

King County Metro: Access to Transit and Long Range Plan

Regional Transit Committee Workshop
March 19, 2015

Access to Transit



Transit Access: What we'll discuss today



1. How is transit access defined



2. What do we know about how people access transit in the region



Questions we will come back to

- 1) What is access to transit and how is it measured?**
- 2) What outcomes should the Access to Transit process lead to?**
- 3) What is not working now– what are existing barriers to transit access?**
- 4) Should there be major capital investments to improve transit access?**
- 5) How should the region fund transit access capital investments?**
- 6) Should existing facilities be managed differently to serve more people?**

What is access to transit?



The Transit Capacity and Service Quality Manual gives this definition of access

Access to transit considers the spatial elements of transit availability:

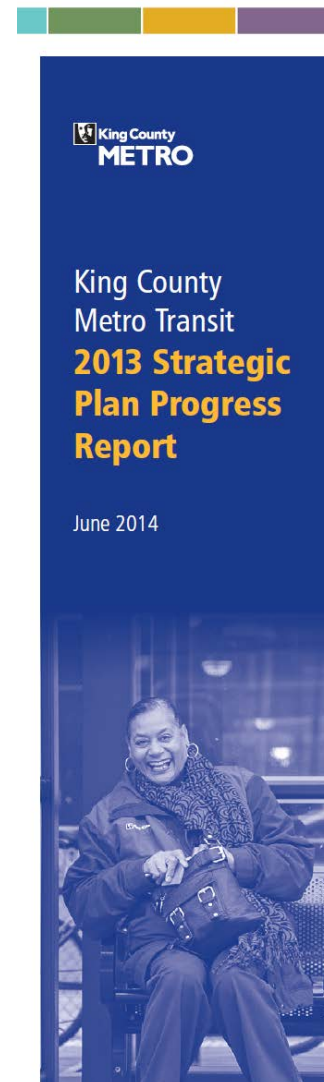
- *Is transit service provided near one's desired origins and destinations?*
- *Can one get to and from the necessary transit stops or stations?*



How Metro measures access

King County Metro Transit 2014 Strategic Plan Progress Report

MEASURES		
1	Population within a quarter-mile of a transit stop or a two-mile drive to a park-and-ride	87%
2	Percentage of households in low income census tracts within a quarter mile walk of a transit stop or a two-mile drive of a park-and-ride	95%
3	Percentage of households in minority census tracts within a quarter-mile walk of a transit stop or a two-mile drive of a Park-and-ride	92%
4	Number of jobs within a quarter-mile walk of a transit stop or 2 miles of a park-and-ride	92%



Other definitions and measures of access



Bay Area Rapid Transit, CA (BART)

- Access is “the portion of BART riders’ trips between their origin, such as home or work, and the station faregates, and between the faregates and their final destination.”

Measure: mode split at stations



WMATA (Washington D.C.)

- Access is “a way or a means of traveling to or from a Metrorail station site, or to or from the station entrance.”

Priority Strategy: Increase mode share for pedestrian and bicycle access to transit



Tracking efforts and studies in our region

Metro

- Rider-Non-rider surveys (annual)

<http://metro.kingcounty.gov/am/reports/2013/2013-rider-non-rider-survey.pdf>

- Park and ride utilization study (quarterly)

<http://metro.kingcounty.gov/am/reports/2014/2014-par14q4.pdf>

- License plate draw area surveys (periodically)

Sound Transit

- License plate draw area surveys (annual)

Puget Sound Regional Council

- Household survey (1999, 2006, 2014)

<http://www.psrc.org/data/transportation/travel-surveys/>

Recent Studies

- King County Metro/Sound Transit Non-Motorized Connectivity Study (2014)

<http://metro.kingcounty.gov/programs-projects/nmcs/>

- WSDOT Park and ride efficiency study (2014)

<http://www.wsdot.wa.gov/Research/Reports/800/830.1.htm>

How are riders accessing Metro?

