



# TRENDS IN TRANSIT

Service Changes, Fall 2014 – Fall 2015

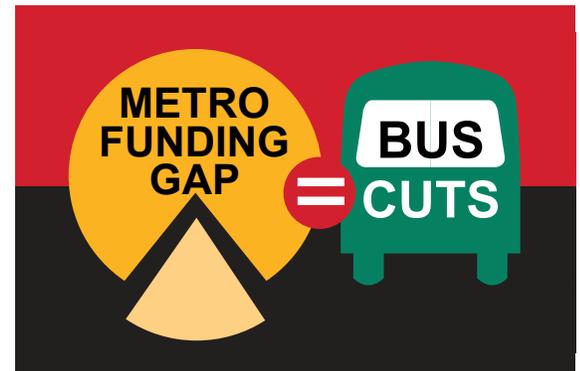
September 2014

## INTRODUCTION

This Trends in Transit report summarizes the forthcoming King County Metro service changes affecting Bellevue that will be implemented between September 2014 and September 2015. Countywide, transit services will be reduced by roughly 16 percent over this period, and Bellevue anticipates a similar level of reduction to services operating within the city.

## WHY IS SERVICE BEING REDUCED?

Transit ridership in King County and in Bellevue is at an all-time high, so why is transit service being reduced? Simply put, because of the “Great Recession.” Since the elimination of the Motor Vehicle Excise Tax (MVET) as a revenue source for local transit agencies in 2000, transit agencies statewide have increasingly relied on local sales tax as a means of supporting transit service. In the wake of the financial crisis that began in 2008–2009, reduced sales tax revenues resulted in reduced funding available for Metro to operate its services.



Metro avoided major service reductions early in the recession by restructuring the route network to improve efficiency, renegotiating contract terms with the transit labor union, making structural changes to the agency’s administration and organization, and raising fares several times over the past few years. To temporarily fill the gap that remained even after these actions, the King County Council enacted the two-year Congestion Reduction Charge (CRC), which levied a \$20 fee on vehicle registrations in the county, to forestall a 17 percent cut in Metro service in 2012.

Fast forward to 2014. The CRC was set to expire and the Washington state legislature was unable to reach a consensus on a permanent solution for transit funding. A ballot measure, known as Proposition 1, to temporarily extend and increase the vehicle license fee to avoid Metro service reductions (and also fund county road projects) was rejected by King County voters in April 2014, bringing us to the present situation. With insufficient funding available to continue operating its existing services, Metro is implementing service reductions to bring service levels in line with available funding.

For more information about Metro’s funding shortfall and the actions the agency has taken to preserve service, visit: <http://metro.kingcounty.gov/am/future/why-cut.html>

## HOW WILL THE CUTS AFFECT ME?

First, it is important to emphasize that only the service cut proposals for September 2014 have currently been finalized and adopted by the King County Council. Recommendations for February 2015 service changes have been submitted to the King County Council for its consideration, but that proposal has not yet been finalized or adopted. Service changes for these two periods that will affect routes operating in Bellevue are summarized below.

It is not yet known what cuts will be made in the two remaining service periods (June and September 2015). In April 2014, Metro published a proposal ([hyperlink](#)) identifying cuts for all four service periods, but it has since adopted a new approach to phasing the reductions and made modifications to that original proposal. Despite some uncertainty about precisely what reductions will be implemented later in 2015, what is certain is that many Metro bus routes serving Bellevue will be impacted by the forthcoming service cuts. Not all Metro routes will be affected, and some will be more significantly reduced than others, but many people who use transit in Bellevue are likely to notice an impact.

The maps on the following pages highlight the various ways that Metro routes will be affected by the service cuts, including reduced frequency (longer waits between buses), reduced span (service ending earlier), reduced coverage (eliminated route segments), and deleted peak-only routes. Table 1 on the last page of this report details the adopted, proposed, and potential service changes between September 2014 and September 2015. The potential changes identified in that table reflect any revisions from Metro's April 2014 service cut proposal that have not been identified for the September 2014 or February 2015 service periods in more recent proposals.

