

Linking Transit and Development

Preliminary Concept Report

*Input from the Local Jurisdiction
Working Group Process*

Prepared for:
King County Executive
King County Council

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Executive Summary

Responding to Section 8 of Ordinance 17143, in June 2012 King County Metro Transit convened a collaborative working group representing local jurisdictions and others involved in transportation planning. The purpose of this group was to discuss concepts for refining Metro's service guidelines to better link transit service and local development. These concepts could potentially be incorporated into a proposed update of Metro's strategic plan and service guidelines that is due to the King County Council on April 30, 2013.

A First Step

This is a preliminary report based on ideas generated by the "Linking Transit and Development" working group. The group discussed potential refinements to aspects of the guidelines that the council specified in the ordinance. The group also suggested other ways to improve transit service planning that go beyond modifying the guidelines.

Three themes emerged in the working group's discussions:

- **Collaboration** between Metro, jurisdictions, and Sound Transit should be improved.
- Jurisdictions need more **certainty** about where future service will be provided and how Metro will respond to growth.
- **Clarity** is important. The guidelines and the decision-making process must be simple and clear.

This report discusses potential refinements to the service guidelines that reflect these themes. The report also discusses additional ideas from the working group, including the following:

- Provide more certainty about service investments needed in the future.
- Complement the short-term planning that the service guidelines are designed for with longer-range corridor and network planning to meet the growing needs of the jurisdictions.
- Improve communication and coordination between Metro and the jurisdictions.

This report represents a first step toward making changes. Further discussion is needed to address the additional ideas of the working group and to develop the 2013 update of the strategic plan and service guidelines. This will take a continued, collaborative effort between Metro, the Executive's Office, the King County Council, the Regional Transit Committee, the Linking Transit and Development working group, and a King County inter-branch working group including Transit Division and Council staff. Next steps include:

- 1) Determine service investments needed to attain regional growth targets.
- 2) Define steps for long-range corridor and network planning.
- 3) Seek further guidance on potential changes to the guidelines for the April 2013 update of Metro's strategic plan.

- 4) Improve communication about the service guidelines.
- 5) Enhance coordination for transit-supportive development and actions.

It is important to note that although Metro has taken numerous actions to make its operations and service more efficient, the agency's current funding structure will not support current levels of service or growth in the long term. Metro's future financial situation could affect its ability to address the issues and ideas discussed in this report.

I. Introduction

This report responds to Ordinance 17143, Section 8, in which the King County Council directed Metro to begin refining its service guidelines methodology to do the following¹:

- A. Incorporate input from local jurisdictions as generated through a collaborative process defined by the executive;*
- B. Address the factors, methodology and prioritization of service additions in existing and new corridors consistent with Strategy 6.1.1;*
- C. More closely align factors used to serve and connect centers in the development of the All-Day and Peak Network and resulting service level designations, including consideration of existing public transit services, with jurisdictions' growth decisions, such as zoning and transit-supportive design requirements, and actions associated with but not limited to permitting, transit operating enhancements, parking controls and pedestrian facilities; and*
- D. Create a category of additional service priority, complementary to existing priorities for adding service contained within the King County Metro Service Guidelines, so that priorities include service enhancements to and from, between and within Vision 2040 regionally designated centers, and other centers where plans call for transit-supportive densities and jurisdictions have invested in capital facilities, made operational changes that improve the transit operating environment and access to transit, and implemented programs that incentivize transit use.*

Metro convened the “Linking Transit and Development” working group in June 2012 for this purpose. This Preliminary Concept Report due to the King County Council on October 31, 2012 describes the collaborative process and identifies concepts for refining the guidelines to better link transit and transit-supportive actions of jurisdictions. It also discusses additional ideas for enhancing collaboration between Metro and jurisdictions, conducting long-term planning, and determining the service investments required to support regional growth targets.

¹ For the full text of Section 8, see Appendix A.

II. Background

Metro's Strategic Plan and Service Guidelines

The King County Council adopted Metro's *Strategic Plan for Public Transportation 2011-2021* and Service Guidelines in July 2012. The service guidelines reflect the guidance of the 2010 Regional Transit Task Force. The task force, made up of people from many walks of life throughout King County, unanimously recommended that the County take a new approach to allocating transit service. They recommended that service allocations emphasize three core values: productivity, social equity and geographic value. The task force also proposed the creation of service guidelines to make sure Metro's decision-making is objective, transparent, and aligned with regional goals for public transportation.

The guidelines include a process for evaluating all transit services in the Metro system. This process combines corridor- and route-level analyses to identify areas where service investments are needed and where resources are not being used efficiently and effectively. Metro uses this process to make decisions about expanding, reducing and managing the transit system.

Find the service guidelines at <http://metro.kingcounty.gov/planning>

How Metro is Using the Service Guidelines

In spring 2012, Metro published the first annual *Service Guidelines Report*. This report found that more than 350,000 service hours are needed to reach target service levels in the county's underserved corridors. The report also identified the need for an additional 40,000 service hours for investment in routes that have overcrowding or reliability problems.

In 2012, complying with a county ordinance directing Metro to make the system more productive and efficient, Metro reinvested approximately 100,000 annual service hours using the service guidelines. Changes included reducing or discontinuing service from the least productive routes and reinvesting the service hours either in more heavily used corridors to reduce overcrowding and improve reliability, in underserved corridors, or in more productive services. Metro also restructured routes to reduce duplication, make service more direct, and give riders better connections to new RapidRide lines and to activity centers.

Linking Transit and Development: Recognizing the Role of Jurisdictions

The guidelines define a number of factors that Metro uses to assess and improve its services. Additional factors not included in the guidelines also affect transit service. In particular, the transit operating environment has a significant impact on transit performance. Transit service is affected by development patterns, density, the mix of land uses, the completeness of the street network, the accessibility of transit, transit speed and reliability, and the overall attractiveness of transit compared to other travel modes.

The operating environment is heavily influenced by decisions made by jurisdictions. How they accommodate growth and prioritize the movement of people can play a large

role in determining where transit service will be successful. Jurisdictions can make a variety of growth decisions and can take transit-supportive actions that help transit be more efficient, effective, convenient, less expensive to operate and more attractive to riders.

Examples of transit-supportive actions

Shape transit-supportive growth through policies, zoning, incentives and permitting practices

- Focus growth in regional centers and other areas of concentrated activity
- Support and encourage mixed-use development
- Encourage transit-oriented development
 - Site mixed uses and low-income housing near transit
 - Target growth near transit corridors and hubs
 - Adopt transit-supportive design guidelines
- Examine policies related to parking
 - Prioritize transit lanes over on-street parking on major arterials during peak hours
 - Reduce minimum parking requirements for development with good transit access
 - Implement paid parking to help manage demand
 - Encourage shared parking between daytime commuters and nighttime residents

Incorporate transit-supportive infrastructure in local investments

- Invest in streets and technology that support transit
 - Bus-only or BAT lanes
 - Queue jumps or exclusive bus signal phasing
 - Bus pads/concrete streets
 - Access consolidation/channelization improvements
 - Fiber-optic communication infrastructure
 - Transit signal priority
 - Real-time signs
- Improve access to transit
 - Complete sidewalks
 - Separated bicycle facilities
 - Bike storage
 - Bus shelter footings and/or awnings
 - Bus bulbs

Provide incentives for transit use and transportation demand management (TDM)

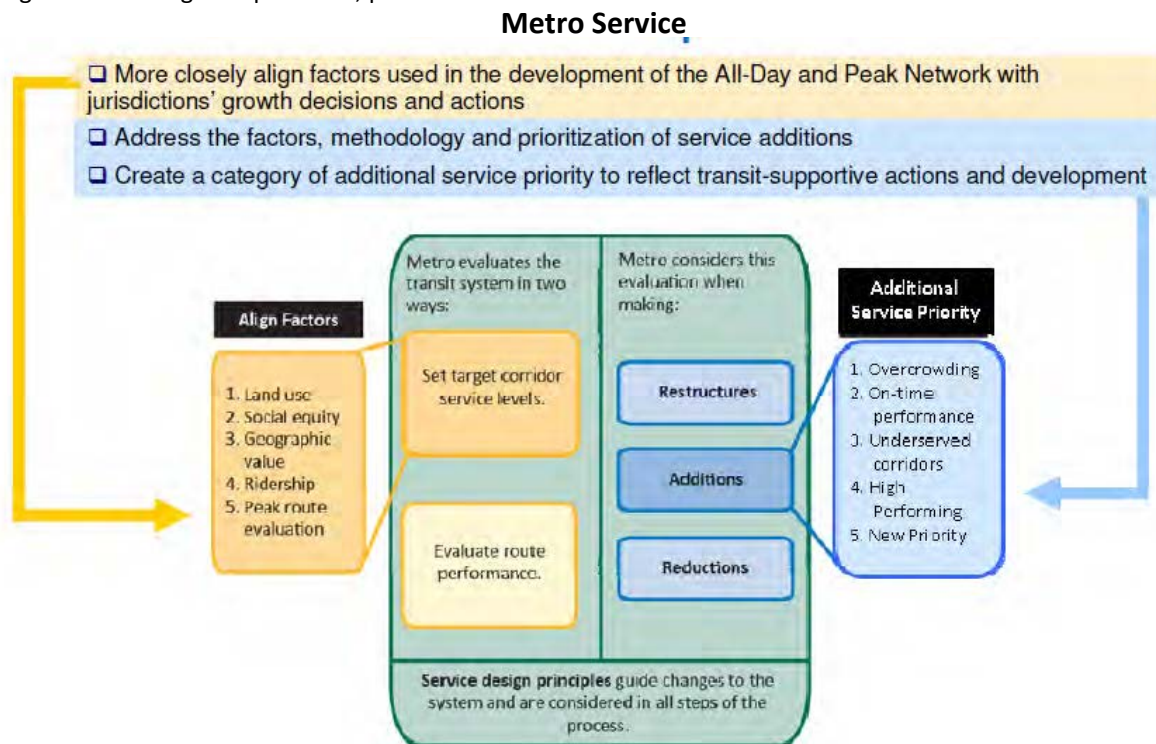
- Complete and continue to update a master plan for transit in each community.
- Offer local or business-based transit incentive programs and outreach.
- Encourage and establish ORCA and employer pass programs.

III. Working Group Process and Input

Purpose

The working group was convened to discuss concepts for refining Metro's service guidelines to better link transit service and local development. Input from this process provided the basis for this preliminary concepts report, which Ordinance 17143 requires Metro to submit to the County Council by October 31, 2012. The report precedes an April 2013 update to the Metro strategic plan and service guidelines.

Figure 1: Working Group Process, per Ordinance 17143



Membership

Transportation and land-use staff from all 39 jurisdictions in King County were invited to participate in the working group. A list of jurisdictions, agencies and elected boards that were represented at working group meetings is on the following page.

Since not every jurisdiction had staff available to attend meetings, all meeting materials were posted on a Linking Transit and Development website (<http://metro.kingcounty.gov/planning>). Jurisdiction staff members were also encouraged to provide input via email, telephone or written comments.

Metro staff also reached out to the three subarea transportation boards (Eastside Transportation Partnership, Seashore Transportation Forum, and South County Transportation Board), as well as the Suburban Cities Association, members of the

Regional Transit Committee, and King County Council staff. Input from these groups is reflected in the discussion of themes heard throughout the process.

Fig. 2: Jurisdictions, Agencies and Boards Represented

Jurisdictions		Others
<ul style="list-style-type: none"> • Bellevue • Burien • Covington • Federal Way • Issaquah • Kenmore • Kent • Kirkland 	<ul style="list-style-type: none"> • Newcastle • Redmond • Renton • SeaTac • Seattle • Shoreline • Snoqualmie • Tukwila 	<ul style="list-style-type: none"> • King County Council – central staff • Seattle City Council – central staff • King County Councilmember Jane Hague • King County Councilmember Joe McDermott • King County Councilmember Julia Patterson • Office of the King County Executive • Puget Sound Regional Council • Sound Transit • Community Transit • Suburban Cities Association

Meeting Schedule and Topics

The working group met five times from June to September 2012. Metro staff presented information and encouraged group discussion to gather feedback on potential changes to the guidelines. Several agencies, including PSRC, Community Transit and Sound Transit also gave presentations, providing additional information on how land use and transit are integrated into local and regional transportation planning. Meeting topics follow:

Fig. 3: Meeting Schedule and Topics

Topics	Meeting Date
<ul style="list-style-type: none"> • How Metro's strategic plan and service guidelines were developed • PSRC's Transit Overlay Zone approach • Transit service and development connection 	June 7
<ul style="list-style-type: none"> • Review of service guidelines analysis process • Examples of successful transit and development integration • Breakout session: How jurisdictions can support transit 	June 29
<ul style="list-style-type: none"> • Understanding Metro service families • Ideas for aligning factors and adding a new service priority • Breakout session: Corridor investments and Metro coordination 	July 11
<ul style="list-style-type: none"> • Community Transit: Transit emphasis corridors • Options for new service investment priority • Potential refinements to corridor analysis 	August 8
<ul style="list-style-type: none"> • Sound Transit and Metro integration • Concepts for preliminary report 	September 11
<ul style="list-style-type: none"> • Review and comment on preliminary concepts report 	November 6

Continuing Conversation

The Regional Transit Committee (RTC) expressed a strong interest in keeping the process moving through the winter to prepare information for next year's update of Metro's strategic plan and service guidelines. The RTC requested regular meetings with the working group and a workshop with the RTC in December. County Council staff also asked to be involved in the process in preparation for the update. See Section VI for further discussion of the process.

What We Heard: Themes

During the working group's discussion of concepts for refining Metro's service guidelines, it became clear that refining the guidelines was only one step toward improving the linkage between transit service and local development. Three general themes emerged as important to inform not only guidelines refinements but also other changes to Metro's planning and practices:

- Collaboration
- Certainty
- Clarity

Collaboration

Metro and the jurisdictions it serves need to improve collaboration to ensure that transit service aligns with growth and is consistent with local and regional plans as King County continues to develop. Improved collaboration would help ensure that Metro's investments are consistent with what jurisdictions envision. Collaboration would also help identify ways in which jurisdictions can support transit through development, policies and programs. Both Metro and cities face limited and uncertain future funding, so collaboration is key to making the most of their investments.

The working group identified several areas for improvement. These ranged from short-range project planning and implementation to long-range visioning and determination of funding needs to support the levels of population, employment, and transit service growth outlined in the region's *Vision 2040* and *Transportation 2040* plans.

Certainty

Jurisdictions represented in the working group said they need more certainty about where and at what levels transit service will be provided, in both the short- and long-range. More certainty about Metro's priorities would help jurisdictions understand where service is likely to be and would provide a basis for jurisdictions' investment decisions to support transit. Jurisdictions could better justify and advocate for transit investments that clearly coincide with improved transit service.

Jurisdictions would also like opportunities to influence Metro's investments. A specific area of interest is in having the value and role of connecting and feeder services be recognized in service planning. Another concern is that there may not be enough

recognition in the guidelines of the connections to centers as areas of concentrated activity and as connection points to the regional transportation system.

Clarity

Working group members emphasized the importance of keeping the decision-making framework and service guidelines simple and clear. Changes to the guidelines must be easy to understand and must add value. The way Metro uses the existing guidelines should also be clarified. Some noted that it is unclear how service decisions take into account planned growth. It was also noted that more clarity is needed about how alternative services can be used to serve appropriate transit markets. Working group members said they would like clarification about the relationship between Metro and Sound Transit and how the two agencies coordinate their services.

IV. Concepts for Refining the Guidelines

The working group considered potential refinements to the factors used in the service guidelines to establish target service levels for corridors in the All-Day and Peak Network.

Currently, the service guidelines base target service levels on factors reflecting land use, social equity and geographic value—the priorities recommended by the Regional Transit Task Force. Figure 4 shows these factors and how they contribute to corridor scores.

The working group’s six concepts for refining the guidelines, and specific potential changes, are listed in the table on the next page and discussed in the pages that follow. The first five concepts would adjust the corridor analysis process. The sixth concept would apply to the application of the guidelines, and is intended to lead to a better understanding of how the existing guidelines are used.

Fig. 4: Corridor Analysis Scorecard

Corridor Profile	Maximum Score
Land Use	
Households within ¼ mile of stops per corridor mile	10
Jobs within ¼ mile of stops per corridor mile	10
Social Equity	
Percent of boardings in low-income tracts	5
Percent of boardings in minority census tracts	5
Geographic Value	
Primary connections between two regional growth centers	5
Primary connection between activity centers	5
Corridor Score	40

This section also discusses the potential impacts of these concepts. In brief, the refinements to the corridor analysis would affect corridor scores, potentially affecting the final target service levels assigned to corridors. They could also affect the determination of service adequacy—that is, whether a corridor is under-, over- or adequately served. The section summarizes Metro’s analyses of the potential impact of each concept; Appendix B presents more details.

Fig. 5: Potential Refinements

1. Create more sensitivity to land-use changes <ul style="list-style-type: none"> 1.a Use five static development thresholds rather than three relative thresholds 1.b Remove freeway miles from corridor
2. Better understand the complete transit market <ul style="list-style-type: none"> 2.a Add university and college enrollment to total corridor jobs 2.b Add high school enrollment to total corridor jobs 2.c Assess the service sector employment of centers to influence service span
3. Place greater emphasis on the role of centers <ul style="list-style-type: none"> 3.a Create 3-, 5- & 7-point threshold for transit activity centers based on their population 3.b Add 7-point threshold for corridors that are primary connections between a transit activity center and a regional growth or manufacturing and industrial center 3.c Adjust corridor analysis process to acknowledge value of connecting services to and from regional growth centers.
4. Consider future development in service allocation <ul style="list-style-type: none"> 4.a Add forecasted population to centers population 4.b Modify the definition of corridors that are the primary connections between regional growth or manufacturing and industrial centers
5. Collaborate with Sound Transit as services change over time <ul style="list-style-type: none"> 5.a Evaluate Sound Transit corridors with the corridor analysis
6. Make refinements to improve clarity of the guidelines <ul style="list-style-type: none"> 6.a Reaffirm the 1998 motion that adopted guidelines for service redeployment as a result of Sound Transit services. 6.b Add language to ensure mutually supportive planning. 6.c Clarify the priority for reducing service in overserved corridors. 6.d Incorporate alternative services into the guidelines analysis.

