

King County Metro Access to Transit Workshop



Regional Transit Committee
September 16, 2015

Access to Transit Outline



- 1) Where we are**
- 2) Performance measures and needs assessment**
- 3) Anticipated strategy updates**
- 4) Next steps**

Access to Transit Study: Where we are



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 - **due December 31, 2015**

What we've heard

- 1) A comprehensive approach to transit access**
- 2) Overcrowded park and rides**
- 3) Incomplete walk and bike connections**
- 4) Clarify role of King County Metro**

Are we on the right track?

Performance measures and needs assessment

Access is a multi-faceted issue that needs to be measured and addressed more comprehensively

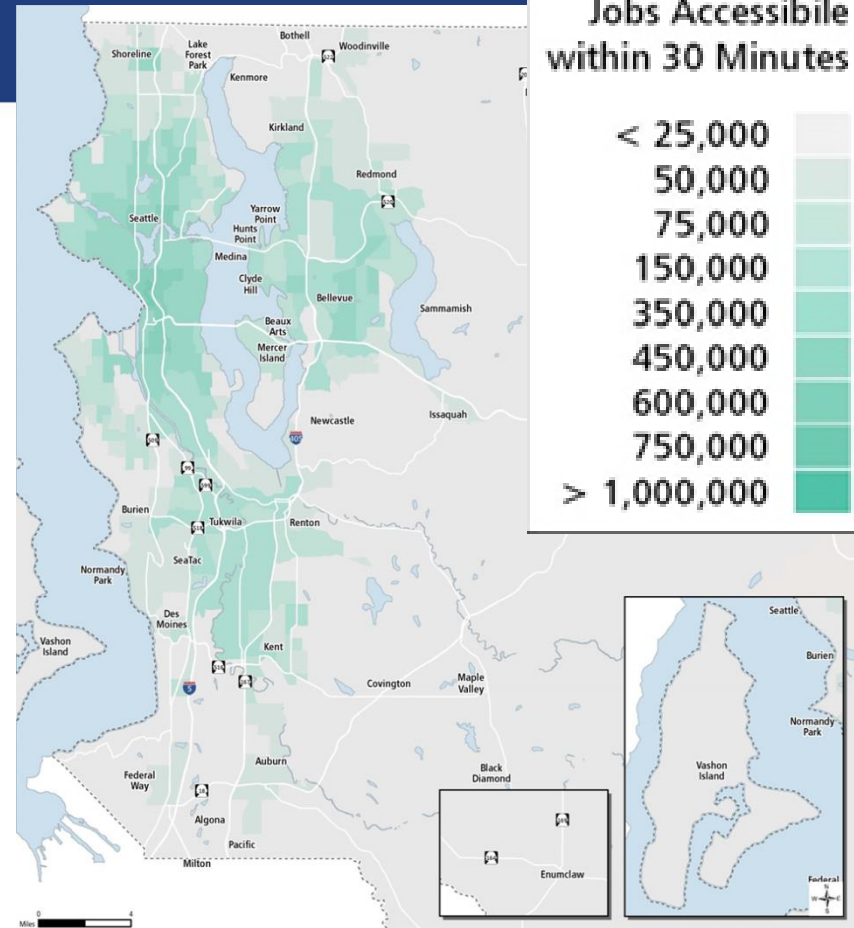
- Define access more comprehensively
- Identify additional measures to reflect a more comprehensive definition of access
- Use data and analysis tools to better understand access needs and identify actions

Examples of annual performance measures

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 service
Bike access	<ul style="list-style-type: none">• Households and jobs within biking distance of frequent service
Park and ride access	<ul style="list-style-type: none">• Households within <u>x</u> miles of park and rides• Proportion of those households that do not have walk access to transit• Proportion of those households that access a high use park and ride
Mobility	<ul style="list-style-type: none">• Average number of jobs a resident can get to in 30 minutes

