

Seattle Transportation Benefit District Fall 2020 Service Reductions

Transit Advisory Board

6/24/2020

Seattle Department of Transportation



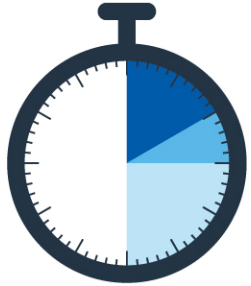
City of Seattle

Context

- With STBD investment, 70% of households have access to 10 minute or better service
- Current STBD expires December 31, 2020
- I-976 awaits Supreme Court hearing (June 30)
- COVID-19 and uncertainty of economic recovery
 - Lower sales tax revenue estimates (STBD currently collects 0.1% sales tax)
 - Metro service reductions and ridership declines due to COVID-19, remote work, and social distancing guidance
 - Unknown how and when transit ridership will rebound



STBD Service Investments Goals



Implement Frequent Transit Network

- Improve service on priority corridors
- Provide 72% of households with a 10-min walk to 10-min service



Improve Access for Historically Disadvantaged Populations

- Address findings of Racial Equity Analysis
- Support Transportation Equity Program



Align Transportation and Land Use Goals

- Match investments to increased density
- Address overcrowding



Improve Connections Across the City

- Add service to east-west connections
- Improve 24-hour service network

Current SDOT Transit Service Priorities

Build out the Frequent Transit Network (FTN)

The FTN established Local (30-minute service), Frequent (15-minute service), and Very Frequent (10-minute service) routes that create a network of transit options for riders in Seattle.

Downtown Mobility

To accommodate the increased and projected growth, STBD funds service in the peak commute periods to help achieve Downtown Mobility goals.

Service for those without alternatives

STBD adds service in RSJI focus areas and for those who rely on transit for most or even all of their mobility needs.

Improve Evening, Night, and Weekend service

For riders who take transit outside of peak travel times, STBD increases frequency during evening, night, and weekends



Considerations for STBD Service

- Bus service is vital for seniors, students, and working families
 - STBD made the bus a reliable option for commuters and all-day travel
 - Due to the ongoing COVID-19 crisis, transit remains a lifeline for many Seattle residents.
- The impacts of I-976 and COVID-19 reduced sales tax revenue, ridership, and the possible elimination of vehicle license fees
 - These impacts on the STBD budget and Metro ridership necessitate a service reduction



Fall 2020 Service Reductions Summary

- SDOT prioritized preserving the Frequent Transit Network, which is likely to remain the most critical part of the system during recovery.
- SDOT maintained key investments in RSJI focus areas where possible (i.e. preserving 10-minute service on Route 120)
- STBD funds 8% of service hours on the Metro network
 - STBD will reduce its investment in Metro services by 50% in Fall 2020 given ongoing impacts of I-976 and COVID19 impacts



Service Reductions Overview - Fall 2020

- STBD currently funds 350,000 annual service hours
 - 30% of trips in peak periods
 - 28% of trips on weekends
- Seattle will reduce 175,000 annual hours of spending
 - 125,000 annual service hours cut
 - 50,000 annual service hours of long-term service suspensions
- STBD Service Reduction Priorities
 - Incorporate RSJI principles and goals
 - Minimize impact to routes serving historically disadvantaged communities
 - Maintaining service for priority populations, especially low-income and people of color.
 - Preserve service during most times of the day
 - Reducing services with little or no ridership growth since implementation



Service Reductions Overview - Fall 2020

- 175,000 annual service hours to be removed on 43 routes
 - 77% of removed service occurs on weekdays
 - 23% of removed service occurs on weekends
 - Saturday - 24 routes impacted
 - Sunday - 19 routes impacted
- Remaining investments support the Frequent Transit Network
- Metro also making service suspensions



Questions