1. Create more sensitivity to land-use changes.

Currently, corridors receive land-use points in the corridor analysis based on the number of households and jobs per corridor mile. This is determined by counting the total number of households and jobs that are within a quarter-mile of all transit zones along a corridor, and dividing those totals by corridor length.

The current guidelines set three thresholds for households and for jobs—meaning each corridor can receive a score of 10, 7, 4 or 0 points in each category. The thresholds are based on a percentage of the maximum amount of households or jobs per corridor mile.

What We Heard

The working group identified four issues concerning the household and job thresholds:

- **Many corridors currently receive zero points for households or jobs.** Development patterns vary widely across the county, which means that many corridors have relatively few households or jobs per corridor mile when compared to the corridor with the highest concentration of development. More than half the corridors fall below the lowest point threshold in both households and jobs.
- **Land-use thresholds are spread too far apart to be sensitive to near-term development.** Increases in housing or job concentrations are not reflected in corridor scores unless jurisdictions significantly increase the amount of development—in many cases beyond planned growth expectations.
- **Land-use thresholds will fluctuate over time and create a moving development target.** Since thresholds are relative to the maximum value, increases in households or jobs in the most concentrated corridor will raise the threshold for all corridors. Corridors that do not add development at the same rate as the most concentrated corridor could experience a drop in score, even if their number of jobs or households stays constant or increases. Static thresholds could also be tied to population and employment concentrations which, according transit industry research, support certain levels of service. Figure 9 provides more information about the correlation between service levels and development concentrations.
- **Corridors with long freeway, or “empty,” segments may receive lower-than-appropriate target service levels.** Working group members asked if corridors with freeway segments receive lower-than-appropriate target service levels since those segments add length but do not contribute households or jobs.

Potential Changes and Impacts

- **Create more thresholds** to adjust the possible points received to 0,2,4, 8, and 10.
- **Use static thresholds tied to transit-supportive development** rather than relative thresholds.

1.a Potential Impacts

This change would impact the corridor scores and the service family assignments of a few corridors. Figure 6 shows the impact of this change on service family assignment and Figures 7 and 8 shows the impacts on corridor scores.

More thresholds would:

- Allow the corridor analysis to be more sensitive to development, especially on the lower end of the scale.
- Reduce the number of corridors receiving no points for households and jobs by lowering the minimum development requirements to receive points.
- Decrease the gap between increments, meaning less increase in development would be required to gain points.

Fig. 6: Comparison of Change in Service Families

Service Family	Number of Corridors		Difference
	Current	With Potential Changes	
Very Frequent	35	41	6
Frequent	28	28	0
Local	35	34	-1
Hourly	15	10	-5

Fig. 7: Existing and Potential Household Thresholds

Existing Threshold			Potential Revised Thresholds		
Points	Households/ corridor mile	Number of corridors	Points	Households/ corridor mile	Number of corridors
10	>3,313	8	10	>3,000	9
7	>2,075	14	8	>2,400	6
4	>1,038	31	6	>1,800	14
0	<1,038	60	4	>1,200	13
			2	>600	45
			0	<600	26
Approx. units between thresholds: 1,000			Approx. units between thresholds: 600		

Fig. 8: Existing and Potential Job Thresholds

Existing Thresholds			Potential Revised Thresholds		
Points	Jobs/ corridor mile	Number of corridors	Points	Jobs/ corridor mile	Number of corridors
10	>17,849	10	10	>10,250	23
7	>11,780	9	8	>5,500	19
4	>5,926	20	6	>3,000	13
0	<5,926	74	4	>1,400	14
			2	>500	34
			0	<500	10
Approx. units between thresholds: 6,000			Average units between thresholds: 2,400		

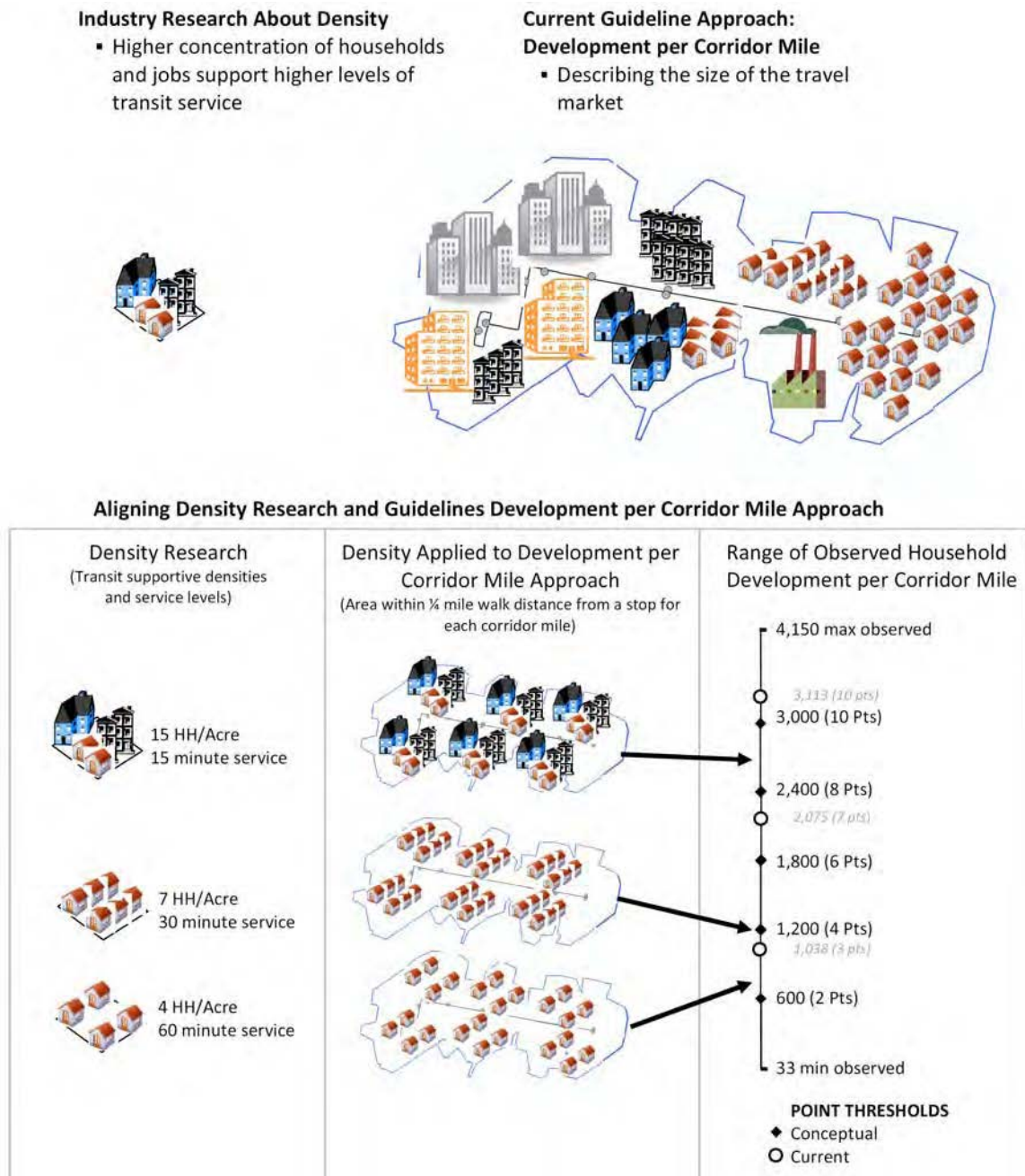
Static thresholds would:

- Provide a stable development target for cities to plan around.
- Relate the thresholds to transit industry research.

Figure 9, on the following page, shows the relationship between the guidelines approach of assessing household development by corridor mile and the research that has been done on residential density. In both of these approaches, the denser the development is, the more likely it is that the corridor will support higher levels of transit service.

Figure 9 also shows how the conceptual household thresholds relate to density standards. Although not shown here, the five static thresholds concept was also applied to employment densities (See Appendix B).

Fig. 9: Households per Corridor Mile and Density



1.b Remove freeway mileage from corridors.

1.b Potential Impacts. Metro's analysis found that removing freeway miles would increase some corridors' land-use scores, but would not affect the final target service levels of many corridors. The removal also made the analysis more complex. In general, well-used corridors are assigned higher target service levels in step 2 of the guidelines analysis even if their land use scores are lower.

2. Better understand the complete transit market.

What We Heard

- **Improve understanding of the transit market.** Working group members would like Metro to consider more data to better understand the transit markets being served by the corridors. They would also like to see a more rigorous analysis of the gaps in service.
- **Consider student populations.** The working group suggested that in addition to factoring in population and employment, the guidelines should consider the number of students served in a corridor. While the guidelines corridor analysis considers income levels and minority populations, students are not included, and student travel demand is an important part of the market.
- **Corridors that have many service-sector jobs might warrant longer service spans.** The working group members expressed concern that the guidelines did not specifically consider the non-peak-period commute demand and lower-than-average income associated with some service-sector jobs.
- **Ensure that concentrations of major employment centers are fully captured.** Working group members questioned whether the travel market associated with big employments centers is reflected appropriately in the corridor analysis.

Potential Changes and Impacts

2.a Add student enrollment in universities and colleges to jobs per corridor mile.

Including student enrollment in the corridor job factor would more accurately reflect the travel demand generated by these institutions as well as the value of education centers for the region.

2.a Potential Impacts. Metro analyzed the potential impact of adding student enrollment by incorporating a sample of universities and colleges into the jobs-per-corridor-mile value. The full list of universities and colleges and their enrollment is included in Appendix B.

Under the current guidelines methodology, the addition of student populations would increase the total number of jobs in corridors that contain colleges and universities. Using the current relative thresholds, the addition of student populations would increase the jobs thresholds, as seen in Figure 10. This is because corridor 22, the top-scoring corridor for jobs, also includes Seattle Central Community College and Seattle University. Adding the enrollment of SCCC and Seattle U to this corridor increases the maximum number of jobs per corridor mile by almost 17 percent. Using relative thresholds may actually cause some corridors to receive fewer land-use points, because the thresholds increase. The addition of student enrollment did not affect the final service family assignments, as shown in Figure 11.

Fig. 10 : Existing and Potential Job Thresholds

Existing Thresholds			Potential Revised Thresholds		
Points	Jobs/corridor mile	Number of corridors	Points	Jobs/corridor mile	Number of corridors
Max	35,698	1	Max	38,356	1
10	>17,849	10	10	>19,178	10
7	>11,780	9	7	>12,658	7
4	>5,926	20	4	>6,137	32
0	<5,926	74	0	<6,137	64

Fig. 11: Comparison of Change in Service Families

Service Family	Number of Corridors		Difference
	Current	With Potential Changes	
Very Frequent	35	35	0
Frequent	28	28	0
Local	35	35	0
Hourly	15	15	0

Combining Potential Changes. The impacts of adding student enrollment would be different if static thresholds were also implemented (potential change 1.a). With static thresholds, the corridor scores and service families of corridors that include colleges and universities might increase, which could result in more underserved corridors. The full analysis of this option will be developed and shared subsequent to this report.

2.b Add student populations of high school and younger students.

2.b Potential Impacts. Staff observed that high school enrollment, even at larger schools, is generally too small to have an impact on corridor scores. In addition, such data is difficult to obtain from year to year and would take a significant amount of staff time to request it from each district—and often from individual schools. However, Metro should strive to coordinate its services with school districts' transportation plans.

2.c Assess the service-sector employment of centers to influence service span.

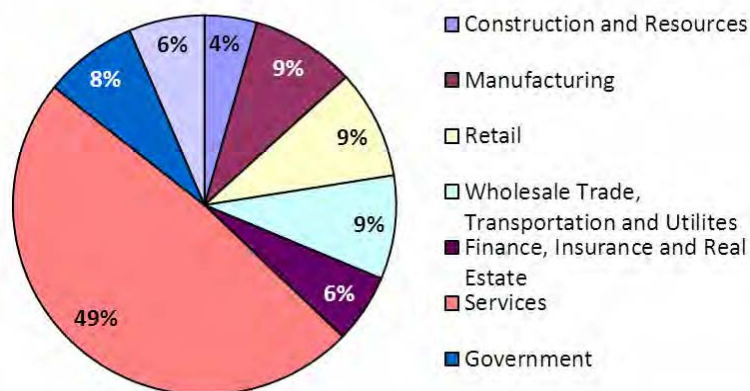
2.c Potential Impacts. Incorporating service-sector employment would not necessarily improve our understanding of the transit market. It would add complexity to the analysis process.

Metro reviewed employment data broken down by eight major industry sectors, including services, for several corridors. The data was provided by PSRC and was derived from the Quarterly Census of Employment and Wages reported to the Washington State Employment Security Department.

For the county overall, services account for 49 percent of all jobs (See Figure 12). Jobs within the services sector are as disparate as food services and professional, scientific and technical services. Using the percentage of service-sector jobs as a determinant of span resulted in longer spans in areas that had little diversity in job types. At the available level of detail, it was not possible to draw significant conclusions about transit demand based on job type, and no research is available to support such conclusions. The use of job types would add complexity and would have questionable value since the types cannot easily be tied to transit demand.

Fig. 12

Percent of Total Jobs by Major Category in King County



2d. Review job data to ensure accurate reflection of employment location

Job data for some employers, particularly larger employers, is not always depicted accurately geographically (by GIS), making it difficult to accurately associate corridors with jobs. The job data used in this analysis was provided to Metro by PSRC, and is not available to Metro in a raw format. Therefore, it is not possible to know where the current analysis process may be failing to reflect employment levels.

3. Place greater emphasis on the role of centers.

The guidelines account for the importance of centers and the connections to and between them through the geographic value assessment in the corridor analysis. Centers are the nodes of a regional transit network that help define the geographic extent of the network. The guidelines define centers to include both regionally designated centers—regional growth as well as manufacturing and industrial centers—and transit activity centers. Corridors receive geographic value points based on whether they provide primary connections between these centers. The geographic value score also helps prioritize investment in underserved corridors.

What We Heard

The working group expressed an interest in giving centers more consideration in the guidelines process. Members made the following points:

- **The evaluation of a transit corridor's connection to a center should reflect the center's size and importance to the region.** The current guidelines give equal value (10 points) to primary connections between any two regional growth or manufacturing and industrial centers. These centers are also counted as transit activity centers and therefore are valued twice as much as primary connections solely between two transit activity centers (5 points). The working group suggested that this approach might obscure significant differences in the size and purpose of various centers.
- **More emphasis should be placed on service to and within regional growth and manufacturing and industrial centers.** These centers are expected to absorb the majority of future development. The workgroup expects transit will play an important role in accommodating that growth and wants the guidelines to place more emphasis on service to these centers.
- **Recognize the value of services that serve centers in providing connections to the regional transportation network.** Working group members stressed the importance of recognizing the role corridors play in providing connections to the regional network. Feeder services should be recognized on a separate level since they must have a certain frequency to provide effective connections.

Potential Changes and Impacts

3.a Create 3-, 5- and 7-point thresholds for corridors that are primary connections to transit activity centers based on their population.

Currently, the guidelines give five points to corridors that are the primary connection between a transit activity center and a regional growth or manufacturing and industrial center. This is the same value for primary connections between two transit activity centers. With the addition of a population factor, the guidelines would weigh the relative importance of centers.

3.a Potential Impacts. Adding an assessment of population to the geographic value analysis would have the effect of awarding the highest number of points only where there is intense development, and would reduce the number of frequent-service corridors. This is because some corridors would receive fewer points (3 rather than 5) in this approach. Figure 13 shows the changes in final service families that result when connections to transit activity centers are weighted by population.

Weighing centers by population duplicates the development factors captured in the land-use section of the analysis. Transit activity centers were intentionally given equal value in the guidelines' geographic value assessment to ensure that transit service is distributed throughout the county.

It should also be noted that potential change 1.a, the use of five static land-use thresholds, would add more distinction to the size of connected centers than the current evaluation process does.

Figure 13: Comparison of Change in Service Families

Service Family	Number of Corridors		Difference
	Current	With Potential Changes	
Very Frequent	35	35	0
Frequent	28	27	-1
Local	35	37	2
Hourly	15	14	-1

3.b Add a 7-point threshold for corridors that are primary connections between transit activity centers and regional growth or manufacturing and industrial centers.

As stated in 3.a above, the guidelines give five points to corridors that are the primary connection between a transit activity center and a regional growth or manufacturing and industrial center—the same value given to primary connections between two transit activity centers. This potential change would give additional points to any primary connection between a transit activity center and a regional growth or manufacturing and industrial center.

3.b Potential Impacts

- **Would have no impact on final target service levels.** The two additional points that corridors would receive with this change would not be enough to move any corridors into a new final target service level.
- **Would create little additional distinction between corridors.** Virtually all corridors that are primary connections between two transit activity centers also serve a regional growth or manufacturing and industrial center.

3.c Adjust the corridor analysis process to acknowledge the value of connecting services to and from regional growth centers.

This concept would consider the transit-supportive density of regional growth centers in the corridor evaluation, allowing points for either the size of the corridor travel market (households and jobs per corridor mile) or for the density of jobs in a regional growth center (jobs per acre within the center).

Potential Impacts. It is assumed that this change could better recognize existing significant job centers as a basis for providing more frequent service in some corridors. Additional analysis is needed to understand the impacts of this potential adjustment.

4. Consider future development in service allocation.

The corridor analysis evaluates the adequacy of transit service on travel corridors by assessing existing population and jobs, current ridership patterns, the centers currently connected by the transit network, and social equity factors. The corridor analysis does not include future growth or ridership projections.

What We Heard

- **Understanding future growth is important for effectively coordinating development decisions, land-use planning, and transit service allocation.**
One of the working group's major themes was the desire for more certainty and coordination over the long-term. To achieve this, jurisdictions and transit agencies must understand what one another's long-term actions will be. Many working group members expressed concern about using future growth targets to guide near-term service investments—especially given the existing unmet need based on current conditions.

Potential Changes and Impacts

4.a Add forecasted population to centers population.

4.a Potential Impacts. The guidelines were developed to assess existing conditions and to inform short-range service planning and investment decisions. The addition of future projections would confuse current need with projected future need.

As an alternative to refining the corridor scoring process, Metro could, through a partnership process, make a long-term commitment to maintain service level targets commensurate with a jurisdiction's growth targets in corridors that meet certain requirements. The need for longer-range planning may be better addressed through a process outside of the corridor analysis. Sections V and VI of this report describe potential ways that future growth might be considered.

