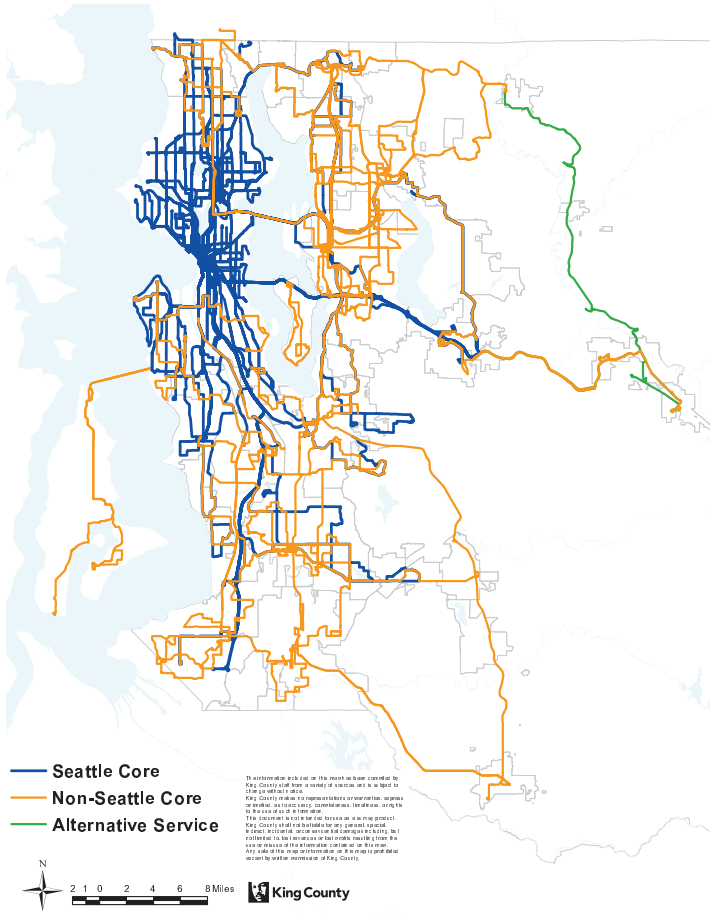


Service Type Option 1: Current

including changes to the target service level analysis



Description

Classifies routes based on market served.

Seattle Core Routes

- Routes that serve downtown Seattle, First Hill, Capitol Hill, South Lake Union, University District, or Uptown, including routes originating in suburban or rural areas

Non-Seattle Core Routes

- Routes that serve other areas of Seattle and King County, including dial-a-ride (DART) service

Alternative Services

- Community Shuttles

Service Type (Spring 2015)	Number of Routes	Percent of Hours	Percent of Riders
Seattle Core	119	71%	80%
Non-Seattle Core	66	29%	20%
Alternative Services	2	<1%	<1%

Summary

- Seattle Core service type includes routes that connect suburban or rural areas to Seattle
- Peak-Only routes within Seattle Core and Non-Seattle Core service types are held to same performance thresholds as all-day routes
- Seattle Core routes have higher average performance on both productivity measures than Non-Seattle Core

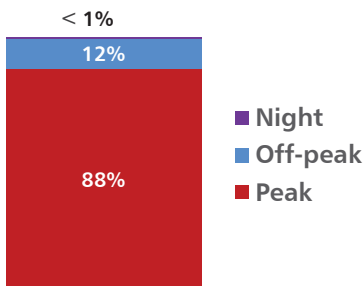
Reduction Scenario: 100,000 hours

Impacts

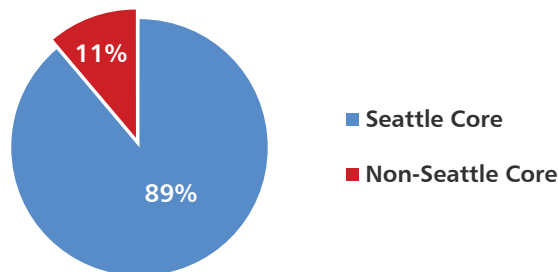
- Seattle Core routes account for the majority (89%) of reductions in this scenario
- South historical planning subarea receives the largest relative share of reductions
- Reductions are concentrated in the Peak time period

Historical Subarea	Hours Reduced	% of Hours
East	14,000	14%
South	57,000	56%
West	31,000	30%
Total	102,000	100%

