

September 2021 STBD Service Changes

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SEATTLE
CITY HALL



Overview

- West Seattle Emerging Needs Investments
- Northgate Link Project Area Reinvestments
- Service Reductions to Right-size Program



Emerging Needs - West Seattle



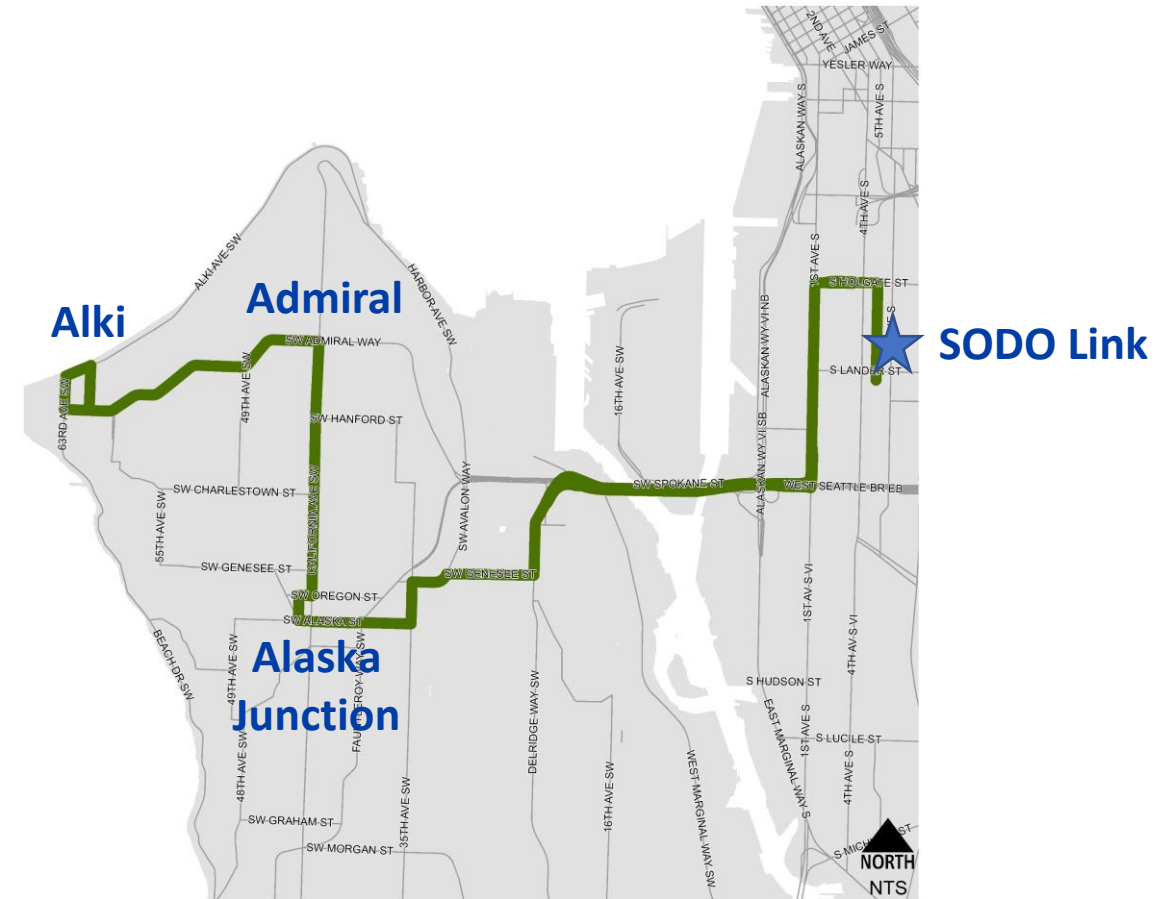
Emerging Needs - West Seattle Service

- Current spend plan includes ~\$1.5M in 2021 (beginning in September 2021) and ~\$5.9M in 2022 (full year) for West Seattle service improvements
- Funding can support a ~30,000 annual hour investment beginning in September 2021
- Investments currently planned for phasing out in 2023 when bridge repair is scheduled to be complete



