

# Service Guidelines Task Force

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## Social Equity and Transit System Values

April 30, 2015



King County

**METRO**

*We'll Get You There.*

# Discussion and trade-offs

- What problem are we trying to solve? What outcomes do you want to achieve?
- Should Metro account for social equity any differently than it does now? Are they defining social equity correctly? Are they using the appropriate measures in their analysis?
- Would you suggest any changes to service guidelines or the planning process to account for social equity objectives?

# Presentation Overview

## Social equity and...

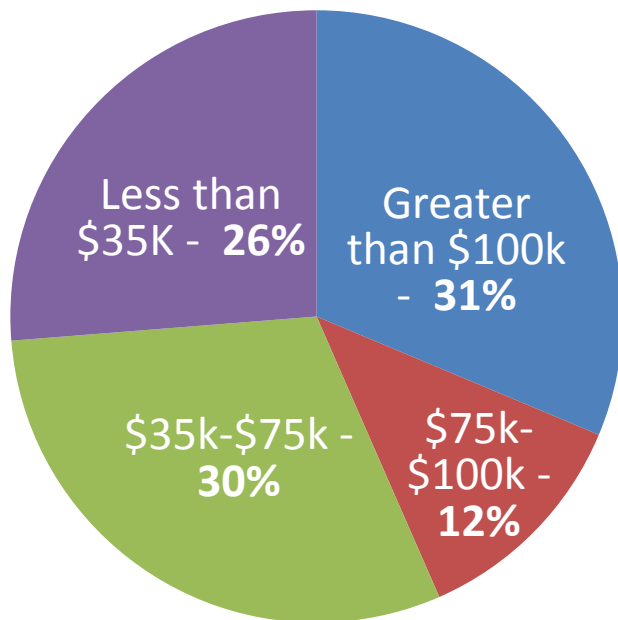
1. Public transportation
2. Metro's service guidelines
3. Metro's planning and community engagement process
4. Destination data
5. Discussion and trade-offs

# Social Equity and Public Transportation

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# Metro's rider demographics

**Metro riders by income  
(Rider/Non-Rider)**

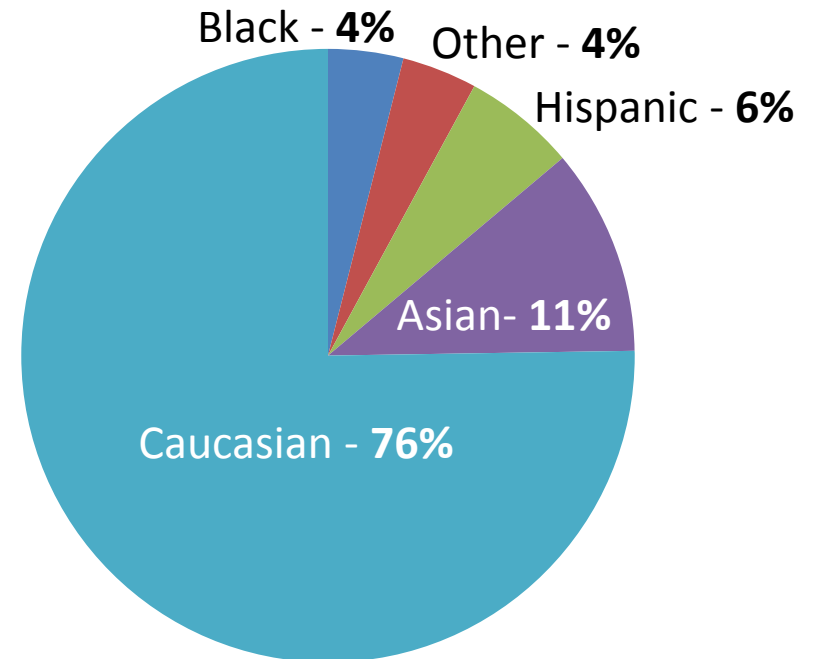


**Median Household Income**

All Riders	\$67,988
Regular Riders	\$65,396
Infrequent Riders	\$72,811
<b>King County Households</b>	<b>\$71,811</b>

\*American Community Survey, 2009-2013

**Metro riders by race/ethnicity  
(Rider/Non-Rider)**



**King County Demographics (Census)**

White	71%	Other	7%
Black	6%	Hispanic	9%*
Asian	16%	*Included in other categories	

# People with lower incomes and minority populations tend to rely more on public transit

- Households in King County making less than \$35,000 per year are **50 percent more likely** to use transit than other income groups
- Minority populations in King County are **40 percent more likely** to use transit to get to work than non-minority populations



# Equity is a guiding factor, reinforced by laws and policies at all levels of government

## King County

**Definition:** All people have full and equal access to opportunities that enable them to attain their full potential.

Laws and Policies related to Equity
<b>Federal</b>
<ul style="list-style-type: none"> <li>• Title VI of the Civil Rights Act of 1964</li> <li>• Americans with Disabilities Act (ADA) of 1990               <ul style="list-style-type: none"> <li>• Environmental Justice in Low Income and Minority populations</li> </ul> </li> <li>• Improving Access to Persons with Limited English Proficiency               <ul style="list-style-type: none"> <li>• National Environmental Policy Act of 1969</li> </ul> </li> </ul>
<b>State/ Regional</b>
<ul style="list-style-type: none"> <li>• Washington State Environmental Policy Act               <ul style="list-style-type: none"> <li>• PSRC Transportation 2040</li> </ul> </li> <li>• Washington State Growth Management Act</li> </ul>
<b>King County</b>
<ul style="list-style-type: none"> <li>• “Fair and Just” Principle               <ul style="list-style-type: none"> <li>• Advancing Equity and Social Justice                   <ul style="list-style-type: none"> <li>• Executive Translation Policy</li> </ul> </li> </ul> </li> <li>• Metro Strategic Plan and Service Guidelines</li> </ul>