- ***More to come*** - PSRC is compiling results of the 2014 household survey
- **Approximately 80% of Metro boardings occur at about 15% of Metro's ~7800 stops**
- **Nearly 3 out of 4 riders who use park-and-ride lots drove alone to the lots**

Drive alone	74%
Ride with someone else	14%
Bus	6%
Walk/bike	6%
Get dropped off	3%



Customer Research

2013 Rider / Non-Rider Survey

Published June & July 2014

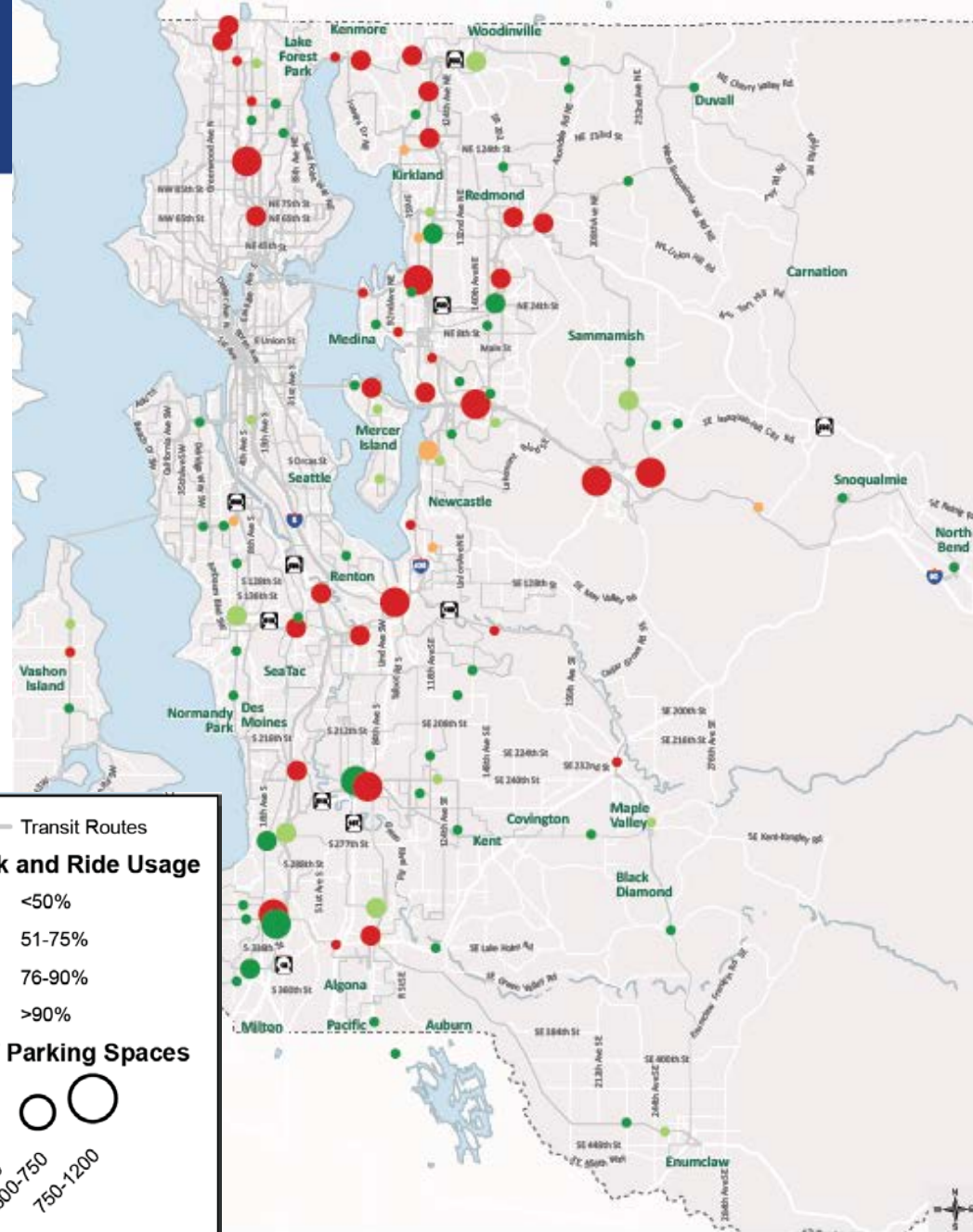
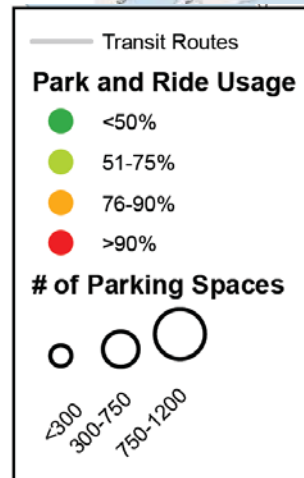
This 2013 survey was based on a random telephone (landline and cell phone) sample of 2,414 King County residents aged 16 and older.

