

# Linking Transit and Development



Staff Working Group  
June 29, 2012

DRAFT



King County  
**METRO**

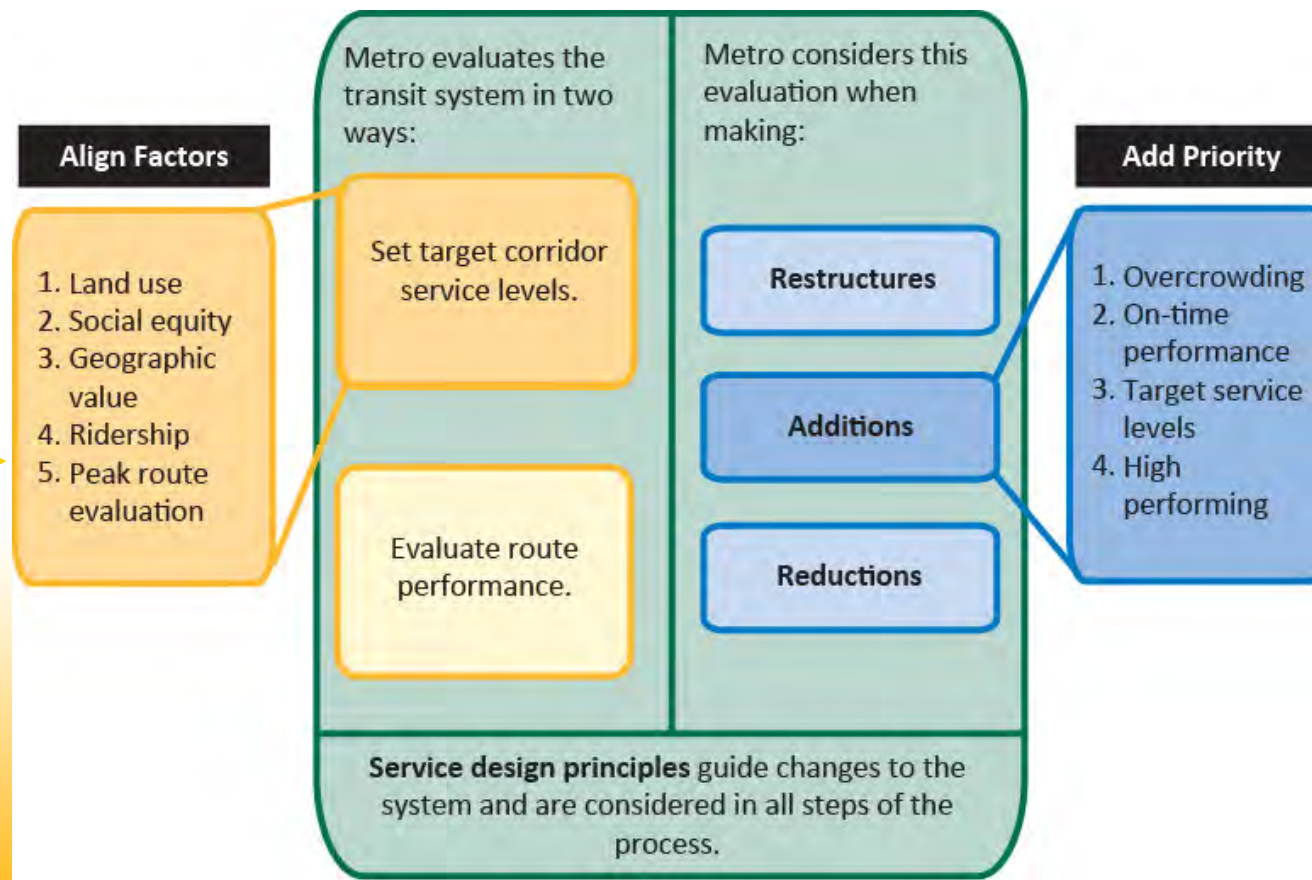
***We'll Get You There.***

# Purpose Statement

- *To link Metro's service guidelines and associated service investment priorities to the transit supportive actions of jurisdictions*

