

METRO CONNECTS

DEVELOPMENT PROGRAM

Regional Transit Committee
November 15, 2017

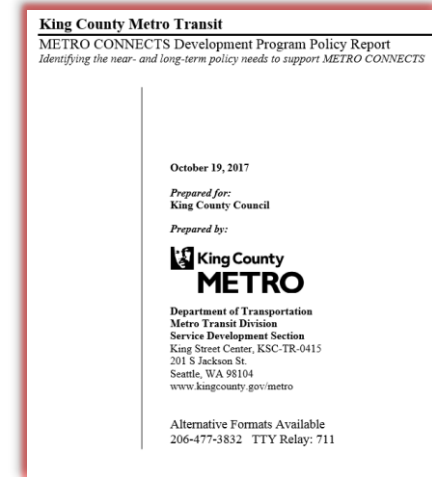
Main Themes from RTC Workshop

High level summary:

- Provide clarity on components of the Policy Report & areas with enough policy guidance
- Discuss innovation
- Provide more detail on content of the Regional Project Schedule
- Describe partnerships next steps

Policy report overview

Main Questions	Policy Report Response
How do we implement METRO CONNECTS?	Describes five service principles that guided formation of the Regional Project Schedule to implement METRO CONNECTS
Do we have the policy we need to effectively implement METRO CONNECTS?	<p>Discusses 14 work areas in METRO CONNECTS and aligns with existing policy</p> <p>Determines 2 main policy needs to effectively implement METRO CONNECTS</p>
How do we address those policy needs?	Proposes plan to update Strategic Plan and Service Guidelines in 2018



Do we have the policy needed to effectively implement METRO CONNECTS?

- Defined METRO CONNECTS work areas:**
 Defined 14 work areas to develop METRO CONNECTS
- Assessed existing policy:** Assessed how existing policy supports each work area
- Identified policy needs:** Identified work areas where we can more effectively implement METRO CONNECTS with policy changes
- Next step:** Review policy assessment with the TAC

METRO CONNECTS Work Areas	Can implement vision with existing policy
Partnerships	
Service Network	
Speed and Reliability	✓
Accessible Transportation Options	✓
Access to Transit	✓
Innovation and Technology	✓
Passenger Facilities	✓
Regional Integration	✓
Operations and System Preservation	✓
Boardings and Fares	✓
Customer Communications	✓
Managing Demand	✓
Transit-Oriented Development	✓
Critical Service Supports: Fleet, Layover, Workforce	✓

How do we address those policy needs?

Objectives and Timing	2017	2018				2019				2020			
	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Discuss how Metro can work better with cities with MCDP TAC	[Shaded]												
Review & discuss MCDP Policy Report with Council, RTC	[Shaded]												
Discuss partnerships and collaboration with Metro with Council, RTC to inform discussion in 2019		[Shaded]											
King County budget development		[Shaded]											
Discuss service allocation principles with Council, RTC					[Shaded]								
Develop changes to Strategic Plan and Service Guidelines						[Shaded]							
Transmit recommended changes to Council, RTC									[Star]				
RTC recommendation on Service Guidelines update <i>(anticipated)</i>												[Star]	
King County Council adoption of Service Guidelines update <i>(anticipated)</i>												[Star]	
King County 2021-2022 budget development													[Shaded]

Innovation in METRO CONNECTS

METRO CONNECTS calls for:

- Utilizing advancing technologies to develop creative solutions for customers (ex: smartphone apps) and increase operational efficiency
- Improving and changing mobility through innovation

Innovation: Assessing Opportunity

SHARED MOBILITY TECHNICAL REPORT



July, 2017

King County
METRO

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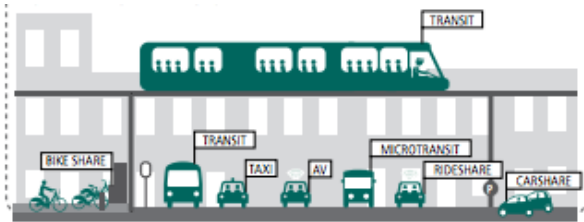
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1 KING COUNTY METRO SHARED MOBILITY TECHNICAL REPORT

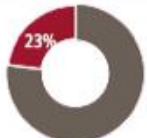
- Collaboration between Metro, SDOT, Sam Schwartz Consulting and the UC Berkeley Transportation Sustainability Research Center.
- Development of methodological foundations to analyze the potential impact of shared mobility and other trends in the sector.