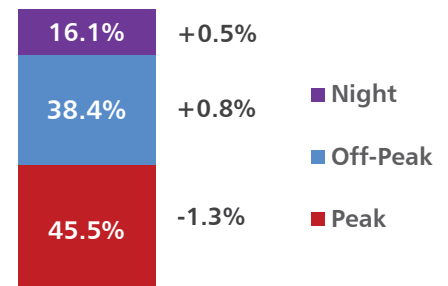
Percent of 100K Hour Reduction by Time Period



Percent of 100K Hour Reduction by Service Type

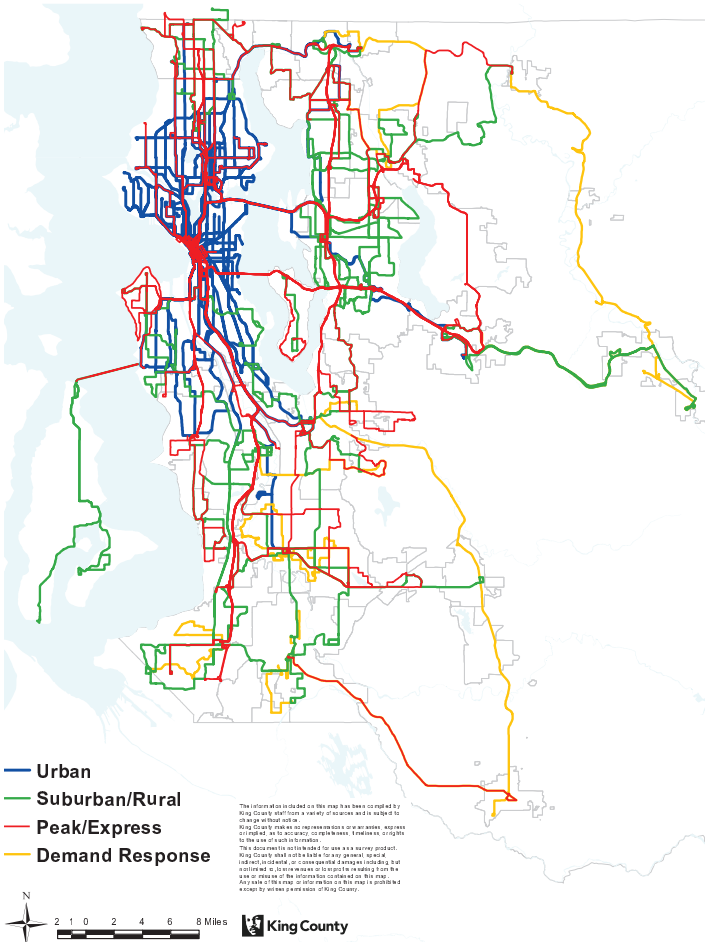


Total System Service Hours After Reduction Scenario



Service Type Option 2: Peak Emphasis

including changes to the target service level analysis



Description

Classifies routes based on market served and route function.

Urban Routes

- All-day routes that serve downtown Seattle, First Hill, Capitol Hill, South Lake Union, University District, or Uptown, including routes serving suburban or rural areas

Suburban/Rural Routes

- All-day routes that serve other areas of Seattle and King County

Peak/Express Routes

- Routes that only operate during peak period

Demand Response Routes

- Dial-A-Ride Transit (DART) routes and Alternative Services Community Shuttles

Service Type	Number of Routes	Percent of Hours	Percent of Riders
Urban	59	60%	71%
Suburban/Rural	43	26%	19%
Peak/Express Routes	70	12%	9%
Demand Response	15	2%	1%

Summary

- Peak/Express routes perform best in passenger miles per platform mile
- All Peak/Express routes are compared against each other regardless of location in the county
- Urban routes perform best in riders per platform hour

