

WORKING DRAFT
11/19/14 2014-BC-74

Proposed Service Reduction Ordinance

April 29, 2014
Transportation, Economy
and Environment Committee



We'll Get You There.

Reductions shaped by Service Guidelines

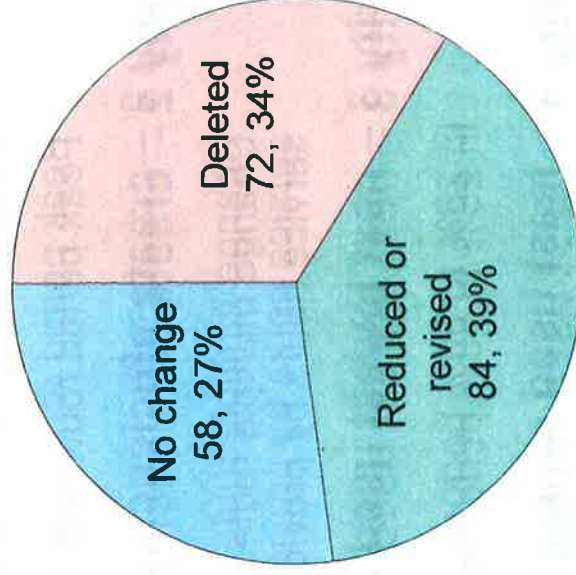
- Use ridership, places served and number of low-income or minority riders to set target service level for each corridor
- Examine every part of the system for efficiencies
 - By time period for bus trips with fewer riders
 - By area, destination and corridor served for duplication
 - Reduce service during time periods or parts of route that have the fewest riders
 - Change routings and number of buses, even on heavily used routes, to focus on segments of routes with the most riders
 - Evaluate routes serving the Seattle Core (downtown, U District) using higher performance standards than used for other routes
- When current service is less than target, reduce it last
- When current service is the only remaining bus route in outlying areas, do not completely eliminate it

Current Proposal: Reduce 550,000 annual service hours

Using the most current sales tax forecast

- 550,000 hour reduction instead of 600,000 hours
- Using the service guidelines, provided:
 - Somewhat fewer peak service reductions
 - Lessened impact on night service
 - Some continuation of midday service
- Public involvement between November to February sought input on systemwide reductions of 600,000 annual hours

Route by category of change



Service Guidelines set priority order for reductions

Priority 1 – least used routes would be cut first

- In bottom 25% performance – riders per hour and rider miles per vehicle mile
- Duplicates other routes and destinations
- Peak period route with local alternative

Priority 2 – create efficiencies in how service is designed, reduce convenience

- Change multiple routes, including highest used routes, in an area to use fewer service hours by providing buses in fewer route patterns

Priority 3 – next lowest used routes would be cut third

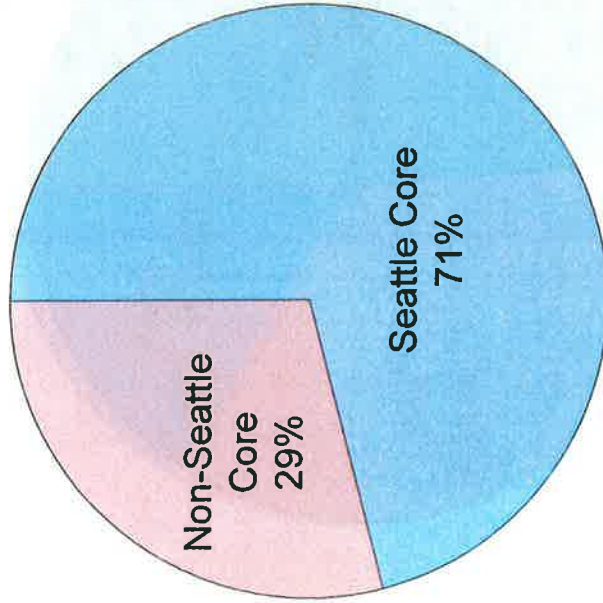
- In 25% to 50% performance – riders per hour and rider miles per vehicle mile

Priority 4 – least used routes where service is already below desired levels would be cut last

- Bottom 25% performance – riders per hour and rider miles per vehicle mile
- Already below target service level – often primarily used by those who are dependent on transit for their mobility

Service reduction by market

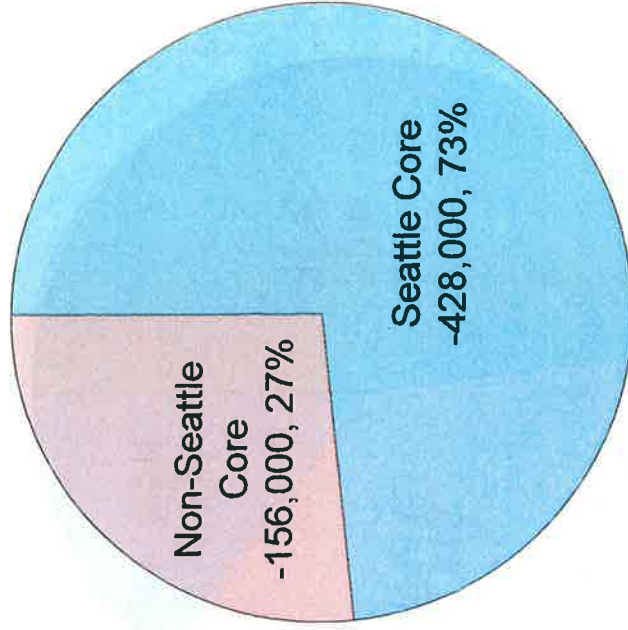
Current Metro service hours by market



Seattle core routes serve greater downtown Seattle, First Hill, South Lake Union, and the U-District from any part of the County

