

# Update on the Long Range Plan

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King County

**METRO**

***We'll Get You There.***

# Long Range Plan Overview

- Today's Purpose
  - Overview of LRP and how it will be different from today
  - Review scope and scale of the capital elements in the LRP



# Long Range Plan Roadmap

## Past RTC Workshops in 2015:

- March 18
- April 15
- June 17
- September 16
- October 16

## RTC Workshop – 11/18

- **Capital Investment Context and Innovation in the LRP**
  1. Capital to support basic operations
  2. Capital to enhance service delivery
  3. Cost benefits of different capital investments

## RTC Meeting – 2/17

- **LRP Capital and Infrastructure**
  1. Review Scope and Scale of capital investments

## RTC Meeting – 3/16

- **LRP Integration**
  1. Review how Metro and ST projects will support each other

## RTC Meeting – TBD

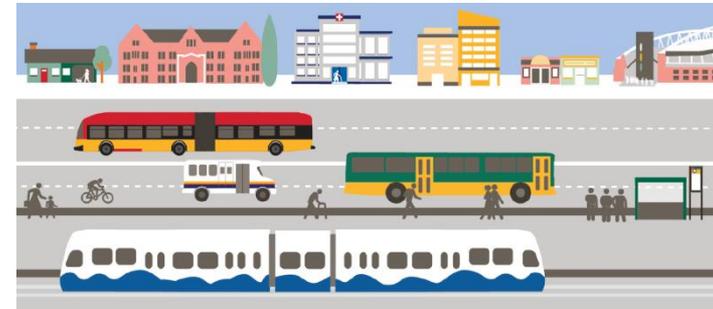
- **Review Draft LRP**

# Long Range Plan Overview

- More places in less time
- Regional Integration
- Supports city comprehensive plans
- Innovation & Alternative services

20% → **70%**

People within 1/2 mile of frequent service



INCREASE  
transit mode  
share to **24%**



during peak periods • up from 14% today

# Long Range Plan Overview

- What would be different from today
  - More Frequent service across the county
  - More all day service
  - Expanded RapidRide Service
  - Expansion of Light Rail, able to reinvest/reorient services – relies more on transfer and intermodal facilities

# Speed and Reliability

- Major improvements
  - Provide cross-city connections
  - Address bottlenecks and high-congestion areas
  - Improve access to regional network
- Partnerships to fund and implement

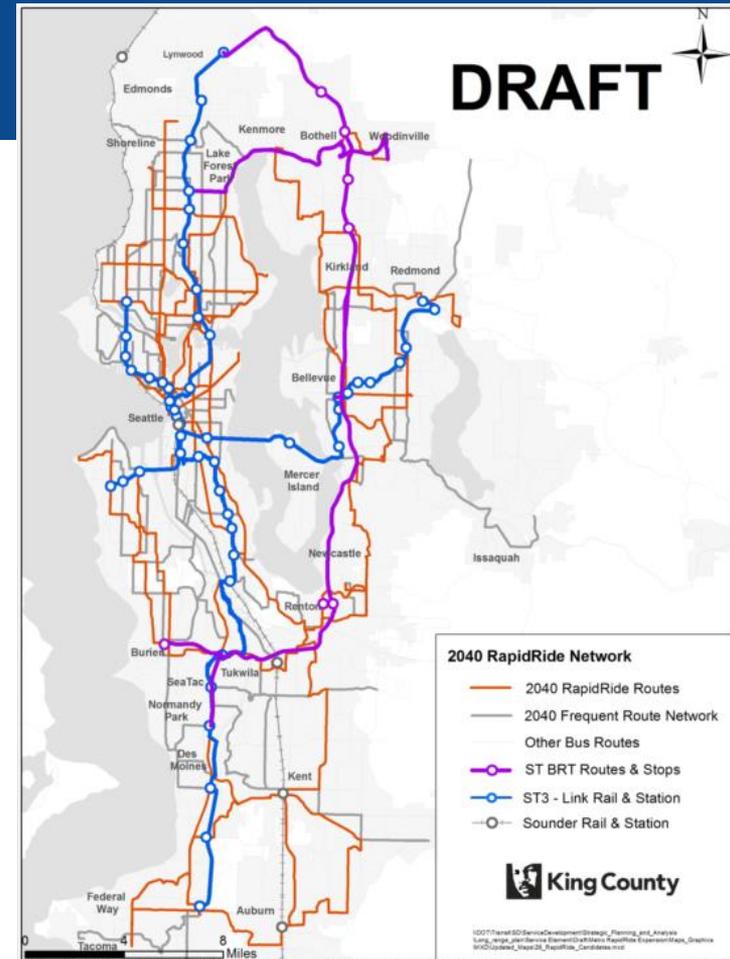


# LRP Capital Components

# Speed and Reliability

## RapidRide Expansion

- Upgrade existing RapidRide lines
- Near term RapidRide implementation
  - 7 new lines via Move Seattle
  - 6 additional Metro lines throughout King County
- Long Term implementation
  - A to Z by 2040 – 26 lines, 300 miles



# Speed and Reliability

Scaled investment on all corridors

Highest

Lowest



**FREQUENT SERVICES**

**EXPRESS SERVICES**

**LOCAL SERVICES**

with RapidRide

without RapidRide

Excludes freeways

all other services

- Extensive Transit Lanes
- Signal Priority at Most Intersections
- In Lane Stops or Bus Bulbs

- Few to No Transit Lanes
- Signal Priority Only at Major Bottlenecks
- Significant Portions Without Investment

# Major Transit Hubs and Stations

- More High volume hubs with Sound Transit integration
  - Partner with ST to size and build facilities
- Improve rider experience at all locations
  - Address transfer environment
  - Provide flexibility for growth



# Questions

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