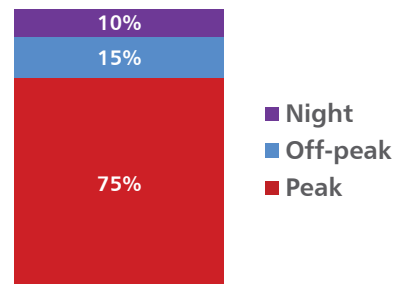
Reduction Scenario: 100,000 hours

Impacts

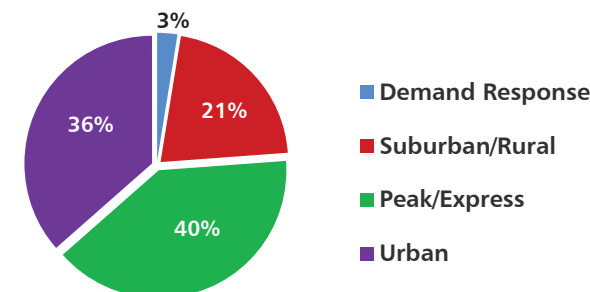
- Reductions are distributed throughout service types
- West historical subarea receives the largest portion of reductions
- East and South historical subareas are evenly affected through reductions, and are less affected than the west historical subarea
- Half of the peak period reductions in the reduction proposal come from all-day Urban and Suburban/Rural routes.

Historical Subarea	Hours Reduced	% of Hours
East	28,000	27%
South	28,000	27%
West	49,000	46%
Total	105,000	100%

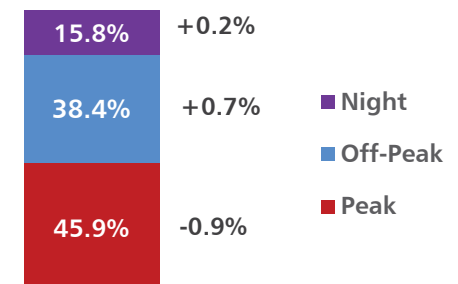
Percent of 100K Hour Reduction by Time Period



Percent of 100K Hour Reduction by Service Type

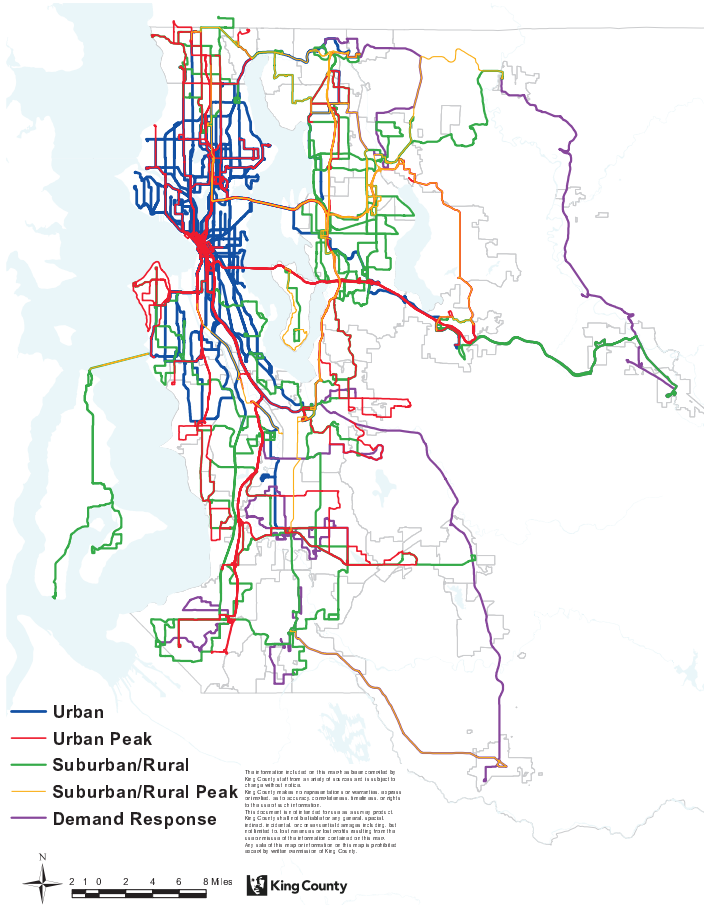


Total System Service Hours After Reduction Scenario



Service Type Option 3: Peak Emphasis by Market

including changes to the target service level analysis



Description

Classifies routes based on market served and route function.

