

Updates to the Strategic Plan and Service Guidelines & Long Range Plan Capital Discussion

Regional Transit Committee

February 17, 2016



King County

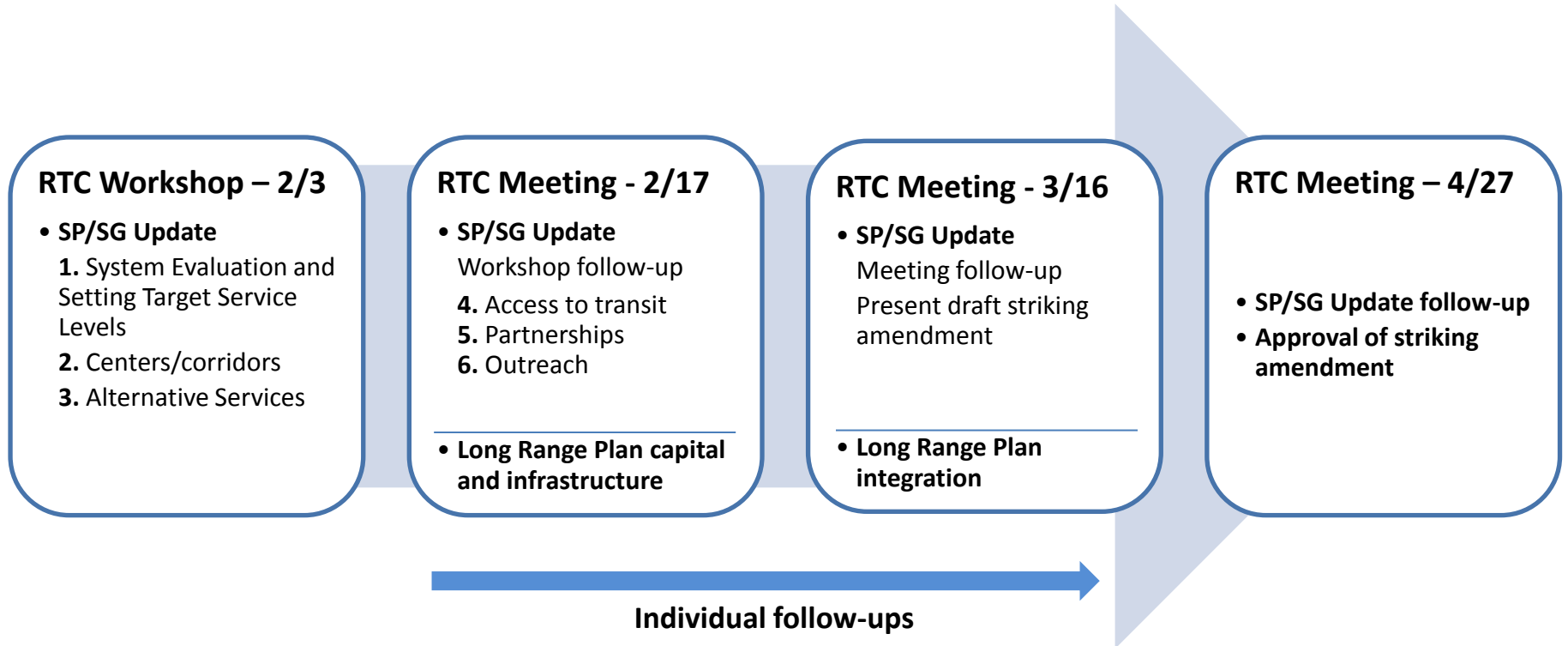
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Purpose

- Follow-up items from workshop
- Updates to the Strategic Plan
- Long Range Plan Capital

Roadmap



Workshop Follow-ups

Group discussion today:

- Distribution of investment needs
- Investment scenario example

Memos:

- Explanation of crowding
- Valuing centers
- Data collection and reporting timelines
- Distribution of current service

One-on-one discussions:

- Location-specific service and 2014 reductions questions

Investment needs summary

- Priority 1: reduce crowding
 - 8,000 hour reduction in need when using revised guidelines
 - Proportionally more in the east, less in the south and west
 - Greater proportion on Suburban routes

Investment needs summary

- Priority 3: meet target service levels
 - 193,000 hour increase in need
 - Proportionally more in east, less in the west, and roughly the same in south
 - All areas increased need
 - Proportionally, need shifted away from Urban routes to Suburban routes and DART/Shuttles

Service Investment Example*

- Investment scenario: 150,000 service hours
- Investment Priorities
 1. Overcrowding – 6,200 hours
 2. Schedule reliability - 23,600 hours
 3. Corridors below target service level – 120,200
 - Updates to the Service Guidelines add direction to consider a variety of factors in distributing investments throughout the network