Innovation: Key Findings

User: Improved options, reduced costs



SCENARIO 1
Ridesource



SCENARIO 2
Ridesource and ridesplit

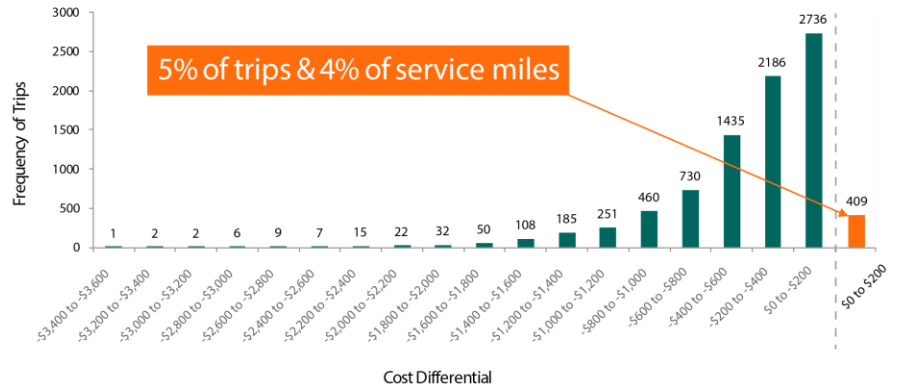


SCENARIO 3
Transit, ridesource,
and ridesplit



SCENARIO 4
Transit, ridesource,
ridesplit and car share

Agency: Improved services, reduced costs



Innovative Mobility Action Agenda

To achieve Metro's goals in both the short- and the long-term, Metro will embrace innovation by pursuing the following strategies:

I

Shared mobility as a complement to Metro's services.

II

Mobility-as-a-Service.

III

Electric, connected, and automated vehicles.

IV

Integrated **data management platforms**

V

Efficient use of infrastructure

VI

Culture of innovation.

Innovation - Strategy I: Shared Mobility

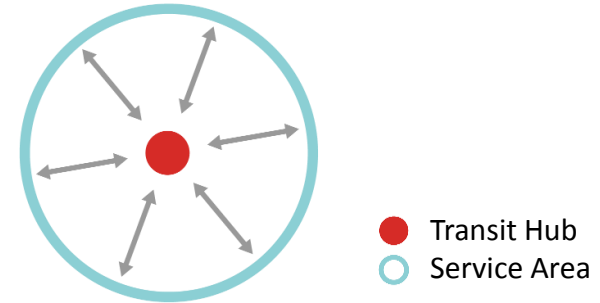
First/Last Mile Pilots – On Demand

Metro Park-and-Rides

- Northgate, Eastgate and South Renton

FTA MOD Sandbox

- partner with Sound Transit and LA Metro
- 3-4 locations – rail and bus



Open service within 2-3 mile radius service area

On demand, shared rides

Standard rates, low income rates

Individual trip data sharing, data sharing platform

Integrated WAV solution, call center dispatch

Innovation - Strategy I: Shared Mobility

Private transit authorization

- **Background:**
State law awards Metro exclusive authority of public transportation services.
- **Approach:**
Formal process to authorize, monitor, and evaluate privately operated public transportation services, while retaining the overall coordination and management of public transportation.
- **Target Timeline:**
Intake process open in Q1 2018
Service launch in Q1-Q2 2018

