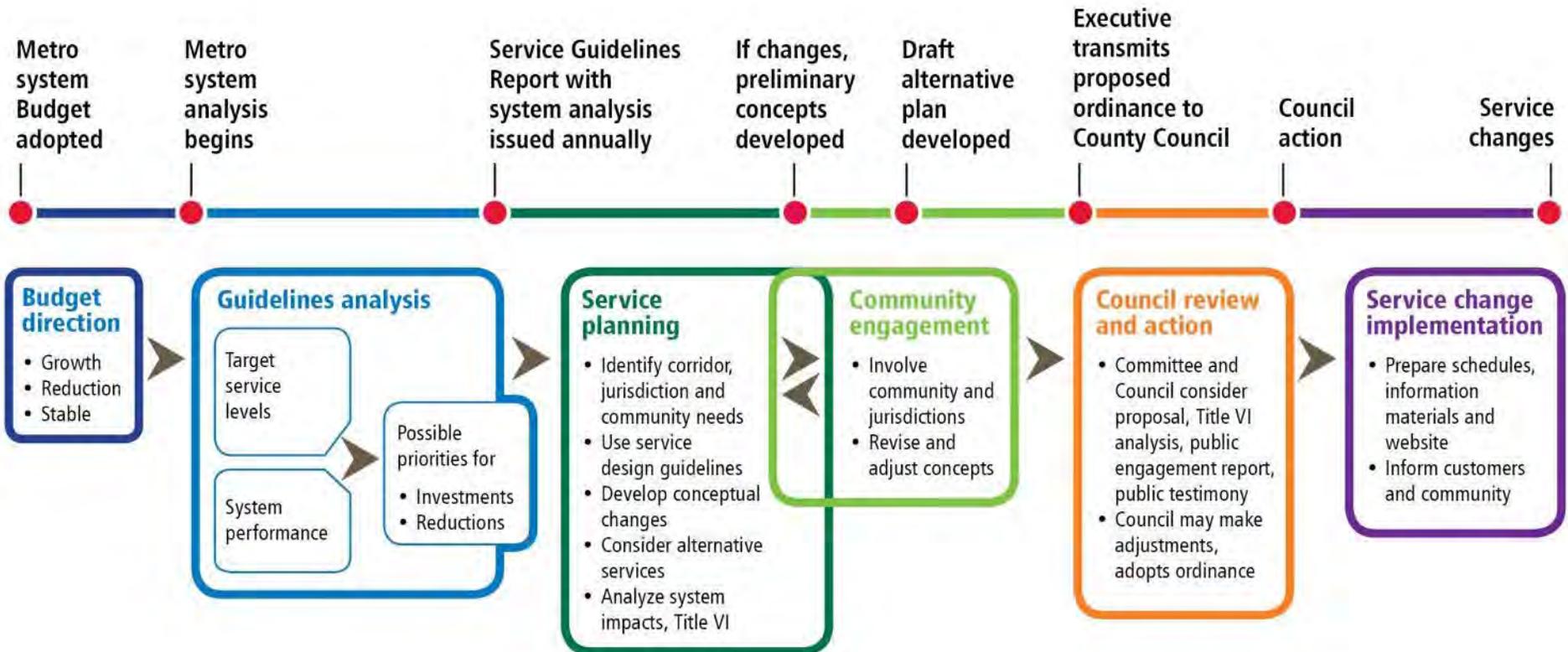
