

Linking Transit and Development



Staff Working Group
July 11, 2012

DRAFT



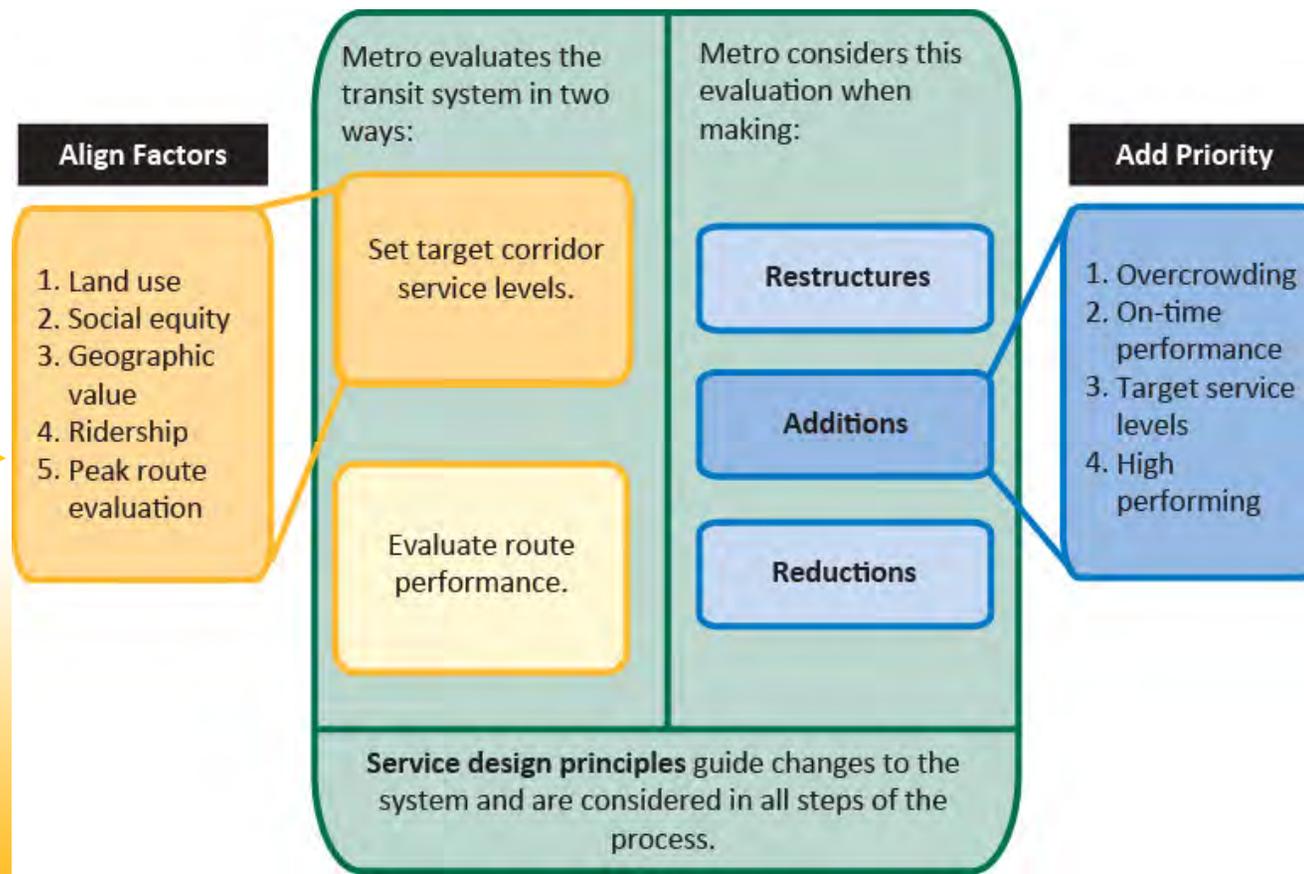
We'll Get You There.

Purpose Statement

- *To ensure a link between Metro's service guidelines and associated service investment priorities and the actions of jurisdictions to support transit*

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

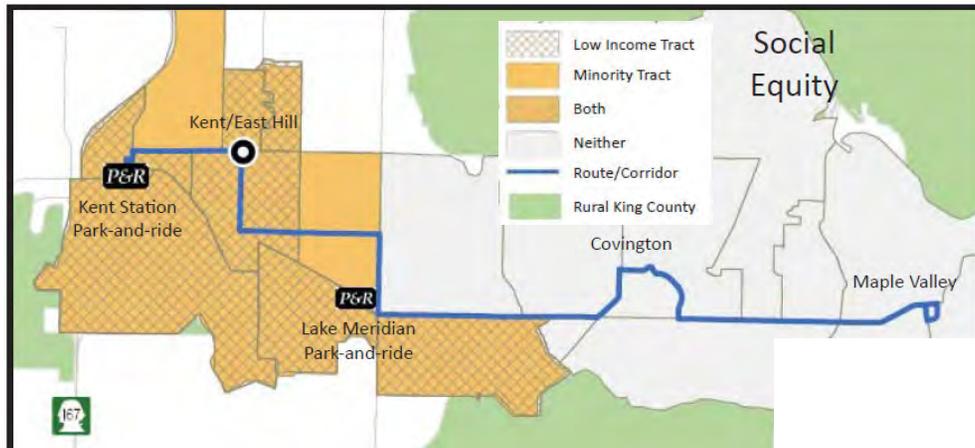
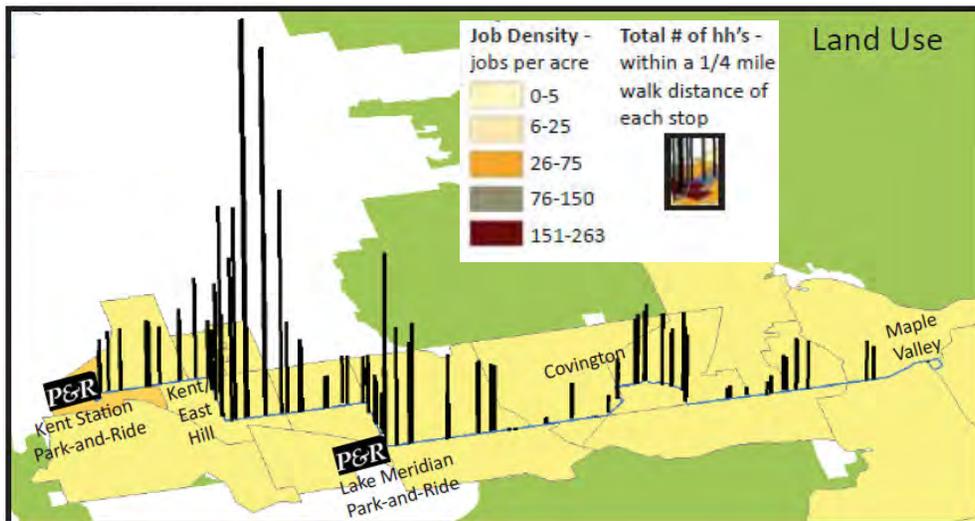


Timeline



Today's Objectives

- Increase understanding of transit network and its interaction with development
- Gather input from jurisdictions on aligning factors
- Gather input from jurisdictions on new service addition priority



Set target corridor service levels.

- Six measures used to score each corridor



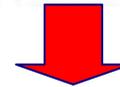
Corridor Profile	Points
Land Use	
Households	0
Jobs	0
Social Equity	
Low Income	5
Minority	5
Geographic Value	
Primary Connection	
▪ Activity centers	5
▪ RGC	0
Corridor Total	15

Set target corridor service levels.