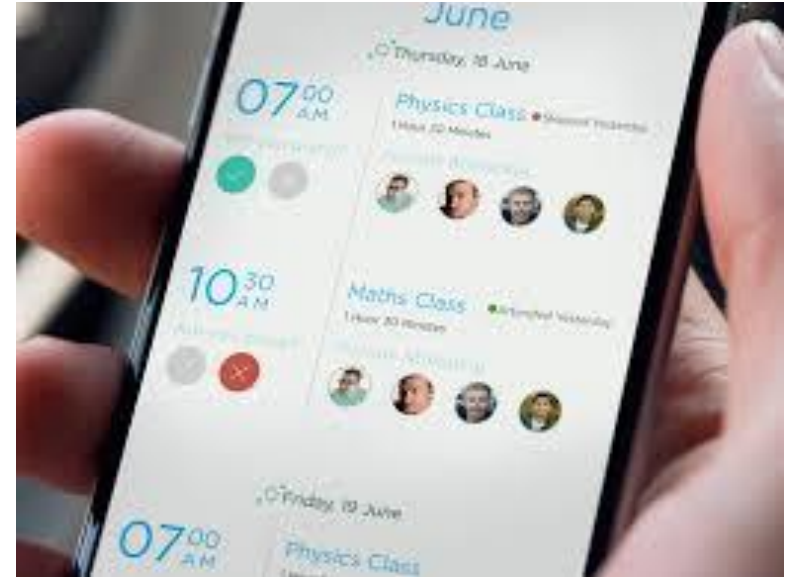


Innovation - Strategy II: Mobility as a Service

Carpooling Incentive Fund

Market Based Carpooling

- Private sector, app-based
- Incentives provided to end user
- Shared marketing



Innovation - Strategy V: Infrastructure efficiency

Carshare stalls at park and ride

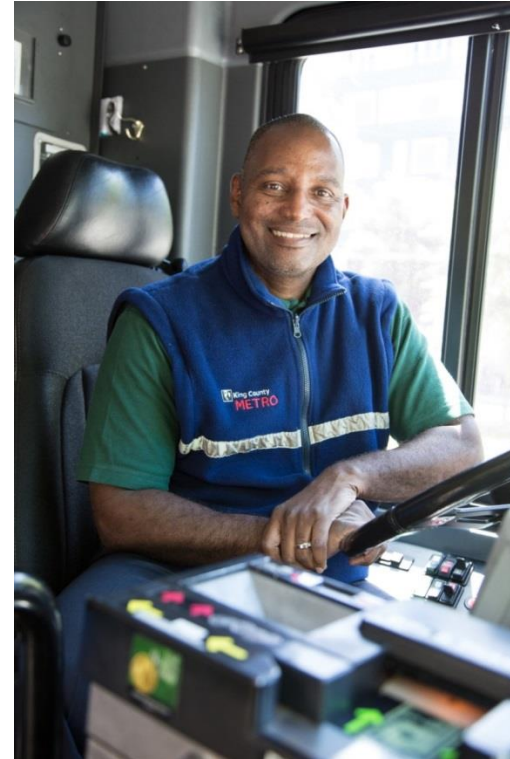
Northgate P&R Pilot

- Goal is to increase productivity of parking stall.
- Reserved car share spaces for carshare providers.
- Partnership with Reach Now and Car2Go

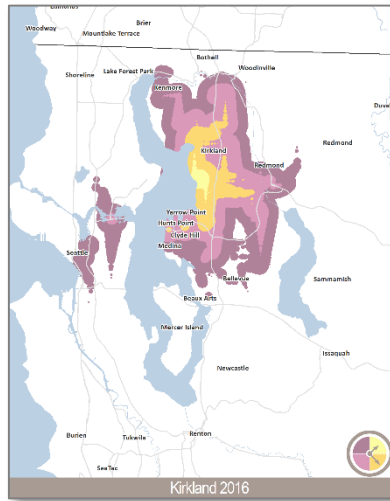


Innovation - Strategy VI: Building Culture

- **From service provider to mobility management**
 - Growing role for partnerships and coordination with private sector operators
 - Open to innovation and collaboration
- **Regulatory changes that reduce barriers to innovation**
- **Internal considerations**
 - Higher risk tolerance
 - Organizational changes and resource allocation
 - Labor discussions
 - Workforce development