* based on spring 2015 data

Example corridor 1: Kent - Renton

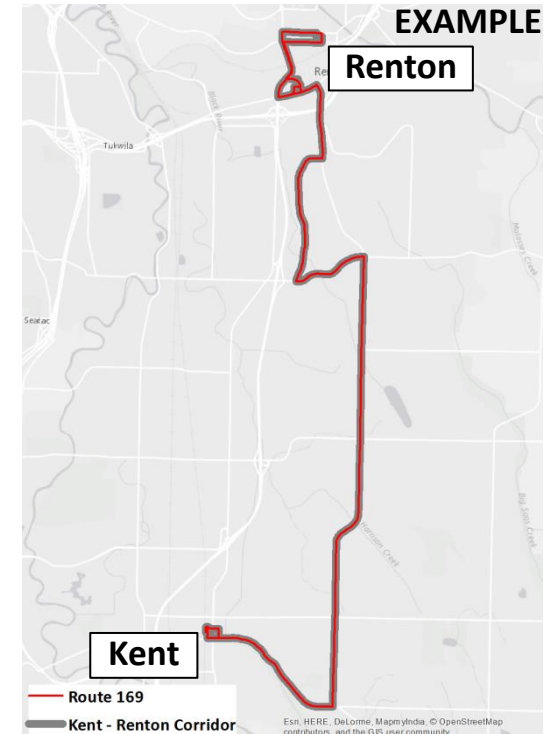
Corridor number	Between	And	Major Route	Estimated hours to meet target (revised)
50	Kent	Renton	169	12,800

6,400 hour investment



Investment Impact

- Increases weekday frequency to 15 min at peak
- Invest in 50% of identified hours of need



* Example only, not a service change proposal

Example corridor 2: White Center – Capitol Hill

Corridor number	Between	And	Major Route	Estimated hours to meet target (revised)
20	Capitol Hill	White Center	60	17,800

8,900 hour investment



Investment Impact

- Increases weekday frequency to 15 min peak, off-peak service
- Increases off-peak Saturday frequency to 15 min
- Invest in 50% of identified hours of need



* Example only, not a service change proposal

Example corridor 3: Issaquah - Overlake

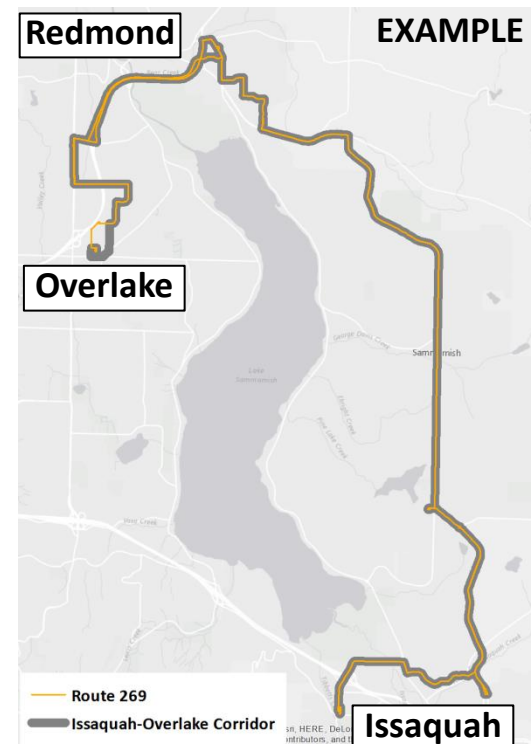
Corridor number	Between	And	Major Route	Estimated hours to meet target (revised)
41	Issaquah	Overlake	269	26,500

17,700 hour investment



Investment Impact

- Adds 30-min off-peak service
- Adds peak and off-peak Saturday service
- Increases span to 6AM-9PM, Mon-Sat
- Invest in 75% of identified hours of need



* Example only, not a service change proposal

Strategic Plan Updates



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Access to Transit study: review



Deliverables

- ✓ Work Plan – **transmitted December 31, 2013**
- ✓ Phase 1 Report: Role of infrastructure and best practices related to transit access - **transmitted December 31, 2014**
- ✓ Supplemental July 1 report - **transmitted July 1, 2015**
- ✓ Phase 2 Report: Regional needs reporting and funding opportunities, model policy language, potential Strategic Plan updates to enhance transit access - **transmitted December 31, 2015**