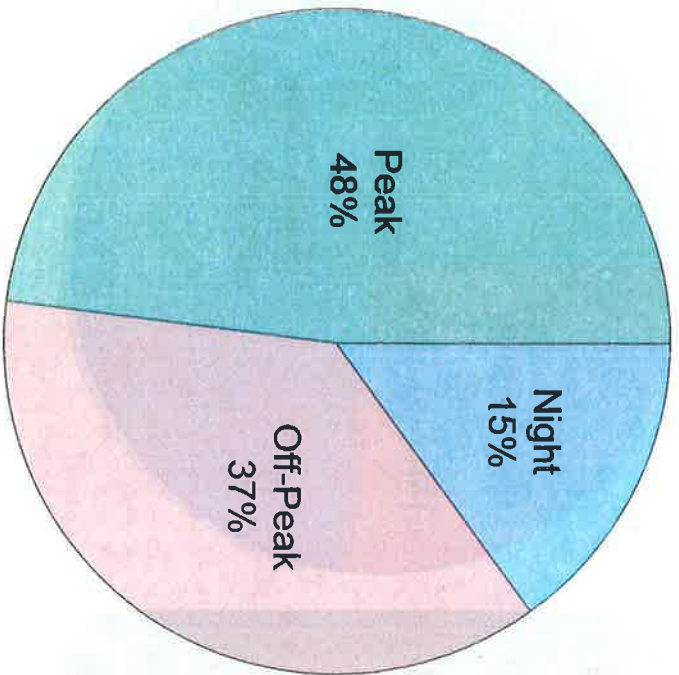
Non-Seattle core routes serve other areas of Seattle and King County

