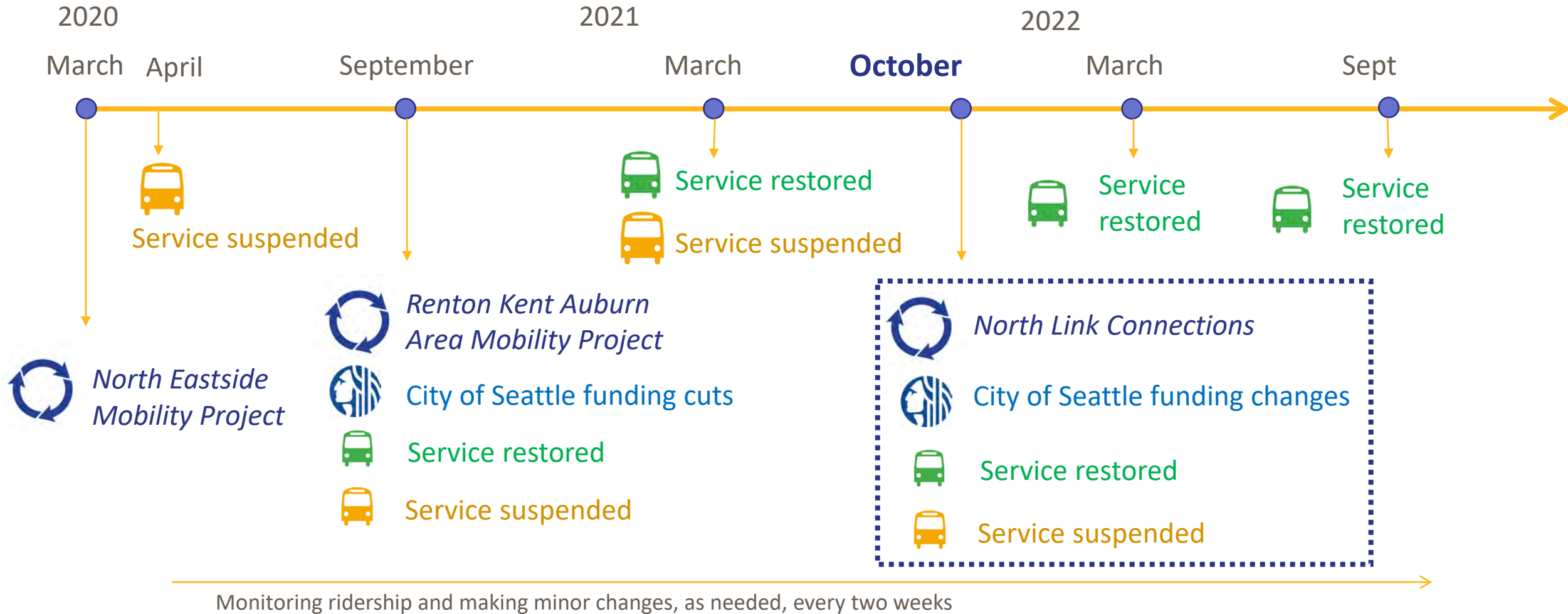


Fall 2021 Service Changes

May 2021

Background



What's happening in the Fall 2021 service change?

Service Restoration Planning



Restoring service

- Partial and full restoration of routes



Continued temporary suspensions

- Continued partial and full suspension of routes

North Link Connections



Permanent changes to service

- Changing the structure or pathway of a route
- Creating a new route
- Permanently investing in service
- Permanently deleting service

Seattle Transportation Benefit District funding changes



Permanent changes to service

- Permanently deleting service
- Converting suspensions to reductions
- Investing in service

How did we make decisions?

