



King County

Regional Transit Committee

STAFF REPORT

AGENDA ITEM: 11

DATE: June 27, 2012

BRIEFING NO. 2012-B0101

PREPARED BY: Paul Carlson

SUBJECT

SEPTEMBER 2012 METRO TRANSIT SERVICE CHANGE.

SUMMARY

In May, the County Council approved the service change effective September 29, 2012. Chief features of the September service change proposal include:

- Implementing the RapidRide C Line connecting West Seattle and the Seattle Central Business District ("CBD") and the RapidRide D Line connecting Ballard and the Seattle CBD.
- A broad restructuring of routes that have a connection to the two RapidRide corridors with the goals of creating a more productive transit network and increasing ridership.
- As part of the C and D Line implementation and restructures, prioritizing reinvestment of lower-performing bus service¹ in accordance with the King County Metro Service Guidelines.

Today's presentation is intended to update Committee members on how this service change implements policy direction from the Strategic Plan for Public Transportation 2011-2021 and the Service Guidelines.

ATTENDING:

Victor Obeso, Manager, Service Development, King County Transit Division

ATTACHMENT:

1. September 2012 Transit Service Change – Transit Division Powerpoint

¹Ordinance 17169, approving the temporary Congestion Reduction Charge, includes policy direction for the deletion of 100,000 hours of lower-performing transit service and reinvestment in higher-performing service.

[Blank Page]

DRAFT

September 2012 Service Change

**Regional Transit Committee
June 27, 2012**

Service change guidance

Transit Now

- RapidRide C and D Lines

Metro's Strategic Plan & Service Guidelines

- Productivity, social equity, and geographic value

Congestion Reduction Charge

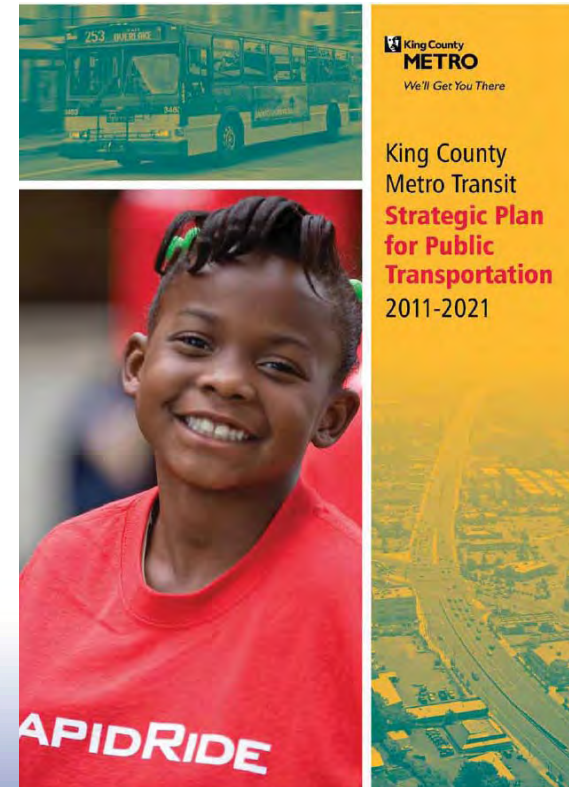
- Reinvest 100,000 of lowest productivity service hours
- Financial shortfall remains after 2014

September 2012 events

- Integrate current bus network with RapidRide C & D Lines
- Implement "Pay as you Enter" fare collection

Public outreach

- Metro heard from over 10,000 people



Productivity

Improve the transit system's effectiveness

- Network expected to carry at least **600,000** more riders annually

Move approximately 65,000 hours of resources from lower performing service into identified priority needs

- **Average productivity:**
 - **Routes reduced:** 25.6 riders per hour
 - **Routes invested in:** 36.2 riders per hour



Social equity

Serve historically disadvantaged populations including:

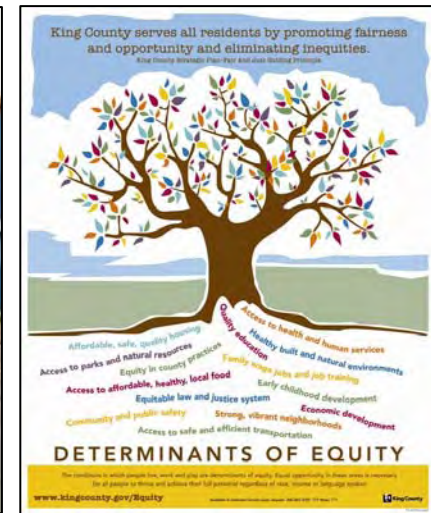
- Low-income people, students, youth, seniors, people of color, and people with disabilities

Guidelines:

- All day network service levels
- Service quality priority

Outcome-based:

- Service, facility and fare changes
- Title VI
- King County Equity and Social Justice Initiative

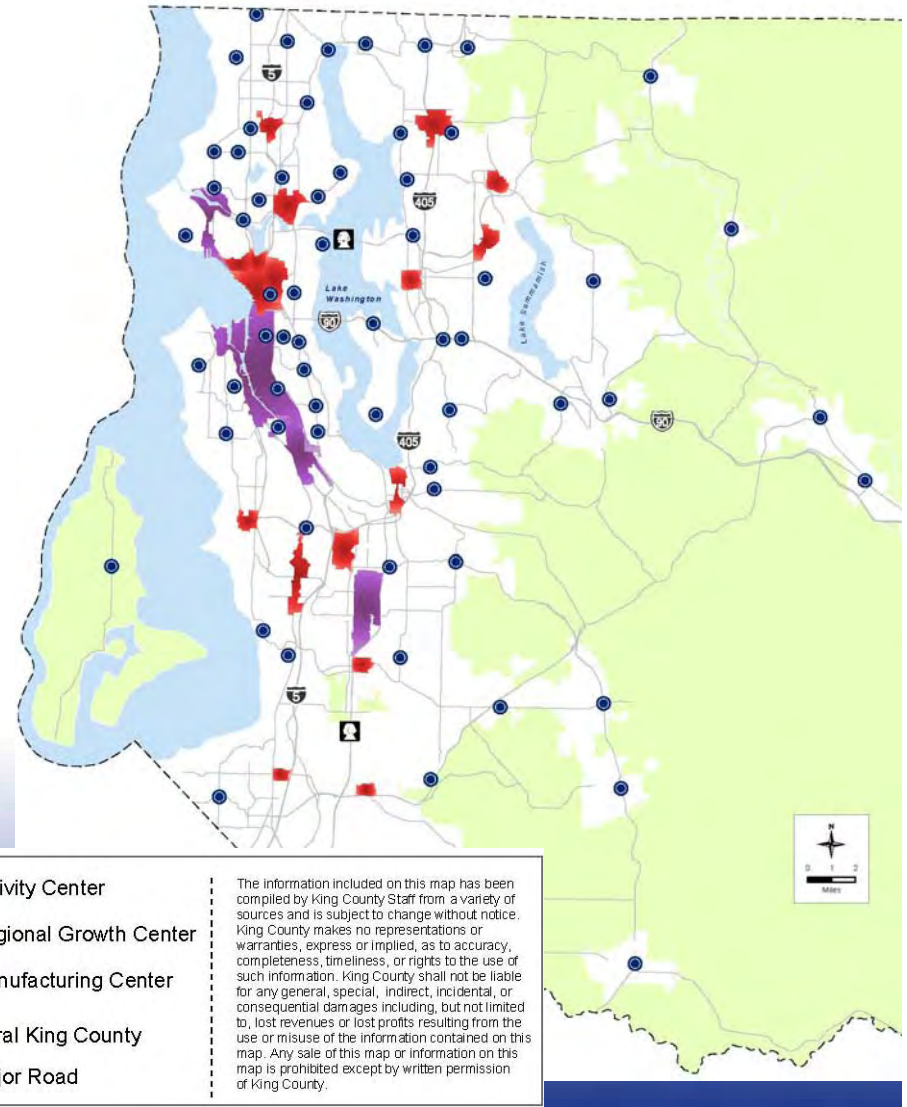


Geographic value

Provide some service in all communities of King County currently served

Provide connections:

- Regional growth centers
- Manufacturing/ industrial centers
- Transit activity centers



New policy direction

Consider restructures when

- Metro or Sound Transit starts a major new service, such as RapidRide
- Transit service doesn't reflect changed travel patterns or transit demand
- Transit services overlap
- Services levels do not match ridership
- Major transportation changes take place, such as SR-520 bridge tolling
- Major developments or land use changes have occurred



Restructure Outcomes 2003 through 2008

Year	Area/Route	Annual Ridership (millions)				Added Annual Hours
		Pre-Service Change	Spring 2008	Net Change in Boardings	% Change in Boardings	
2003	North King County	2.9	4.1	1.2	40%	4,300
2003	Rt 358	2.3	3.2	.9	40%	8,000
2004	Federal Way	2.3	3.6	1.3	56%	12,600
2005	Ambaum-Delridge	4.4	5.7	1.3	31%	12,800
2005	Rt 7/49 Split	5.8	6.1	.3	5%	10,400
2006	Rt 150/180	2.3	3.6	1.3	55%	20,600
2008	Central Eastside	1.5	1.8	.3	18%	16,600

September 2012 reductions and reinvestments

SERVICE REDUCTIONS

- 7 routes with reduced service
- 17 routes deleted



SERVICE ADDITIONS & REVISIONS

- 2 new RapidRide routes
- 3 other new routes
- 6 routes with increased service
- 11 routes with revisions to routing

Routes reduced: 25.6 riders per hour

Routes invested in: 36.2 riders per hour

Metro's public process



Goals for engagement

- Involve people early and often
- Be responsive and accountable
- Promote and foster trust
- Empower people to play an active role in the process
- Explore innovative ways to inform people



10,000 people have their say

- 4 months of outreach
- 2-phases of engagement
- 13 open houses
- 45+ community presentations
- 35+ information tables
- 3,000 meeting attendees
- 7,000 survey respondents

Heard from a representative sample of our bus riders

- 23% low-income
- 16% 65 or older
- 13% 24 or younger
- 17% minority
- 9% people with disabilities



Trade-offs of adopted changes

Changes benefits transit network –
consistent with Strategic Plan and Service Guidelines