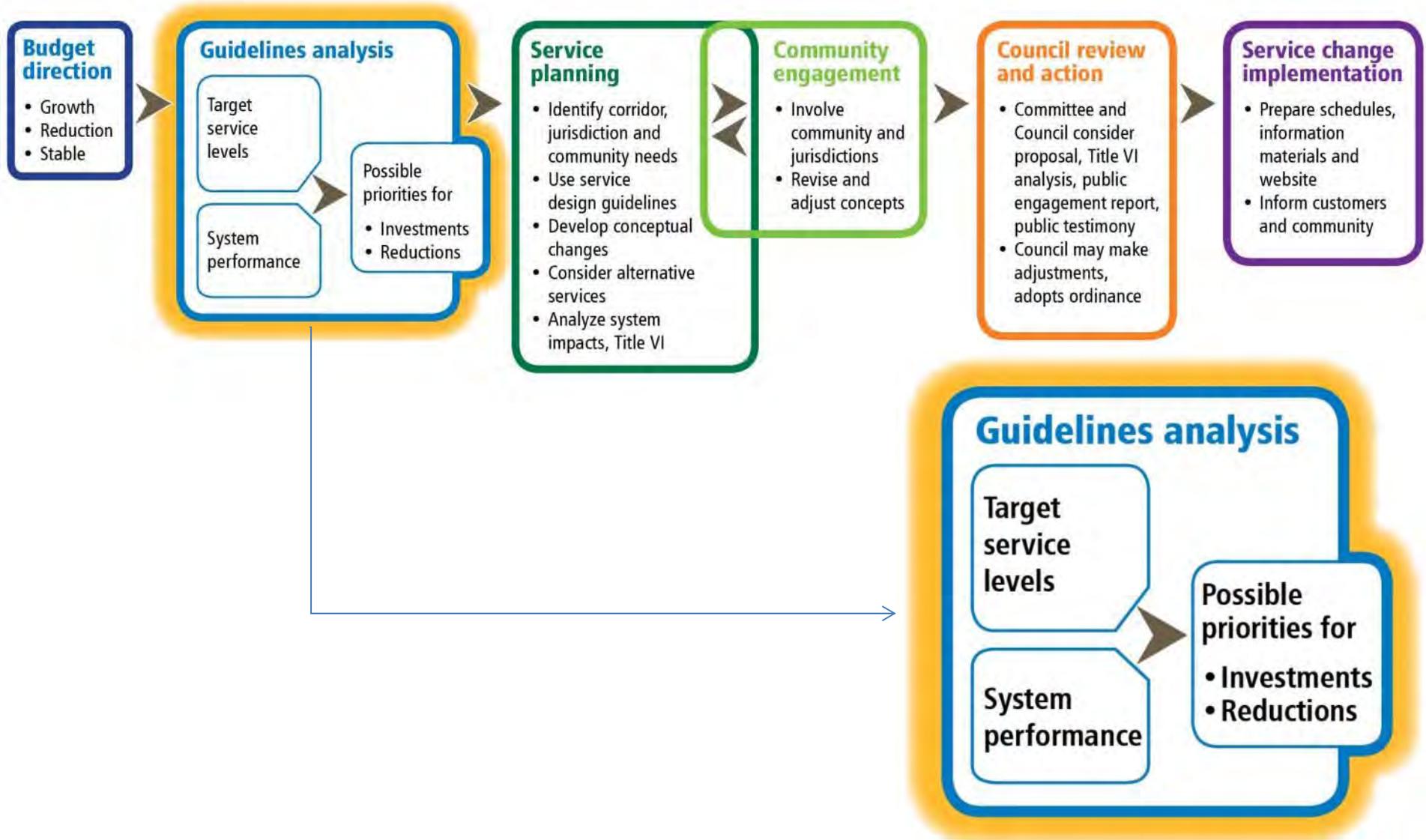


