

# **Metro Transit 2012 Service Guidelines Report**

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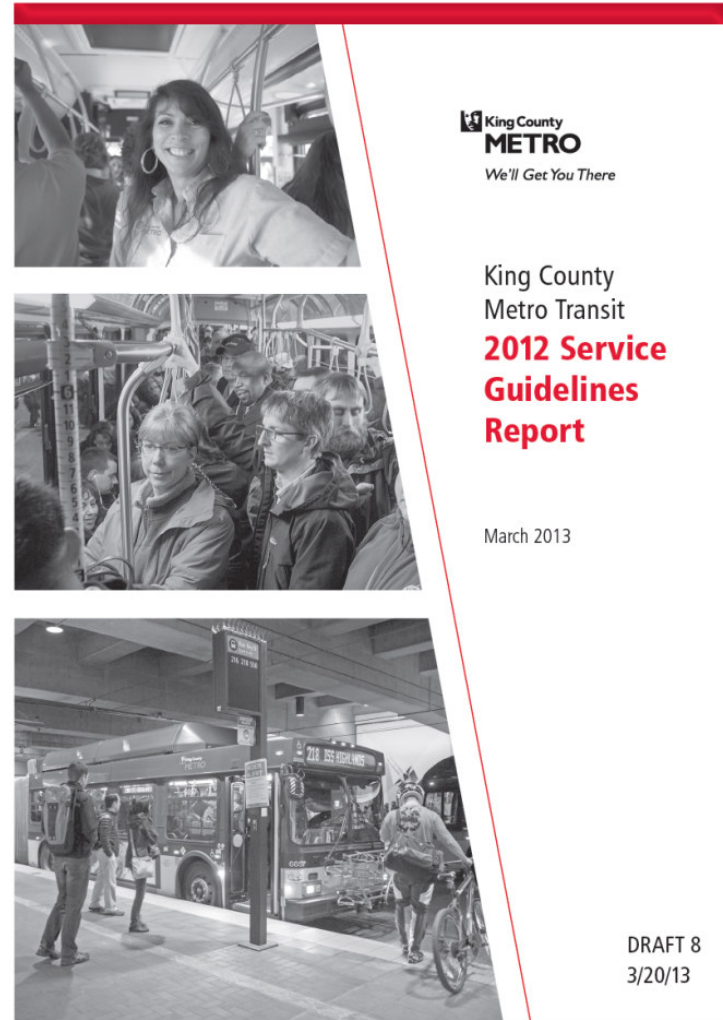
**Regional Transit Committee**

