

Service Reduction Scenario

Regional Transit Task Force

July 1, 2010



King County

METRO

We'll Get You There.

Why This Scenario?

- Test “evolving direction” on principles in a service reduction environment
- Working assumption of 400K hours - Metro pursuing other strategies for further savings
- Reality check from the Task Force

Principles' “Evolving Direction”

- Emphasize **productivity** due to its linkage to **economic development, land use and financial sustainability**
- Acknowledge the need to address **social and geographic equity**

Scenario Development Process

- Interpreted “Evolving Direction” of the Task Force into service design criteria
- Modified the existing network accordingly
- Quantified the changes
- Identified impacts to riders

Service Design Criteria

- Prioritize service to students, low income riders, and people dependent on transit for basic mobility
- Prioritize service to employment centers
- Consider demand for transit when establishing frequency and span of service
- Maximize productivity and cost efficiency
- Provide transit service throughout King County
- Control costs

Service Typologies

Frequent Arterial:

- Operate all day and at frequencies of 5-20 minutes for at least part of the day, connect centers

Peak Commuter:

- Provide service to regional employment centers during peak weekday travel periods

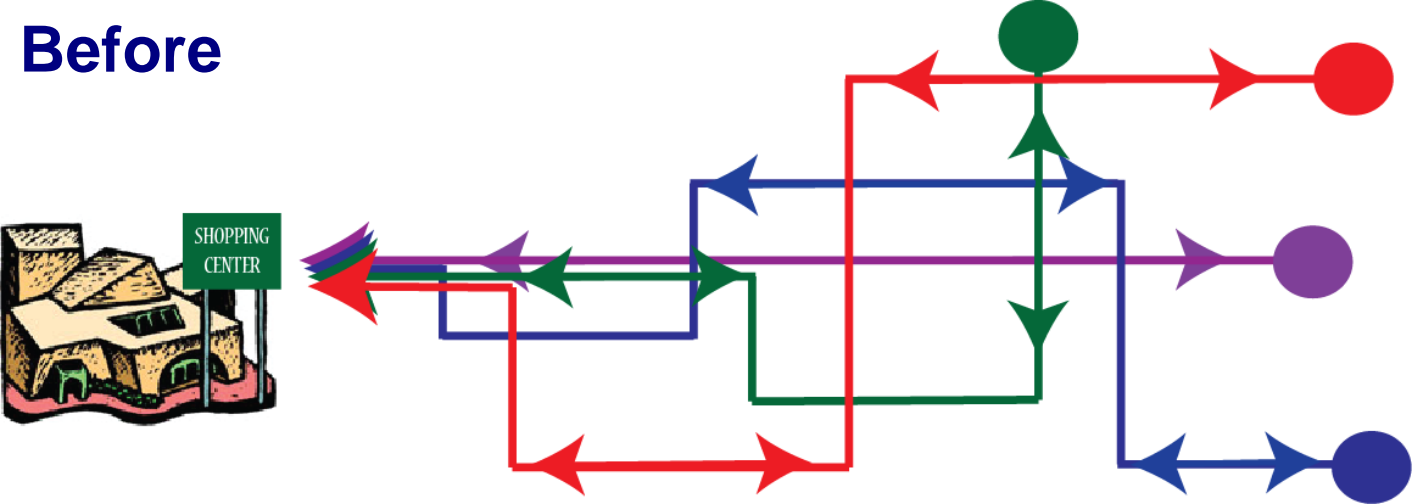
Local:

- Operate no better than every 30 minutes

Hourly:

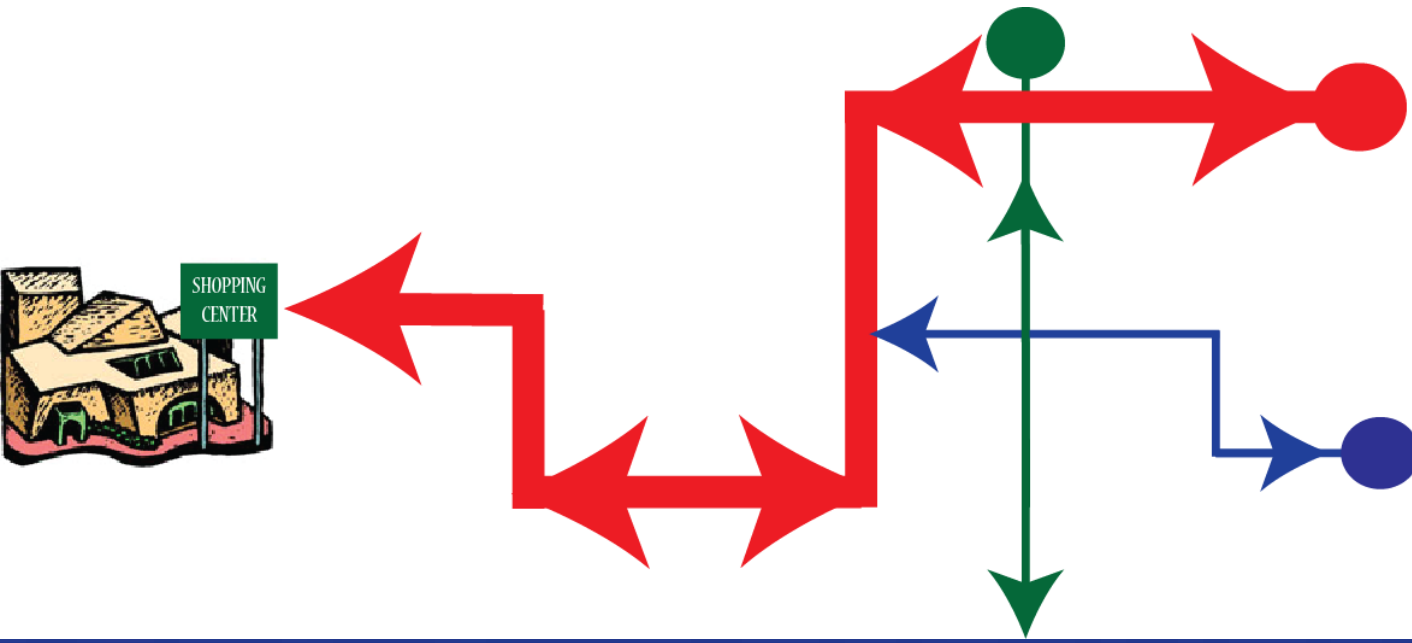
- Expend minimal resources to provide basic transit service coverage no better than every 60 minutes

