

## Service Guidelines Task Force

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### 6. Geographic Value

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#### Introduction

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The Regional Transit Task Force recommended that Metro’s service allocation decisions be based in part on the principle of providing geographic value throughout King County. This principle was included in Metro’s adopted strategic plan and service guidelines. The guidelines for geographic value help Metro determine where service should be added or reduced based on a location’s density of activity in relation to its surroundings, the services present, and whether or not it is a transit activity center. The guidelines support county and regional growth management goals by focusing on activity centers.

This section explains how geographic value is addressed in the service guidelines and notes potential changes.

#### Links to Information

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1. Park & Ride Utilization Study: [http://bit.ly/sgtf6\\_1](http://bit.ly/sgtf6_1)
2. Service Guidelines Task Force Website: <http://www.kingcounty.gov/sgtaskforce>



## Overview

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**Regional Transit Task Force (2010).** In 2010, the Regional Transit Task Force (RTTF) recommended that the policy guidance for making service reduction and service growth decisions should be based on three principles, one of which is to provide geographic value throughout the county.

To clarify its intent, the RTTF included this explanation of geographic value in its report:

Service allocation decisions (for both reductions and growth) must be perceived as “fair” throughout the county. To accomplish the appropriate balance, Metro must use a multi-faceted approach to achieve an integrated regional transit system. As such, the distribution of transit services must be influenced by the value delivered to all areas of King County, as represented by the following:

- **Balancing Access with Productivity** – The public in all corners of the county expects government services to be run as cost efficiently and effectively as possible. Public investments in transit services must be appropriate to the land use, employment densities, housing densities and transit demand in various communities. This will require a variety of service strategies including traditional fixed route and other transit and rideshare products appropriate to the community and the level of ridership demand. Some type of transit service must be available in all communities served by transit today.
- **Tax Equity** – There must be some relationship (but not an exact formula) between the tax revenue created in a subarea and the distribution of services. There should also be recognition of all of the revenues (taxes and fares) generated in the various areas of the county.
- **Economic Vitality** – Transit investments are critical for economic recovery and future growth of the region. Transit services must get the greatest number of workers to and from job centers and support access to destinations that are essential to countywide economic vitality (such as centers for post-secondary education or major medical centers).”

**King County Metro Transit Strategic Plan for Public Transportation, 2011-2021.** Immediately after the task force completed its work, Metro began drafting a new 10-year strategic plan that conforms with the task force findings as well as the King County Strategic Plan. Geographic value is addressed in Strategy 2.1.1, “Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs,” and in Strategy 2.1.3, “Provide products and services that are designed to provide geographic value in all parts of King County.” In the Strategic Plan, a measure of geographic value are the proportion of the population within ¼-mile of a transit stop or a 2-mile drive to a park-and-ride.

**King County Metro Service Guidelines.** Metro’s strategic plan also includes the service guidelines recommended by the RTTF. The guidelines incorporate geographic value into the management of the transit system.

A central piece of the service guidelines is the analysis of the All-Day and Peak Network, which establishes target service levels for transit corridors throughout King County. Productivity, social equity and geographic value are prioritized in a three-step process.

The service guidelines identify 64 transit activity centers that are distributed throughout King County. The activity centers include major destinations and transit attractions, such as large employment sites, significant healthcare institutions and major social service agencies.

These transit activity centers, taken together with the 17 regional growth centers and four manufacturing/ industrial centers designated by the Puget Sound Regional Council, represent 85 activity nodes throughout King County that form the basis for an interconnected transit network throughout King County’s urban growth area. Metro identifies primary connections between centers as warranting a higher level of service.

In the service guidelines corridor analysis, corridors receive points based on the connections they provide between centers. If a corridor is a primary connection between regional growth or manufacturing/ industrial centers, it receives five points toward its geographic value score. If a corridor is a primary connection between transit activity centers, it receives five points toward its geographic value score. If a corridor provides a connection between a regional growth or manufacturing/ industrial center and a transit activity center, it receives 10 points toward its geographic value score. The table below includes specific information about the scoring; each corridor can receive a maximum geographic value score of 10 points.

**Geographic Value Scoring Criteria**

Measure	Threshold	Points
Primary connection between regional growth or manufacturing/ industrial centers	Yes	5
	No	0
Primary connection between transit activity centers	Yes	5
	No	0

The guidelines also incorporate geographic value by classifying routes by market served: Seattle core or non-Seattle core. This classification allows us to compare similar routes when assessing productivity. Routes that serve the Seattle core are expected to perform at a higher level because their market potential is greater than for routes serving other parts of King County. The table below shows the top and bottom 25-percent thresholds for both markets (Seattle Core and Non-Seattle Core) during all three time periods.

