

June 2012 Service Change

Transportation, Economy and
Environment
December 7, 2011



King County

METRO

We'll Get You There.

Overview

- Background
 - Congestion Reduction Charge
 - Strategic Plan and Service Guidelines
- Candidate routes for reduction and investment
- Changes proposed for June
 - Delete or reduce low productivity routes
 - Reinvest resources

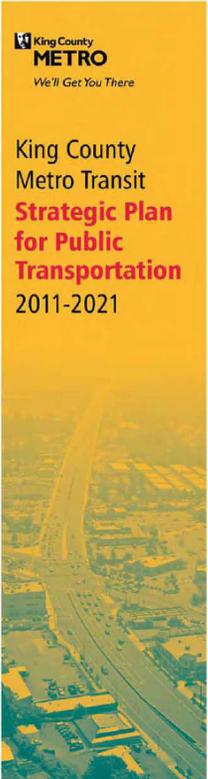
Metro's new policy

Metro's Strategic Plan

- Context and Challenges
- Vision for the future
- Long-range policies
- Performance Monitoring and Reporting

Metro's Service Guidelines

- Transparent and Quantifiable
- Incorporate productivity, Social Equity and Geographic Value in system and Route design
- Prioritize service quality and addressing unmet needs
- Performance Monitoring and Reporting



Congestion Reduction Charge

Reinvest 100,000 of the lowest performing service hours in 2012-13 biennium consistent with Strategic Plan and Guideline priorities

SERVICE REDUCTIONS

Reduce or delete routes below one or both productivity thresholds:

- Rides per platform hour
- Passenger miles per platform mile



SERVICE ADDITIONS

Priorities for Investment

- Standing loads relief
- On-time performance/schedule calibration
- Under-served corridors

Low performance candidates

- Routes within the bottom 25 percent of one or both productivity measures
 - Compared by Market:
 - Serves Seattle CBD, First Hill, Capitol Hill, Uptown, SLU or the University District, or
 - Does not serve those places
 - Compared by Time Period
 - Peak, Off-peak and Night
- 109 Routes are in the bottom 25 percent
 - Fail one or both productivity measures during one or more time periods

Proposed June 2012 reductions and reinvestments

SERVICE REDUCTIONS

- 11 routes proposed for deletion
- 5 routes proposed for reduction in service
- 1 route proposed for revision



SERVICE ADDITIONS *

- 11 routes proposed for crowding relief
- 64 candidate routes for on-time performance
- 1 underserved Corridor proposed

Average Rides/Platform hour reduced/deleted:

14 rides per hour

Average Rides/Platform hour routes receiving investment:

34 rides per hour

*6k Annual hours corrects Eastside fall 2011 budget overage

All proposed reductions identified using Service Guideline Reduction Priority 1

- First, from routes that performance ranks in the bottom 25%, except routes that underserved corridors or provide the only connection between transit activity centers.
- Second, as part of network restructure designed to improve system efficiencies
- Third, from lower-productivity services (predominantly between 25% and 50%)
- Fourth, from underserved corridors when routes rank in the bottom 25%.

Reduce Crowding

- Approximately **8,000** annual service hours invested to reduce crowding on 11 routes

Crowding (load) Thresholds

- Routes with a frequency of 10 minutes or better: seated load plus 50 percent
- Routes with a frequency of greater than 10 minutes: seated load plus 25 percent
- Standees for more than 20 minutes

On-Time Performance Investments

- Approximately **15,000** annual service hours invested to improve on-time performance