North Link Connections



- Multi-year engagement process and Mobility Board recommendation
- King County Council ordinance approval

Seattle Transportation Benefit District



- Some reductions directed by the City of Seattle, in consultation with Metro
- Some reductions determined by Metro to fill gaps caused by reduced STBD funding and preserve all-day, frequent service
- King County Council approval not required

Service Restoration



- Monitoring of service recovery metrics
- Feb. – Mar. 2021 engagement phase on needs and priorities
- King County Council approval not required

Service Restoration

Fall 2021 – Service Restoration Decision Timeline

2021

January



February



March



April



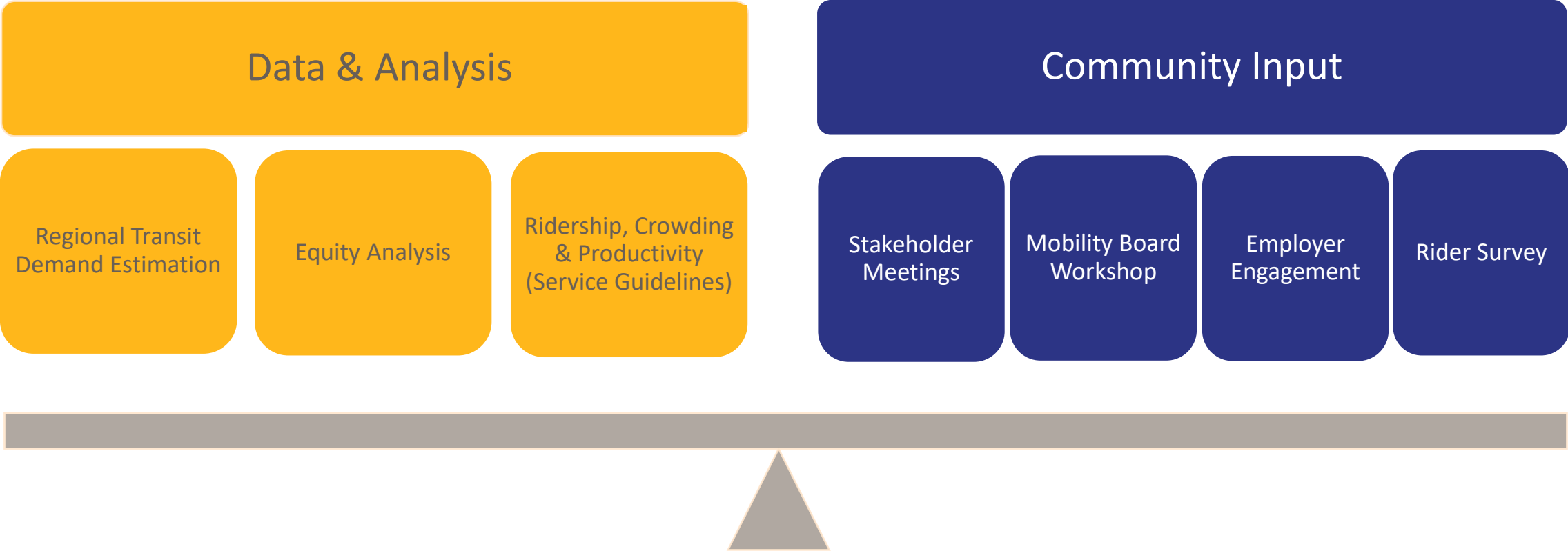
May - October 2



October 2



What has informed Fall 2021 changes?



What we heard...

Equity must be prioritized in proposal development.



Operate enough service for a restoration to be usable.



Routes with no alternatives should be prioritized for restoration.



Address crowding issues first.



Telecommuting has dramatically changed travel and will likely continue. From employers and schools: expect hybrid model.



What's changing...

Restoring some peak-only service in South King County
Equity gaps identified through analysis including a new equity priority job measure
Prioritizing routes that address equity gaps