What we have heard

- Many park and rides are overcrowded, while others are not well used
- Need better biking and walking infrastructure
- Transit-to-transit and other last-mile connections are important
- Metro needs to take a leadership role to establish partnerships and engage jurisdictions to improve access
- More complete measures and reporting, and a path to action



What we are doing

- 1) Updated policy language and measures
- 2) New tools and expanded data collection
- 3) Expanded parking program
- 4) Long range plan that will identify long term capital needs
- 5) Considering opportunities to develop partnerships for transit parking, nonmotorized infrastructure
- 6) Exploring transit-oriented development (TOD) options to improve access to transit and increase affordable housing



Proposed updates to Strategic Plan

❖ **Include description of access (as part of objective 3.2)**

Access to transit means how people get to transit service and how they get from transit service to their final destinations. It considers:

- 1. The quality and ease of the connection**, including infrastructure, amenities, technology, safety and security
- 2. The mode used to connect to transit service**, such as walking, biking and driving
- 3. The environment**, including land use, sidewalk and street network
- 4. The characteristics of the service**

Proposed updates to Strategic Plan

❖ **Strengthen and clarify strategies on**

- **transit parking (Strategy 3.2.4)**
- **bike and pedestrian access to transit (Strategy 3.3.2)**
- **transit-oriented development (Strategy 3.3.2)**
- **safe access by all modes (Strategy 3.2.3)**
- **collaboration on facilities and services (Strategy 3.2.2)**

Proposed updates to Strategic Plan

❖ Add new measures to measure access

Walk access to transit	<ul style="list-style-type: none">Population and employment within walking distance of bus stop
Availability of service	<ul style="list-style-type: none">Households and jobs within walking distance of frequent serviceMap of population within specified distances of transit (ie. population: within ¼ mile; 1/4 -1/2 mile; ½ mile – mile; 1-3 miles; 3-5 miles; > 5miles)
Bike access	<ul style="list-style-type: none">Capacity and utilization of bike lockers and other secure biking facilities
Park and rides	<ul style="list-style-type: none">Park and ride capacity and utilization (existing measure)
Accessibility	<ul style="list-style-type: none">Average number of jobs a resident can get to in 30 minutes

Additional Updates



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Partnerships

- Describes types of partnerships: service, capital, planning, and private transportation providers (3.1.1)
- New language supporting options for low-income workers (3.1.2)
- New section in service guidelines outlines partnership goals
 - Also forms significant part of alternative services section

Community outreach

- New section of service guidelines defines goals of outreach
- Describes engagement strategies
- Directs Metro to better understand mobility needs of disadvantaged communities
 - Engage with community-based organizations
 - Better understand origins and destinations

Update on the Long Range Plan



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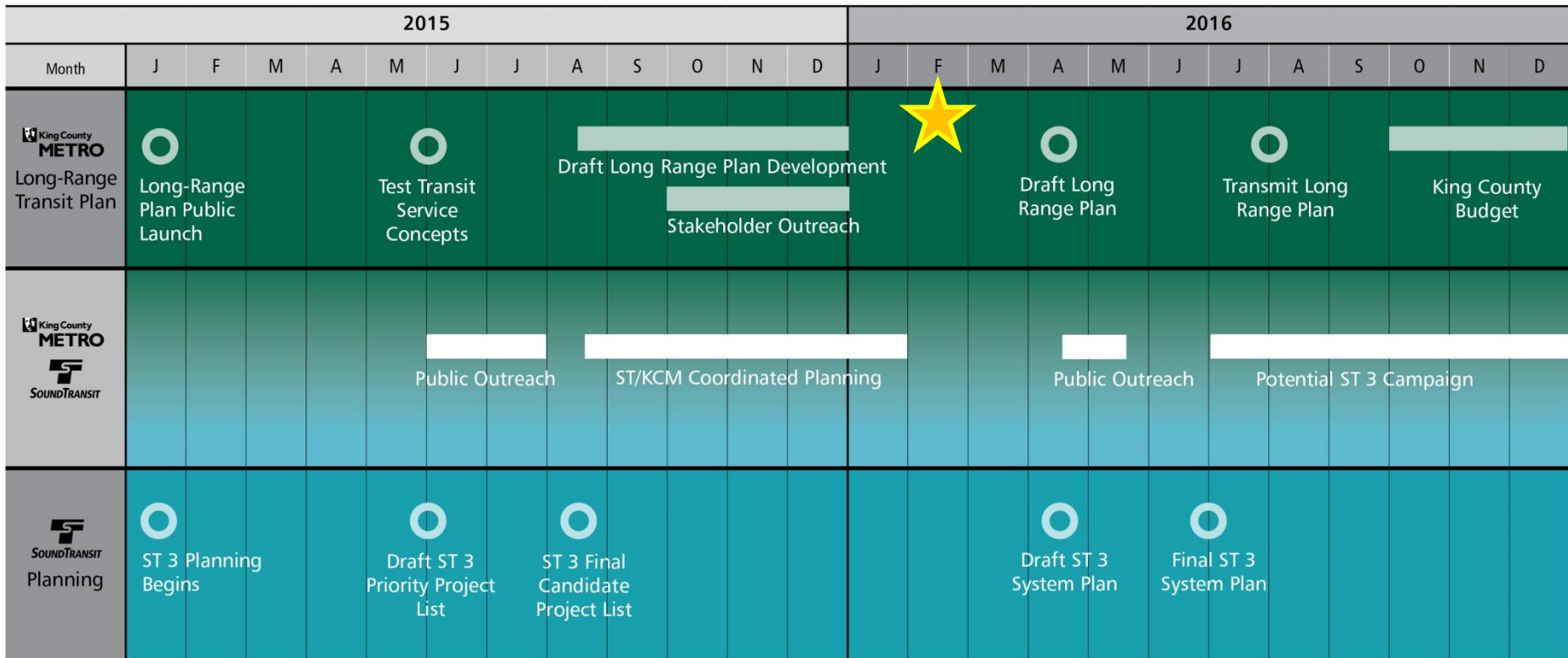
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Long Range Plan Overview