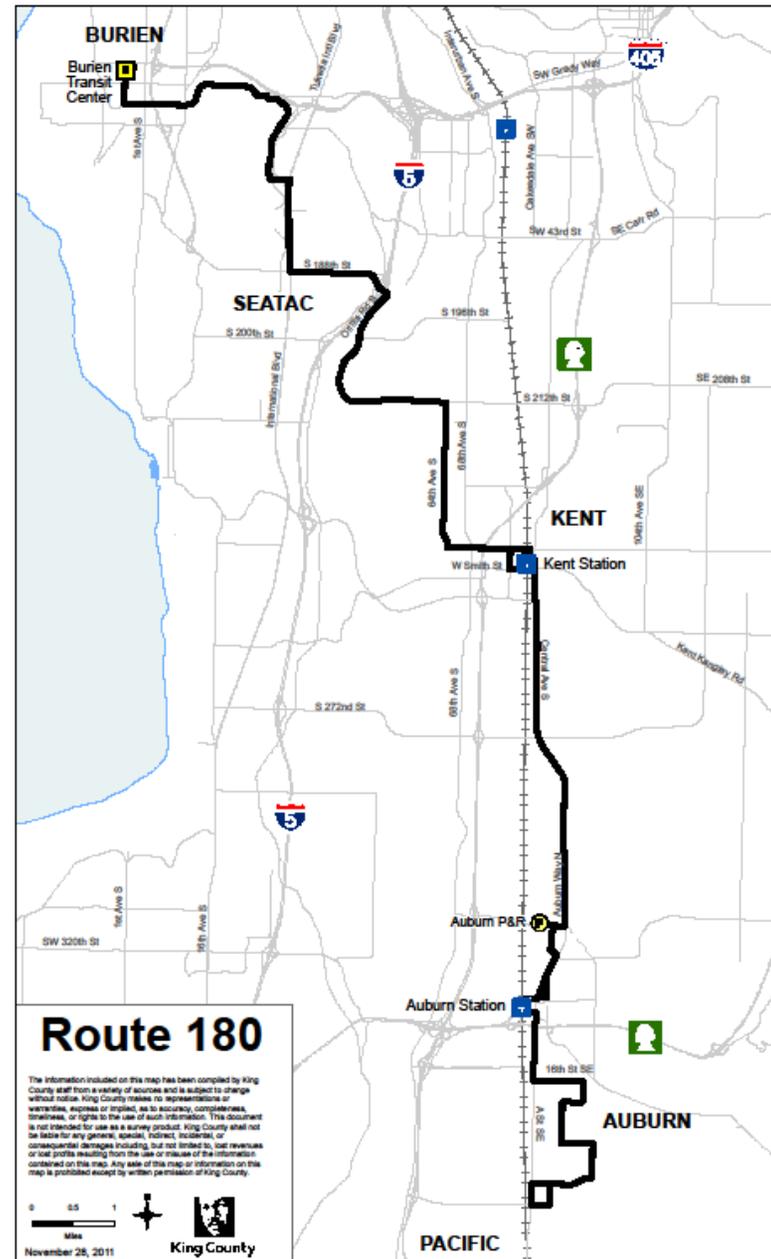
On-Time Performance (lateness) Thresholds

- On average, weekdays the route operates late 20 percent of the time .
- On average, the route operates late 35 percent of the time during the afternoon peak period
- On average, weekends the route operates late 20 percent of the time

Underserved Corridor

Route 180

- Approximately **11,000** service hours invested to address under-served corridor (Auburn-Burien via Kent and SeaTac)
- During night time hours, extend service between Kent to Burien
- Route will now provide consistent coverage throughout the day