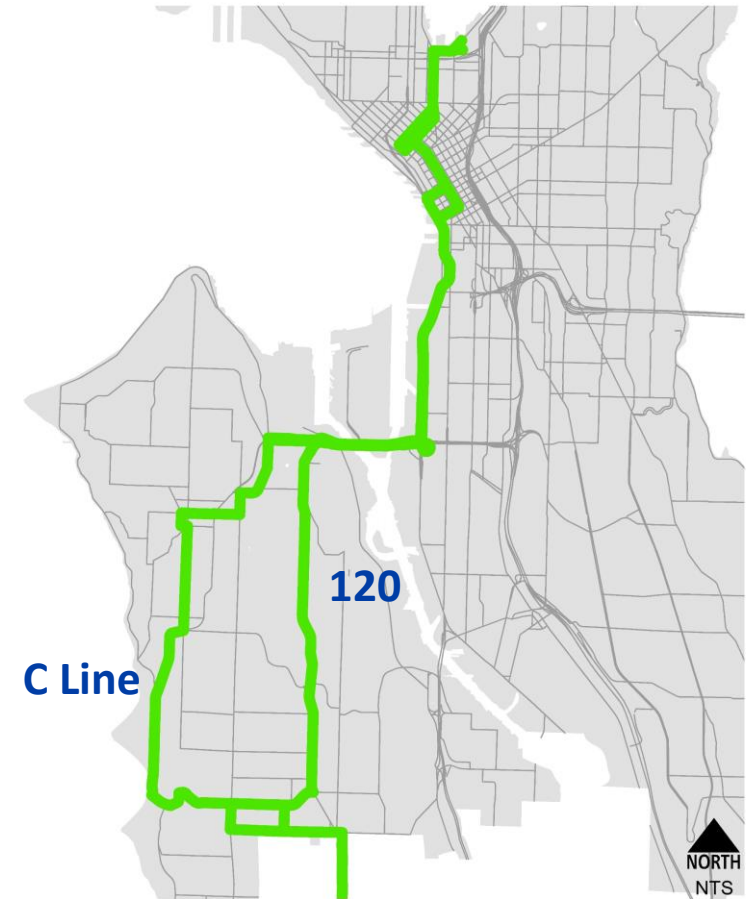
Emerging Needs - West Seattle Service

- Route 50 (Alki to SoDo Link station)
- Weekdays, 6A – 7P, 30 min → 15 min
- Frequent two-seat ride from any Link station to Alki/Admiral/Alaska Junction
- ~14,000 annual hours



