

# Update on the Long Range Plan

Regional Transit Committee

March 16, 2016



King County  
**METRO**

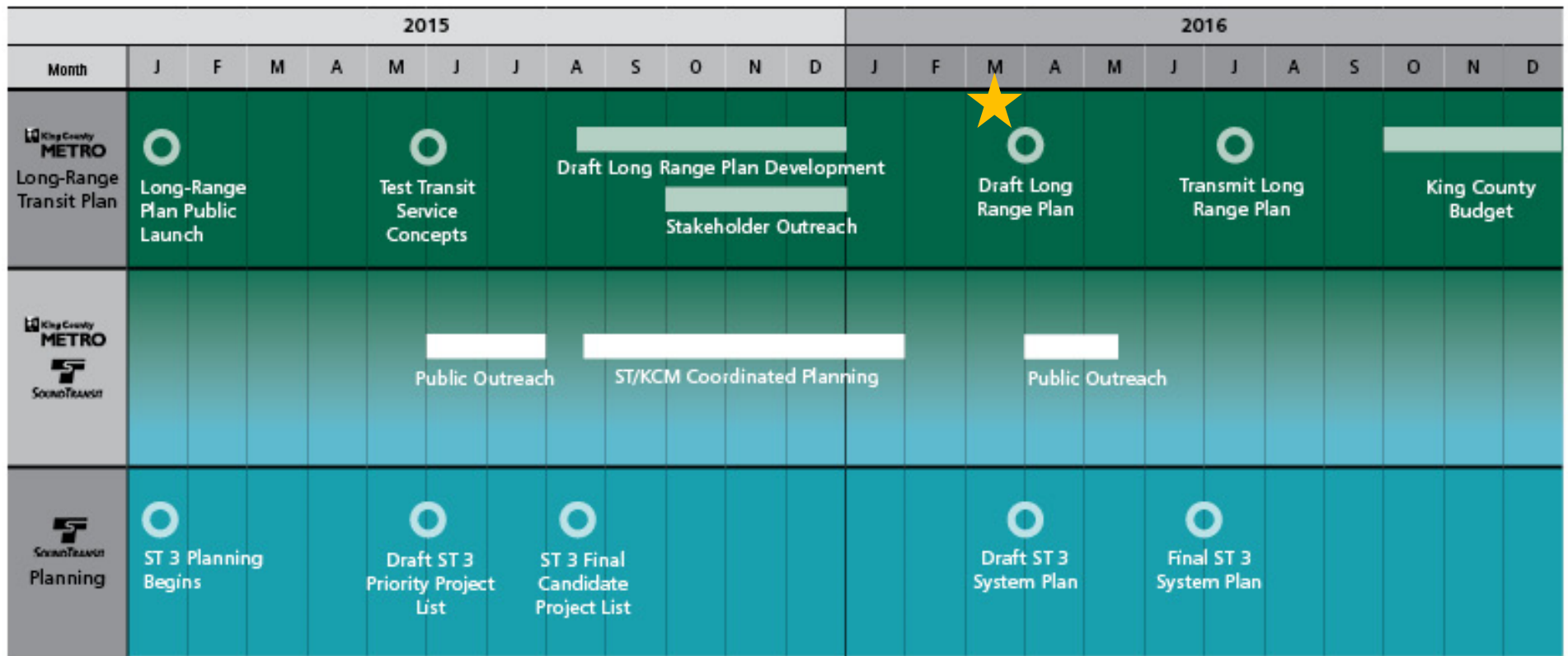
***We'll Get You There.***

# Long Range Plan Overview

- Today's Purpose
  - Preliminary review of performance of DRAFT 2040 network
  - Discuss Relationship of Long Range Plan and Service Guidelines

# LRP Update

# Long Range Plan Timeline



# Long Range Plan Roadmap

## Past RTC Workshops in 2015:

- March 18
- April 15
- June 17
- September 16
- October 16

## RTC Workshop – 11/18

- **Capital Investment Context and Innovation in the LRP**
  1. Capital to support basic operations
  2. Capital to enhance service delivery
  3. Cost benefits of different capital investments

## RTC Meeting – 2/17

- **Review Scope and Scale of LRP Capital and Infrastructure Investments**

## RTC Meeting – 3/16

- **LRP Performance review and relationship with other plans**

## RTC Meeting – TBD

- **Review Draft LRP**

# Long Range Plan Overview

- Improved connections to centers and high capacity transit services
- More east-west connectivity
- Frequent service key for areas with growth
- Express service from cities on the edges of the urban growth boundaries