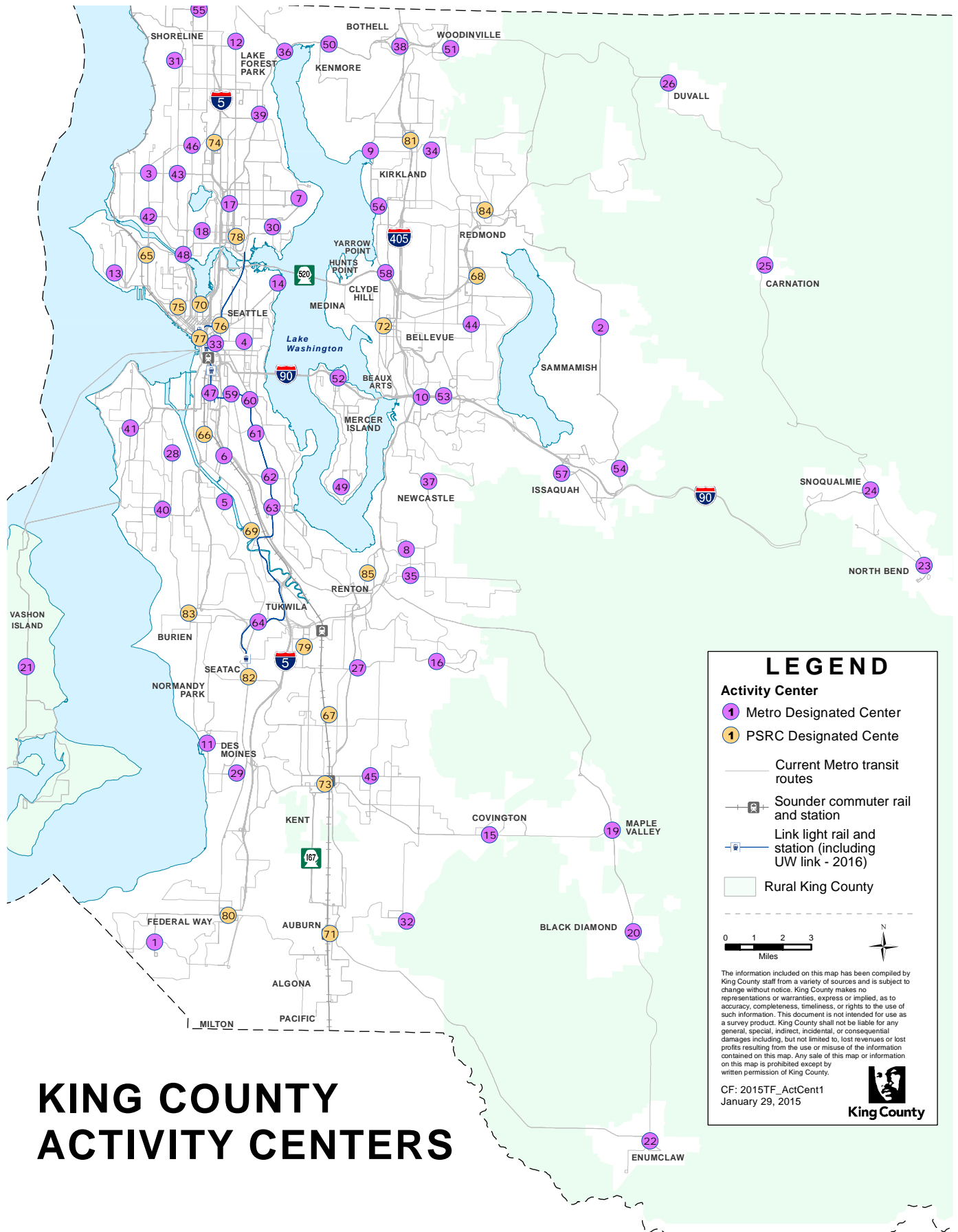
Spring 2014 Route Performance Thresholds						
Routes that Do Not serve the Seattle Core	Peak		Off Peak		Night	
	Rides / Platform Hour	Pass. Miles / Platform Mile	Rides / Platform Hour	Pass. Miles / Platform Mile	Rides / Platform Hour	Pass. Miles / Platform Mile
<b>Top 25%</b>	<b>25.2</b>	<b>8.1</b>	<b>24.7</b>	<b>8.0</b>	<b>18.8</b>	<b>6.3</b>
<b>Bottom 25%</b>	<b>12.0</b>	<b>2.4</b>	<b>11.3</b>	<b>2.7</b>	<b>11.3</b>	<b>2.7</b>
Routes that serve Seattle Core						
<b>Top 25%</b>	<b>48.2</b>	<b>17.1</b>	<b>51.1</b>	<b>14.9</b>	<b>35.1</b>	<b>10.2</b>
<b>Bottom 25%</b>	<b>24.3</b>	<b>10.7</b>	<b>33.7</b>	<b>9.8</b>	<b>20.7</b>	<b>5.9</b>