Park and ride use

Park and Ride Utilization Report*

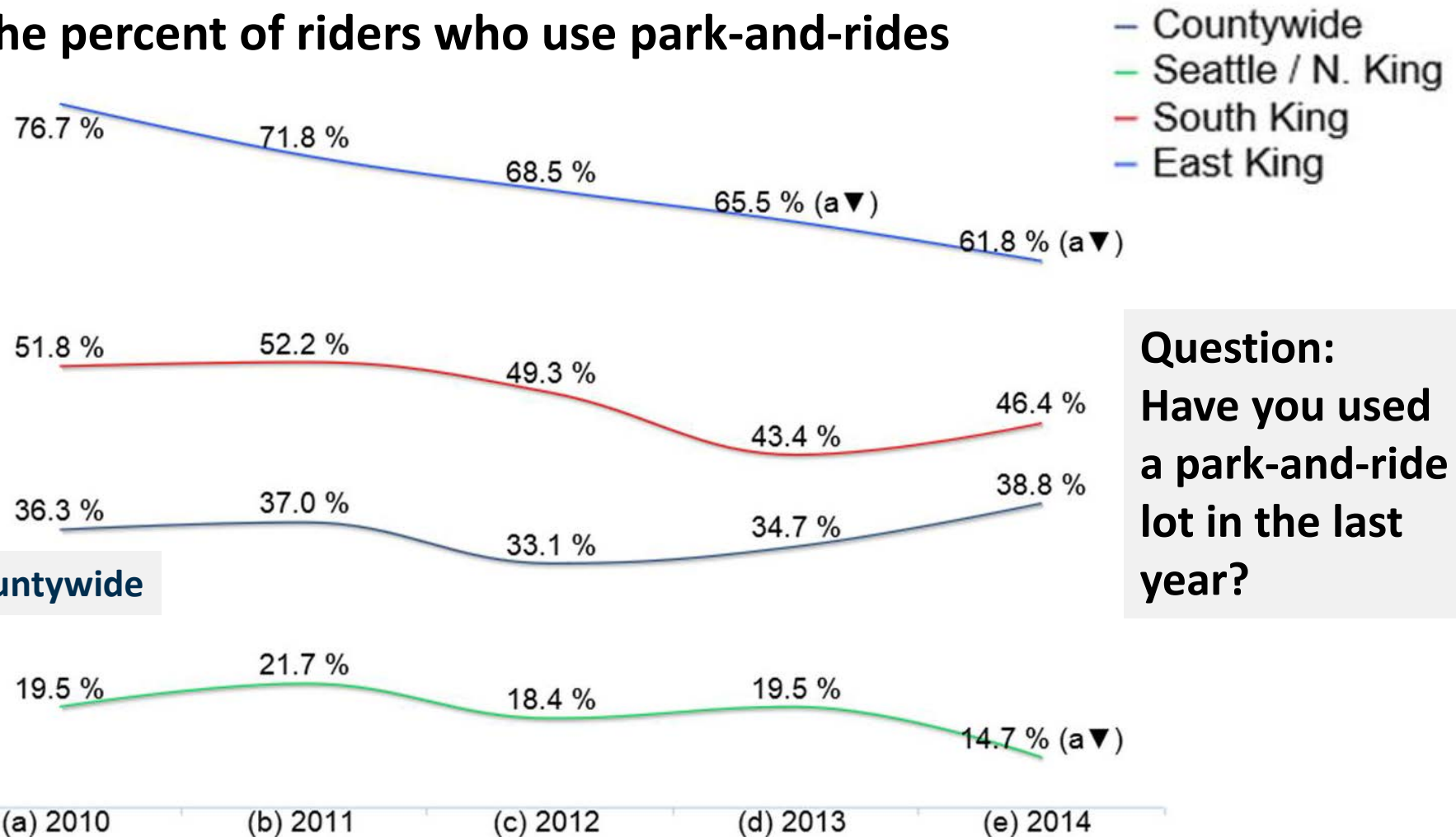
Total lots	130
Total spaces	25,489
Average utilization	79%
Lots >75% utilization	61
Lots <50% utilization	49