- Today's Purpose
 - Overview of LRP and how it will be different from today
 - Review scope and scale of the capital elements in the LRP

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

- **LRP Capital and Infrastructure**
 1. Review Scope and Scale of capital investments

RTC Meeting – 3/16

- **LRP Integration**
 1. Review how Metro and ST projects will support each other

RTC Meeting – TBD

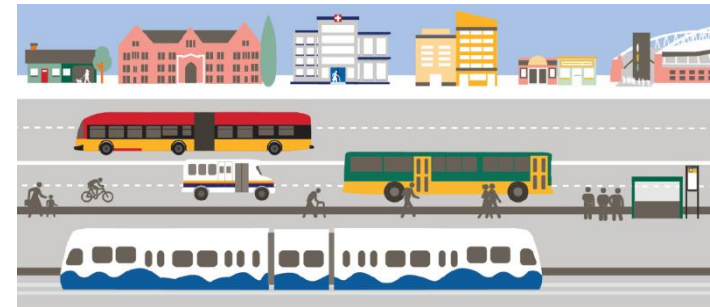
- **Review Draft LRP**

Long Range Plan Overview

- More places in less time
- Regional Integration
- Supports city comprehensive plans
- Innovation & Alternative services

20% → **70%**

People within 1/2 mile of frequent service



INCREASE
transit mode
share to **24%**



during peak periods • up from 14% today

Long Range Plan Overview

- What would be different from today
 - More Frequent service across the county
 - More all day service
 - Expanded RapidRide Service
 - Expansion of Light Rail, able to reinvest/reorient services – relies more on transfer and intermodal facilities

Speed and Reliability

- Major improvements
 - Provide cross-city connections
 - Address bottlenecks and high-congestion areas
 - Improve access to regional network
- Partnerships to fund and implement

