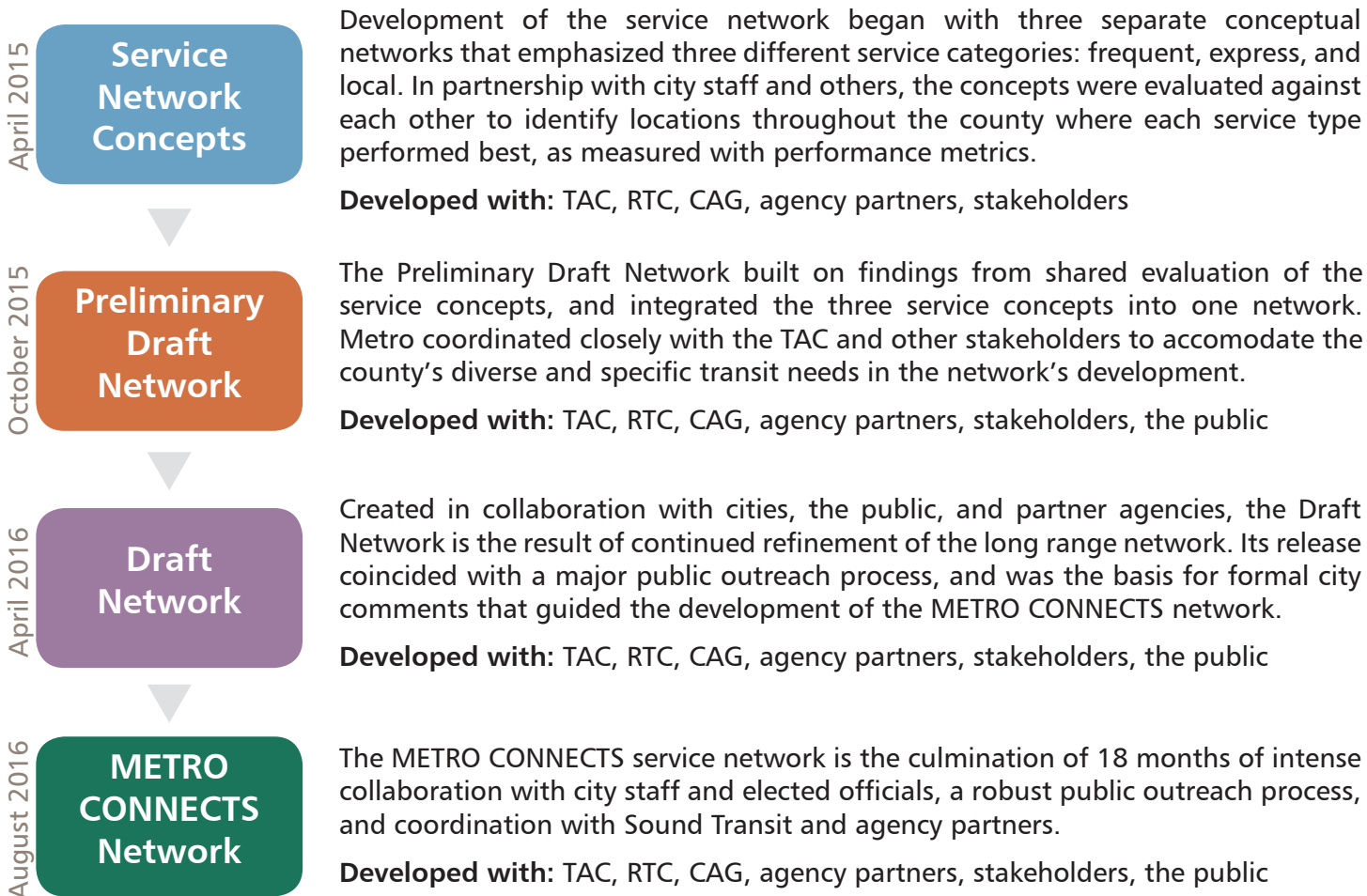


Developing the Service Network

The process to develop the service network for METRO CONNECTS began with dialogue with King County jurisdictions. A Technical Advisory Committee (TAC) comprising staff representatives from King County cities, partner agencies, and stakeholders was established to provide a forum for jurisdiction input, inquiry, and facilitate communication among cities regarding their transit needs. Representatives from Sound Transit, and other partner agencies were consulted to ensure the METRO CONNECTS service network was coordinated with their future service networks.