# Ordinance 17143: Refine the Guidelines

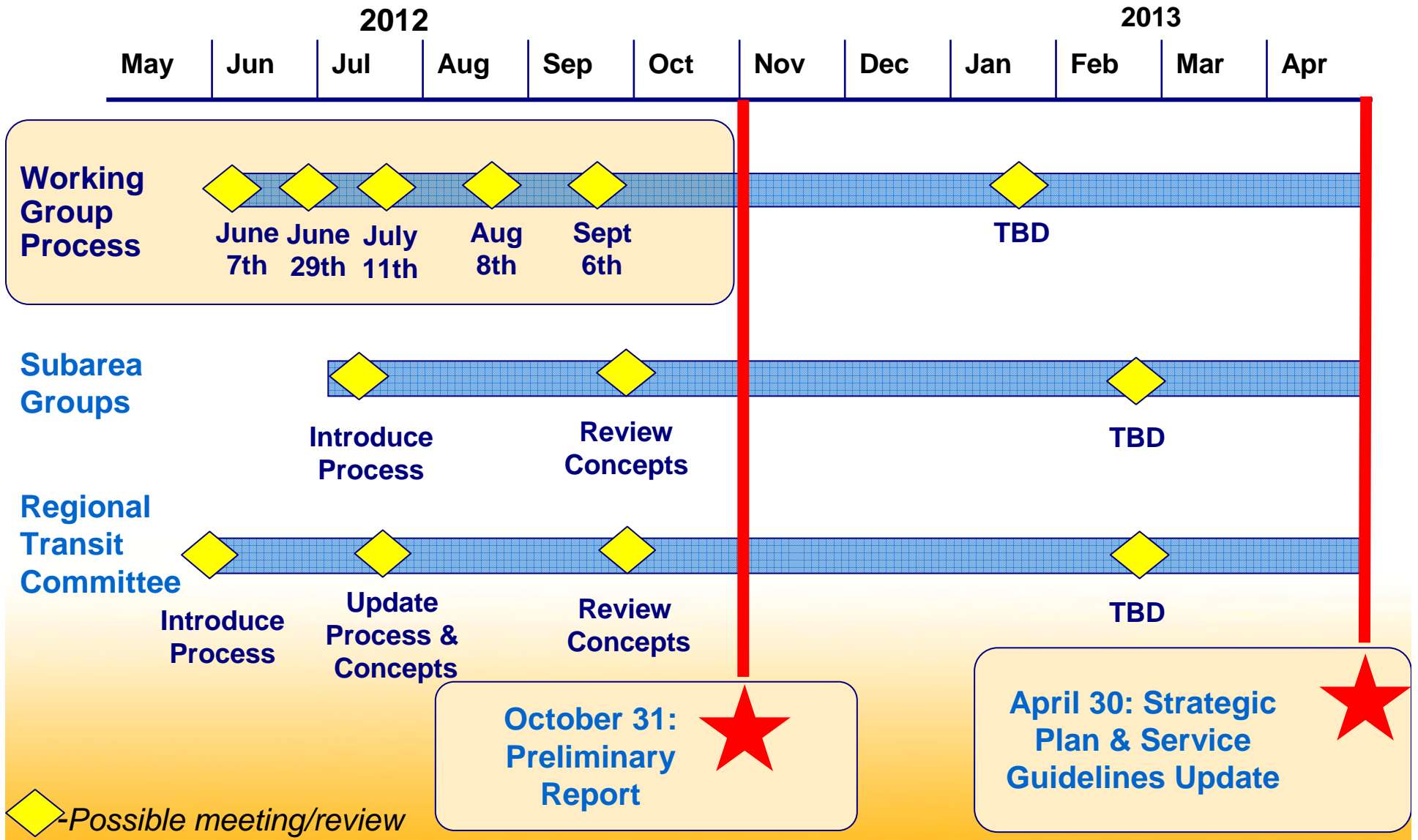
- ❑ More closely align factors used in the development of the All-Day and Peak Network with jurisdictions' growth decisions and actions
- ❑ Address the factors, methodology and prioritization of service additions
- ❑ Create a category of additional service priority to reflect transit-supportive actions and development



# Today's Objectives

- Review process and role of the working group
- Review the guidelines and identify opportunities for potential changes
- Discuss opportunities and barriers to transit-supportive land use planning and development
- Next steps

# Timeline



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# Working Group process

2012

Jun

Jul

Aug

Sep

Oct

**June 7:**  
Introduce  
process

**June 29:**  
•Review  
guidelines  
•Initial  
concepts  
for  
guidelines  
refinement  
•Transit-  
supportive  
actions

**July 11:**  
•More in-  
depth review  
of ways to  
link service  
investment  
with  
development

**August 8:**  
Further  
discussion of  
linking transit  
and  
development

**September 7:**  
Refining  
concepts for  
report

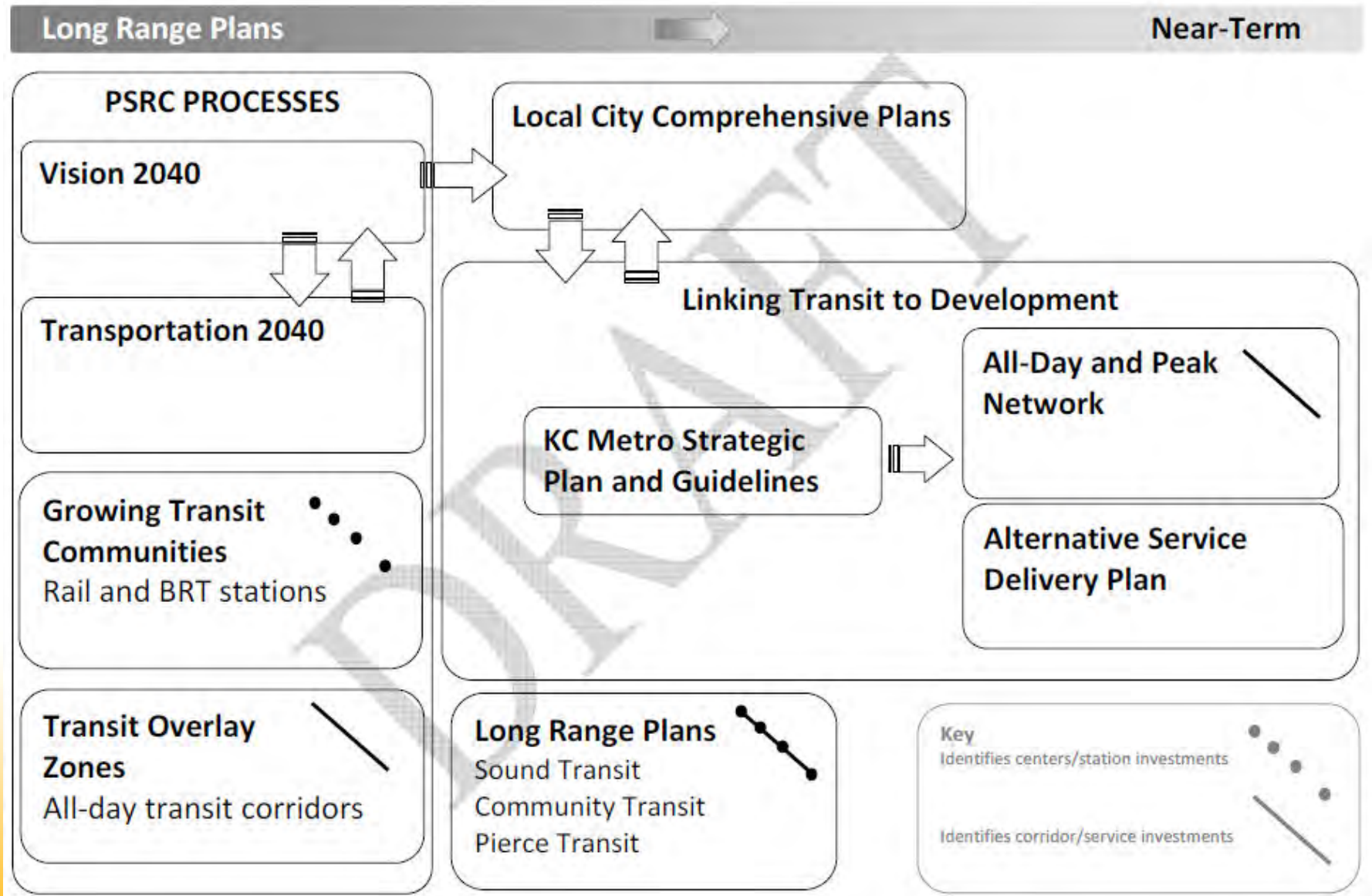
**October 31**  
**Preliminary**  
**Report**