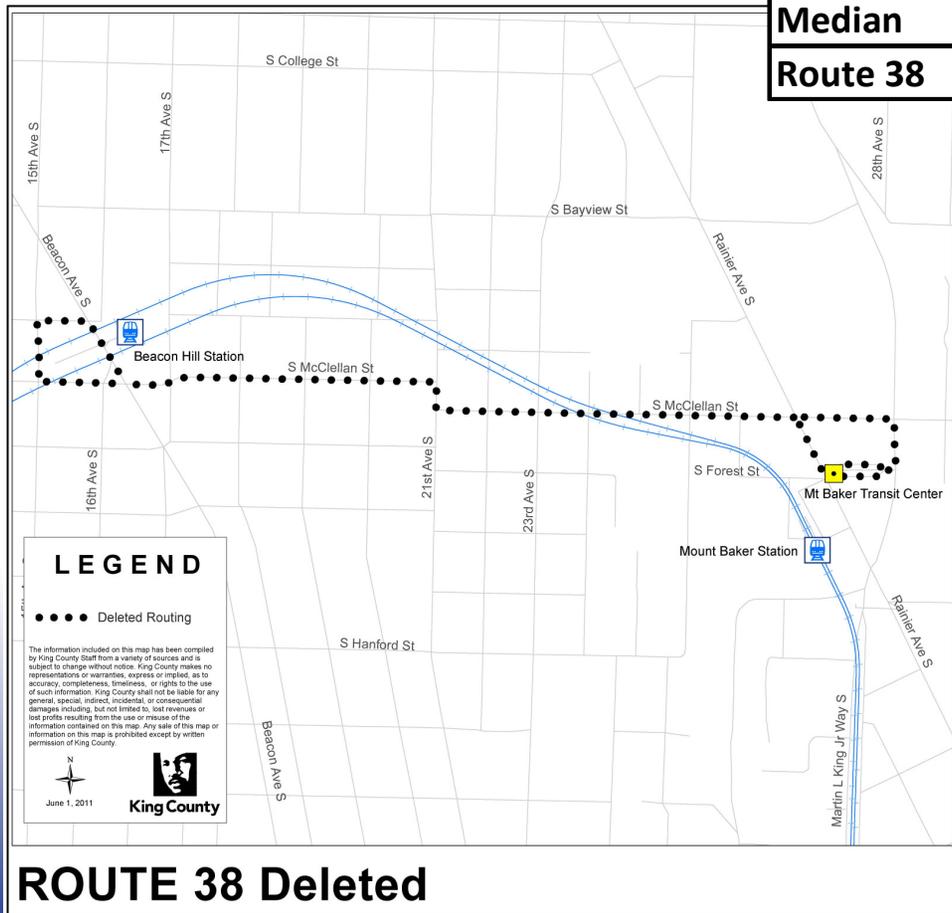


Questions?



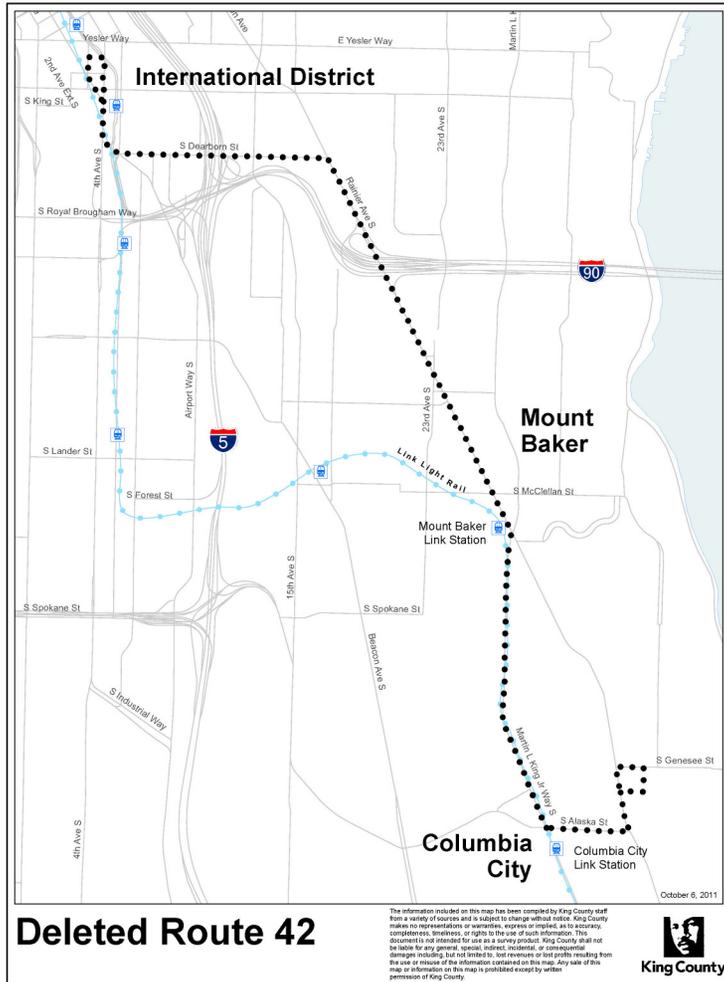
Route 38

Productivity	Peak		Off-Peak	
	Rides/ Plat Hr	Pass Mi/ Plat Mi	Rides/ Plat Hr	Pass Mi/ Plat Mi
Routes that DO NOT serve the Seattle Core				
25% Threshold	8.4	2.3	10.4	2.5
Median	15.7	4.1	16.7	5.4
Route 38	11.7	0.8	16.1	1.7



