

2022 SYSTEM EVALUATION SUMMARY

Timeframe covered: mid-March through June 2022

This is the standard timeframe for the System Evaluation (2020 and 2021 reports used an adjusted timeframe due to pandemic impacts)

During this timeframe, Metro was operating approximately **90%** of pre-COVID service levels for approximately **50%** of pre-COVID riders

PRIORITY 1

Reduce Crowding

INVESTMENT NEED:

0 annual service hours

DESCRIPTION:

Weekday ridership remains at about 50% of pre-COVID levels, there are no routes with crowding issues.

Overall, the System Evaluation shows higher levels of ridership in non-peak hours and in high-equity areas (South Seattle, South King County).

PRIORITY 2

Improve Reliability

INVESTMENT NEED:

24,750 annual service hours on 40 routes

DESCRIPTION:

Traffic levels have begun to increase, leading to 40 routes with reliability issues.

Reliability can be addressed through more transit service hours or by capital investments to improve bus speed and reliability.

PRIORITY 3

Service Growth

INVESTMENT NEED:

1.64 million total service hours needed to achieve Interim Network

DESCRIPTION:

The System Evaluation shows a need for an average of 110,000 annual service hours each year to achieve the 5.5 million hours for the Interim Network.

The System Evaluation shows the hours for each route to achieve the Interim Network, this gap is not yet funded

Metro's 2023-2024 budget focuses on service recovery, which may not address the investment needs identified in the System Evaluation.

Flexible Services

9 pilot services were operating during Spring 2022

- **Rides/vehicle hour:** 1.15 to 4.61 (range)
- **Cost/boarding:** \$11.62-\$115 (range)
- **Percentage of riders in Equity Priority Areas:** 12%-95% (range)

Marine

2 water taxi routes were operating during Spring 2022

- **Avg weekday boardings:** 285 (Vashon) and 791 (West Seattle)
- **Avg rides per round trip:** 48 (Vashon) and 55 (West Seattle)
- **Percent late trips:** 0.51% (Vashon) and 0.42% (West Seattle)