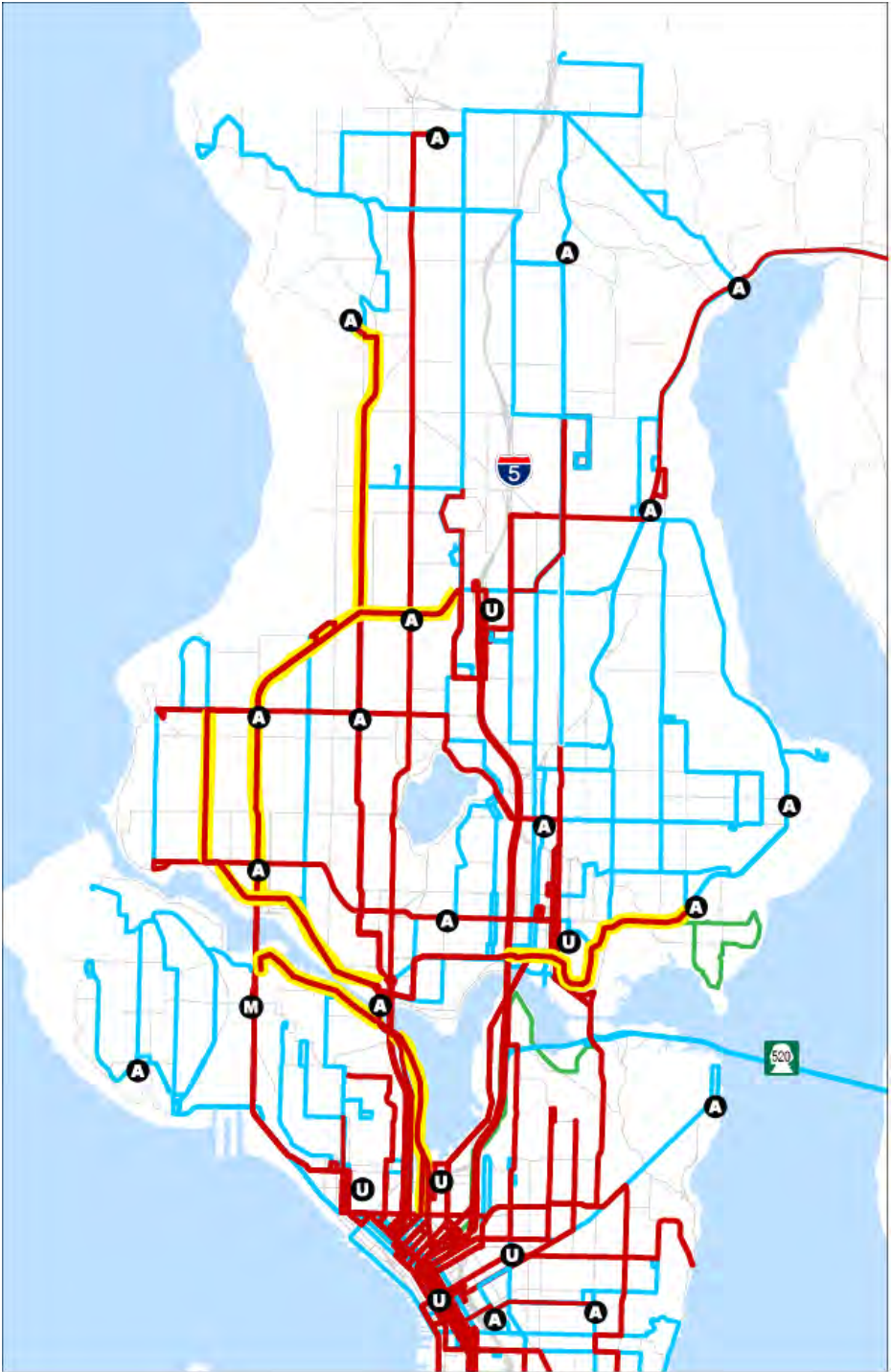
- More frequent service, increase ridership
- Improved productivity
- Fix some overcrowding, on-time performance, under-served corridors
- More sustainable long term

Some individual riders have to change the way they travel

- Transfers increase for some
- Walk distances increase for some
- More use of RapidRide C&D lines, Link
- A small number of riders lose all service