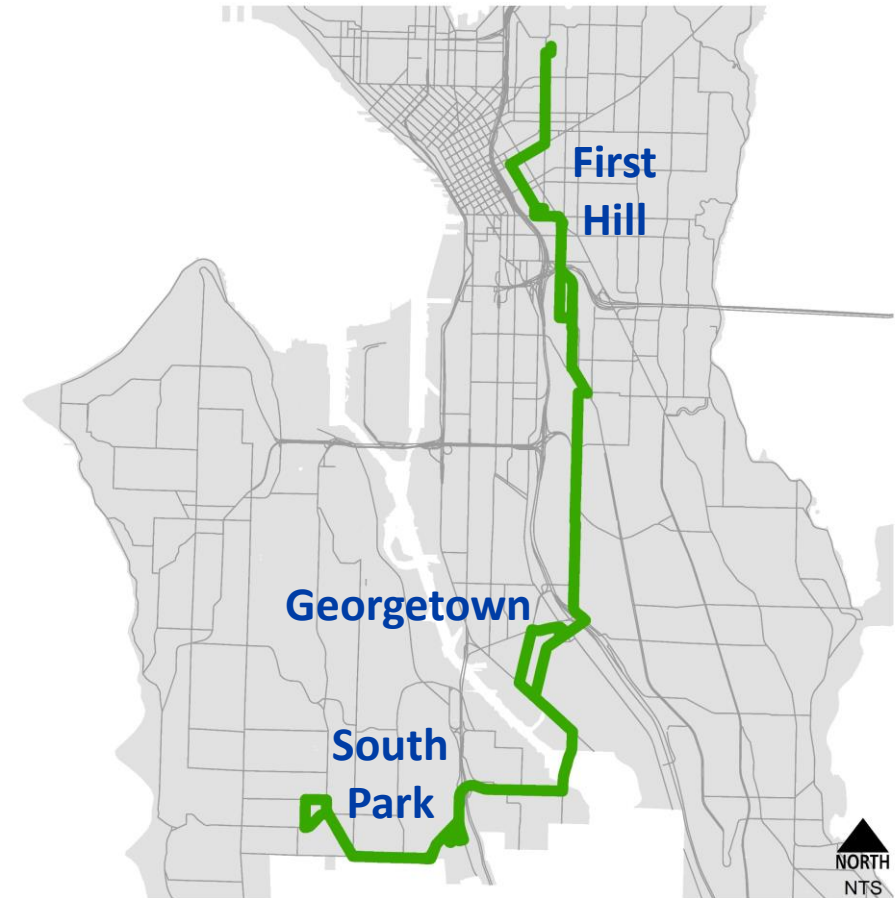
Emerging Needs - West Seattle Service

- Routes 120 & C Line
- Weekdays, 6A – 7P, 7-12 min → 7-10 min
- Weekdays, 7P – 9P, 15-30 min → 15 min
- Highest-ridership routes on peninsula, currently experiencing crowding (and expected to see high ridership post-COVID)
- Improvements align with time period for low bridge restrictions
- ~9,000 annual hours



Emerging Needs - West Seattle Service

- **Route 60**
- Weekdays, 6A – 7P, 15 min → 12 min
- Weekdays, 7P – 10P, 30 min → 15 min
- Service to south peninsula commercial areas, South Park, Georgetown, and First Hill
- Only frequent route serving South Park
- ~7,000 annual hours