*-Possible meeting/review*

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# Related planning efforts in the region



# What the guidelines do and how they work

Land Use	Households within 1/4 mile of transit corridor mile	50% of highest score	4
		33% of highest score	0
		16% of highest score	0
		<16% of highest score	5
	Jobs within 1/4 mile of stops per corridor mile	Above system average	0
		Below system average	5
	Percent of boardings in low-income census tracts <sup>1</sup>	Above system average	5
		Below system average	0
	Percent of boardings in minority census tracts <sup>2</sup>	Yes	
		No	
	Primary connection between regional growth, manufacturing/industrial centers	Yes	
		No	
	Proportion between transit activity		





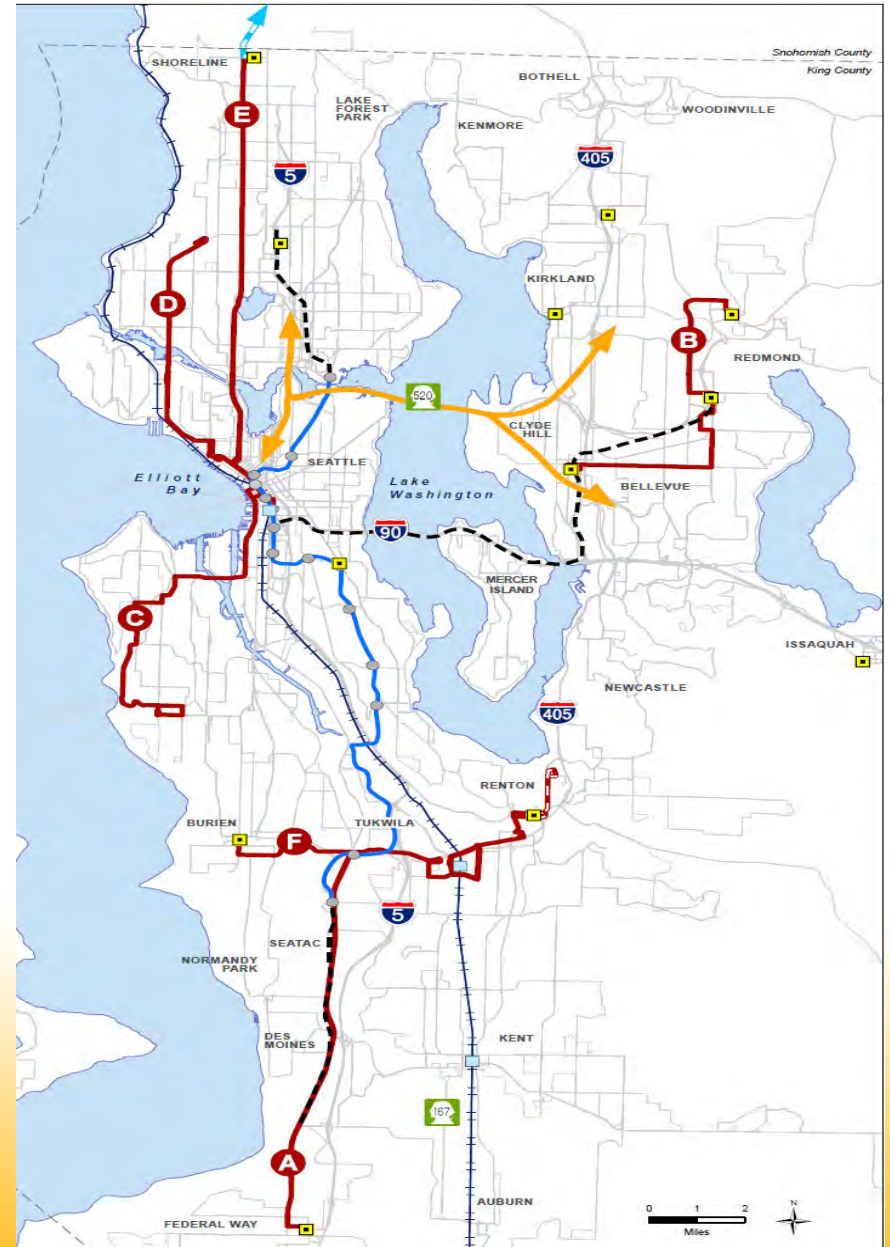
# Guidelines inform our service changes

- Improve overcrowding and on-time performance
- Improve service on underserved corridors
- Reinvest low productivity services
- Improve network connections
- Move toward a more sustainable system



# Metro's system

- Roughly 3.5 million hours of service
- Over 260 bus routes
- Annual ridership:
  - 112 million
- Service area population:
  - 1.6 million
- Make changes 3 times per year (spring, summer, fall)



# How we use the guidelines

## 1) Investment priorities

(approximately 400,000 annual service hours)

- **Route performance**
  - routes that are overcrowded and/or frequently late
- **Service Adequacy**
  - underserved corridors

## 2) Areas for improvement

- Low performing routes

Metro evaluates the transit system in two ways:

Set target corridor service levels.

