

Service Reduction Proposal Planning and Process

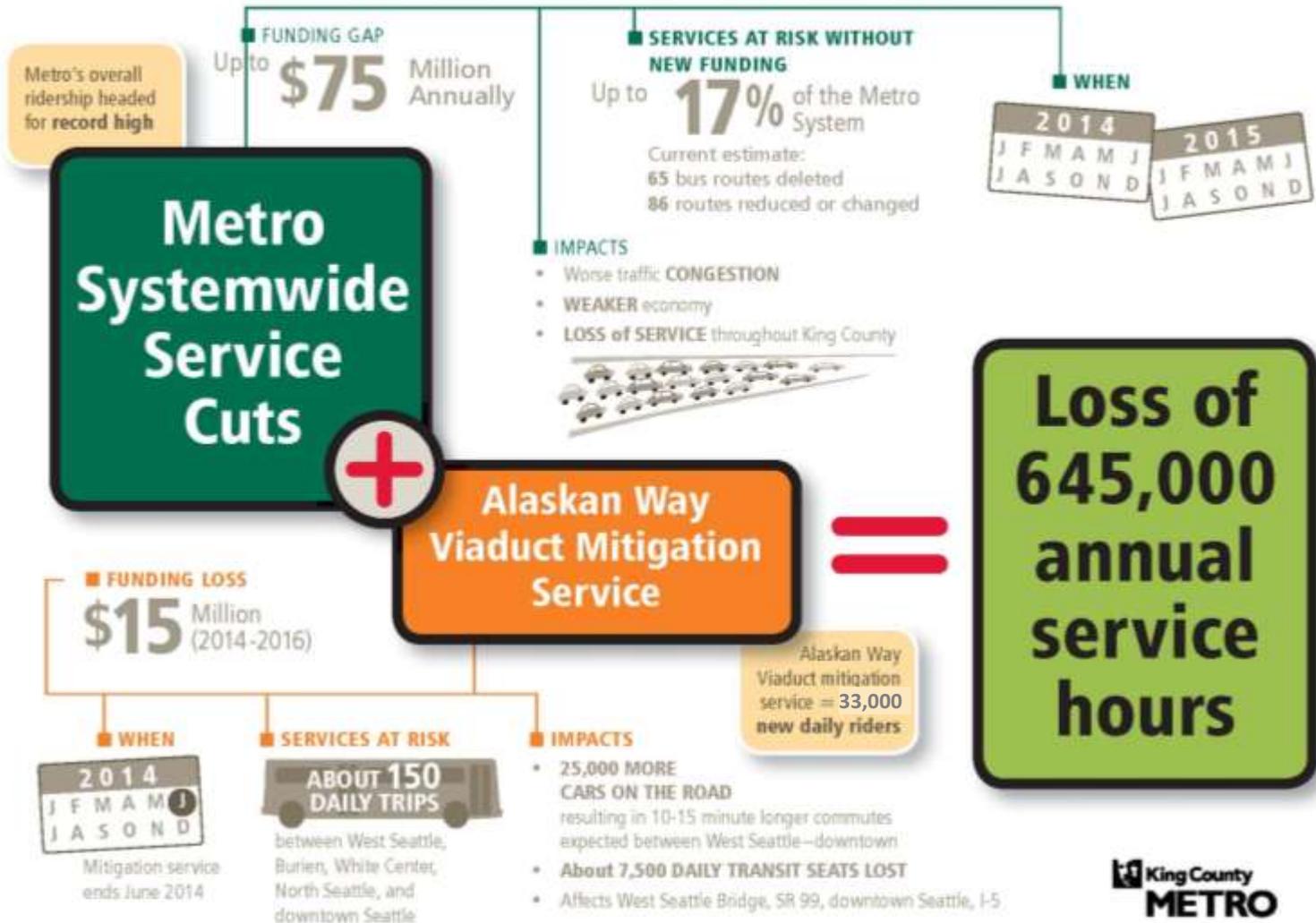


November 19, 2013

Washington State Transportation Commission

Impacts of funding gap

Metro Funding Gap in 2014



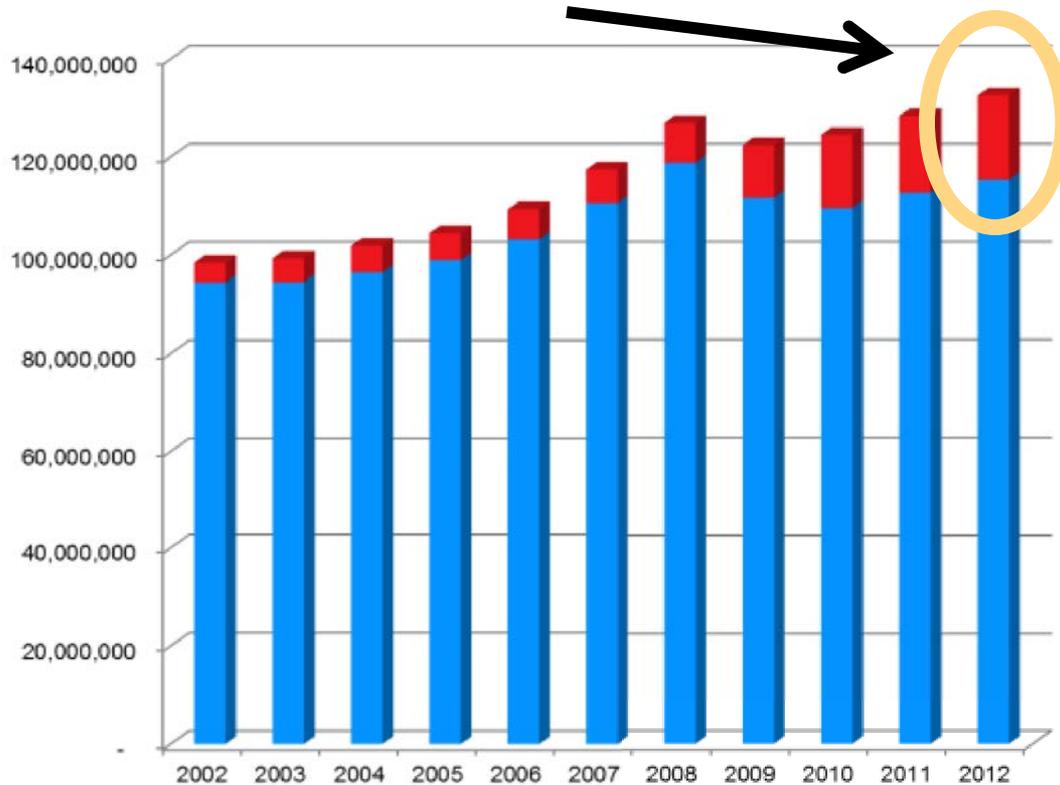
Metro should be growing the system by 15%



- **Over 500,000 hours needed** today to ease overcrowding, provide reliable service and meet demand.
- **PSRC 2040 forecast calls for 90%** more transit to keep up with expected population and job growth