- Route 38 is duplicative with Link Light Rail service

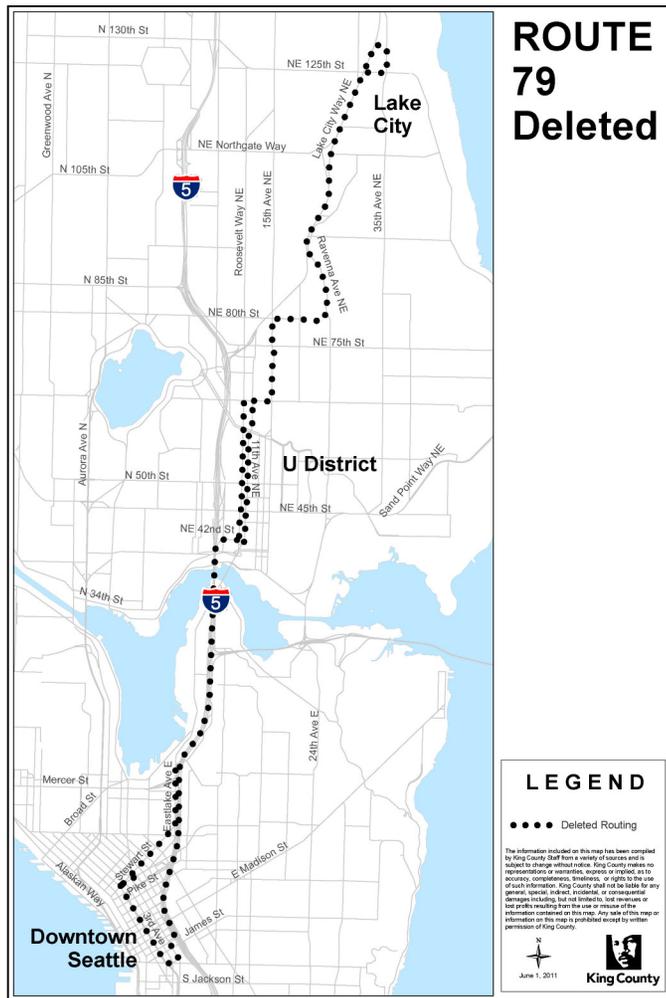
Route 42



Productivity	Peak		Off-Peak	
	Rides/ Plat Hr	Pass Mi/ Plat Mi	Rides/ Plat Hr	Pass Mi/ Plat Mi
<i>Routes that serve the Seattle Core</i>				
25% Threshold	18.7	8.2	29.1	9.3
Median	28.8	10.6	39.7	11.4
Route 42	9.4	1.8	11.9	2.8

- Route 42 deleted
- Route 42 duplicates Routes 7, 8, 34, 39 and Link Light Rail

Route 79 Express



Productivity	Peak	
	Rides/ Plat Hr	Pass Mi/ Plat Mi
<i>Routes that serve the Seattle Core</i>		
25% Threshold	18.7	8.2
Median	28.8	10.6
Route 79	19.0	6.6

- Route 79 deleted
- Routes 66, 72, 73, 306, 312 and 522 provide alternative service to Downtown Seattle

Route 99



Productivity	Off-Peak	
	Rides/ Plat Hr	Pass Mi/ Plat Mi
<i>Routes that serve the Seattle Core</i>		
25% Threshold	29.1	9.3
Median	39.7	11.4
Route 99	23.3	6.6

- Off-peak service deleted
- Route 99 Duplicates Routes 16, 66 and other service on 3rd Avenue and S Jackson Street