Evaluate route performance.

Metro considers this evaluation when making:

Restructures

Additions

Reductions

Service design principles guide changes to the system and are considered in all steps of the process.

# How we use the guidelines

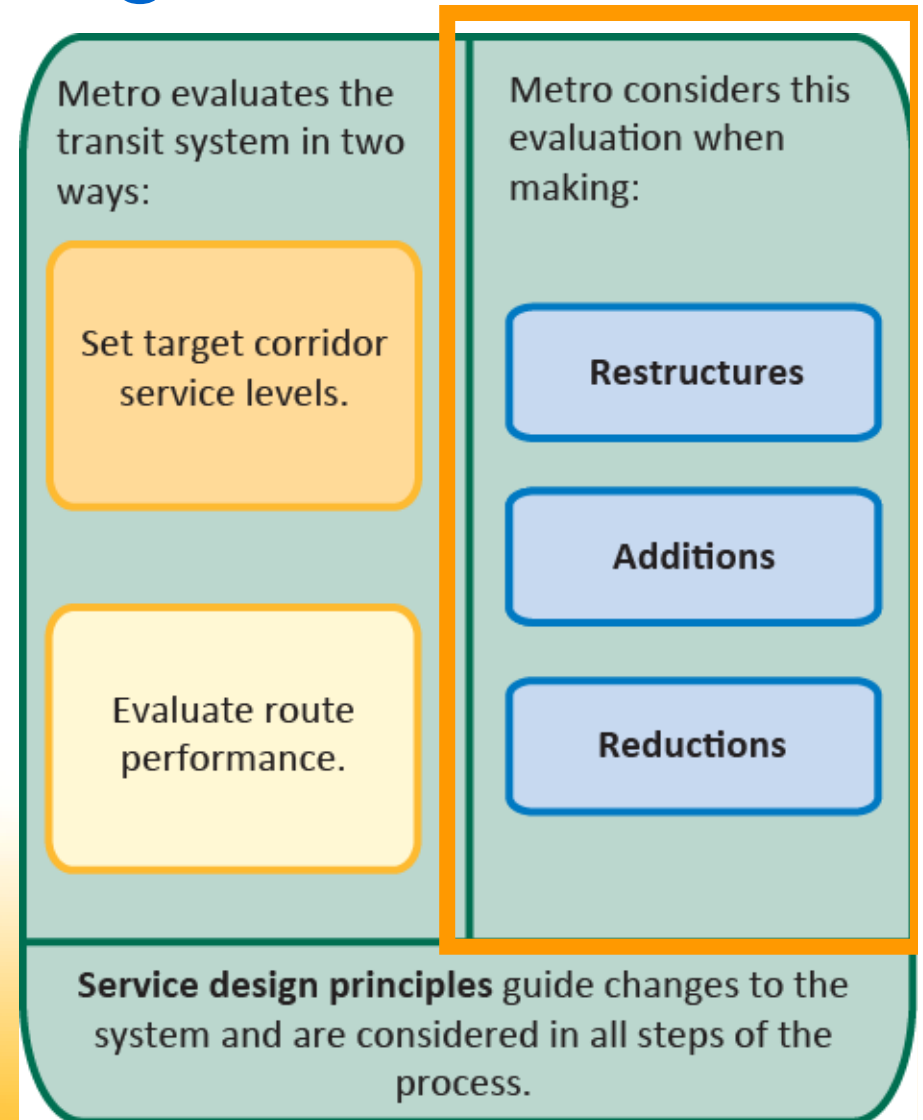
## 1) Investment priorities

(approximately 400,000 annual service hours)

- **Route performance**
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- **Service Adequacy**
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## 2) Areas for improvement

