

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

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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

# 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

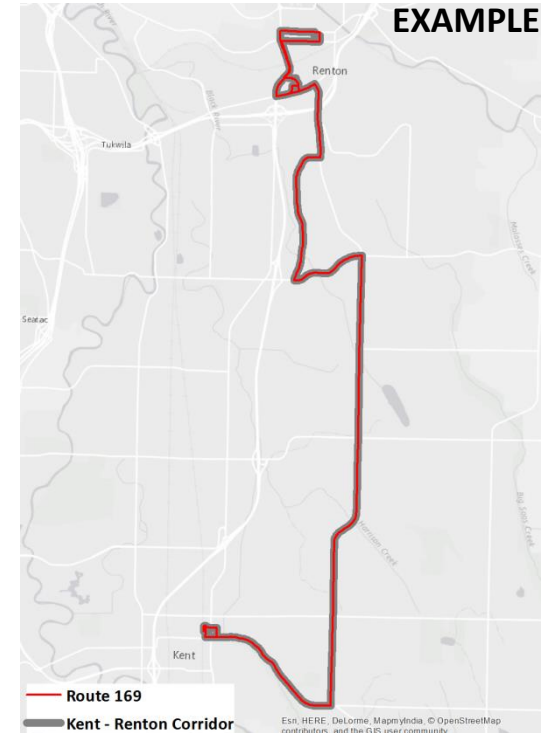
Corridor number	Between	And	Major Route	Estimated hours to meet target (revised)
50	Kent	Renton	169	12,800

**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

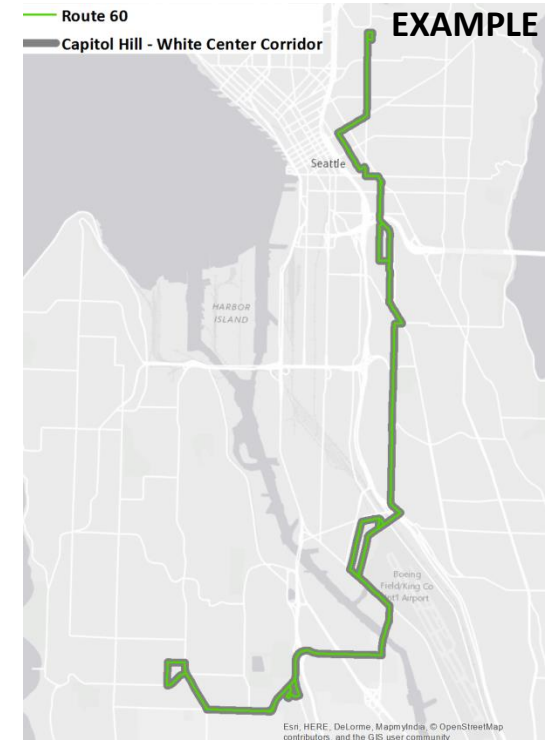
Corridor number	Between	And	Major Route	Estimated hours to meet target (revised)
20	Capitol Hill	White Center	60	17,800

**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

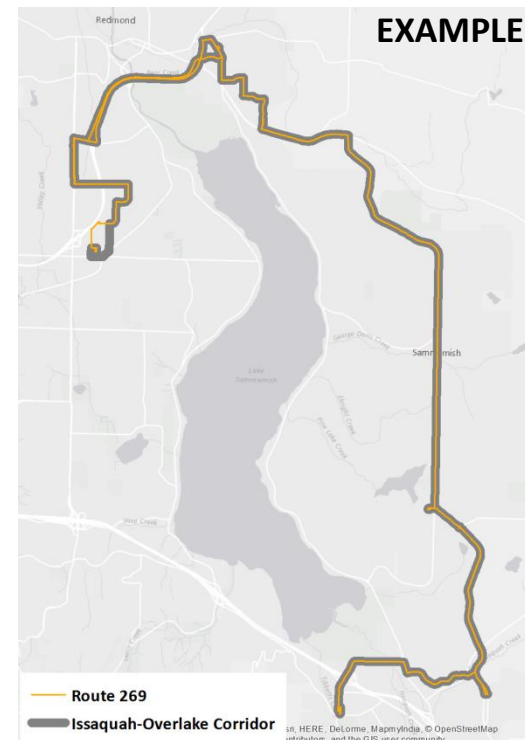
Corridor number	Between	And	Major Route	Estimated hours to meet target (revised)
41	Issaquah	Overlake	269	26,500

**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"><li>Population and employment within walking distance of bus stop</li></ul>
Availability of service	<ul style="list-style-type: none"><li>Households and jobs within walking distance of frequent service</li><li>Map 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; &gt; 5miles)</li></ul>
Bike access	<ul style="list-style-type: none"><li>Capacity and utilization of bike lockers and other secure biking facilities</li></ul>
Park and rides	<ul style="list-style-type: none"><li>Park and ride capacity and utilization (existing measure)</li></ul>
Accessibility	<ul style="list-style-type: none"><li>Average number of jobs a resident can get to in 30 minutes</li></ul>



# 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