# Long Range Plan Capital

## Capital to Enable Operations

### ★ **Fleet and Bases**

- Layover

## Capital to Enhance Service Delivery

- Managing public right of way

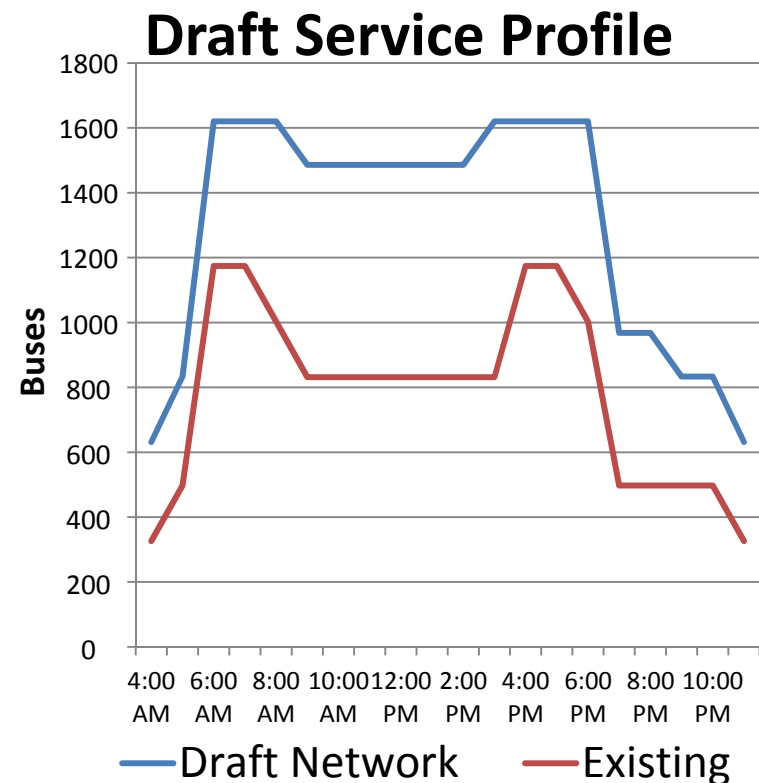
### ★ **Facilities that increase access to transit**

## Capital to Improve Customer Experience

- Transit Centers
- Passenger Facilities

# Long Range Plan – Fleet and Bases

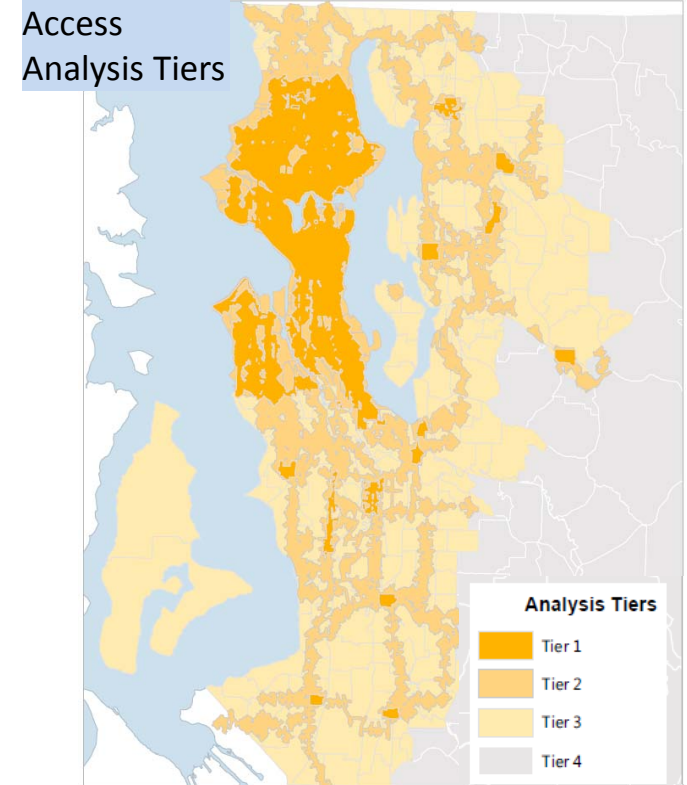
- Increase fleet productivity
  - Provide more all day, 2-way service
  - Use buses more throughout the day
- Locate new bases to maximize productivity
  - ~500 more buses
  - 2-3 new bases