- Score sets preliminary service level
- Preliminary service levels compared to existing demand
- Service Families assigned for each corridor

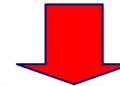
Frequency based on total score

Scoring range	Peak service frequency (minutes)	Off-peak service frequency (minutes)	Night service frequency (minutes)
25-40	15	15	30
19-24	15	30	30
10-18	30	30	--
0-9	60 or worse (≥ 60)	60 or worse	--



Increase service level to accommodate existing demand

- Ridership
- Cost-recovery



Summary of typical service levels by family

Service family	Frequency ⁶ (minutes)			Days of service	Hours of service ⁷
	Peak ⁸	Off-peak	Night		
Very frequent	15 or better	15 or better	30 or better	7 Days	16-20 Hours
Frequent	15 or better	30	30	7 Days	16-20 Hours
Local	30	30 - 60	--*	5-7 Days	12-16 Hours
Hourly	60 or worse	60 or worse	--	5 Days	8-12 Hours
Peak	8 Trips/day minimum	--	--	5 Days	Peak

Why the network matters

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



Transit Network

Hourly

Local

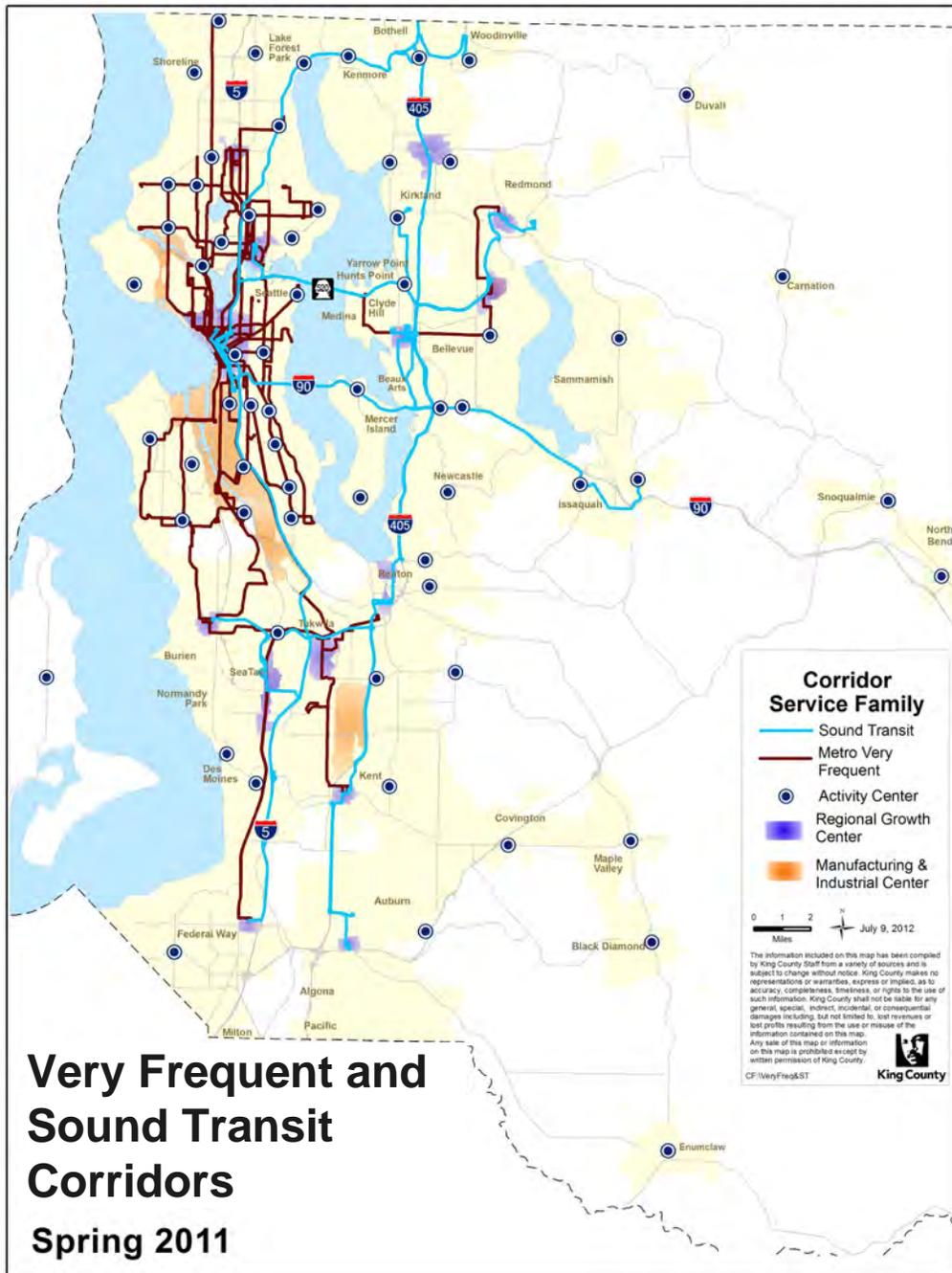
Frequent

Very
Frequent

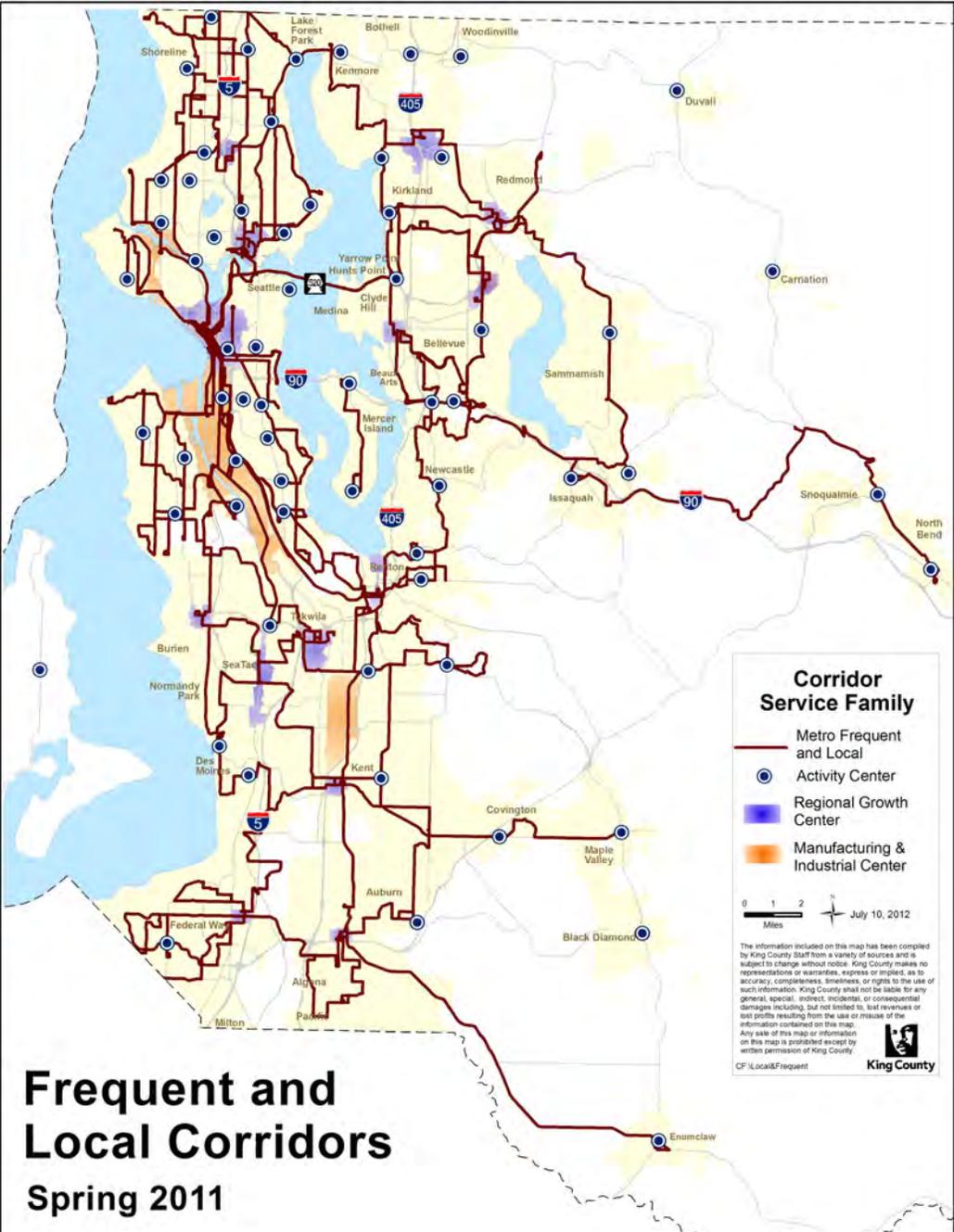


Transit Network: Very Frequent and Sound Transit

- Nearly 1 in every 3 households are within ¼ mile of these services
- Connects all but one regionally designated centers
- Over half of Metro boardings



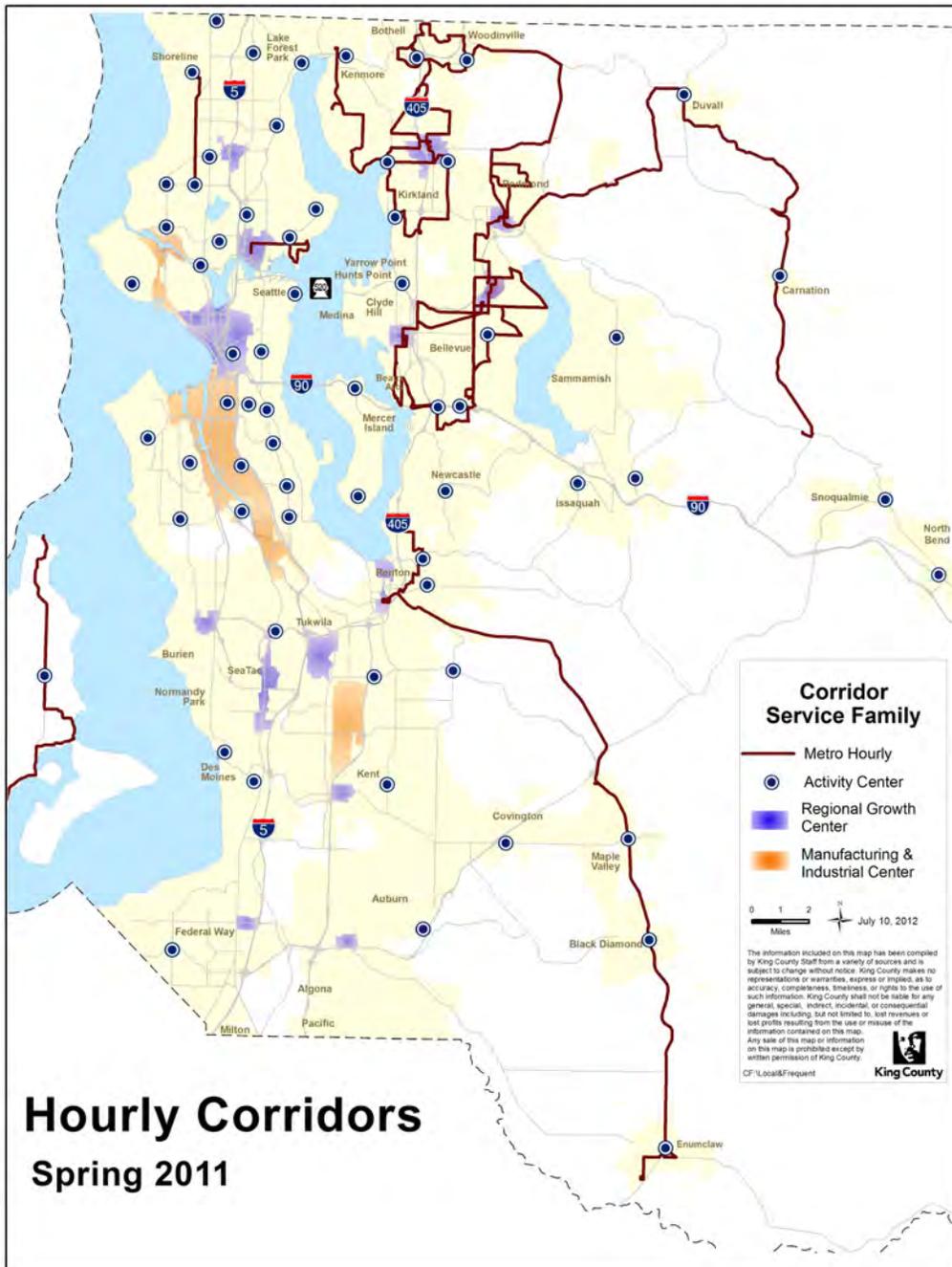
Transit Network: Frequent and Local



- Nearly 1 in every 2 households are within 1/4 mile of these services
- Completes network connections to all but 4 of the 64 transit activity centers
- Close to 1/3 of Metro boardings

Transit Network: Hourly

- Nearly 1 in 11 households are within ¼ mile of these services
- Connects the rest of the transit activity centers
- Connects less concentrated transit markets to broader network