4.b Modify the definition of corridors that are the primary connections between regional growth or manufacturing and industrial centers as “core service” corridors.

Metro would make a policy commitment to retain service levels into the future that are at minimum within the “local” or “frequent” service families. An additional idea to consider is linking this “core service” designation to those centers with future growth targets that attain transit supportive densities for the corresponding family of service.

4.b Potential Impacts. Further analysis and coordination with jurisdictions is needed to identify the impacts of changing the definition of corridors that provide the primary connection between regional growth or manufacturing and industrial centers.

5. Collaborate with Sound Transit as services change over time.

What We Heard

Working group members want to ensure that Metro and Sound Transit collaborate as service changes over time. Some working group members expressed an interest in evaluating Sound Transit corridors according to the same criteria used for Metro corridors.

Potential Changes and Impacts

5.a Evaluate Sound Transit corridors using Metro’s corridor analysis.

Use Metro’s corridor analysis to determine the target level of service for corridors where Sound Transit is the primary connection between centers.

5.a Potential Impacts. Staff acknowledged that it would be possible to conduct the analysis, but the following points should be considered:

- Sound Transit has its own transit development policies and guidelines and service allocation policies that guide decision-making and service levels on corridors they serve.
- Metro’s service guidelines were developed to assess Metro services. Sound Transit services have different characteristics and objectives. Adequate evaluation of Regional Express services would require a different set of factors.
- Metro and Sound Transit collaborate when deploying new services and restructuring current service. There are policies in place and precedents from past service change practices that already address the concern about coordination. Improvements in coordination would likely be best addressed outside the corridor analysis process.

Concept 6, which follows, includes additional responses to this issue.

6. Make refinements to improve clarity.

The clarity of Metro's policies and guidance might be improved in a number of areas, including coordination with Sound Transit, the designation and significance of the concept of overserved corridors, and the role that alternative services play and how they relate to the guidelines. Since these refinements do not include changes to the corridor analysis, this section does not include "potential impacts."

What We Heard

- **Jurisdictions expressed a desire to know how Metro service would change as Sound Transit service changes.** Metro's collaboration with Sound Transit was an area of concern for many working group members. Particular concerns included how Link light rail expansion will impact bus service and how Metro evaluates corridors where Sound Transit provides the primary all-day transit. The working group also identified a need to spell out more specifically what Metro does now and will do to coordinate with Sound Transit to ensure that services and investments are mutually supportive.
- **Concern about corridors being designated as overserved.** The working group asked for more clarity about what it means for a corridor to be overserved, and in particular how that designation relates to service-change proposals and reductions. Working group members expressed strong concern about the designation of some corridors as being overserved and the way that designation affects Metro's plans for service reductions.
- **Concern about how the guidelines incorporate new centers or corridors.** Working group members said it is not clear how new centers or corridors could be added as development occurs and new markets emerge.
- **Understanding the role of alternative services.** The working group expressed a desire to see alternative services more integrated into the service guidelines analysis and prioritization.

Potential Changes

6.a Reaffirm the 1998 motion that adopted guidelines for service redeployment as a result of Sound Transit services.

In 1998, anticipating that Sound Transit would be rolling out service in corridors served by Metro, the King County Council and other transit boards in Sound Transit's service area approved guidelines for redeployment of resources (see Appendix C). These guidelines stated that Sound Transit services are meant to add to, rather than replace, the existing services provided by transit agencies. They also stated that redeployed resources should not be used for service that duplicates any Sound Transit service, or

competes for the same travel market, unless Sound Transit and the partner agency agree to jointly improve service levels. The 1998 guidelines also direct Metro specifically to use redeployed resources to maintain local service where riders would experience a net loss of service, to connect with regional service through feeder services, and then to provide other improvements. With this potential change, the service guidelines would reaffirm the 1998 guidelines.

6.b Add language to ensure mutually supportive planning.

Metro and Sound Transit currently collaborate on many issues. Their commitment to work together could be reinforced by including a provision in Metro's service guidelines that Metro would evaluate the need to adjust, add or remove corridors as Sound Transit service evolves.

6.c Clarify the priority for reducing service in overserved corridors.

The relationship between overserved corridors and service reductions could be made clearer. In the discussion with the working group, Metro staff emphasized that an overserved corridor does not become an immediate target for reduction unless service in that corridor is also poorly performing. The current guidelines specify on page SG-17 that overserved corridors that are not in the bottom 25 percent of routes in terms of performance are not primary candidates for reduction of service.

6.d Clarify how new connections are established.

The process for adding new centers and new corridors could be made clearer. The guidelines are intended to be dynamic and reflective of the evolving transit market.

6.e Incorporate alternative services into the guidelines analysis.

Alternative services could be incorporated into the guidelines by more clearly describing how these services are integrated with fixed-route services. In practice, this could mean expanding upon the pilot projects included in the five-year alternative services plan, restructuring corridors to re-invest resources in alternative services, and working with local staff to determine the best way to meet community needs given available resources. More analysis is needed to understand how alternative services will be measured in the service guidelines.

Alternative Services Five-Year Plan

Metro has developed a five-year Alternative Services Plan, in compliance with King County Ordinance 17169. This plan identifies ways to more effectively and efficiently serve areas where land use does not support fixed-route transit, or where alternative services may complement fixed-route transit. Metro's strategic plan also addresses alternative services.

V. Concepts for Refining Service Investment Priorities

The service guidelines set priorities for adding or reducing service. The working group discussed how the investment priorities might better respond to jurisdictions' transit-supportive actions and growth, while remaining consistent with the existing priorities.

The group acknowledged that since the *2011 Guidelines Report* found that an investment of approximately 400,000 annual service hours would be required to meet current priority needs, it would be a challenge to accommodate new priorities.

Service Addition Priorities in the Current Guidelines

1. Overcrowded routes
2. Frequently late routes
3. Underserved corridors
4. Highly productive routes

Several concepts emerged for better aligning transit service investment priorities with jurisdictions' transit-supportive actions and growth. They fall into the following categories:

1. Expand partnership opportunities
2. Improve coordination to inform service prioritization
3. Advance long-term planning

1. Expand partnership opportunities.

Partnerships play a role in Metro's service investments. The Transit Now program identified two different kinds of partnership: financial, and speed and reliability.

The current guidelines make exceptions to the established priorities to take advantage of financial partnerships, in which jurisdictions contribute funding to support transit service. Speed-and-reliability partnerships, in which jurisdictions help Metro achieve travel time savings in a corridor, are not addressed.

The PSRC's Transit Overlay Zone concept and Community Transit's Transit Emphasis Corridors are examples of other types of partnerships that could potentially be incorporated into the guidelines. Both of these

concepts tie jurisdiction actions—infrastructure development and land use—to transit agency planning and future service. These concepts would require local jurisdictions to

Partnerships in Current Guidelines

Metro is open to forming partnerships with cities and private companies that would fully or partially fund transit service, and will make exceptions to the established priorities to make use of partner funding. Metro's partners are expected to contribute at least one-third of the cost of operating service. Partnerships will be considered according to the following priorities:

1. Service funded fully by Metro's partners would be given top priority over other service investments.
2. On corridors identified as underserved in the All-Day and Peak Network, service that is between one-third and fully funded by Metro's partners would be given top priority among the set of investments identified in under-served corridors. However, this service would not be automatically prioritized above investments to address service quality problems.

establish policies for land-use development and traffic operations management that increase transit ridership and prioritize the movement of transit.

What We Heard

- **Potential exists for more partnerships.** The working group suggested that additional partnership opportunities could potentially be incorporated into the guidelines. Jurisdictions could benefit from expanded partnership opportunities by receiving additional service or gaining certainty about future service. Partnerships should receive priority only if a partner jurisdiction's action improve operations and/or ridership.
- **Limited resources.** Group members stated that financial partnership opportunities are limited because many jurisdictions don't have resources available to support service additions—particularly for long-term commitments.
- **Consider developing a framework for collaboration and coordinated investment.** Coordination is a promising approach to enable a stronger link between jurisdiction action and transit investment. A framework could support partnerships and coordinated development.

Potential Changes

1.1. Expand speed-and-reliability partnerships.

The guidelines might give service investment priority to corridors where jurisdictions make capital improvements that reduce transit travel time or improve reliability in a corridor.

1.2. Transit emphasis corridors.

The guidelines might give service investment priority, or commit to a minimum level of service, in corridors that jurisdictions and Metro agree to designate as transit emphasis corridors or transit overlay zones. In such corridors, jurisdictions could commit to a certain level of transit-supportive actions. Metro could commit to a certain level of service appropriate to the market.

Potential Impacts and Considerations

Both of these options would have to be further defined. Either option would require resources from both jurisdictions and Metro. They would also require clear agreements that identify the expectations and responsibilities of all parties involved.

Designating a transit emphasis corridor

The following is an example of how the designation process might work:

- 1) *Identify corridor*: Metro and one or more local jurisdictions collaboratively identify a transit-emphasis corridor
- 2) *Establish criteria*: Review corridor according to specified criteria. These might be drawn from the PSRC's Transit Overlay Zone concept.

Some initial points of evaluation could be:

- Does the corridor achieve a specified level of all-day transit service?
- Does it provide a link to high density employment/population centers?
- Does it meet established targets for minimum jobs/housing density to support frequent transit?

Other sample factors for evaluation:

- Degree of mixed-use development
- Demographics of development area
- Street connectivity and access
- Pedestrian safety and comfort
- Appropriate density to support transit use
- Effective parking management
- Passenger comfort and multimodal transfers

- 3) *Develop an agreement* in which:

- The jurisdiction commits to taking transit-supportive actions.
- Metro commits to providing a minimum level of service, which could include provisions for future service growth.

4) *Evaluate performance*: Over time, the jurisdictions and Metro would establish a method to monitor the performance of the investments.

Metro and jurisdictions might also agree to collaborate on the development of a transit corridor over time. A jurisdiction could designate a future transit-emphasis corridor. A jurisdiction could slowly take transit-supportive actions in a corridor over a 5 to 10-year period of time. Metro would phase service investments commensurate with the jurisdiction's actions and transit-supportive development.

Funding: Resources to fund such an approach remain a primary challenge. Continued discussion and exploration is needed to consider funding options.

2. Improve coordination to inform service prioritization.

Metro and jurisdictions currently coordinate in many ways, such as capital facility planning and service restructures.

What We Heard

- **Jurisdictions want more coordination between their development plans and transit service.** Metro and jurisdictions could learn more about each other's projects and needs and tailor planning to help each other. Such coordination would help align Metro's actions with city actions and policies. It would help jurisdictions understand what they can do to attract transit investment in both the short- and long-term. Such coordination could enable both parties to have more influence over projects and ensure that they are effective for all involved.

Potential Changes

2.1. Improve communication about the annual guidelines analysis.

Metro could make the results of its annual guidelines report more accessible to jurisdictions, using existing forums or creating new opportunities.

2.2. Identify transit supportive corridors.

Working with Metro, jurisdictions could incorporate transit-supportive corridors into planning and projects. For example, local comprehensive plans could identify transit-supportive corridors and land uses; capital plans could incorporate transit priority treatments.

2.3. Make coordination a factor in the prioritization process.

Metro could incorporate language into the guidelines about how the coordination process would influence service priorities.

Potential Impacts and Considerations

In any coordination process, the needs and preferences of jurisdictions must be balanced with Metro's policy guidance emphasizing productivity, geographic value, and social equity. The amount of resources and staff time needed must also be considered.

3. Advance long-term planning.

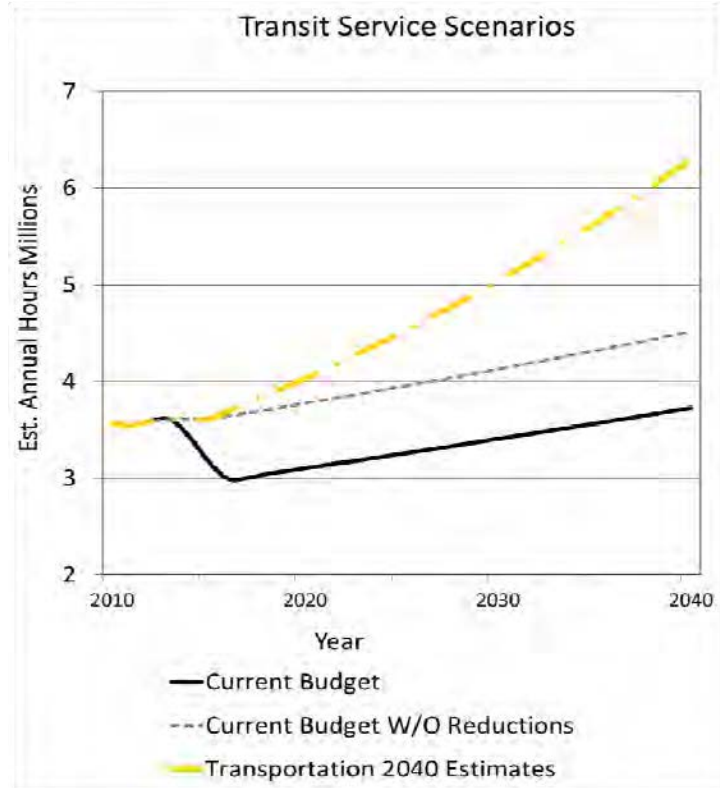
Cities currently plan to accommodate future development. To inform this process, cities can refer to adopted transportation plans that identify the regional vision and key transit investments. For example, *Transportation 2040* expects transit to expand service hours and double passenger boardings. What is not known is what exactly those services will look like, where they will go or how they will be funded.

Cities also plan for regional growth centers, and need the ability to take advantage of the light rail and bus system investments that will complete the region's transit network.

Sound Transit 2 identifies major regional investments such as the extensions of Link to Lynnwood, Overlake and Highline by 2023, and designates the general alignment and station locations being considered. However, the plan does not include how transit will serve those stations.

What We Heard

- **Jurisdictions want to be able to rely on transit to support their development goals over the long term.** Jurisdictions are required to accommodate future development and recognize that transit must play a role in supporting that development.
- **Jurisdictions want to understand how future transit investments will help meet their mobility needs.** According to *Transportation 2040*, the region will be making significant investments in transit over the next 30 years. Individual communities want to know what those investments mean for their communities' mobility needs.
- **Jurisdictions want to see an assessment of the long-term service needs to meet future growth.** Jurisdictions want long-range planning that includes an assessment of land-use sensitive transit markets and a rigorous analysis of service gaps.



Potential Changes

3.1 Establish long-term priorities that align with Metro's strategic plan and service guidelines.

The guidelines identify near-term needs and priorities. The ability to view those needs and long-range goals side-by-side could inform how and when service investments are made and could guide jurisdictions' transit-supportive actions. A process for identifying long-range needs and priorities is discussed in the "Next Steps" section.

Potential Impacts and Considerations

A challenge for Metro is how to provide the long-range certainty that jurisdictions need in an uncertain financial environment. Regular ongoing communication and flexibility will be keys to meeting this challenge. Metro will also continue to work toward establishing a sustainable system through its design and operations and by continuing to participate in regional efforts to find a solution to transportation funding needs.

VI. Next Steps

This preliminary report outlines concepts for refining the guidelines. Concepts for service investment priorities need further discussion between Metro, working group jurisdictions, the King County Council and the Regional Transit Committee. Outlined below are the next steps we will take to plan for growth and development in the region. Some of these will be completed as part of the strategic plan and service guidelines update due April 30, 2013.

1) Determine the service investments needed to attain regional growth targets.

A recurring theme of working group discussions was a desire to have certainty about where and how much service Metro will provide in the future. A key to providing greater certainty is to more accurately quantify the funding needed to attain the region's transit service targets. PSRC's *Transportation 2040* plan sets a target amount of additional funding that transit agencies will need to fulfill their part of the plan, but the economic forecast has changed since *Transportation 2040* and the funding estimates were adopted. Metro faces substantial unmet funding needs to maintain service at current levels.

2) Define steps for long-range corridor and network planning.

Working group members said they would like Metro to collaborate with jurisdictions to plan more specific corridor service levels and priorities for the long-term, beyond the near-term scope of the service guidelines. This would give the jurisdictions certainty about future corridors and enable them to target population growth for areas where Metro plans high levels of transit service. A potential next step is to begin defining a long-range planning process. This should include:

a. Define long-range planning principles based on Metro's strategic plan.

To begin the long-term planning process, guiding principles can be established that build on the vision, goals, and priorities in the strategic plan and service guidelines.

The core of Metro's vision is to provide "safe, efficient, reliable public transportation that people find easy to use."

The goals in Metro's *Strategic Plan for Public Transportation 2011-2021* are:

- **Safety.** Support safe communities.
- **Human Potential.** Provide equitable opportunities for people from all areas of King County to access the public transportation system.
- **Economic Growth and the Built Environment.** Encourage vibrant, economically thriving and sustainable communities.
- **Environmental Sustainability.** Safeguard and enhance King County's natural resources and environment.

- **Service Excellence.** Establish a culture of customer service and deliver services that are responsive to community needs.
- **Financial Stewardship.** Exercise sound financial management and build Metro's long term sustainability.
- **Public Engagement and Transparency.** Promote robust public engagement that informs, involves, and empowers people and communities.
- **Quality Workforce.** Develop and empower Metro's most valuable asset, its employees.

Priorities in the service guidelines are:

- Productivity
- Social equity
- Geographic value

b. Develop concepts for a long-range service network.

Jurisdictions want Metro to go beyond broad allocations of service and be more specific, giving them more clarity and certainty and enabling better coordination. A central feature of a long-range plan is a service network that shows how centers will be connected and lets cities see where transit will or will not be able to support intense development. These network concepts will take time to develop to ensure we have collaboration around the county and coordination with future land-use plans.

c. Identify key capital improvements.

To support the long-range service network, communities and Metro can work together to plan for and implement capital infrastructure projects, leveraging investments to achieve optimal mobility. Much like the service network, this work will take time.

3) Seek further guidance on potential changes to the guidelines for the April 2013 update of Metro's strategic plan

This report presents concepts for revising the guidelines corridor analysis and adding priorities. Metro will facilitate continued discussion to determine which ideas address established regional growth needs and public transportation needs while remaining consistent with the existing guidelines. Further discussion should ensure that any revisions are as clear and simple as possible, and that the impacts of any changes on the level of resources needed are fully understood.