**April 17, 2013**

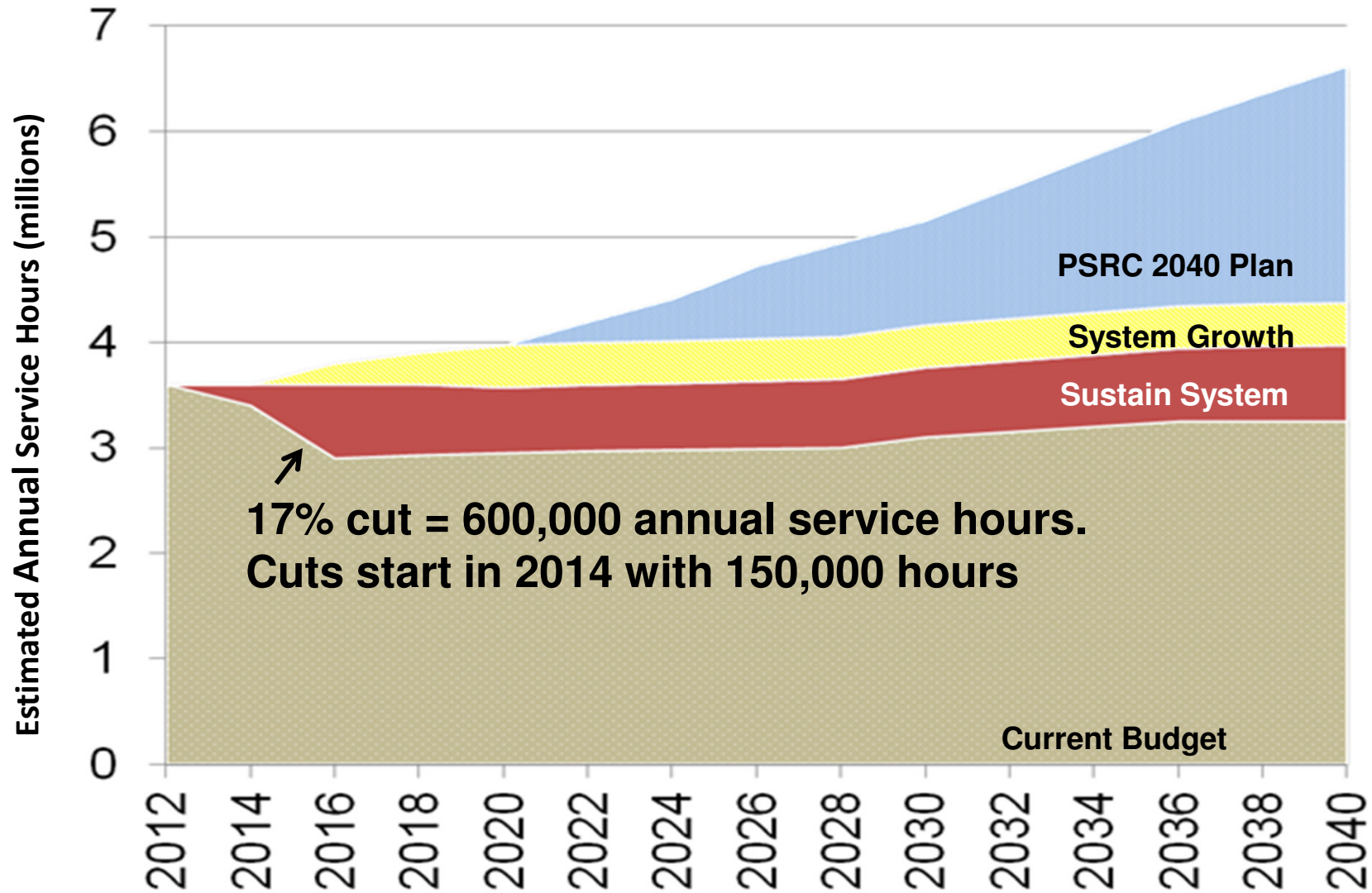
**DRAFT**

# Purpose Today

- Financial Recap
- Service Guidelines Report
- Service Reduction Illustration



# Metro Service Needs

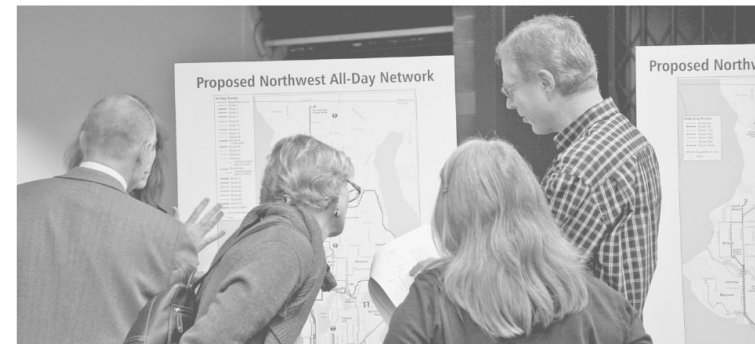


# Service Guidelines

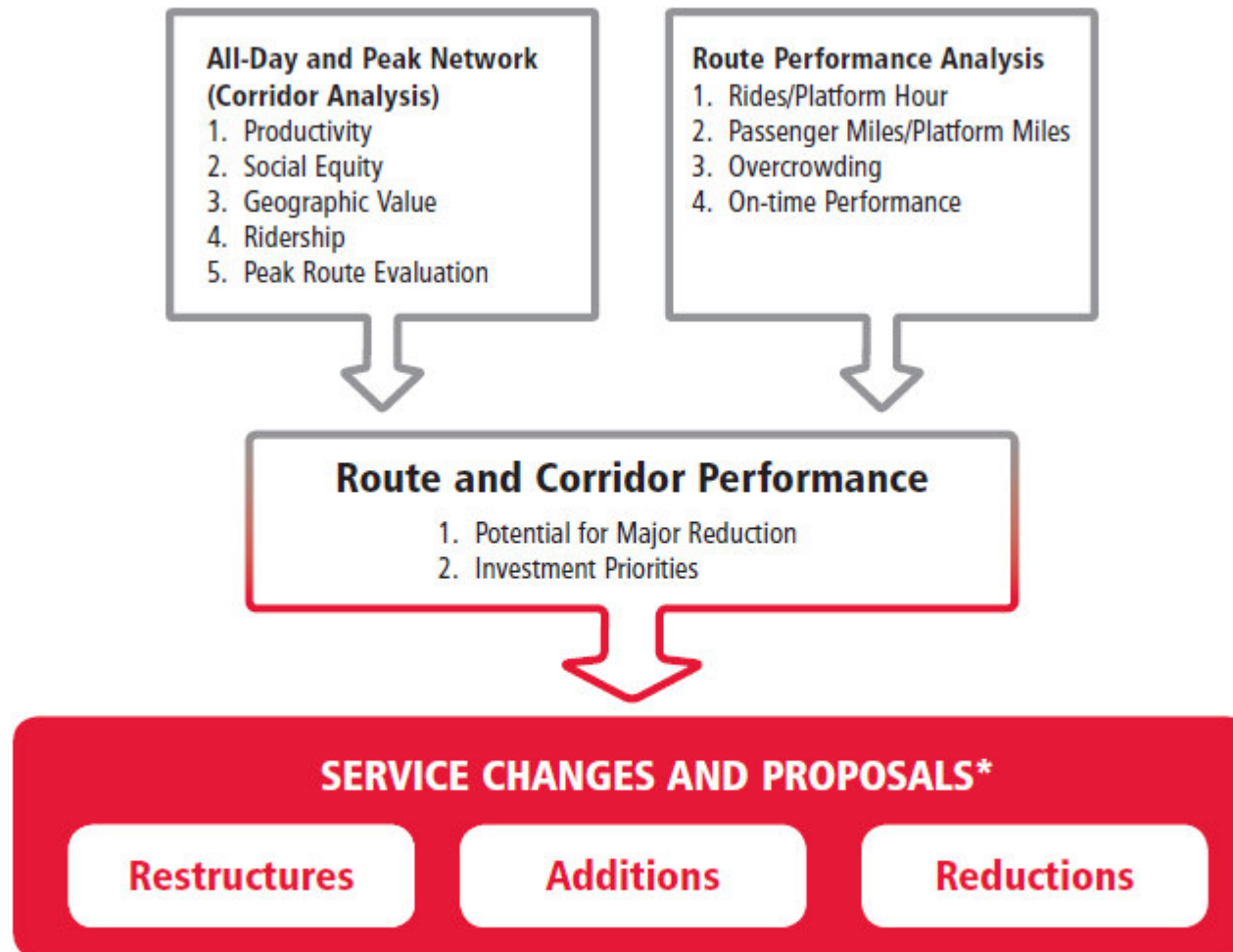
The service guidelines define a **transparent process using objective data that helps Metro make decisions** about adding, reducing and changing transit service to deliver productive, high-quality service where it's needed most.

## King County Metro Service Guidelines

Land Use	Households within 1/4 mile of stops per corridor mile	50% of highest score	7
		33% of highest score	4
		16% of highest score	0
		<16% of highest score	5
Social Equity and Geographic Value	Jobs within 1/4 mile of stops per corridor mile	Above system average	0
		Below system average	5