## WHAT CHANGES ARE COMING SEPTEMBER 27, 2014?

The first round of Metro service cuts will begin on September 27, when 28 routes will be deleted and 13 routes will be revised countywide. Sound Transit services will not be affected. The following Bellevue routes are affected:

### Deleted Peak-Only Routes:

### Routes with Reduced Span:

Reduce span by 1 hour to end service before 6:00 PM.

### Routes with Additional Trips:

One morning and one afternoon trip added to help offset the deletion of Route 210.

## WHAT CHANGES ARE PROPOSED FOR FEBRUARY 2015?

The second round of Metro cuts is scheduled to take effect on February 14, 2015. The following Bellevue routes would be effected if the current proposal is adopted by the King County Council:

### Deleted Peak-Only Routes:

### Routes with Deleted Coverage:

The route will no longer operate east of Eastgate Park-and-Ride to Issaquah.

## WHY IS MY ROUTE BEING IMPACTED?

King County Metro's [Service Guidelines](#) set the agency's priorities for making changes or reductions to service. The Guidelines consider ridership productivity, social equity, and the geographic value of routes and focus service where it is needed most: highly productive routes that carry many riders, low-income and minority communities where many people rely on buses, and routes that get people to key destinations across the county.

When assessing productivity, routes are divided into two groups: those that serve the Seattle core and those that do not. Under normal circumstances, routes that are among the bottom 25 percent for productivity in each group are considered either for revisions to improve productivity or service reductions so that those resources can be applied more productively elsewhere. However, the current situation is not a normal circumstance.

Because Metro needs to reduce service so significantly to bring operating costs in line with available resources, the system's least productive routes are not merely being considered for minor adjustments but for elimination, significant restructuring, or substantial reductions. The phasing of these reductions will reflect Metro's goals of distributing service cuts equitably among routes that serve the Seattle core and those that do not, and making sure that the impacts of the cuts on minorities and people with low incomes are not disproportionate to those on the general population. For more information about Metro's Service Guidelines, visit: <http://metro.kingcounty.gov/am/future/priorities.html>