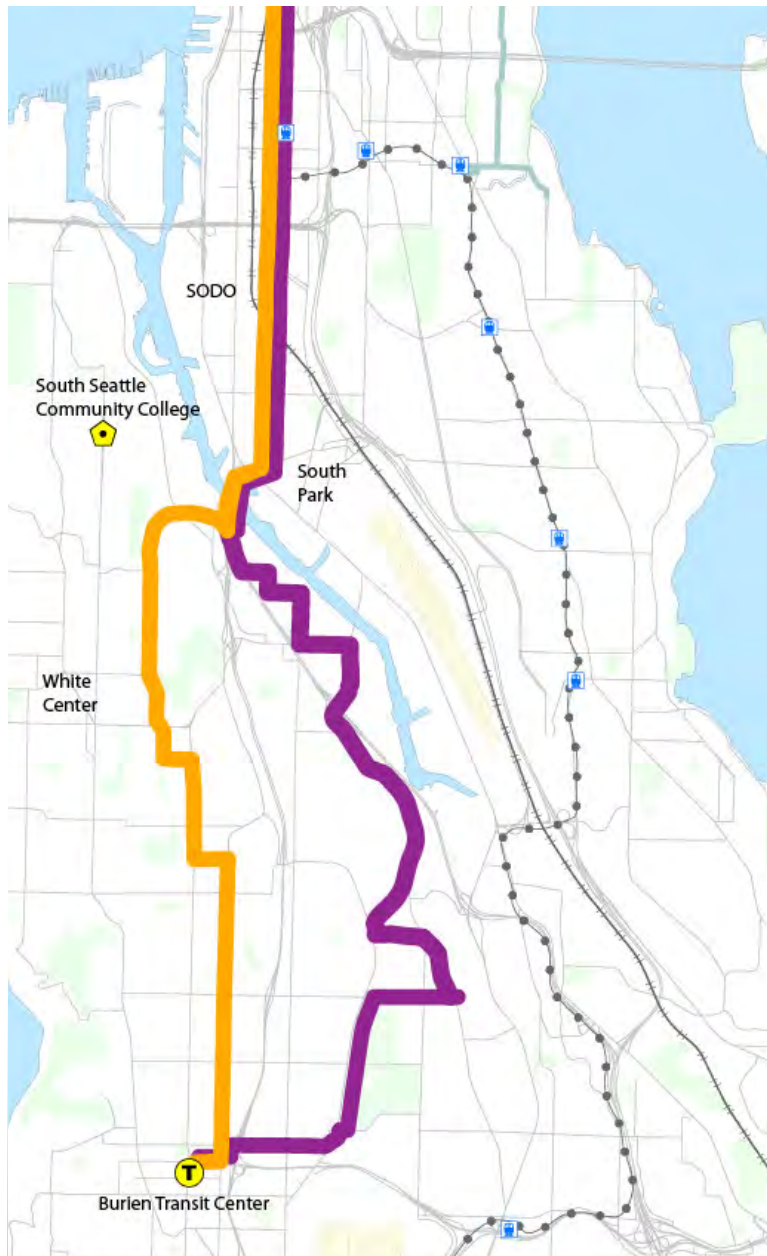
- Low performing routes



# Making changes: improving reliability

## Routes 131 and 132

- Service comes every 15 minutes on 4th Avenue S through SODO
- Both routes come more often
- Both routes are faster, more direct, and more reliable



September 2012

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# Making changes: improving under-served corridors

## Example: RapidRide B Line

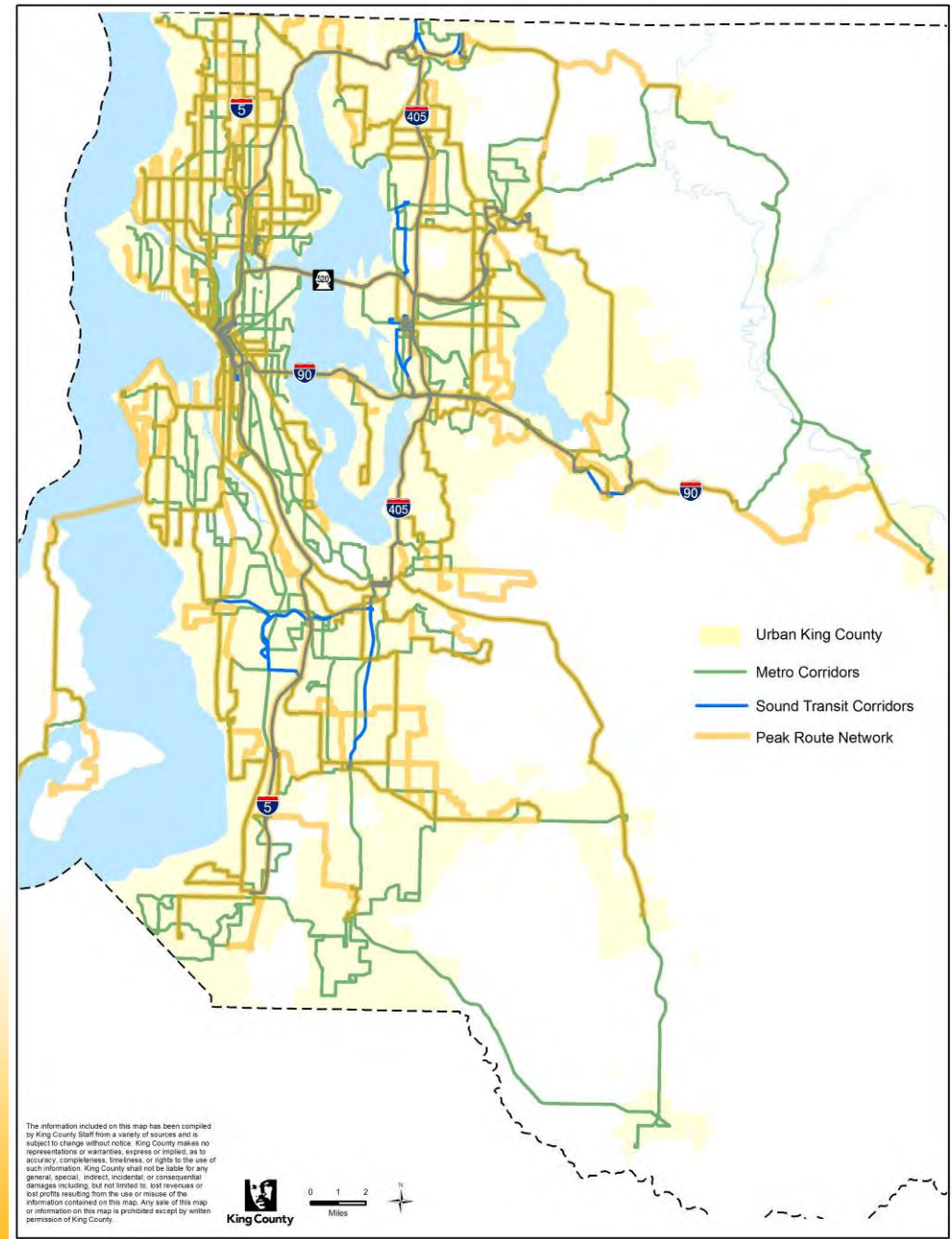
- Increased service to meet peak and night target service levels

	Level of Service (Min)		
	Peak	Off Peak	Night
Before fall 2011	<b>15</b>	15	<b>30</b>
After Fall 2011	<15	15	15
	<b>Under-served</b>		