The network was continually refined through close coordination and collaboration with city staff, and included regular touchpoints with King County's Regional Transit Committee. In addition, a robust public outreach process and the plan's Community Advisory Group (CAG) provided guidance on the network's development throughout the planning process. The network was developed in four phases:



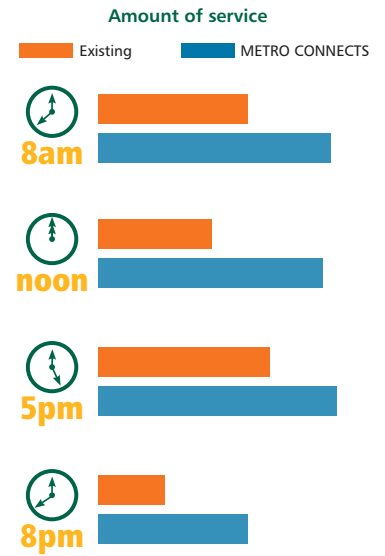
How could the plan change the network?

METRO CONNECTS would add 2.5 million new service hours to Metro’s service network by 2040, on top of the 3.5 million hours of service Metro provided in 2015.

The enhanced system would:

- Expand the frequent service network
- Move Metro toward a service network that operates all day, from earlier in the morning to later at night.
- Connect people to Sound Transit’s expanding regional rail system.
- Meet current transit needs identified in Metro’s annual Service Guidelines analysis, and future transit needs identified in cities’ growth plans.

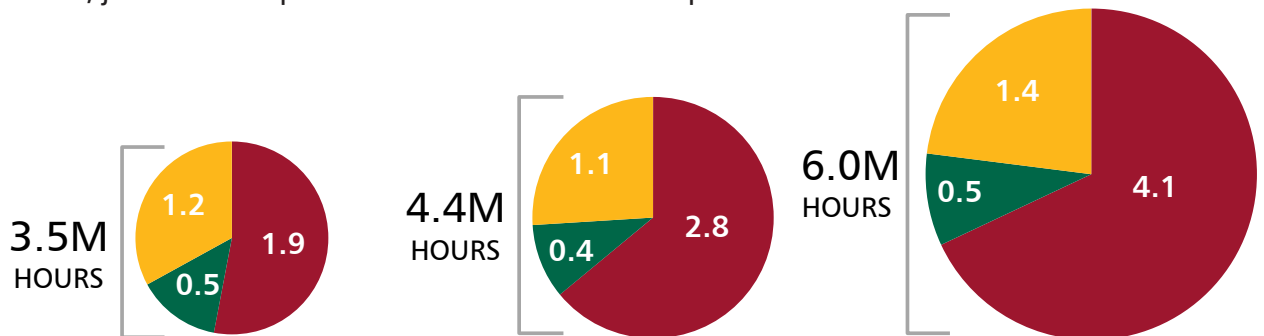
More all-day service...



More service, more frequency...

The table below shows the percent of planned service hours, and the corresponding percentage of King County population and jobs accessible, for each service type in 2015, 2025, and 2040.