# Social Equity in Metro's Service Guidelines

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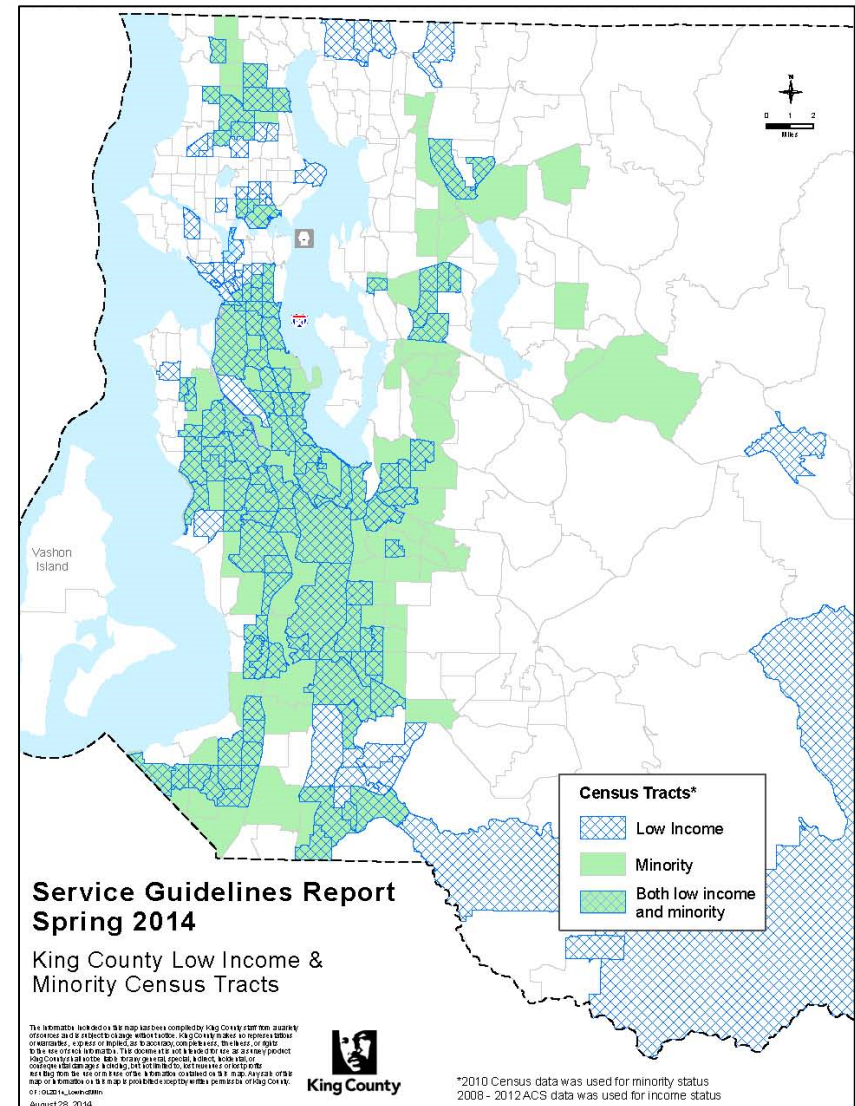
# Social Equity is reflected in our data analysis

Productivity	Social Equity	Geographic Value
Households	Riders in low-income areas	Connections to regional centers
Jobs and Students		
Ridership	Riders in minority areas	Connections to transit activity centers
50%	25%	25%

# Social Equity factors included in annual analysis affects 68% of corridors

## Methodology

1. Identify Census Tracts based on Social Equity factors
2. Calculate Boardings
3. Identify systemwide average
4. Meets Systemwide Threshold → Receives 'Points'