***Service planning, community engagement, and analysis of impacts.*** In addition to applying the service guidelines, Metro service planners consider centers and primary corridors when they plan revisions or restructures of service. As service reductions were planned in 2014, Metro worked with riders, local groups, and elected officials to minimize or mitigate potential impacts on riders throughout the county. Metro continues to do this throughout its planning processes, conducting outreach in all areas potentially affected by changes being considered.

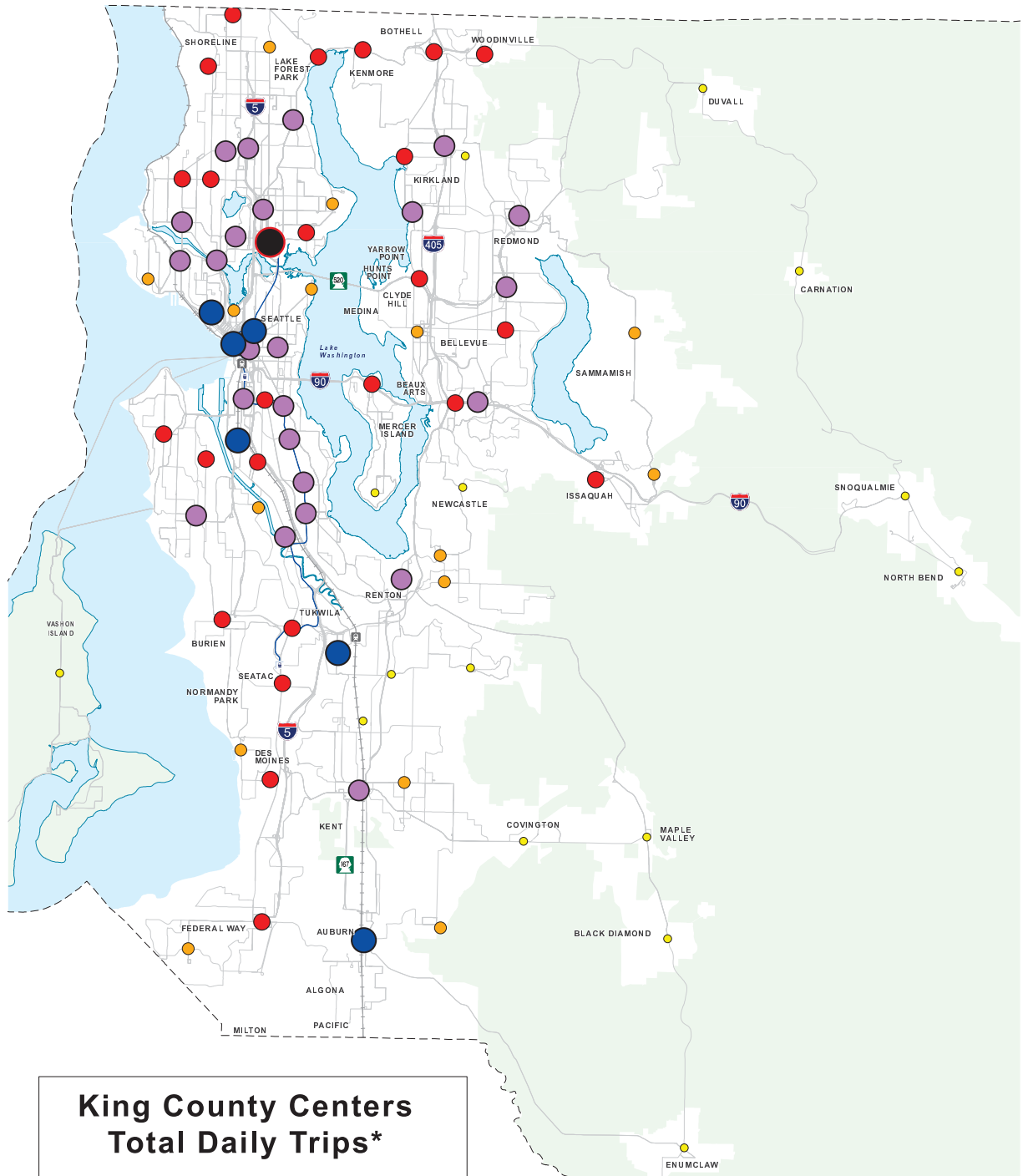


### Map: King County Centers



# KING COUNTY ACTIVITY CENTERS

### Map: King County Centers - Total Daily Trips



### King County Centers Total Daily Trips\*

Center	Daily Trips	
<span style="color: yellow;">●</span>	18 - 100	— Current Metro transit routes
<span style="color: orange;">●</span>	101 - 250	— Sounder commuter rail and station
<span style="color: red;">●</span>	251 - 500	— Link light rail and station (including UW link - 2016)
<span style="color: purple;">●</span>	501 - 1000	□ Rural King County
<span style="color: blue;">●</span>	1001 - 3000	
<span style="color: black;">●</span>	3001 - 6437	

\*Spring 2014

The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County is not responsible for any errors or omissions, whether or not, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. If you are a user of this map, you are responsible for any errors, omissions, inclusions, or consequential damages including, but not limited to, loss of revenues or lost profits resulting from the use or the use of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.