*Fourth quarter 2014



Park-and-ride use

The percent of riders who use park-and-rides

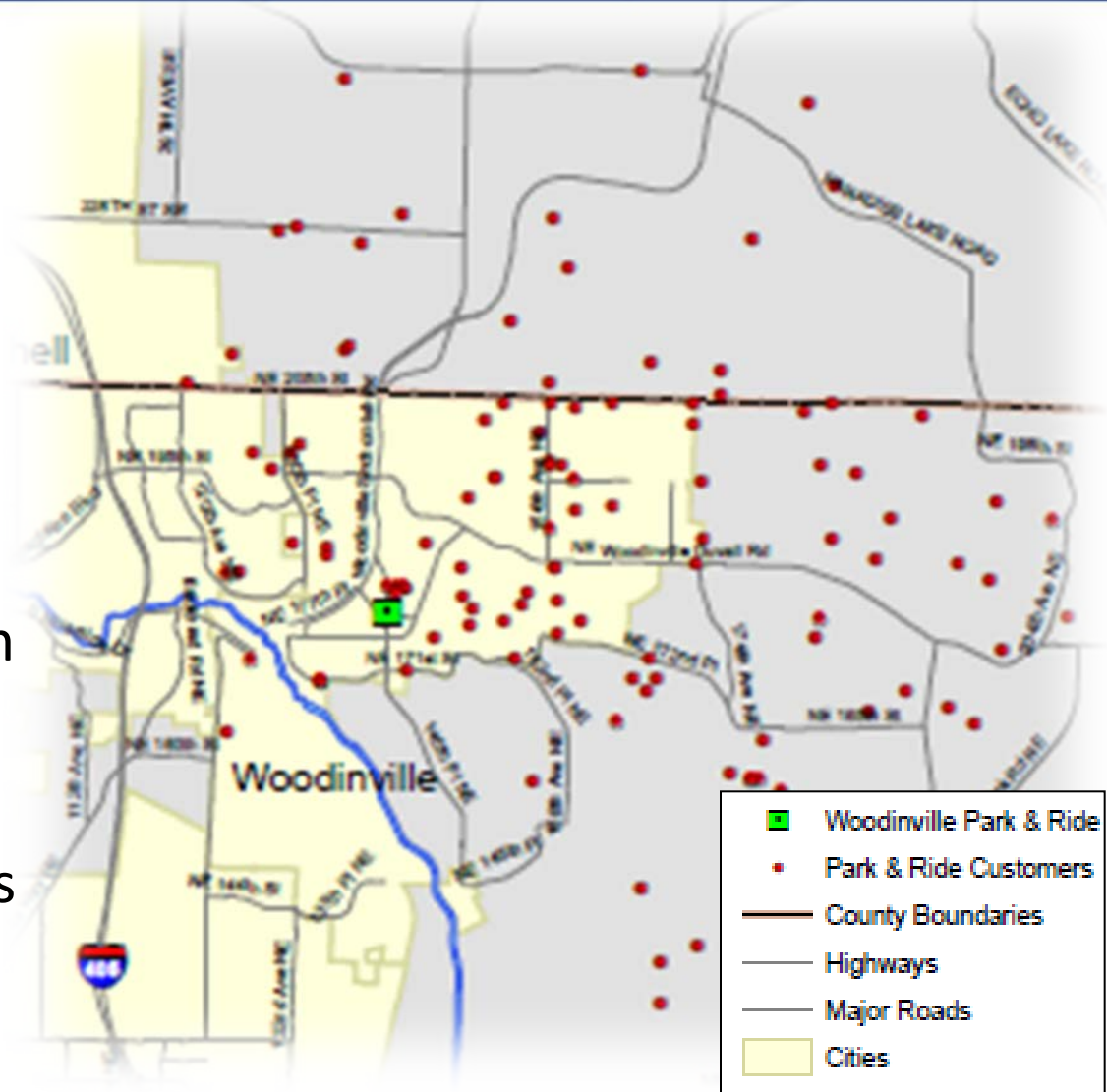


--2013 Metro Rider/Nonrider Survey

Park-and-ride draw area surveys

Draw Area Surveys

- Draw areas vary widely based on lot location and surrounding land uses
- Urban and higher density suburban lots tend to draw riders from close surrounding areas (<5 mi.)
- Rural and less dense lots tend to have wider draws (+5 mi.)



Questions

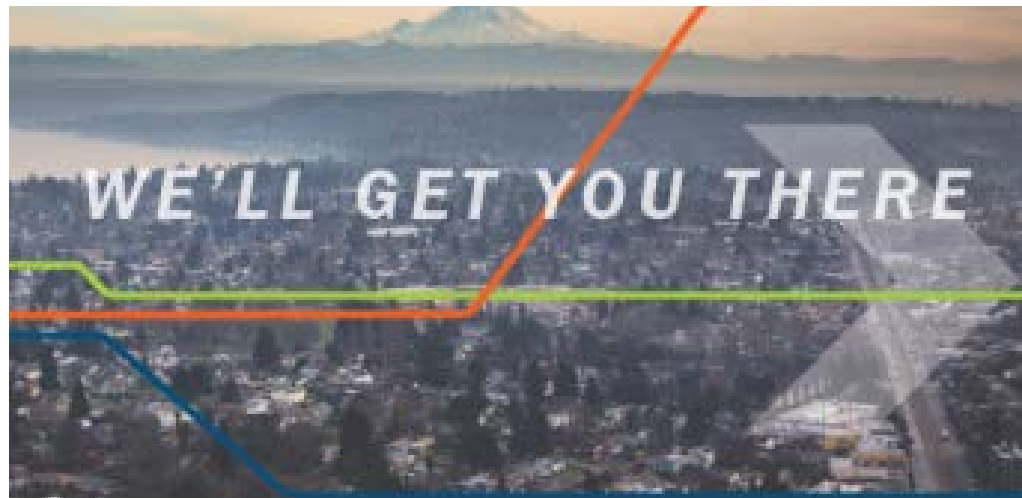
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Metro's Long Range Plan



Long Range Plan: What we will discuss today

1. Provide update on plan and process, including coordination with Sound Transit
2. Receive RTC input on developing and evaluating service concept scenarios



LONG RANGE PUBLIC TRANSPORTATION PLAN

Questions we will come back to

- 1. How do we balance near-term needs and long-term goals?**
- 2. What should the objectives of the Long Range Plan be?**
- 3. Is the Long Range Plan process/work plan including what it should?**
- 4. Does this approach consider the right trade-offs?**
- 5. Is the plan measuring the right things?**