	Percent of boardings in low-income census tracts <sup>1</sup>	Above system average	0
		Below system average	5
	Percent of boardings in minority census tracts <sup>2</sup>	Yes	
		No	
Primary connection between regional growth, manufacturing/industrial centers	Yes		
	No		



# Guidelines Process



\*Service Design Principles guide changes to the system and are considered when planning for service changes.

# 2012 Service Guidelines Report: Redesigned

## Questions answered:

- How is my route doing?
- Where are service investments most needed or most likely to occur?
- What routes have the highest potential for major reductions or elimination?
- How is Metro using the guidelines?
- How would Metro use the guidelines to face a major funding shortfall?

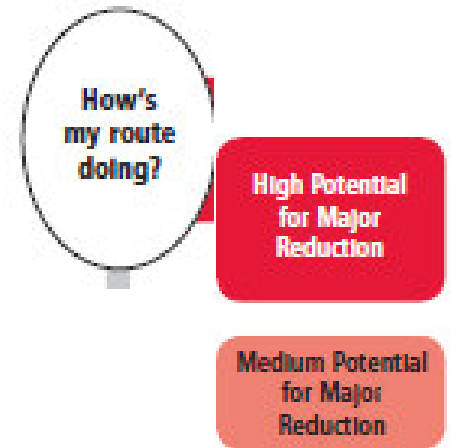


TABLE 17

Illustration of a 600,000 hour reduction!