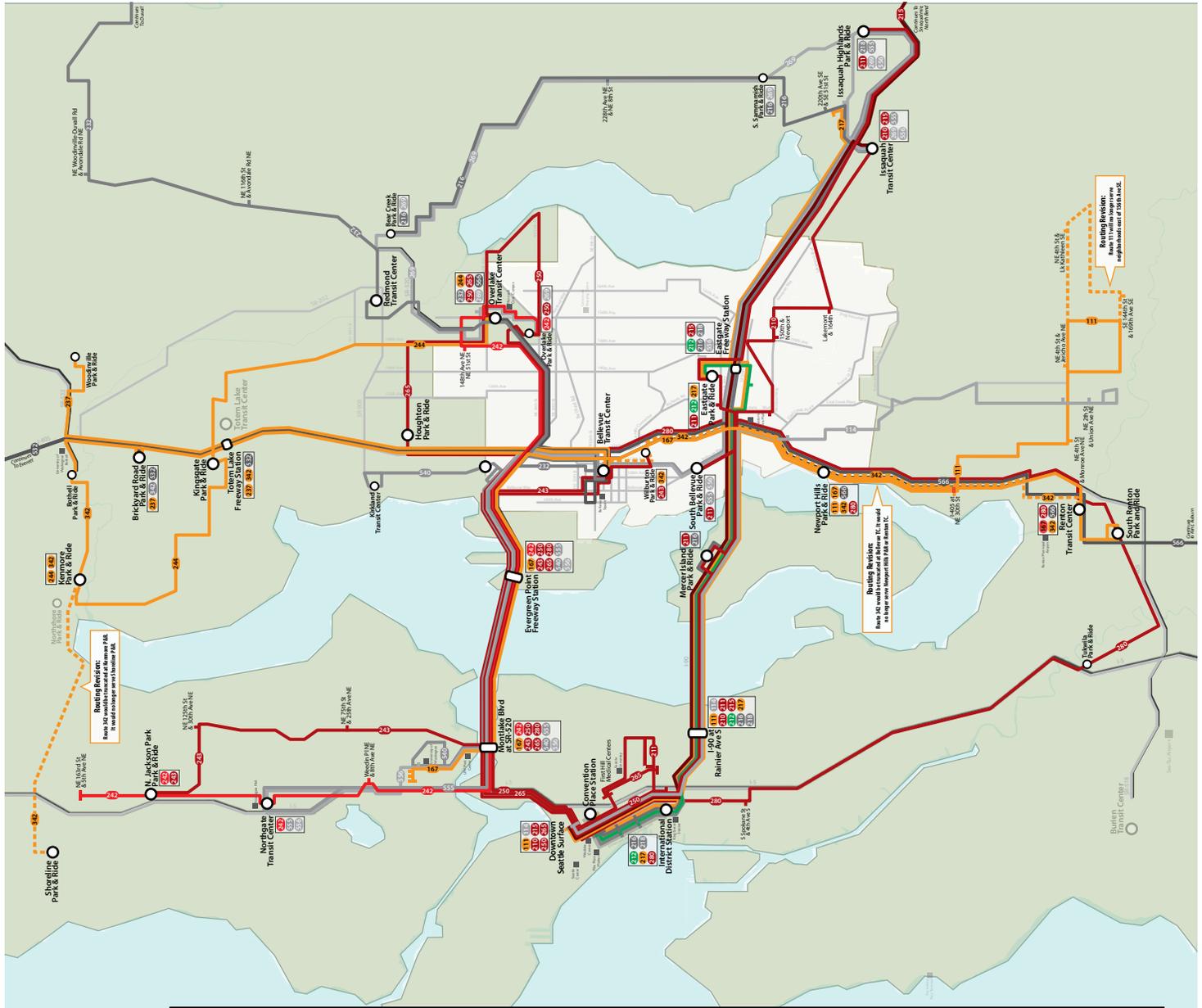
## WHAT IS THE CITY DOING ABOUT THIS?

The City of Bellevue does not operate its own transit service, so it does not have direct control over the transit that operates within its jurisdiction. However, the City prepared for this situation in the [Transit Master Plan](#), a two-year planning initiative that was completed and adopted by City Council in July 2014. The Transit Master Plan (TMP) presents service recommendations for three time horizons (short-, medium-, and long-term) and three funding scenarios (growing, stable, and reduced). The short-term reduced funding scenario in the TMP reflects Bellevue's priorities for the current funding situation.

King County Metro published its original service cut proposal in April 2014 ([hyperlink](#)). Some of Metro's proposed cuts are the same as those identified by the Transit Master Plan, but some notable differences exist between the two proposals. Bellevue's Transportation Department has been working with service planners at Metro for several months to identify ways that Bellevue's highest-priority services can be retained, shifting the impacts to lower-performing routes. It is inevitable that these cuts will have a negative impact on some riders; indeed, the City would prefer to see transit resources grow and services expand to reflect the fact that ridership is increasing. However, if cuts are necessary, the TMP prioritizes focusing resources on providing frequent all-day service to high-ridership markets that serve diverse trip purposes.