Ridership at an all-time high

132.5 million annual rides



 Sound Transit
 Metro

Ridership increases on major corridors*

- Rapid Ride: 33%
- Alaskan Way Viaduct: 42%
- SR 520 services: 40%

*since 2010

State corridor impacts

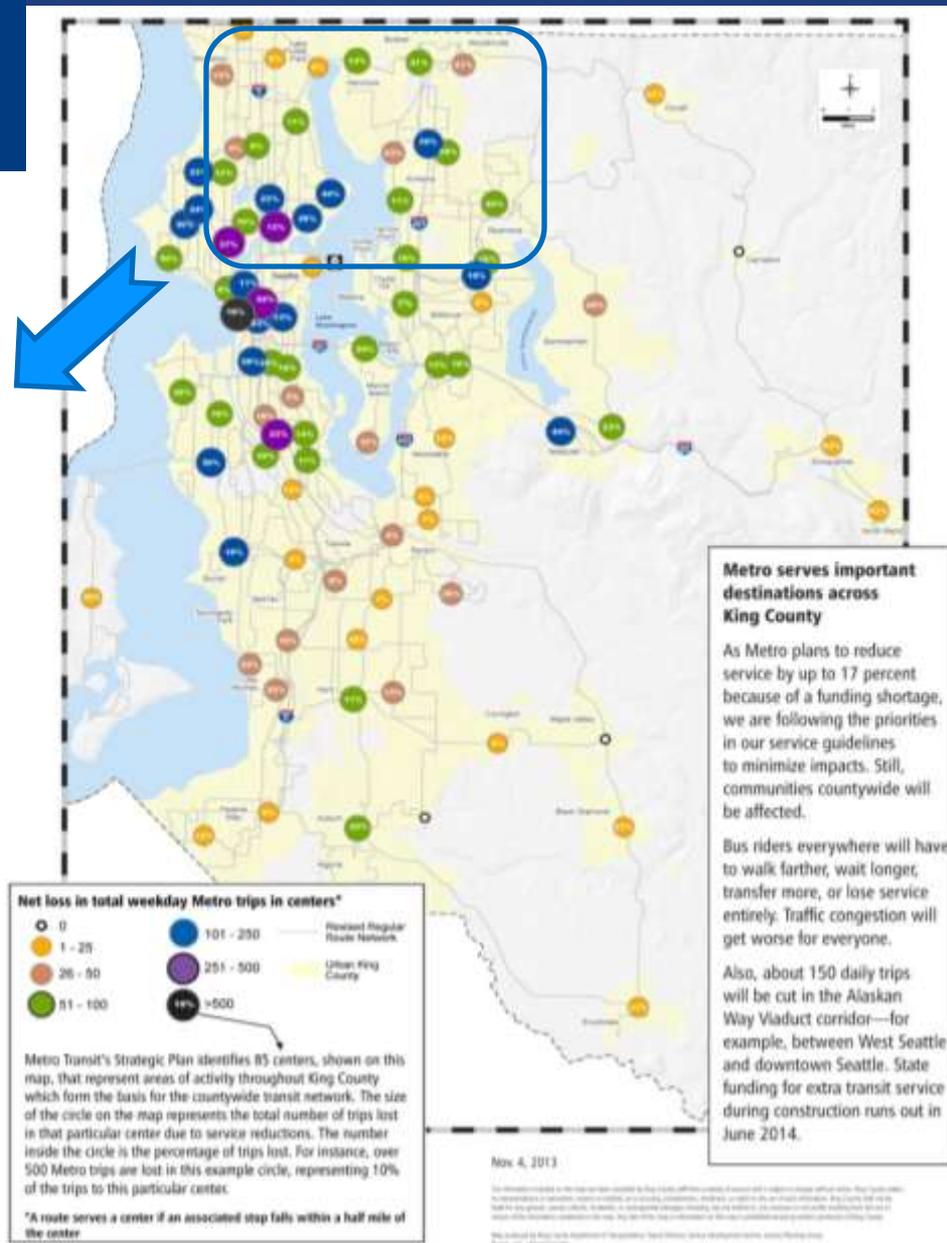
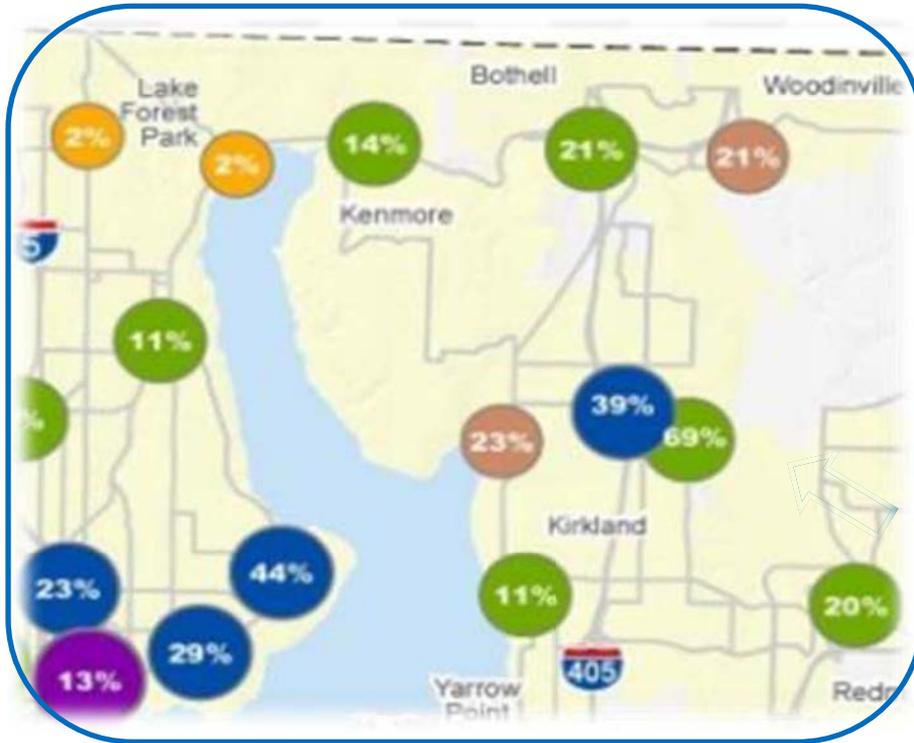
- Metro and Sound Transit carry over 200,000 riders daily on major highways and freeways in King County
- **Metro services take 175,000 cars off the road every weekday**
- Annual savings of **\$367 million*** in congestion costs