What is Metro's Long Range Plan

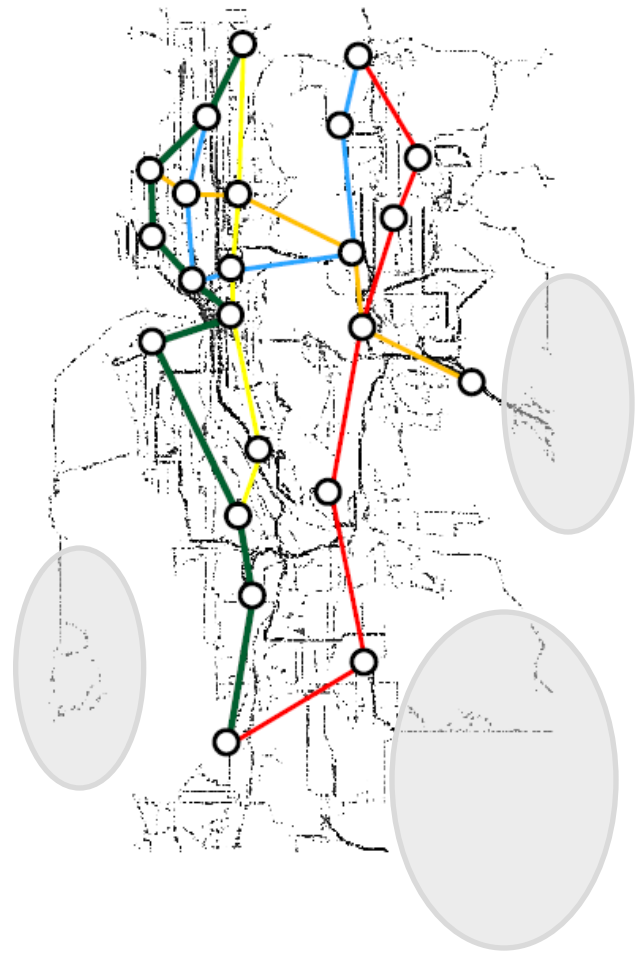
New Strategy 6.1.2

Establish and maintain a long-range transit service and capital plan in collaboration with local and regional planning

