

Updates to the Strategic Plan and Service Guidelines

Long Range Plan Update

2015 Service Guidelines Report

Transportation, Economy and
Environment Committee

March 1, 2016

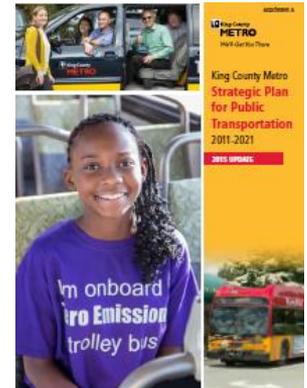


We'll Get You There.

Metro's Strategic Plan



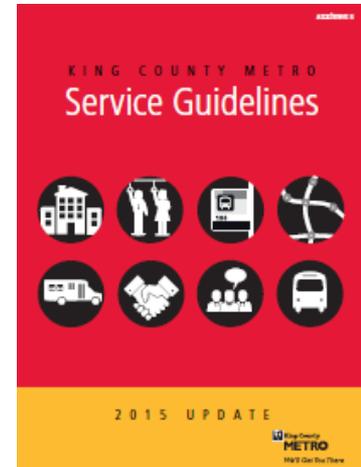
- Guides Metro toward a vision for public transportation
- Establishes vision for safe, efficient, reliable, easy to use, cost-effective system
 - Fixed route transit and alternative services
 - Engaged public and quality employees
 - Financial stability
- Requires Metro to monitor performance, measure success
- Includes service guidelines



Service Guidelines



- Two primary aspects
 - Annual data analysis to determine:
 - How much service is needed
 - How the system is performing
 - Guidance and policies
 - Govern the service planning process: additions, reductions, restructures



RTC Roadmap

RTC Workshop – 2/3

- **SP/SG Update**
 1. System Evaluation and Setting Target Service Levels
 2. Centers/ corridors
 3. Alternative Services

RTC Meeting – 2/17

- **SP/SG Update**
 - Workshop follow-up
 4. Access to transit
 5. Partnerships
 6. Outreach

- **Long Range Plan capital and infrastructure**

RTC Meeting – 3/16

- **SP/SG Update**
 - Meeting follow-up
 - Present draft striking amendment

- **Long Range Plan integration**

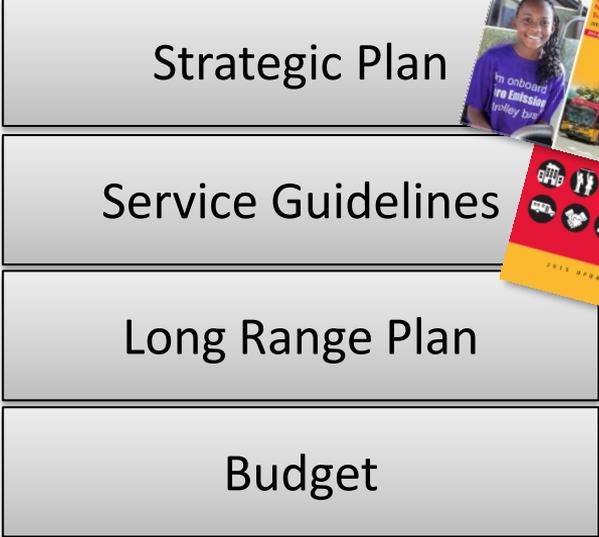
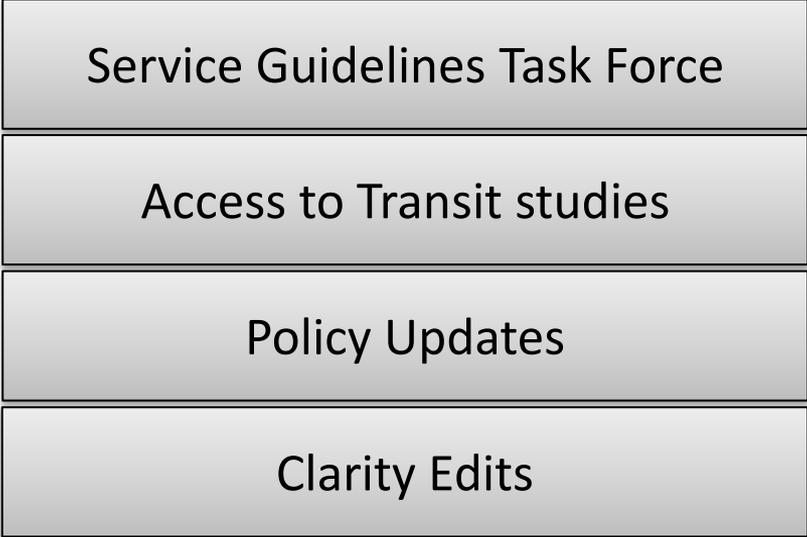
RTC Meeting – 4/27