CF: 2015TF\_ActCentTrips January 29, 2015

## List of King County Centers

	ID on Map	Center Name	Number of Corridors
Regional Growth Centers	71	Auburn	4
	72	Bellevue Downtown	9
	83	Burien	6
	80	Federal Way	7
	76	First Hill/Capitol Hill	37
	73	Kent	8
	74	Northgate	10
	68	Overlake	7
	84	Redmond	6
	85	Renton	12
	82	SeaTac	6
	77	Seattle CBD	38
	70	South Lake Union	15
	81	Totem Lake	5
	79	Tukwila	5
MICs	78	University District	17
	75	Uptown	16
	65	Ballard/Interbay	9
	66	Duwamish	21
Transit Activity Centers	67	Kent	5
	69	North Tukwila	1
	41	Alaska Junction	3
	55	Aurora Village Transit Center	4
	42	Ballard (Ballard Ave NW/NW Market St)	2
	59	Beacon Hill Station	2
	20	Black Diamond	1
	38	Bothell (UW Bothell/Cascadia Community College)	2
	25	Carnation	0
	4	Central District (23rd Ave E/E Jefferson St)	2
	30	Children's Hospital	2
	61	Columbia City Station	2
	15	Covington (172nd Ave SE/SE 272nd St)	1
	44	Crossroads (156th Ave NE/NE 8th St)	4
	3	Crown Hill (15th Ave NW/NW 85th St)	3
	11	Des Moines (Marine View Dr/S 223rd St)	1
	26	Duvall	1
	53	Eastgate (Bellevue College)	8
	22	Enumclaw	2
	10	Factoria (Factoria Blvd SE/SE Eastgate Wy)	4
	16	Fairwood (140th Ave SE/SE Petrovitsky Rd)	2
	19	Maple Valley (Four Corners, SR-169/Kent-Kangley Rd)	2
	48	Fremont (Fremont Ave N/N 34th St)	4
	6	Georgetown (13th Ave S/S Bailey St)	3
	32	Green River Community College	3
	43	Greenwood (Greenwood Ave N/N 85th St)	3
	33	Harborview Medical Center	3
	29	Highline Community College	2
	54	Issaquah Highlands	1
	57	Issaquah (Issaquah Transit Center)	3
9	Juanita (98th Ave NE/NE 116th St)	3	
50	Kenmore (Kenmore Park and Ride)	2	
45	Kent East Hill (104th Ave SE/SE 240th St)	3	
56	Kirkland (Kirkland Transit Center)	7	