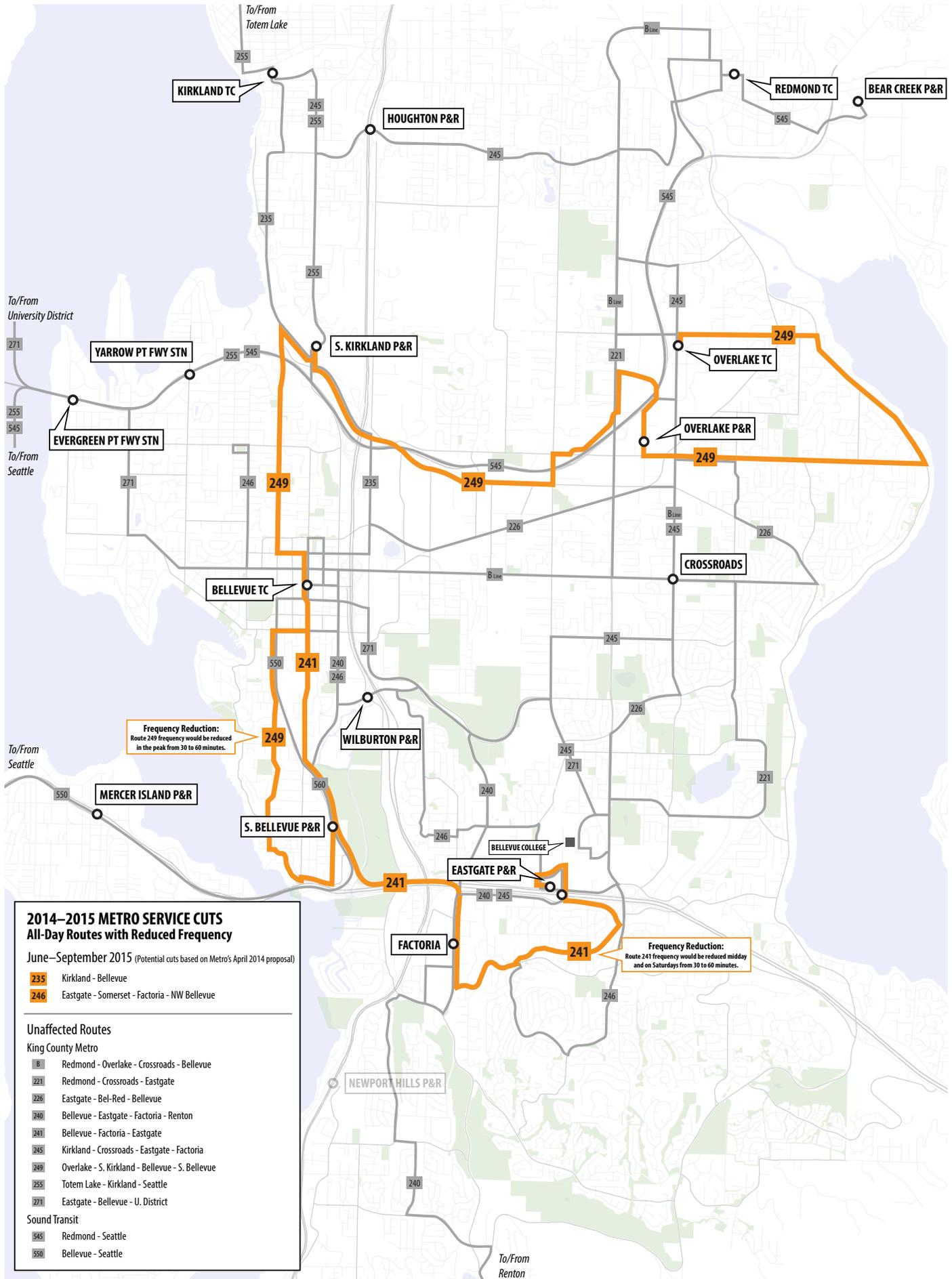
The Bellevue City Council has been briefed on the Community Mobility Contracts program, which allows cities to purchase transit service above what Metro is currently able to provide. While similar to Metro's Service Partnership program, this program requires cities to cover the full cost of providing the service. The City is awaiting information from Metro about the cost of restoring service to impacted routes in Bellevue, after which the City Council will weigh its options.