Urban Routes

- All-day routes that serve downtown Seattle, First Hill, Capitol Hill, South Lake Union, University District, or Uptown, including routes serving suburban or rural areas

Suburban/Rural Routes

- All-day routes that serve other areas of Seattle and King County

Urban Peak Routes

- Peak routes that serve downtown Seattle, First Hill, Capitol Hill, South Lake Union, University District, or Uptown only during peak periods

Suburban/Rural Peak Routes

- Peak routes that serve other areas of Seattle and King County only during peak periods

Demand Response Routes

- Dial-A-Ride Transit (DART) routes, Community Shuttles

Service Type	Number of Routes	Percent of Hours	Percent of Riders
Urban (All-day)	59	61%	71%
Suburban/Rural (All-day)	43	26%	19%
Urban Peak	60	10%	9%
Suburban/Rural Peak	10	1%	<1%
Demand Response	15	2%	<1%

Summary

- Urban Peak routes have higher performance levels than All-Day Suburban/Rural routes
- Suburban/Rural Peak routes have the lowest performance levels of fixed route services

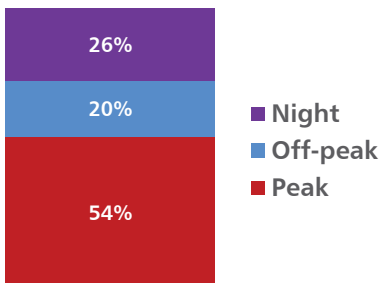
Reduction Scenario: 100,000 hours

Impacts

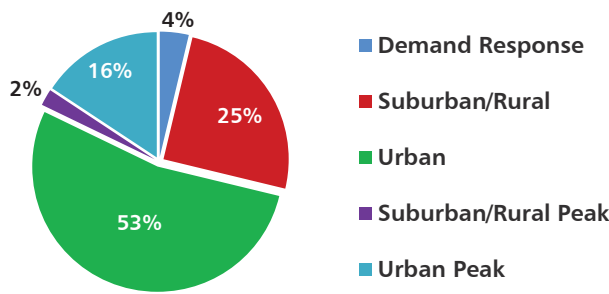
- Urban all-day routes account for over half of reductions in this scenario
- West historical subarea receives significant portion of service reduction proposal
- This service type option minimizes reductions in the peak period, compared to other service type options

Historical Subarea	Hours Reduced	% of Hours
East	30,000	29%
South	19,000	19%
West	53,000	52%
Total	102,000	100%

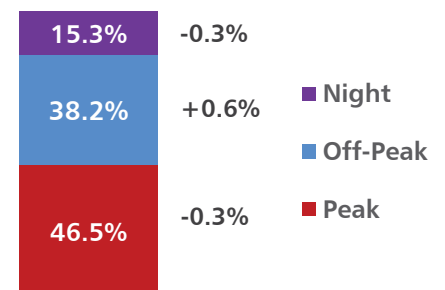
Percent of 100K Hour Reduction by Time Period



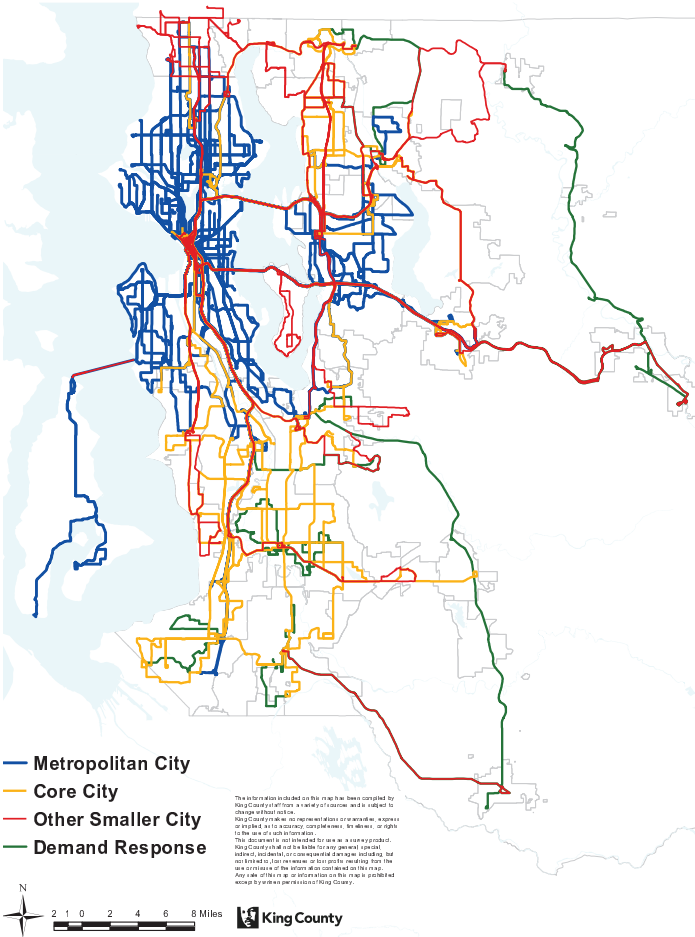
Percent of 100K Hour Reduction by Service Type