4) Improve communication about the service guidelines.

The working group identified ways to improve coordination and clarity independent of any changes to the guidelines. Metro will work to:

a. Improve understanding of how jurisdictions can use the guidelines

The service guidelines are a primary tool for jurisdictions to understand the level of

service Metro is expecting to provide. Jurisdictions can use the guidelines to do the following:

- See where Metro is planning service in the near-term.
- Identify areas likely to see near-term service improvements because they are underserved or have service quality needs.
- Identify low-performing services and consider potential ways to improve them.
- Identify areas where high-density development is and will be supported by corridors with higher-service families.
- Target transit-supportive actions for areas where Metro plans to make service investments.

b. Improve communication about the service guidelines analyses.

Currently, Metro produces an annual guidelines report that informs its near-term service planning. This report is available on Metro’s website. Metro will consider using an additional or existing forum for more robust discussion of the service guidelines, the annual performance report, and implications for future service.

5) Enhance coordination for transit-supportive development and actions.

Metro and jurisdictions coordinate on a variety of issues such as capital facility planning, bus stop permitting, infrastructure improvements, local service issues, and service restructures. Metro is considering ways to expand this coordination to include more robust conversation about aligning service investment with transit-supportive actions and development. Linking transit and development means finding ways to match transit service levels with urban form to meet community needs. Key strategies are to provide increased transit service in centers and dense areas as they grow and develop, and to think about transit as development occurs rather than after the fact.

More coordination is needed between Metro and jurisdictions to identify areas where transit-supportive development is being concentrated and where transit investments are needed. In improving communication and coordination, Metro recognizes that jurisdictions’ visions and plans for the future will play a large role in determining where transit service will be successful.

Metro needs jurisdictions to identify the best method to convey this information including how it could be done and what could be conveyed.

Conclusion

A working group meeting is scheduled for Tuesday, Nov. 6, 9-11 a.m. to review and discuss this report. In addition, Metro staff members will be working with members of the Regional Transit Task Force and the County Council to seek direction on next steps.

Appendices

A. Report Background

- Section 8 of Ordinance 17143 A-2
- Current Guidelines Process A-3
- Linking Transit and Development Process A-4

B. Concepts for Refining the Guidelines A-5

C. Motion Adopting Sound Transit Redeployment Guidelines A-39

D. Jurisdiction Comments on Draft Report A-43

Appendix A: Report Background

Section 8 of Ordinance 17143

SECTION 8:

By April 30, 2013, and as part of the 2013 transmittal required in Section 6 of this ordinance, the executive shall transmit to council an ordinance to update the Strategic Plan for Public Transportation 2011-2021 and the King County Metro Service Guidelines recognizing that the strategic plan and guidelines are based upon Metro's current network, which will require future changes to meet the 2010 regional transit task force recommendations. Additionally, by October 31, 2012 the executive shall transmit a preliminary results report produced through the collaborative process identified in Section 8.A. of this ordinance to the regional transit committee. At a minimum, the legislation and update should include refinements to the guidelines methodology to:

A. Incorporate input from local jurisdictions as generated through a collaborative process defined by the executive;

B. Address the factors, methodology and prioritization of service additions in existing and new corridors consistent with Strategy 6.1.1;

C. More closely align factors used to serve and connect centers in the development of the All-Day and Peak Network and resulting service level designations, including consideration of existing public transit services, with jurisdictions' growth decisions, such as zoning and transit-supportive design requirements, and actions associated with but not limited to permitting, transit operating enhancements, parking controls and pedestrian facilities; and

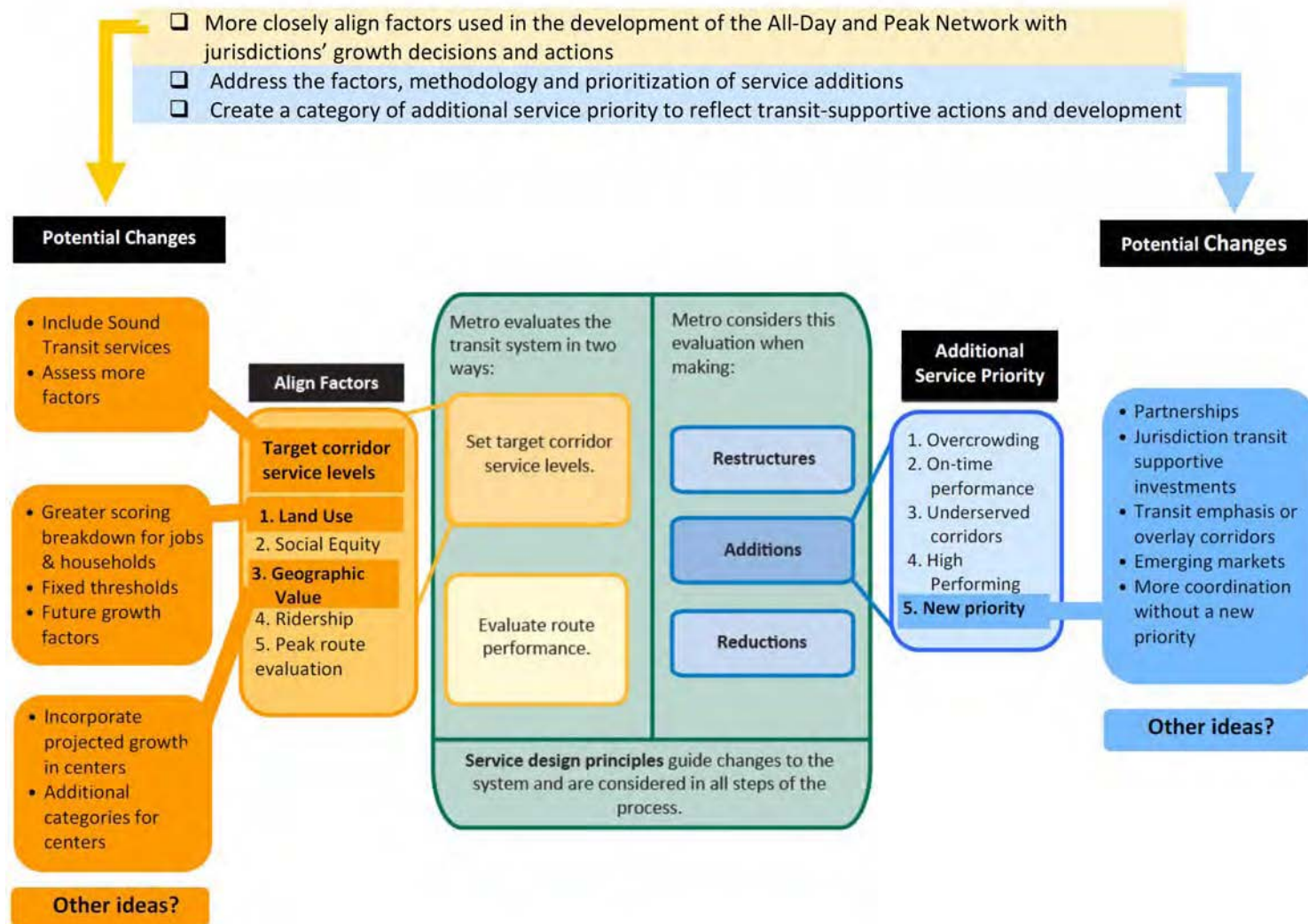
D. Create a category of additional service priority, complementary to existing priorities for adding service contained within the King County Metro Service Guidelines, so that priorities include service enhancements to and from, between and within Vision 2040 regionally designated centers, and other centers where plans call for transit-supportive densities and jurisdictions have invested in capital facilities, made operational changes that improve the transit operating environment and access to transit, and implemented programs that incentivize transit use.

Current Guidelines Process



[^]When reducing services based on performance, Metro seeks to reduce all-day routes that duplicate or overlap with other routes, to reduce peak routes failing one or both performance criteria, or to reduce routes that operate on over-served corridors. When not possible, Metro may reduce service on routes that operate on adequately served corridors.

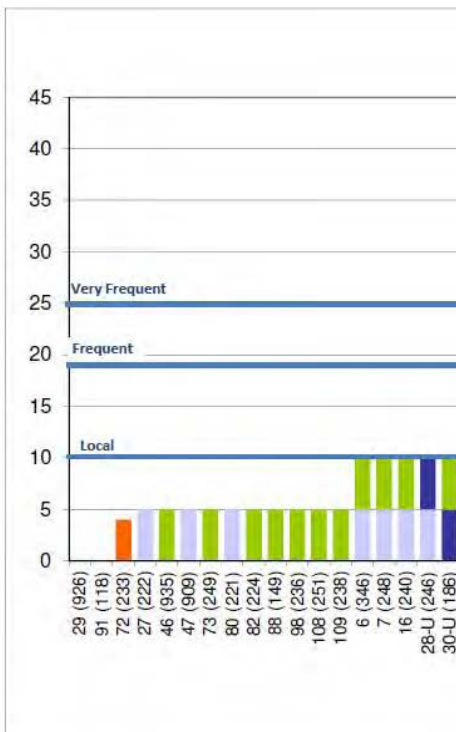
Linking Transit to Development: Potential Changes to Guidelines Process



Appendix B: Concepts for Refining the Guidelines

Appendix B contains the details of the Metro staff analysis for the various concepts discussed in the report. Some concepts need further investigation. One main analysis feature of this appendix is the Corridor Analysis Bar Chart described below.

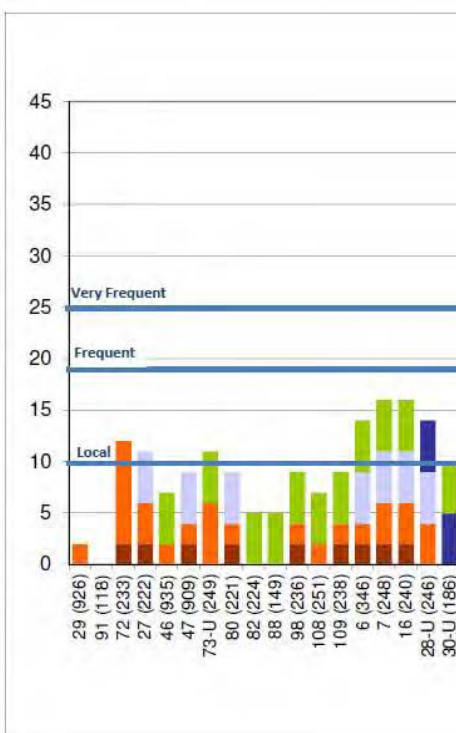
How to Read the Corridor Analysis Bar Charts



This appendix displays outputs of the corridor analysis in the form of the “Corridor Analysis Bar Chart” (see excerpt at left). These charts are designed to illustrate how the potential changes would affect the corridor analysis.

The stacked bar chart illustrates each component of the corridor score and step 2 service increases. It also shows the service family thresholds for local, frequent and very frequent. The final target service level for the corridor is determined by the service family threshold that the corridor’s stacked bar reaches.

The corridor ID and the major route on the corridor (in parenthesis) are listed along the horizontal axis. Also, each corridor that is underserved is marked with a U between the Corridor ID and the major route.



For each analysis of potential changes, all 113 corridors are shown twice. The original corridor analysis is shown at the top, and the new analysis is shown on the bottom. The corridors are in order from lowest to highest points according to the original analysis. The corridors are shown in the same order in both graphs to help illustrate where the changes are.

Step 2 service bumps are relative to the service level achieved in step one, so it is possible that a corridor receives a step 2 service bump in the current analysis (shown in a black and white pattern) but will receive no service bump in the new analysis because of a different score in step one. Notice as the colored stacked bars get higher, the black and white patterns get smaller. This is how step one and two work together.

1. Create more sensitivity to land-use changes**1.a Use five static development thresholds rather than three relative thresholds**

Change Considered: Use five development thresholds rather than three relative thresholds.

Potential new thresholds were developed for both households and jobs per corridor mile. The new thresholds provide more levels of potential points and would be static over time.

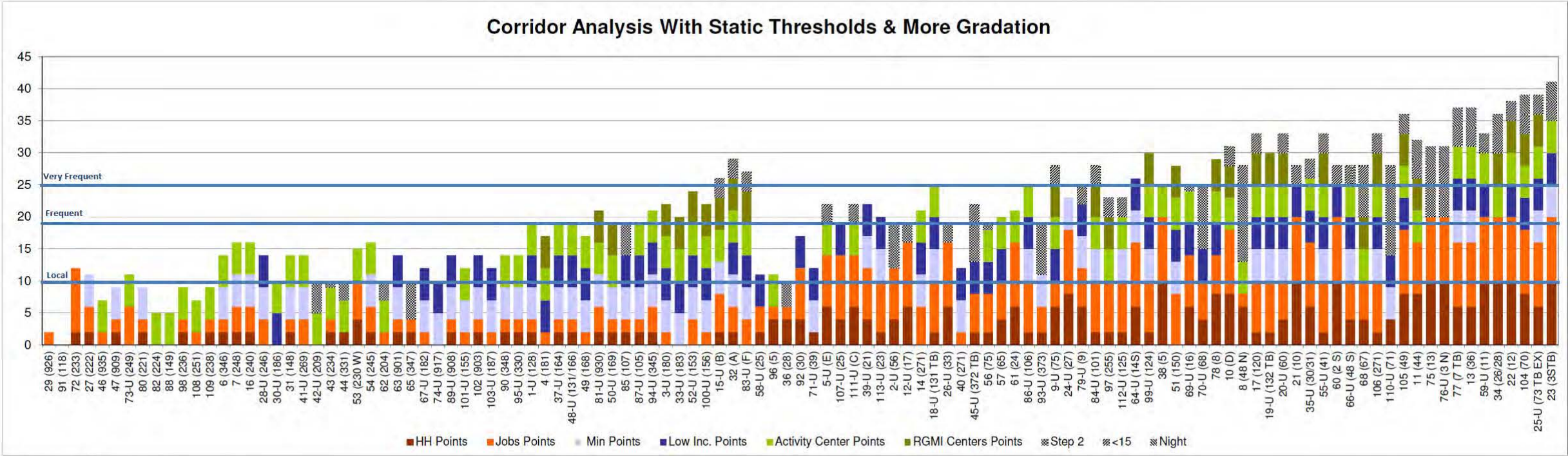
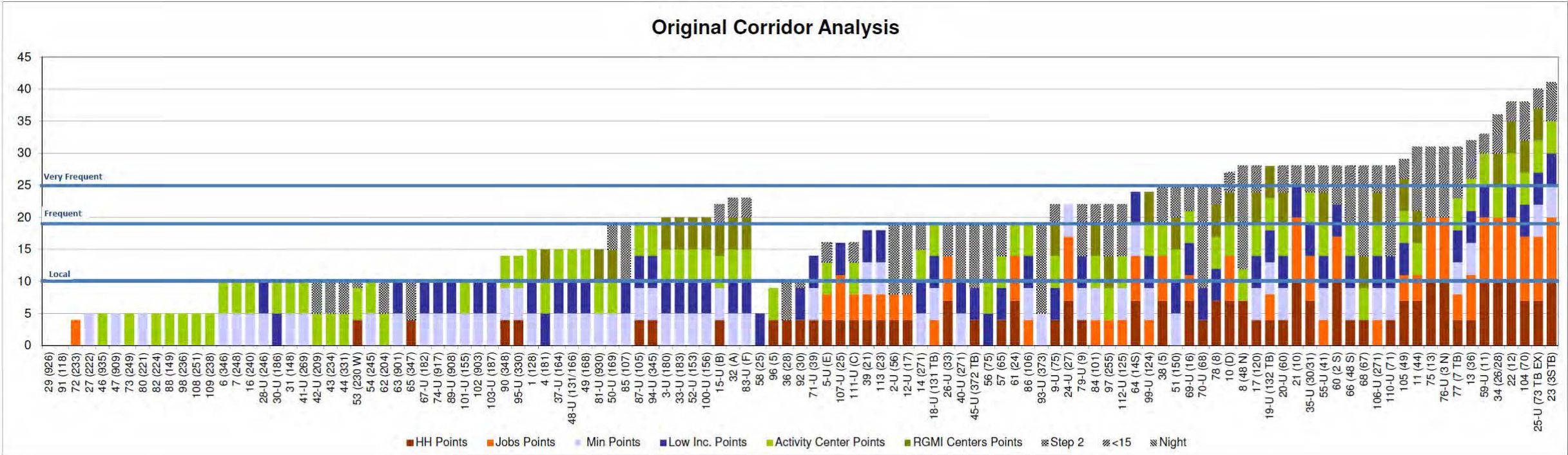
Comparison of Development Thresholds

Existing Threshold			Potential New Thresholds		
Points	Households per corridor mile	# of corridors	Points	Households per corridor mile	# of corridors
10	>3,313 (75% of max)	8	10	>3,000	9
7	>2,075 (50% of max)	14	8	>2,400	6
4	>1,038 (25% of max)	31	6	>1,800	14
0	<1,038	60	4	>1,200	13
			2	>600	45
			0	<600	26
Approx. Units between thresholds: 1,000			Approx. Units between thresholds: 600		

Comparison of Jobs Thresholds

Existing Threshold			Potential New Thresholds		
Points	Households per corridor mile	# of corridors	Points	Households per corridor mile	# of corridors
10	>17,849 (50% of max)	10	10	>10,250	23
7	>11,780 (33% of max)	9	8	>5,500	19
4	>5,926 (16% of max)	20	6	>3,000	13
0	<5,926	74	4	>1,400	14
			2	>500	34
			0	<500	10
Approx. Units between thresholds: 6,000			Average Units between thresholds: 2,400		

1. Create more sensitivity to land-use changes
1.a Use five static development thresholds rather than three relative thresholds



Summary of Changes

Service Family Changes	Original	With Static Thresholds & More Gradation	Difference
Very Frequent	35	41	6
Frequent	28	28	0
Local	35	34	-1
Hourly	15	10	-5

Over/Under Served Status by Corridor	Original	With Static Thresholds & More Gradation	Difference
Over-Served	29	22	-7
Under-Served	49	56	7
Adequately Served	99	99	0

Over/Under Served Status by Time of Day	Original	With Static Thresholds & More Gradation	Difference
Over-Served	44	32	-12
Under-Served	81	95	14
Adequately Served	214	212	-2