Reduction in hours by market

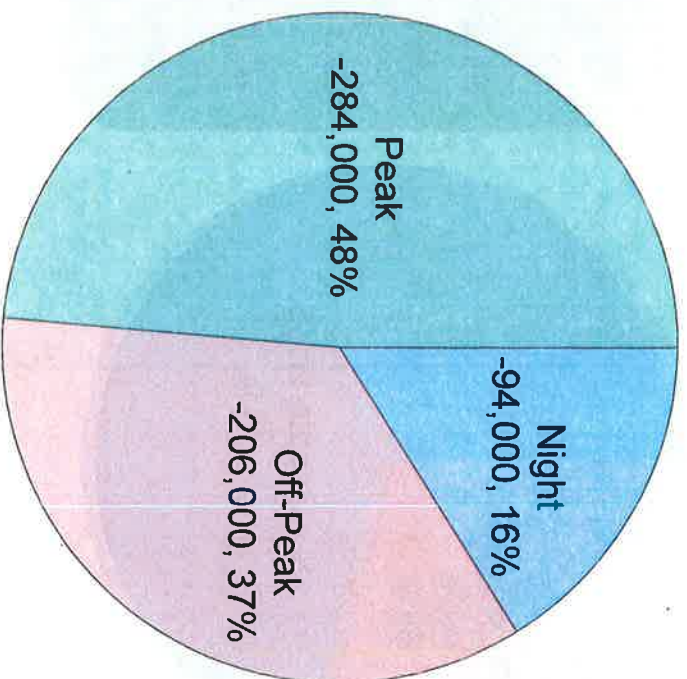


Service reduction by service period

Current Metro Transit Network

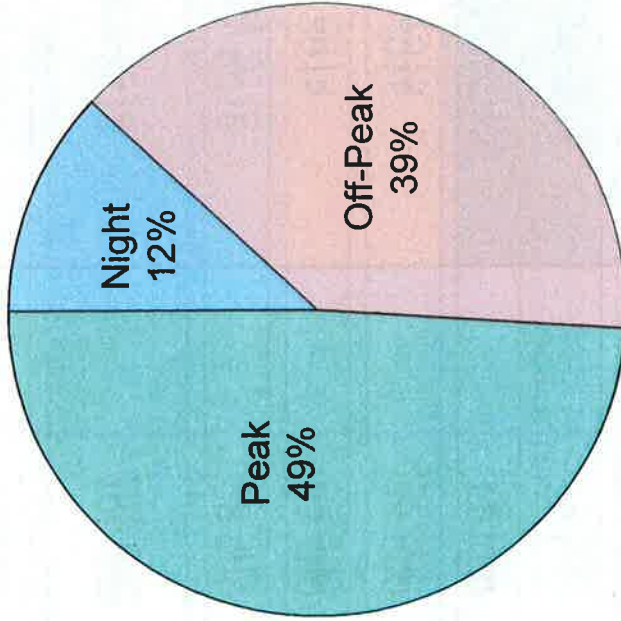


Hours reduced by service period

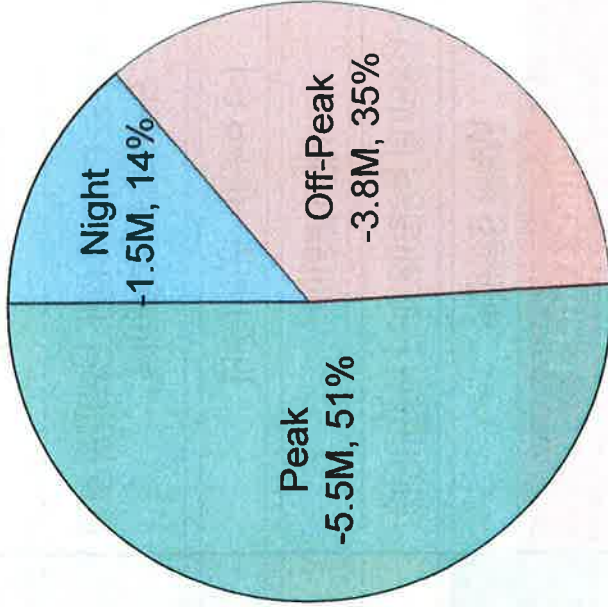


Estimated annual rides lost by period

118.6M Metro Transit rides in 2013



10.8M annual rides would be lost

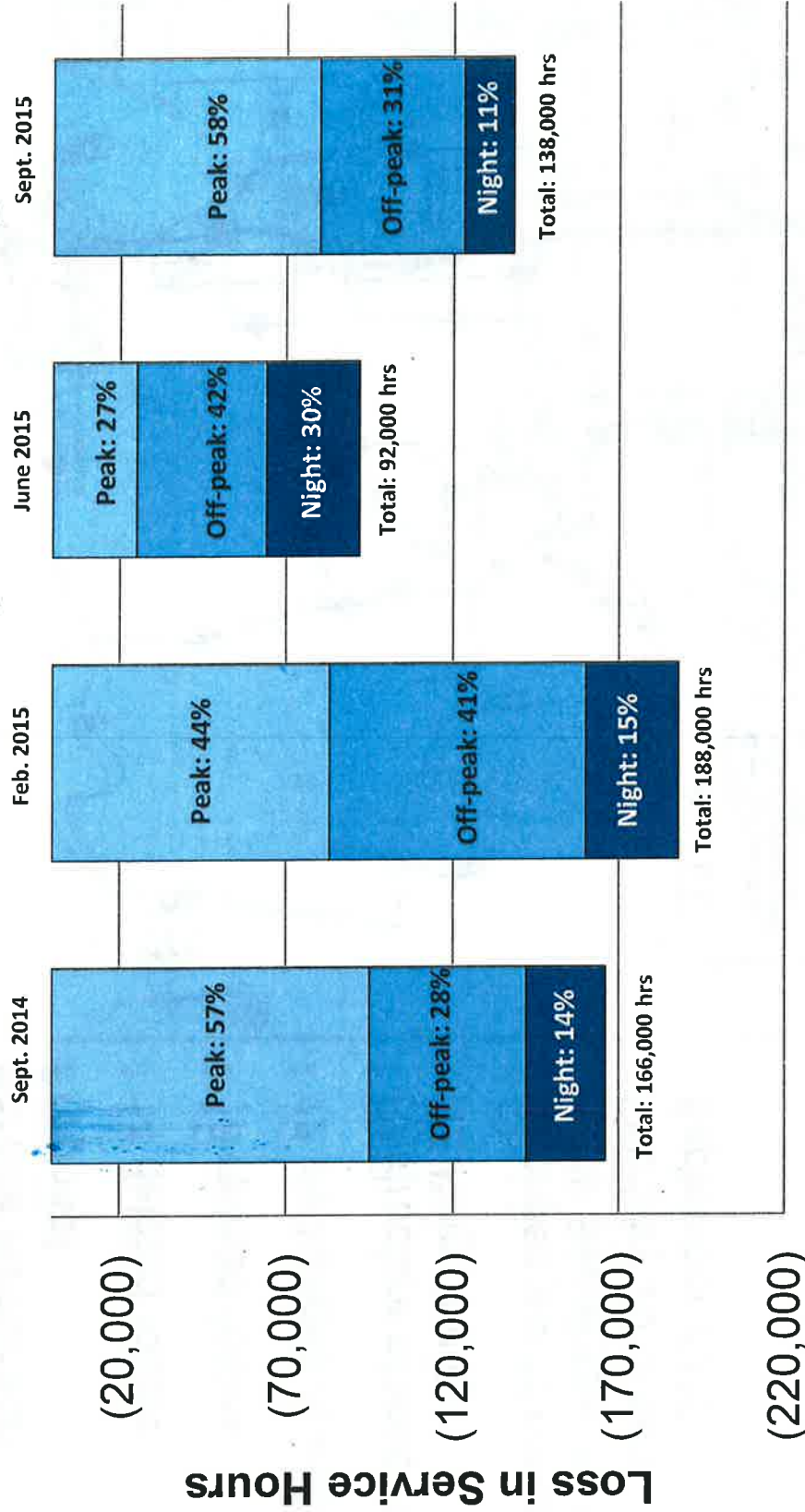


Phasing the reduction package

Reduction Priority	Service Change Period	550K Reduction target (hours)
Priority 1	September 2014	166,000
Priority 2 (restructure areas below)		
NE King County	February 2015	53,000
Queen Anne, Capitol Hill, Central and Southeast Seattle	February 2015	106,000
I-5 South and Kent	February 2015	29,000
NE Seattle	June 2015	58,000
North-Central Seattle and Magnolia	June 2015	34,000
West Seattle	September 2015	59,000
Priorities 3 and 4	September 2015	79,000
	Total	584,000
	Reserve	34,000
	% in reserve	6.2%
	Net Cuts	550,000