Most frequent service where highest ridership occurs – North

September 2012 Network



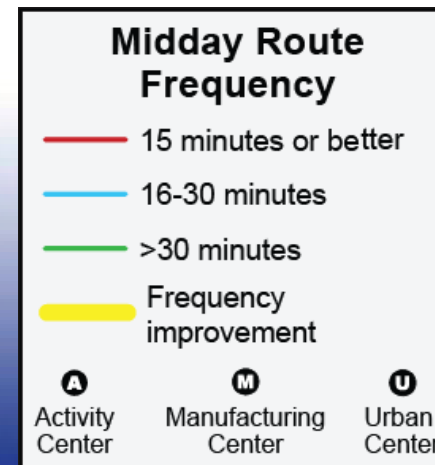
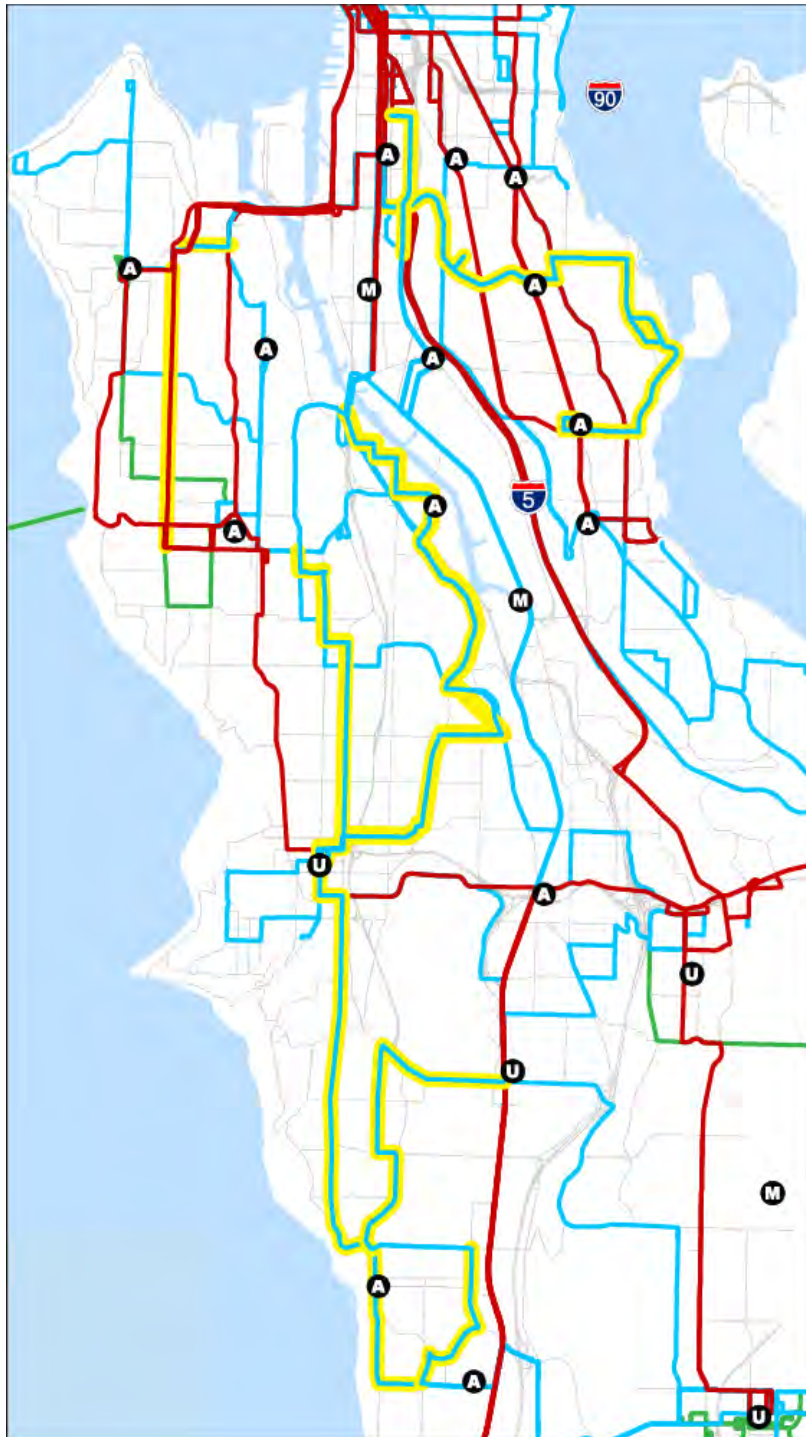
Midday Route Frequency