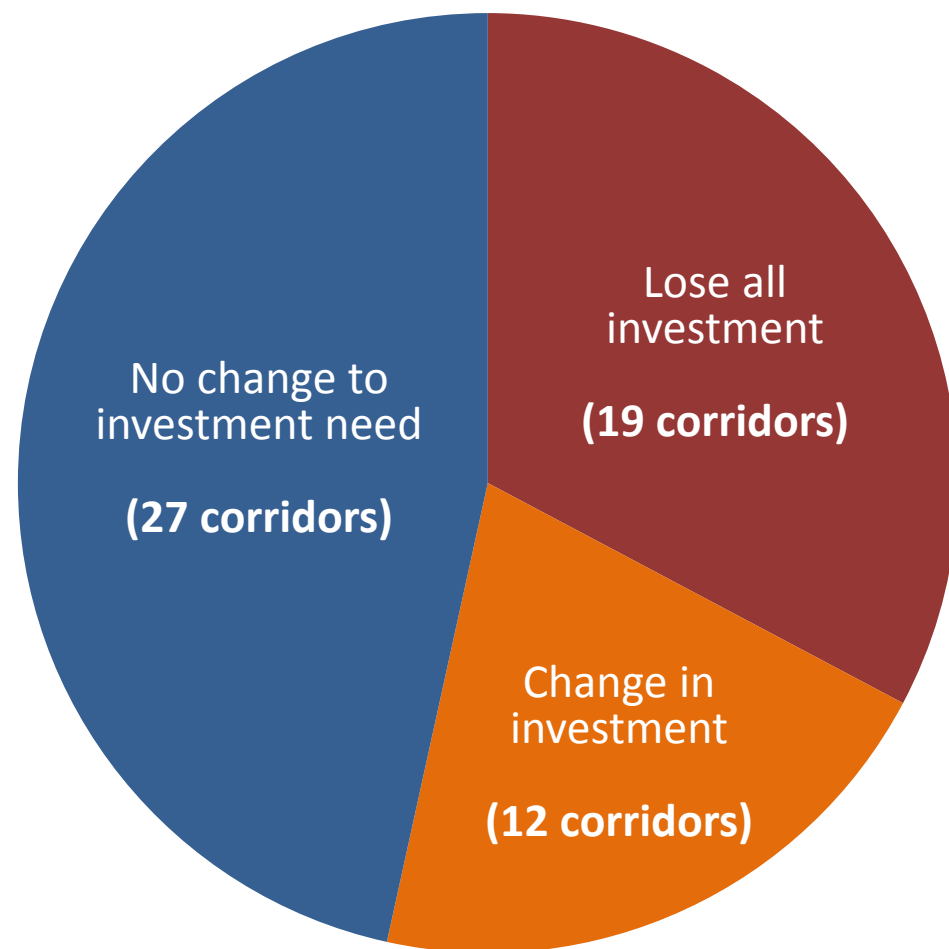


# Metro's 2014 investment need reflects Social Equity factors

- 486,500 hours identified on 58 corridors
- Social Equity factors reflected in 44 corridors
  - 26 corridors meet both low-income and minority thresholds
  - 10 corridors meet only minority threshold
  - 8 corridors meet only low-income threshold

# Social Equity factors increase investment need

- Social Equity factors identify higher target service levels
- If Social Equity factors were not included, over 50% of corridors would be identified as needing less investment



Change to current corridor investments if social equity removed from analysis

# Social Equity factors decrease a route's potential for reduction

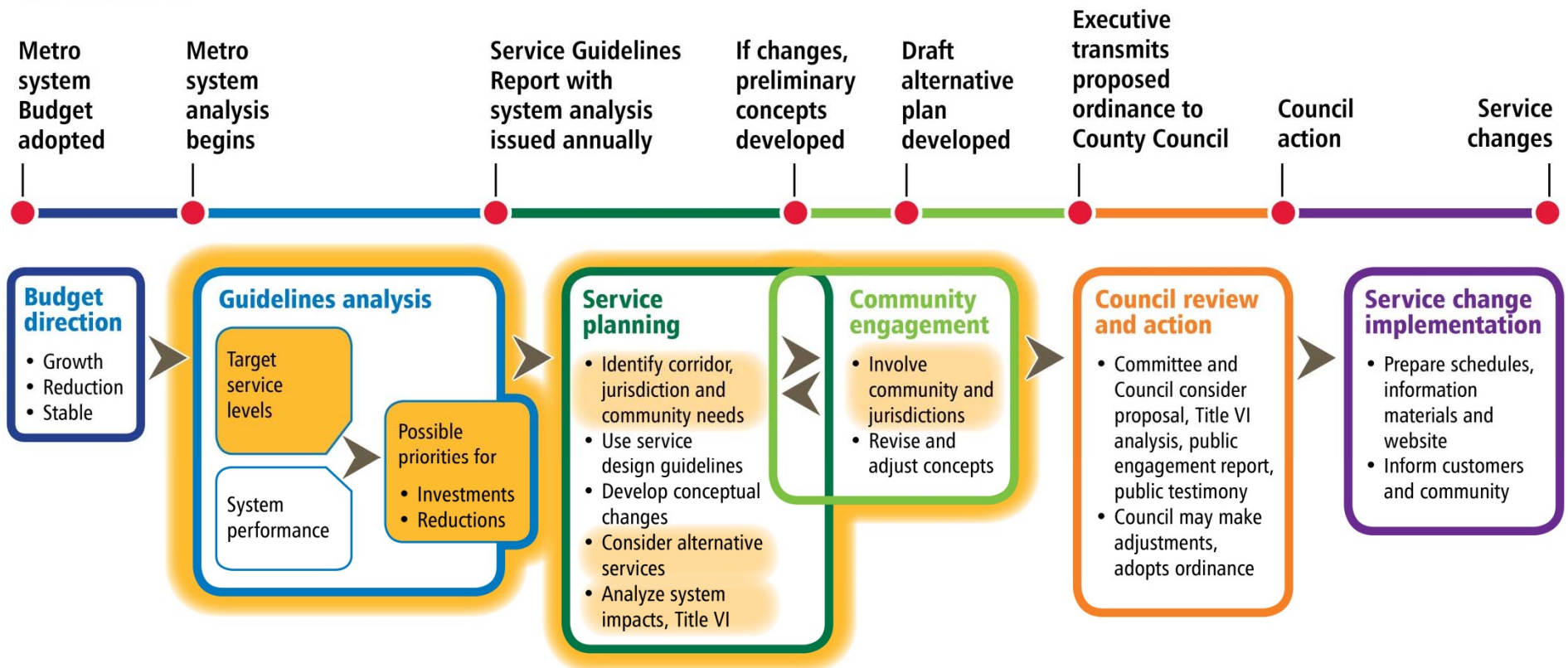
- 4 Reduction Priorities
  1. Lowest performing routes (bottom 25%), at or above target service level
  2. Restructures
  3. Low performing routes (25%-50%), at or above target service level
  4. Lowest performing routes (bottom 25%), **below target service level**
- Metro seeks to preserve service to the fourth reduction category so that we do not worsen the deficiency between the network we have and our target network
- When reducing service, Metro maintains connections to urban areas surrounded by rural land