**Figure 1** Adopted, proposed, and potential changes to peak-only routes, September 2014 to September 2015.

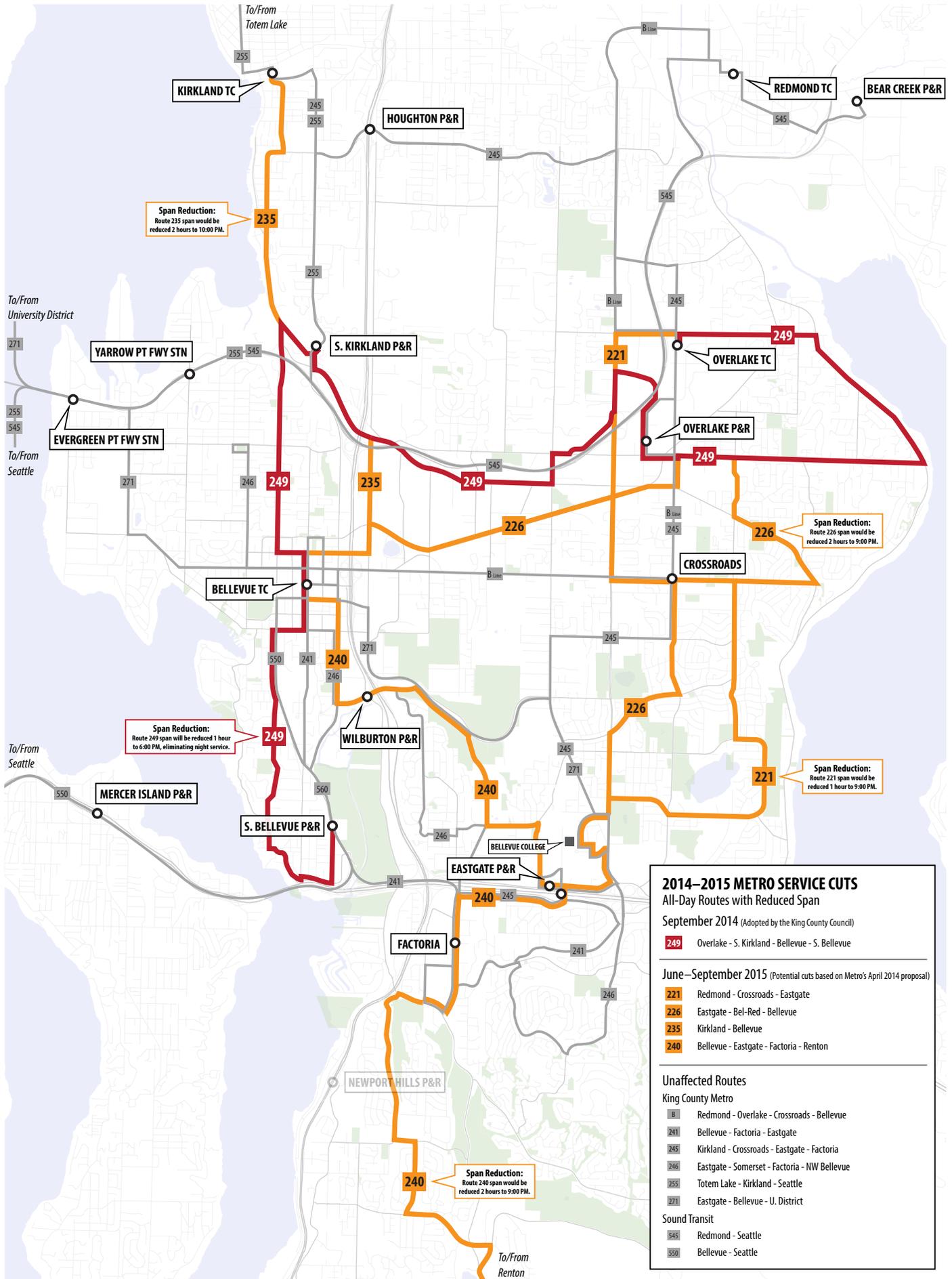


2014–2015 METRO SERVICE CUTS Peak-Only Route Deletions & Revisions	
<b>September 2014</b> (Adopted by King County Council)	
<b>210</b>	Issaquah to Downtown Seattle – Deleted
<b>211</b>	Eastgate to First Hill – Deleted
<b>212</b>	Eastgate to Downtown Seattle – Trips added to offset other I-90 route deletions
<b>215</b>	North Bend to Downtown Seattle – Deleted
<b>243</b>	Jackson Park to Bellevue – Deleted
<b>250</b>	Redmond to Downtown Seattle – Deleted
<b>265</b>	Overlake to First Hill – Deleted
<b>280</b>	Downtown Seattle to Bellevue, Renton – Deleted
<b>February 2015</b> (Proposed as of Sept. 2, 2014)	
<b>242</b>	Ridgcrest to Overlake – Deleted
<b>June–September 2015</b> (Potential cuts based on Metro's April 2014 proposal)	
<b>111</b>	Maplewood to Downtown Seattle – Service eliminated to East Renton Highlands
<b>167</b>	Renton to University District – Deleted
<b>217</b>	Downtown Seattle to North Issaquah – Deleted
<b>237</b>	Woodinville to Downtown Seattle – Deleted
<b>244</b>	Kenmore to Overlake – Deleted
<b>342</b>	Kenmore to Bellevue – Service eliminated west of Kenmore and south of Bellevue
<b>Unaffected Routes</b>	
<b>King County Metro</b>	
<b>114</b>	Renton Highlands to Downtown Seattle
<b>216</b>	Bear Creek to Downtown Seattle
<b>218</b>	Issaquah Highlands to Downtown Seattle
<b>232</b>	Duvall to Bellevue
<b>269</b>	Overlake to Issaquah
<b>Sound Transit</b>	
<b>532</b>	Bellevue to Everett
<b>540</b>	Kirkland to U. District
<b>555</b>	Bellevue to Everett
<b>556</b>	Issaquah to Northgate