Before



The
Changes –
Consolidate
Service

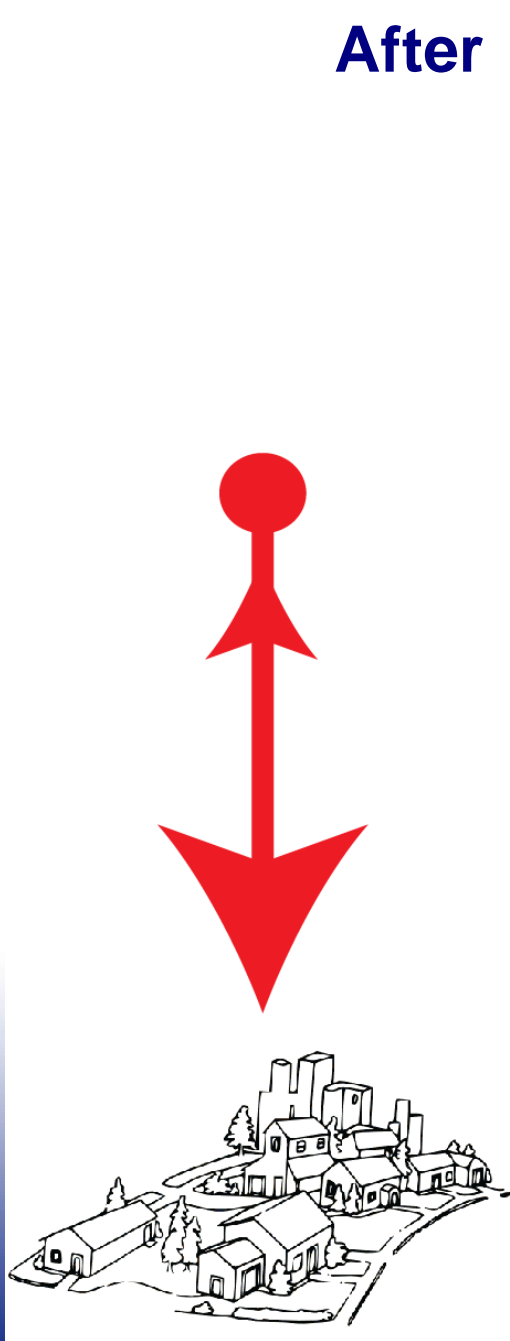
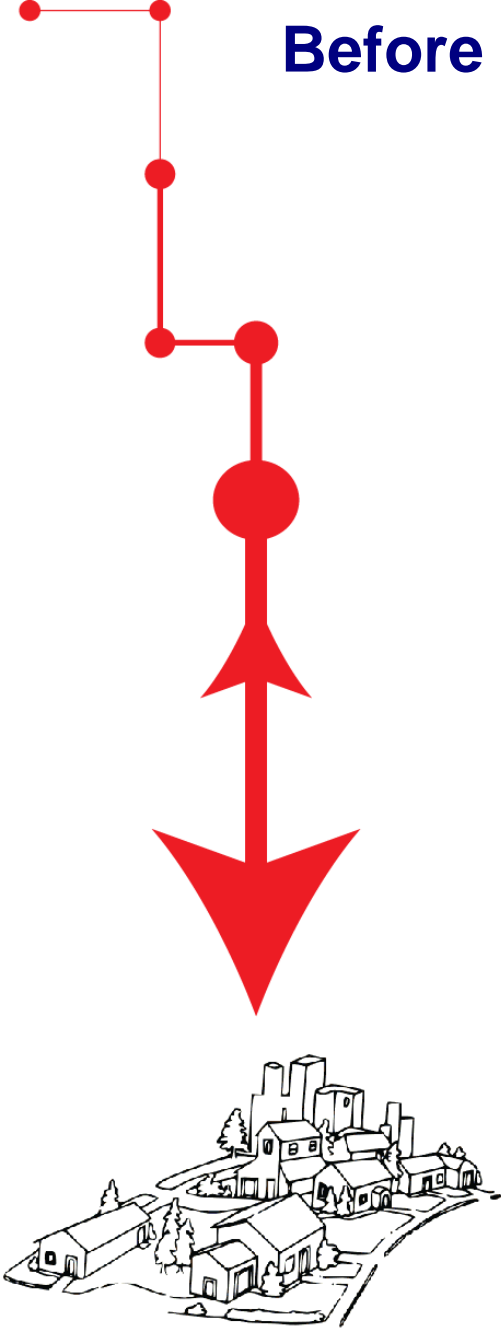
After