*Source: Texas Transportation Institute

Reduced Network: Impacts to State Roadways



Bus service at risk across King County



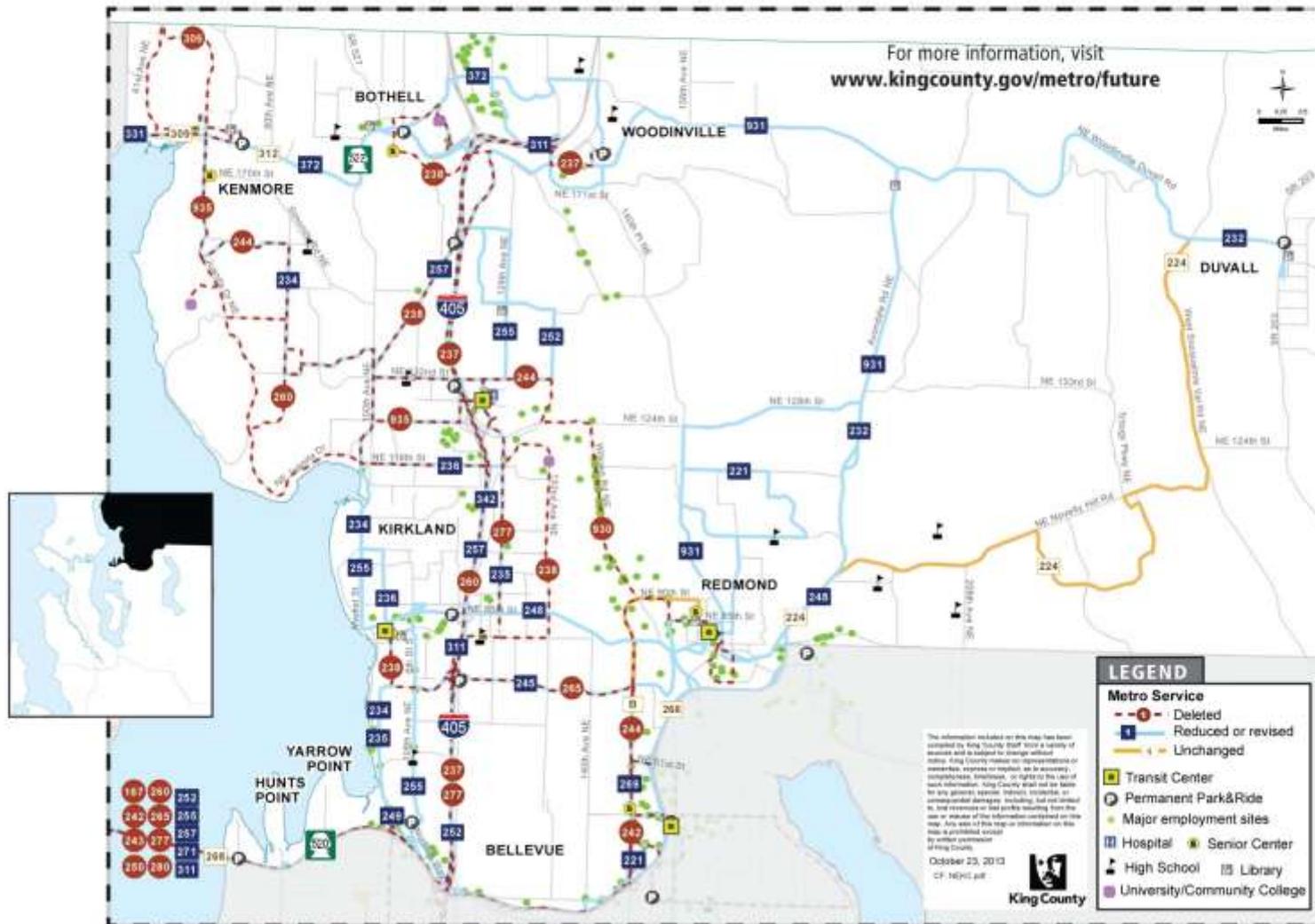
Metro serves important destinations across King County

