

To Share Your Comments

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Metro Transit: A Better Way

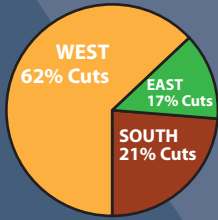


King County Metro Transit is the transit agency that runs most of the bus service in Seattle and King County. It is governed by a General Manager, the King County Executive, and the King County Council. Metro serves about 100 million riders annually. We can all agree we need more bus service, unfortunately, Metro is facing unprecedented budget challenges, and King County will have to cut bus service, which will impact all of us.

For more information, contact:
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Transit Service Around the County



To allocate transit service, Metro breaks the county up into three subareas – West, South, and East. When it's time to add new transit service or cut existing transit service, it is done based on these subareas.

Allocating Transit Service	West Subarea <i>(includes Seattle, Shoreline)</i>	East Subarea <i>(includes Bellevue, Redmond)</i>	South Subarea <i>(includes Kent, Federal Way)</i>
Adding Service	20% of new service	40% of new service	40% of new service
Cutting Service	62% of service cuts	17% of service cuts	21% of service cuts

However, within these subareas, there is no priority for where transit service should go. Downtown Bellevue is a regional growth center, but the subarea concept doesn't guarantee that Downtown Bellevue will get the transit service it needs. In other words, use of these subareas does not reflect where the most people work, live, shop, and play, and it doesn't ensure service is distributed where it is most needed.

The Problem

Because Metro is facing a massive budget deficit, they are going to have to cut bus service. The King County Executive has already proposed a 9% across-the-board cut. But using these subareas to decide where to cut bus service is a bad idea. It just doesn't make sense to cut the buses that carry the most people – whether in Seattle, Bellevue, or Renton.

A Better Way

There is a better way to allocate transit – whether cutting or adding service – and that's to align it with the goals of our region and to use common sense objectives.

Transit should be allocated to where the most people are using it and where there is the most demand for it – serving job centers, housing, and retail.

Putting People First

- **Maximize ridership**
keep the most riders in the system
- **Serve transit-dependent communities**
get buses to those who use transit the most and depend on transit to get them where they need to go

Protecting Our Communities

- **Meet growth management goals**
serve urban centers that encourage compact communities
- **Address climate change**
provide cleaner alternatives to the car and make reductions in vehicle miles traveled

“The time for reform is now...our future as a city and region depend on a robust transit network, where service is allocated by a clear set of criteria consistent with our land use, social equity, and climate change objectives.”

Seattle Mayor Greg Nickels in a June 11, 2009 letter to the King County Executive and King County Council regarding Metro service cuts