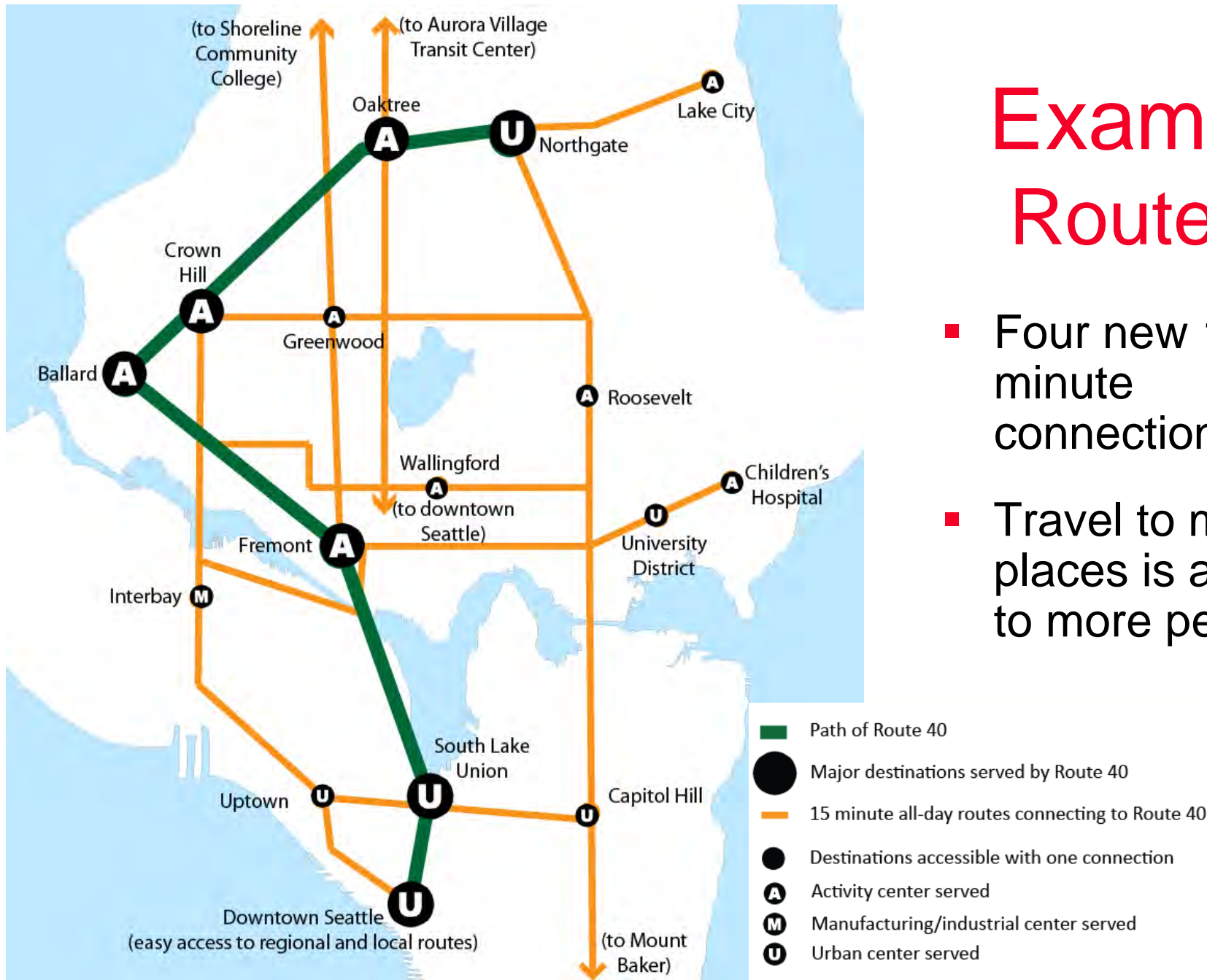
- 15 minutes or better
- 16-30 minutes
- >30 minutes
- Frequency improvement