Northgate Link Project Area Reinvestments



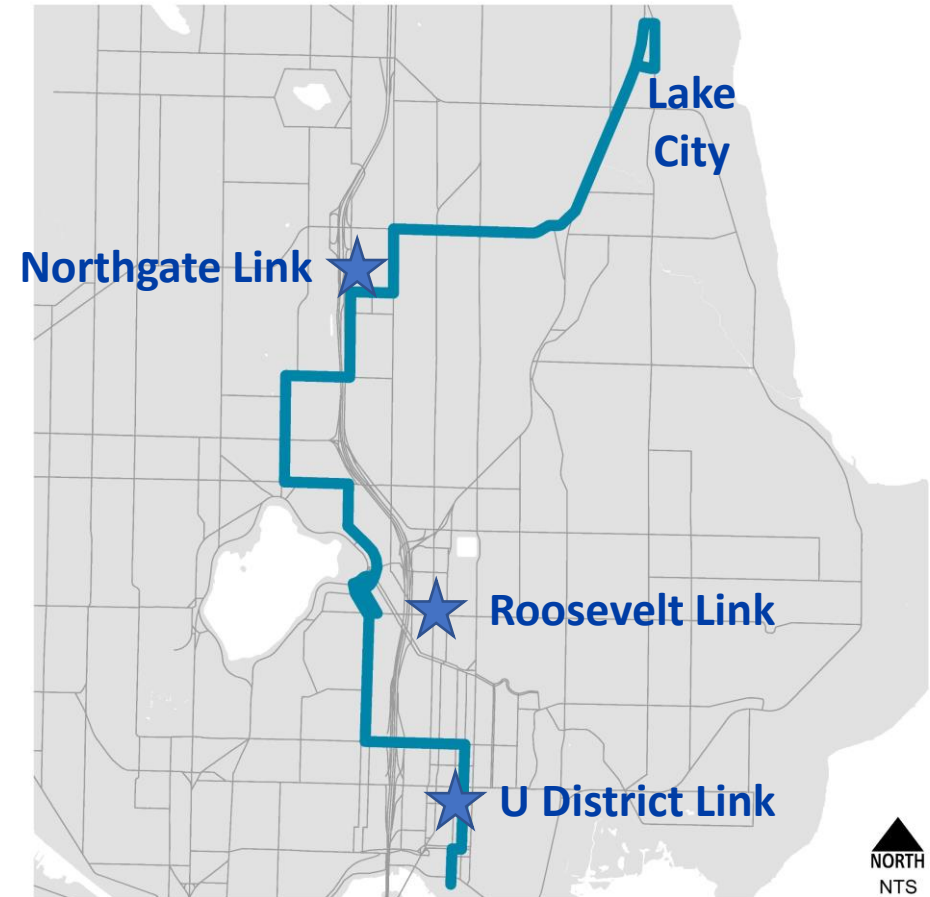
Northgate Link Project Area Overview

- Metro restructure planning assumed no STBD-funded service
 - Initial planning, concept development, and community outreach all occurred without certainty about the future of the program
- With renewed measure, STBD is carrying forward ~40k hours in the project area
 - Planning to reinvest ~26k hours into revised network
 - Planning to reduce ~14k hours as a part of program right-sizing



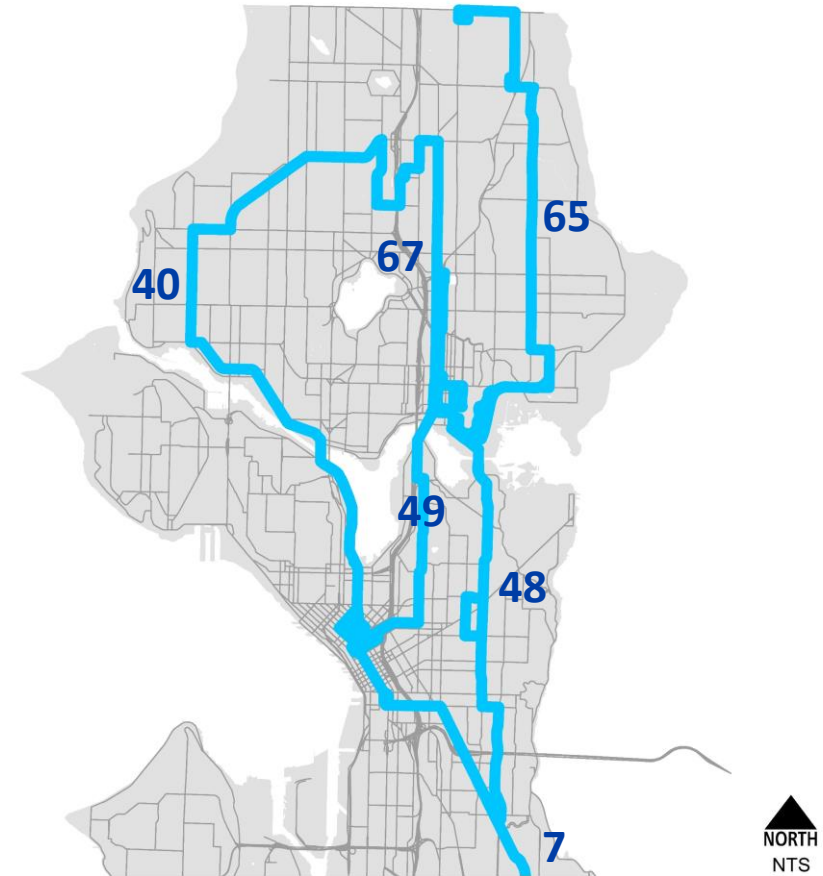
Northgate Link Network Reinvestments

- Route 20 (**NEW**)
- Weekdays, 6A-7P, 30 min → 15 min
- Revised Route 26, operating between Lake City and U District via Northgate, Greenlake, and Wallingford
- Fills gap left by deleting Route 41 and moving Route 75
- ~10,800 annual hours



