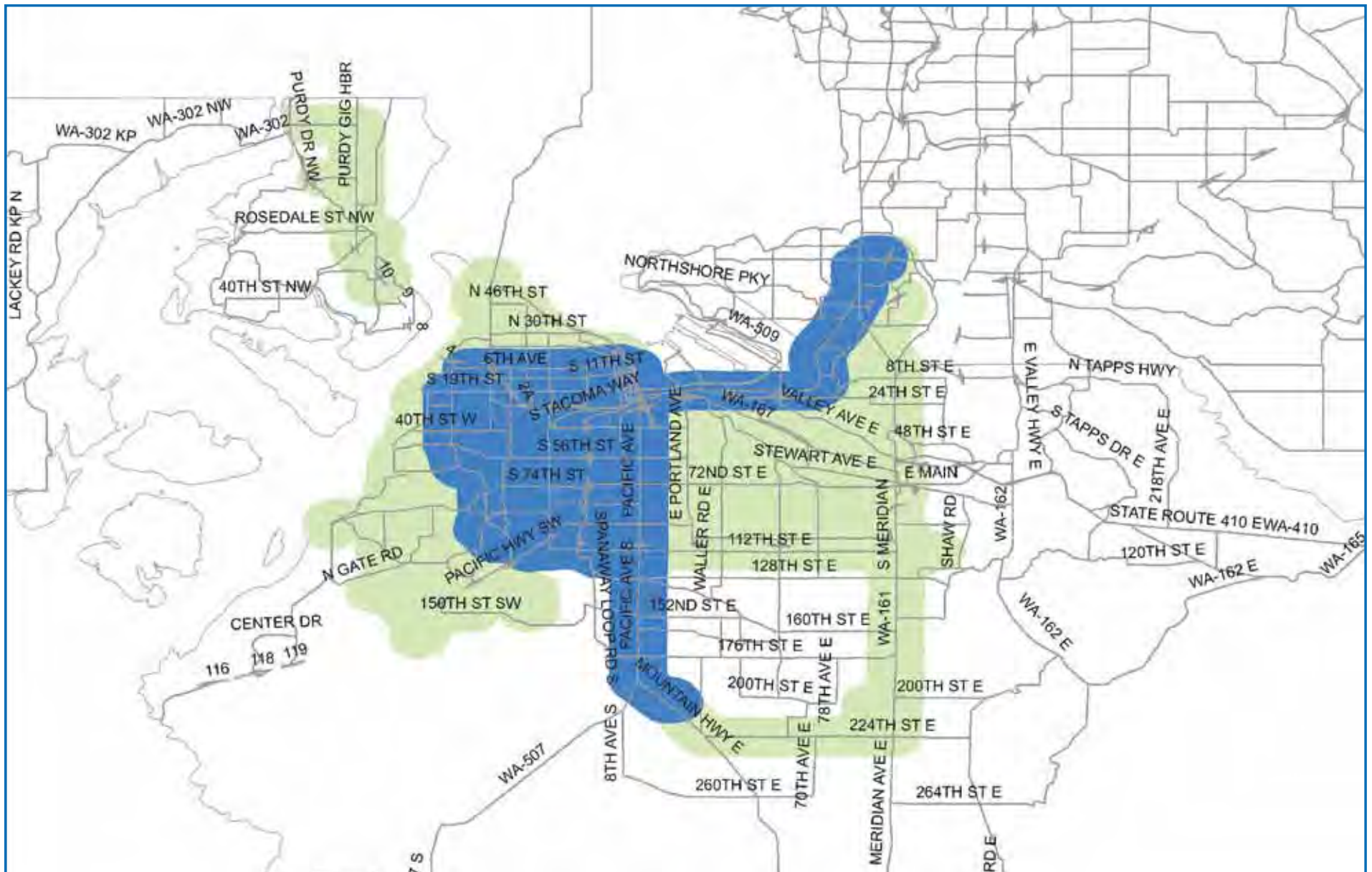
SHUTTLE Service

Proposed Elimination of some SHUTTLE Service:

SHUTTLE, the Pierce Transit paratransit service for people with disabilities, is available to riders who are eligible under the ADA guidelines. SHUTTLE is a paratransit service that is federally mandated to operate within 3/4 mile of a regular bus route during the days and times the regular bus route operates. SHUTTLE reductions will parallel the fixed route service reductions. Where bus service is reduced or eliminated, SHUTTLE service will be reduced or eliminated. SHUTTLE reductions will occur in October 2011.