- **SP/SG Update follow-up**
- **Approval of striking amendment**

King County Council – May

- Consideration of updates

Sources and implementation



Updates from the Task Force

SP

SG



Setting Target Service Levels

Changed poverty definition to 200% of poverty level; gradation for social equity and geographic value; park-and-ride consideration



Evaluating and Managing System Performance

Revised service types; peak protection; added strategic plan performance measures



Planning and Community Engagement

Process improvements to increase transparency, enable greater public participation

Updates from the Task Force

SP

SG



Planning Alternative Services

Expanded role of alternative services; created policies to make planning and outreach more robust and structured



Working with Partners

Expanded and clarified policy intent, particularly with regard to infrastructure partnerships



Adding, Reducing, and Changing Service

Clarified factors to consider when making service changes, including relative impacts across the county

Updates from Access to Transit

SP

SG



Stress convenient and safe access to transit by all modes



Made clear commitment to address transit parking capacity needs



Better characterized value of park-and-rides



Added performance measures

Other policy and clarity updates

- Updated Strategic Plan to align with current information and practices, e.g. Strategic Climate Action Plan
- Standardized the crowding metric in the Service Guidelines
- Updated centers list (Issaquah Regional Growth Center) and aligned corridors to the post-U Link restructure network
- Reorganized the Service Guidelines to improve clarity, readability, and transparency of processes

Impacts of the changes

Priority 1: Reduce crowding

- Reduction in identified need
- Extremely small change relative to system size

Priority 2: Improve reliability

- No changes in the revisions to the guidelines

Priority 3: Meet target service levels

- 193,000 hour growth in investment need
- Investment needs increase in all areas of the county, but proportionally more in the east and south

Total system need:

Previous need:
471,650 hours

Revised need:
656,790 hours

Long Range Plan Update



King County
METRO

We'll Get You There.

Long Range Plan Overview

- Today's Long Range Plan Update
 - Outreach and Schedule
 - Outcomes
 - Service Network
 - Capital Implications