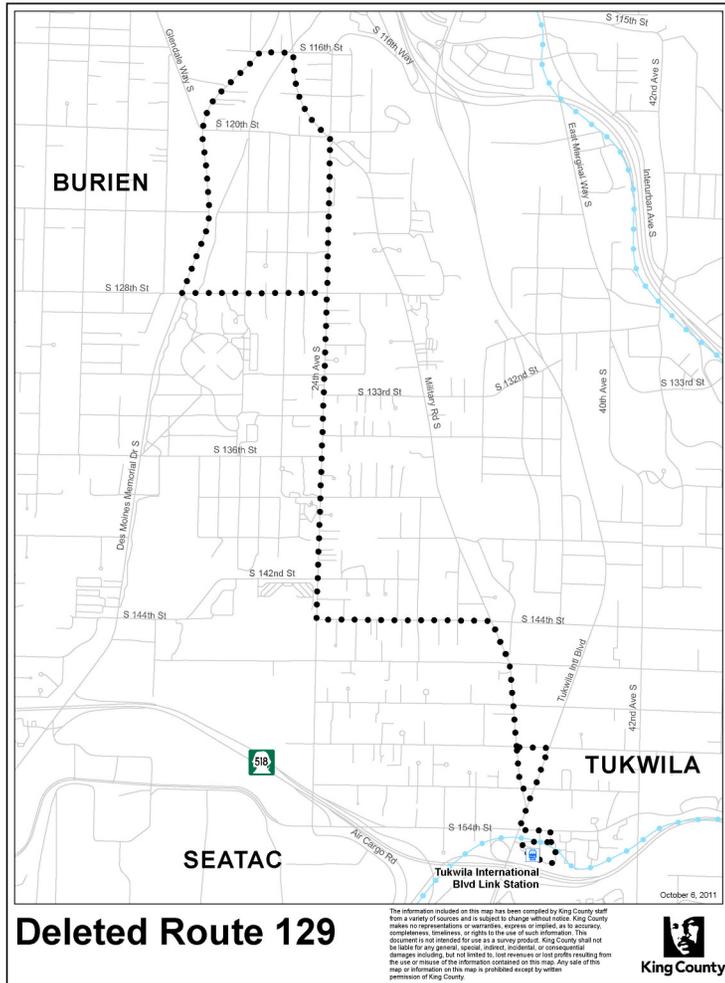
Route 119



Productivity	Night	
	Rides/ Plat Hr	Pass Mi/ Plat Mi
Routes that DO NOT serve the Seattle Core		
25% Threshold	8.0	2.2
Median	13.6	3.4
Route 119	2.1	0.1
Route 118	4.7	0.5

- Served by Routes 118 and 119
- Corridor does not warrant night service
- Night service on Route 119 would be eliminated
- Night service on Route 118 would be preserved

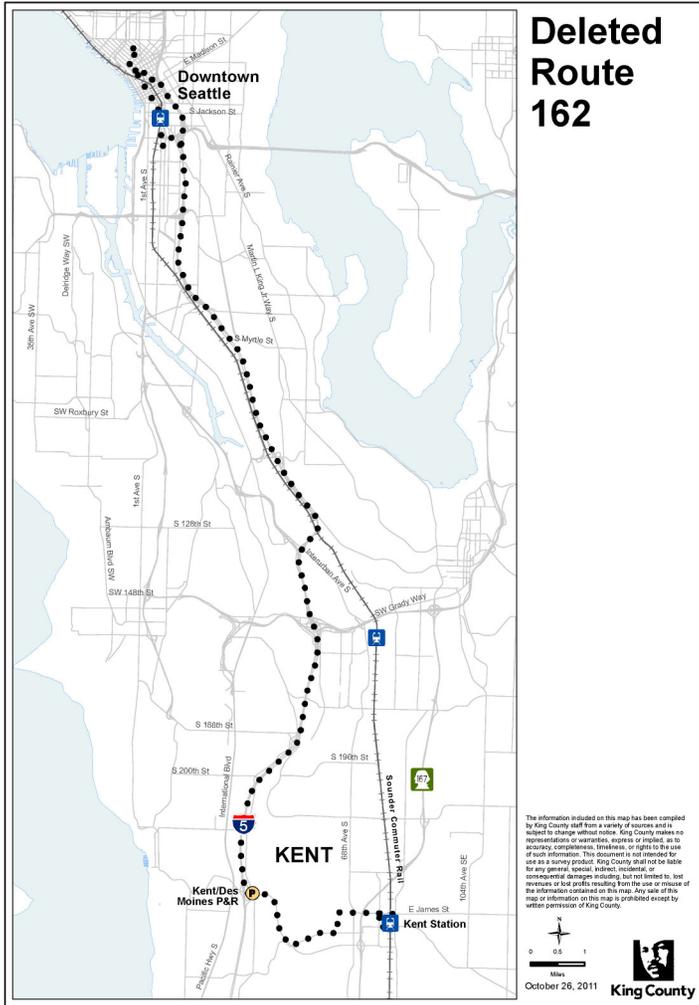
Route 129



Productivity	Peak	
	Rides/ Plat Hr	Pass Mi/ Plat Mi
Routes that DO NOT serve the Seattle Core		
25% Threshold	8.4	2.3
Median	15.7	4.1
Route 129	6.9	0.7