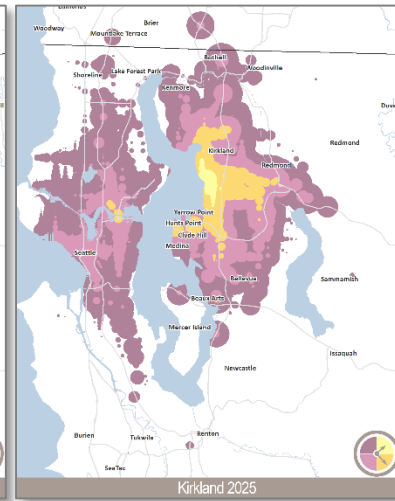


Kirkland



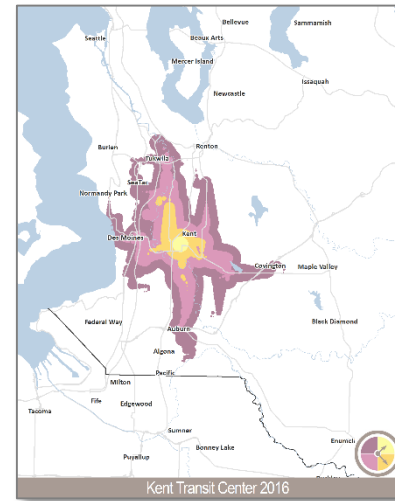
Kirkland 2016

2016



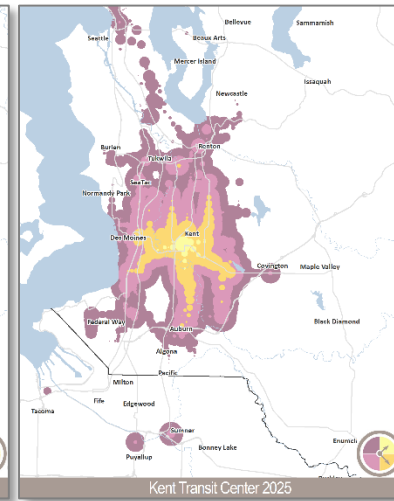
Kirkland 2025

2025



Kent Transit Center 2016

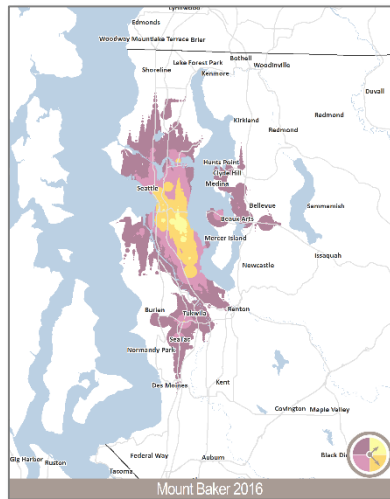
2016



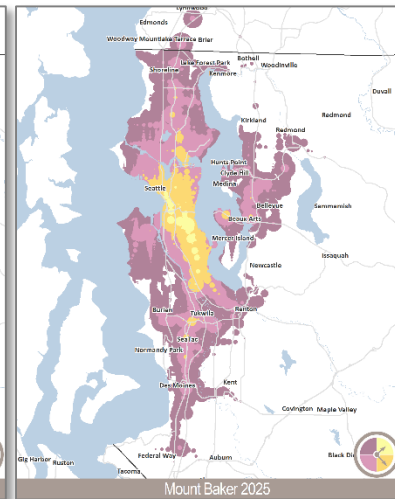
Kent Transit Center 2025

2025

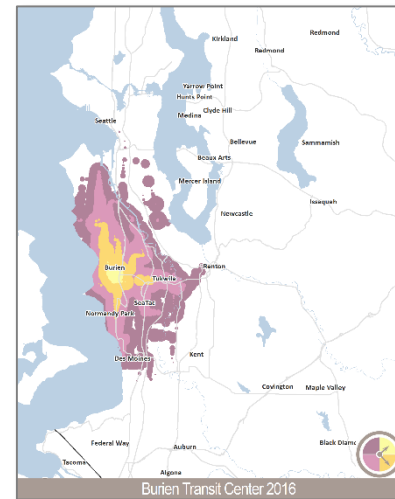
Mount Baker



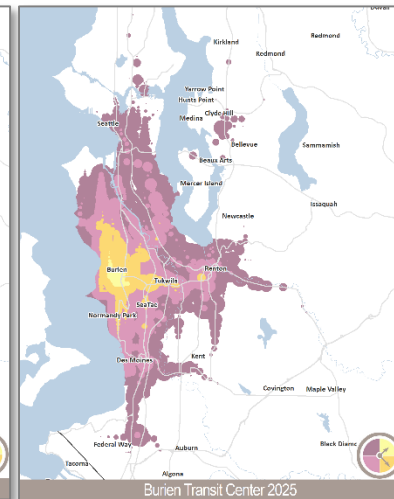
Mount Baker 2016



Mount Baker 2025



Burien Transit Center 2016



Burien Transit Center 2025

Regional Project Schedule: Added Detail

	2017-2018 (Funded)	2019-2020*	2021-2022*	2023-2026*
SYSTEM INVESTMENTS				
Operational needs and funded commitments	100,000 hours	Hours are based on annual need	Hours are based on annual need	Hours are based on annual need
Service quality investments to reduce crowding (Service Guidelines Priority 1) and improve reliability (Service Guidelines Priority 2).	27,600 hours to reduce crowding 26,200 hours to improve reliability	1% of system size annually (estimate)	1% of system size annually (estimate)	1% of system size annually (estimate)
System restructure to deliver METRO CONNECTS network	Planning for future restructures and investments	Restructure and Investments: 1. Northeast King County 2. Auburn to Renton (Southeast King County)** 3. RapidRide – Madison** 4. RapidRide – Delridge/Ambaum**	Restructure and Investments: 5. RapidRide – Renton – Overlake 6. Link Integration – Northgate** 7. RapidRide – Rainier** 8. RapidRide – Roosevelt/Eastlake** 9. RapidRide – Auburn to Renton 10. RapidRide – Ballard – U District**	Restructure and Investments: 11. Link Integration & RapidRide – Bellevue – Overlake** 12. Link Integration & RapidRide – South Link/ Kent – Des Moines** 13. Link Integration – Lynnwood 14. RapidRide – Downtown to Northgate via Fremont** 15. RapidRide – SR 522 – U District 16. Link Integration – Redmond 17. Link Integration & RapidRide – Federal Way to Green River CC 18. I-405 BRT – Renton** 19. RapidRide – 23rd Avenue** 20. Central Seattle – Queen Anne – Magnolia
