

Preserving and Improving Bus Service in Seattle

“We’re still facing deep bus cuts in the City of Seattle that will negatively impact tens of thousands of Seattle residents, particularly lower income people, the elderly and our communities of color. Fortunately, we now have the opportunity to not only prevent the cuts from happening, but also invest in making the bus system better in Seattle.” – Mayor Ed Murray

Preserving Bus Service in Seattle

King County Metro Transit is still proposing to cut more than 230,000 hours of bus service in Seattle, but due to Metro efficiencies and the rebounding economy Metro’s total countywide service cuts are shrinking from 550,000 hours per year to 400,000. The first round of cuts is Sept. 27, 2014 and the second round is in February 2015.

Improving Bus Service in Seattle

If the funding measure proposed by the Mayor and placed on the November ballot by the Seattle Transportation Benefit District is approved, the reduced Metro cuts will allow Seattle to not only preserve bus service in the city, but also to **improve** bus service for thousands of riders.

Seattle funding will help meet the transportation needs of Seattle residents, businesses and visitors by:

- Adding buses to fix **overcrowded** routes

15 Seattle routes are chronically overcrowded. Seattle will fund new trips on these routes, such as the C, D and E Lines and Route 8 in the Rainier Valley

- Adding buses to fix **unreliable** routes

35 Seattle routes need investments to improve reliability. Seattle will fund added service on routes such as Route 40 serving Fremont and Route 48 serving UW and Mt Baker.

- Adding buses for **frequent service** every 15 minutes or better

Numerous Seattle routes need more trips during certain times of day. Seattle will fund more frequent service on the most deficient among these routes such as Route 16 serving Wallingford and Route 49 serving Capitol Hill.

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Find out more about the Seattle proposal at <http://murray.seattle.gov/metro/>