1. Create more sensitivity to land-use changes

1.a Use five static development thresholds rather than three relative thresholds

Corridors with Any Change in Land Use Scores

Corridor ID	Between	And	Via	Major Route	Household Points	Job Points	Change in Total Score
1	Admiral District	Southcenter	California Ave SW, Military Rd, TIBS	128	2	2	4
2	Alki	Seattle CBD	Admiral Way	56	0	4	4
3	Auburn	Burien	Kent, SeaTac	180	0	2	2
4	Auburn/GRCC	Federal Way	15th St SW, Lea Hill Rd	181	0	2	2
5	Aurora Village	Seattle CBD	Aurora Ave N	E	2	4	6
6	Aurora Village	Northgate	Meridian Av N	346	2	2	4
7	Avondale	Kirkland	NE 85th St, NE Redmond Wy, Avondale Wy NE	248	2	4	6
8	Ballard	U. District	Green Lake, Greenwood	48 N	-1	2	1
9	Ballard	Lake City	Holman Road, Northgate	75	2	4	6
10	Ballard	Seattle CBD	15th Ave W	D	1	3	4
11	Ballard	U. District	Wallingford (N 45th St)	44	1	4	5
12	Ballard	Seattle CBD	W Nickerson, Westlake Av N, 9th Ave	17	2	6	8
13	Beacon Hill	Seattle CBD	Beacon Ave	36	2	3	5
14	Bellevue	Eastgate	Lake Hills Connector	271	0	6	6
15	Bellevue	Redmond	NE 8th St, 156th Ave NE	B	-2	6	4
16	Bellevue	Renton	Newcastle, Factoria	240	2	4	6
17	Burien	Seattle CBD	Delridge, Ambaum	120	-2	8	6
18	Burien	Seattle CBD	1st Ave S, South Park, Airport Wy	131 TB	2	4	6
19	Burien	Seattle CBD	Des Moines Mem Dr, South Park	132 TB	-2	4	2
20	Capitol Hill	White Center	South Park, Georgetown, Beacon Hill, First Hill	60	0	6	6
24	Colman Park	Seattle CBD	Leschi, Yesler	27	1	0	1
25	Cowen Park	Seattle CBD	University Way, I-5	73 TB EX	-1	0	-1
26	Discovery Park	Seattle CBD	Gilman Ave W, 22nd Ave W, Thorndyke Av W	33	-1	3	2
27	Eastgate	Bellevue	Newport Wy , S. Bellevue, Beaux Arts	222	2	4	6
28	Eastgate	Bellevue	Somerset, Factoria, Woodridge	246	0	4	4
29	Eastgate	Overlake	Phantom Lake	926	0	2	2
31	Fairwood	Renton	S Puget Dr, Royal Hills	148	2	2	4
32	Federal Way	SeaTac	SR-99	A	2	4	6
35	Fremont	U. District	N 40th St	30/31	-1	3	2
36	Fremont	Broadview	8th Av NW, 3rd Av NW	28	0	2	2
37	Green River CC	Kent	132nd Ave SE	164	2	2	4
38	Greenwood	Seattle CBD	Greenwood Ave N	5	3	3	6
39	High Point	Seattle CBD	35th Ave SW	21	0	4	4

1. Create more sensitivity to land-use changes

1.a Use five static development thresholds rather than three relative thresholds

Corridors with Any Change in Land Use Scores

Corridor ID	Between	And	Via	Major Route	Household Points	Job Points	Change in Total Score
40	Issaquah	Eastgate	Newport Way	271	0	2	2
41	Issaquah	Overlake	Sammamish, Bear Creek	269	0	4	4
43	Kenmore	Kirkland	Juanita	234	2	2	4
44	Kenmore	Shoreline	Lake Forest Park, Aurora Village TC	331	2	0	2
45	Kenmore	U. District	Lake Forest Park, Lake City	372 TB	-2	6	4
46	Kenmore	Totem Lake	Finn Hill, Juanita	935	0	2	2
47	Kennydale	Renton	Edmonds Av NE	909	2	2	4
48	Kent	Burien	Kent-DM Rd, S. 240th St, 1st Av S	131/166	2	2	4
49	Kent	Maple Valley	Kent-Kangley Road	168	0	2	2
50	Kent	Renton	Kent East Hill	169	2	2	4
51	Kent	Seattle CBD	Tukwila	150	0	8	8
52	Kent	Renton	84th Av S, Lind Av SW	153	0	4	4
53	Kirkland	Bellevue	South Kirkland	230 W	0	6	6
54	Kirkland	Factoria	Overlake, Crossroads, Eastgate	245	2	4	6
55	Lake City	Seattle CBD	NE 125th St, Northgate, I-5	41	2	4	6
56	Lake City	U. District	Lake City, Sand Point	75	2	6	8
57	Lake City	U. District	35th Ave NE	65	0	6	6
58	Laurelhurst	U. District	NE 45th St	25	2	4	6
60	Madrona	Seattle CBD	Union St	2 S	0	3	3
61	Magnolia	Seattle CBD	34th Ave W, 28th Ave W	24	-1	3	2
62	Mercer Island	S Mercer Island	Island Crest Way	204	0	2	2
63	Mirror Lake	Federal Way	S 312th St	901	2	2	4
64	Mount Baker	Seattle CBD	31st Av S, S Jackson St	14S	-1	3	2
66	Mt Baker	U. District	23rd Ave E	48 S	0	6	6
67	NE Tacoma	Federal Way	SW 356th St, 9th Ave S	182	0	2	2
68	Northgate	U. District	Roosevelt	67	0	6	6
69	Northgate	Seattle CBD	Green Lake, Wallingford	16	-1	4	3
70	Northgate	U. District	Roosevelt Way NE, NE 75th St	68	0	6	6
71	Othello Station	Columbia City	Seward Park	39	-2	0	-2
72	Overlake	Bellevue	Bell-Red Road	233	2	6	8
73	Overlake	Bellevue	Sammamish Viewpoint, Northup Way	249	0	6	6
77	Rainier Beach	Seattle CBD	Rainier Ave	7 TB	2	6	8
78	Rainier Beach	Seattle Center	MLK Jr Wy, E John St, Denny Way	8	1	6	7
79	Rainier Beach	Capitol Hill	Rainier Ave	9	2	6	8
80	Redmond	Eastgate	148th Ave, Crossroads, Bellevue College	221	2	2	4

1. Create more sensitivity to land-use changes

1.a Use five static development thresholds rather than three relative thresholds

Corridors with Any Change in Land Use Scores

Corridor ID	Between	And	Via	Major Route	Household Points	Job Points	Change in Total Score
81	Redmond	Totem Lake	Willows Road	930	2	4	6
83	Renton	Burien	S 154 th St	F	0	4	4
84	Renton	Seattle CBD	MLK Jr. Way, I-5	101	2	4	6
85	Renton	Rainier Beach	West Hill, Rainier View	107	2	2	4
86	Renton	Seattle CBD	Skyway, S. Beacon Hill	106	2	4	6
89	Renton Highlands	Renton	NE 7th St, Edmonds Av NE	908	2	2	4
92	Sand Point	U. District	NE 55th St	30	0	8	8
93	Shoreline	U. District	Jackson Park, 15th Av NE	373	2	4	6
94	Shoreline CC	Northgate	N 130th St, Meridian Av N	345	-2	4	2
96	Shoreline CC	Greenwood	Greenwood Av N	5	0	2	2
97	Totem Lake	Seattle CBD	Kirkland, SR-520	255	2	4	6
98	Totem Lake	Kirkland	Kingsgate	236	2	2	4
99	Tukwila	Seattle CBD	Pacific Hwy S, 4th Ave S	124	2	4	6
100	Tukwila	Des Moines	McMicken Heights, Sea-Tac	156	0	2	2
101	Tukwila	Fairwood	S 180th St, Carr Road	155	0	2	2
102	Twin Lakes	Federal Way	SW Campus Dr, 1st Ave S	903	2	2	4
103	Twin Lakes	Federal Way	S 320th St	187	0	2	2
104	U. District	Seattle CBD	Eastlake, Fairview	70	1	0	1
105	U. District	Seattle CBD	Broadway	49	1	6	7
106	U. District	Bellevue	SR-520	271	2	4	6
107	U. District	Seattle CBD	Lakeview	25	0	3	3
108	UW Bothell	Redmond	Woodinville, Cottage Lake	251	0	2	2
109	UW Bothell/CCC	Kirkland	132nd Ave NE, Lk Wash Voch Tech	238	2	2	4
111	West Seattle	Seattle CBD	Fauntleroy, Alaska Junction	C	2	4	6
112	White Center	Seattle CBD	16th Ave SW, SSCC	125	2	4	6
113	White Center	Seattle CBD	Highland Park, 4th Ave S	23	-2	4	2

1. Create more sensitivity to land-use changes

1.a Use five static development thresholds rather than three relative thresholds

Corridors that Would be Underserved in Any Time Period

Corridor ID	Between	And	Via	Major Route	PEAK	OFFPEAK	NIGHT	Family Before	Family After
1	Admiral District	Southcenter	California Ave SW, Military Rd, TIBS	128	1			Local	Frequent
9	Ballard	Lake City	Holman Road, Northgate	75		1		Frequent	Frequent
37	Green River CC	Kent	132nd Ave SE	164	1			Local	Frequent
39	High Point	Seattle CBD	35th Ave SW	21	1			Local	Frequent
45	Kenmore	U. District	Lake Forest Park, Lake City	372 TB	1			Frequent	Frequent
48	Kent	Burien	Kent-DM Rd, S. 240th St, 1st Av S	131/166	1			Local	Frequent
58	Laurelhurst	U. District	NE 45th St	25		1		Hourly	Local
64	Mount Baker	Seattle CBD	31st Av S, S Jackson St	14S		1		Frequent	Very Frequent
66	Mt Baker	U. District	23rd Ave E	48 S		1		Very Frequent	Very Frequent
73	Overlake	Bellevue	Sammamish Viewpoint, Northup Way	249		1		Hourly	Local
81	Redmond	Totem Lake	Willows Road	930	1			Local	Frequent
84	Renton	Seattle CBD	MLK Jr Wy, I-5	101		1		Frequent	Very Frequent
86	Renton	Seattle CBD	Skyway, S. Beacon Hill	106		1		Frequent	Very Frequent
99	Tukwila	Seattle CBD	Pacific Hwy S, 4th Ave S	124		1		Frequent	Very Frequent
107	U. District	Seattle CBD	Lakeview	25	1		1	Local	Frequent
113	White Center	Seattle CBD	Highland Park, 4th Ave S	23	1			Local	Frequent

1. Create more sensitivity to land-use changes

1.a Use five static development thresholds rather than three relative thresholds

Corridors that Would be Adequately Served in Any Time Period

Corridor ID	Between	And	Via	Major Route	PEAK	OFFPEAK	NIGHT	Family Before	Family After
1	Admiral District	Southcenter	California Ave SW, Military Rd, TIBS	128			1	Local	Frequent
2	Alki	Seattle CBD	Admiral Way	56		1		Frequent	Frequent
27	Eastgate	Bellevue	Newport Wy , S. Bellevue, Beaux Arts	222	1	1		Hourly	Local
39	High Point	Seattle CBD	35th Ave SW	21			1	Local	Frequent
40	Issaquah	Eastgate	Newport Way	271	1			Frequent	Local
58	Laurelhurst	U. District	NE 45th St	25	1			Hourly	Local
72	Overlake	Bellevue	Bell-Red Road	233	1	1		Hourly	Local
73	Overlake	Bellevue	Sammamish Viewpoint, Northup Way	249	1			Hourly	Local
92	Sand Point	U. District	NE 55th St	30		1		Local	Local
96	Shoreline CC	Greenwood	Greenwood Av N	5	1	1		Hourly	Local
106	U. District	Bellevue	SR-520	271		1		Very Frequent	Very Frequent
113	White Center	Seattle CBD	Highland Park, 4th Ave S	23			1	Local	Frequent

1. Create more sensitivity to land-use changes

1.b Remove freeway miles from corridor

Change Considered: Remove freeway miles from corridors.

Six sample corridors were analyzed to identify potential impacts of removing freeway mileage from the corridor analysis. Since land use is measured using jobs and households per corridor mile, removing mileage would increase the values in affected corridors. Freeway mileage was estimated using Google Maps.

Corridors Analyzed for Freeway Mileage Reduction

Corridor	Between	And	Via	Major Route	Freeway Path	Miles Removed
25	Cowen Park	Seattle CBD	University Way, I-5	73 TB EX	I-5	3.0
51	Kent	Seattle CBD	Tukwila	150	SR 520	6.8
55	Lake City	Seattle CBD	NE 125th St, Northgate, I-5	41	I-5	6.4
84	Renton	Seattle CBD	MLK Jr Wy, I-5	101	I-5	5.5
97	Totem Lake	Seattle CBD	Kirkland, SR-520	255	I-5	7.8
106	U. District	Bellevue	SR-520	271	SR 520, I-5	3.2

Removing freeway mileage changed the points for most corridors where it was removed. Two corridors were assigned a higher Step 1 family because of the additional points. However, both of those corridors did not receive Step 2 increases in the revised analysis where they had in the existing analysis, because the higher Step 1 service levels could accommodate existing demand. As a result of the lack of Step 2 increases, one corridor had a lower target service level than in the existing analysis. No other corridors had changes to the target service levels.

Changes due to Freeway Mileage Reduction

Corridor	Changes in						
	Households per Corridor Mile	Household Points	Jobs per Corridor Mile	Jobs Points	Step 1 Family	Step 2 Change	Target Service Level Change
25	1,683	+3	14,987	0	None	None	None
51	180	0	2,482	+4	None	None	None
55	688	+4	5,173	+3	Increase	Decrease	None
84	364	0	3,794	0	None	None	None
97	738	+4	5,023	0	None	None	None
106	392	+4	3,993	0	Increase	Decrease	Decrease Off-Peak

2. Better understand the complete transit market

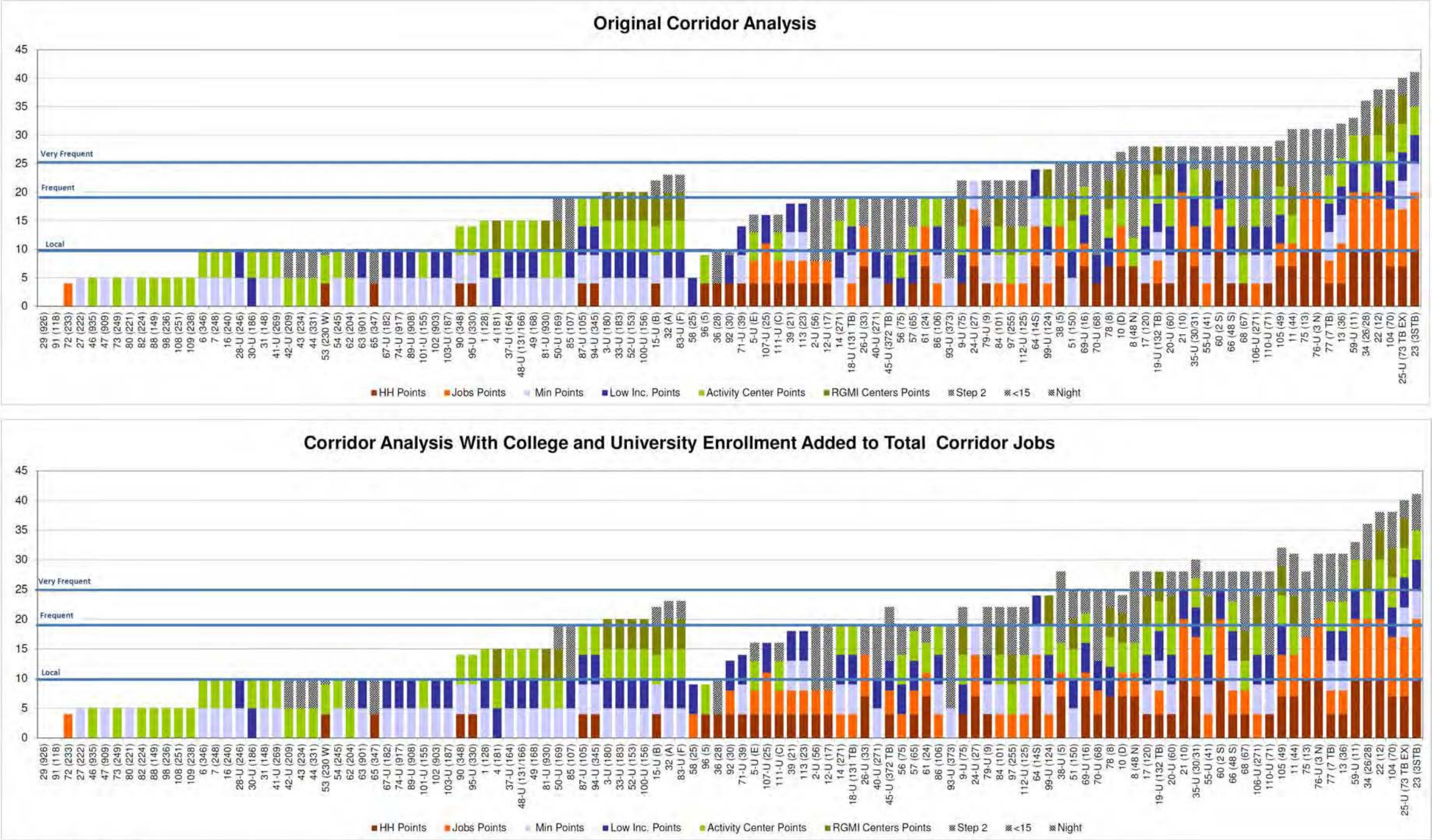
2.a Add university and college enrollment to total corridor jobs

Change Considered: Add university and college enrollment to total corridor jobs.

University and college enrollment was added to the jobs value and jobs per corridor mile was recalculated. University and college enrollment was gathered where available from the websites of institutions listed below. Enrollment was not readily available for some institutions.