# All-day and peak network

- 113 all-day corridors analyzed
- Scored based on factors of
  - productivity
  - social equity
  - geographic value
- Target service levels established



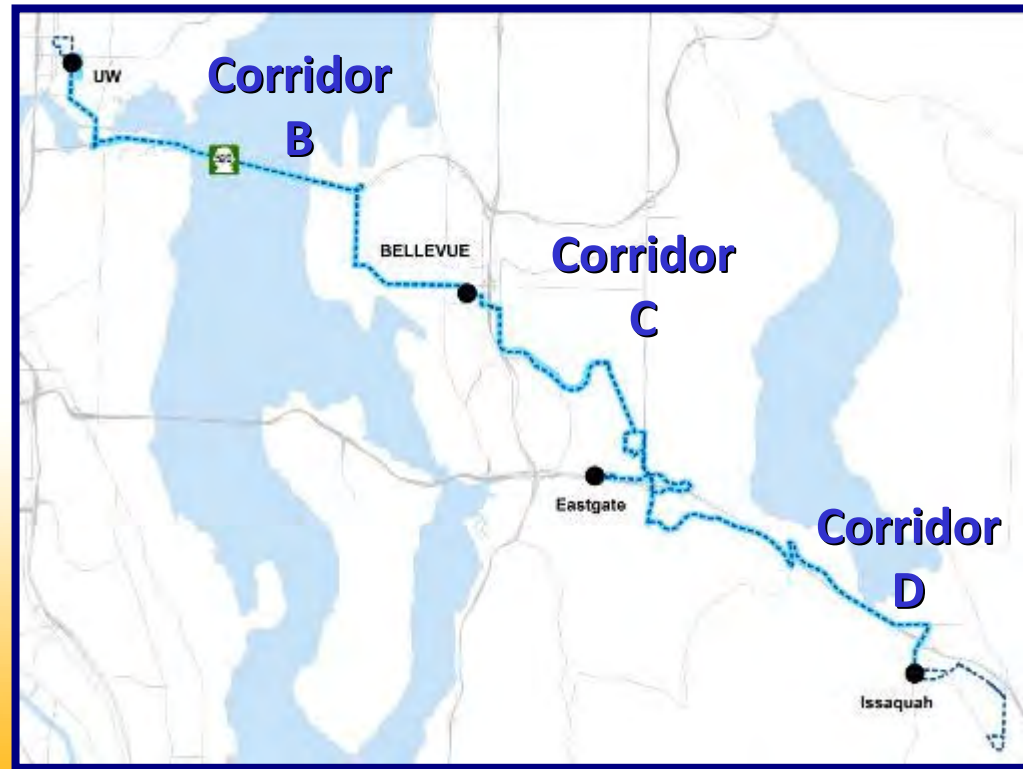
# Identifying corridors

Example: Fremont to Seattle CBD via Dexter Ave (routes 26 and 28)



Example: Multiple corridors on route 271

- Issaquah to Eastgate via Newport Way
- Eastgate to Bellevue via Lake Hills Connector
- Bellevue to U-District via SR-520





# All-day corridors served by Sound Transit

Between	And	Via	Major Route
Woodinville	Downtown Seattle	Bothell, Kenmore, Lake Forest Park, Lake City	522
UW Bothell	CCC-Bellevue	Totem Lake	535
Redmond	Downtown Seattle	Overlake	545
Bellevue	Downtown Seattle	Mercer Island	550
Issaquah	Downtown Seattle	Eastgate, Mercer Island	554
Burien	Bellevue	SeaTac, Renton	560
Auburn	Overlake	Kent, Renton, Bellevue	566
SeaTac	Federal Way	I-5	574
Federal Way	Downtown Seattle	I-5	577/578
SeaTac	Downtown Seattle	Rainier Valley	Link light rail

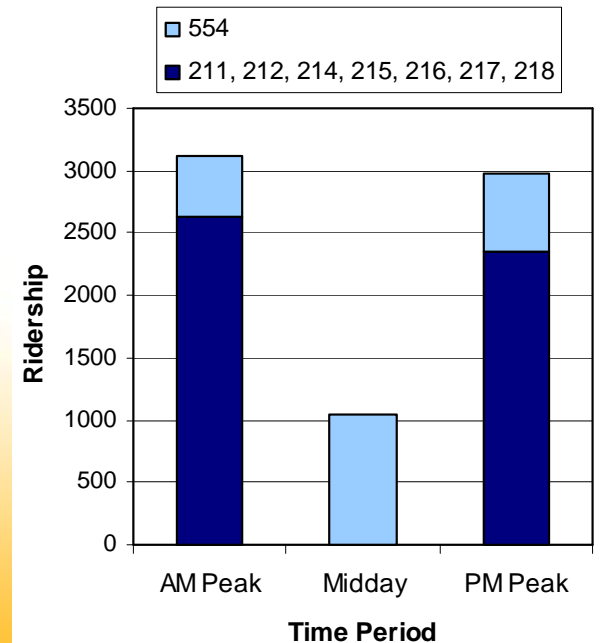
# All-day corridors served by Sound Transit