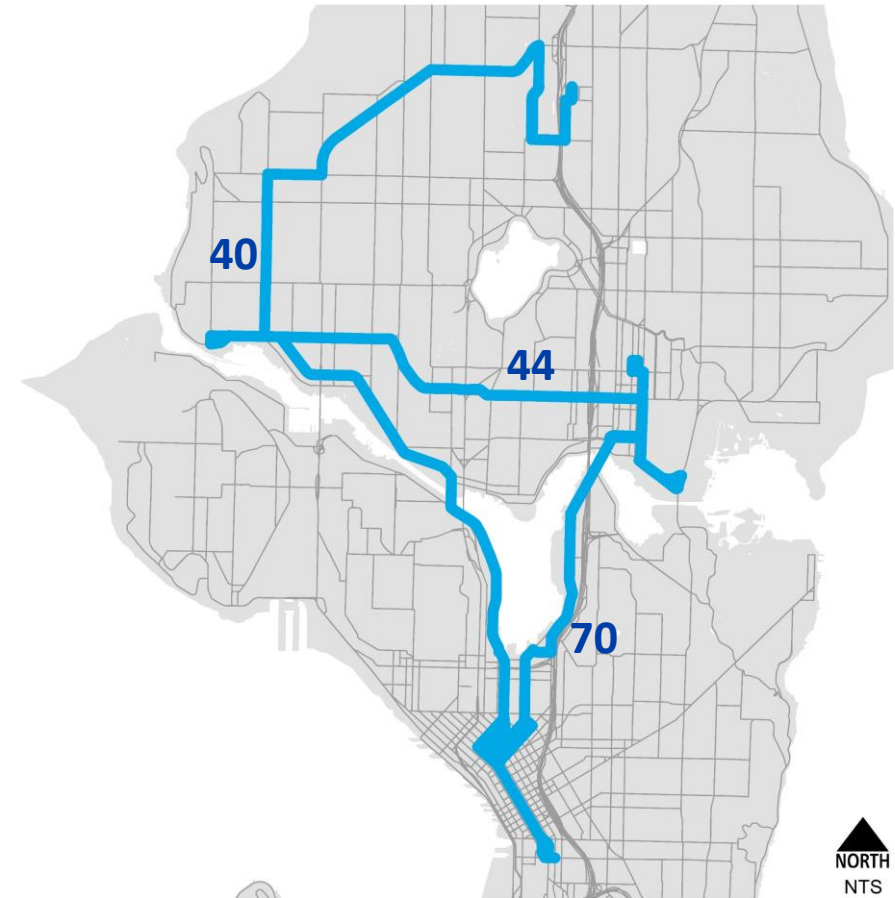
Northgate Link Network Reinvestments

- Routes 7, 40, 48, 49, 65, 67
- Hourly Night Owl Service (supplementing Metro-funded Night Owl improvements)
- Restores many cuts made to Night Owl service in September 2020
- ~3,900 annual hours



Northgate Link Network Reinvestments

- Routes 40, 44, 70
- Smooth off-peak headways to more closely match peak frequencies
- Maintains hours on routes with existing investments
- ~10,800 annual hours