University or College	Available Enrollment
Art Institute of Seattle	2,261
Bastyr University	1,018
Bellevue College	20,000
Cascadia Community College	5,250
City University-Bellevue	<i>No Info</i>
City University-North Seattle	<i>No Info</i>
City University-Redmond	<i>No Info</i>
City University-Renton	<i>No Info</i>
Cornish College of the Arts	776
Green River Community College	8,169
Green River CC Enumclaw Campus	<i>No Info</i>
Green River CC Kent Campus	<i>No Info</i>
Highline Community College	7,181
Lake Washington Tech College-Kirkland	5,560
Lake Washington Tech College-Duvall	<i>No Info</i>
Lake Washington Tech College-Redmond	<i>No Info</i>
North Seattle Community College	8,465
Northwest University	1,383
Renton Technical College	11,667
Seattle Central Community College	9,606
Seattle Pacific University	4,167
Seattle University	7,755
Shoreline Community College	13,247
South Seattle Community College	5,081
University of Washington	37,777
University of Washington-Bothell	3,245

2. Better understand the complete transit market
2.a Add university and college enrollment to total corridor jobs



Summary of Changes

Service Family Changes	Original	With College and University Enrollment	Difference
Very Frequent	35	35	0
Frequent	28	28	0
Local	35	35	0
Hourly	15	15	0

Over/Under Served Status by Corridor	Original	With College and University Enrollment	Difference
Over-Served	29	29	0
Under-Served	49	50	1
Adequately Served	99	99	0

Over/Under Served Status by Time of Day	Original	With College and University Enrollment	Difference
Over-Served	44	44	0
Under-Served	81	83	2
Adequately Served	214	212	-2

2. Better understand the complete transit market

2.a Add university and college enrollment to total corridor jobs

Corridors with Any Change in Jobs per Corridor Mile and Land Use Scores

Corridor ID	Between	And	Via	Major Route	Change in Jobs per Corridor Mile	Change in Jobs Points	Change in Total Score
1	Admiral District	Southcenter	California Ave SW, Military Rd, TIBS	128	258	0	0
2	Alki	Seattle CBD	Admiral Way	56	255	0	0
4	Auburn/GRCC	Federal Way	15th St SW, Lea Hill Rd	181	516	0	0
6	Aurora Village	Northgate	Meridian Av N	346	1,177	0	0
8	Ballard	U. District	Green Lake, Greenwood	48 N	6,354	4	4
9	Ballard	Lake City	Holman Road, Northgate	75	917	0	0
10	Ballard	Seattle CBD	15th Ave W	D	274	-3	-3
11	Ballard	U. District	Wallingford (N 45th St)	44	6,404	3	3
12	Ballard	Seattle CBD	W Nickerson, Westlake Av N, 9th Ave	17	478	0	0
13	Beacon Hill	Seattle CBD	Beacon Ave	36	92	-3	-3
14	Bellevue	Eastgate	Lake Hills Connector	271	2,542	4	4
17	Burien	Seattle CBD	Delridge, Ambaum	120	164	0	0
18	Burien	Seattle CBD	1st Ave S, South Park, Airport Wy	131 TB	130	0	0
19	Burien	Seattle CBD	Des Moines Mem Dr, South Park	132 TB	150	0	0
20	Capitol Hill	White Center	South Park, Georgetown, Beacon Hill, First Hill	60	1,046	0	0
21	Capitol Hill	Seattle CBD	15th Ave E	10	1,987	0	0
22	Capitol Hill	Seattle CBD	Madison St	12	2,658	0	0
24	Colman Park	Seattle CBD	Leschi, Yesler	27	0	-3	-3
25	Cowen Park	Seattle CBD	University Way, I-5	73 TB EX	5,612	0	0
27	Eastgate	Bellevue	Newport Wy , S. Bellevue, Beaux Arts	222	1,986	0	0
28	Eastgate	Bellevue	Somerset, Factoria, Woodridge	246	1,849	0	0
29	Eastgate	Overlake	Phantom Lake	926	2,196	0	0
32	Federal Way	SeaTac	SR-99	A	626	0	0
34	Fremont	Seattle CBD	Dexter Ave N	26/28	182	0	0
35	Fremont	U. District	N 40th St	30/31	12,634	3	3
37	Green River CC	Kent	132nd Ave SE	164	1,030	0	0
38	Greenwood	Seattle CBD	Greenwood Ave N	5	0	-3	-3
39	High Point	Seattle CBD	35th Ave SW	21	178	0	0
40	Issaquah	Eastgate	Newport Way	271	2,339	0	0
44	Kenmore	Shoreline	Lake Forest Park, Aurora Village TC	331	1,243	0	0
45	Kenmore	U. District	Lake Forest Park, Lake City	372 TB	3,504	4	4
46	Kenmore	Totem Lake	Finn Hill, Juanita	935	100	0	0
48	Kent	Burien	Kent-DM Rd, S. 240th St, 1st Av S	131/166	432	0	0
54	Kirkland	Factoria	Overlake, Crossroads, Eastgate	245	1,203	0	0
56	Lake City	U. District	Lake City, Sand Point	75	4,917	4	4
57	Lake City	U. District	35th Ave NE	65	4,465	4	4
58	Laurelhurst	U. District	NE 45th St	25	8,450	4	4

2. Better understand the complete transit market

2.a Add university and college enrollment to total corridor jobs

Corridors with Any Change in Jobs per Corridor Mile and Land Use Scores

Corridor ID	Between	And	Via	Major Route	Change in Jobs per Corridor Mile	Change in Jobs Points	Change in Total Score
59	Madison Park	Seattle CBD	Madison St	11	1,685	0	0
60	Madrona	Seattle CBD	Union St	2 S	3,763	3	3
61	Magnolia	Seattle CBD	34th Ave W, 28th Ave W	24	0	-3	-3
66	Mt Baker	U. District	23rd Ave E	48 S	5,823	4	4
68	Northgate	U. District	Roosevelt	67	4,694	4	4
69	Northgate	Seattle CBD	Green Lake, Wallingford	16	674	0	0
70	Northgate	U. District	Roosevelt Way NE, NE 75th St	68	5,796	4	4
75	Queen Anne	Seattle CBD	Queen Anne Ave N	13	732	-3	-3
78	Rainier Beach	Seattle Center	MLK Jr Wy, E John St, Denny Way	8	775	0	0
79	Rainier Beach	Capitol Hill	Rainier Ave	9	1,976	0	0
80	Redmond	Eastgate	148th Ave, Crossroads, Bellevue College	221	1,242	0	0
87	Renton	Renton Highlands	NE 4th St, Union Ave NE	105	2,110	0	0
92	Sand Point	U. District	NE 55th St	30	6,651	4	4
93	Shoreline	U. District	Jackson Park, 15th Av NE	373	2,770	0	0
94	Shoreline CC	Northgate	N 130th St, Meridian Av N	345	3,106	0	0
95	Shoreline CC	Lake City	N 155th St, Jackson Park	330	2,367	0	0
96	Shoreline CC	Greenwood	Greenwood Av N	5	3,064	0	0
97	Totem Lake	Seattle CBD	Kirkland, SR-520	255	124	0	0
104	U. District	Seattle CBD	Eastlake, Fairview	70	6,062	0	0
105	U. District	Seattle CBD	Broadway	49	6,194	3	3
106	U. District	Bellevue	SR-520	271	4,391	0	0
107	U. District	Seattle CBD	Lakeview	25	4,206	0	0
108	UW Bothell	Redmond	Woodinville, Cottage Lake	251	496	0	0
109	UW Bothell/CCC	Kirkland	132nd Ave NE, Lk Wash Voch Tech	238	936	0	0
112	White Center	Seattle CBD	16th Ave SW, SSCC	125	489	0	0

2. Better understand the complete transit market

2.a Add university and college enrollment to total corridor jobs

Corridors that Would be Underserved in Any Time Period

Corridor ID	Between	And	Via	Major Route	PEAK	OFFPEAK	NIGHT	Family Before	Family After
45	Kenmore	U. District	Lake Forest Park, Lake City	372 TB	1			Frequent	Frequent
38	Greenwood	Seattle CBD	Greenwood Ave N	5	1			Very Frequent	Very Frequent

Corridors that Would be Overserved in Any Time Period

Corridor ID	Between	And	Via	Major Route	PEAK	OFFPEAK	NIGHT	Family Before	Family After
75	Queen Anne	Seattle CBD	Queen Anne Ave N	13			1	Very Frequent	Very Frequent

Corridors that Would be Adequately Served in Any Time Period

Corridor ID	Between	And	Via	Major Route	PEAK	OFFPEAK	NIGHT	Family Before	Family After
92	Sand Point	U. District	NE 55th St	30		1		Local	Local

2. Better understand the complete transit market**2.b Add high school enrollment to total corridor jobs**

Change Considered: Add high school enrollment to total corridor jobs

After reviewing the impact of universities, and the number of jobs per corridor mile that would be needed to impact the corridor analysis it became clear that high schools would make only a very small difference for those corridors very near the threshold.

2. Better understand the complete transit market

2.c Assess the service sector employment of centers to influence service span

Understand the Complete Transit Market

Change Considered: Set service span based on % of service employment in centers

Employment in specific job types was put forward as a potential determinant of the transit market. Employment data was gathered to explore the idea of identifying a need for a longer span of service in areas with high levels of service employment, given that many service jobs have non-typical hours.

PSRC was able to provide employment statistics within the major categories listed in the table below. However, based on the wide variety of different job classes within these major categories, there was no clear, data-driven relationship that could be drawn between any major category and the transit demand that would be likely to come from workers in these categories.

Major Category	NAICS Class
Construction and Resources	Agriculture; Forestry, Fishing and Hunting
Manufacturing	Food, Textile; Wood, Chemical, Petroleum; Electrical, Vehicle, Furniture
Retail	Furnishing, Grocery, Clothing; Goods, Office Supply, Dept. Store
Wholesale Trade, Transportation, and Utilities	Utilities; Wholesale Trade; Transportation and Warehousing
Finance, Insurance, and Real Estate	Finance and Insurance; Real Estate and Rental and Leasing
Services	Information; Professional, Scientific, and Technical Services; Management of Companies and Enterprises; Administration and Support and Waste Management and Remediation Services; Educational Services; Health Care and Social Assistance; Arts, Entertainment, and Recreation; Accommodation and Food Services; other Services (except Public Administration)
Government	Government
Education	Education

In addition to the problem of large job classes, some areas with a high percentage of a certain category or type of employees may have lower total employees than other areas with more mixed employment. For example, a shopping center in a suburban area is likely to have a higher percentage of service or retail employees than in a mixed-use urban center, but a lower overall number of employees. Because of this, adding span to areas with a certain percentage of a given job type could result in areas with lower overall employment being suggested to receive more service than areas with higher employment and potential transit demand.

2. Better understand the complete transit market
 2.c Assess the service sector employment of centers to influence service span

Jobs by Corridor by Major Industry Type for 2009 – for Select Corridors

Corridor ID	From	To	Via	Major Route	2009 Jobs									% Jobs by Industry Type									
					Const/Res	FIRE	Manufacturing	Retail	Services	WTU	Government	Education	Total	Const/Res	FIRE	Manufacturing	Retail	Services	Retail & Services	WTU	Government	Education	
12	Ballard	Seattle CBD	W Nickerson, Westlake Av N, 9th Ave	17	3,199	16,793	3,775	6,851	60,863	4,966	18,460	0	114,907	2.8%	14.6%	3.3%	6.0%	53.0%	58.9%	4.3%	16.1%	0.0%	
112	White Center	Seattle CBD	16th Ave SW, SSCC	125	1,239	12,830	769	5,051	34,801	2,962	5,216	190	63,058	2.0%	20.3%	1.2%	8.0%	55.2%	63.2%	4.7%	8.3%	0.3%	
64	Mount Baker	Seattle CBD	31st Av S, S Jackson St	14S	1,592	14,772	1,344	6,355	44,677	3,232	16,252	485	88,709	1.8%	16.7%	1.5%	7.2%	50.4%	57.5%	3.6%	18.3%	0.5%	
113	White Center	Seattle CBD	Highland Park, 4th Ave S	23	3,512	15,138	2,747	6,637	43,748	5,876	18,882	585	97,125	3.6%	15.6%	2.8%	6.8%	45.0%	51.9%	6.0%	19.4%	0.6%	
34	Fremont	Seattle CBD	Dexter Ave N	26/28	2,780	15,581	3,197	6,594	50,405	4,514	18,374	0	101,445	2.7%	15.4%	3.2%	6.5%	49.7%	56.2%	4.4%	18.1%	0.0%	
38	Greenwood	Seattle CBD	Greenwood Ave N	5	2,769	16,554	2,468	6,861	52,923	4,588	18,021	175	104,359	2.7%	15.9%	2.4%	6.6%	50.7%	57.3%	4.4%	17.3%	0.2%	
86	Renton	Seattle CBD	Skyway, S. Beacon Hill	106	2,847	18,768	2,016	7,111	56,617	6,824	20,381	363	114,927	2.5%	16.3%	1.8%	6.2%	49.3%	55.5%	5.9%	17.7%	0.3%	
51	Kent	Seattle CBD	Tukwila	150	3,167	19,236	4,088	8,400	58,426	9,611	21,232	209	124,370	2.5%	15.5%	3.3%	6.8%	47.0%	53.7%	7.7%	17.1%	0.2%	
55	Lake City	Seattle CBD	NE 125th St, Northgate, I-5	41	2,074	18,338	599	7,048	55,315	3,280	19,762	119	106,535	1.9%	17.2%	0.6%	6.6%	51.9%	58.5%	3.1%	18.5%	0.1%	
103	Twin Lakes	Federal Way	S 320th St	187	13	267	*	1,293	2,655	*	76	358	4,724	0.3%	5.7%	< 1.3%	27.4%	56.2%	83.6%	< 1.3%	1.6%	7.6%	
75	Queen Anne	Seattle CBD	Queen Anne Ave N	13	1,659	16,806	1,978	6,660	53,346	4,210	18,318	154	103,131	1.6%	16.3%	1.9%	6.5%	51.7%	58.2%	4.1%	17.8%	0.1%	
63	Mirror Lake	Federal Way	S 312th St	901	30	124	*	851	1,764	*	37	508	3,344	0.9%	3.7%	< 0.9%	25.4%	52.8%	78.2%	< 0.9%	1.1%	15.2%	
76	Queen Anne	Seattle CBD	Taylor Ave N	3 N	1,674	16,068	2,087	6,247	49,853	4,072	17,971	192	98,164	1.7%	16.4%	2.1%	6.4%	50.8%	57.1%	4.1%	18.3%	0.2%	
33	Federal Way	Kent	Military Road	183	150	341	58	867	3,003	28	667	238	5,352	2.8%	6.4%	1.1%	16.2%	56.1%	72.3%	0.5%	12.5%	4.4%	
52	Kent	Renton	84th Av S, Lind Av SW	153	1,191	699	2,899	2,514	6,901	3,577	1,705	187	19,672	6.1%	3.6%	14.7%	12.8%	35.1%	47.9%	18.2%	8.7%	1.0%	
88	Renton	Enumclaw	Maple Valley, Black Diamond	149	373	803	190	912	3,109	166	323	334	6,210	6.0%	12.9%	3.1%	14.7%	50.1%	64.8%	2.7%	5.2%	5.4%	
100	Tukwila	Des Moines	McMicken Heights, Sea-Tac	156	225	1,196	64	1,486	4,883	1,503	1,011	286	10,654	2.1%	11.2%	0.6%	13.9%	45.8%	59.8%	14.1%	9.5%	2.7%	
84	Renton	Seattle CBD	MLK Jr Wy, I-5	101	2,361	17,562	1,741	7,617	52,462	4,471	19,595	91	105,900	2.2%	16.6%	1.6%	7.2%	49.5%	56.7%	4.2%	18.5%	0.1%	
101	Tukwila	Fairwood	S 180th St, Carr Road	155	281	911	1,051	3,532	5,085	1,184	2,510	66	14,620	1.9%	6.2%	7.2%	24.2%	34.8%	58.9%	8.1%	17.2%	0.5%	
69	Northgate	Seattle CBD	Green Lake, Wallingford	16	2,602	17,083	2,392	7,533	58,708	4,546	13,629	301	106,795	2.4%	16.0%	2.2%	7.1%	55.0%	62.0%	4.3%	12.8%	0.3%	
89	Renton Highlands	Renton	NE 7th St, Edmonds Av NE	908	74	236	53	317	990	88	66	490	2,314	3.2%	10.2%	2.3%	13.7%	42.8%	56.5%	3.8%	2.9%	21.2%	
47	Kennydale	Renton	Edmonds Av NE	909	87	355	55	527	1,235	79	144	211	2,693	3.2%	13.2%	2.0%	19.6%	45.9%	65.4%	2.9%	5.3%	7.8%	
97	Totem Lake	Seattle CBD	Kirkland, SR-520	255	3,097	17,817	1,030	6,792	57,352	3,474	17,607	513	107,682	2.9%	16.5%	1.0%	6.3%	53.3%	59.6%	3.2%	16.4%	0.5%	
104	U. District	Seattle CBD	Eastlake, Fairview	70	1,991	16,834	807	7,225	61,993	3,476	17,136	24,611	134,073	1.5%	12.6%	0.6%	5.4%	46.2%	51.6%	2.6%	12.8%	18.4%	
71	Othello Station	Columbia City	Seward Park	39	58	92	*	305	1,955	*	246	111	3,087	1.9%	3.0%	< 10.4%	9.9%	63.3%	73.2%	< 10.4%	8.0%	3.6%	
79	Rainier Beach	Capitol Hill	Rainier Ave	9	681	869	1,459	2,725	22,414	375	726	1,242	30,491	2.2%	2.9%	4.8%	8.9%	73.5%	82.4%	1.2%	2.4%	4.1%	
24	Colman Park	Seattle CBD	Leschi, Yesler	27	753	9,654	840	4,991	29,657	2,289	15,961	282	64,426	1.2%	15.0%	1.3%	7.7%	46.0%	53.8%	3.6%	24.8%	0.4%	
24	Colman Park	Seattle CBD	Leschi, Yesler	27	1,279	13,812	1,001	5,347	40,013	3,136	22,196	282	87,066	1.5%	15.9%	1.1%	6.1%	46.0%	52.1%	3.6%	25.5%	0.3%	
5	Aurora Village	Seattle CBD	Aurora Ave N	E	3,491	16,426	2,029	8,809	49,309	4,190	16,615	138	101,007	3.5%	16.3%	2.0%	8.7%	48.8%	57.5%	4.1%	16.4%	0.1%	
111	West Seattle	Seattle CBD	Fauntleroy, Alaska Junction	C	1,473	14,811	1,520	6,645	45,287	3,572	5,689	181	79,178	1.9%	18.7%	1.9%	8.4%	57.2%	65.6%	4.5%	7.2%	0.2%	
42	Issaquah	North Bend	Fall City, Snoqualmie	209	359	714	613	1,432	3,312	400	631	336	7,797	4.6%	9.2%	7.9%	18.4%	42.5%	60.8%	5.1%	8.1%	4.3%	
28	Eastgate	Bellevue	Somerset, Factoria, Woodridge	246	994	4,305	95	1,574	13,692	956	90	266	21,972	4.5%	19.6%	0.4%	7.2%	62.3%	69.5%	4.4%	0.4%	1.2%	
29	Eastgate	Overlake	Phantom Lake	926	136	988	33	800	5,078	614	386	156	8,191	1.7%	12.1%	0.4%	9.8%	62.0%	71.8%	7.5%	4.7%	1.9%	
73	Overlake	Bellevue	Sammamish Viewpoint, Northup Way	249	1,123	4,991	474	2,634	17,914	1,454	1,052	142	29,785	3.8%	16.8%	1.6%	8.8%	60.1%	69.0%	4.9%	3.5%	0.5%	
82	Redmond	Fall City	Duvall, Carnation	224	247	393	83	1,304	3,660	196	289	201	6,372	3.9%	6.2%	1.3%	20.5%	57.4%	77.9%	3.1%	4.5%	3.2%	
108	UW Bothell	Redmond	Woodinville, Cottage Lake	251	408	1,282	782	1,084	4,708	649	303	506	9,722	4.2%	13.2%	8.0%	11.1%	48.4%	59.6%	6.7%	3.1%	5.2%	
46	Kenmore	Totem Lake	Finn Hill, Juanita	935	260	434	65	1,098	3,527	249	121	156	5,910	4.4%	7.3%	1.1%	18.6%	59.7%	78.3%	4.2%	2.0%	2.6%	
														Percentage higher than the average									

