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Route 26

Three points for consideration by the Council

1. I, along with many other Seattle voters, voted for an increase in tax to fund preservation of routes within the city limits – including the 26. Reality now will be that I still pay the increased tax – for a reduction in service.
2. I would like to request that the Council take a good look at the scale of development that is occurring now in the area serviced by the 26 in Wallingford. Specifically, take a look at the corner of 34th and Wallingford, where large developments are under construction on three of the four corners. This level of activity is the norm in this area. The current 26 turns up Wallingford at 35th, providing a good commute option for the soon-to-be occupants, in their hundreds. (I am not exaggerating – take a drive along 35th and count the building projects.) I do not believe that these people will walk to a bus stop that will be 6 blocks away, uphill, so their cars will add to the overcrowding on our streets.
3. The logic for the cancellation of this service is faulty. The people who use this route are travelling north/south on the west side of I-5, the west side of Lake Union, miles away from the new light rail station, which is east of I-5 and east of the University district. Suggesting that the new service removes the need for the 26 is simply not true. The interrelatedness of these two services has not been established, and in fact, does not exist.