How does Metro's planning process work?



Metro's service guidelines



Possible priorities for

Investments

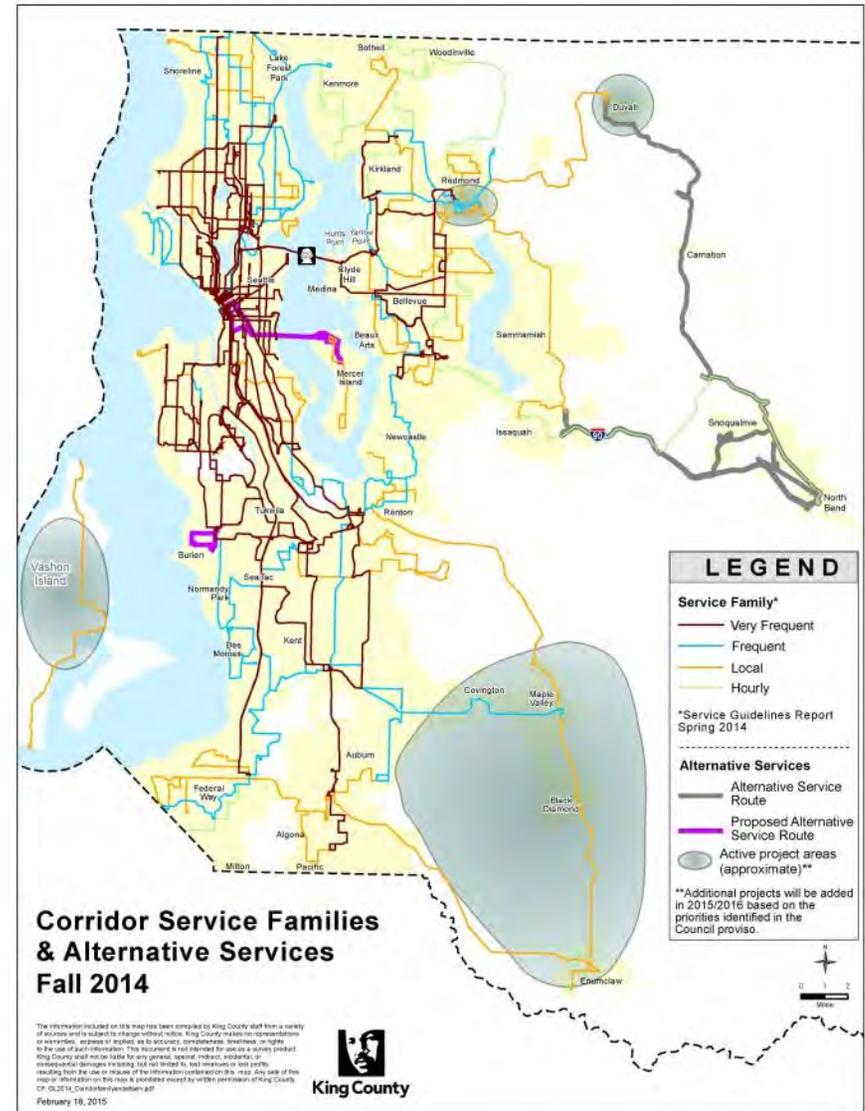
1. Reduce overcrowding
2. Improve reliability
3. Achieve target service levels
4. Become more productive

Reductions

1. Routes in bottom 25 percent
2. Restructures
3. Routes between 25 and 50 percent
4. Routes in bottom 25% that warrant higher service level

Set target corridor service levels

- Analyze 112 corridors connecting 85 centers throughout King County
- Target service levels determined by frequency a corridor *should* have based on:
 - Productivity
 - Social Equity
 - Geographic Value



Data that contribute to a target service level

Productivity

Households within ¼ mile of stops per corridor mile

Jobs and student enrollment within ¼ mile of stops per corridor mile

Estimated cost recovery by time of day

Estimated load factor by time of day

Connection at night

Social Equity

Percent of boardings in low-income tracts

Percent of boardings in minority census tracts

Geographic Value

Primary connection between regional growth, manufacturing/ industrial centers

Primary connection between transit activity centers

System performance

- Determine performance based on measures
- Identify routes with passenger crowding
- Identify routes with reliability issues

Rides per platform hour:

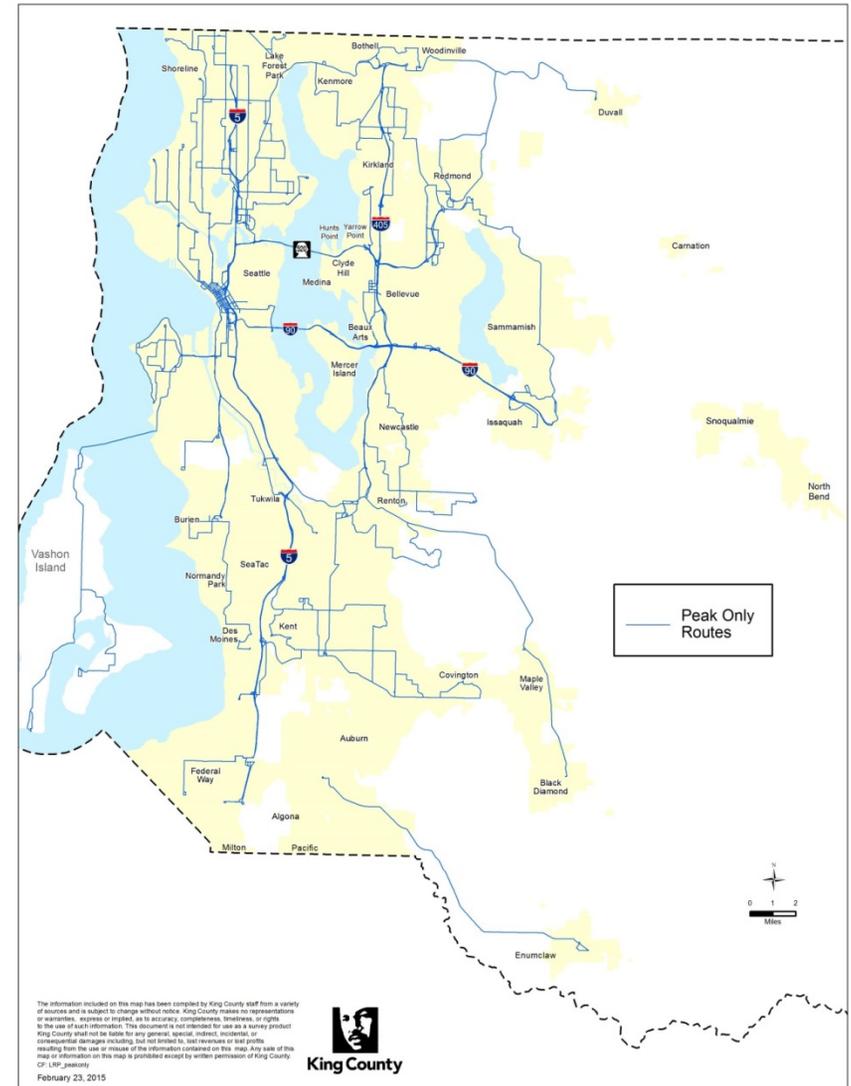
Total ridership divided by the total hours from the time the bus leaves its base until it returns

Passenger miles per platform mile:

Total miles traveled by all passengers divided by the total miles the bus operates from its base until it returns