2. Better understand the complete transit market
2.c Assess the service sector employment of centers to influence service span

Jobs by Corridor by Major Industry Type for 2009 – for Select Corridors (continued)																							
Corridor ID	From	To	Via	Major Route	2009 Jobs									% Jobs by Industry Type									
					Const/Res	FIRE	Manufacturing	Retail	Services	WTU	Government	Education	Total	Const/Res	FIRE	Manufacturing	Retail	Services	Retail & Services	WTU	Government	Education	
107	U. District	Seattle CBD	Lakeview	25	2,297	15,009	559	6,179	51,897	2,629	12,736	24,737	116,044	2.0%	12.9%	0.5%	5.3%	44.7%	50.0%	2.3%	11.0%	21.3%	
25	Cowen Park	Seattle CBD	University Way, I-5	73 TB EX	1,233	12,619	324	6,535	39,005	2,062	7,295	24,861	93,934	1.3%	13.4%	0.3%	7.0%	41.5%	48.5%	2.2%	7.8%	26.5%	
25	Cowen Park	Seattle CBD	University Way, I-5	73 TB EX	1,837	17,319	403	7,201	52,580	3,027	17,270	24,861	124,498	1.5%	13.9%	0.3%	5.8%	42.2%	48.0%	2.4%	13.9%	20.0%	
110	Wedgwood	Cowen Park	View Ridge, NE 65th St	71	138	176	*	174	1,059	*	69	293	1,999	6.9%	8.8%	< 4.5%	8.7%	53.0%	61.7%	< 4.5%	3.5%	14.7%	
70	Northgate	U. District	Roosevelt Way NE, NE 75th St	68	148	510	74	2,552	4,694	122	55	24,562	32,718	0.5%	1.6%	0.2%	7.8%	14.3%	22.1%	0.4%	0.2%	75.1%	
93	Shoreline	U. District	Jackson Park, 15th Av NE	373	381	688	129	3,098	4,836	138	359	24,749	34,378	1.1%	2.0%	0.4%	9.0%	14.1%	23.1%	0.4%	1.0%	72.0%	
95	Shoreline CC	Lake City	N 155th St, Jackson Park	330	236	262	116	823	2,301	109	158	863	4,868	4.8%	5.4%	2.4%	16.9%	47.3%	64.2%	2.2%	3.2%	17.7%	
36	Fremont	Broadview	8th Av NW, 3rd Av NW	28	616	514	1,740	1,585	5,469	541	289	45	10,800	5.7%	4.8%	16.1%	14.7%	50.6%	65.3%	5.0%	2.7%	0.4%	
96	Shoreline CC	Greenwood	Greenwood Av N	5	87	138	57	422	2,124	47	95	867	3,837	2.3%	3.6%	1.5%	11.0%	55.4%	66.4%	1.2%	2.5%	22.6%	
91	S Vashon	N Vashon	Valley Center	118	14	50	155	163	375	68	122	75	1,022	1.4%	4.9%	15.2%	15.9%	36.7%	52.6%	6.7%	11.9%	7.3%	
74	Pacific	Auburn	Algona	917	178	44	374	1,203	1,064	528	378	70	3,839	4.6%	1.1%	9.7%	31.3%	27.7%	59.1%	13.8%	9.8%	1.8%	
61	Magnolia	Seattle CBD	34th Ave W, 28th Ave W	24	1,349	16,353	2,685	6,487	51,621	6,276	18,105	159	103,036	1.3%	15.9%	2.6%	6.3%	50.1%	56.4%	6.1%	17.6%	0.2%	
13	Beacon Hill	Seattle CBD	Beacon Ave	36	1,422	15,385	1,213	10,606	49,046	3,452	18,245	144	99,512	1.4%	15.5%	1.2%	10.7%	49.3%	59.9%	3.5%	18.3%	0.1%	
														Percentage higher than the average									

3. Place greater emphasis on the role of centers

3.a Create 3-, 5- & 7-point threshold for transit activity centers based on their population

Change Considered: Create 3, 5, and 7 point threshold for transit activity centers based on population

Existing Centers Scoring

Points	Primary Connection Provided	# of corridors
10	Between two Regional Growth or Manufacturing and Industrial Centers	29
5	Between two Activity Centers	47
0	Not primary connection	37

Potential Revision to Centers Scoring

Points	Primary Connection Provided	Population of Largest Center Served	# of corridors
10	Regional Growth Centers	n/a	29
7	Activity Centers (<i>Higher Population</i>)	7,902	15
5	Activity Centers (<i>Medium Population</i>)	5,246	28
3	Activity Centers (<i>Lower Population</i>)	3,750	4
0	Not primary connection	n/a	37

3. Place greater emphasis on the role of centers

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Centers Served by Corridors and Primary Connection Designation						
Corridor ID	Between	And	Via	Major Route	Primary Connection Between	Centers Served
1	Admiral District	Southcenter	California Ave SW, Military Rd, TIBS	128	Activity Centers	Tukwila, SeaTac, South Seattle Community College, Westwood Village, Alaska Junction, Tukwila International Blvd Station
2	Alki	Seattle CBD	Admiral Way	56	None	Duwamish, Seattle CBD, SODO Busway/Lander St
3	Auburn	Burien	Kent, SeaTac	180	Regional Growth/ Manufacturing Industrial Center	Kent, Auburn, Kent Downtown, SeaTac, Burien
4	Auburn/GRCC	Federal Way	15th St SW, Lea Hill Rd	181	Regional Growth/ Manufacturing Industrial Center	Auburn, Federal Way, Twin Lakes 21st Ave SW/SW 336th, Green River Community College
5	Aurora Village	Seattle CBD	Aurora Ave N	E	Activity Centers	South Lake Union, Uptown Queen Anne, Seattle CBD, Shoreline Community College, Oak Tree Aurora Ave N/N105th, Aurora Village Transit Center
6	Aurora Village	Northgate	Meridian Av N	346	Activity Centers	Northgate, Aurora Village Transit Center
7	Avondale	Kirkland	NE 85th St, NE Redmond Wy, Avondale Wy NE	248	Activity Centers	Redmond, Kirkland Transit Center
8	Ballard	U. District	Green Lake, Greenwood	48 N	Activity Centers	University Community, Crown Hill 15th Ave NW/NW 85th St, Roosevelt 12th Ave NE/NE 65th, Greenwood Ave N/N85th
9	Ballard	Lake City	Holman Road, Northgate	75	Regional Growth/ Manufacturing Industrial Center	Ballard-Interbay, Northgate, Crown Hill 15th Ave NW/NW 85th St, Lake City, Ballard Ave NW/NW Market St, Oak Tree Aurora Ave N/N105th
10	Ballard	Seattle CBD	15th Ave W	D	Regional Growth/ Manufacturing Industrial Center	Ballard-Interbay, Uptown Queen Anne, Seattle CBD, Crown Hill 15th Ave NW/NW 85th St, Ballard Ave NW/NW Market St
11	Ballard	U. District	Wallingford (N 45th St)	44	Regional Growth/ Manufacturing Industrial Center	Ballard-Interbay, University Community, Wallingford Ave N/N 45th St, Ballard Ave NW/NW Market St
12	Ballard	Seattle CBD	W Nickerson, Westlake Av N, 9th Ave	17	None	Ballard-Interbay, South Lake Union, Seattle CBD, Ballard Ave NW/NW Market St, Fremont Ave N/N34th St
13	Beacon Hill	Seattle CBD	Beacon Ave	36	Activity Centers	First Hill/Capitol Hill, Seattle CBD, Beacon Hill Station, Othello Station,
14	Bellevue	Eastgate	Lake Hills Connector	271	Activity Centers	Bellevue, Eastgate P&R
15	Bellevue	Redmond	NE 8th St, 156th Ave NE	B	Regional Growth/ Manufacturing Industrial Center	Bellevue, Redmond-Overlake, Redmond, Crossroads
16	Bellevue	Renton	Newcastle, Factoria	240	Activity Centers	Bellevue, Renton, Renton Highlands NE Sunset/NE 12th, Factoria Blvd SE/SE Eastgate Wy, Newcastle
17	Burien	Seattle CBD	Delridge, Ambaum	120	Regional Growth/ Manufacturing Industrial Center	Seattle CBD, Burien, South Seattle Community College, Westwood Village
18	Burien	Seattle CBD	1st Ave S, South Park, Airport Wy	131 TB	Activity Centers	Duwamish, Seattle CBD, Burien, South Park 14th Ave S/S Cloverdale, Georgetown 13th Ave S/S Bailey, SODO Busway/Lander St
19	Burien	Seattle CBD	Des Moines Mem Dr, South Park	132 TB	Regional Growth/ Manufacturing Industrial Center	Duwamish, North Tukwila, Seattle CBD, Burien, South Park 14th Ave S/S Cloverdale, SODO Busway/Lander St
20	Capitol Hill	White Center	South Park, Georgetown, Beacon Hill, First Hill	60	Regional Growth/ Manufacturing Industrial Center	Duwamish, First Hill/Capitol Hill, Seattle CBD, South Park 14th Ave S/S Cloverdale, Georgetown 13th Ave S/S Bailey, Harborview Medical Center, Westwood Village, Beacon Hill Station
21	Capitol Hill	Seattle CBD	15th Ave E	10	None	First Hill/Capitol Hill, Seattle CBD
22	Capitol Hill	Seattle CBD	Madison St	12	Regional Growth/ Manufacturing Industrial Center	First Hill/Capitol Hill, Seattle CBD, Harborview Medical Center

3. Place greater emphasis on the role of centers

3.a Create 3-, 5- & 7-point threshold for transit activity centers based on their population

Centers Served by Corridors and Primary Connection Designation						
Corridor ID	Between	And	Via	Major Route	Primary Connection Between	Centers Served
23	Central District	Seattle CBD	E Jefferson St	3STB	Activity Centers	First Hill/Capitol Hill, Seattle CBD, Central District 23rd Ave E/E Jefferson, Harborview Medical Center
24	Colman Park	Seattle CBD	Leschi, Yesler	27	None	First Hill/Capitol Hill, Seattle CBD, Central District 23rd Ave E/E Jefferson, Harborview Medical Center
25	Cowen Park	Seattle CBD	University Way, I-5	73 TB EX	Regional Growth/ Manufacturing Industrial Center	Seattle CBD, University Community, Roosevelt 12th Ave NE/NE 65th,
26	Discovery Park	Seattle CBD	Gilman Ave W, 22nd Ave W, Thorndyke Av W	33	None	Ballard-Interbay, South Lake Union, Uptown Queen Anne, First Hill/Capitol Hill, Seattle CBD, Magnolia 34th Ave W/W McGraw, Harborview Medical Center
27	Eastgate	Bellevue	Newport Wy , S. Bellevue, Beaux Arts	222	None	Bellevue, Factoria Blvd SE/SE Eastgate Wy, Eastgate P&R
28	Eastgate	Bellevue	Somerset, Factoria, Woodridge	246	None	Bellevue, Factoria Blvd SE/SE Eastgate Wy, Eastgate P&R
29	Eastgate	Overlake	Phantom Lake	926	None	Redmond-Overlake, Crossroads, Eastgate P&R
30	Enumclaw	Auburn	Auburn Wy S, SR 164	186	Activity Centers	Auburn, Enumclaw
31	Fairwood	Renton	S Puget Dr, Royal Hills	148	Activity Centers	Renton, Fairwood 140th Ave SE/SE Petrovitsky
32	Federal Way	SeaTac	SR-99	A	Regional Growth/ Manufacturing Industrial Center	Federal Way, SeaTac, Highline Community College, Tukwila International Blvd Station
33	Federal Way	Kent	Military Road	183	Regional Growth/ Manufacturing Industrial Center	Kent Downtown, Federal Way
34	Fremont	Seattle CBD	Dexter Ave N	26/28	Regional Growth/ Manufacturing Industrial Center	South Lake Union, Uptown Queen Anne, Seattle CBD, Fremont Ave N/N34th St
35	Fremont	U. District	N 40th St	30/31	Activity Centers	University Community, Wallingford Ave N/N 45th St, Fremont Ave N/N34th St
36	Fremont	Broadview	8th Av NW, 3rd Av NW	28	None	Crown Hill 15th Ave NW/NW 85th St, Greenwood Ave N/N85th, Fremont Ave N/N34th St
37	Green River CC	Kent	132nd Ave SE	164	Activity Centers	Kent Downtown, Green River Community College, Kent east Hill 104th Ave SE/SE 240th
38	Greenwood	Seattle CBD	Greenwood Ave N	5	Activity Centers	South Lake Union, Uptown Queen Anne, Seattle CBD, Greenwood Ave N/N85th, Fremont Ave N/N34th St
39	High Point	Seattle CBD	35th Ave SW	21	None	Duwamish, Seattle CBD, Westwood Village, SODO Busway/Lander St
40	Issaquah	Eastgate	Newport Way	271	None	Eastgate P&R, Issaquah Transit Center
41	Issaquah	Overlake	Sammamish, Bear Creek	269	Activity Centers	Redmond-Overlake, Sammamish 228th Ave NE/NE 8th St, Issaquah Highlands P&R, Issaquah Transit Center
42	Issaquah	North Bend	Fall City, Snoqualmie	209	Activity Centers	North Bend, Snoqualmie, Issaquah Transit Center
43	Kenmore	Kirkland	Juanita	234	Activity Centers	Juanita 98th Ave NE/NE 116th, Kenmore P&R, Kirkland Transit Center
44	Kenmore	Shoreline	Lake Forest Park, Aurora Village TC	331	Activity Centers	Shoreline Community College, Lake Forest Park, Kenmore P&R, Aurora Village Transit Center
45	Kenmore	U. District	Lake Forest Park, Lake City	372 TB	None	University Community, Roosevelt 12th Ave NE/NE 65th, Lake Forest Park, Lake City, Kenmore P&R
46	Kenmore	Totem Lake	Finn Hill, Juanita	935	Activity Centers	Totem Lake, Juanita 98th Ave NE/NE 116th, Kenmore P&R
47	Kennydale	Renton	Edmonds Av NE	909	None	Renton, Renton Highlands NE Sunset/NE 12th, Renton Tech College
48	Kent	Burien	Kent-DM Rd, S. 240th St, 1st Av S	131/166	Activity Centers	Kent, Kent Downtown, Burien, Des Moines Marine View Dr/S 223rd, Highline Community College
49	Kent	Maple Valley	Kent-Kangley Road	168	Activity Centers	Kent Downtown, Covington 172nd Ave SE/SE 272, Maple Valley SR 169/Kent-Kangley, Kent east Hill 104th Ave SE/SE 240th

3. Place greater emphasis on the role of centers

3.a Create 3-, 5- & 7-point threshold for transit activity centers based on their population