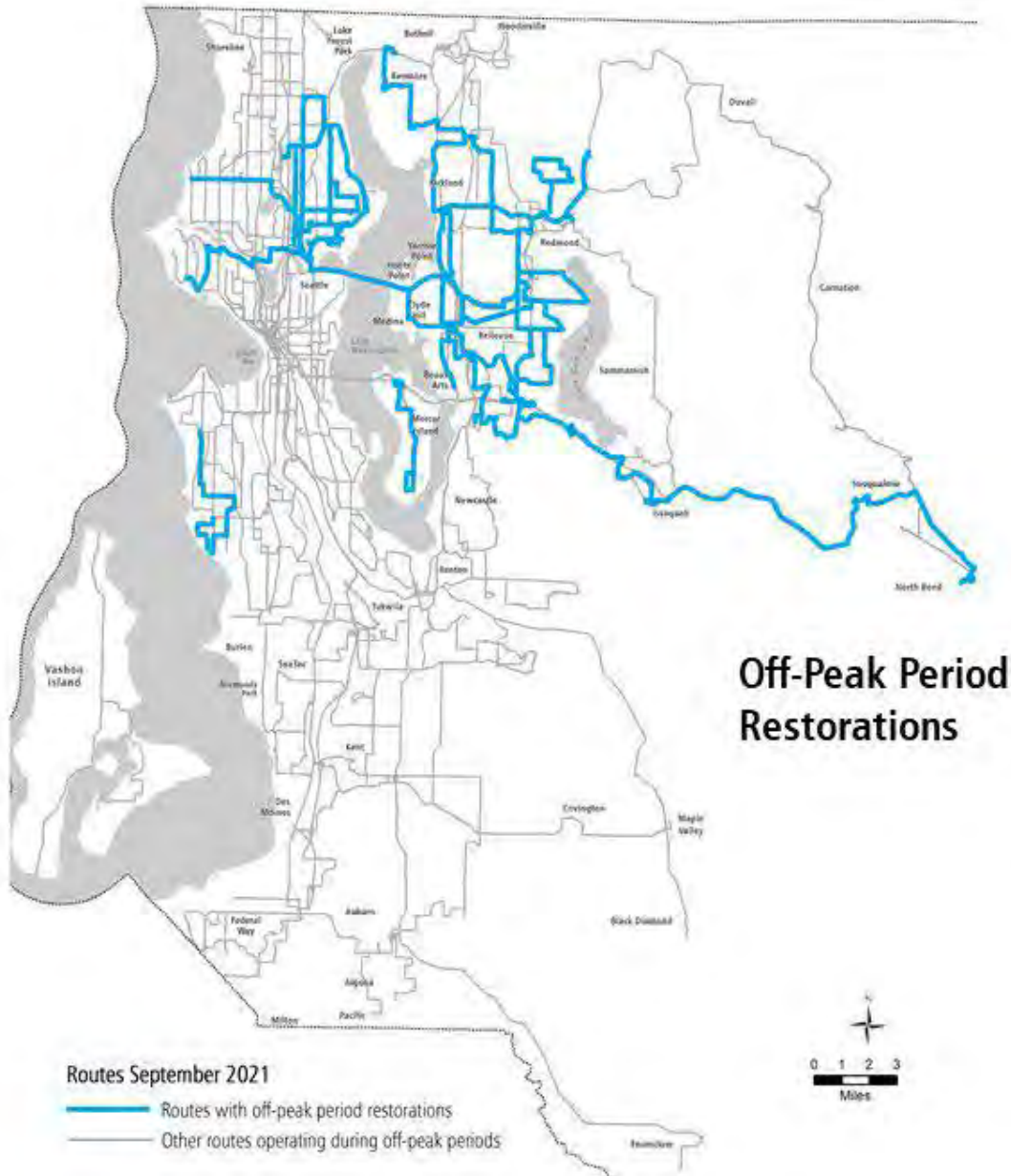
Restoring \geq 50% or 8 trips on applicable **peak only** routes
Restoring 100% of non-peak service on applicable **all-day** routes

Prioritizing routes with no other options

Lifting load limits
Prioritizing higher ridership routes
Providing supplemental service where needed

Prioritizing restoration of all-day service
Partial restoration on higher ridership peak only routes
Monitoring and adjusting

