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

Service Type Option 1: Current including changes to the target service level analysis

<table>
<thead>
<tr>
<th>Service Type (Spring 2015)</th>
<th>Number of Routes</th>
<th>Percent of Hours</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seattle Core</td>
<td>119</td>
<td>71%</td>
<td>80%</td>
</tr>
<tr>
<td>Non-Seattle Core</td>
<td>66</td>
<td>29%</td>
<td>20%</td>
</tr>
<tr>
<td>Alternative Services</td>
<td>2</td>
<td>&lt;1%</td>
<td>&lt;1%</td>
</tr>
</tbody>
</table>

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

- Night: 11%
- Off-peak: 89%
- Peak: <1%

Percent of 100K Hour Reduction by Service Type

- Seattle Core: 38.4%
- Non-Seattle Core: 45.5%
- Alternative Services: 1.1%

Total System Service Hours After Reduction Scenario

- Night: 16.1% +0.5%
- Off-Peak: 38.4% +0.8%
- Peak: 45.5% -1.3%

Historical Subarea | Hours Reduced | % of Hours |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>East</td>
<td>14,000</td>
<td>14%</td>
</tr>
<tr>
<td>South</td>
<td>57,000</td>
<td>56%</td>
</tr>
<tr>
<td>West</td>
<td>31,000</td>
<td>30%</td>
</tr>
<tr>
<td>Total</td>
<td>102,000</td>
<td>100%</td>
</tr>
</tbody>
</table>
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

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.

<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>

<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>
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>

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
- 26% Night
- 20% Off-peak
- 54% Peak

Percent of 100K Hour Reduction by Service Type
- 15.3% Demand Response
- 38.2% Urban
- 46.5% Urban Peak
- 2% Night
- 16% Suburban/Rural
- 25% Suburban/Rural Peak

Total System Service Hours After Reduction Scenario
- 53% Urban
- 25% Suburban/Rural
- 4% Suburban/Rural Peak
- 16% Urban Peak
- 2% Night
- 2% Off-Peak
- 4% Peak
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

<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>Metropolitan City Routes</td>
<td>99</td>
<td>68%</td>
<td>76%</td>
</tr>
<tr>
<td>Core City Routes</td>
<td>42</td>
<td>24%</td>
<td>20%</td>
</tr>
<tr>
<td>Other Smaller City Routes</td>
<td>31</td>
<td>6%</td>
<td>4%</td>
</tr>
<tr>
<td>Demand Response</td>
<td>15</td>
<td>2%</td>
<td>&lt;1%</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Historical Subarea</th>
<th>Hours Reduced</th>
<th>% of Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>East</td>
<td>24,000</td>
<td>24%</td>
</tr>
<tr>
<td>South</td>
<td>32,000</td>
<td>32%</td>
</tr>
<tr>
<td>West</td>
<td>45,000</td>
<td>44%</td>
</tr>
<tr>
<td>Total</td>
<td>105,500</td>
<td>100%</td>
</tr>
</tbody>
</table>
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

<table>
<thead>
<tr>
<th>Service Type (Spring 2015)</th>
<th>Number of Routes</th>
<th>Percent of Hours</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban</td>
<td>119</td>
<td>71%</td>
<td>80%</td>
</tr>
<tr>
<td>Suburban</td>
<td>53</td>
<td>27%</td>
<td>19%</td>
</tr>
<tr>
<td>Demand Response</td>
<td>15</td>
<td>2%</td>
<td>1%</td>
</tr>
</tbody>
</table>

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

Percent of 100K Hour Reduction by Time Period
- Night: 11%
- Off-peak: 22%
- Peak: 67%

Percent of 100K Hour Reduction by Service Type
- Urban: 61%
- Suburban/Rural: 39%

Total System Service Hours
- Historical Subarea
  - East: 34,000 hours, 33% of total
  - South: 31,000 hours, 30% of total
  - West: 38,000 hours, 37% of total
- Total: 103,000 hours, 100% of total

Total System Service Hours After Reduction Scenario
- Urban: 15.8%, +0.2%
- Suburban/Rural: 38.1%, +0.5%
- Peak: 46.1%, -0.7%