- Route 129 deleted
- Route 129 duplicates Routes 128 and 132

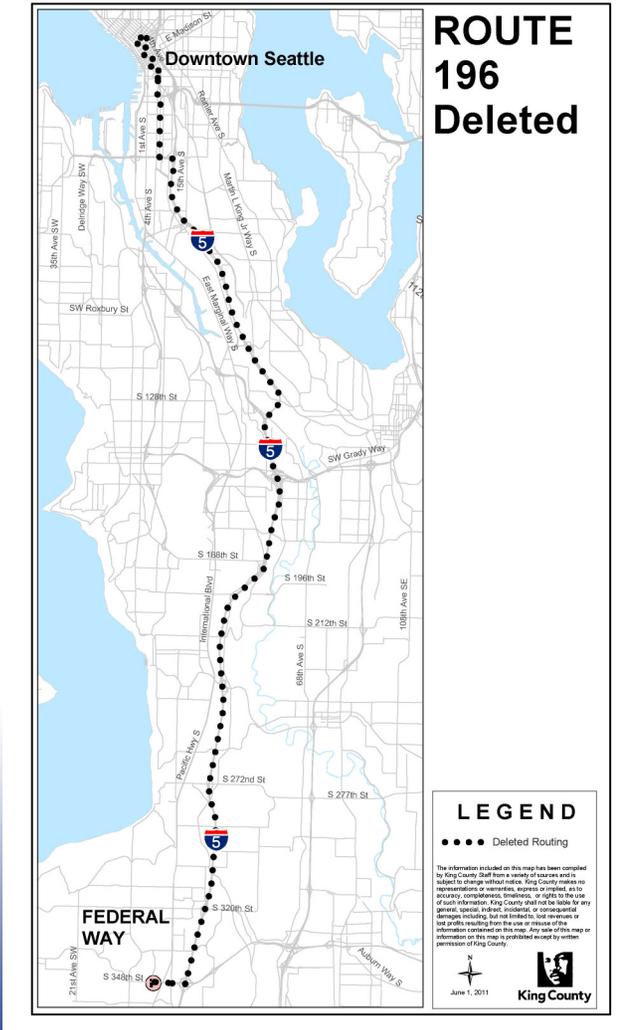
Route 162



Productivity	Peak	
	Rides/ Plat Hr	Pass Mi/ Plat Mi
<i>Routes that serve the Seattle Core</i>		
25% Threshold	18.7	8.2
Median	28.8	10.6
Route 162	15.6	9.3

- Route 162 deleted
- Routes 158 and 159, and Sounder provide alternative service between Kent and Downtown Seattle

Route 196



Productivity	Peak	
	Rides/ Plat Hr	Pass Mi/ Plat Mi
<i>Routes that serve the Seattle Core</i>		
25% Threshold	18.7	8.2
Median	28.8	10.6
Route 196	12.6	8.3

- Route 196 deleted
- Selected trips on Route 177 would be extended to provide alternative service between South Federal Way P&R and Downtown Seattle

