

Service Guidelines Task Force

Final Meeting

January 28, 2016



King County

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Introduction

- Annual system evaluation results in investment priorities:
 - Priority 1: Reduce crowding
 - Priority 2: Improve reliability
 - Priority 3: Increase service to meet target service levels
 - Priority 4: Increase service on highly productive routes

“Target Service Level”

A goal amount of service Metro assigns each corridor, based on measures of **productivity, social equity, and geographic value**

Impacts of the Changes



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Impact of poverty definition change

- Changed definition of low-income from 100% to 200% of federal poverty level
- Results largely unchanged (94 unchanged)
 - 11 corridors increased
 - 5 corridors decreased
- Captured larger number of seniors, youth, and people with disabilities
- Point decreases occurred because comparisons are made to countywide averages

Impact of social equity gradation

- Added gradation to scoring
- Scores increased in every part of the county
 - 10 corridors increased
- More corridors represented
- Helps prevent large fluctuations in corridor scores from year to year

Impact of geographic value changes

- Added gradation to reflect value of connections to centers
- Scores increased in every area of the county
 - 72 corridors increased
- All corridors receive a minimum of two points for serving a center

Impact of park-and-rides

- Added park-and-ride stalls to corridor productivity
- Scores increased in every area of the county (exc. Seattle)
 - 41 corridors increased
- Impacts greatest in east and south county where park-and-rides are more prevalent

Impact of minimum service levels

- All corridors now warrant at least one bus per hour
- Three corridors affected
 - Issaquah to North Bend – Rt 209
 - 3,400 additional hours needed
 - Two corridors without service identified as needing hourly service
 - Kenmore to Totem Lake – DART route 909 (7,200 hours)
 - Kennydale to Renton – DART route 935 (9,500 hours)

Priority 3: Meet Target Service Levels

- Compared to the 2015 Service Guidelines Report:
 - 193,000 hour increase in need
 - All areas of the county increased
 - Score changes: 88 corridors increased, 3 decreased

	2015 Service Guidelines Report		2015 Revised Guidelines *	
	Hours	%	Hours	%
East	59,000	14%	133,000	21%
South	165,000	38%	224,000	36%
West	209,000	48%	270,000	43%
Total	434,000	100%	627,000	100%

* Figures have been rounded. Figures show the investment need remaining after subtracting Metro and Seattle investments, not including the U-Link restructure.

Investment Need by Service Type

- Compared to the 2015 Service Guidelines Report
 - All service types increased in investment need
 - Suburban service type increased most

	2015 Service Guidelines Report		2015 Revised Guidelines*	
	Hours	%	Hours	%
Urban	230,000	53%	280,000	45%
Suburban	176,000	40%	289,000	46%
DART & Shuttles	28,000	7%	58,000	9%
Total	434,000	100%	627,000	100%

* Figures have been rounded. Figures show the investment need remaining after subtracting Metro and Seattle investments, not including the U-Link restructure.

Next steps in the process

- Updates transmitted to council 15 December
- Referred to Regional Transit Committee (RTC)
 - Deliberations through April
 - Recommendations and striking amendment by late April
- TrEE and Council Deliberation
- Adoption expected in June

Metro Long Range Plan

More Service

60% more service hours

Capital

300 miles of RapidRide, P&R expansion

More Access

70% of people near frequent service

Integration

Leveraging Sound Transit investment

Visit: <http://www.kcmetrovision.org/>



Questions

Thank you for all of your time and effort
to help improve transit in King County!



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