Proposed phasing

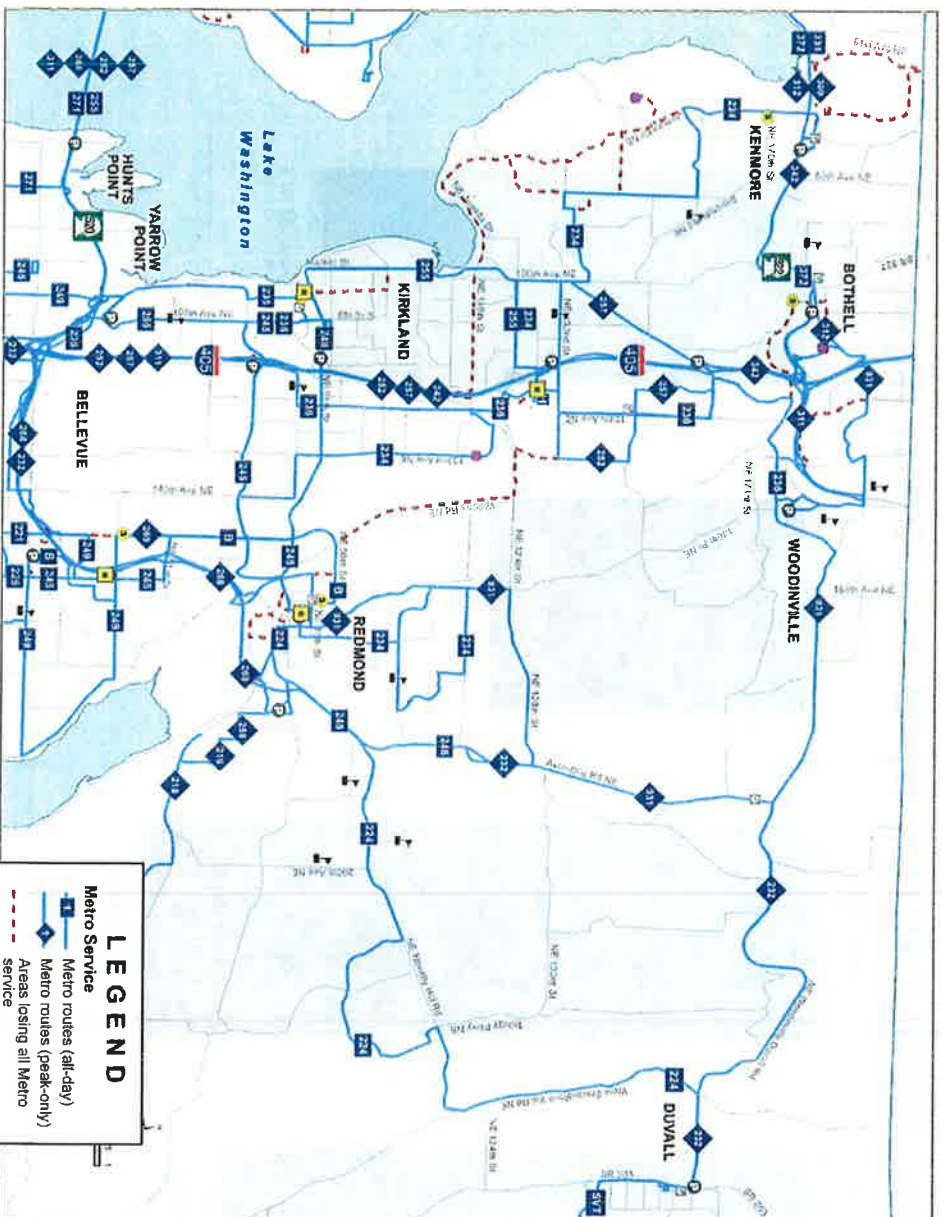
Service Reductions by Service Change Period



Service Change Periods

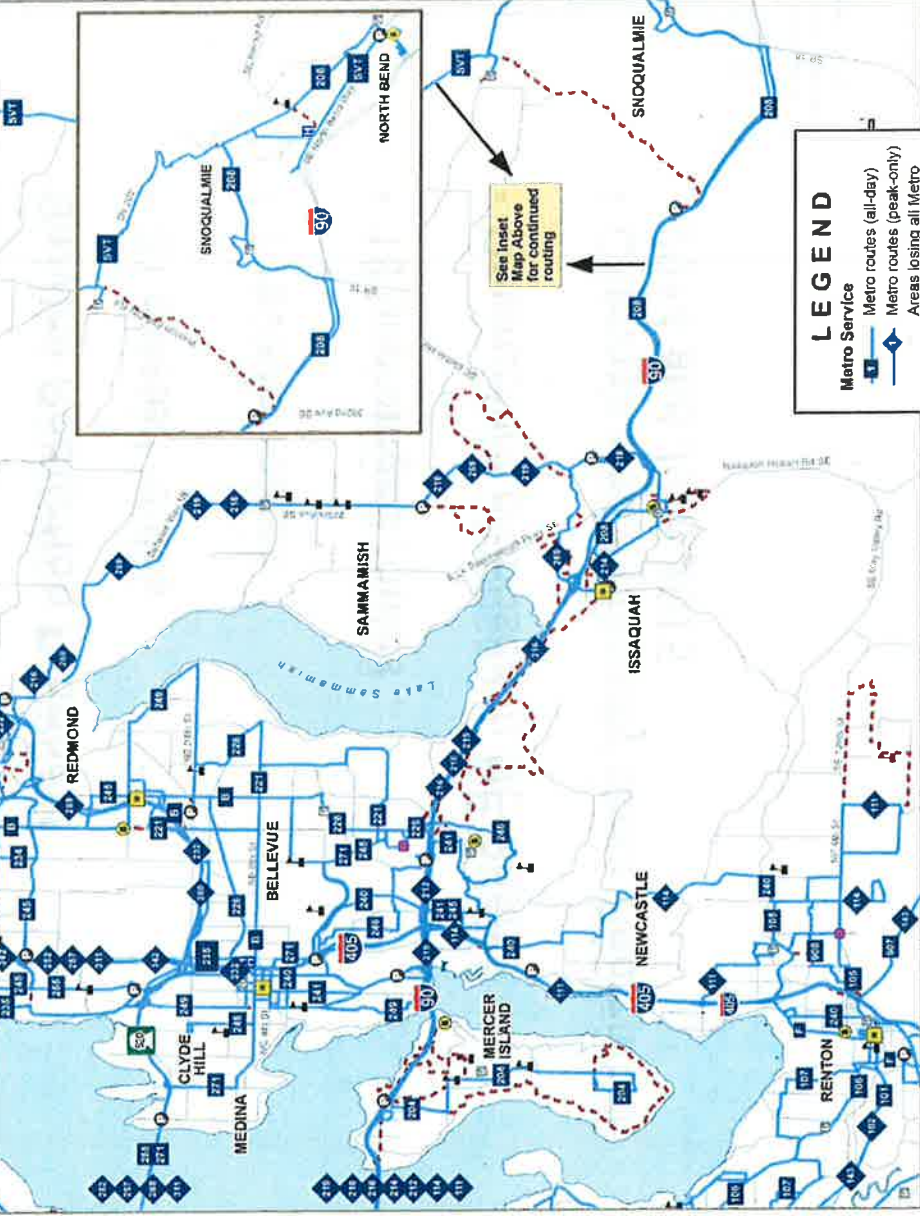
- Peak
- Off Peak
- Night

East King County - North



- **Service Reduction Proposal**
- 14 deleted routes
- 19 revised routes
- 12 unchanged routes
- Restructure proposed in NE King County
- Changes would primarily occur September 2014, February 2015 and September 2015