# Long Range Plan Capital – Network Access

More people within walking distance to frequent service

- Types of investments reflect access to service
- Tiers with more walk access have higher levels of nonmotorized access
- Areas not within walking distance have higher levels of parking investment





# Long Range Plan Capital – Non-motorized

Providing safe access for the 70% of the population within ½ Mile of frequent service requires non-motorized investments

- Local comprehensive plans identify \$1.8 Billion in bicycle and pedestrian needs near transit stops
- LRP will help meet some of these needs, supporting bicycle & pedestrian paths & facilities in partnership with cities



# Long Range Plan Capital – Park and Rides

- Access assumptions dependent on expanded service network
- Interim needs: Leased lots, use of joint facilities, ST2 P&R expansion, and manage existing lots, i.e. paid parking
- Working with ST to increase parking supply ~ 40-50% ↑ by 2040

	Current Permanent Supply in King County	ST & Metro Expansion of Permanent Supply	Estimated 2040 Park and Ride Supply
Total	~23K	9-12K	32-35K

# Long Range Plan Evaluation Matrix

Topic	Metro LRP Evaluation Metrics
<b>Proximity to Transit</b>	★ <b>Proximity of population to transit stops</b>
	Proximity of jobs to transit stops
	Proximity of minority or low-income population to transit
	Mode of access to transit
<b>What Transit Connects</b>	★ <b>Population with convenient access to jobs via transit</b>
<b>Use and Efficiency</b>	★ <b>Public transit ridership by type</b>
	★ <b>Measure of service efficiency</b> (economic & environmental)
	Measure degree of transit-priority infrastructure

# LRP Update

# Long Range Plan Proximity Metrics

DRAFT 2040 Network - Percent of Countywide population within distance of various service types

Any Service (¼ mi local, ½ mi frequent or express)	Frequent Service (1/2 mile)	Express Service (1/2 mile)
79%	69%	27%

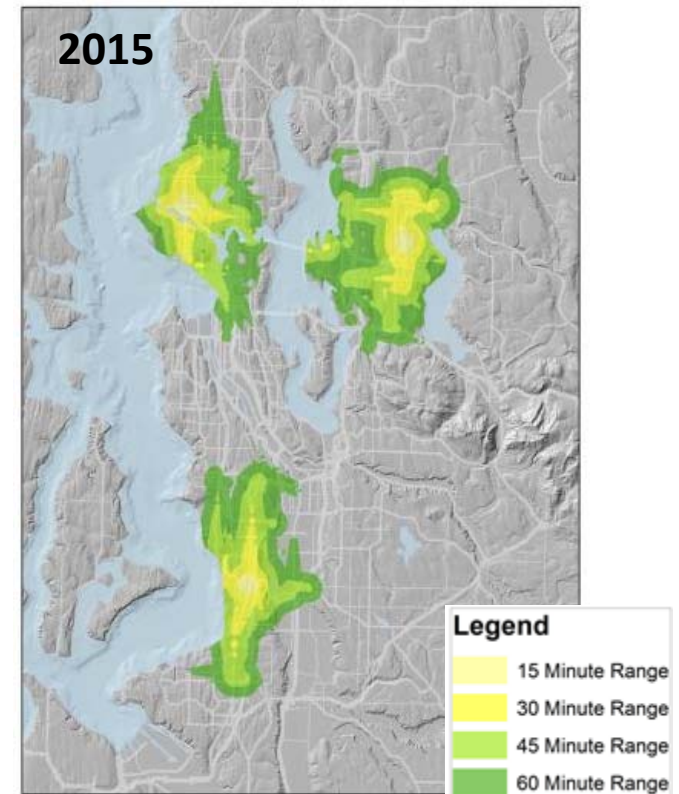
**2040 Transit Network**

- RapidRide
- Frequent
- Express
- Local
- ST Express & Sounder
- ST Link
- Seattle Streetcar
- ST BRT