# How is my route doing?

TABLE 6  
Spring 2012 Route and Corridor Performance

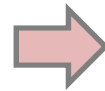
Route	Description	Corridor	Target Service Family	Route Productivity			Peak Route Criteria		Corridor Status			Potential for Major Reduction	Investment Priority
				Peak	Off Peak	Night	Travel Time	Ridership	Peak	Off Peak	Night		
A Line	Federal Way - Tukwila	32	Very Frequent	A	A	A			At	At	At	Low	4
B Line	Bellevue - Redmond	15	Very Frequent	A	A	A			At	At	At	Low	4
1	Kinnear - Seattle CBD	None	None	B	C	C			None			Low	2, 4
2N	West Queen Anne - Seattle CBD	75	Very Frequent	B	B	D			At	At	At	Medium	2, 4
2NEX	West Queen Anne - Seattle CBD	Peak	Peak	D			No	Yes				Medium	-

## New combined table which includes:

- Route performance summary (productivity, peak criteria, service quality)
- Target service level of corridor that route(s) serve
- Potential for major reduction and investment priority

# Where are investments and reductions likely?

- Objective
- Clear
- Transparent



<b>Service investment priorities</b>	
<b>Service quality</b> (unreliable and overcrowded services)	<b>24,500 hours</b>
<b>Service below target levels</b>	<b>309,800 hours</b>
<b>Total</b>	<b>~334,300 hours</b>



<b>Service reduction priorities</b>
<ul style="list-style-type: none"> <li>• Routes with high and medium potential for reduction</li> </ul>