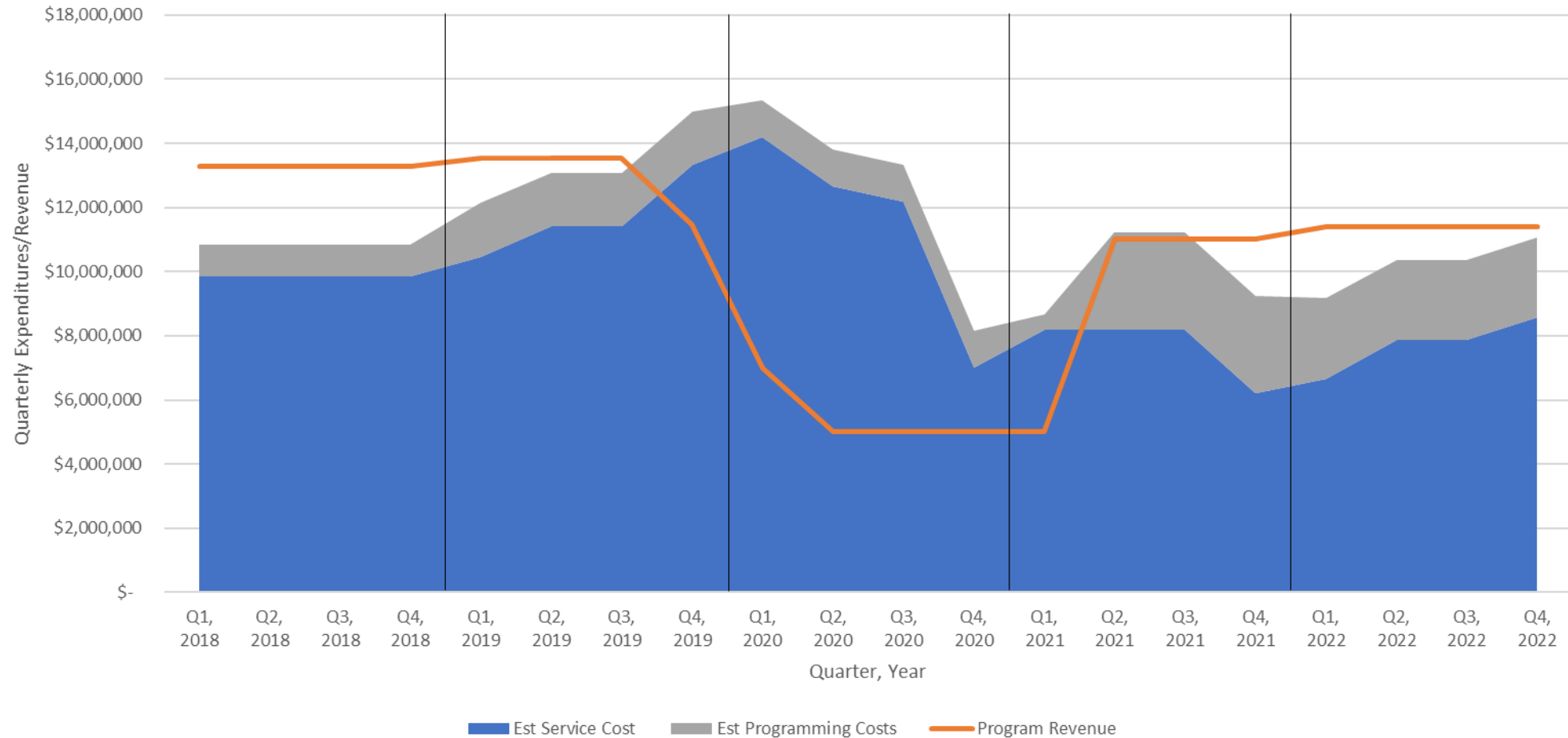


Reductions to Right-size Program Spending



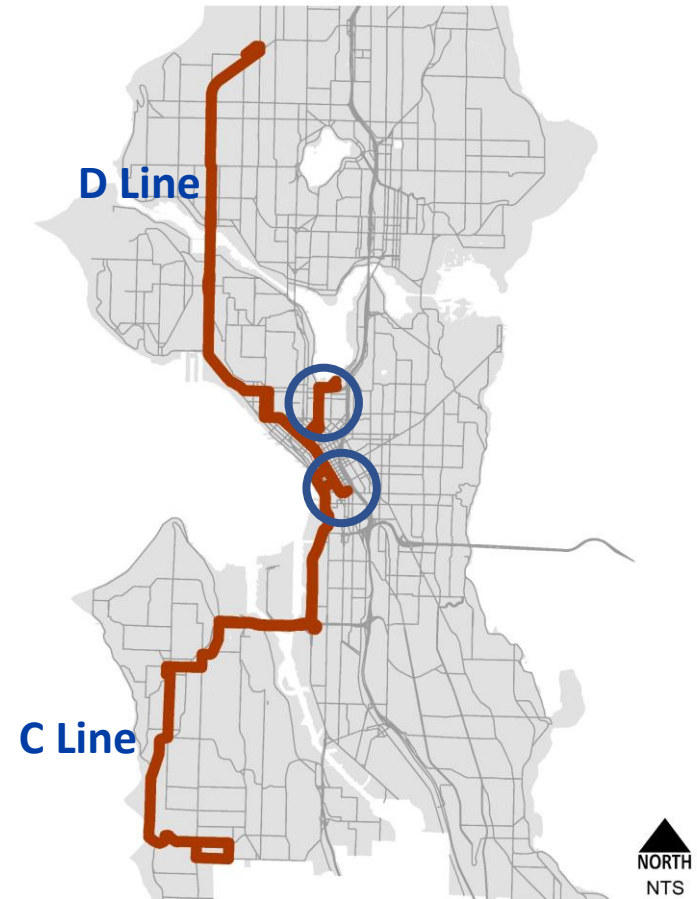
Service Reductions - Context

STBD Quarterly Service Cost & Program Revenue, 2018 - 2020 Actuals, 2021 - 2022 Projected/Planned