Off-peak Period



Peak Period

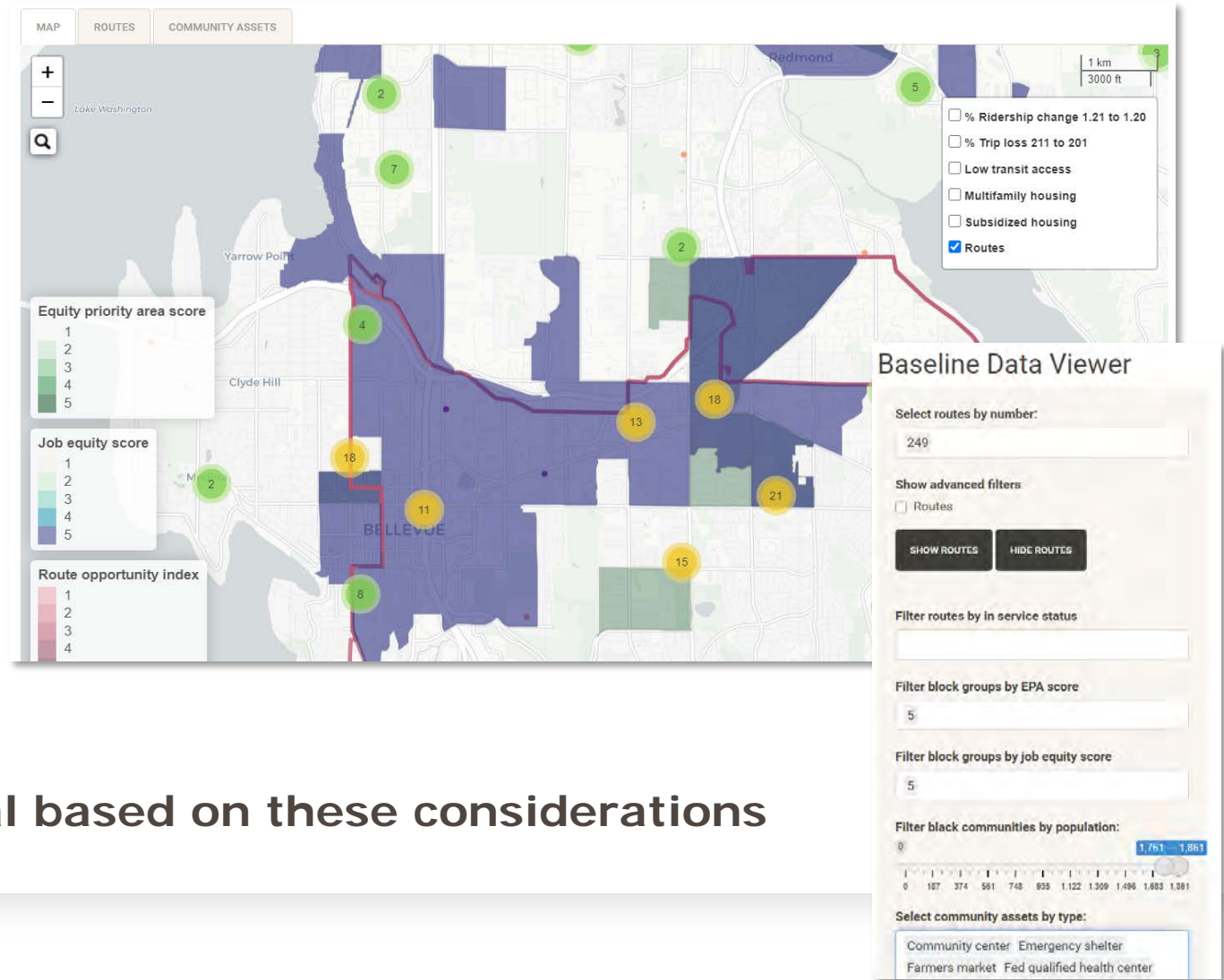


How are we prioritizing equity?