Service growth investments (Service Guidelines Priority 3)	108,400 hours to grow service on specific routes	Route based service investments		
Capital investments to deliver METRO CONNECTS service	2 Frequent corridors 2 Express corridors RapidRide Expansion Program Speed & reliability improvements to support METRO CONNECTS Transit access parking studies Parking management program development Sound Transit integration	2 RapidRide corridors 1 Frequent corridor	5 RapidRide corridors 8 Frequent corridors	6 RapidRide corridors 17 Frequent corridors
Major systemwide capital facilities projects	Atlantic/Central Base capital enhancements Eighth base planning			

	2019-2020*	2021-2022*	2023-2026*
OPERATING SUPPORT			
Major systemwide capital facilities projects	Restructure and investments: 1. Northeast King County 2. Auburn to Renton (Southeast King County)** 3. RapidRide – Madison** 4. RapidRide – Delridge/Ambaum**	Restructure and investments: 5. RapidRide – Renton – Overlake 6. Link Integration – Northgate** 7. RapidRide – Rainier** 8. RapidRide – Roosevelt/Eastlake** 9. RapidRide – Auburn to Renton 10. RapidRide – Ballard – U District**	Restructure and investments: 11. Link integration & RapidRide – Bellevue – Overlake** 12. Link integration & RapidRide – South Link/ Kent – Des Moines** 13. Link integration – Lynnwood 14. RapidRide – Downtown to Northgate via Fremont** 15. RapidRide – SR 522 – U District 16. Link Integration – Redmond 17. Link integration & RapidRide – Federal Way to Green River CC 18. I-405 BRT – Renton** 19. RapidRide – 23rd Avenue** 20. Central Seattle – Queen Anne – Magnolia

11/9/17

* Planning efforts are currently in Continued program planning phase
** Denotes that the restructure or Bold projects assume a major

This document provides additional detail about system restructure projects identified for the 2019-20 biennium in the Regional Project Schedule. Planning for these projects will begin in 2018. Other types of service investments may also occur within the 2019-20 biennium pursuant to the Regional Project Schedule.