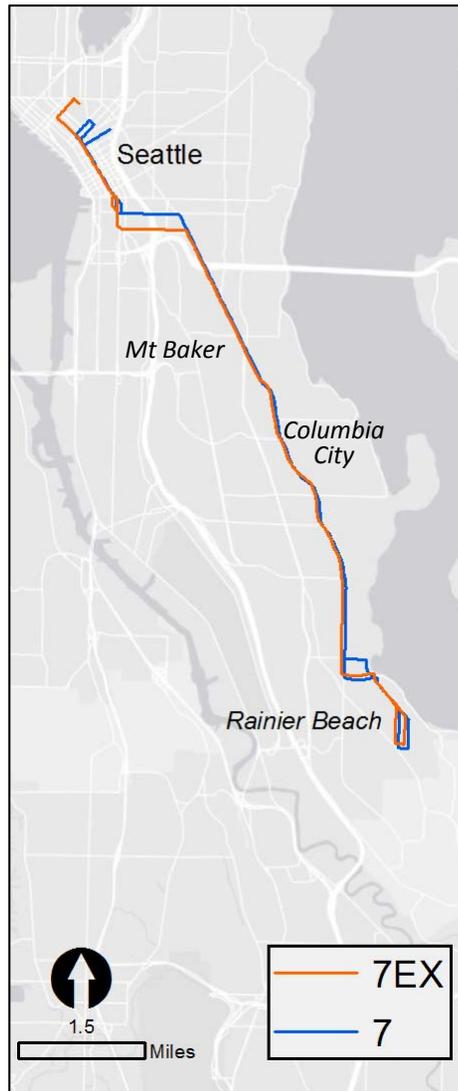
Additional Peak-Only evaluation

- Same route performance metrics:
 - Rides per platform hour
 - Passenger miles per platform mile
- Additional evaluation:
 - **Travel time:** 20% faster than local route
 - **Ridership:** Carry at least 90% of the local route riders per trip



Follow Up Item 1.16

Example peak only route evaluation



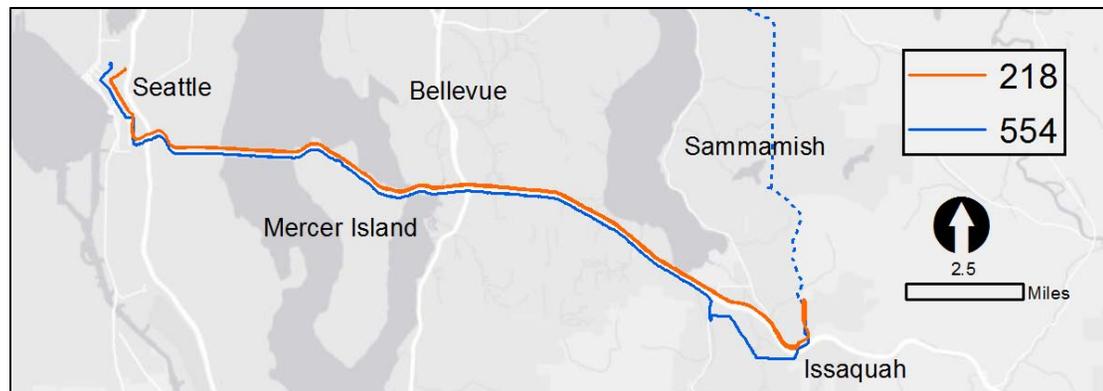
Rt 7EX	Peak Route	Rt 218
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Performance Metrics