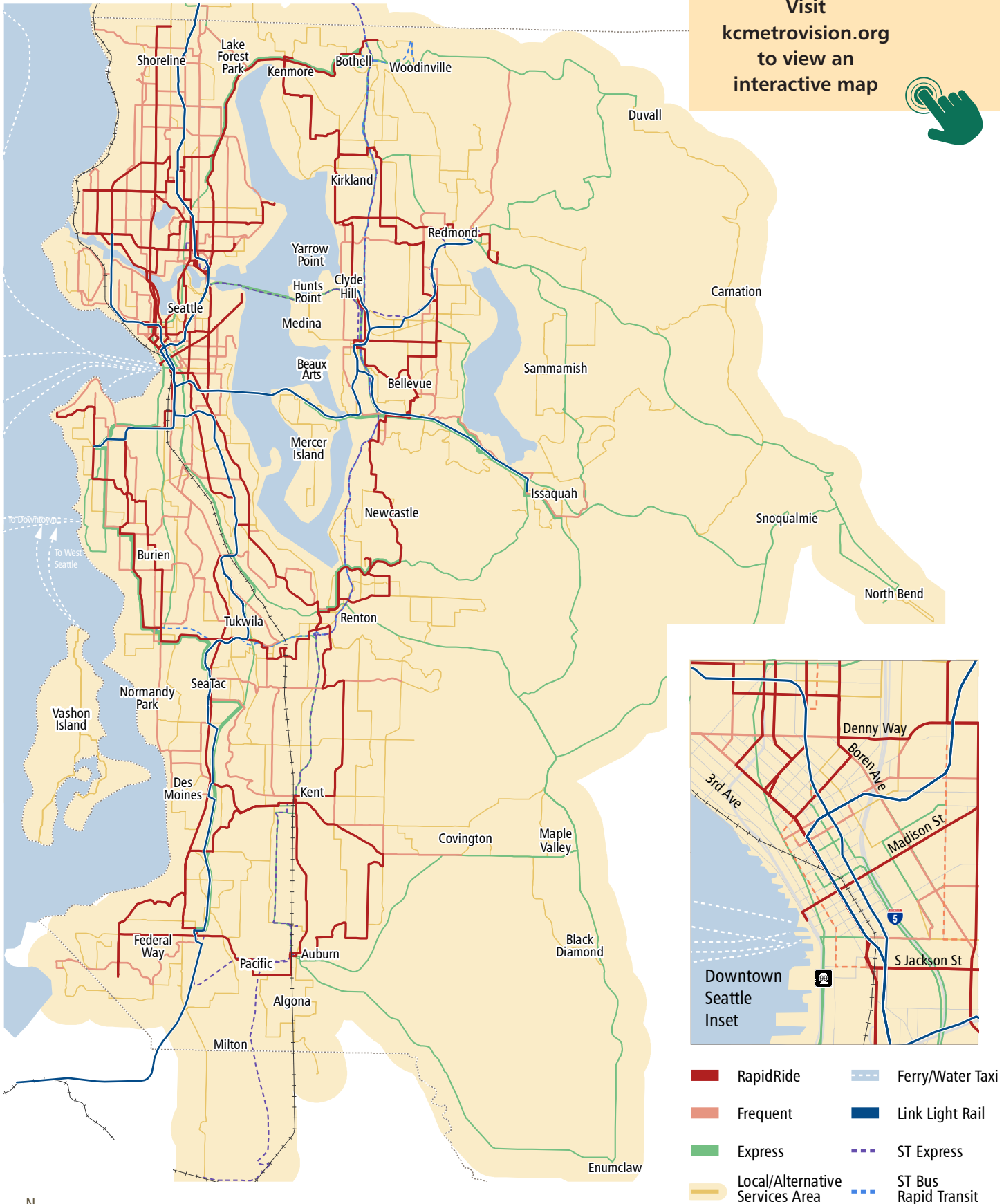
- Since many areas have access to multiple service types, population and job access measures do not add up to one-hundred percent. This overlap can be seen on the service proximity map on page 4.
- Local service includes flexible and alternative services, and may be provided in any area of the county. As a result, local service is excluded in these access measures.
- The figures below describe the network, however local and regional plans, land use, jurisdiction input drove the network’s development.



	2015			2025			2040		
	Service Hours (M)	Within ½ mile of service % Pop	Within ½ mile of service % Jobs	Service Hours (M)	Within ½ mile of service % Pop	Within ½ mile of service % Jobs	Service Hours (M)	Within ½ mile of service % Pop	Within ½ mile of service % Jobs
Total	100%	69%	82%	100%	76%	84%	100%	81%	90%
Frequent	53%	43%	63%	64%	64%	78%	68%	73%	87%
Express	14%	15%	38%	10%	25%	42%	9%	28%	54%
Local	33%	n/a	n/a	26%	n/a	n/a	23%	n/a	n/a

METRO CONNECTS 2040 Service Network

Visit
kcmetrovision.org
 to view an
 interactive map



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METRO CONNECTS 2040 Service Network: Population Proximity to Service