	ID on Map	Center Name	Number of Corridors
Transit Activity Centers	58	Kirkland (South Kirkland Park and Ride)	3
	39	Lake City	5
	36	Lake Forest Park	2
	34	Lake Washington Technical College	1
	14	Madison Park (42nd Ave E/E Madison St)	1
	13	Magnolia (34th Ave W/W McGraw St)	1
	52	Mercer Island	1
	60	Mount Baker Station	5
	37	Newcastle	1
	23	North Bend	1
	12	North City (15th Ave NE/NE 175th St)	2
	46	Oaktree (Aurora Ave N/N 105th St)	2
	62	Othello Station	3
	63	Rainier Beach Station	4
	8	Renton Highlands (NE Sunset Blvd/NE 12th St)	3
	35	Renton Technical College	1
	17	Roosevelt (12th Ave NE/NE 65th St)	5
	2	Sammamish (228th Ave NE/NE 8th St)	1
	7	Sand Point (Sand Point Way/NE 70th St)	2
	31	Shoreline (Shoreline Community College)	4
	24	Snoqualmie	1
	47	SODO (SODO Busway/Lander St)	8
	49	South Mercer Island	1
	5	South Park (14th Ave S/S Cloverdale St)	2
	28	South Seattle Community College	2
	64	Tukwila International Blvd Station	4
	1	Twin Lakes (21st Ave SW/SW 336th St)	2
	27	Valley Medical Center	2
	21	Vashon	1
	18	Wallingford (Wallingford Ave N/N 45th St)	2
40	Westwood Village	2	
51	Woodinville (Woodinville Park and Ride)	2	

\* Mixed-use development as defined in the King County Comprehensive Plan: "Mixed-use development combines higher density residential units with retail or office uses in the same building or within an integrated development on the same lot."

\* Transit Hub is defined as a location with service provided by at least three all-day routes.

<sup>1</sup> when Sound Transit is included

## Criteria for Adding Centers

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### Service Guidelines Definition of Activity Centers

Centers represent activity nodes throughout King County that form the basis for a countywide transit network. The term “centers,” as defined in the strategic plan, refers collectively to regional growth centers, manufacturing/ industrial centers, and transit activity centers. Regional growth centers and manufacturing/industrial centers are designated in the region’s Vision 2040 plan. Metro identified transit activity centers beyond the Puget Sound Regional Council (PSRC)-designated centers to support geographic value in the distribution of its transit network throughout King County. Transit activity centers include major destinations and transit attractions such as large employment sites, significant healthcare institutions and major social service agencies. Transit activity centers represent activity nodes throughout King County that form the basis for an interconnected transit network throughout the urban growth area of King County.

Each transit activity center should meet one or more of the following criteria (per the service guidelines, page SG-4):

- Is located in an area of mixed-use development that includes concentrated housing, employment, and commercial activity
- Includes a major regional hospital, medical center or institution of higher education located outside of a designated regional growth centers
- Is located outside other designated regional growth centers at a transit hub served by three or more all-day routes.

The size of transit activity centers varies, but they all represent concentrations of activity in comparison to the surrounding area.

### Criteria for Adding Centers (per Service Guidelines, page SG-5)

**Regional Growth and Manufacturing/Industrial Centers.** Additions to and deletions from the regional growth and manufacturing/industrial centers lists should be based on changes approved by the PSRC and defined in Vision 2040 or subsequent regional plans.

**Transit Activity Centers.** Additional transit activity centers may be designated in future updates of the service guidelines. Additions to the list of transit activity centers will be nominated by the local jurisdictions and must meet one or more of the above criteria, plus the following additional criteria:

- Pathways through the transit activity center must be located on arterial roadways that are appropriately constructed for transit use.
- Identification of a transit activity center must result in a new primary connection between two or more regional or transit activity centers in the transit network, either on an existing corridor on the All-Day and Peak Network or as an expansion to the network to address an area of projected all-day transit demand. An expansion to the network indicates the existence of a new corridor for analysis.
- Analysis of a new corridor using step-one of the All-Day and Peak Network assessment process must result in an assignment of 30-minute service frequency or better.

- Analysis of a new corridor using step-one of the All-Day and Peak Network assessment process must result in an assignment of 30-minute service frequency or better.



## Park-and-Ride Summary Information

A consideration in calculating transit coverage are park-and-ride lots, which extend the coverage of the transit network by providing access to people who may not have a convenient transit connection within walking distance of where they live. Currently, there are more than 25,000 park-and-ride spaces in 130 facilities in King County. They are owned or managed by different agencies and jurisdictions throughout the county (see table below).