# Addressing service quality

## 1) Passenger Crowding

- 6 routes need investment to reduce crowding

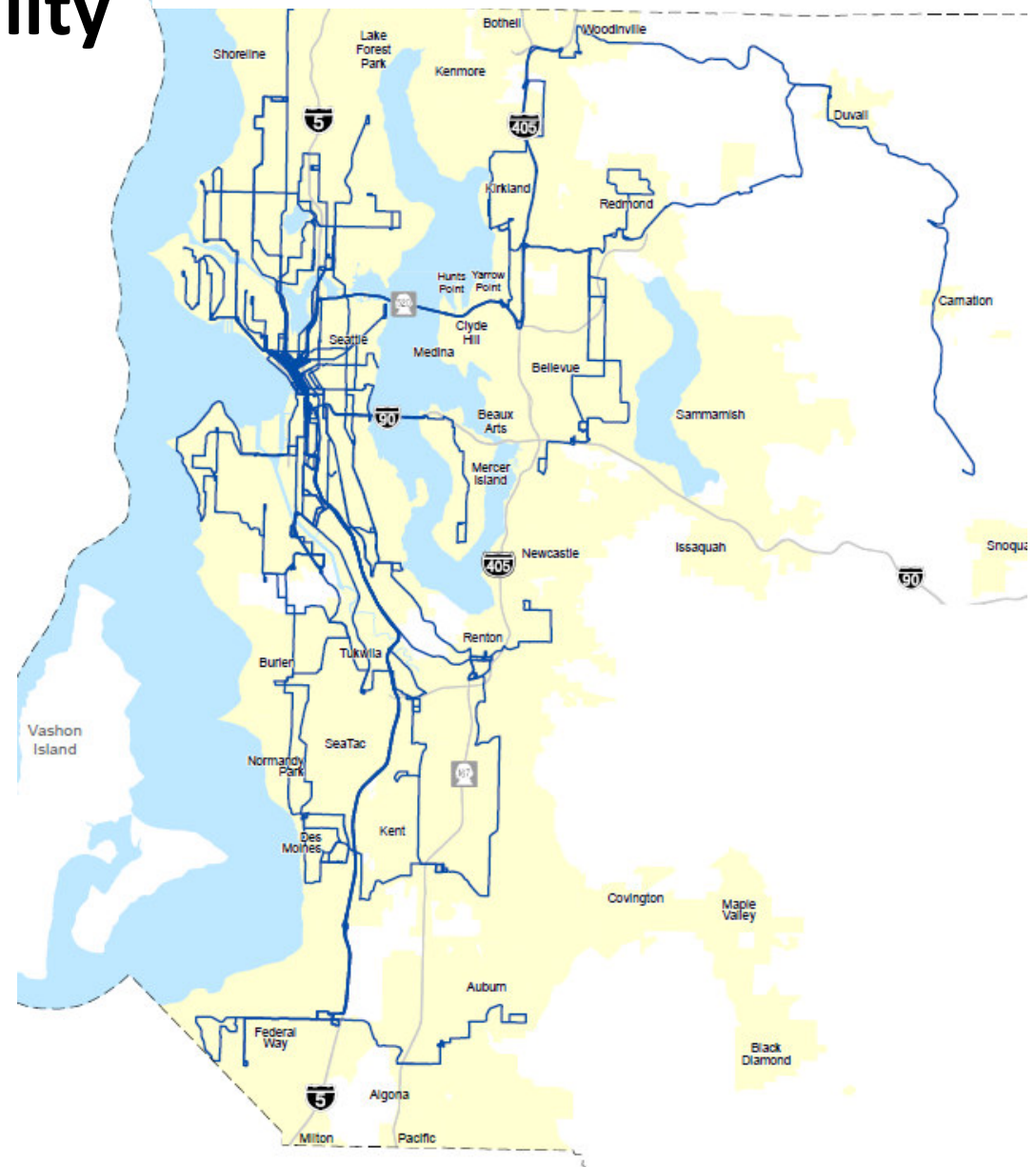
## 2) Reliability

- 55 routes need investment to improve reliability

## Actions can include:

- adding trips
- using larger buses
- revising routes
- Revising schedules
- shortening routes