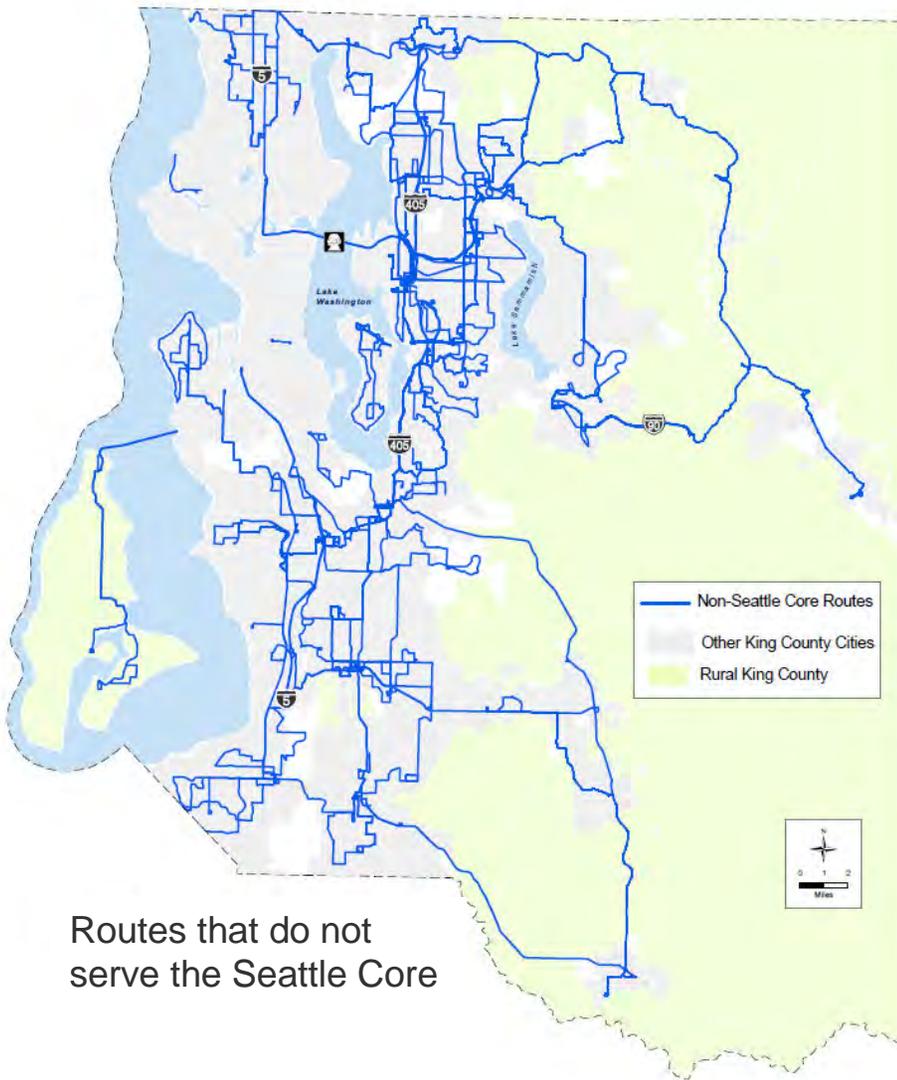


Productive Services in All Families

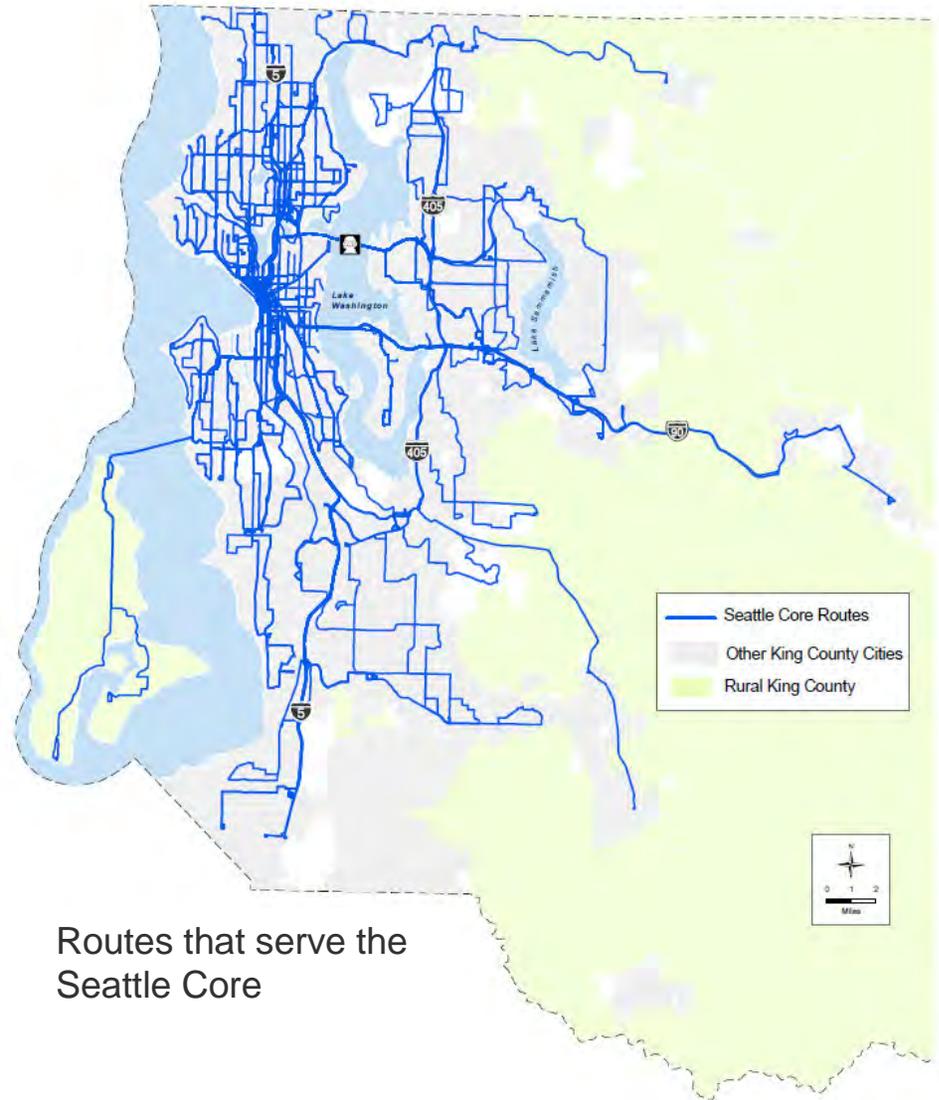
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Route Productivity



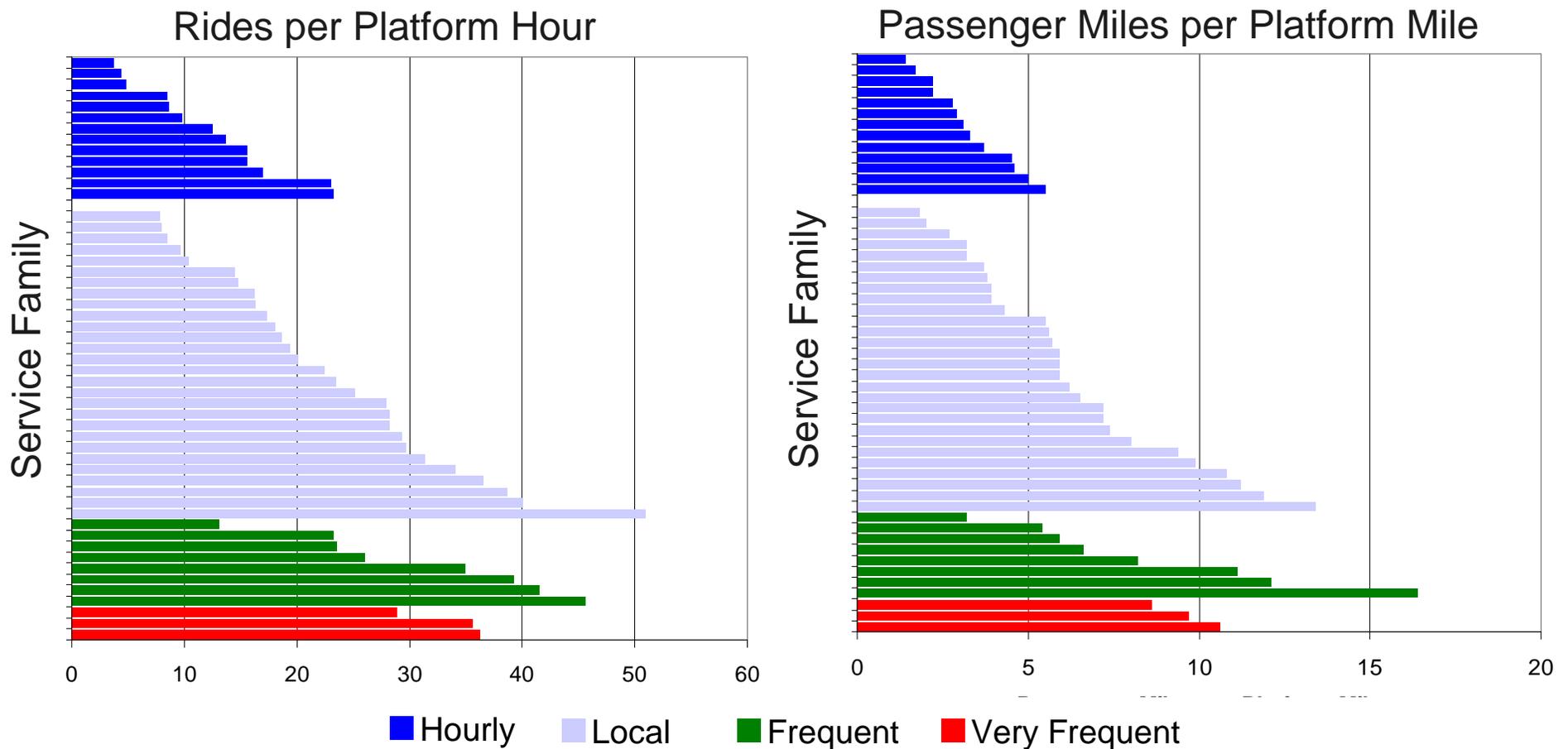
Routes that do not serve the Seattle Core