Total System Service Hours After Reduction Scenario



Service Type Option 4: PSRC VISION 2040-based including changes to the target service level analysis



Description

Classifies routes based on connections to regional geographies identified in PSRC VISION 2040

Metropolitan City Routes: Mostly serve the Metropolitan cities of Seattle and Bellevue

Core City Routes: Mostly serve the Core Cities, which contain a Regional Growth Center

- Auburn - Bothell - Burien - Federal Way - Issaquah - Kent
- Kirkland - Redmond - Renton - SeaTac - Tukwila

Other Smaller City Routes: Most serve Larger or Small Cities (as defined in VISION 2040)

Demand Response:

- Dial-A-Ride Transit (DART) routes
- Alternative Services Community Shuttles

Service Type	Number of Routes	Percent of Hours	Percent of Riders
Metropolitan City Routes	99	68%	76%
Core City Routes	42	24%	20%
Other Smaller City Routes	31	6%	4%
Demand Response	15	2%	<1%

Summary

- Reclassifies current service types, resulting in Seattle Core and Non-Seattle Core routes being present in all PSRC-based service types
- Connects service types to regionally defined areas, based on population and employment
- Route performance more similarly grouped within these service types
- Taken together, Other Smaller Routes and Demand Response value the last connection to less urbanized areas in King County

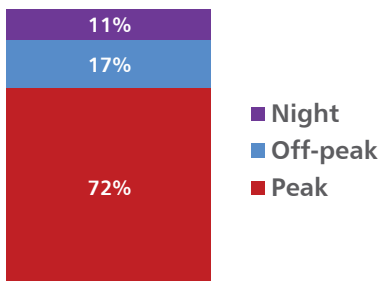
Reduction Scenario: 100,000 hours

Impacts

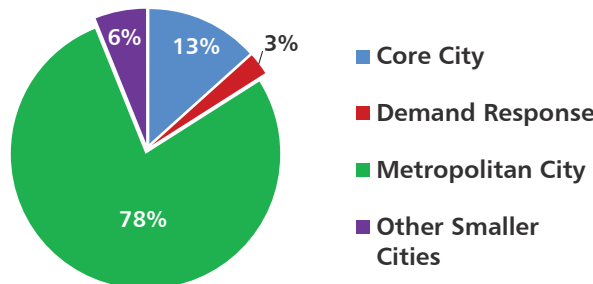
- Metropolitan City routes account for over 3/4 of reductions in this scenario
- Reductions most evenly split of the options analyzed, with the historical west subarea receiving the largest reduction
- Peak period service accounts for nearly 3/4 of the total reduction

Historical Subarea	Hours Reduced	% of Hours
East	24,000	24%
South	32,000	32%
West	45,000	44%
Total	105,500	100%

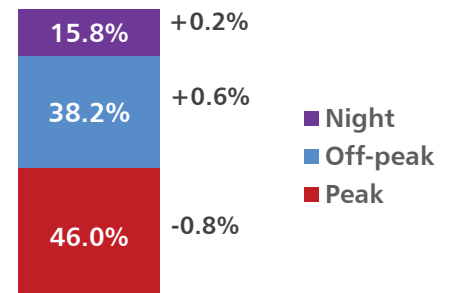
Percent of 100K Hour Reduction by Time Period