A Activity Center **M** Manufacturing Center **U** Urban Center

Most frequent service where highest ridership occurs – South

September 2012 Network





Example: Route 40

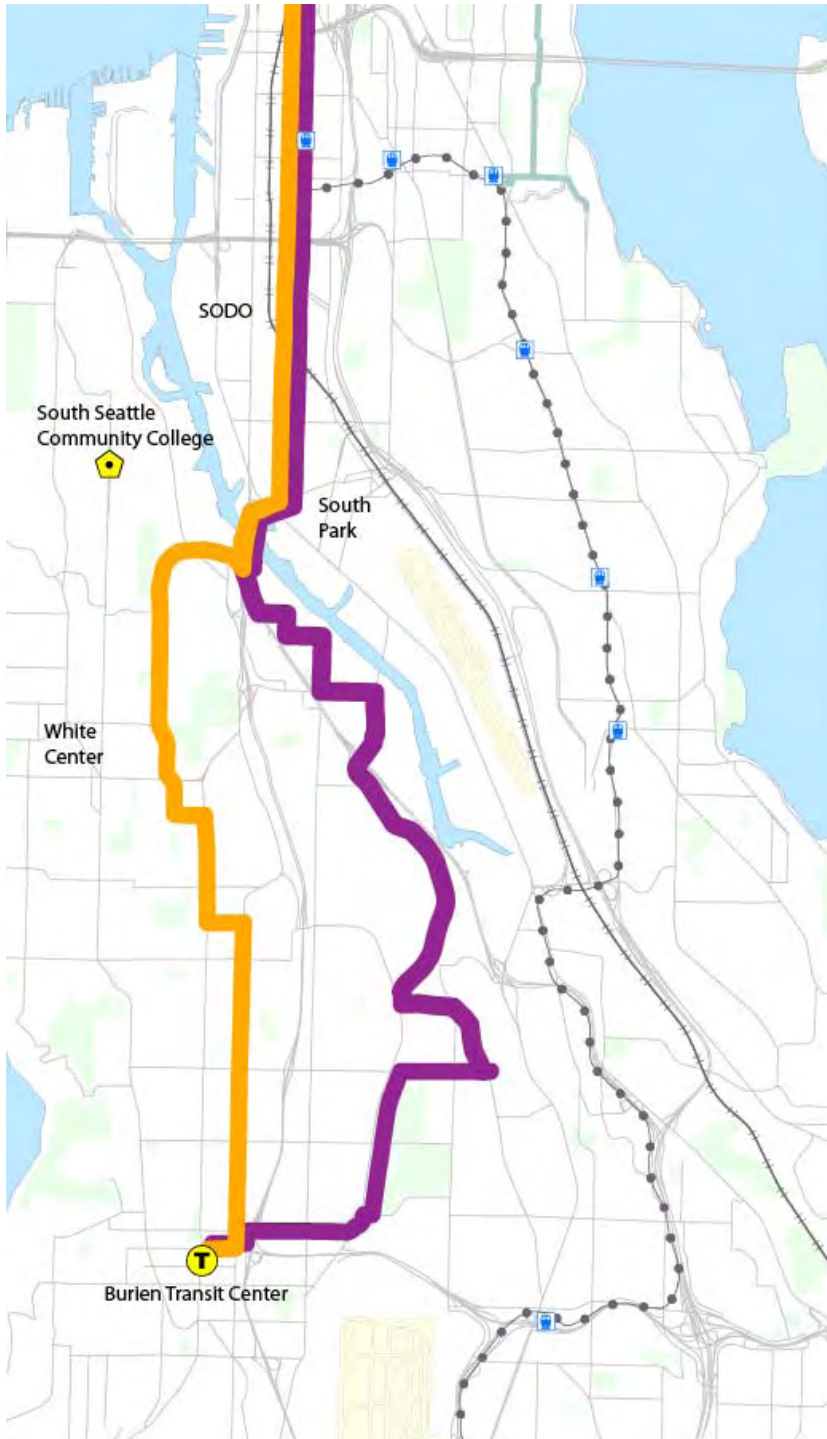
- Four new 15 minute connections
- Travel to more places is available to more people