Long Range Plan: A Shared Vision


3 visioning
workshops

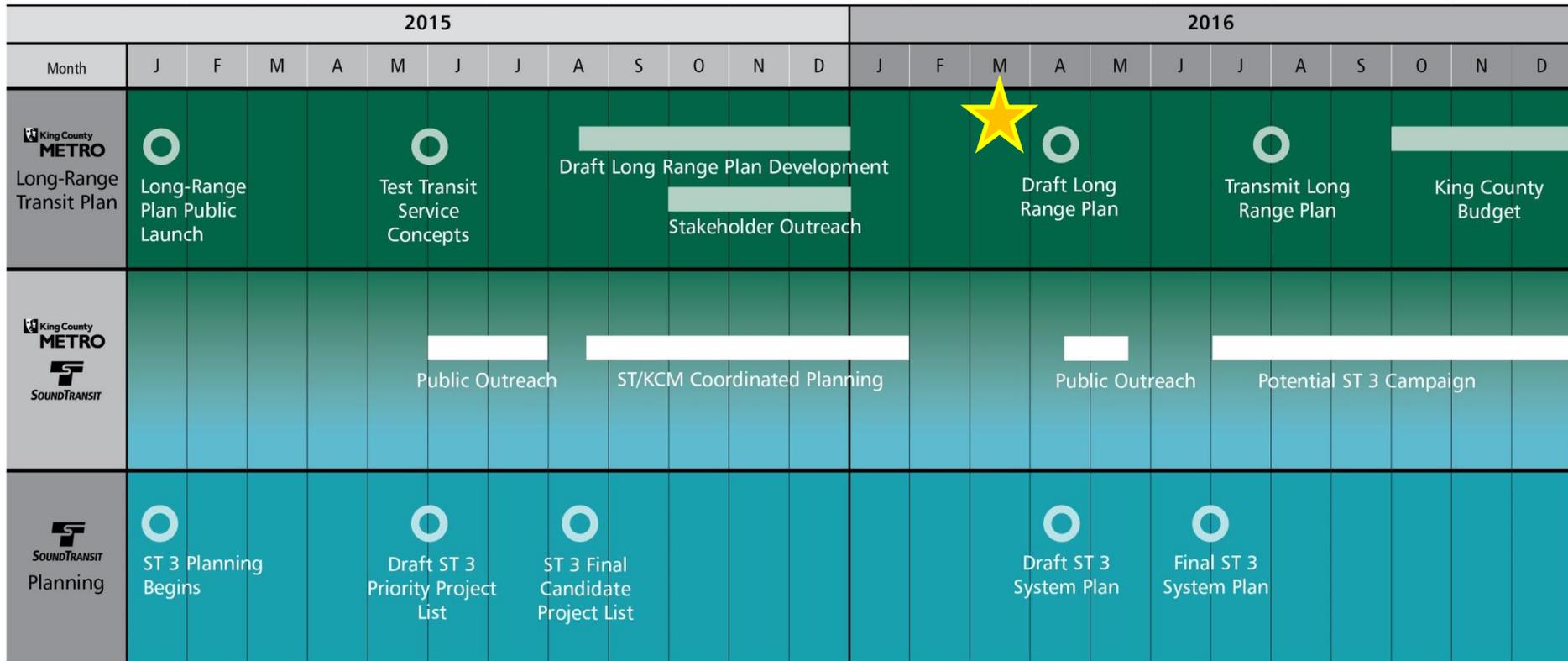

3 open
houses


dozens
of briefings


8 Community
Advisory Group
meetings

11 Technical Advisory
Committee Meetings

Long Range Plan Timeline



Long Range Plan Overview

MAKE THE MOST OF OUR ROADS

INCREASE transit mode share to **24%**



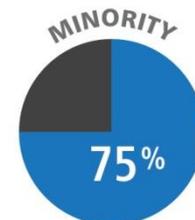
during peak periods • up from 14% today

MORE PLACES IN LESS TIME

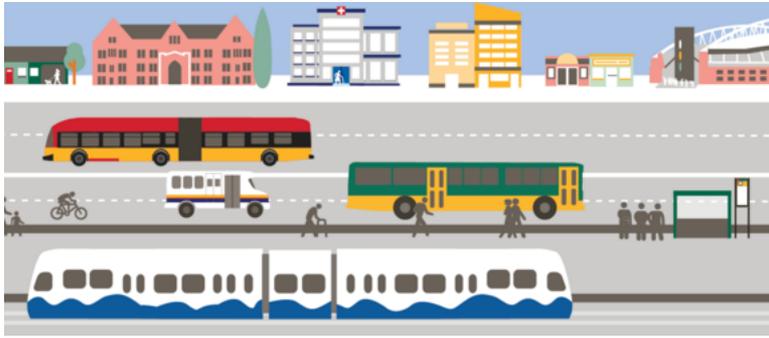
20% → **70%**

People within 1/2 mile of frequent service

BETTER ACCESS TO OPPORTUNITIES



Long Range Plan Overview



Rail & Bus

Seamless integration with Light Rail supporting city plans



300

Miles of enhanced RapidRide

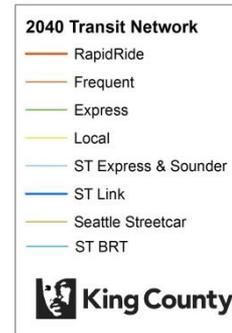


Choice

Innovative Alternative Services

Long Range Plan Overview

- Improved connections to centers and high capacity transit services
- More east-west connectivity
- Frequent service key for areas with growth
- Express service from more rural cities