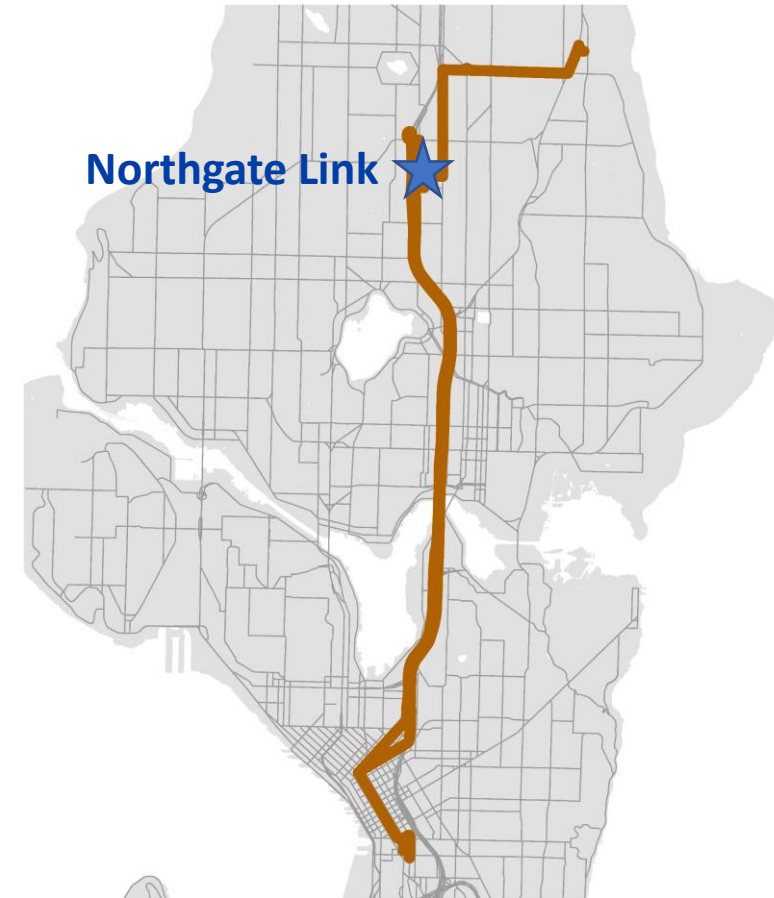
Service Reductions

- RapidRide C/D Line
- Transferring investment to split through-routing to Metro
- Metro planning to make cuts to service equal to cost of C/D Line split
- Specific Metro cuts TBD
- ~(43,000) annual hours



Service Reductions

- Route 41
- Remove all remaining STBD-funded hours
- Route will be deleted as a part of Northgate Link network restructure
- ~(13,600) annual hours



Service Reductions

- **Reduced UW & Reduced Weekday Investments**
- Investments to remove reduced UW and reduced weekday schedules from Seattle routes
- “Reduced UW” = maintaining service levels during summer months when class is not in session
- “Reduced Weekday” = maintaining service levels on “secondary” holidays to match normal weekdays
- ~(6,500) annual hours



Service Reductions

- Routes 2, 3, 12, 24, 33, 43, 49, 62, 65, 125, 345, 373
- Remove all remaining STBD-funded hours
- Peak-only service, investments above-and-beyond FTN targets
- Cut amounts range from 2,600 hours (Route 43) to 103 hours (Route 125)
- ~(12,900) annual hours



Service Reductions - What's Left?

Category	Routes	Hours
Reinvestment in restructured Northgate Link network	7, 20, 40, 44, 48, 49, 65, 67, 70	~26,000 Annual Hours
Investments to preserve improvements on the Frequent Transit Network	1, 5, 8, 10, 11, 14, 124	~29,000 Annual Hours
Investments on high-priority routes service equity priority populations	7, 36, 60, 106, 107, E Line	~28,000 Annual Hours
Remaining West Seattle service investments	50, 120	~27,000 Annual Hours
	Total:	~110,000 Annual Hours

*Does not include Emerging Needs Investments



Questions?

Thanks!