The schedule is dynamic—it will change depending on Metro’s financial outlook, organizational capacity to deliver, and partnerships with jurisdictions and others. Service change projects will be informed by the vision described in METRO CONNECTS but will also be shaped through robust community, stakeholder and inter-agency engagement, and may include consideration of multiple service types, in addition to fixed-route transit. Specific service changes will be subject to approval by the King County Council.

2019-20 System Restructure Projects (In Planning)

1. Northeast King County

This service change project would consider changes to provide fast and reliable service. Within this project area, key features of the METRO CONNECTS 2025 service network include the following:

- Frequent service connecting Northeast King County and Link light rail in the University District
- Frequent service connecting Kenmore, Totem Lake and Redmond Technology Center Station (Overlake)
- Frequent service connecting Totem Lake, Downtown Kirkland and Downtown Bellevue
- Expanded all-day local/flexible coverage in Bellevue, Kirkland and Redmond.

2. Auburn to Renton (Southeast King County)

This service change project would restructure service in Auburn, Covington, Kent, Renton, and SeaTac and would create a new frequent route between Auburn and Renton, which would be upgraded to RapidRide in the 2021-22 biennium. Within this project area, other key features of the METRO CONNECTS 2025 service network include the following:

- Frequent service between Covington, Kent and SeaTac,
- Improved connections to Sounder commuter rail, and
- Expanded all-day local/flexible coverage on Kent East Hill.

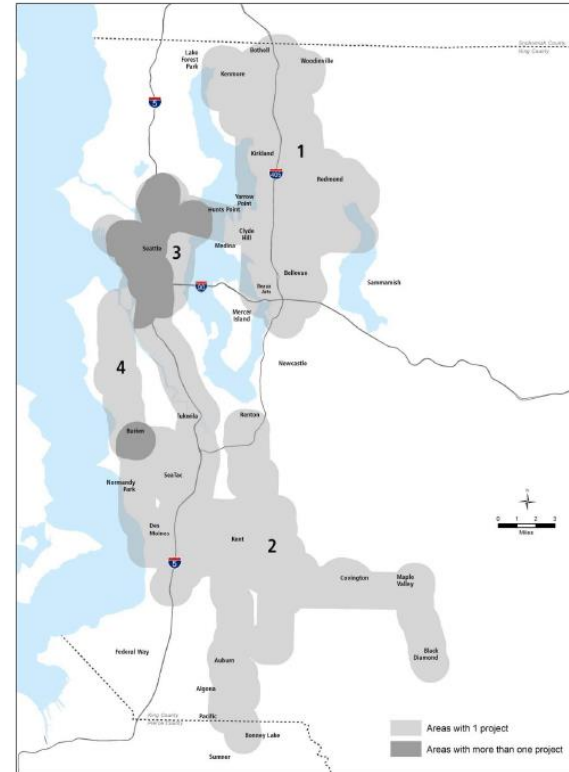
3. RapidRide Madison (G Line)

This service change project would restructure service in the Madison Street Corridor in Seattle, replacing service currently provided by Routes 11 and 12. Within this project area, other key features of the METRO CONNECTS 2025 service network include:

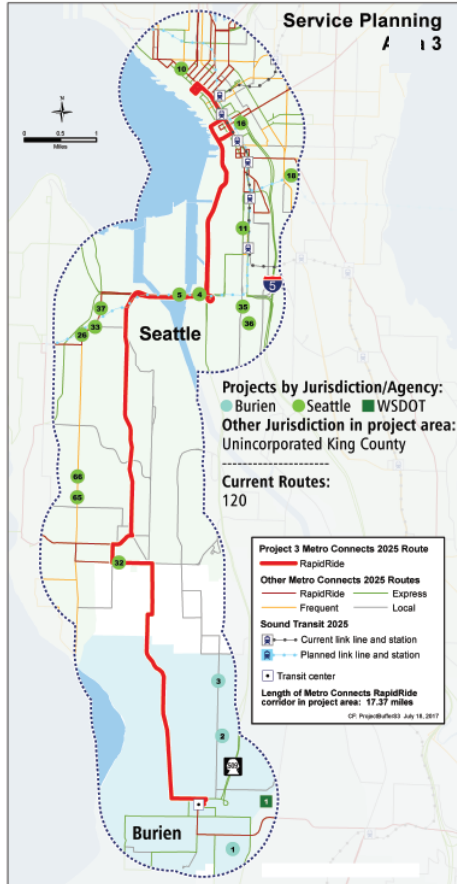
- New frequent connection between Madison Park, Capitol Hill, South Lake Union and Uptown.
- New connection between Madison Valley and Beacon Hill