Long Range Plan Capital

Capital to Enable Basic Operations

- Fleet and Bases
- Layover

Capital to Enhance Service Delivery

- Managing public right of way
- Facilities that increase access to transit

Capital to Improve Customer Experience

- Transit Centers
- Passenger Facilities

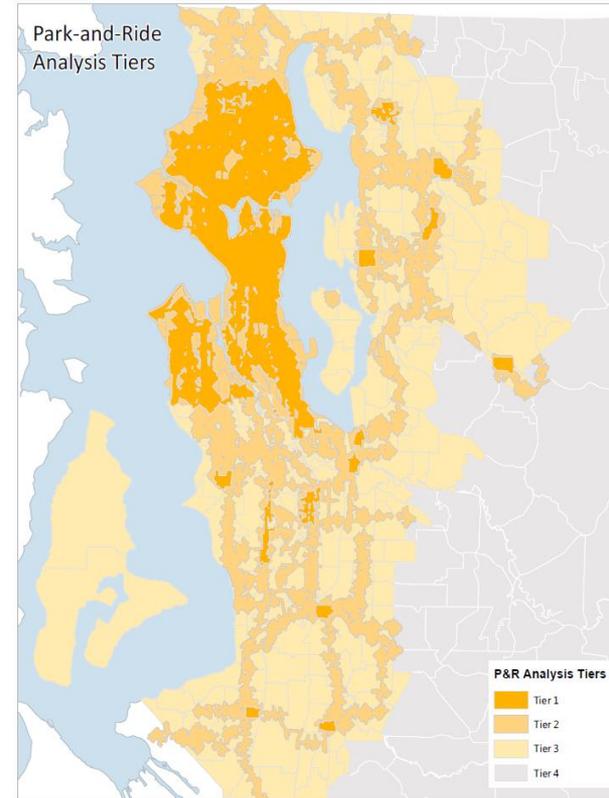
Long Range Plan Capital – Corridors

Investment Types

- Upgrade 6 existing RapidRide Lines – 52 miles
- Highest investment on future RapidRide lines – 193 miles
- Frequent non-RapidRide corridors – 244 miles
 - 10% of corridor miles receive no investment
- Express corridors – 126 miles
 - 25% of corridor miles receive no investment
- Local corridors – 422 miles
 - 75% of corridor miles receive no investment

Long Range Plan Capital – Network Access

- Access assumptions based on expanded service network
 - Within walking distance to frequent routes: focus on non-motorized
 - Without walking distance to frequent service: focus on non-motorized
- Working with ST manage existing demand – including paid parking
- Leased lots, use of joint facilities, ST2 P&R expansion to address interim needs



Long Range Plan Capital – Hubs and Centers

- More high volume hubs with Sound Transit integration
 - Large amount of transfer activity
- Improve rider experience at all locations
 - Address transfer environment
 - Provide flexibility for growth



Long Range Plan Update

Thank You!

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

Staff Contacts:

Stephen Hunt – Project Manager, KC Metro

stephen.hunt@kingcounty.gov

Tristan Cook – Community Relations, KC Metro

tristan.cook@kingcounty.gov

Lisa Shafer – ST Coordination Lead, KC Metro

lisa.shafer@kingcounty.gov

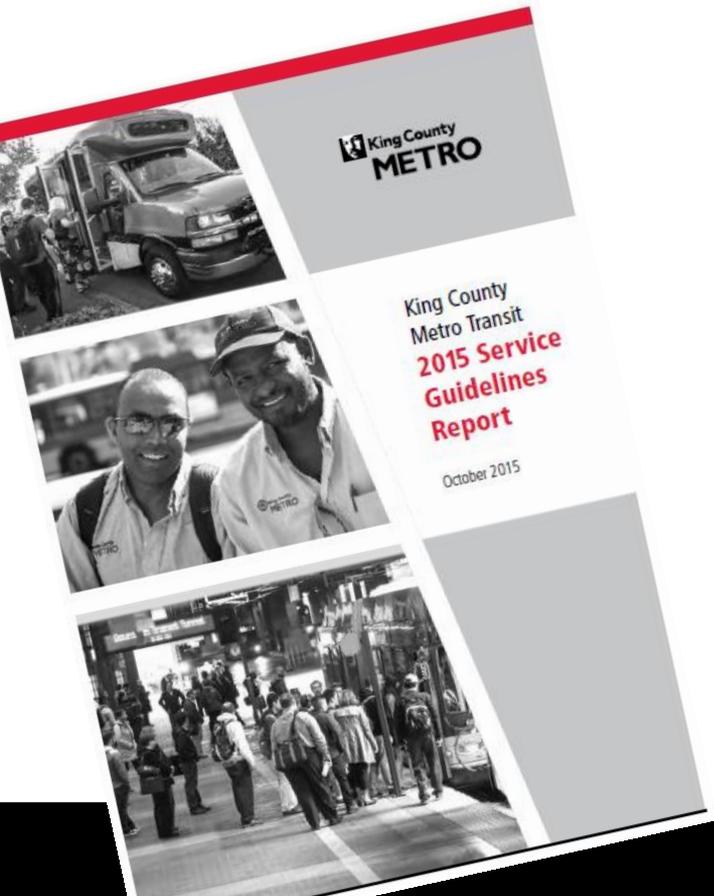
Service Guidelines Report



King County
METRO

We'll Get You There.

5th Annual Service Guidelines Report



The service guidelines define a transparent process using objective data that helps Metro make decisions about adding, reducing, and changing transit service to deliver productive, high quality service where it's needed most.

System growth of 14% is needed

Priority	Investment Purpose	2015 Estimated Need
1	Reduce passenger crowding	14,400
2	Improve schedule reliability	23,550
3	Meet target service levels	433,700
Total		471,650

2015 estimated needs reflect investments made in June and September 2015 and those planned for March 2016

Questions



King County
METRO

We'll Get You There.