# Social Equity and Metro's Planning and Community Engagement Process

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# Metro addresses social equity throughout its planning process



# Equity is a guiding factor in how Metro plans service

- All planning processes include outreach to populations with the greatest needs based on social and economic factors
- Metro develops and maintains partnerships with community organizations
- Metro maintains service to all designated centers regardless of productivity, which benefits those with limited transportation options
- Service equity analysis identifies the impacts of major service changes





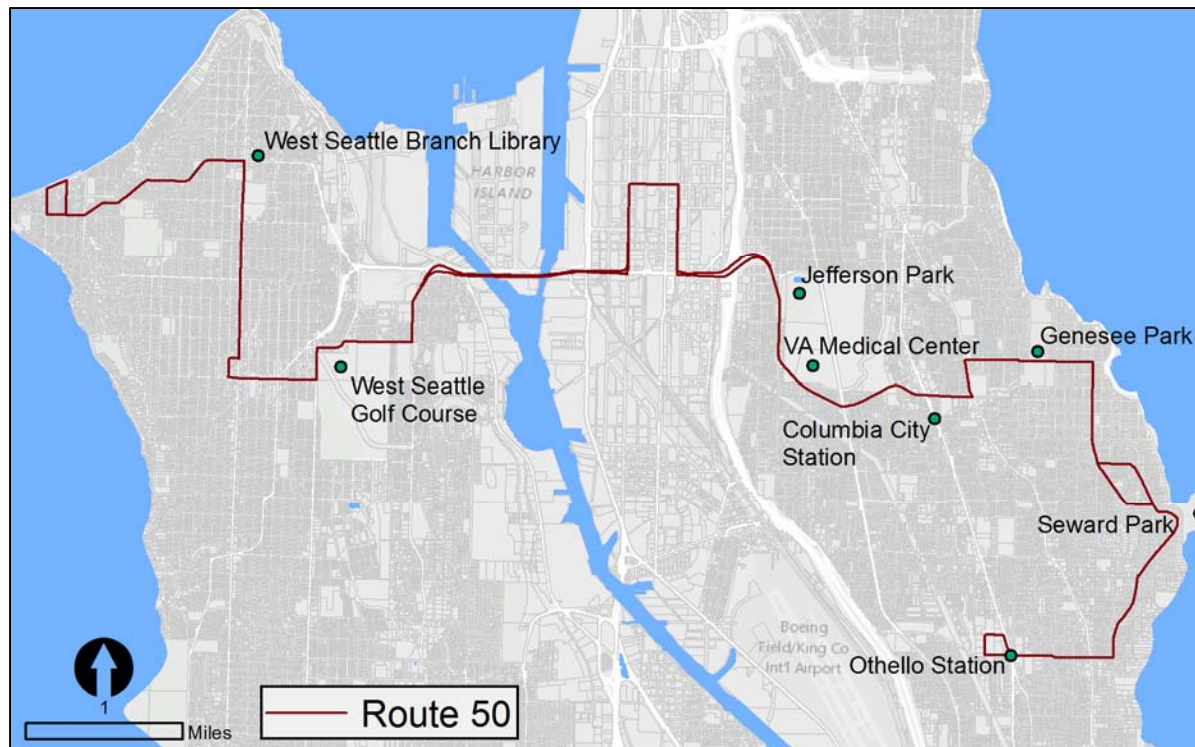
# Service design guidelines influence how routes are planned and implemented

- Make network connections
- Serve multiple purposes and destinations
- Provide service that is easy to understand
- Space routes appropriately
- Provide direct service
- Consider route length and neighborhood route segments