## Routes Needing Reliability Investment

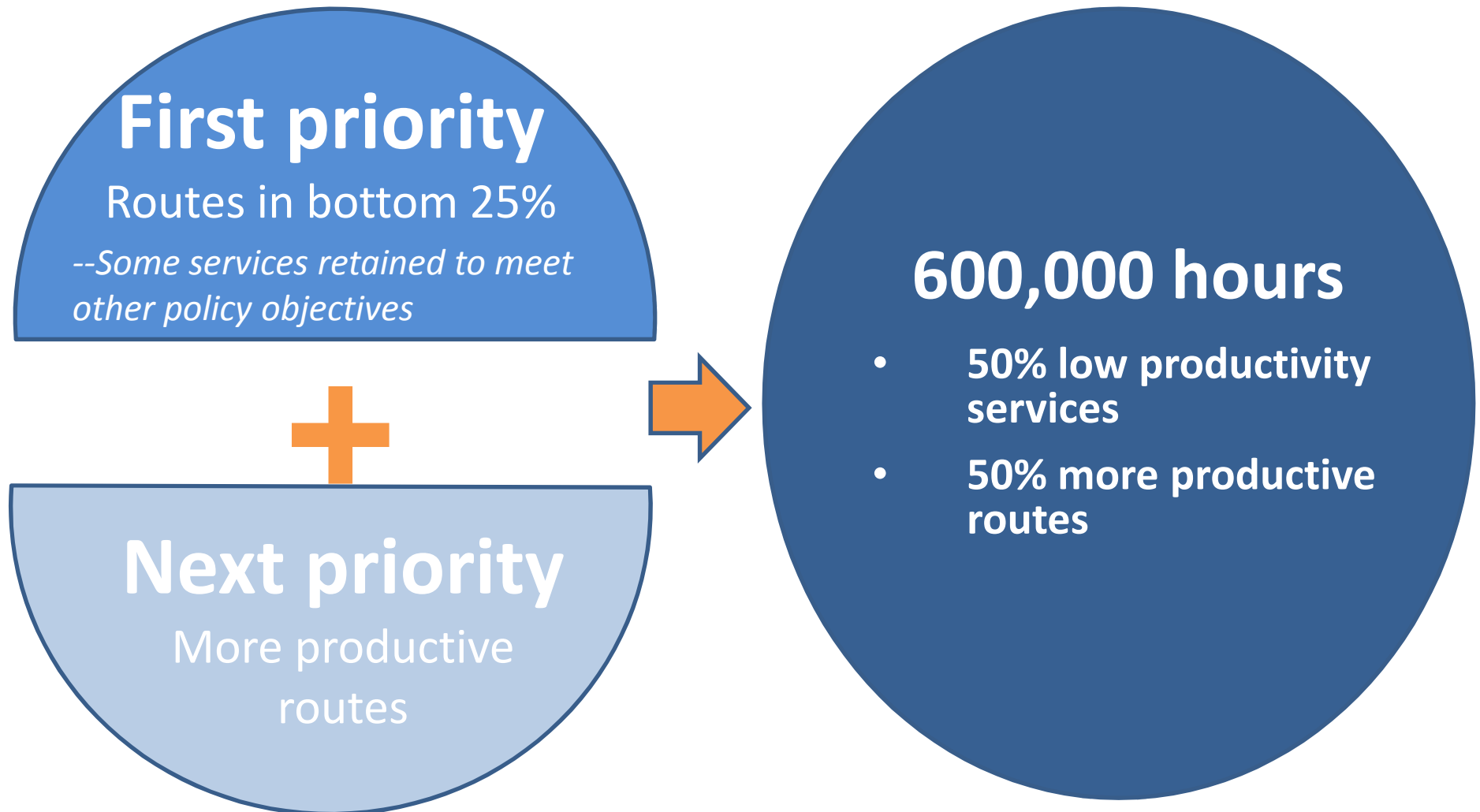


# What else do the guidelines tell us?

## Examples of what is doing well:

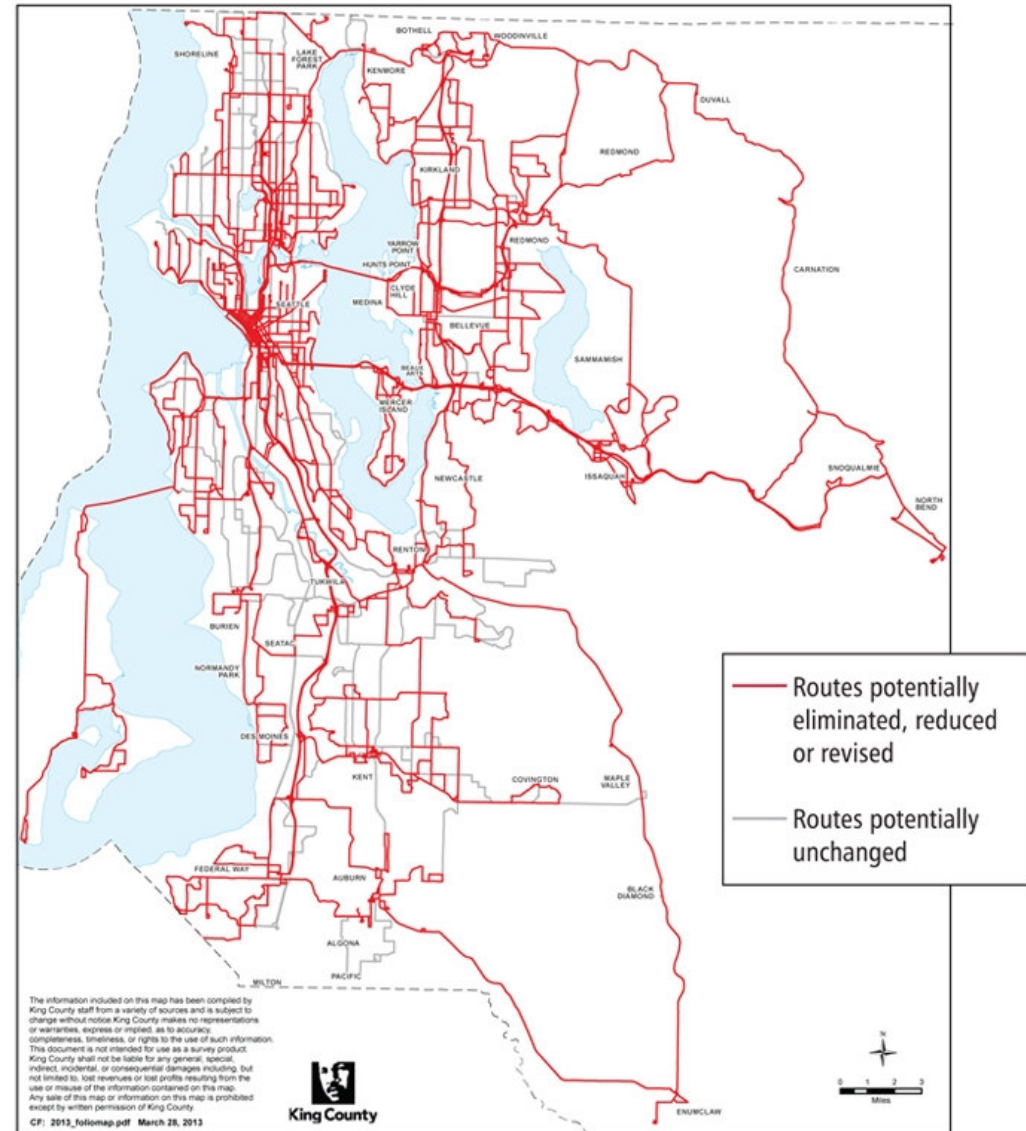
- Current and future Rapid Ride routes
- Routes connecting major centers
  - U-District and other regional growth centers to Seattle CBD
  - Connections between regional growth centers in South King County
- Connections between neighborhoods and major centers
- Some commuter routes to Seattle CBD from areas such as Eastgate, North Seattle, Ballard and the U-District