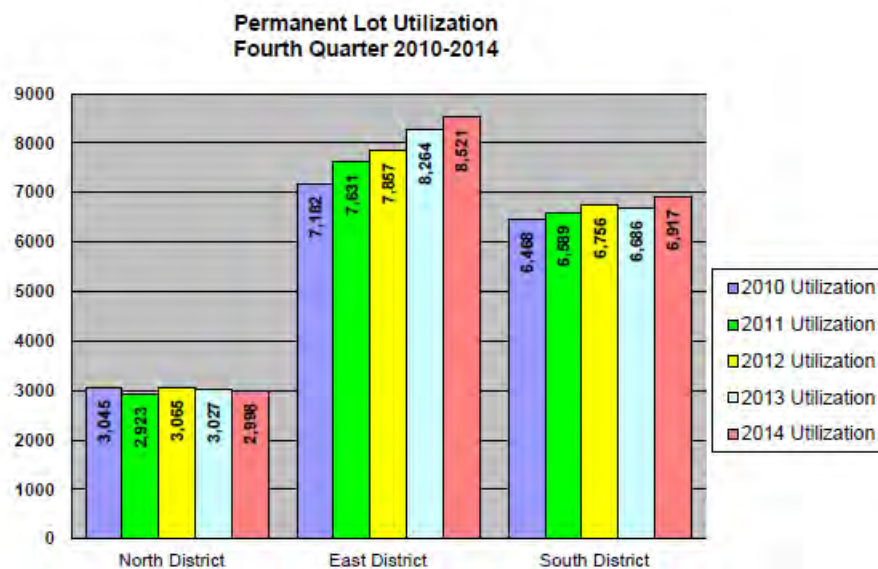
The coverage map later in this section shows park-and-ride locations within King County as well as a two-mile travel shed around those lots. In 2014, 22% of King County residents lived within these travel sheds. As illustrated, the majority of the park-and-ride lots are located along the I-5, I-405, and I-90 corridors with some lots located in the less-dense areas of the County. The map on the following page shows the number of spaces available at park-and-ride lots in King County and the number of spaces that are used on a typical weekday. The data in the map show that many park-and-ride lots are heavily utilized, particularly the larger lots served by very frequent transit routes.

When considering the number of residences within two-miles of a park-and-ride lot and the quarter-mile and half-mile walk-sheds shown earlier, the total transit coverage expands to 87 percent of all King County residents and 92 percent of all jobs.

The following information quantifies the 130 park-and-ride facilities in various ways.

**Permanent Lot Utilization (Fourth Quarter, 2014)**

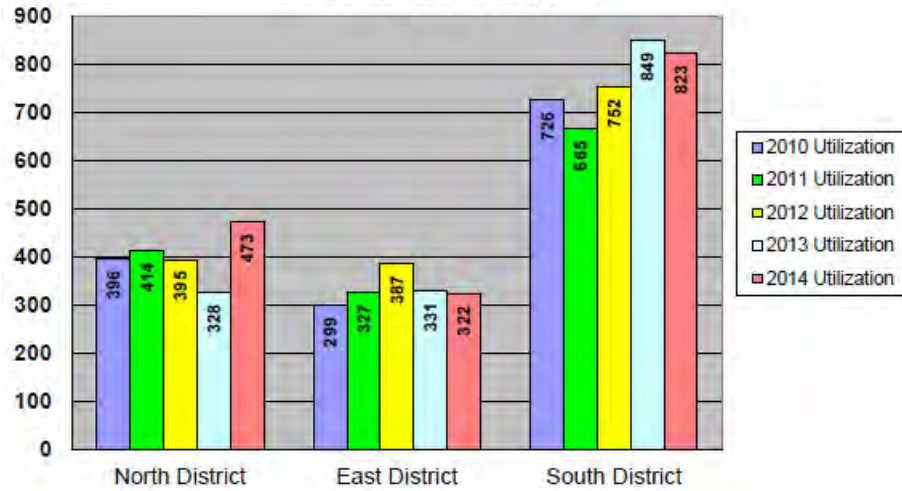
FOURTH QUARTER 2014	Capacity	Used	Percentage
North District (13 lots)	3,165	2,998	95%
East District (24 lots)	9,486	8,521	90%
South District (27 lots)	10,244	6,917	68%
<b>TOTAL (64 lots)</b>	<b>22,895</b>	<b>18,436</b>	<b>81%</b>



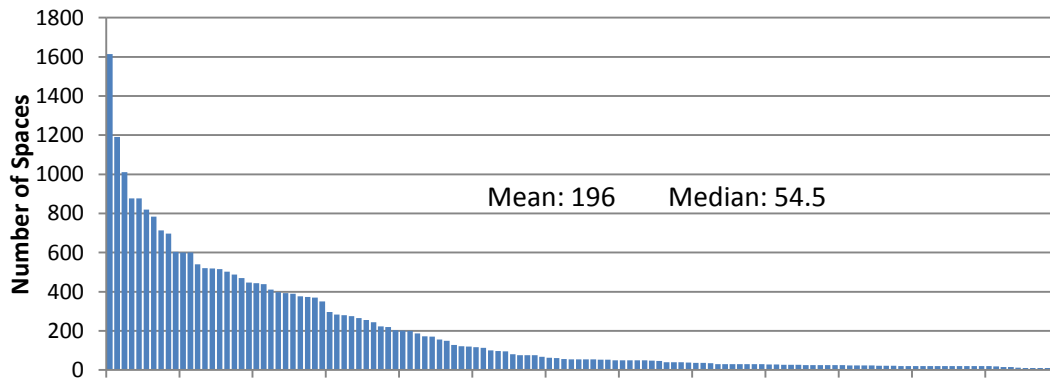
### Leased Lot Utilization (Fourth Quarter, 2014)