Before

After

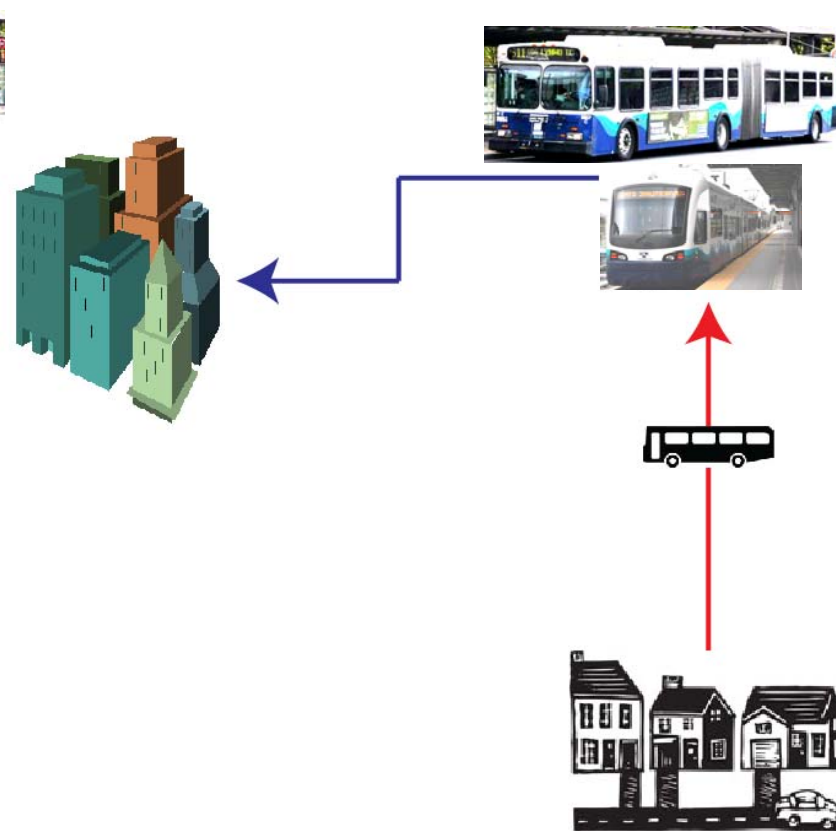
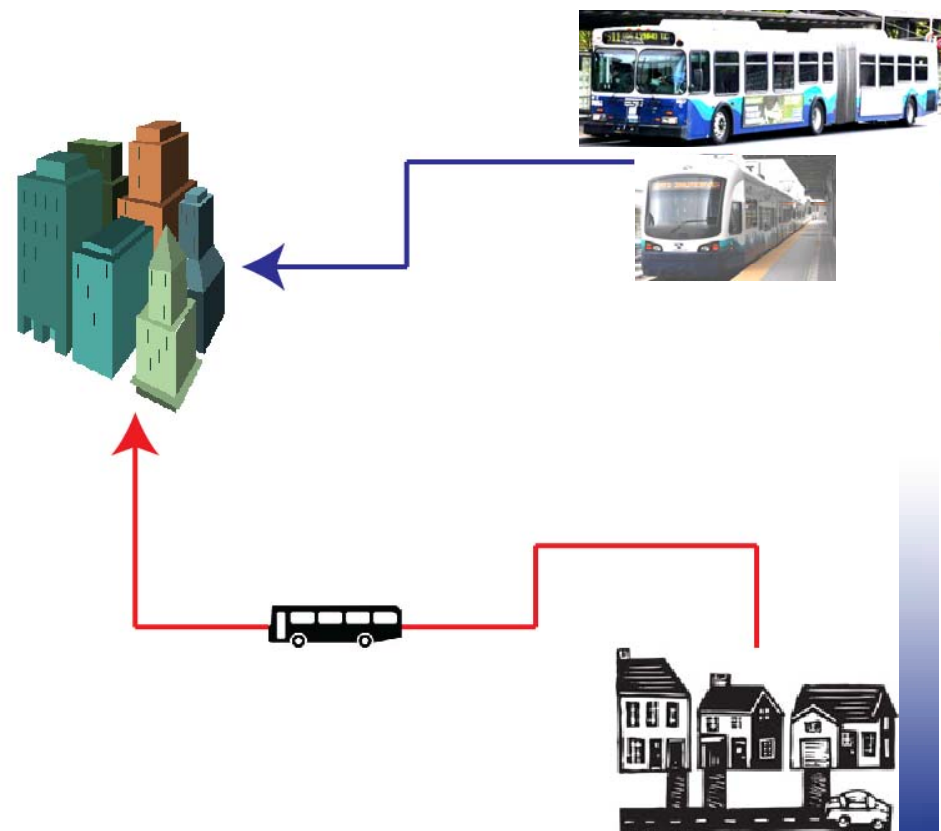
The
Changes –
Shorten
Routes,
Eliminate
Tails



The Changes – More Connections to Rail and Regional Express Bus

Before

After



Fall 2009 – Baseline Information

Service Family	Number of Routes	Annual* Platform Hours	Percent of total Platform Hours	Riders per Platform Hour	Rider Miles per Platform Hour	Cost per Rider
Frequent Arterial	56	1,975,000	57%	37.4	144	\$3.23
Peak Commuter	99	505,000	14%	20.8	198	\$6.69
Local	60	915,000	26%	25.1	97	\$4.69
Hourly	25	100,000	3%	12.0	60	\$9.64
Totals	240	3,495,000	100%	31.1	137	\$3.95

*Approximate

Subarea Distribution of Reductions

- East: 29%
- South: 20%
- West: 51%

Summary of Impacts to Riders

- Transfers increase, fewer one seat rides
- Walk distances increase for some
- More use of Sound Transit Express Bus and Rail
- More frequent service to/from employment centers
- Neighborhood “tails” and small communities continue to have some service
- Network is easier to understand

Baseline and R-1 Scenario Comparison

	2009 Base	R-1 Scenario	Percent Change
Hours	3.5 million	3.1 million	- 11%
Riders	108.5 million	105.8 million	- 2%
Access	1.47 million	1.45 million	- 1%
Productivity	31.1	34.6	11%

Question

- Do the criteria we used balance the key factors appropriately?
 - productivity
 - economic development
 - land use
 - financial sustainability
 - social equity
 - geographic equity

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SERVICE ADDITIONS

Fall 2009 Baseline	3,495,000
RapidRide	118,000
<u>SR 520 Urban Partnership</u>	<u>28,000</u>
Subtotal	3,631,000

SERVICE REDUCTIONS

New Baseline	3,631,000
Efficiencies	-200,000
<u>R1 Scenario</u>	<u>-400,000</u>
Total	3,031,000