# Case study: Route 50

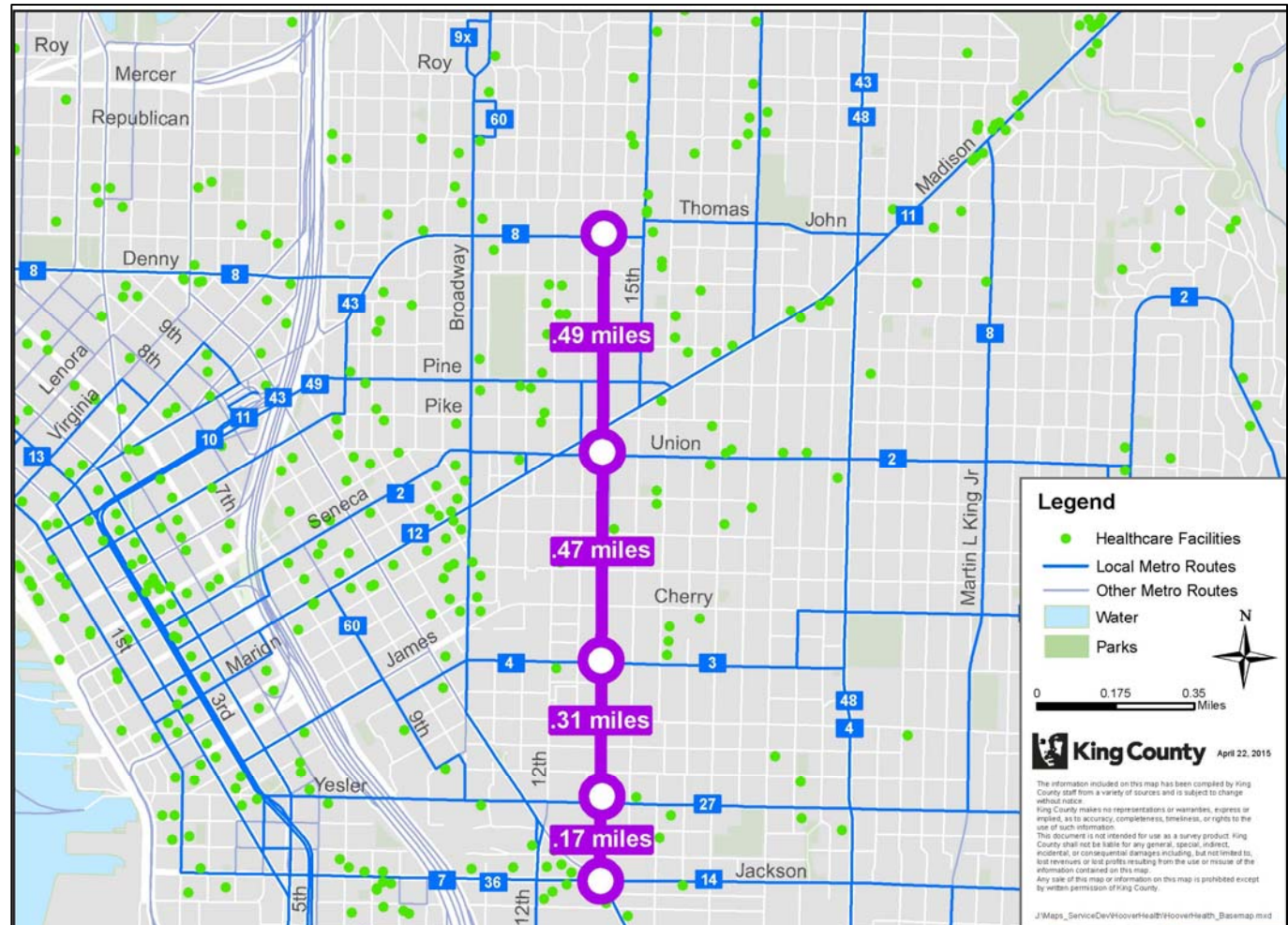
- Construction at the VA Medical Center required Metro to remove direct service to the facility
- Metro will reinstate service on Route 50 to the Medical Center once construction is complete





# Case study: Route 27

- Route 27 was identified for reduction during the service reductions process due to route spacing design guidelines and performance



# Social equity and destination data

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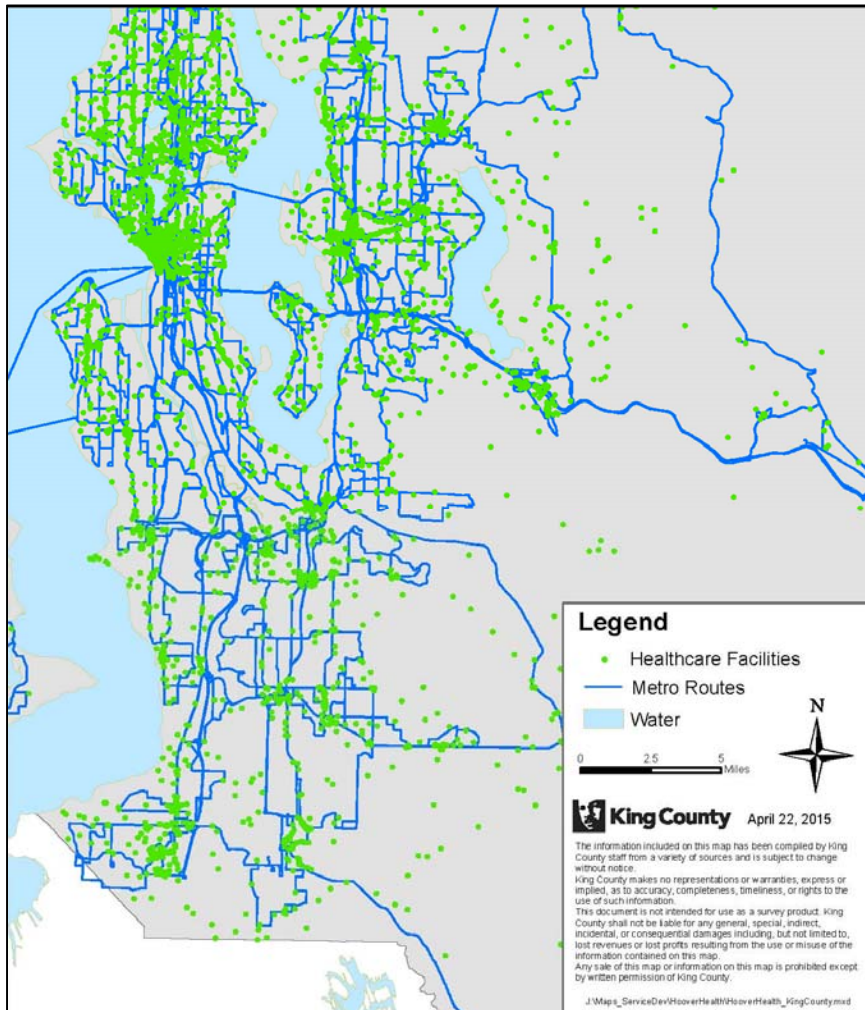
# Destination data sets considered by Metro