Routes that serve the Seattle Core

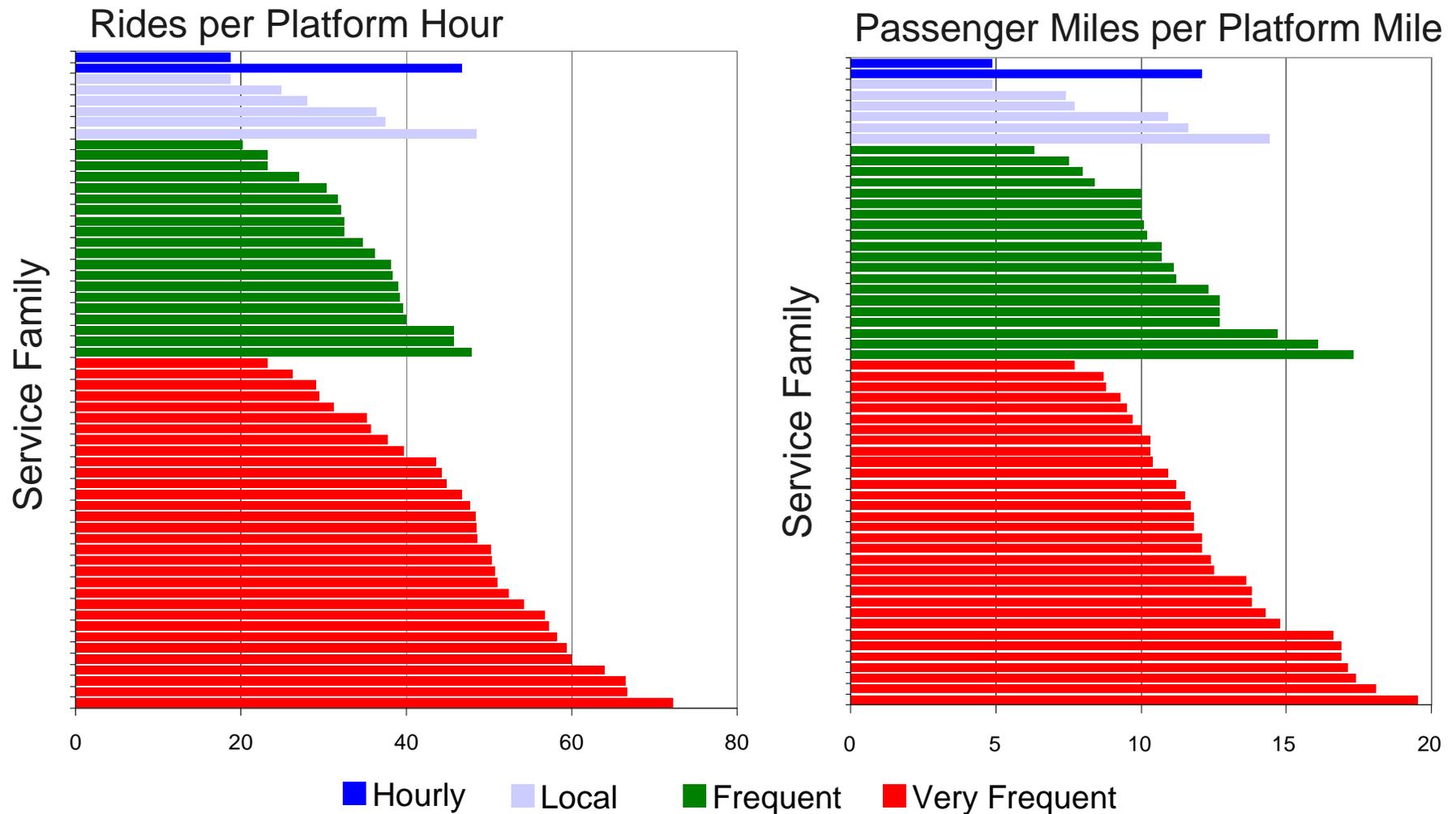
Routes that do not serve the Seattle Core

- All families have productive service



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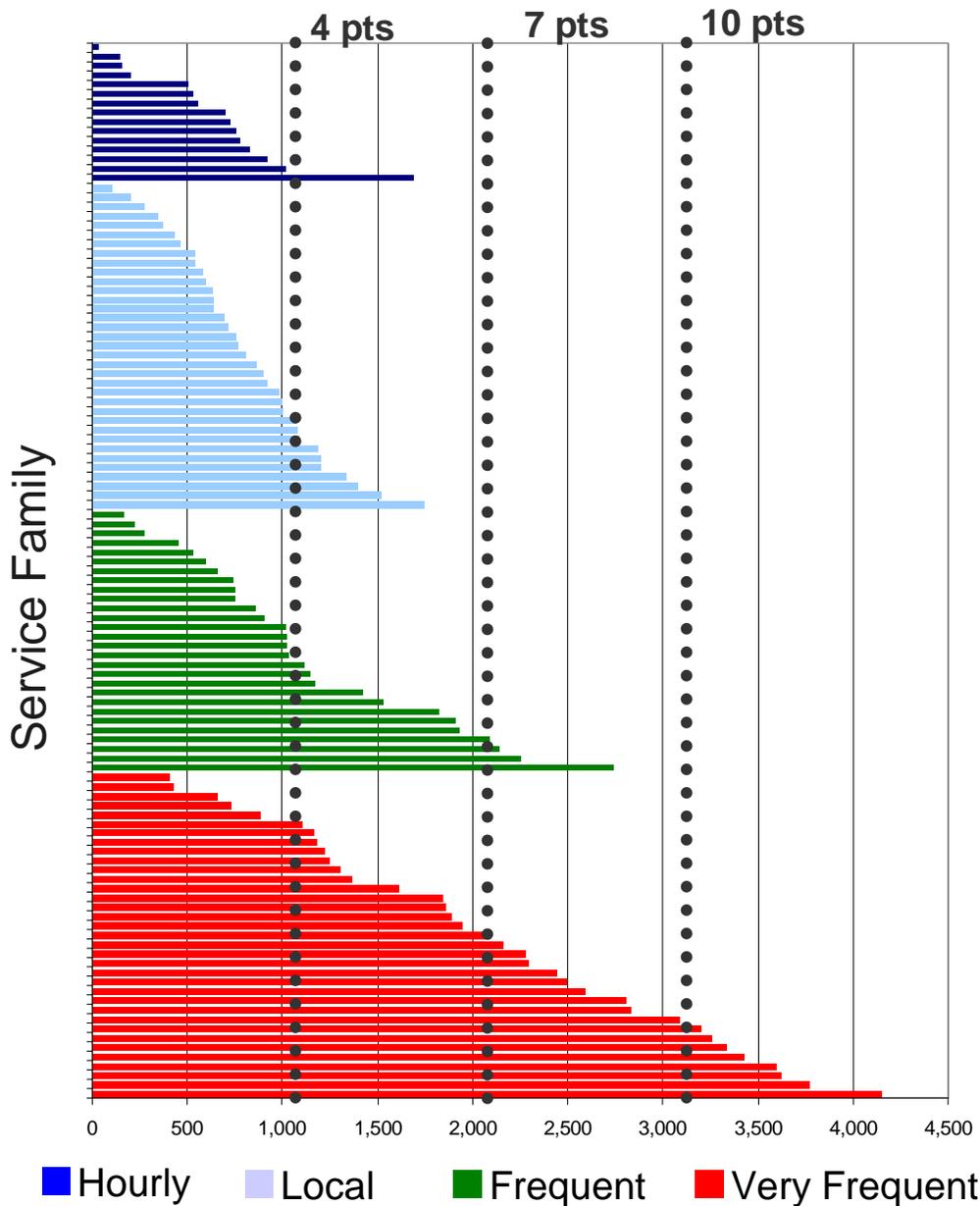