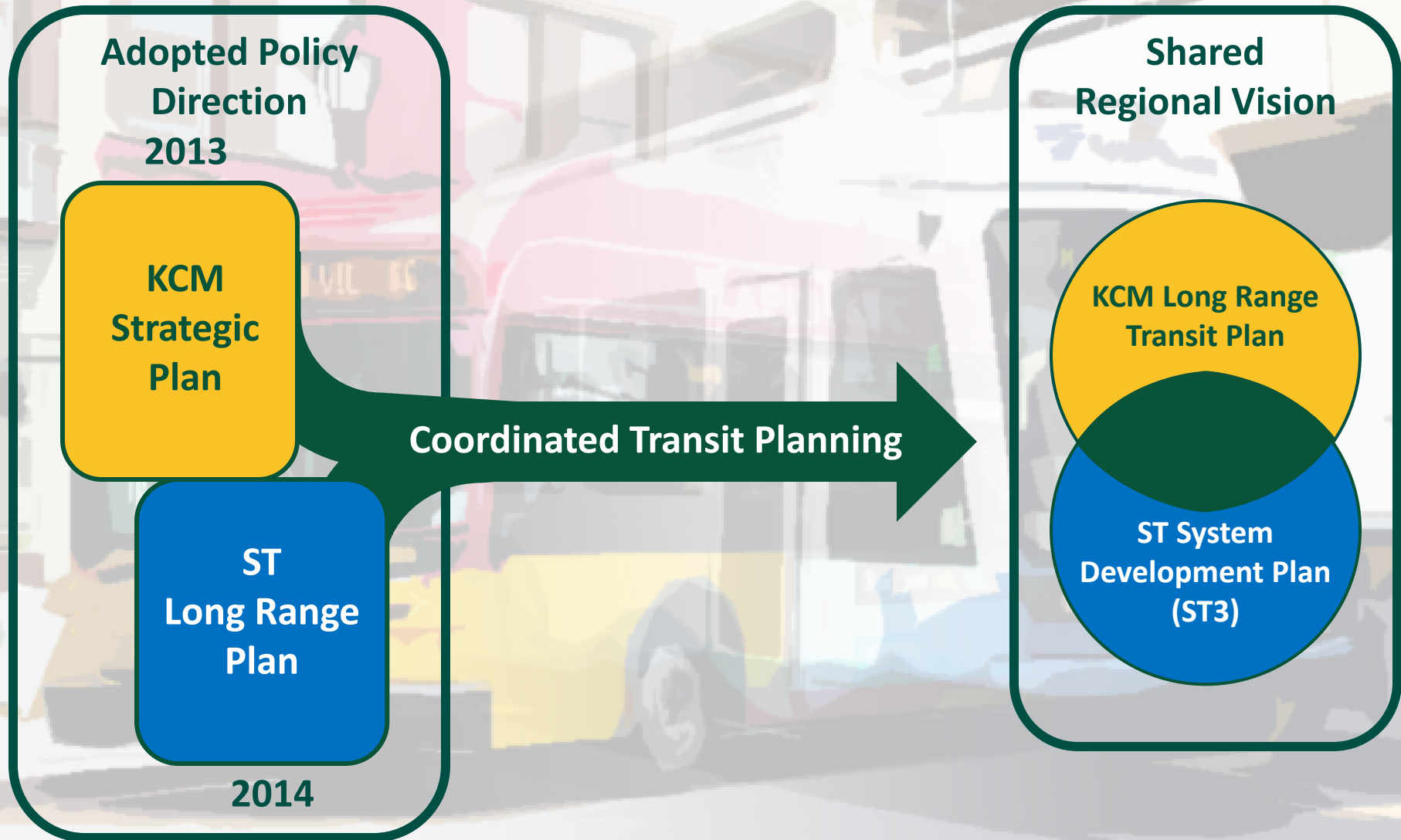


What is the Long Range Plan?

- **How Metro will help county grow**
- **2025 and 2040 service networks**
 - Higher levels of detail for frequent and RapidRide like services
 - Alternative services – service to low density or rural areas