35.6	Rides/ platform hour	42.1
8.7	Passenger miles/ platform mile	23.4

Additional Peak Evaluation

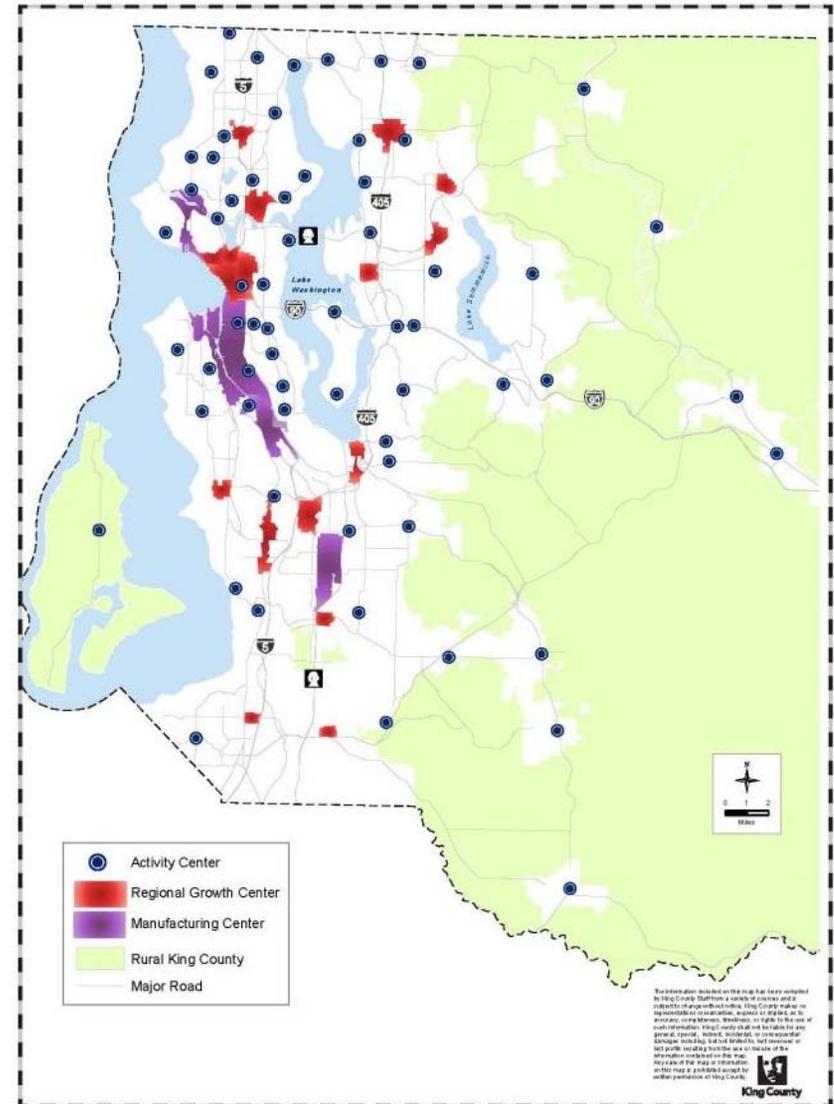
No	Ridership	Yes
Yes	Travel Time	Yes



Key
Top 25% route
Bottom 25% route/ Does not meet peak target

Corridors and centers provide connections throughout the transit network

- 85 centers geographically distributed throughout King County
- Analyze 112 corridors that connect all 85 centers
- Target service levels determined: frequency a corridor *should* have based on:
 - Productivity
 - Social Equity
 - **Geographic Value**



Alternative Services have evolved over time



Alternative Services



Existing Alternative Services

Build on these successful services.

- VanShare
- VanPool
- Rideshare
- CAT
- DART



Community Shuttle

A route with flexible service areas provided through a community partnership.

- fixed and flexible service area
- community partner provides resources and marketing



Community Hub

Local transportation center, access to community vans, bikes and information resources.

- partner provides location, transportation info and scheduling
- regularly scheduled and one-time trips



Flexible Rideshare

Variable ridesharing via promotion of mobile and web-based app.

- responds to unique commuter needs
- may include set pick-up points and driver incentives

Metro has increased focus on alternative services as a way of providing mobility options



King County
METRO
We'll Get You There



King County
Metro Transit
**Five-year
implementation plan
for alternatives to
traditional transit
service delivery**

Adopted September 2012



Expanding program:

- \$12 million / 2-years
 - Mitigate impacts of service cuts
 - Complete 2012 Plan
 - Complementary areas
- Focus on community partnerships
- Demonstration projects

Recommendations to enhance investments – Social equity and geographic value

	DRAFT Task Force Recommendations		DRAFT Changes Target Service Level Analysis
Social Equity Changes	<ul style="list-style-type: none">▪ Revise the point system to allow for a scaling of points for social equity		<ul style="list-style-type: none">▪ Added gradation to low-income and minority scores
	<ul style="list-style-type: none">▪ Address the needs of youth, elderly, and persons with disabilities		<ul style="list-style-type: none">▪ Included a larger population using a revised definition of low-income, consistent with ORCA LIFT program
Geographic Value Changes	<ul style="list-style-type: none">▪ Revise the point system to allow for a scaling of points for geographic value		<ul style="list-style-type: none">▪ Added gradation to corridor scoring
	<ul style="list-style-type: none">▪ Develop minimum service standards for each service type		<ul style="list-style-type: none">▪ Ensured minimum service levels on corridors
	<ul style="list-style-type: none">▪ Develop strategy utilizing Park & Rides more efficiently		<ul style="list-style-type: none">▪ Included all Park & Rides in corridor scoring