- Hoovers Dataset
  - 7,092 Healthcare facilities
  - 7,495 Retail facilities
  - 2,758 Social service providers
  - 2,065 Grocery stores
  - 3,490 Personal services
- **Total of 22,900 records**

# Example – how to value 7,000 healthcare destinations

## Healthcare Facilities in King County

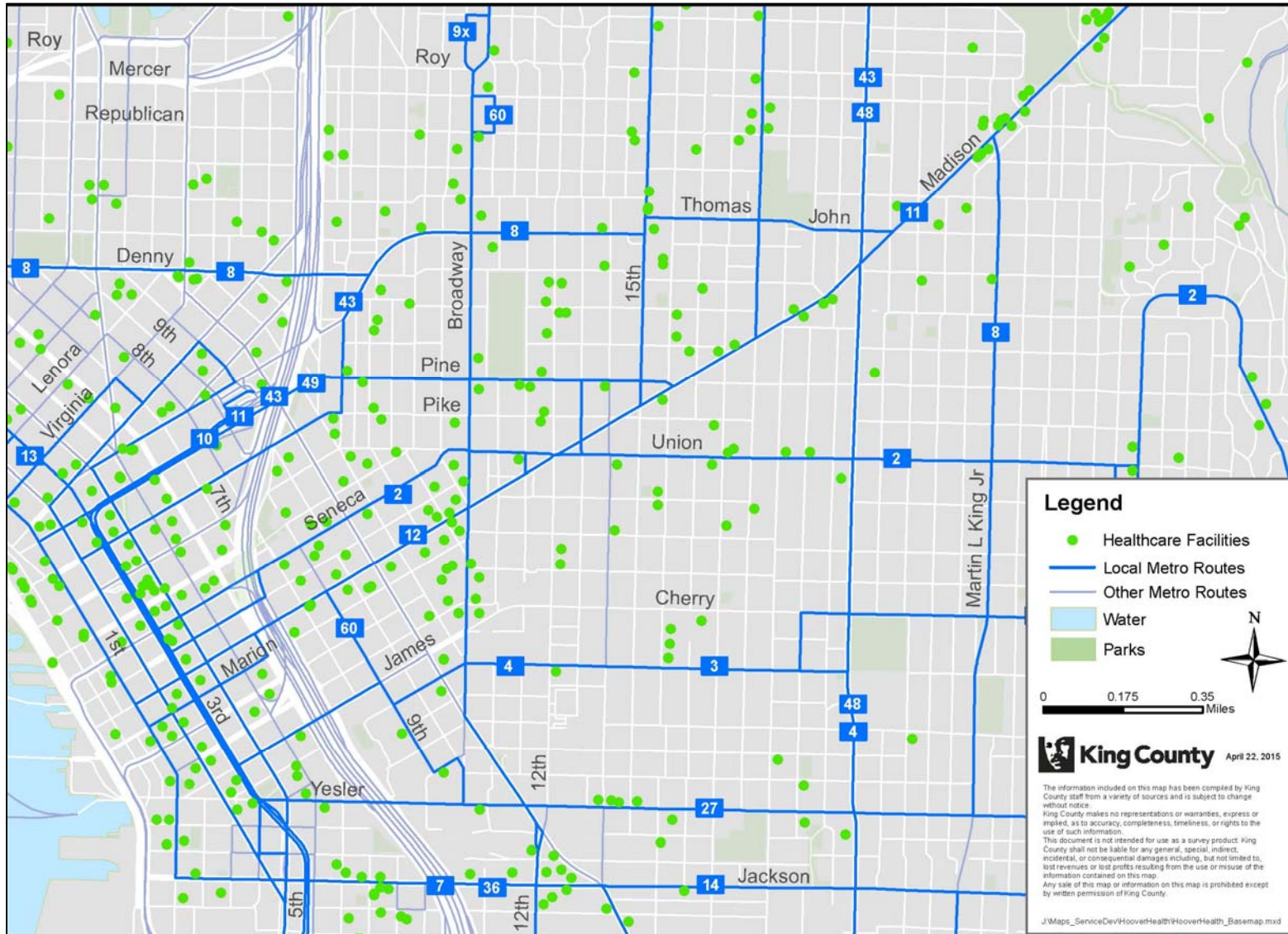