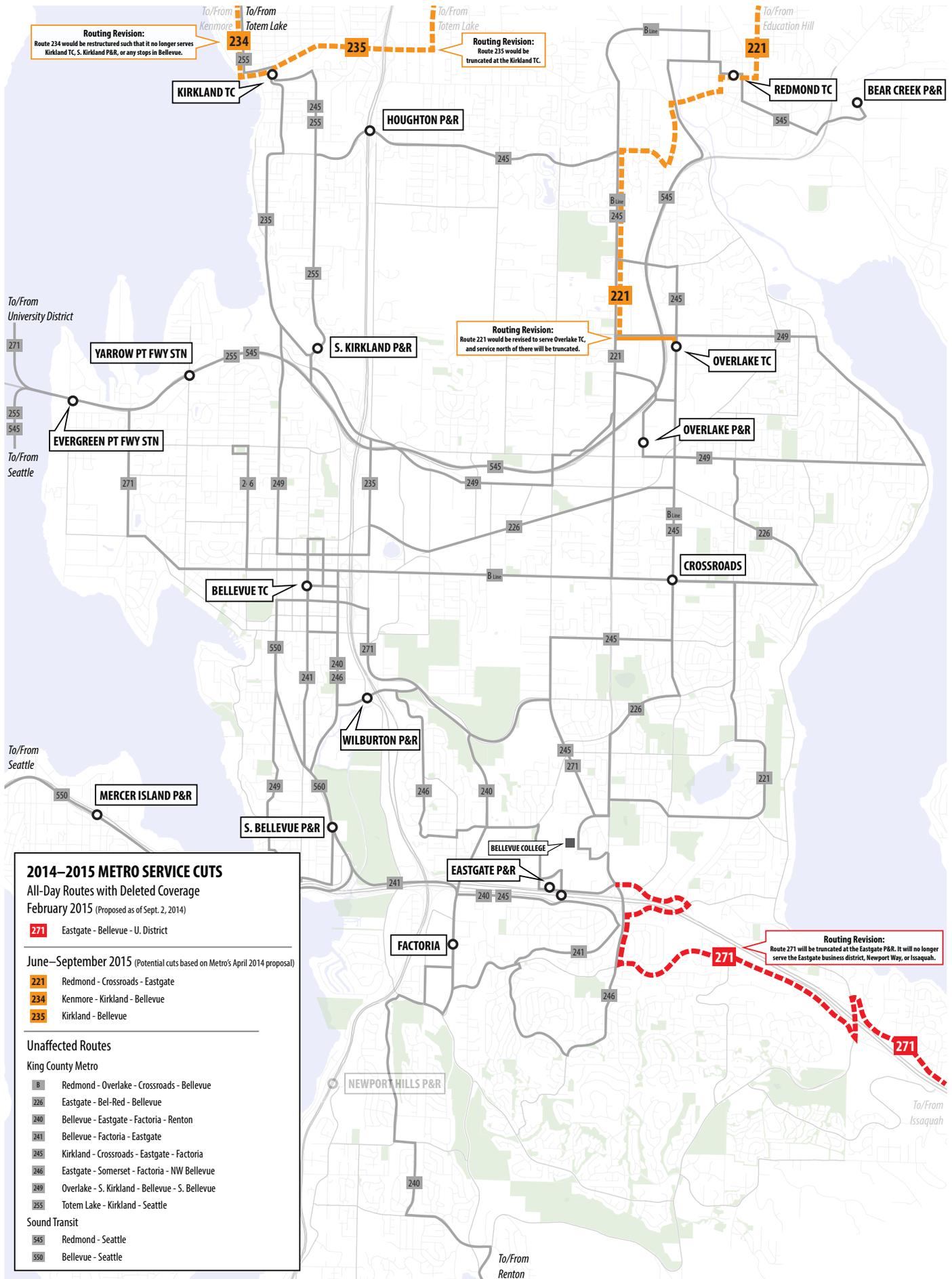
**Figure 2** Adopted, proposed, and potential changes to all-day route frequency, September 2014 to September 2015.



**Figure 3** Adopted, proposed, and potential changes to all-day route span, September 2014 to September 2015.



**Figure 4** Adopted, proposed, and potential changes to all-day route coverage, September 2014 to September 2015.



**2014–2015 METRO SERVICE CUTS**

All-Day Routes with Deleted Coverage  
February 2015 (Proposed as of Sept. 2, 2014)

**271** Eastgate - Bellevue - U. District

June–September 2015 (Potential cuts based on Metro's April 2014 proposal)

**221** Redmond - Crossroads - Eastgate

**234** Kenmore - Kirkland - Bellevue

**235** Kirkland - Bellevue

**Unaffected Routes**

**King County Metro**

- 8** Redmond - Overlake - Crossroads - Bellevue
- 226** Eastgate - Bel-Red - Bellevue
- 240** Bellevue - Eastgate - Factoria - Renton
- 241** Bellevue - Factoria - Eastgate
- 245** Kirkland - Crossroads - Eastgate - Factoria
- 246** Eastgate - Somerset - Factoria - NW Bellevue
- 249** Overlake - S. Kirkland - Bellevue - S. Bellevue
- 255** Totem Lake - Kirkland - Seattle

**Sound Transit**

- 545** Redmond - Seattle
- 550** Bellevue - Seattle

**Table 1** Summary of all adopted, proposed, and potential service changes to be implemented between September 2014 and September 2015.