Example: Mobility

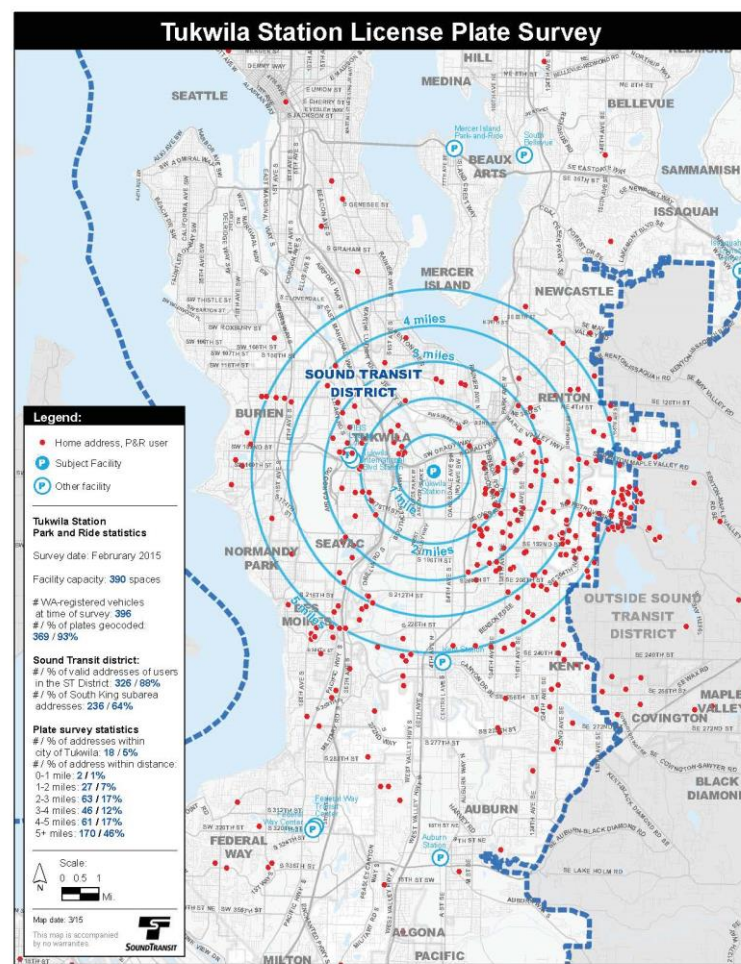
The accessibility of jobs within a 30-minute transit trip during the morning commute period



Using data to support action

Example: License Plate Surveys

- Data could inform actions, such as at overcrowded park and ride:
 - Opportunities for rideshare support
 - Potential for local connecting service
- Consistent methodology across agencies



Are we on the right track?

Anticipated 2015 updates to the Strategic Plan

❖ Include a definition of access (per the July 2015 report):

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**

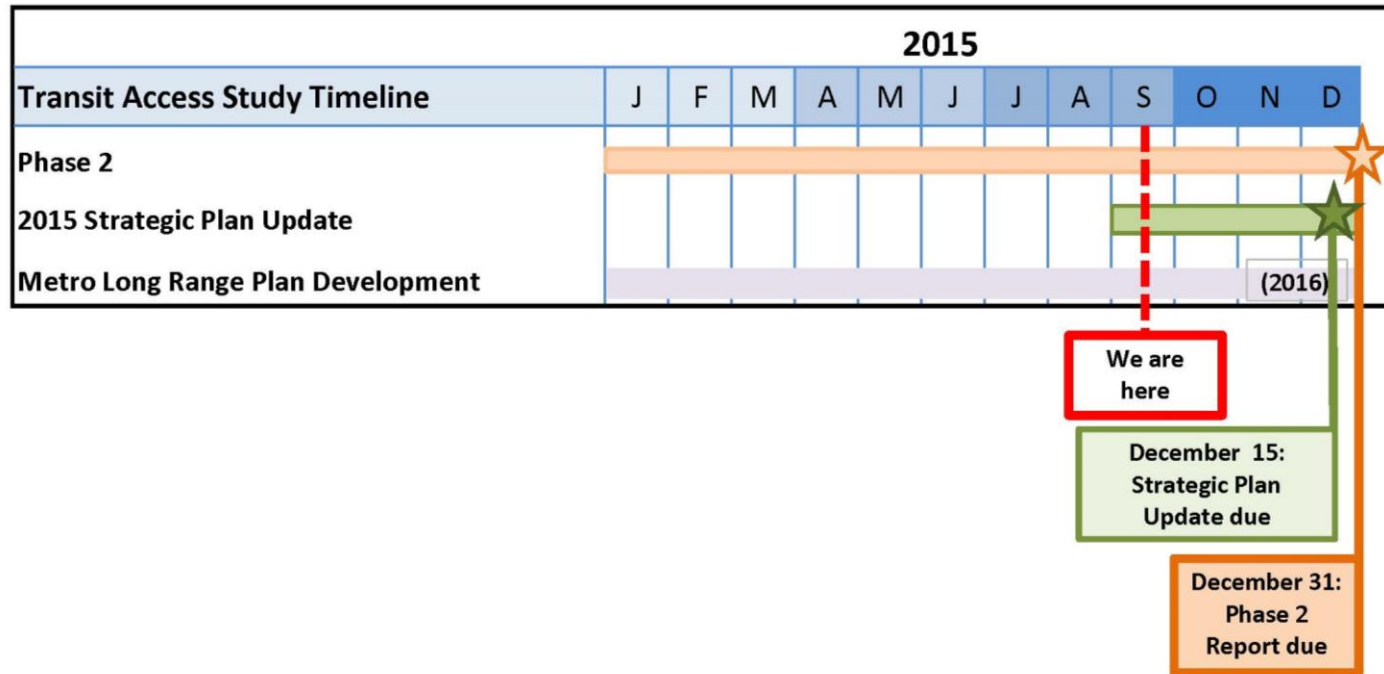
Are we on the right track?