Analysis to identify equity priority routes for restoration

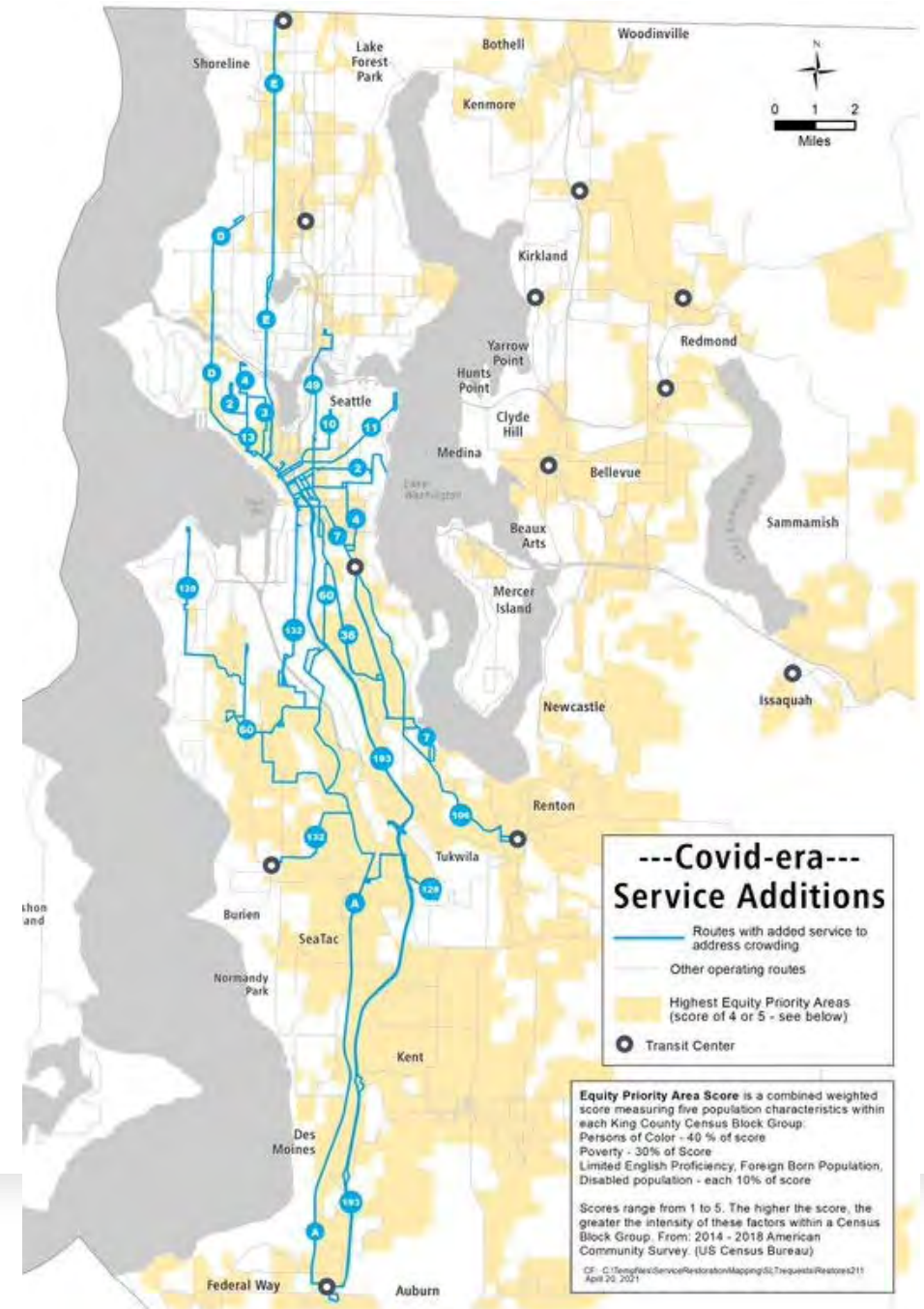
- Routes with high Opportunity Scores
- Routes that restore access to community amenities
- Routes that restore access to equity priority employment areas
- Routes that restore access to equity priority residential areas
- Routes that address gaps identified in survey feedback

7 routes were added to the proposal based on these considerations



Busiest routes will continue to have additional service

- Service was added during Covid on the busiest routes
- Most adds will be maintained to ensure those routes can accommodate returning riders
- Supplemental service may be added to provide additional capacity



How many routes will have continued suspensions?