Affected Routes	Service Type	Action	Summary of Revisions			Outcomes							
			Frequency	Span	Coverage	Description	Headways (in min.)					Span	Coverage
							Peak	Midday	Night	Saturday	Sunday	End of Service	Route Alternatives
<b>September 2014</b> (Adopted by the King County Council)													
210	Issaquah - Factoria - Downtown Seattle	Deleted	Peak-Only										
211	Issaquah Highlands - First Hill	Deleted	Peak-Only										
212	Eastgate - Downtown Seattle	Revised	Peak-Only	+			7-15						
215	North Bend - Downtown Seattle	Deleted	Peak-Only										
243	Jackson Park - Bellevue	Deleted	Peak-Only										
249	Overlake - South Kirkland - South Bellevue	Revised	All-Day (Coverage)	-			60	60	45	45	Before 6:00 PM		
250	Overlake - Seattle Downtown Seattle	Deleted	Peak-Only										
265	Overlake - Houghton - First Hill	Deleted	Peak-Only										
280	Downtown Seattle - Bellevue - Renton	Deleted	Owl										
<b>February 2015</b> (Proposed as of Sept. 2, 2014)													
242	North City - Overlake	Deleted	Peak-Only										
271	Issaquah - Bellevue - University District	Revised	All-Day (Frequent)		-		10	15	30	30	30	Before 10:00 PM	In Issaquah, use Sound Transit Routes 554, 555, or 556. Along Eastgate Way, use Route 221. Between Issaquah and Eastgate, no fixed-route service available.
<b>June – September 2015</b> (Potential cuts based on Metro's original April 2014 service cuts recommendations)													
111	Lake Kathleen - Seattle CBD	Revised	Peak-Only		-		20-30						East of 158th Ave SE in Lake Kathleen, no fixed-route service available.
114	Renton Highlands - Seattle CBD	Revised	Peak-Only	-			30						
167	Renton - Newport Hills - University District	Deleted	Peak-Only										
212	Eastgate - Seattle CBD	Revised	Peak-Only	+			7-15						
217	Issaquah - Eastgate - Seattle CBD	Deleted	Peak-Only										
221	Education Hill - Overlake - Eastgate	Revised	All-Day (Coverage)	+	-	Δ	30	30	60	30	30	Before 9:00 PM	Redmond TC to Education Hill, use revised Route 234, NE 40th St to NE 70th St, use the RapidRide B Line or Route 245.
226	Eastgate - Crossroads - Bellevue	Revised	All-Day (Coverage)		-		30	30	60	30	60	Before 9:00 PM	
232	Duvall - Bellevue	Revised	Peak-Only	-			30						
234	Kennore - Kirkland TC - Bellevue	Revised	All-Day (Frequent)	-	-	Δ	30	60	60	60	60	Before 7:00 PM	Juanita and Kirkland TC, use Route 255, Kirkland TC to Bellevue TC, use revised Route 235.
235	Kingsgate - Kirkland TC - Bellevue	Revised	All-Day (Frequent)	+	-		15	15	30	30	30	Before 10:00 PM	Between Kirkland TC and Totem Lake TC, use revised Route 236.
237	Woodinville - Bellevue	Deleted	Peak-Only										
240	Bellevue - Newcastle - Renton	Revised	All-Day (Coverage)		-		30	30	60	30	60	Before 9:00 PM	
241	Eastgate - Factoria - Bellevue	Revised	All-Day (Coverage)				30	60	60	60	60	Before 10:00 PM	
244	Kennore - Overlake	Deleted	Peak-Only										
249	Overlake - South Kirkland - South Bellevue	Revised	All-Day (Coverage)	-			60	60	45	45	Before 6:00 PM		
255	Brickyard - Kirkland TC - Seattle CBD	Revised	All-Day (Frequent)		-		10	15	30-60	30	30	Before 1:00 AM	Along 124th Ave NE, use Route 252, 257, or revised Route 236.
269	Issaquah - Overlake	Revised	Peak-Only	-			20-30						
342	Shoreline - Bellevue TC - Renton	Revised	Peak-Only	+	-		30						West of Kennore Park-and-Ride, use Route 331, South of Bellevue TC, use Sound Transit Routes 560 and 566.