Land Use Along the Network

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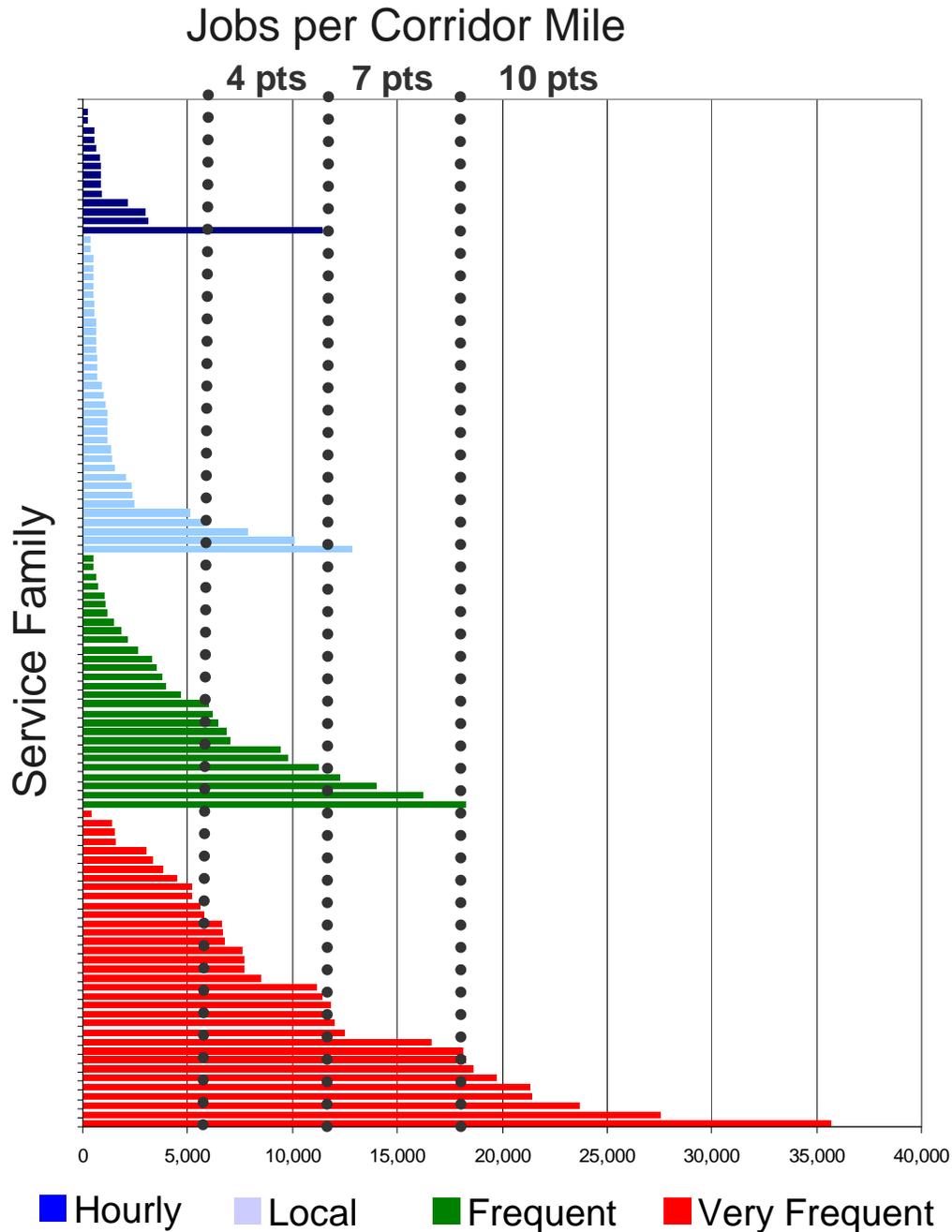
Households per Corridor Mile



