

# Attachment A: Public Transit Recovery Planning Background Information

## Table of Contents

Introduction .....	1
Redmond’s Transit Priorities.....	1
Transit Service Impacts in Redmond from COVID-19 and Recession .....	1
Relationship of City’s Recovery Efforts to Metro and Sound Transit Efforts.....	2
Metro and Sound Transit Recovery Overview .....	2
Engagement Opportunities.....	3

## Introduction

The COVID-19 public health crisis and accompanying recession have severely impacted public transit ridership and revenue. King County Metro ridership is down about 63 percent systemwide as of early August, while Sound Transit routes serving Redmond have seen ridership declines in excess of 90 percent. Both agencies rely heavily on sales tax revenue to fund service, a source that has been hit early and hard. With both agencies having largely stabilized service at a reduced level, Metro and Sound Transit are now turning to recovery planning.

## Redmond’s Transit Priorities

***Connecting Redmond neighborhoods to Redmond urban centers and connecting Redmond to the region are the principal objectives of Redmond’s transit services priorities, which include the following:***

- Open light rail service – the backbone of Redmond’s transit network – on time in 2023 and 2024
- Restructure the transit network to bring light rail within reach of all Redmond neighborhoods, both through fixed route and innovative services like Community Connections
- Invest in transit service in urban centers to support continued growth and viability of transit-oriented communities like Downtown and Overlake, in support of Redmond’s vision and VISION 2050
- In an era of reduced revenue, focus on building toward the future vision in METRO CONNECTS, Metro Transit’s long-range planning document
- Conduct robust public outreach this fall for the September 2021 service change

## Transit Service Impacts in Redmond from COVID-19 and Recession

Metro and Sound Transit have experienced dramatic reductions in demand and revenue across their systems, as summarized above. Some routes, mostly peak-hour express routes, are suspended. Others are running reduced schedules. The September service change, which takes effect on September 19, will restore service to about 85 percent of pre-COVID levels. Capacity on each bus is 12-18 passengers to support physical distancing. June and September 2020 service levels are shown in Table 1.

Of most concern are the suspensions of routes 249 and 931. These suspensions leave riders in the Idylwood neighborhood and along much of Redmond-Woodinville Road without transit service.

Table 1: Metro and Sound Transit Service Levels in Redmond for June and September 2020

Route	Service Area	Type	Jun. Service Level	Sep. Service Level
B	Redmond TC-Bellevue TC	RapidRide	Full	Full
224	Duvall-Novelty Hill-Redmond TC	DART all-day	Full	Full
930	Totem Lake-Redmond TC	DART all-day	Full	Full
221	Ed Hill-Bellevue College	All-day	Full	Reduced
245	Kirkland TC-Overlake-Eastgate	Frequent all-day	Full	Reduced
269	Issaquah-SE Redmond-Overlake	All-day	Full	Reduced
225	Kenmore-Overlake/RTS	All-day	Reduced	Reduced
226	Bellevue TC-Overlake-Eastgate	All-day	Reduced	Reduced
250	Avondale-Kirkland-Bellevue TC	Frequent all-day	Reduced	Reduced
ST 542	Redmond TC-Green Lake	All-day	Reduced	Reduced
ST 545	SE Redmond-Downtown Seattle	Frequent all-day	Reduced	Reduced
232	Duvall-Redmond TC-Bellevue TC	Peak-hour	Suspended	Suspended
249	Idylwood-Overlake-Bellevue	All-day	Suspended	Suspended
268	SE Redmond-Downtown Seattle	Peak-hour	Suspended	Suspended
931	UW Bothell-Woodinville-Redmond	All-day	Suspended	Suspended
ST 541	Overlake-U District	Peak-hour	Suspended	Suspended
ST 544	Overlake-S Lk Union	Peak-hour	Suspended	Suspended

Frequent means 15-minute all-day service. Routes running reduced schedules have reduced service by about 10 to 20 percent.

## Relationship of City's Recovery Efforts to Metro and Sound Transit Efforts

Recovery planning in Redmond, as described in *Redmond's Long-Term Recovery: COVID-19*, is based on principles of flexibility, resiliency, responsiveness, viability, transparency, a focus on the future, unity and connectedness, and partner engagement. Metro and Sound Transit are critical partners in recovery in that they provide essential mobility services that support the community's economic and social well-being. As part of the City's efforts, City staff will continue to engage Metro and Sound Transit on how those agencies can best support the Redmond community through recovery.

## Metro and Sound Transit Recovery Overview

The pandemic and associated recession have caused Metro and Sound Transit to develop and implement short-term (up to nine months) and medium-term (nine months to about two years) plans that respond to two major challenges: 1) changes in how people use public transit and 2) new fiscal realities. Metro has created a Recovery Planning Team to lead its work, and like the City is embracing flexibility, responsiveness, transparency, and focusing on the future. While this work will be wide-ranging, it will manifest itself most clearly in proposed service changes that happen in March and September each year. These changes will unfold over multiple years.

Table 2: Future Service Changes and their Impact in Redmond

Service Change	Purpose	Impact in Redmond
Sep 2020	Reflect reduced revenue	As shown in Table 1
Mar 2021	Reflect Seattle Transportation Benefit District expiration at end of 2020*	Minimal or none

Service Change	Purpose	Impact in Redmond
Sep 2021	Modify network to reflect reduced revenue, incorporating public input obtained this summer and fall; reflect light rail opening to Northgate	Significant impacts countywide
Future	Reflect changes in economic outlook, with significant Eastside service restructure to reflect opening of light rail in 2023 and 2024	Significant when light rail opens

*\*The Seattle City Council approved a Seattle TBD renewal ballot measure for November. The current TBD is funded through a 0.1% sales tax and \$60 car tab fee and raised \$56 million in 2019. The renewal would be funded by a 0.15% sales tax raising about \$42 million/year. The Seattle TBD funds service principally in Seattle.*

Sound Transit's most visible recovery planning has been in connection with its capital program. While Sound Transit's capital program realignment does not affect the timing of Redmond's light rail projects, it is likely to delay implementation of other Eastside service like bus rapid transit on I-405 and SR 522, originally planned to open in 2024.

Sound Transit has also reduced ST Express bus service across its system due to revenue reductions; Redmond impacts are shown in Table 1. Sound Transit makes ST Express service decisions through its annual Service Implementation Plan, typically available to the public in the fall and adopted by the Sound Transit Board with the budget in November or December. Sound Transit engages with the public and coordinates with Metro for significant service changes.

## Engagement Opportunities

Metro is engaging the public this fall to seek input on transit network changes to be implemented in September 2021. These changes would size the network to available revenues and reflect input on values, priorities, and trade-offs.

Beginning in 2021, Metro and Sound Transit will engage the public to seek input on restructuring the Eastside bus service network in anticipation of the arrival of light rail in 2023 and 2024.