

Service Guidelines Task Force

Technical Workshops

Discussion Framework

Analysis	Description	Impacts best seen through
Target service level	Productivity, social equity and geographic value factors that influence <u>how much service should be on each corridor in the transit network</u>	Investments (unconstrained)
Service types	Performance categories of like services that are used to evaluate all routes	Reductions (100,000 hrs example)
Alternative services	Growth of the program to better meet the needs of King County	Policy guidance

Target Service Level Analysis

Metro's investment priorities

Investments

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

Target service levels: Current analysis

- Metro sets target service levels based on productivity, social equity, and geographic value
- Target service levels form the basis of the majority of our investment list

Productivity	Social Equity	Geographic Value
Households	Riders in low-income areas	Connections to regional centers
Jobs and Students		Connections to transit activity centers
Ridership	Riders in minority areas	
50%	25%	25%

Target service levels: Draft Guiding Principles

- Different parts of the county have different travel demands
- Create better connections between centers
- Maintain and improve services that meet social equity objectives
- Maintain and improve services that meet geographic value objectives
- Maintain and improve services that meet productivity

Recommendations to better incorporate social equity

DRAFT Task Force Recommendations

- Revise the point system to allow for a scaling of points for social equity
- Address the needs of youth, elderly, and persons with disabilities



DRAFT Changes to Social Equity

- Added gradation to low-income and minority scores
- Included a larger population using a revised definition of low-income, consistent with ORCA LIFT program

Recommendations to better incorporate geographic value

DRAFT Task Force Recommendations

- Revise the point system to allow for a scaling of points for geographic value
- Develop minimum service standards for each service type
- Develop strategy utilizing Park & Rides more efficiently



DRAFT Changes to Geographic Value

- Added gradation to corridor scoring
- Ensured minimum service levels on corridors
- Included Park & Rides in corridor scoring

Target service levels: Analysis Results

- An additional 148,100 hours of investment need identified
 - 37 corridors identified for additional investment to reach target service level
 - More corridors identified for investment, especially in Off-Peak time period

Historical Subarea	Current Methodology		Revised Corridor Analysis		Growth Over Baseline
	Hours	%	Hours	%	
EAST	61,700	13%	106,250	17%	44,550
SOUTH	170,400	35%	202,700	32%	32,300
WEST	252,100	52%	323,350	51%	71,250
Totals	484,200	100%	632,300	100%	148,100

Target service levels: High level findings

Factor

Finding

- Social equity changes



- More corridors receive some points, but fewer receive the maximum. Allows incremental shifts in year-to-year target service level.

- Geographic Value changes



- All corridors receive some points, some stayed the same or increased.

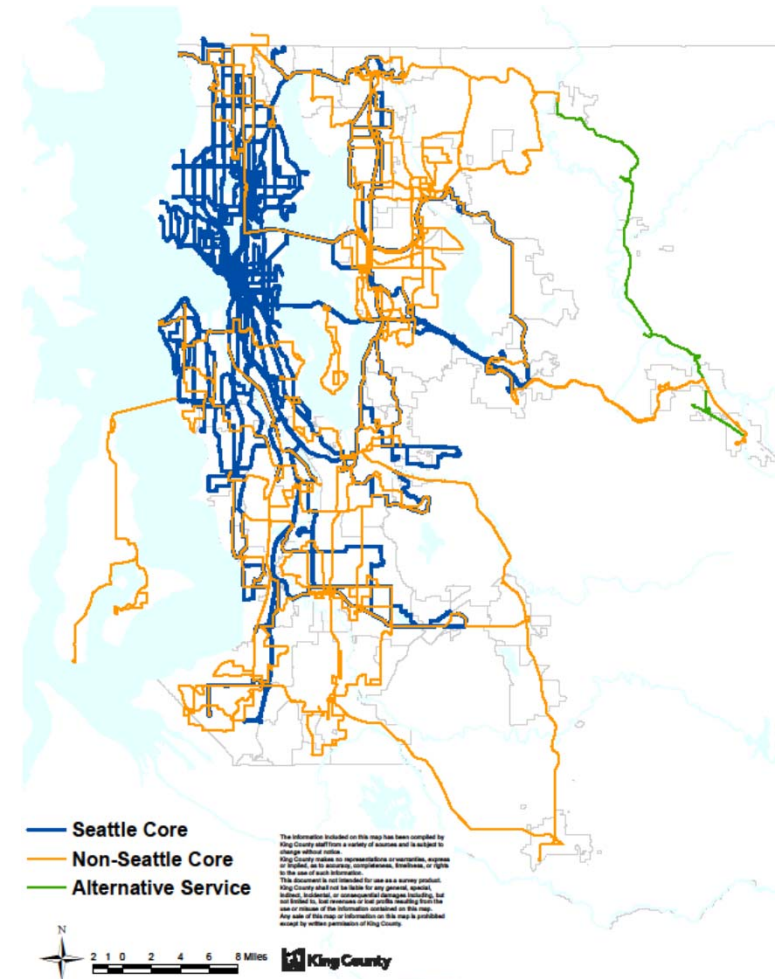


Questions?