Household Distribution

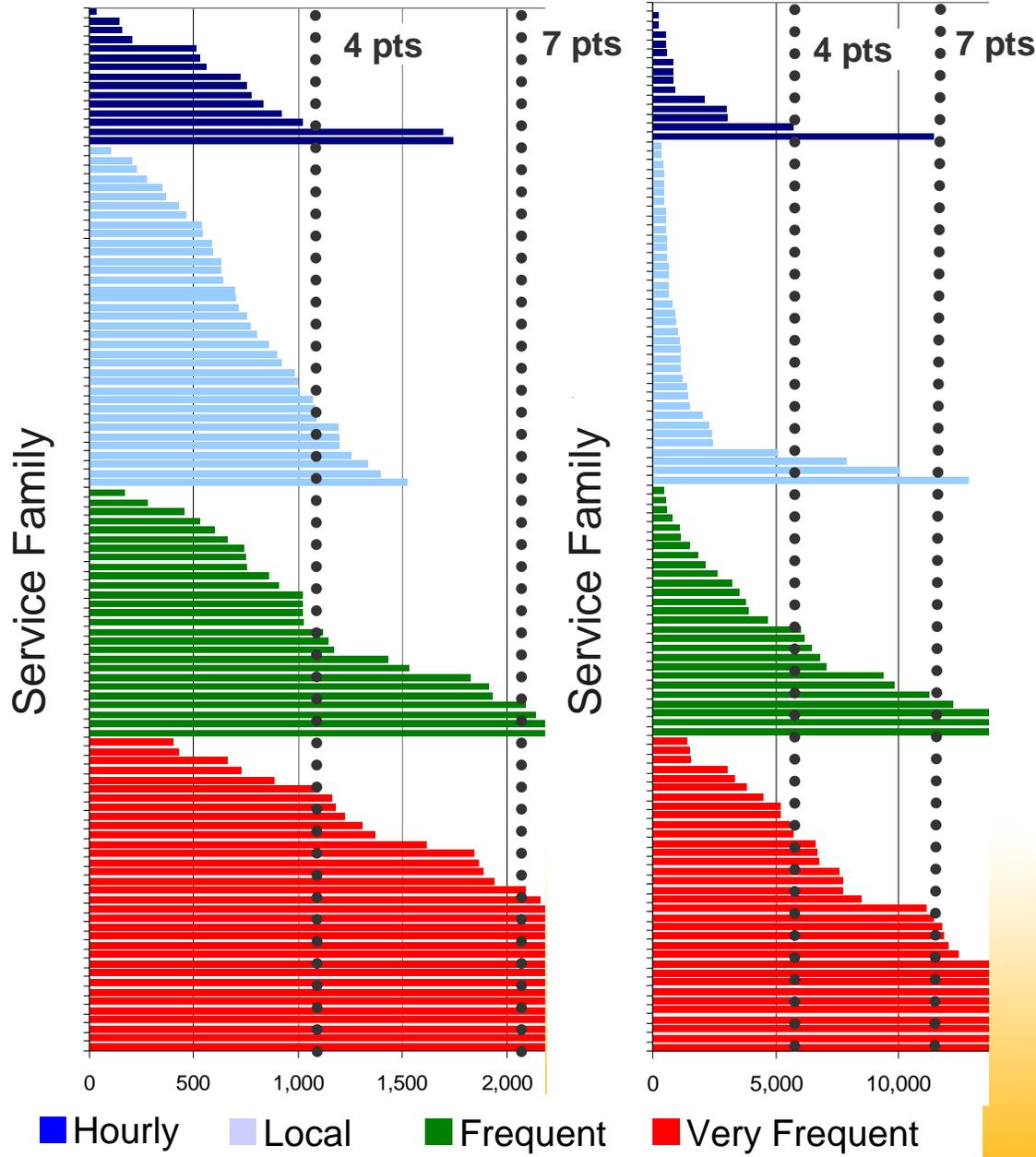
- Wide range of household distribution
- Household points are only one of 6 measures
- Thresholds are relative to maximum value

Job Distribution



- Jobs are very concentrated in few areas
- Job points are only one of 6 measures
- Thresholds are relative to maximum value

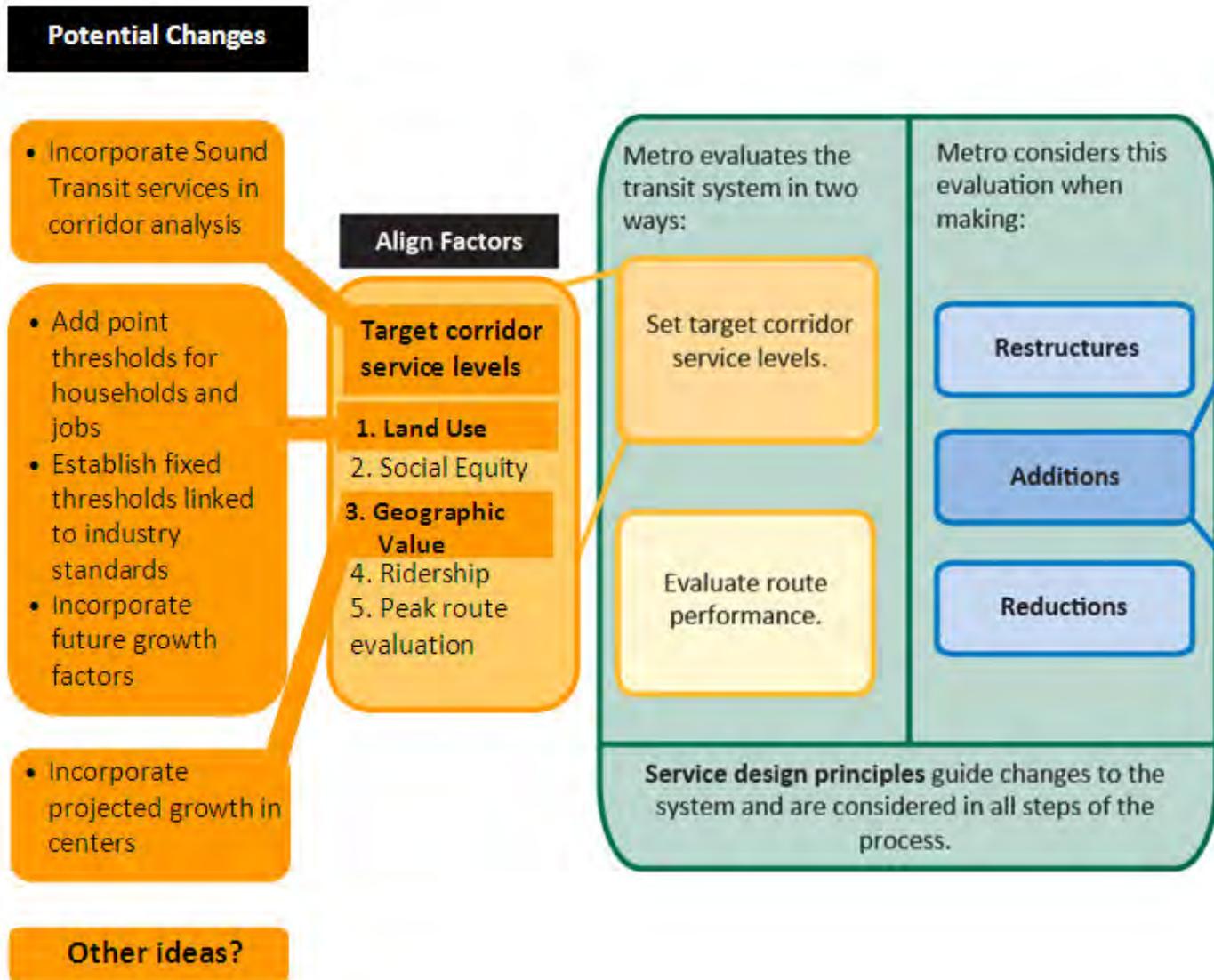
Households per Corridor Mile Jobs per Corridor Mile