Anticipated 2015 updates to the Strategic Plan, continued

- ❖ **Strengthen and further define parking program, including near and long term strategies**
 - Explore opportunities to increase parking access through approaches such as new parking and increased use of leased and shared parking
 - Review underutilized lots
 - Potential implementation of parking permit program
- ❖ **Strengthen strategies on nonmotorized access to transit and transit supportive development**
- ❖ **Additional measures of access**

Are we on the right track?

Anticipated 2015 updates to the Strategic Plan



Next Steps

- ❖ **Phase 2 report**
- ❖ **PSRC's regional access assessment**
 - Strategies for enhancing system access
 - Jurisdiction toolbox to guide access investments
- ❖ **Continued exploration of near and long term approaches to increase parking access**
- ❖ **Continued regional permit program discussions**
- ❖ **Metro's Long Range Plan**
 - ❖ identify future park and ride lot needs, and other capital infrastructure

Thank you



Phase 2 Report – due December 31, 2015

- Provide options for regional needs reporting and funding of access to transit infrastructure
- Deliver model policy language to support and enhance access to transit through infrastructure and transit oriented development
- Identify potential updates to Metro's Strategic Plan and Guidelines related to access to transit infrastructure, including language to clarify role, measurement and funding

Included in Phase 2

- Opportunities to expand the leased lot program
- Underutilized park and rides
 - ❖ strategies to improve use through service adjustments
 - ❖ Considerations of the feasibility of sale or redevelopment of a property
- Potential new performance measures and applications of additional analysis tools
- Potential new policy language
- Potential near and long term actions

Example: Walking distance to transit

Percent of population

All stops (1/4 mile)	65%
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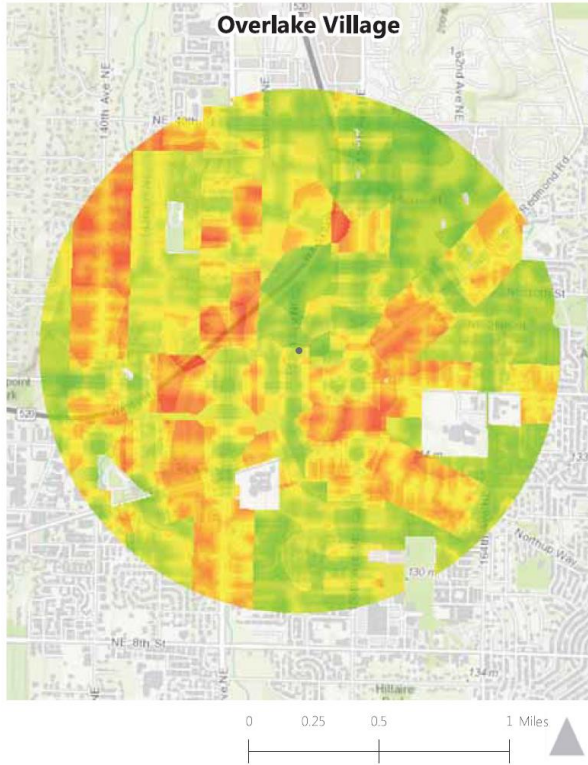
Frequent service	40%
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Percent of jobs

All stops (1/4 mile)	77%
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Frequent service	61%
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Additional tools for more focused analysis



Nonmotorized access

* Identifying options for improving bike access to a specific station, park and ride or transit center

Actions Metro is taking and planning

1) A comprehensive approach to transit access

- Broader definition and additional measures
- Continued literature and best practice review
- Continued commitment to gathering and using data
- Developing additional policy language
- Long Range Plan and Service Guidelines Task Force
- Regional transit access assessment (PSRC)

Actions Metro is taking and planning

2) Overcrowded park and rides

- Developing a Metro parking management program to:
 - Optimize efficiency, management and other strategies to respond to demand
 - Examine incremental capacity adds such as through re-striping
- Participating in regional parking program discussions



Actions Metro is taking and planning

3) Incomplete walk and bike connections

- Use new tools to identify and prioritize investments
- Working in partnership with other agencies and jurisdictions
- Collaborating on the creation of tools such as the Transit Supportive Toolkit to identify best practices to improve walk and bike environment