# Facing a major system reduction



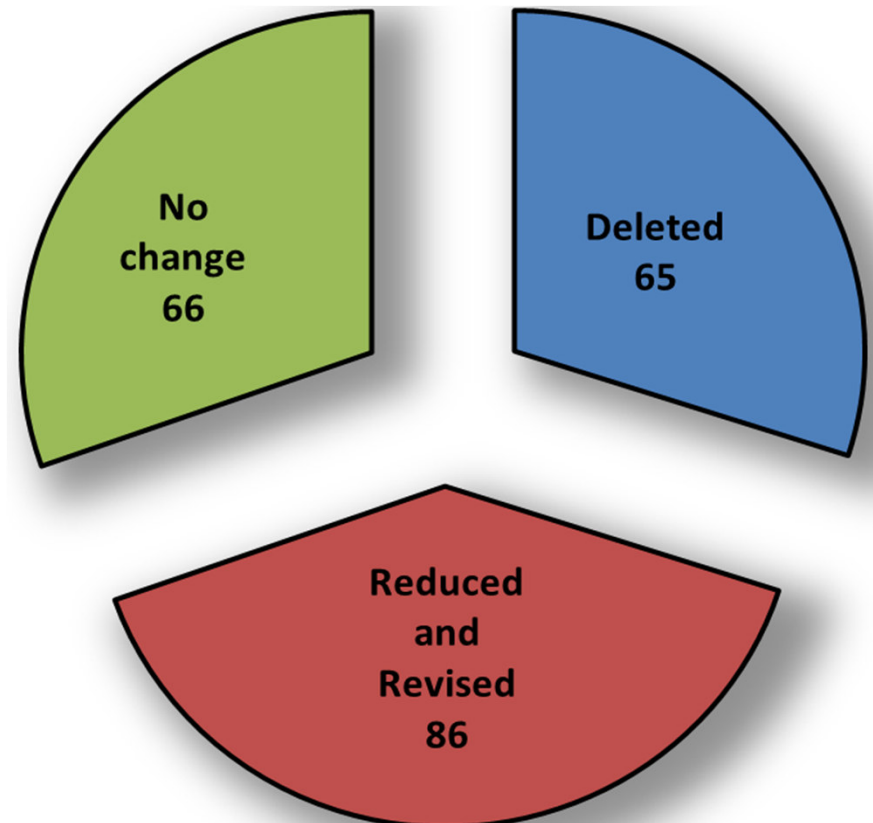
# Service reduction illustration

- Applies service guidelines to determine where service should be eliminated, reduced or revised
- Illustrates possible impacts of a large-scale reduction
- Affects all service, including low and higher productivity routes



# Service reduction illustration

- **About 70% of routes will be reduced, revised or eliminated**
  - 30% of routes deleted (65 routes)
  - 40 % of routes revised or reduced (86 routes)
  - Remaining 66 routes become overcrowded and unreliable



# Affecting our customers



- **More crowded buses, more pass-ups**
  - Ridership has been growing and demand will continue as the region grows
- **More vehicles on the road**
  - Metro takes ~175,000 vehicles off our roads each weekday
- **Harder for people to get to work and school**
  - 55% of Metro riders take the bus to school or work
  - 1500 businesses, universities and other institutions buy bus passes for their employees