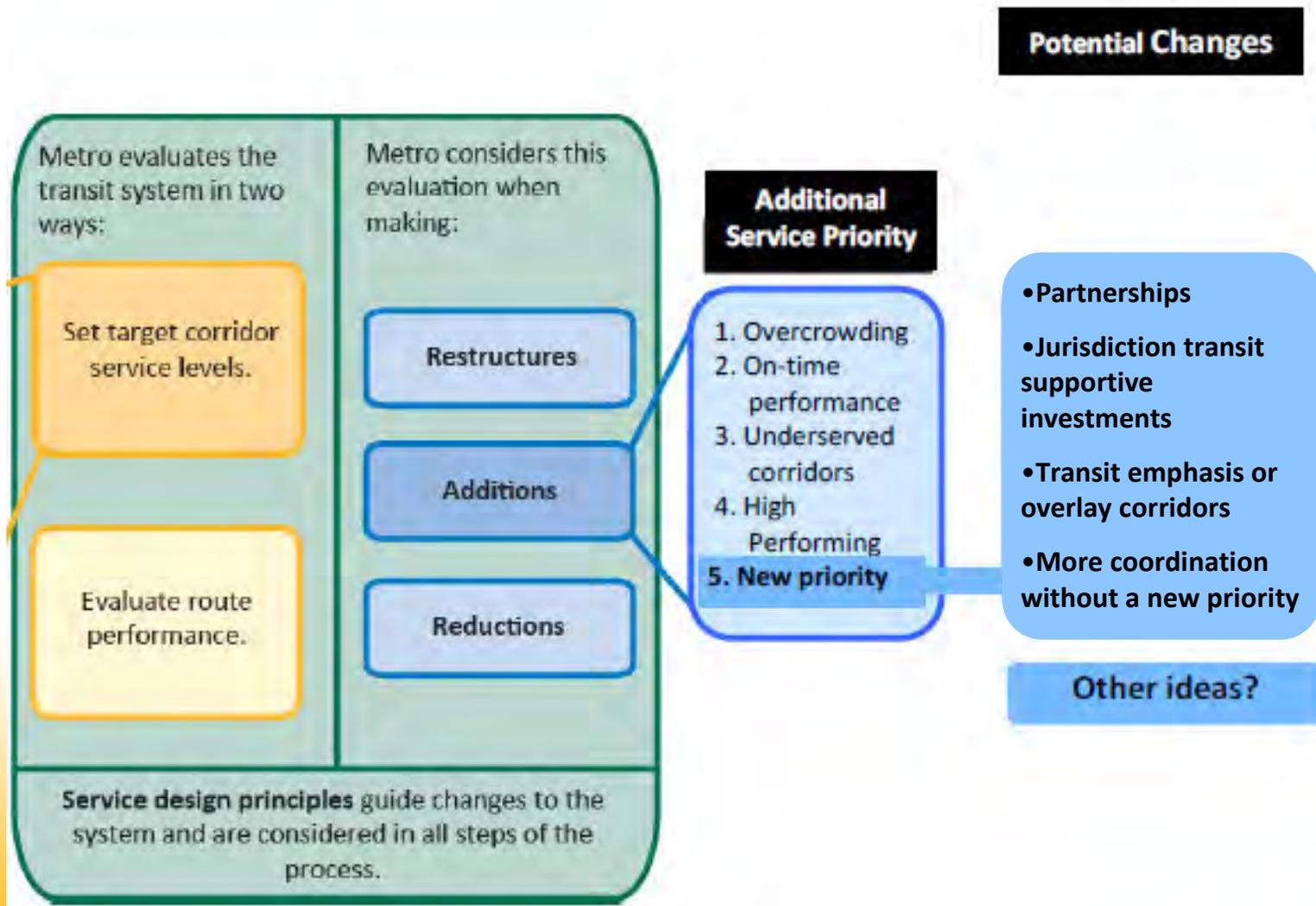
Aligning the Factors

- More Gradation?
- Absolute Thresholds?
- Incorporate future growth factors?

Align Factors Summary



Adding a Priority



Investment Priorities

- Determining Order of Service Investments
 1. Overcrowding
 2. On-Time Performance
 3. Under-Served Corridors
 - Geographic Value, Land Use, and Social Equity scores
 - Operational Considerations
 4. High Productivity

Recent Investments in Under-Served Corridors

- Hours reinvested from low-productivity services; New RapidRide hours
- June Service Change
 - New night service between Burien, SeaTac, Kent
- C/D Line Restructures
 - Improved frequency in corridors serving Burien, Des Moines, SeaTac, Seattle

Partnership Examples

- Existing Guidelines
 - Priority to under-served corridors where partners fund at least 1/3 of added
- Transit Now Partnerships
 - Partners fund at least 1/3 of added service
 - Partners make changes to achieve 10% or greater travel time improvement

New Investment Priority

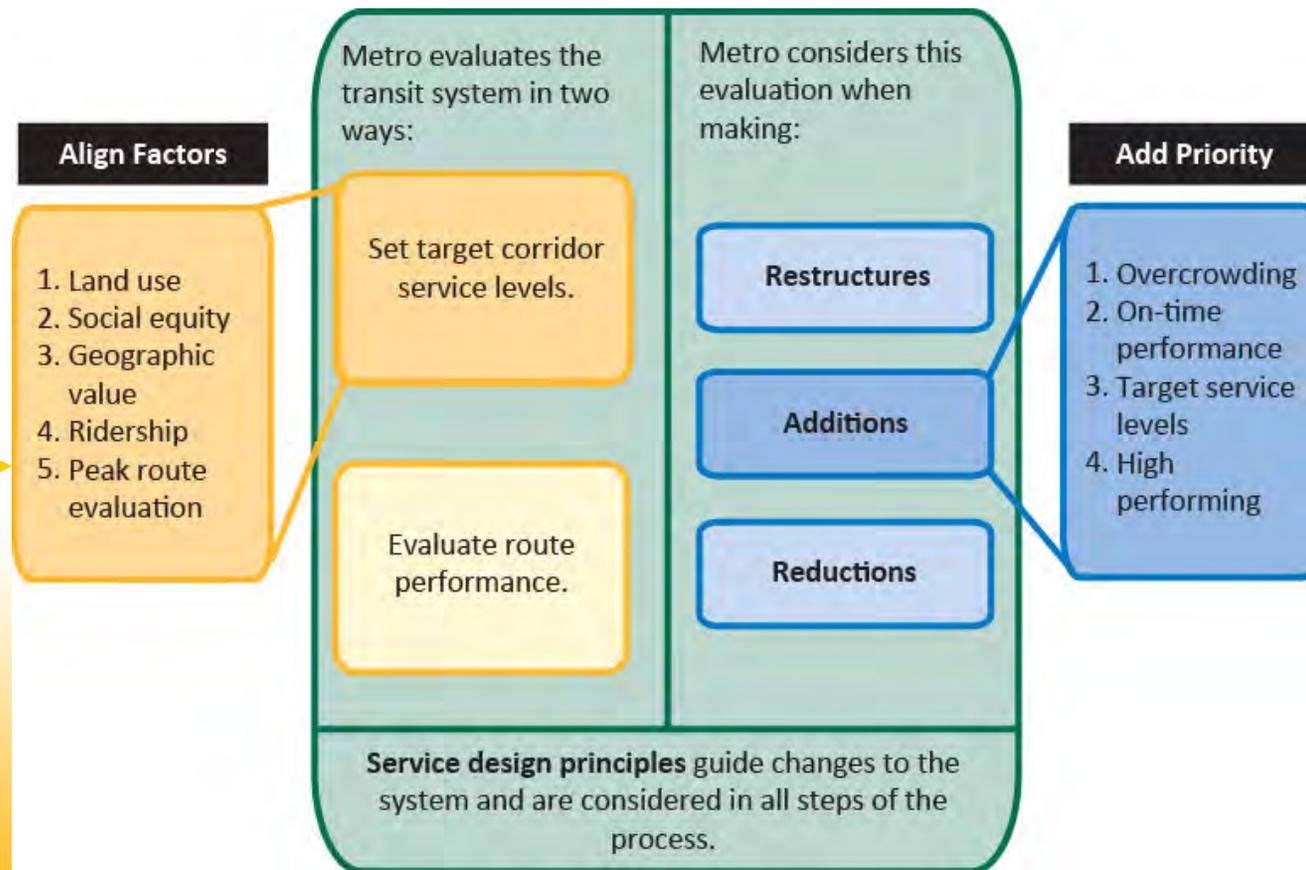
- Possible priorities
 - Transit emphasis or overlay corridors
 - City actions to support transit
 - Partnerships
 - Future growth
- Basis for adding a new priority

Considering Changes

- What actions would be required of jurisdictions for Metro to invest?
- What is the action that a jurisdiction could take to justify changing priority order?
- How would changes fit in with currently identified needs?

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Comments? Questions?

Website- Linking Transit and Development

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