Example: Routes 131 and 132

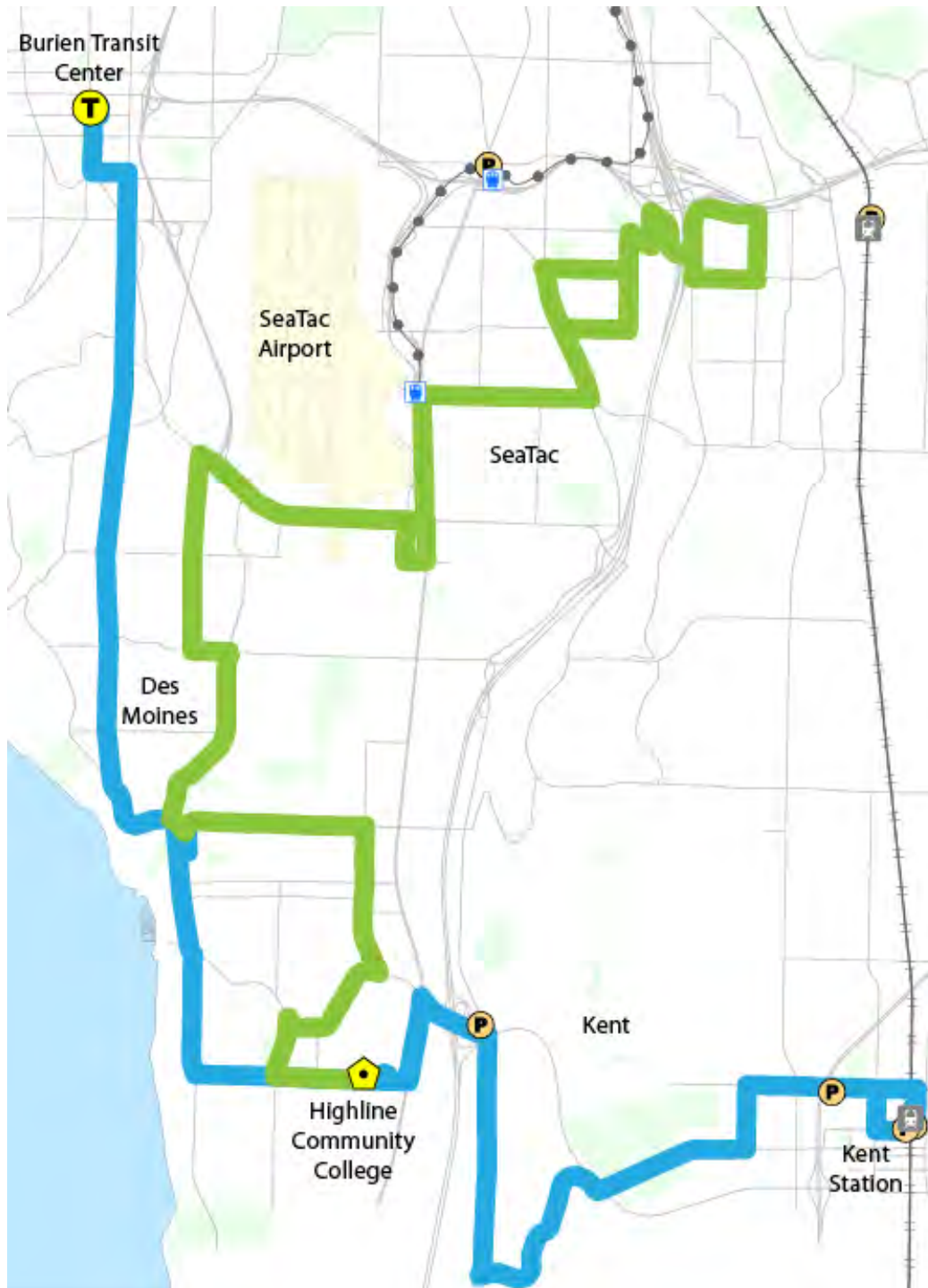
- Service comes every 15 minutes on 4th Avenue S through SODO
- Both routes come more often
- Both routes are faster, more direct, and more reliable

 Route 131

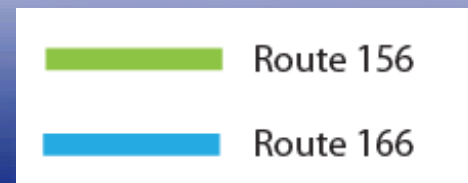
 Route 132



Example: Routes 156 and 166



- Buses come more often between Burien and Des Moines
- Route 166 riders can get more places, such as the Burien Transit Center
- People in Des Moines have a direct connection to SeaTac and Link Light Rail
- Trade-offs for some riders who have to transfer in Burien to routes 131 or 132.



Example: Westwood Village – new connections to jobs, food, shopping



Routes serving Westwood Village								
	Destinations			September 2012 frequencies				
Route	Between	And	Via	Peak	Mid	Eve	Sat	Sun
21*	Westwood Village	Downtown Seattle	35th Ave SW	15	15	30	15	30
22	Arbor Heights	Alaska Junction	California Ave SW	60	60	--	60	60
60*	Westwood Village	Capitol Hill	South Park	20	20	30-60	30	30
120*	Burien Transit Center	Downtown Seattle	Delridge Way SW	8-15	15	30-60	15	30
125*	SSCC	Downtown Seattle	16th Avenue SW	20	30	45	45	--
C Line*	Westwood Village	Downtown Seattle	Fauntleroy Way SW	10-15	15	15-30	15	30

*New connection to Westwood Village