East King County - South



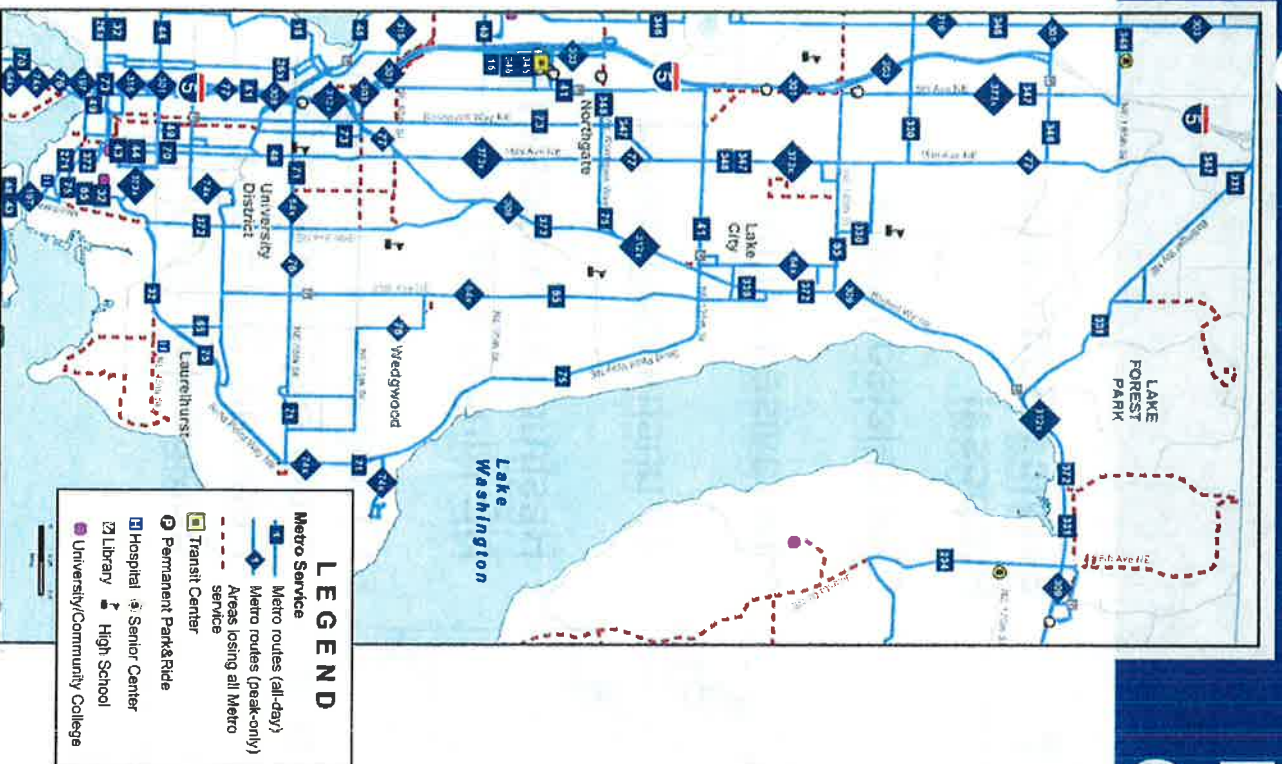
Service Reduction Proposal

- 29 deleted routes
- 18 revised routes
- 17 unchanged routes
- Restructure proposed in NE King County
- Changes would primarily occur September 2014, February 2015 and September 2015

NE Seattle and North King County

Service Reduction Proposal

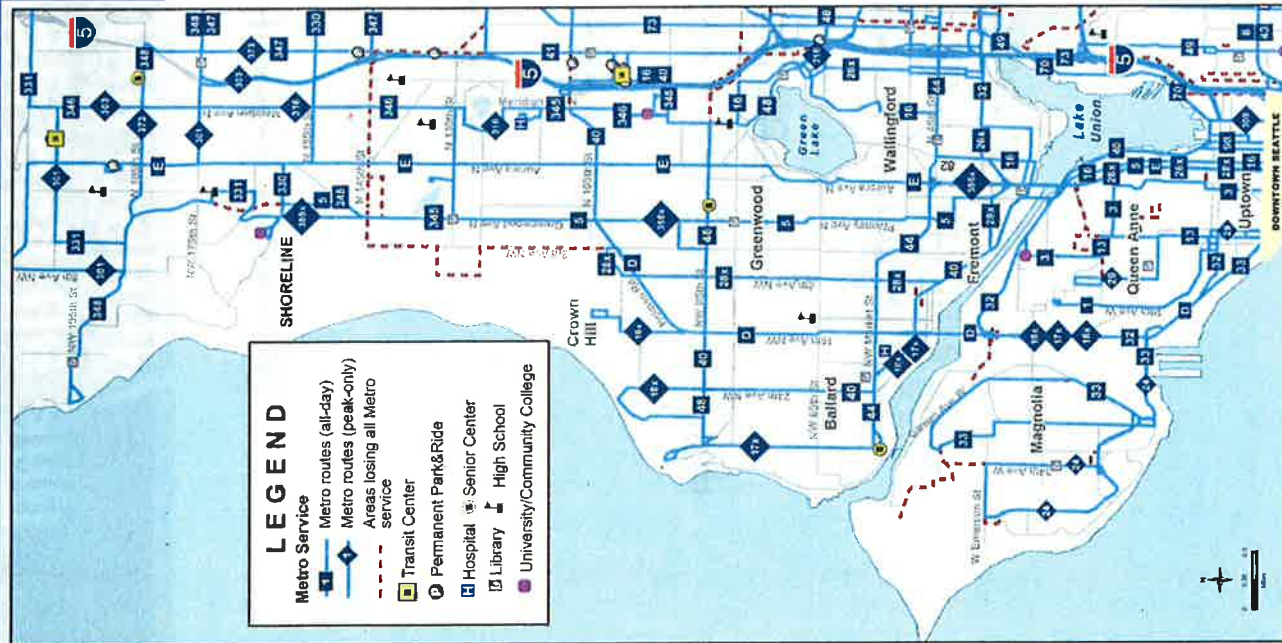
- 21 deleted routes
- 7 revised routes
- 18 unchanged routes
- Restructure proposed in NE Seattle
- Changes would primarily occur September 2014 and June 2015



