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

**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

**Percent of 100K Hour Reduction by Time Period**
- <1%: 12%
- Night: 11%
- Off-peak: 88%
- Peak: 89%

**Percent of 100K Hour Reduction by Service Type**
- Seattle Core: 38.6% +0.8%
- Non-Seattle Core: 45.3% -1.2%
- Off-Peak: 38.6% +0.8%
- Night: 16.2% +0.5%

**Total System Service Hours After Reduction Scenario**
- Historical Subarea: Hours Reduced % of Hours
- East: 14,000 14%
- South: 57,000 56%
- West: 31,000 30%
- Total: 102,000 100%
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

<table>
<thead>
<tr>
<th>Service Type</th>
<th>Number of Routes</th>
<th>Percent of Hours</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban</td>
<td>59</td>
<td>60%</td>
<td>71%</td>
</tr>
<tr>
<td>Suburban/Rural</td>
<td>43</td>
<td>26%</td>
<td>19%</td>
</tr>
<tr>
<td>Peak/Express Routes</td>
<td>70</td>
<td>12%</td>
<td>9%</td>
</tr>
<tr>
<td>Demand Response</td>
<td>15</td>
<td>2%</td>
<td>1%</td>
</tr>
</tbody>
</table>

**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.

Percent of 100K Hour Reduction by Time Period
- 10% Night
- 15% Off-peak
- 75% Peak

Percent of 100K Hour Reduction by Service Type
- 36% Demand Response
- 21% Suburban/Rural
- 40% Peak/Express
- 3% Urban

<table>
<thead>
<tr>
<th>Historical Subarea</th>
<th>Hours Reduced</th>
<th>% of Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>East</td>
<td>28,000</td>
<td>27%</td>
</tr>
<tr>
<td>South</td>
<td>28,000</td>
<td>27%</td>
</tr>
<tr>
<td>West</td>
<td>49,000</td>
<td>46%</td>
</tr>
<tr>
<td>Total</td>
<td>105,000</td>
<td>100%</td>
</tr>
</tbody>
</table>

Total System Service Hours After Reduction Scenario
- 15.9% +0.2%
- 38.5% +0.7%
- 45.6% -0.9%

- Night
- Off-Peak
- Peak
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

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

<table>
<thead>
<tr>
<th>Service Type</th>
<th>Number of Routes</th>
<th>Percent of Hours</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban (all-day)</td>
<td>59</td>
<td>61%</td>
<td>71%</td>
</tr>
<tr>
<td>Suburban/Rural (all-day)</td>
<td>43</td>
<td>26%</td>
<td>19%</td>
</tr>
<tr>
<td>Urban Peak</td>
<td>60</td>
<td>10%</td>
<td>9%</td>
</tr>
<tr>
<td>Suburban/Rural Peak</td>
<td>10</td>
<td>1%</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Demand Response</td>
<td>15</td>
<td>2%</td>
<td>&lt;1%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Historical Subarea</th>
<th>Hours Reduced</th>
<th>% of Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>East</td>
<td>30,000</td>
<td>29%</td>
</tr>
<tr>
<td>South</td>
<td>19,000</td>
<td>19%</td>
</tr>
<tr>
<td>West</td>
<td>53,000</td>
<td>52%</td>
</tr>
<tr>
<td>Total</td>
<td>102,000</td>
<td>100%</td>
</tr>
</tbody>
</table>

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

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

Percent of 100K Hour Reduction by Time Period

Percent of 100K Hour Reduction by Service Type

Total System Service Hours After Reduction Scenario

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