## Example: Issaquah to Seattle via Eastgate/Mercer Island

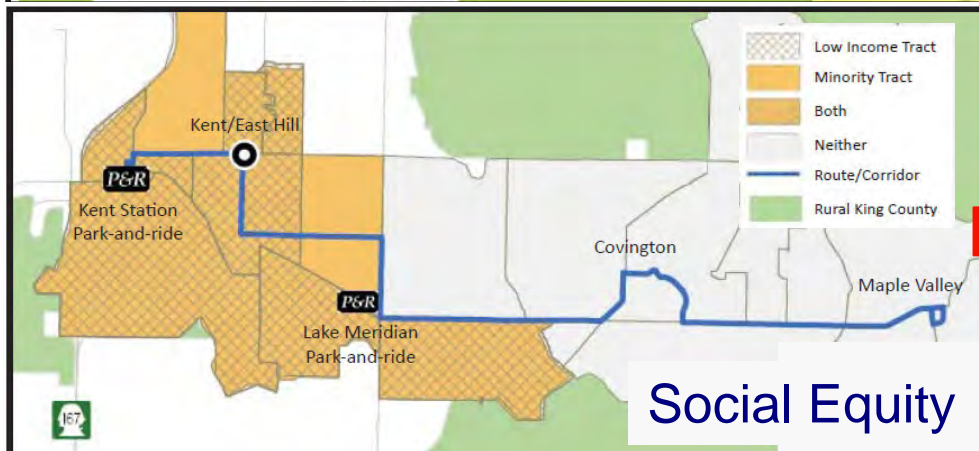
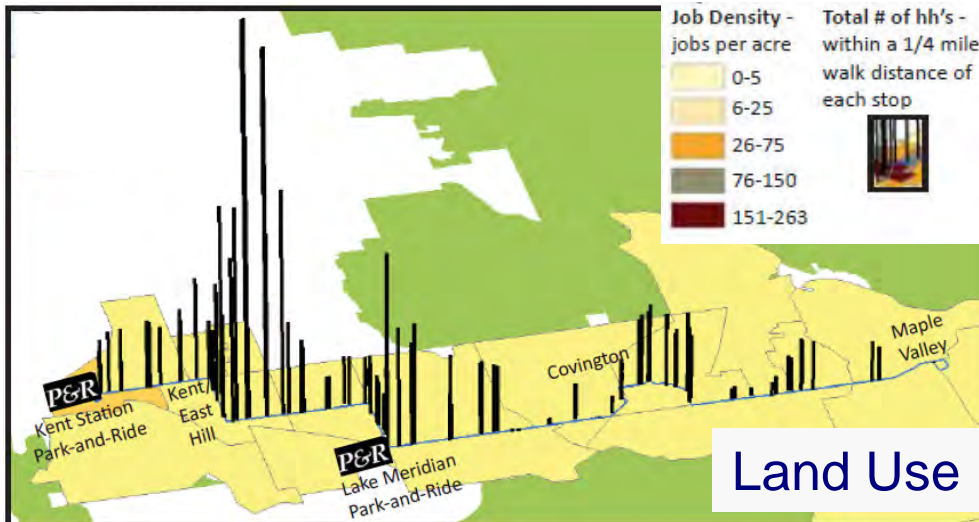
- Metro supplements all day ST service with peak routes 211, 212, 214, 215, 216, 217, 218



Metro and Sound Transit Ridership on I-90 Corridor



# Set target corridor service levels

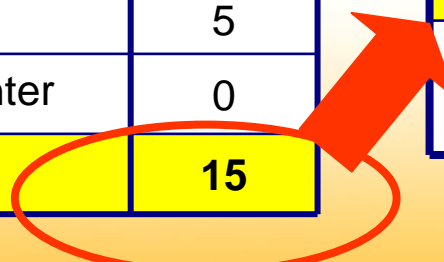


Corridor Profile: #49 Kent to Maple Valley Via Kent-Kangley Rd	Points
<b>Land Use</b>	
Households	0
Jobs	0
<b>Social Equity</b>	
Low Income	5
Minority	5
<b>Geographic Value: Primary Connection</b>	
▪ Activity centers	5
▪ Regional Growth Center	0
<b>Corridor Total</b>	<b>15</b>

# Initial Frequency Assignment

Corridor Profile: #49 Kent to Maple Valley Via Kent-Kangley Rd	Points
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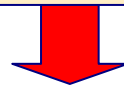
Scoring range	Peak service frequency	Off-peak service frequency (minutes)	Night service frequency (minutes)
25-40	15	15	30
18-24	15	30	30
<b>10-18</b>	<b>30</b>	<b>30</b>	--
0-9	60 or worse	60 or worse	--



# Final Target Level of Service

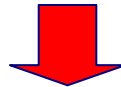
Corridor: #49 Kent to Maple Valley Via Kent-Kangley Rd