NW Seattle and North King County

Service Reduction Proposal

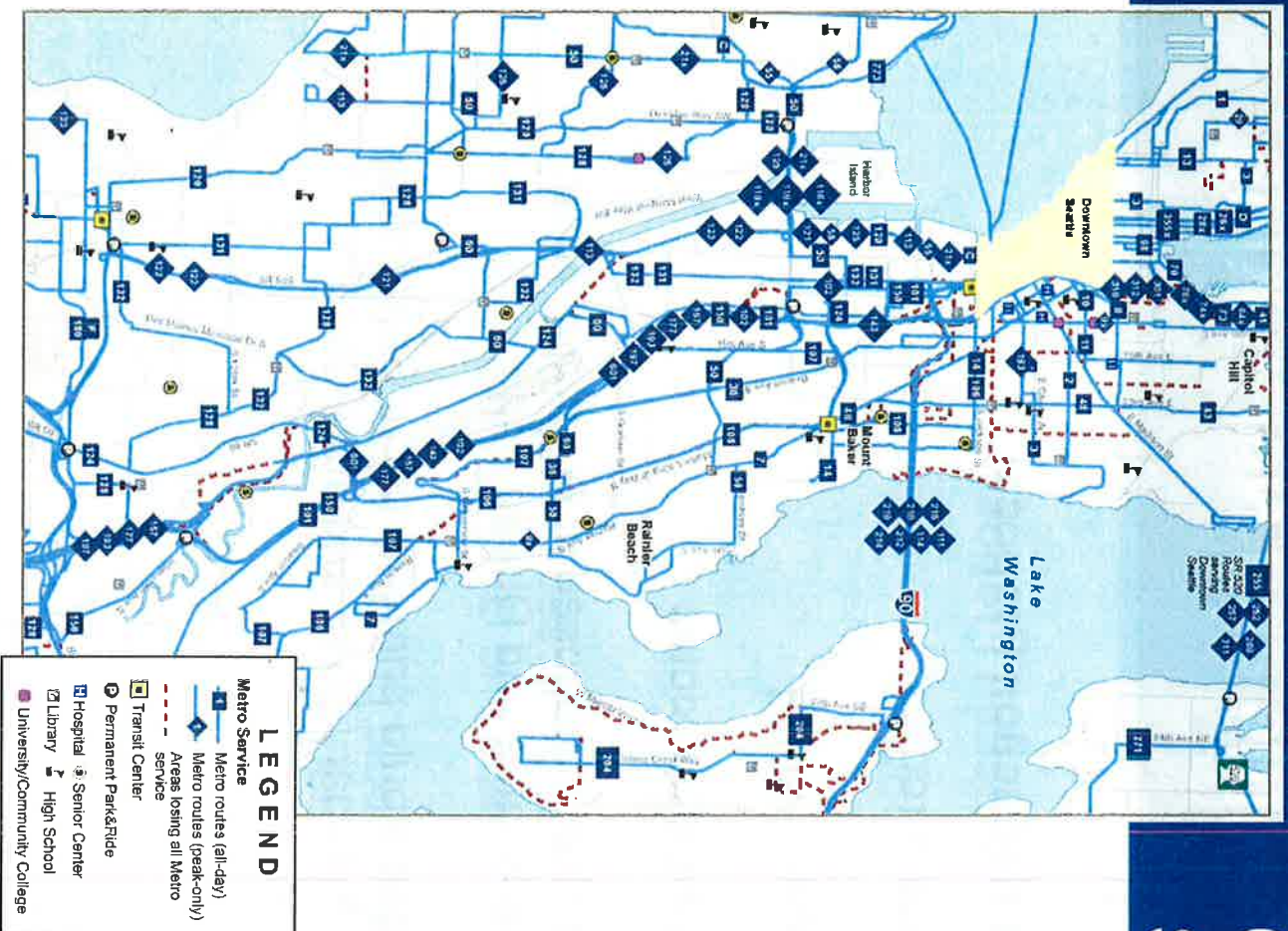
- 28 deleted routes
- 30 revised routes
- 29 unchanged routes
- Restructures proposed in Magnolia, North-Central Seattle and Queen Anne
- Changes would primarily occur September 2014, February 2015 and June 2015