As Metro plans to reduce service by up to 17 percent because of a funding shortage, we are following the priorities in our service guidelines to minimize impacts. Still, communities countywide will be affected.

Bus riders everywhere will have to walk farther, wait longer, transfer more, or lose service entirely. Traffic congestion will get worse for everyone.

Also, about 150 daily trips will be cut in the Alaskan Way Viaduct corridor—for example, between West Seattle and downtown Seattle. State funding for extra transit service during construction runs out in June 2014.

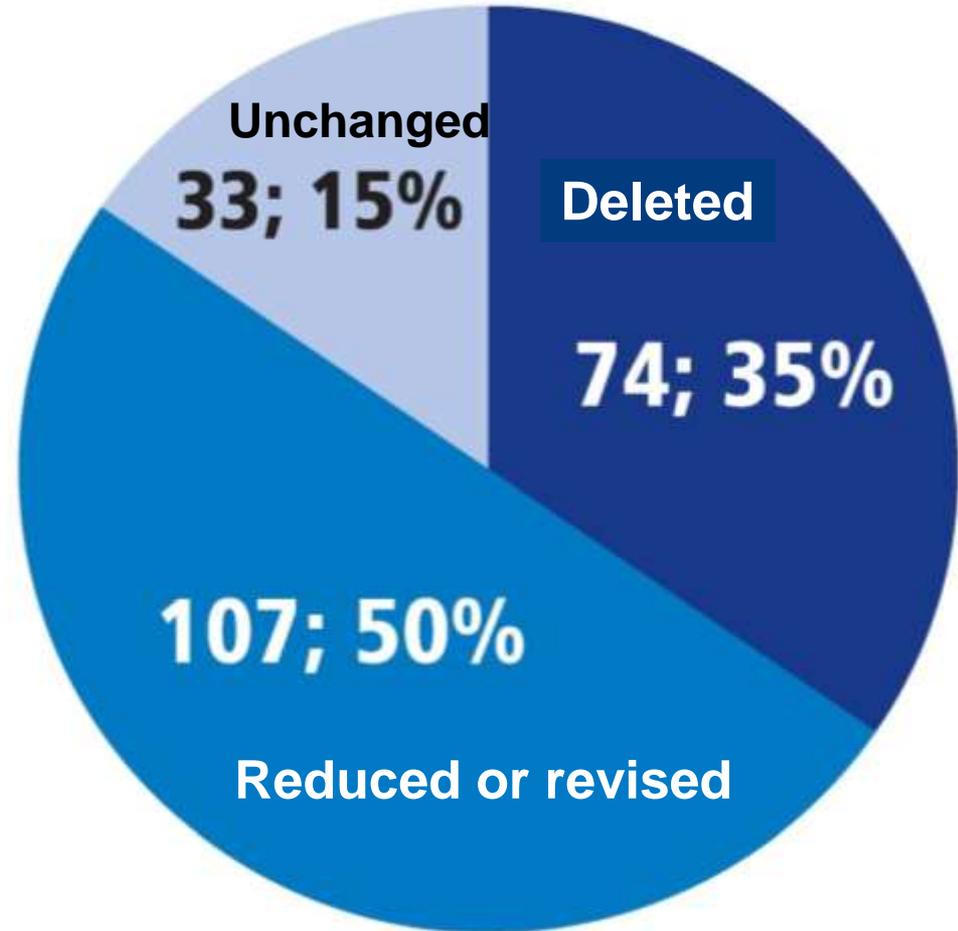
Service reduction proposal: east King County–north