- **Capital investments required to support the network**
- **Multiple funding assumptions**



Coordinated with Sound Transit



How are we planning

Develop initial concepts

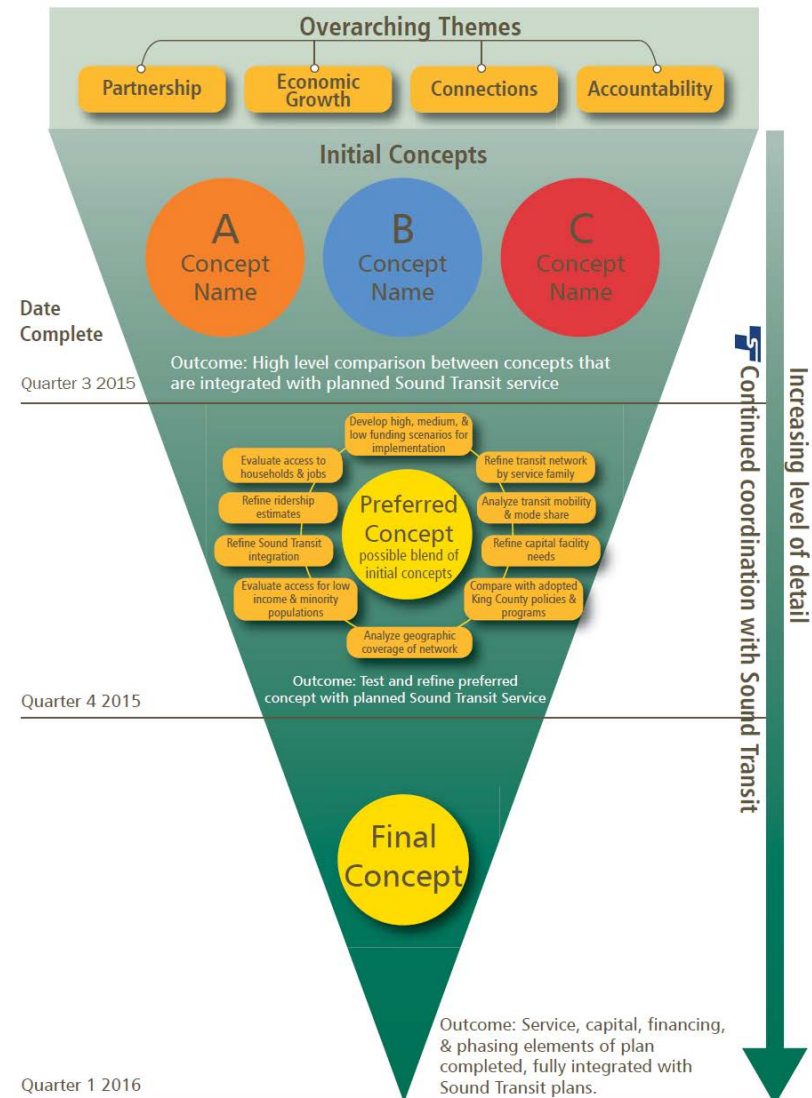
- Distinct concepts to test value of trade-offs