FOURTH QUARTER 2014	Capacity	Used	Percentage
North District (11 lots)	520	473	91%
East District (23 lots)	760	322	42%
South District (32 lots)	1,314	823	63%
<b>TOTAL (66 lots)</b>	<b>2,594</b>	<b>1,618</b>	<b>62%</b>

### Leased Park-and-Ride Utilization Fourth Quarter 2010-2014



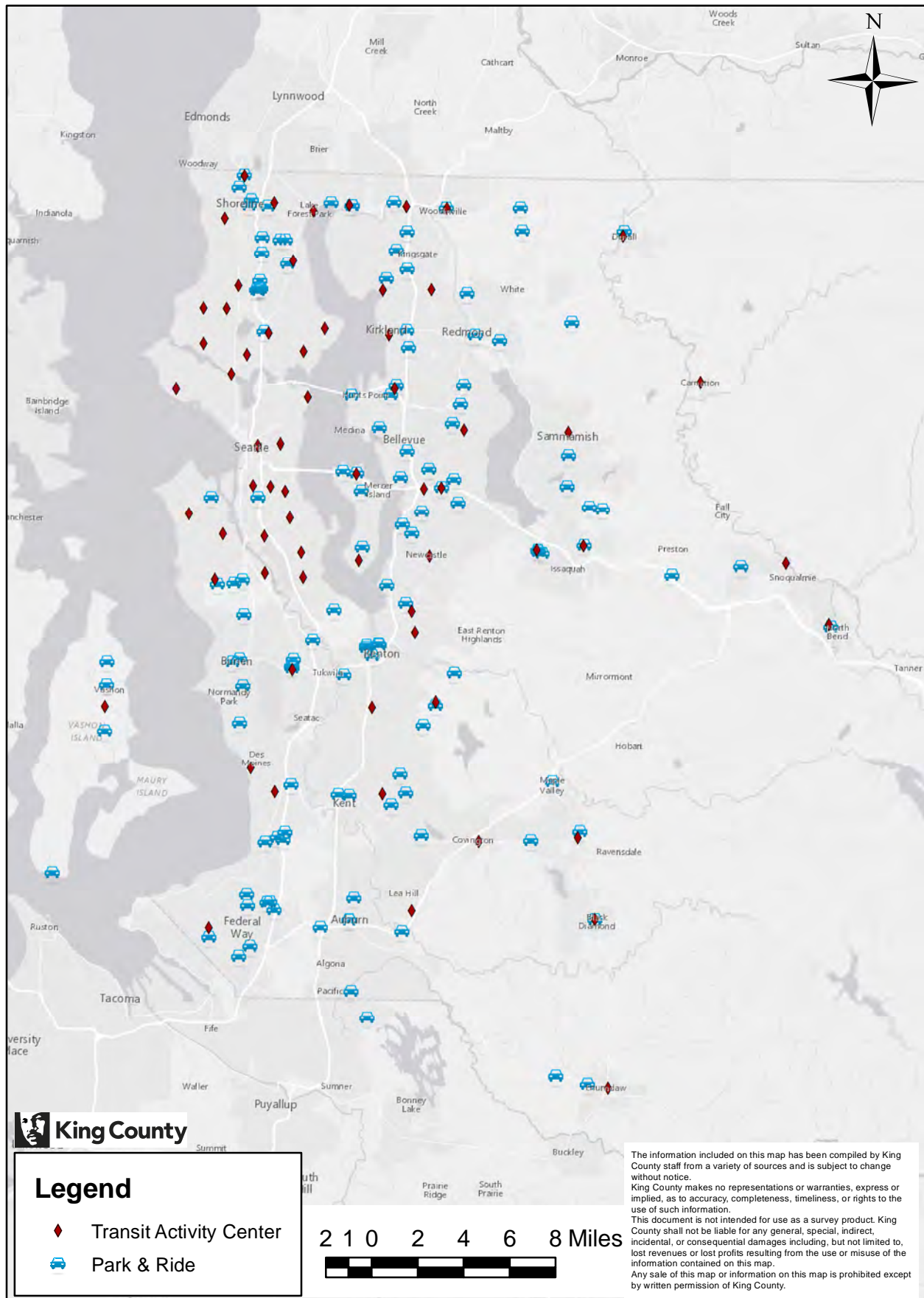