Proposed reduction of up to 600,000 hours



Routes Impacted



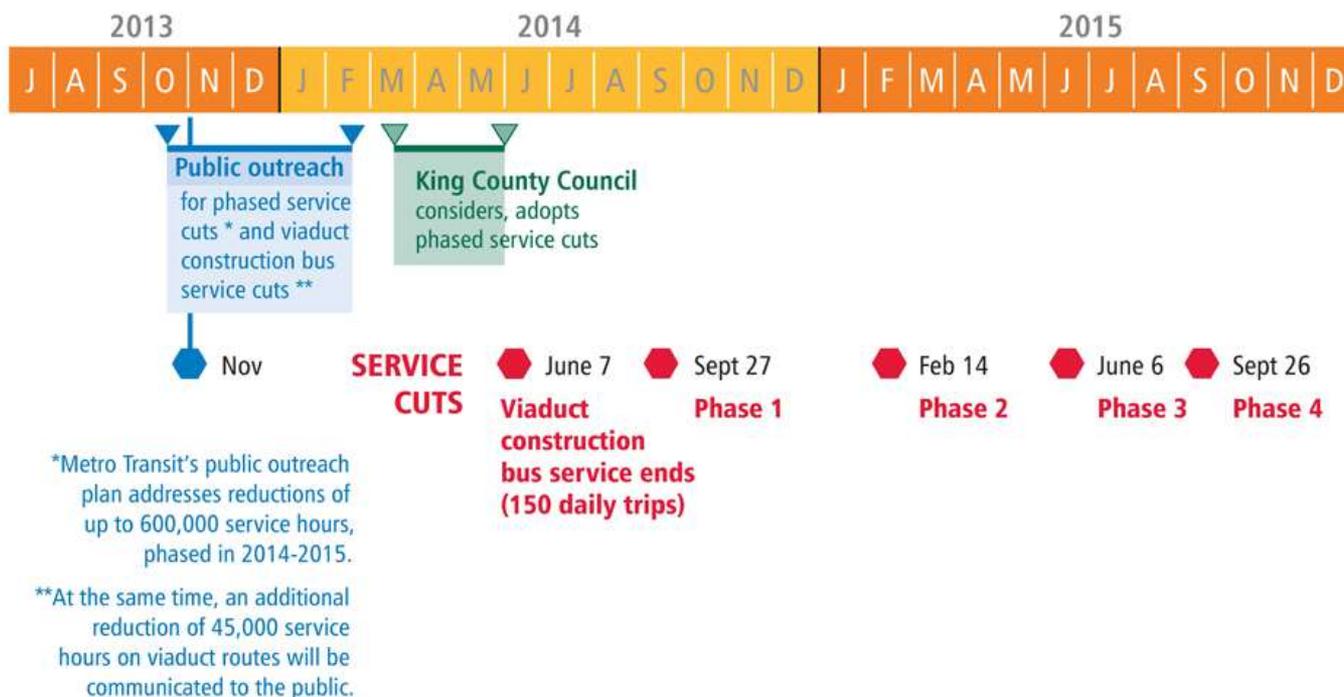
Real impacts shared by real riders



- 14 million rides lost annually
- Nearly 50,000 rides lost daily
- 20,000-30,000 more cars on the road daily

Service reductions process: 2013-2015

Service reductions process: 2013-2015