Recommendations to enhance investments – Alternative services

DRAFT Task Force Recommendations

- Further expand alternative services program
- Enhance planning for alternative services
- Create new metric for measuring performance

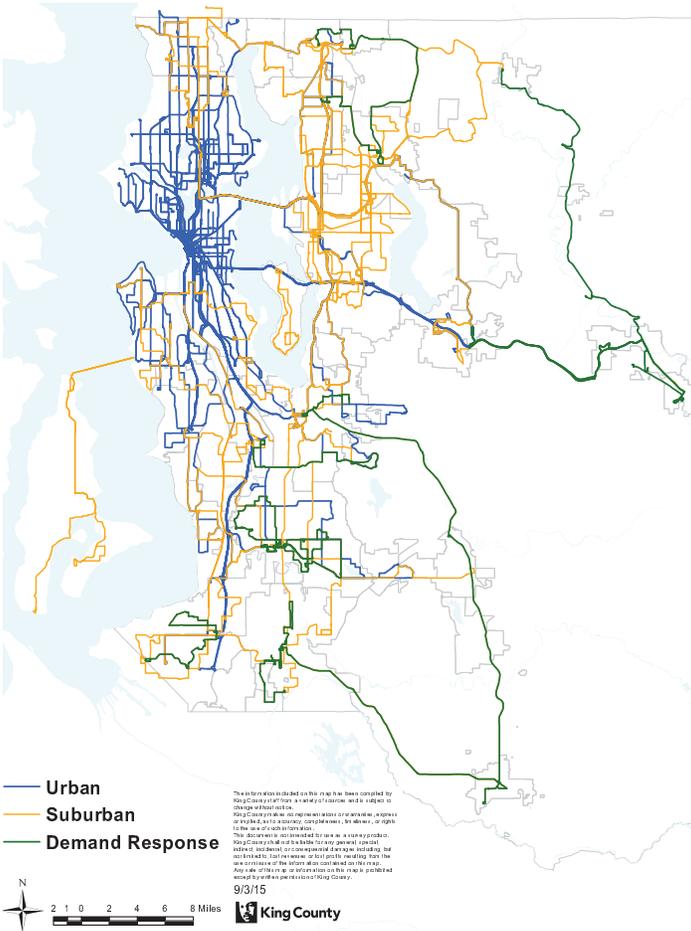


DRAFT Alternative services program changes

- Focus on right-sizing mobility and complementing fixed-route bus service
- Seeding new markets
- Define which communities should get alternative services and how to initiate a program
- Describe how to convert alternative services to fixed-route service
- Define ways for communities to get involved and partner with Metro on alternative services
- Establish new metrics to determine how well the program is working

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

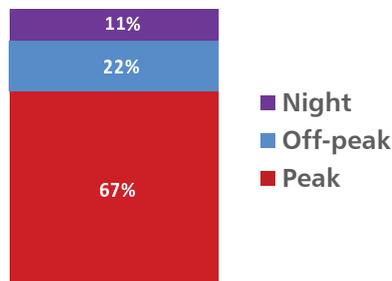
Reduction Scenario: 100,000 hours

Impacts

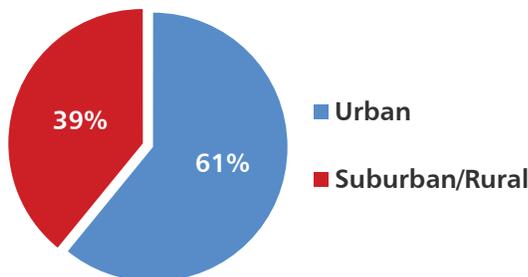
- Fewer peak-only routes would be identified for reduction than in service type options 1, 2, and 3
- More all-day routes would be identified for reduction in the Off-Peak
- Reductions would be spread more evenly throughout the county than in other service type options

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