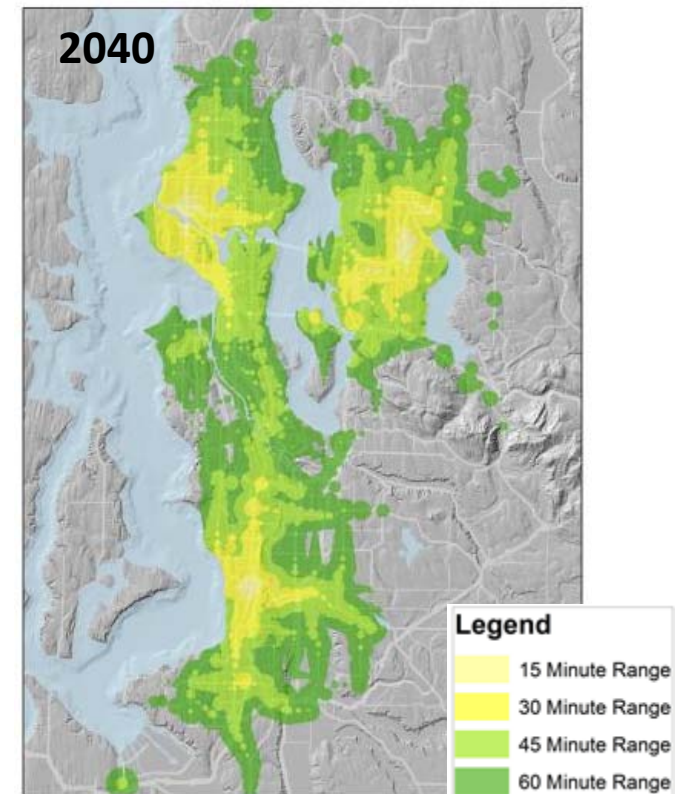

# Long Range Plan What Transit Connects

- DRAFT 2040 network dramatically expands the number of jobs and other opportunities that are available to the riding public



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# Long Range Plan Use and Efficiency

## Forecasted Transit Trips

	Peak Period	All Day
2015	157,000	446,000
DRAFT 2040	307,000	1,002,000



# Long Range Plan Use and Efficiency

Modeled Efficiency Measures

	Boardings / Hour	BTU / pass. mile	GHG emissions / pass. mile
2015	38	3,261	0.49
DRAFT 2040	47	2,400	0.33



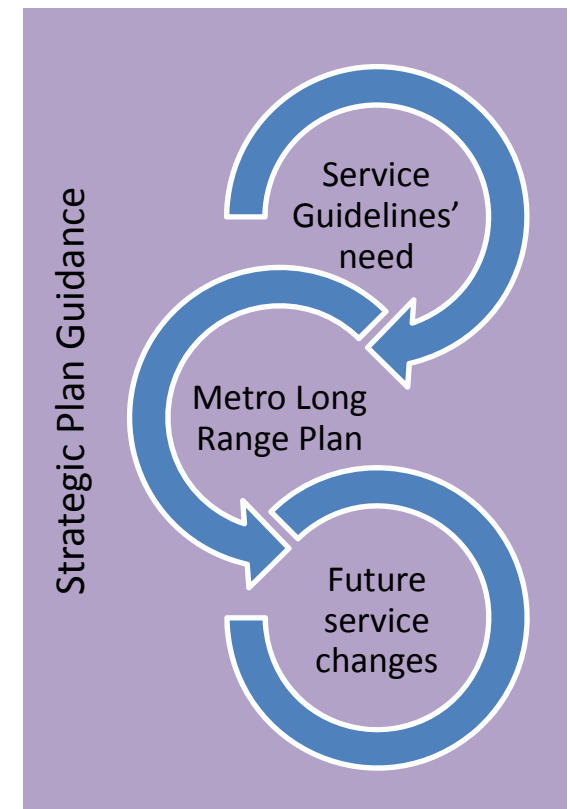


# Long Range Plan & Service Guidelines

- Guided by the Strategic Plan the Long Range Plan will link together
  - Access to Transit
  - Alternative Services
  - Service Guidelines
  - Future Growth

# Long Range Plan & Service Guidelines

- Service Guidelines continue to measure performance and identify near-term need
- With stakeholder input, service hours identified in near-term needs will be used to implement Long Range Plan service network



# Thank You!

## Long Range Public Transportation Plan

<http://www.kcmetrovision.org/>

### Staff Contacts:

**Stephen Hunt – Project Manager, KC Metro**

[stephen.hunt@kingcounty.gov](mailto:stephen.hunt@kingcounty.gov)

206-477-5828

**Paul Roybal – Capital Lead, KC Metro**

[paul.roybal@kingcounty.gov](mailto:paul.roybal@kingcounty.gov)

206-477-5839

# Questions

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