Outreach plan

Countywide

- Public meetings
- Community outreach van
- Street teams at transit centers and info on buses
- Web updates
- E-notifications
- Multi-faceted media outreach
- Cards/notices on buses
- Multiple languages



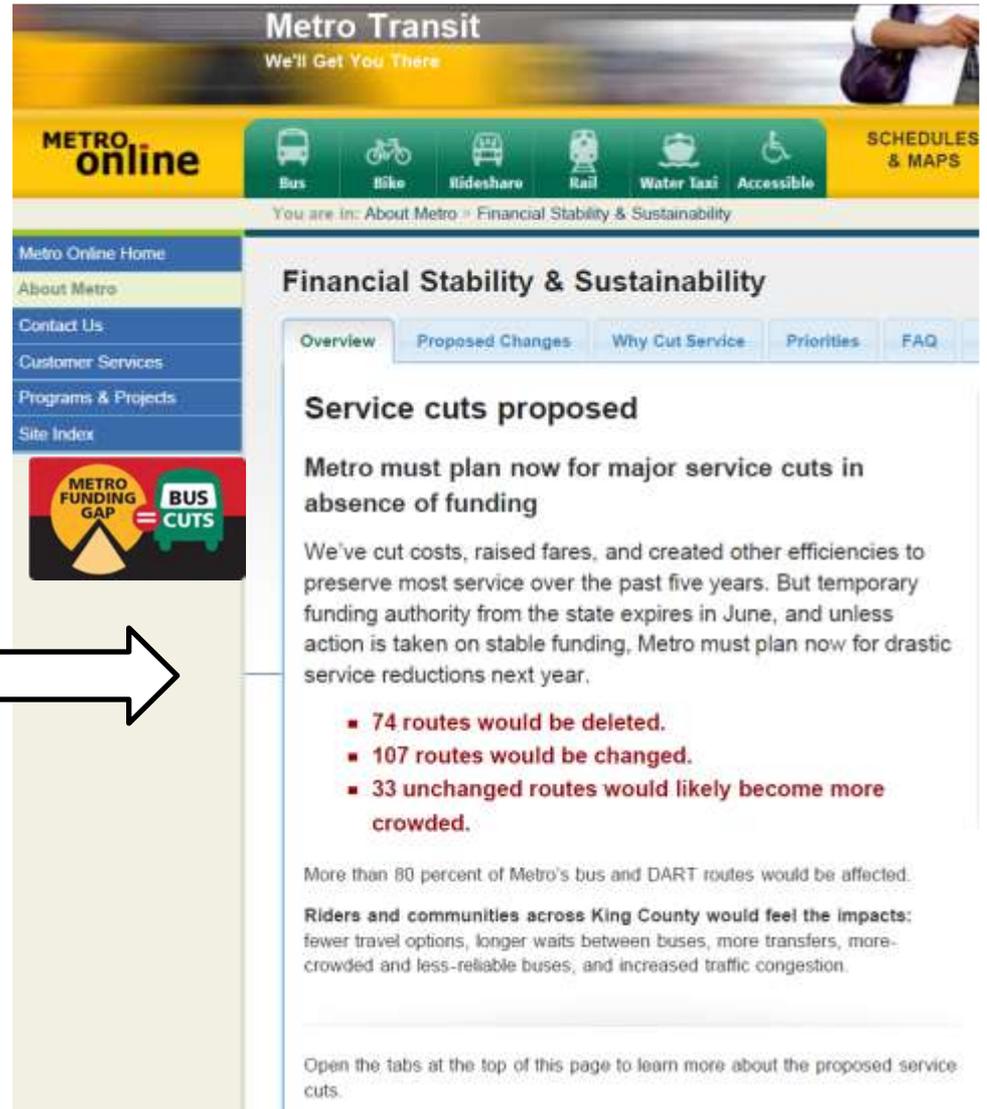
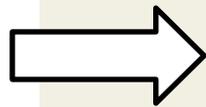
Interactive website