4. RapidRide Delridge/Ambaum (H Line)

This service change project would implement a new RapidRide line and associated capital improvements in the Delridge Way/Ambaum Blvd corridor between Burien and Downtown Seattle, replacing service currently provided by Route 120.



Service Planning Area 4: Delbridge/Ambaum Corridor



Service Change Description

This service change project would implement a new RapidRide line and associated capital improvements in the Delridge Way/Ambaum Blvd corridor between Burien and Downtown Seattle, replacing service currently provided by Route 120.

Supporting Capital

New and restructured corridors are anticipated to receive capital investments to improve speed and reliability and customer amenities. METRO CONNECTS assumes that many of these investments would include partnerships with jurisdictions or other partners. The types of capital investments are in part associated with the type of service that's envisioned for a given corridor. The table below highlights the level of investment for corridor improvements envisioned in the plan, by service type. Specific opportunities and costs for improvements will vary by corridor.

Corridor Capital Investment Priorities by Service Type

Investment Element	Investment Level by Service Type			
	RapidRide	Frequent	Express	Local
Roadway rechannelization	High	Medium	Low	Low
Transit signal priority	High	High	Medium	
Queue jumps	High	Medium	Medium	Low
Signal modifications	High	Medium	Medium	Low
Signal synchronization	High		Medium	Low
Bus bulbs	High	High	Medium	
Exclusive right-of-way*	Low			

*Rebuild sidewalks; Illumination; New signals; Stormwater management; Site preparation/civil work; Widen roadway for bus lanes

Jurisdiction	Label	Year	Project ID	Project Name	Connection to Transit	Project Type
King County	Downtown Program	current	n/a	Comfort Station Expansion	n/a	Other Transit Facility Investment
King County	Downtown Program	current	n/a	Bicycle Parking Expansion	n/a	NM Improvement
King County		current	n/a	Eighth Base Construction	n/a	Other Transit Facility Investment
King County		current	n/a	Central-Atlantic Base Expansion	n/a	Other Transit Facility Investment
King County		current	n/a	South Base Expansion	n/a	Other Transit Facility Investment
King County	Downtown Program	2018	n/a	METRO CONNECTS Transit Hub Program	n/a	Other Transit Facility Investment
King County	Downtown Program	current	n/a	Metro Shelter and Lighting Improvement Program	n/a	Other Transit Facility Investment
King County	Downtown Program	current	n/a	Bus Zone Improvement Program	n/a	Other Transit Facility Investment, NM Improvement
King County	Downtown Program	current	n/a	Transfer Environment Improvement Program	n/a	Other Transit Facility Investment
King County	Downtown Program	current	n/a	METRO CONNECTS Speed & Reliability Program	n/a	Transit-specific Corridor Improvement
King County	Downtown Program	ongoing	n/a	Traffic Engineering Support - Plan Review	n/a	Other
King County		2015	n/a	Downtown Seattle Layover Facilities	n/a	Other Transit Facility Investment

Partnerships: What We Heard

Interests in:

- Definition of partnership
- Process for public-private partnerships, innovation, targets, and progress reporting
- How we:
 - Prioritize among partnerships
 - Balance countywide investment approach with individual city demands

Partnerships: Next Steps

Next Steps

- Metro undergoing internal process to define partnerships through reorganization
- Propose in-depth discussion in 2018
- Metro will continue to work with cities, as we do today in the meantime

Next Steps

- Discuss Policy Report
Jan - Feb 2018
- Discuss partnerships and service network policy needs with Council & RTC
Jan 2018 - Jun 2019
- Executive & Council Budget Development
Jun 2018 – Nov 2018
- Propose and adopt changes to Strategic Plan and Service Guidelines
Mar 2019 – Mar 2020