### Number of Spaces per Lot



### Lot Ownership (Fourth Quarter, 2014)

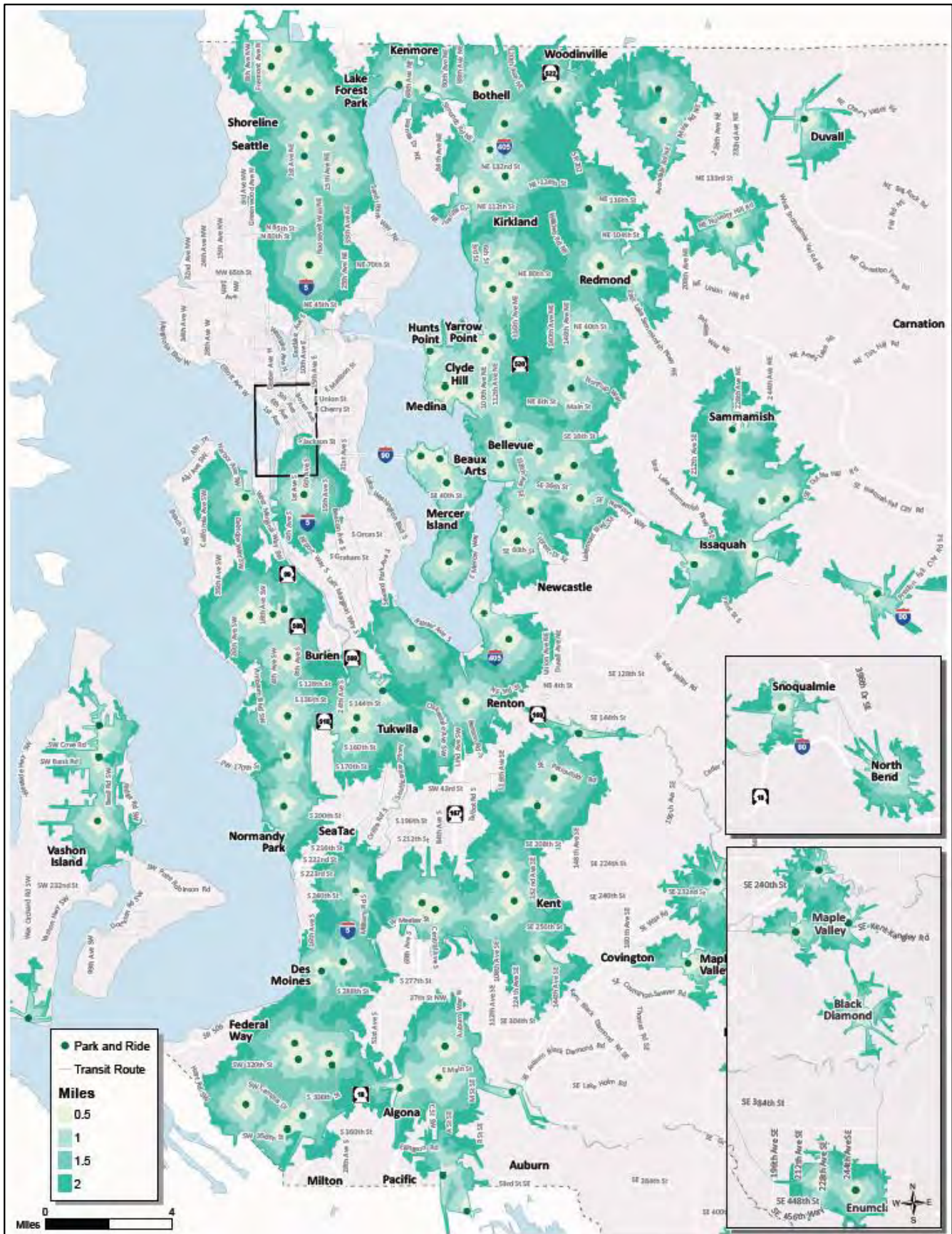
Owner	Number of Lots
King County Metro	23
Sound Transit	10
Municipalities	5
State of Washington	23
Private	69

**Map: Park-and-Rides and Transit Activity Centers**





### Map: Park-and-Ride Coverage





Map: Park-and-Ride Utilization