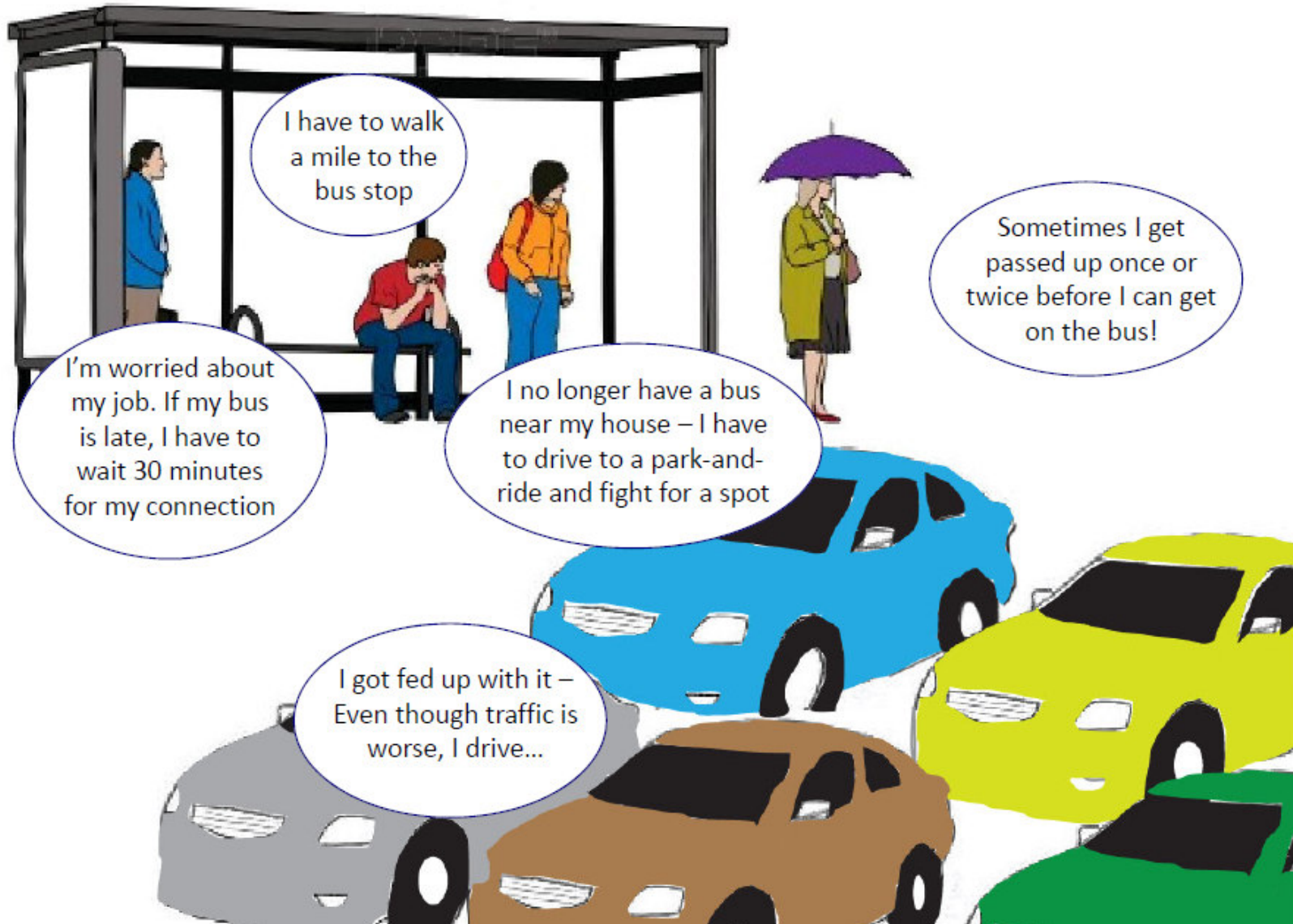


# Example impacts to the network

- **Connections between major centers significantly reduced**
  - Such as service between Federal Way and other centers
- **Connections between neighborhoods and secondary destinations would be reduced or eliminated.**
  - Such as service between eastside communities and employment centers
- **Ability to rely on transit for all travel needs would be reduced**
  - Such as service between the University District and surrounding neighborhoods



# 17% less service





***Thank you***

<http://metro.kingcounty.gov/planning/>