Service Types Analysis

Service types: Current analysis

- Metro uses service types to assess route performance and inform service reductions
 - Seattle Core – routes serving downtown Seattle, First Hill, Capitol Hill, South Lake Union, the University District, or Uptown; held to higher performance standard
 - Non-Seattle Core – routes serving other areas of Seattle and King County



Service types: Task Force Draft Principles

- Measure performance of routes against similar services
- Maintain and improve services that meet productivity objectives
- Different parts of the county have different travel demands

Recommendation to consider service types

DRAFT Task Force Recommendations

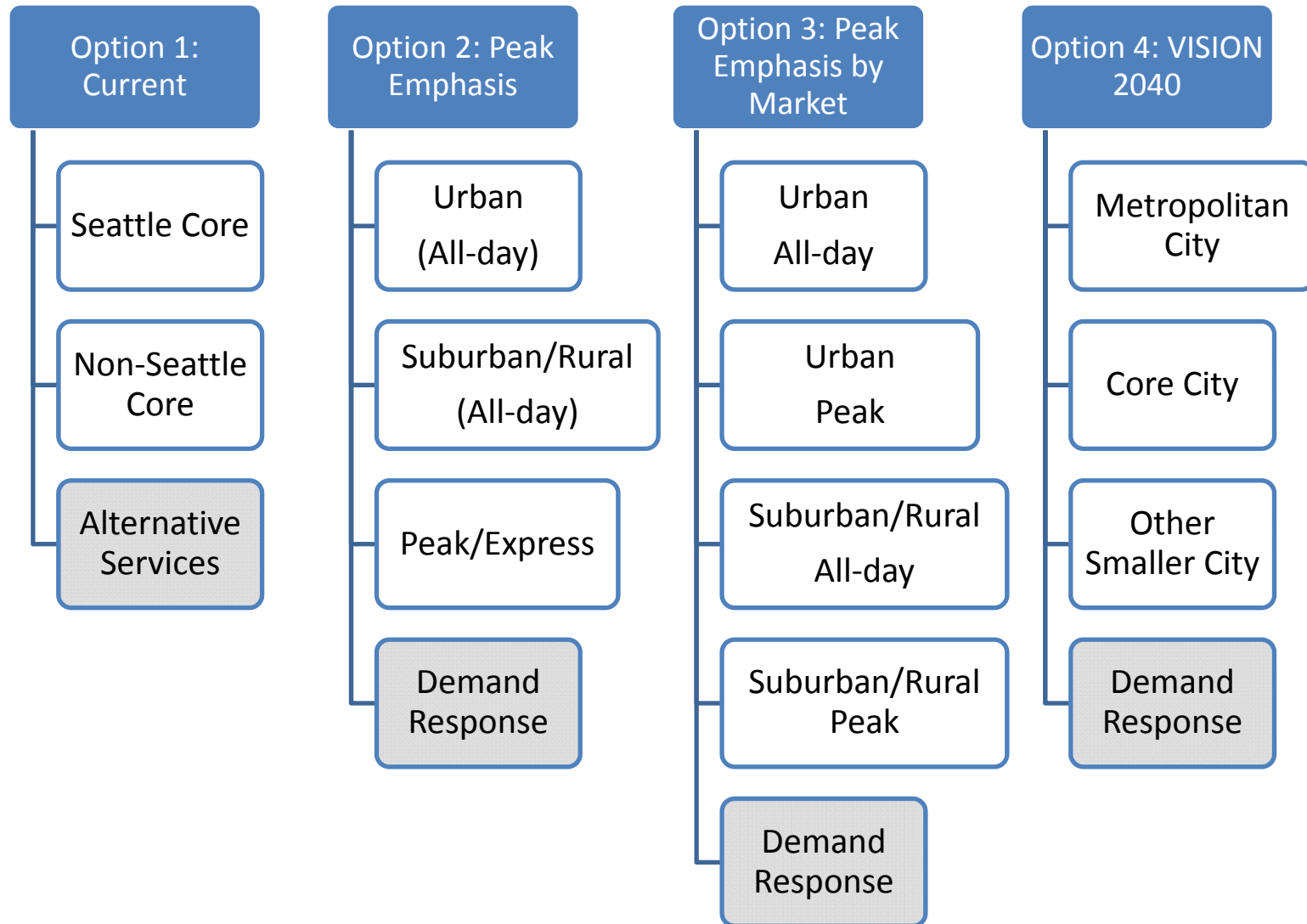
- Create an express category
- Create a new alternative services category
- Consider different service types (.e.g. express, rural, suburban)



DRAFT Changes to Service Types

- Evaluated four different service types options
- Three new options compared to current

Service types: Options tested



Service Types: 100,000 Hour Reduction Scenario Outcomes

Option 1: Current

- Highest reduction of peak service
- Has highest proportion of reductions in south county, due to 2014 reductions of low performing east county service

Option 2: Peak Emphasis

- Less peak period service reduced
- Reductions more evenly spread across county than current

Option 3: Peak Emphasis by Market

- Least peak period reduction
- Reductions more concentrated in west and east county compared to current

Option 4: PSRC VISION 2040-based

- More peak period reductions than Options 2 or 3, but less than current
- Reductions most evenly split throughout the county
- Route groupings are the most different from current

Questions?