Registered SHUTTLE customers may obtain specialized transportation to and from a public hearing by calling 253.581.8100 one to five days before the hearing. An interpreter for the hearing impaired will be provided upon request with minimum notice of two weeks.

Please see the map for estimates of the revised SHUTTLE service boundary to see where SHUTTLE specialized transit services will continue to operate. Registered SHUTTLE customers will receive more information once the final decision on reductions is made. Bus PLUS service areas do not qualify for SHUTTLE services.



Proposed SHUTTLE Boundary & Hours of Service

**SHUTTLE Boundary
around Routes 1, 2, 3 & 500**

Weekdays 5am – 11pm
 Saturdays 6am – 11pm
 Sundays 7am – 9pm

**SHUTTLE Boundary
around most other Local Routes**

Weekdays 6am – 9pm
 Saturdays 8am – 8pm
 Sundays 9am – 5pm



piercetransit.org

253.581.8000

**PO Box 99070
Lakewood, WA 98496-0070**

Change Orders & Amendments - Sole Source Over \$10,000					
	Name	Description/Project	Explanation	Contract Amount	Eff. Date
1	Garages Etc., Inc.	Change order 1, for TDS/ADA remodel, fees, permit & drawings	Change in contractor would cause delays/hardships/added costs	\$10,836.92	4/19/2011
2	MB Electric, LLC	Change order 1, to ITS improvements of messenger cable	Change in contractor would cause delays/hardships/added costs	\$86,194 (New contract total \$384,184)	3/11/2011
3	Sound Transit	Task order 5, start up activities for operating ST Express Routes 566 & 577	Change to existing contract	Reimbursement of expenses \$837,348	9/1/2010
4	Sound Transit	Task order 6, manual NTD surveys on Sounder south-line and ST Express routes	Change to existing contract	Reimbursement of expenses \$60,000	1/1/2011
5	Sound Transit	Task order 7, cost reimbursement for portable Eastlake comfort station	Change to existing contract	Reimbursement of expenses \$10,000	1/1/2010
6	Sound Transit	Amendment 4, to amended & restated Interlocal Cooperation Agreement for Design, Implementation, Operation and Maintenance of Regional Fare Coordination System	Change to existing contract	Increase cumulative cap from \$750,000 to \$2,000,000	3/28/2011

Contracts/Proprietary - Sole Source Over \$10,000					
	Name	Description/Project	Explanation	Contract \$ Amount	Eff. Date
7	Critical Information Network, (CiNet)	License subscription for professional security training network	Sole provider for this service	\$12,500 for 5 years	5/1/2011
8	Intercity Transit	Emergency Olympia Express services as a result of the CNG explosion	Sole provider for this service	Depends on usage	3/4/2011
9	Jenco Development	Rental of property at 104th street, used by First Transit	Property owner, extension of current contract	\$102,300	7/1/2011
10	Pierce County	Transit and ridesharing programs	Sole provider for this service	Reimbursement of expenses \$23,500	3/21/2011
11	Puget Sound Energy	Emergency compressed natural gas service for fueling at PSE's 38th Street station	Sole provider for this service	Depends on usage, Approx. \$75,000 per month	3/1/2011
Other - Sole Source Over \$10,000					
	Name	Description/Project	Explanation	Contract \$ Amount	Eff. Date
12	High Line Corporation	Annual support and maintenance for HR/Payroll system	Service provider for existing systems, equipment and services	\$61,402.55	6/1/2011
13	Verizon	Voice service and ancillary full coverage ATC	Service provider for existing systems, equipment and services	\$33,562.10	6/1/2011

Change Orders & Amendments: Master Agreements sometimes have Change Orders and Amendments. The reason could be for time extensions to a contract, or a situation where changing a contractor before the work is complete could cause delays, hardships, and/or added costs to the project. Change Orders and Amendments most often happen with construction contracts.

Contracts/Proprietary: The service or product is not provided by another vendor.

Other: A special circumstance when specialized knowledge or skill is needed for a project and there is limited time and vendors with the expertise.