Source: Hoovers Data Set, 2012



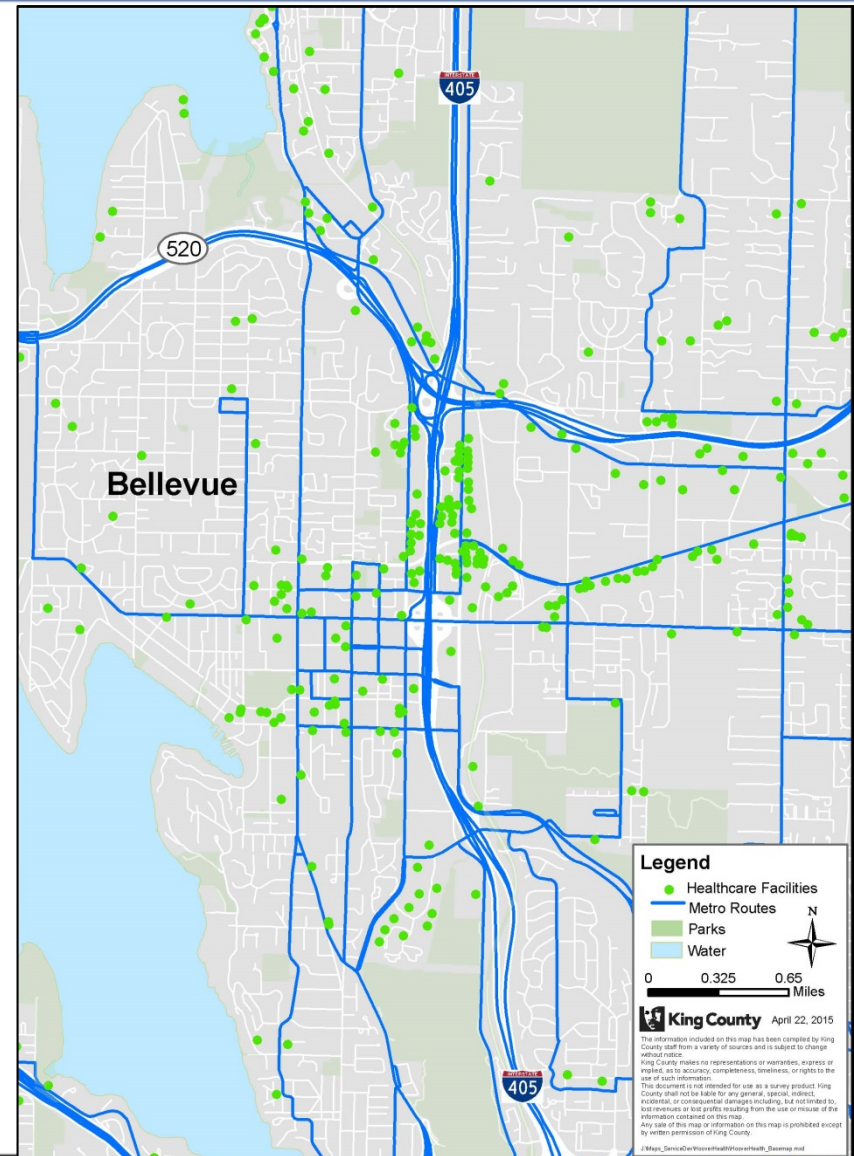
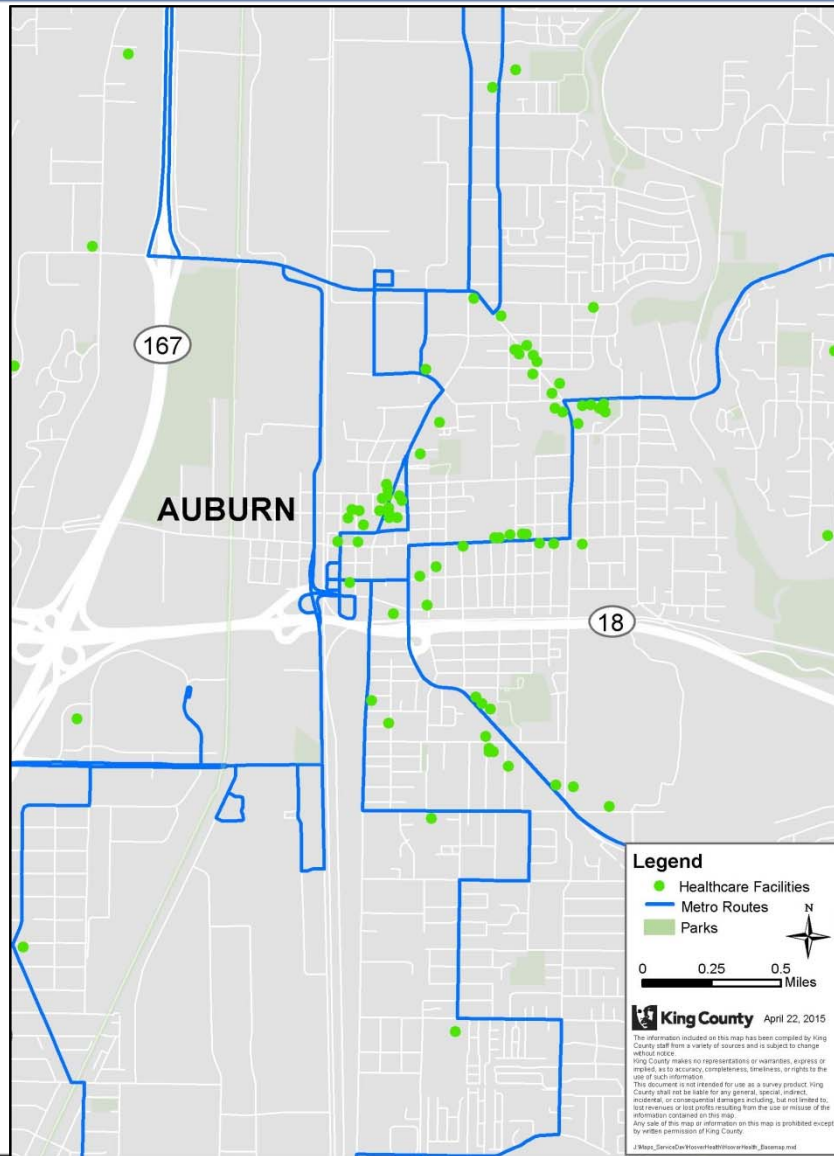
- Ambulatory Health Care Services
- Chiropractors
- Dentists
- Hospitals
- Kidney Dialysis Centers
- Mental Health & Substance Abuse Services
- Nursing Homes
- Offices of independent physicians
- Optometrists