Central/SE Seattle and South King County

Service Reduction Proposal

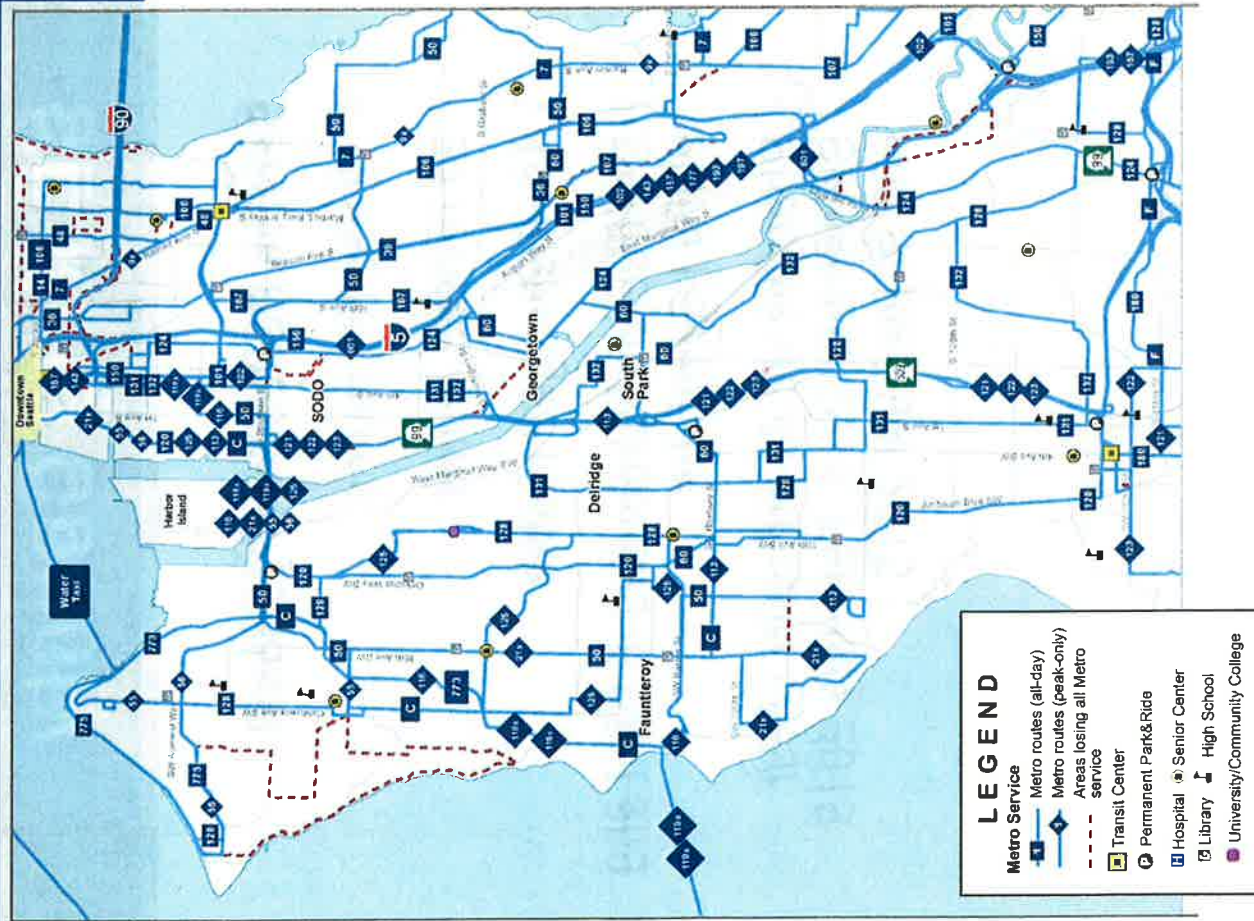
- 51 deleted routes
- 54 revised routes
- 42 unchanged routes
- Restructures proposed in Central, SE and West Seattle
- Changes would primarily occur September 2014, February 2015 and September 2015



SW Seattle and South King County

Service Reduction Proposal

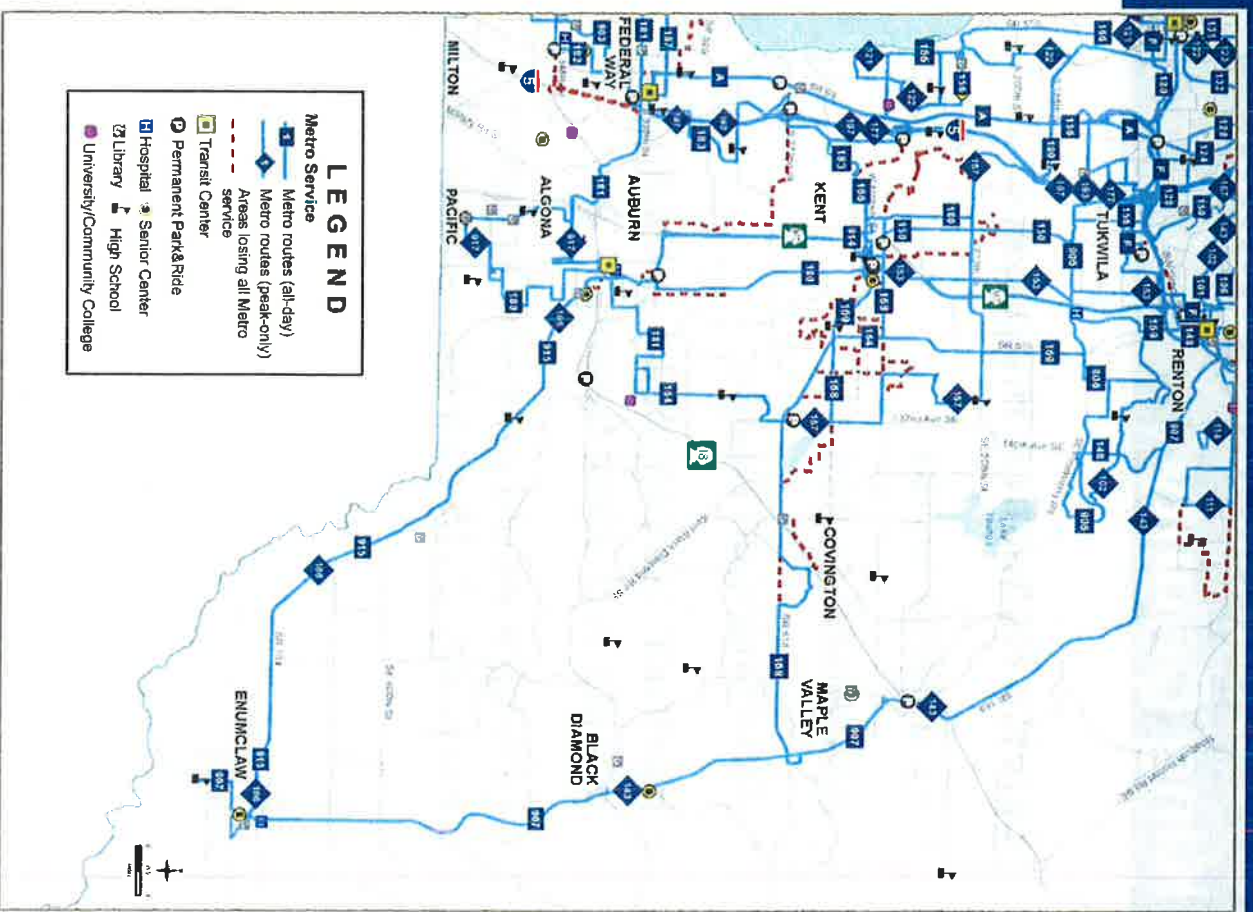
- 42 deleted routes
- 49 revised routes
- 39 unchanged routes
- Restructures proposed in Southeast Seattle and West Seattle
- Changes would primarily occur February 2015 and September 2015