Route 175

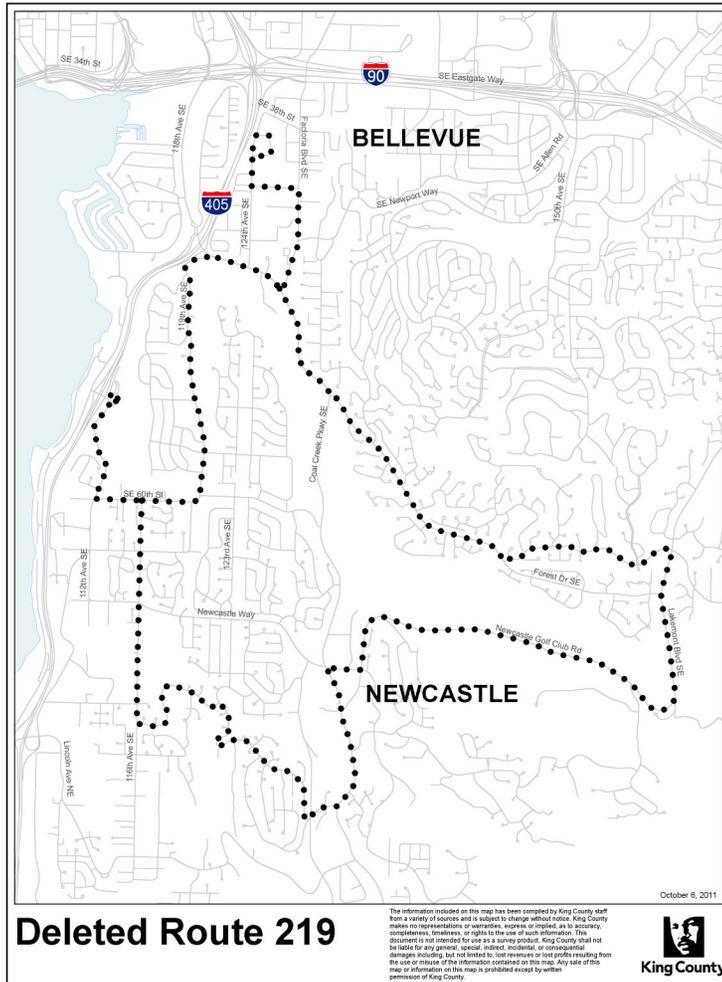


Productivity	Peak	
	Rides/ Plat Hr	Pass Mi/ Plat Mi
<i>Routes that serve the Seattle Core</i>		
25% Threshold	18.7	8.2
Median	28.8	10.6
Route 79	12.3	7.6

Route 175 fails both Peak Commuter Criteria

- Ridership
- Travel time advantage

Route 219



Productivity	Peak	
	Rides/ Plat Hr	Pass Mi/ Plat Mi
Routes that DO NOT serve the Seattle Core		
25% Threshold	8.4	2.3
Median	15.7	4.1
Route 129	4.1	0.8

- Route 219 deleted
- Routes 114 and 240 provides some alternative coverage through Newcastle

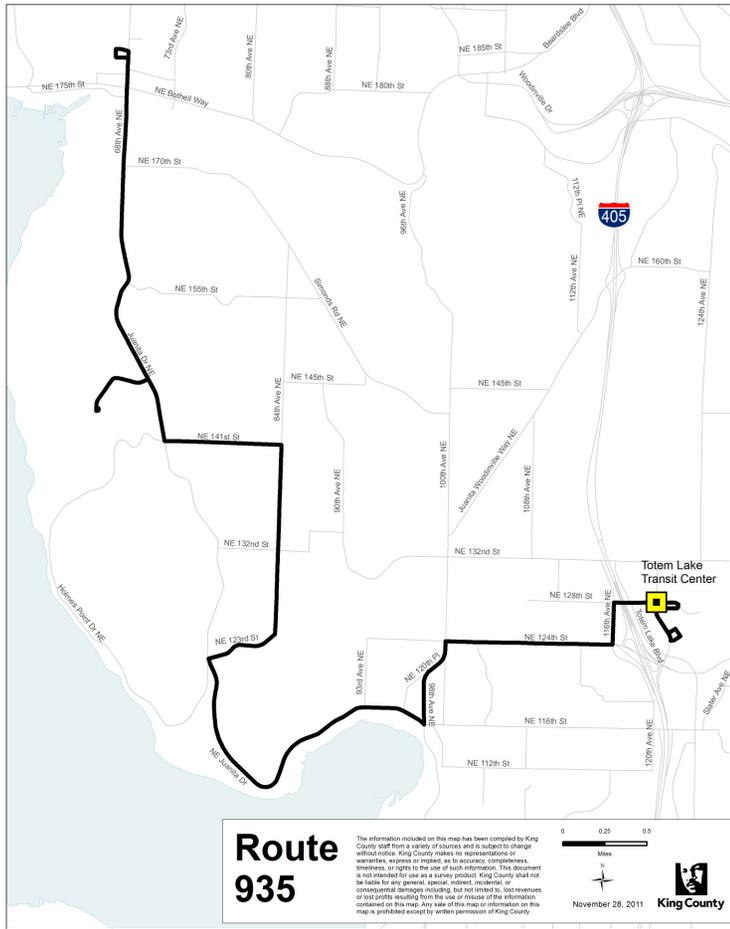
Route 925



Productivity	Peak		Off-Peak	
	Rides/ Plat Hr	Pass Mi/ Plat Mi	Rides/ Plat Hr	Pass Mi/ Plat Mi
Routes that DO NOT serve the Seattle Core				
25% Threshold	8.4	2.3	10.4	2.5
Median	15.7	4.1	16.7	5.4
Route 925	1.0	0.0	1.0	0.0

- Route deleted
- Routes 114 and 240 provides some alternative coverage

Route 935



Productivity	Off-Peak	
Routes that DO NOT serve the Seattle Core	Rides/ Plat Hr	Pass Mi/ Plat Mi
25% Threshold	10.4	2.5
Median	16.7	5.4
Route 935	2.9	1.1

- Served by DART Route 935
- Off-peak service would be eliminated
- Routes 234 and 255 provide alternative service on portions of corridor