**Initial Frequency: 30 minute**



**Service level bump: No**

- Ridership
- Cost-recovery



**Final Service Family: Local**

Peak	Off Peak	Night
30	30	60

# Responding to development



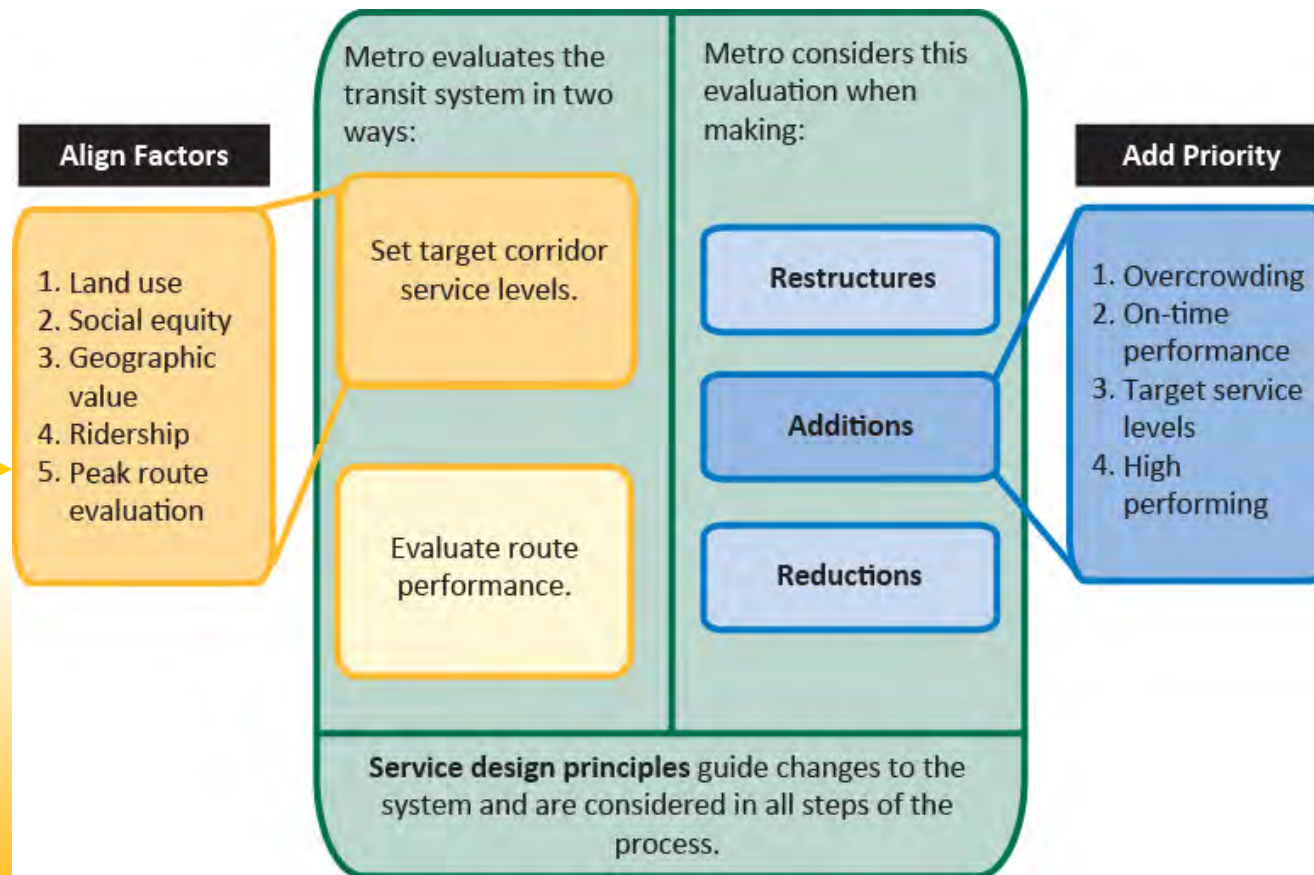
<b>Existing: Local (30/30/60)</b>	
Land Use	Points
8,207 H/H = 585 14.02 Mi.	0
7,022 Jobs = 501 14.02 Mi.	0
Social Equity & Geographic Value	15
<b>Total</b>	<b>15</b>



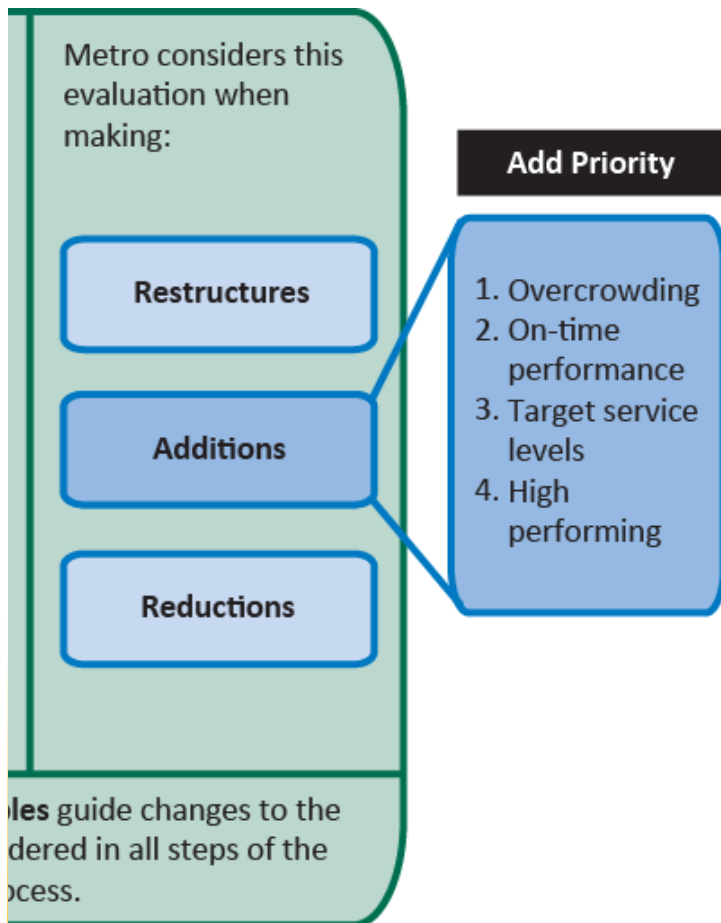
<b>Future: Frequent (15/30/30)</b>	
Land Use	Points
16,400 H/H = 1,170 14.02 Mi.	4
14,000 Jobs = 999 14.02 Mi.	0
Social Equity & Geographic Value	15
<b>Total</b>	<b>19</b>

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# Linking transit with jurisdiction actions: A new service investment priority?



Prioritize service where jurisdiction actions enhance or support transit:

- An additional category?
- Partnership?
- Transit priority zone or emphasis corridor?



# Transit-Supportive Actions and Development: F-Line



# RapidRide F Line:

- Sixth RapidRide line connecting Burien, SeaTac, Tukwila and Renton in 2013
- Alignment serves:
  - transit centers
  - light rail and commuter rail
  - employment centers
- Modified routing to utilize investments by Renton and Sound Transit
- Routing serves more employers in Renton



# RapidRide F Line: City of Renton Actions

- Widening Rainier Avenue
- BAT lanes
- Fiber for communications
- Assisting with identifying layover locations
- Working together to identify resources for extension



# Comments? Questions?

## Website- Linking Transit and Development

<http://metro.kingcounty.gov/planning/>