SE King County

Service Reduction Proposal

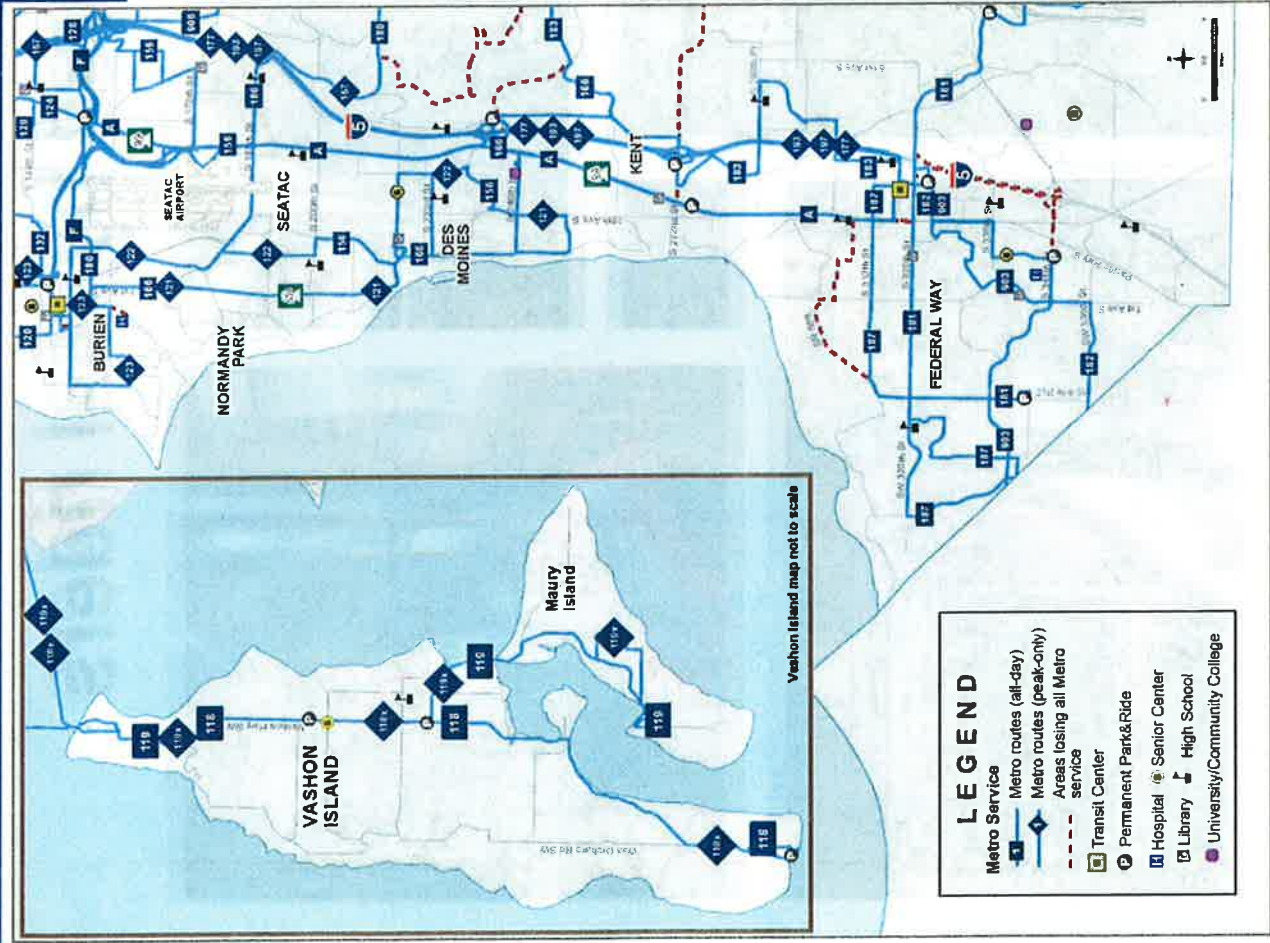
- 19 deleted routes
- 24 revised routes
- 19 unchanged routes
- Restructures proposed in Kent and along I-5 corridor
- Changes would primarily occur September 2014, February 2015 and September 2015



SW King County

Service Reduction Proposal

- 16 deleted routes
- 10 revised routes
- 13 unchanged routes
- Restructure proposed along I-5 corridor
- Changes would primarily occur September 2014, February 2015 and September 2015



Real impacts shared by real riders