# Healthcare facilities in the Central District



# Health care facilities in Auburn and Bellevue





# Destination data use

- Destination data difficult to use in service guidelines analysis
- Planning and community engagement process could benefit from its use
  - Identify a database of social service agencies
  - Contact those in impacted areas when considering changes to service

# Discussion and trade-offs

- What problem are we trying to solve? What outcomes do you want to achieve?
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# Transit System Values

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# Values are reflected in Metro's transit products

<b>Transit products</b>	<b>Description</b>	<b>Rationale</b>
<b>Peak-only commuter-oriented service</b>	Predominately freeway-based and oriented to commuters	Policy-driven, helps to manage our region's roadways, supports economic development
<b>Urban all-day service</b>	Predominately all-day service that connects high density land uses	Productive, well used service that meets a variety of needs
<b>Suburban all-day service</b>	Predominately all-day service that connects medium-density land uses	Provides less productive, poorer performing service to ensure regional mobility
<b>Rural service</b>	Service that connects low-density land uses to centers	Provides less productive service to meet baseline mobility needs for all
<b>Alternative services</b>	Provides alternatives to fixed-route services, including VanPool, Rideshare, and other services	Provides mobility to places where fixed-route services may not be as effective

# Discussion and trade-offs

- Would you suggest any changes to the values that currently shape Metro's transit services? If so, what changes and why?
- Where would services be gained and where would they be decreased? From a county wide perspective, are those trade-offs acceptable?

# Service Guidelines Task Force

## Social Equity and Transit System Values

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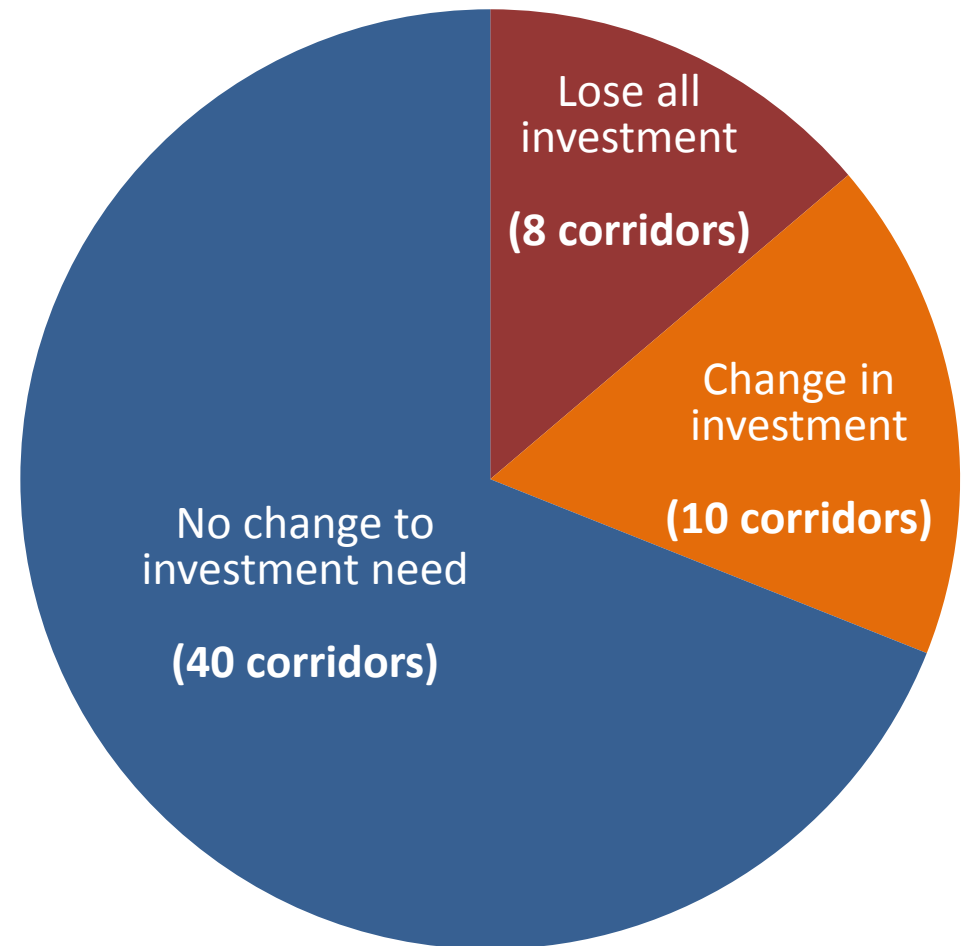
King County

**METRO**

*We'll Get You There.*

# Geographic Value factors increase investment need

- Geographic factors improve target service levels
- If Geographic Value factors were not included, 28% of corridors would receive less investment need



Change to current corridor investments if geographic value removed from analysis