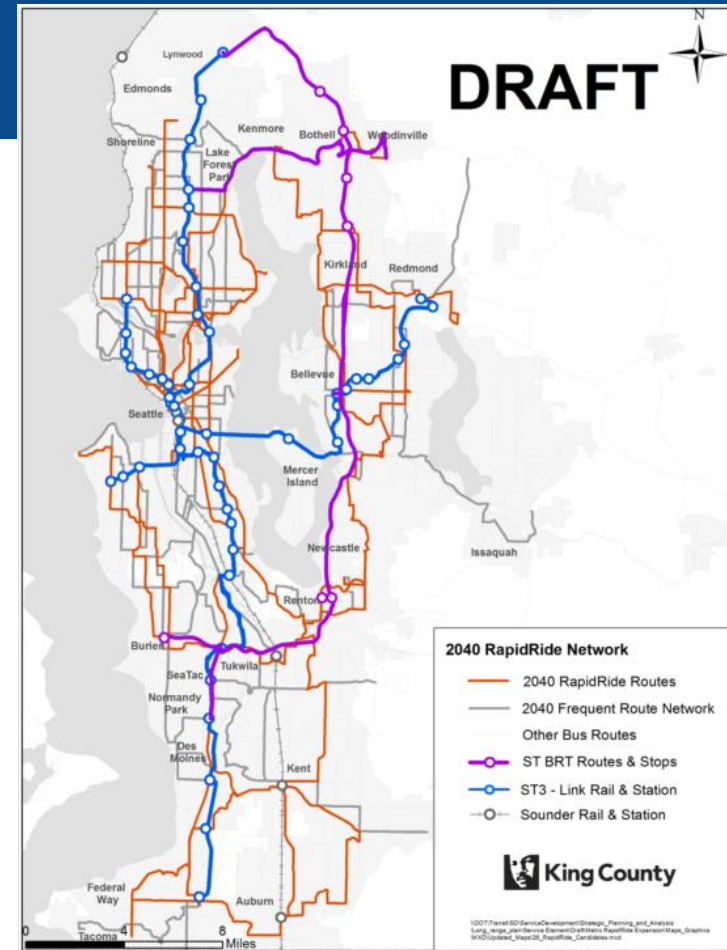


LRP Capital Components

Speed and Reliability

RapidRide Expansion

- Upgrade existing RapidRide lines
- Near term RapidRide implementation
 - 7 new lines via Move Seattle
 - 6 additional Metro lines throughout King County
- Long Term implementation
 - A to Z by 2040 – 26 lines, 300 miles



Speed and Reliability

Scaled investment on all corridors

Highest

Lowest



FREQUENT SERVICES

EXPRESS SERVICES

LOCAL SERVICES

with RapidRide

without RapidRide

Excludes freeways

all other services

- Extensive Transit Lanes
- Signal Priority at Most Intersections
- In Lane Stops or Bus Bulbs

- Few to No Transit Lanes
- Signal Priority Only at Major Bottlenecks
- Significant Portions Without Investment

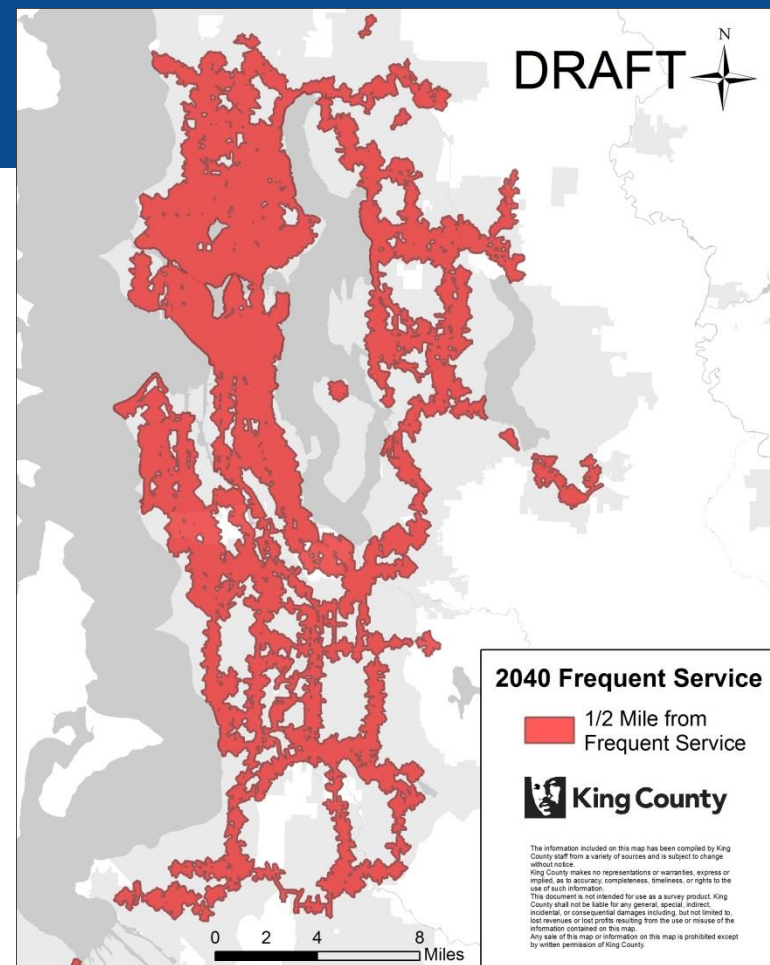
Major Transit Hubs and Stations

- More High volume hubs with Sound Transit integration
 - Partner with ST to size and build facilities
- Improve rider experience at all locations
 - Address transfer environment
 - Provide flexibility for growth



Access to the bus network

- More people within walking distance to frequent routes
- In more areas we will be able to focus on non-motorized access to transit
- Provide additional parking capacity based on distance to transit



Thank You!

Long Range Public Transportation Plan

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

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Questions