Percent of 100K Hour Reduction by Service Type

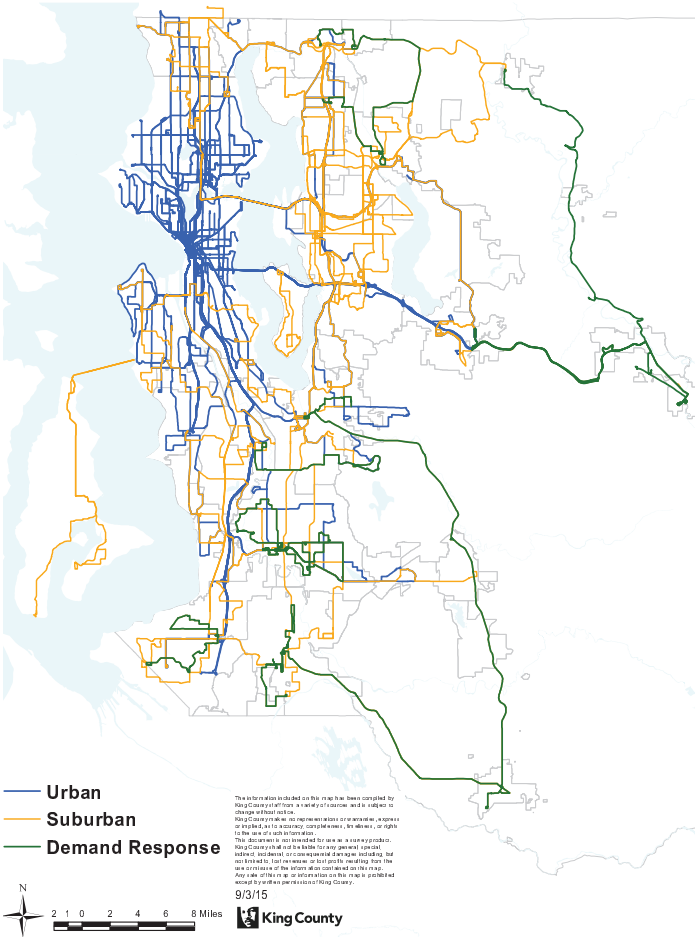


Total System Service Hours After Reduction Scenario



Service Type Option 5: Peak Policy Emphasis

including changes to the target service level analysis



Description

Classifies routes based on connections to the county’s densest urban centers, and includes policy protection for peak-only routes.

Urban Routes: Routes that serve downtown Seattle, First Hill, Capitol Hill, South Lake Union, University District, or Uptown, including routes serving suburban or rural areas

Suburban Routes: Routes that serve other areas of Seattle and King County

Demand Response:

- Dial-A-Ride Transit (DART) routes
- Alternative Services Community Shuttles

Peak-only protection: Bottom 25% peak-only routes (in either measure) that have a travel time or ridership advantage over a local alternative would be protected from the first reduction priority

Service Type (Spring 2015)	Number of Routes	Percent of Hours	Percent of Riders
Urban	119	71%	80%
Suburban	53	27%	19%
Demand Response	15	2%	1%
Peak-Only Protection	70	12%	9%

Summary

- Establishes a new category for demand response routes
- Policy protection for peak-only routes result in fewer of those routes identified for reduction in a potential reduction
- Defines service types based on the markets served

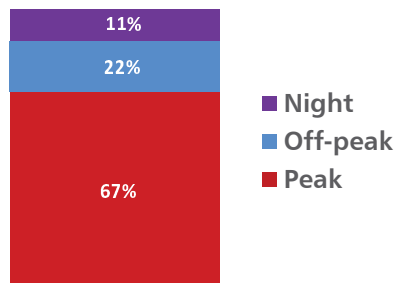
Reduction Scenario: 100,000 hours

Impacts

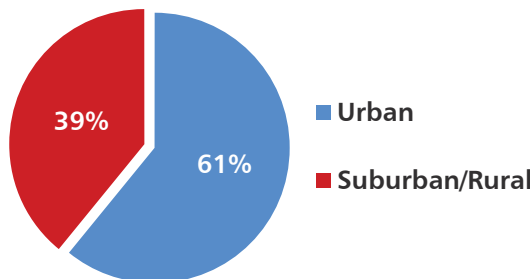
- Fewer peak-only routes would be identified for reduction than in service type options 1, 2, 3, and 4
- More all-day routes would be identified for reduction in the Off-Peak
- Reductions would be spread more evenly throughout the county than in other service type options

Historical Subarea	Hours Reduced	% of Hours
East	34,000	33%
South	31,000	30%
West	38,000	37%
Total	103,000	100%

Percent of 100K Hour Reduction by Time Period



Percent of 100K Hour Reduction by Service Type



Total System Service Hours After Reduction Scenario