"WILL I HAVE TO WAIT LONGER FOR MY BUS?"

Metro is planning for service cuts. **Find out** how they would affect you.



Navigation arrows and a series of dots are visible at the bottom of the graphic.



Metro Transit
We'll Get You There

METRO online

Bus Bike Rideshare Rail Water Taxi Accessible

SCHEDULES & MAPS

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Financial Stability & Sustainability

Overview Proposed Changes Why Cut Service Priorities FAQ

Service cuts proposed

Metro must plan now for major service cuts in absence of funding

We've cut costs, raised fares, and created other efficiencies to preserve most service over the past five years. But temporary funding authority from the state expires in June, and unless action is taken on stable funding, Metro must plan now for drastic service reductions next year.

- 74 routes would be deleted.
- 107 routes would be changed.
- 33 unchanged routes would likely become more crowded.

More than 80 percent of Metro's bus and DART routes would be affected.

Riders and communities across King County would feel the impacts: fewer travel options, longer waits between buses, more transfers, more-crowded and less-reliable buses, and increased traffic congestion.

Open the tabs at the top of this page to learn more about the proposed service cuts.

Route by route and area information

Metro Transit
We'll Get You There

Bus Bike RideShare Rail Water Taxi Accessible

SCHEDULES & MAPS FARES & ORCA PASSES ALERTS & UPDATES

You are in: About Metro > Financial Stability & Sustainability > Proposed Changes

Financial Stability & Sustainability

Overview Proposed Changes Why Cut Service Priorities FAQ Participate

Proposed changes to bus service

COLOR KEY: NO CHANGE CHANGED DELETED

- RapidRide
- Routes 1-50
- Routes 51-150**
- Routes 151-220
- Routes 221-300
- Routes 301-601
- DART routes 900-935
- Streetcar

Area maps
Click for maps of proposed changes in each part of the county:

Maps of restructured areas

- Northeast King County**
- Northeast Seattle
- Northwest/North Central Seattle
- Queen Anne/Central Seattle
- West Seattle
- Central/Southeast Seattle
- I-5 Commuter Service
- Magnolia

Routes 51-150

55	56X	57	60	61
62	64X	65	66X	67
68	70	71	72	73
74X	75	76	77	82
83	84	99	101	102
105	106	107	110	111

King County METRO Proposed Revisions: Northeast King County

In the 2014-2015 service reduction proposal, Metro has revised the Northeast King County network to:

- Save as many resources as possible
- Shorten some routes that have less productive segments
- Reduce duplication
- Better match service provided to the demand for that service
- Maintain frequency in areas with high ridership
- Reduce service coverage to areas with fewer riders

All day routes in proposed network

Route	Routing revision	Approximate minutes between bus trips				
		Weekday peak (6-9 a.m., 3-7 p.m.)	Weekday midday	Weekday night (after 7 p.m.)	Saturday	Sunday
B	No	10	15	15-30	15	15
221	Yes	30	30	60	30	30



<http://metro.kingcounty.gov/future>

#KCMetroCuts



<http://metro.kingcounty.gov/planning/>