Initial Concepts to Preferred Concept

- Learn from concepts to develop concept that meets goals

Preferred Concept to Final Plan

- Finalize capital, financing & phasing



Relationship with Service Guidelines



Service guidelines:

- Evaluate system performance
- Near term investment priorities
- Reduction priorities



Long Range Plan:

- Support existing and future growth
- Identify long term service investments
 - How transit will help communities grow
 - How transit will continue to meet mobility needs

Questions

- 1. How do we balance near-term needs and long-term goals?**

Long Range Plan Themes



Connections

How transit serves your community



Accountability

Providing the most value to the public



Partnership

Maximizing transportation infrastructure



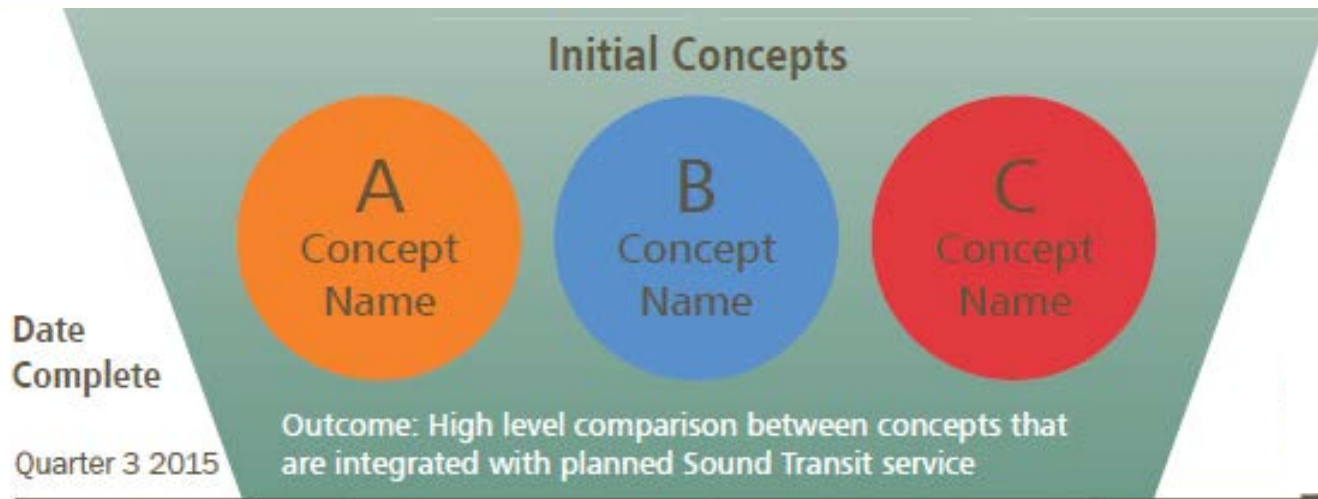
Economic Growth

Ensuring access to opportunity for all

Questions

- 2. What should the objectives of the Long Range Plan be?**
- 3. Is the Long Range Plan process/work plan including what it should?**

Concept Development & Evaluation



**Begin development May
based on input from TAC,
CAG, Community and Staff**

**Results of Concepts will
inform preferred concept**

**Three distinct concepts to test
trade-offs of**

- **Service Emphasis**
- **Sound Transit integration**
- **Capital Investments**

Concept Development & Evaluation

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

Questions

- 4. Does this approach consider the right trade-offs?**
- 5. Is the plan measuring the right things?**

Thank you

- Long Range Public Transportation Plan
<http://www.kcmetrovision.org/>