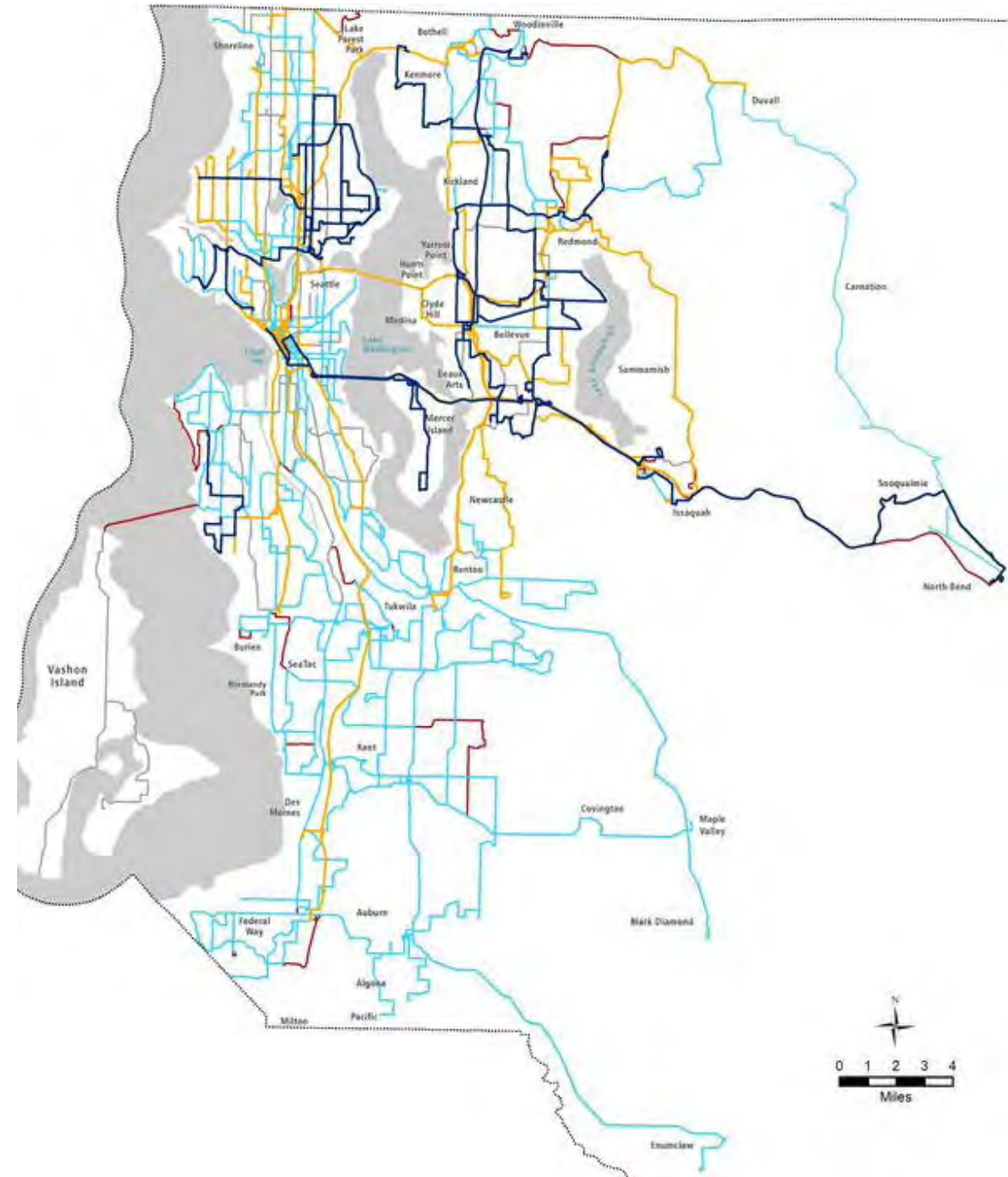
- 19 routes remain fully suspended
- 49 routes have reduced service levels
 - 26 of these routes have some service restored in September

Routes with planned restorations

- Fully restored
- Partially restored

Currently operating routes with no planned restorations

- Will continue operating at full service levels
- Will continue operating at reduced service levels
- Suspended routes where there is no other service



Seattle & North King County



North Link Connections: Restorations & Suspensions

- All-day routes in North Link network will operate with full service
- Peak-only routes will operate with partial service



Questions?

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