Centers Served by Corridors and Primary Connection Designation						
Corridor ID	Between	And	Via	Major Route	Primary Connection Between	Centers Served
50	Kent	Renton	Kent East Hill	169	Regional Growth/ Manufacturing Industrial Center	Kent Downtown, Renton, Valley Medical Center, Kent east Hill 104th Ave SE/SE 240th
51	Kent	Seattle CBD	Tukwila	150	Regional Growth/ Manufacturing Industrial Center	Duwamish, Kent, Kent Downtown, Seattle CBD, Tukwila, SODO Busway/Lander St
52	Kent	Renton	84th Av S, Lind Av SW	153	Regional Growth/ Manufacturing Industrial Center	Kent, Kent Downtown, Renton, Valley Medical Center
53	Kirkland	Bellevue	South Kirkland	230 W	Activity Centers	Bellevue, Kirkland Transit Center, South Kirkland P&R
54	Kirkland	Factoria	Overlake, Crossroads, Eastgate	245	Activity Centers	Redmond-Overlake, Factoria Blvd SE/SE Eastgate Wy, Crossroads, Eastgate P&R, Kirkland Transit Center
55	Lake City	Seattle CBD	NE 125th St, Northgate, I-5	41	Regional Growth/ Manufacturing Industrial Center	Northgate, Seattle CBD, Lake City
56	Lake City	U. District	Lake City, Sand Point	75	Activity Centers	University Community, Sand Point Sand Point Way/NE 70th, Children’s Hospital & Medical Center, Lake City
57	Lake City	U. District	35th Ave NE	65	Activity Centers	University Community, Children’s Hospital & Medical Center, Lake City
58	Laurelhurst	U. District	NE 45th St	25	None	University Community, Children’s Hospital & Medical Center
59	Madison Park	Seattle CBD	Madison St	11	Activity Centers	First Hill/Capitol Hill, Seattle CBD, Madison Park 42nd Ave E/E Madison St,
60	Madrona	Seattle CBD	Union St	2 S	None	First Hill/Capitol Hill, Seattle CBD, Central District 23rd Ave E/E Jefferson, Harborview Medical Center
61	Magnolia	Seattle CBD	34th Ave W, 28th Ave W	24	Activity Centers	Ballard-Interbay, South Lake Union, Uptown Queen Anne, Seattle CBD, Magnolia 34th Ave W/W McGraw,
62	Mercer Island	S Mercer Island	Island Crest Way	204	Activity Centers	South Mercer Island, Mercer Island P&R
63	Mirror Lake	Federal Way	S 312th St	901	None	Federal Way
64	Mount Baker	Seattle CBD	31st Av S, S Jackson St	14S	None	First Hill/Capitol Hill, Seattle CBD, Mount Baker Station
65	Mountlake Terrace	Northgate	15th Ave NE, 5th Ave NE	347	None	Northgate, Oak Tree Aurora Ave N/N105th,
66	Mt Baker	U. District	23rd Ave E	48 S	Activity Centers	University Community, Central District 23rd Ave E/E Jefferson, Beacon Hill Station, Mount Baker Station
67	NE Tacoma	Federal Way	SW 356th St, 9th Ave S	182	None	Federal Way
68	Northgate	U. District	Roosevelt	67	Regional Growth/ Manufacturing Industrial Center	Northgate, University Community, Roosevelt 12th Ave NE/NE 65th
69	Northgate	Seattle CBD	Green Lake, Wallingford	16	Activity Centers	South Lake Union, Northgate, Uptown Queen Anne, Seattle CBD, Wallingford Ave N/N 45th St, Fremont Ave N/N34th St
70	Northgate	U. District	Roosevelt Way NE, NE 75th St	68	None	Northgate, University Community,
71	Othello Station	Columbia City	Seward Park	39	None	Columbia City Station, Othello Station
72	Overlake	Bellevue	Bell-Red Road	233	None	Redmond Overlake, Bellevue, Redmond-Overlake
73	Overlake	Bellevue	Sammamish Viewpoint, Northup Way	249	Activity Centers	Redmond Overlake, Bellevue, Redmond-Overlake
74	Pacific	Auburn	Algona	917	None	Auburn
75	Queen Anne	Seattle CBD	Queen Anne Ave N	13	None	Uptown Queen Anne, Seattle CBD

3. Place greater emphasis on the role of centers

3.a Create 3-, 5- & 7-point threshold for transit activity centers based on their population

76	Queen Anne	Seattle CBD	Taylor Ave N	3 N	None	South Lake Union, Uptown Queen Anne, Seattle CBD
Centers Served by Corridors and Primary Connection Designation						
Corridor ID	Between	And	Via	Major Route	Primary Connection Between	Centers Served
77	Rainier Beach	Seattle CBD	Rainier Ave	7 TB	Activity Centers	Seattle CBD, Mount Baker Station, Columbia City Station, Rainier Beach Station
78	Rainier Beach	Seattle Center	MLK Jr Wy, E John St, Denny Way	8	Regional Growth/ Manufacturing Industrial Center	Ballard-Interbay, South Lake Union, Uptown Queen Anne, First Hill/Capitol Hill, Central District 23rd Ave E/E Jefferson, Mount Baker Station, Columbia City Station, Othello Station, Rainier Beach Station,
79	Rainier Beach	Capitol Hill	Rainier Ave	9	None	First Hill/Capitol Hill, Harborview Medical Center, Mount Baker Station, Columbia City Station, Rainier Beach Station
80	Redmond	Eastgate	148th Ave, Crossroads, Bellevue College	221	None	Redmond-Overlake, Redmond, Crossroads, Eastgate P&R
81	Redmond	Totem Lake	Willows Road	930	Regional Growth/ Manufacturing Industrial Center	Totem Lake, Redmond,
82	Redmond	Fall City	Duvall, Carnation	224	Activity Centers	Redmond, Carnation, Duvall
83	Renton	Burien	S 154th St	F	Regional Growth/ Manufacturing Industrial Center	Tukwila, SeaTac, Burien, Renton, Tukwila International Blvd Station
84	Renton	Seattle CBD	MLK Jr Wy, I-5	101	Regional Growth/ Manufacturing Industrial Center	Duwamish, Seattle CBD, Renton, SODO Busway/Lander St
85	Renton	Rainier Beach	West Hill, Rainier View	107	None	Renton, Rainier Beach Station
86	Renton	Seattle CBD	Skyway, S. Beacon Hill	106	Activity Centers	Duwamish, Seattle CBD, Renton, Georgetown 13th Ave S/S Bailey, SODO Busway/Lander St, Rainier Beach Station
87	Renton	Renton Highlands	NE 4th St, Union Ave NE	105	Activity Centers	Renton, Renton Highlands NE Sunset/NE 12th, Renton Tech College
88	Renton	Enumclaw	Maple Valley, Black Diamond	149	Activity Centers	Renton, Maple Valley SR 169/Kent-Kangley, Black Diamond, Enumclaw
89	Renton Highlands	Renton	NE 7th St, Edmonds Av NE	908	None	Renton, Renton Highlands NE Sunset/NE 12th, Renton Tech College
90	Richmond Beach	Northgate	Richmond Bch Rd, 15th Ave NE	348	Activity Centers	Northgate, North City 15th Ave NE/NE 175th
91	S Vashon	N Vashon	Valley Center	118	None	Vashon
92	Sand Point	U. District	NE 55th St	30	None	University Community, Sand Point Sand Point Way/NE 70th,
93	Shoreline	U. District	Jackson Park, 15th Av NE	373	None	Northgate, University Community, North City 15th Ave NE/NE 175th, Roosevelt 12th Ave NE/NE 65th, Aurora Village Transit Center
94	Shoreline CC	Northgate	N 130th St, Meridian Av N	345	Activity Centers	Northgate, Shoreline Community College, Oak Tree Aurora Ave N/N105th
95	Shoreline CC	Lake City	N 155th St, Jackson Park	330	Activity Centers	Shoreline Community College, Lake City
96	Shoreline CC	Greenwood	Greenwood Av N	5	Activity Centers	Shoreline Community College, Greenwood Ave N/N85th, Oak Tree Aurora Ave N/N105th
97	Totem Lake	Seattle CBD	Kirkland, SR-520	255	Regional Growth/ Manufacturing Industrial Center	Seattle CBD, Totem Lake, Juanita 98th Ave NE/NE 116th, Kirkland Transit Center, South Kirkland P&R
98	Totem Lake	Kirkland	Kingsgate	236	Activity Centers	Totem Lake, Juanita 98th Ave NE/NE 116th, Woodinville P&R, Kirkland Transit Center
99	Tukwila	Seattle CBD	Pacific Hwy S, 4th Ave S	124	Regional Growth/ Manufacturing Industrial Center	Duwamish, North Tukwila, Seattle CBD, SeaTac, Georgetown 13th Ave S/S Bailey, SODO Busway/Lander St, Tukwila International Blvd Station
100	Tukwila	Des Moines	McMicken Heights, Sea-Tac	156	Regional Growth/ Manufacturing Industrial Center	Tukwila, SeaTac, Des Moines Marine View Dr/S 223rd, Tukwila International Blvd Station
101	Tukwila	Fairwood	S 180th St, Carr Road	155	Activity Centers	Kent, Tukwila, Fairwood 140th Ave SE/SE Petrovitsky, Valley Medical Center
102	Twin Lakes	Federal Way	SW Campus Dr, 1st Ave S	903	None	Federal Way, Twin Lakes 21st Ave SW/SW 336th

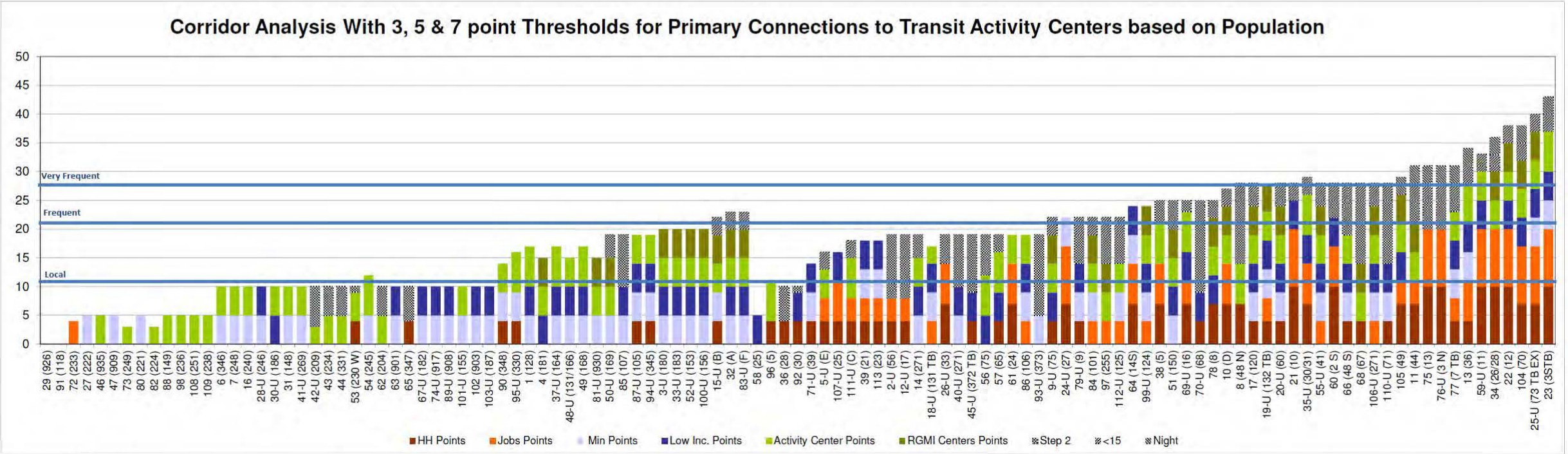
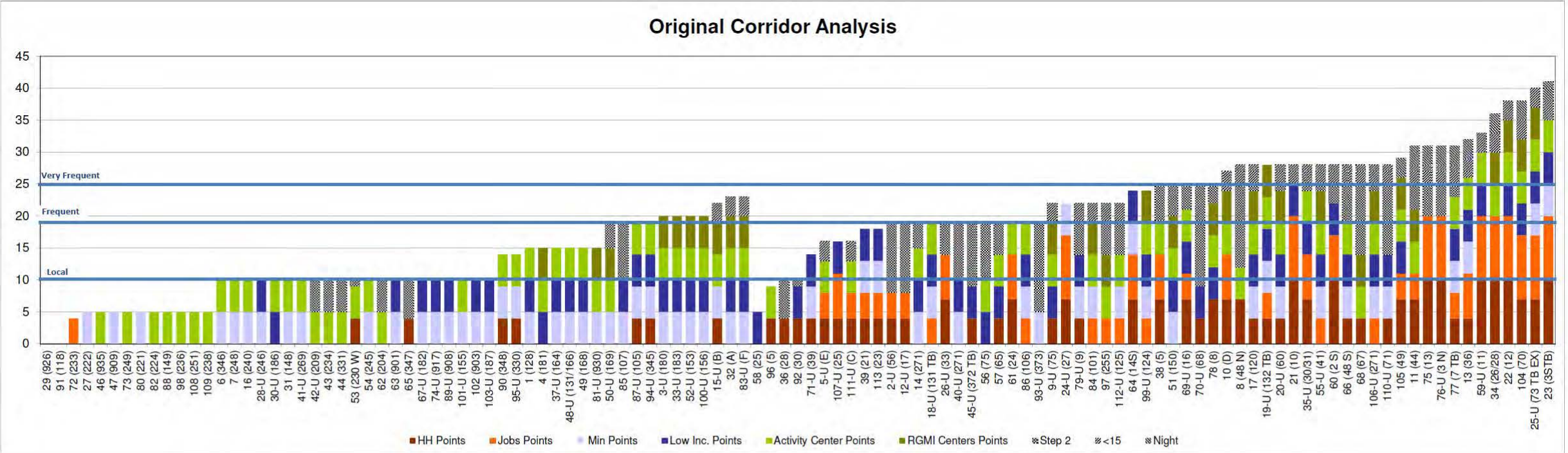
3. Place greater emphasis on the role of centers

3.a Create 3-, 5- & 7-point threshold for transit activity centers based on their population

103	Twin Lakes	Federal Way	S 320th St	187	None	Federal Way, Twin Lakes 21st Ave SW/SW 336th
Centers Served by Corridors and Primary Connection Designation						
Corridor ID	Between	And	Via	Major Route	Primary Connection Between	Centers Served
104	U. District	Seattle CBD	Eastlake, Fairview	70	Regional Growth/ Manufacturing Industrial Center	South Lake Union, Seattle CBD, University Community,
105	U. District	Seattle CBD	Broadway	49	Regional Growth/ Manufacturing Industrial Center	First Hill/Capitol Hill, Seattle CBD, University Community
106	U. District	Bellevue	SR-520	271	Regional Growth/ Manufacturing Industrial Center	Bellevue, University Community
107	U. District	Seattle CBD	Lakeview	25	None	South Lake Union, First Hill/Capitol Hill, Seattle CBD, University Community
108	UW Bothell	Redmond	Woodinville, Cottage Lake	251	Activity Centers	Redmond, Bothell UW Cascadia, Woodinville P&R
109	UW Bothell/CCC	Kirkland	132nd Ave NE, Lk Wash Voch Tech	238	Activity Centers	Totem Lake, Lake Washington Voch Tech, Bothell UW Cascadia, Kirkland Transit Center
110	Wedgwood	Cowen Park	View Ridge, NE 65th St	71	None	Sand Point Sand Point Way/NE 70th, Roosevelt 12th Ave NE/NE 65th
111	West Seattle	Seattle CBD	Fauntleroy, Alaska Junction	C	Activity Centers	Seattle CBD, Westwood Village, Alaska Junction
112	White Center	Seattle CBD	16th Ave SW, SSCC	125	Activity Centers	Seattle CBD, South Seattle Community College, Westwood Village
113	White Center	Seattle CBD	Highland Park, 4th Ave S	23	None	Duwamish, Seattle CBD, Georgetown 13th Ave S/S Bailey, Westwood Village, SODO Busway/Lander St

3. Place greater emphasis on the role of centers

3.a Create 3-, 5- & 7-point threshold for transit activity centers based on their population



Summary of Changes

Service Family Changes	Original	With 3, 5 & 7 point Thresholds for Primary Connections to Transit Activity Centers	Difference
Very Frequent	35	35	0
Frequent	28	27	-1
Local	35	37	2
Hourly	15	14	-1

Over/Under Served Status by Corridor	Original	With 3, 5 & 7 point Thresholds for Primary Connections to Transit Activity Centers	Difference
Over-Served	29	29	0
Under-Served	49	49	0
Adequately Served	99	101	1

Over/Under Served Status by Time of Day	Original	With 3, 5 & 7 point Thresholds for Primary Connections to Transit Activity Centers	Difference
Over-Served	44	42	-2
Under-Served	81	79	-2
Adequately Served	214	218	4

3. Place greater emphasis on the role of centers

3.a Create 3-, 5- & 7-point threshold for transit activity centers based on their population

Corridors with Any Change in Geographic Value Scores

Corridor ID	Connections			Major Route	Population of largest Transit Activity Center	Change in Total Score	Activity Center Connected
	Between	And	Via				
23	Central District	Seattle CBD	E Jefferson St	3STB	18,690	2	Harborview Medical Center
18	Burien	Seattle CBD	1st Ave S, South Park, Airport Wy	131 TB	3,397	-2	South Park 14th Ave S/S Cloverdale
1	Admiral District	Southcenter	California Ave SW, Military Rd, TIBS	128	8,447	2	Alaska Junction
94	Shoreline CC	Northgate	N 130th St, Meridian Av N	345	7,078	5	Oak Tree Aurora Ave N/N105th
38	Greenwood	Seattle CBD	Greenwood Ave N	5	10,332	2	Greenwood Ave N/N85th
37	Green River CC	Kent	132nd Ave SE	164	10,642	2	Kent east Hill 104th Ave SE/SE 240th
49	Kent	Maple Valley	Kent-Kangley Road	168	10,642	2	Kent east Hill 104th Ave SE/SE 240th
54	Kirkland	Factoria	Overlake, Crossroads, Eastgate	245	8,751	2	Crossroads
56	Lake City	U. District	Lake City, Sand Point	75	9,294	2	Lake City
69	Northgate	Seattle CBD	Green Lake, Wallingford	16	10,261	2	Wallingford Ave N/N 45th St
111	West Seattle	Seattle CBD	Fauntleroy, Alaska Junction	C	8,447	2	Alaska Junction
42	Issaquah	North Bend	Fall City, Snoqualmie	209	2,531	-2	Issaquah Transit Center
82	Redmond	Fall City	Duvall, Carnation	224	2,706	-2	Duvall
8	Ballard	U. District	Green Lake, Greenwood	48 N	10,332	2	Greenwood Ave N/N85th
35	Fremont	U. District	N 40th St	30/31	10,261	2	Wallingford Ave N/N 45th St
95	Shoreline CC	Lake City	N 155th St, Jackson Park	330	9,294	2	Lake City
96	Shoreline CC	Greenwood	Greenwood Av N	5	10,332	2	Greenwood Ave N/N85th
57	Lake City	U. District	35th Ave NE	65	9,294	2	Lake City
13	Beacon Hill	Seattle CBD	Beacon Ave	36	11,452	2	Othello Station

3. Place greater emphasis on the role of centers**3.a Create 3-, 5- & 7-point threshold for transit activity centers based on their population****Corridors that Would be Underserved in Any Time Period**

Corridor ID	Between	And	Via	Major Route	PEAK	OFFPEAK	NIGHT	Family Before	Family After
NO CHANGE									

Corridors that Would be Overserved in Any Time Period

Corridor ID	Between	And	Via	Major Route	PEAK	OFFPEAK	NIGHT	Family Before	Family After
NO CHANGE									

Corridors that Would be Adequately Served in Any Time Period

Corridor ID	Between	And	Via	Major Route	PEAK	OFFPEAK	NIGHT	Family Before	Family After
18	Burien	Seattle CBD	1st Ave S, South Park, Airport Wy	131 TB	1		1	Frequent	Local
96	Shoreline CC	Greenwood	Greenwood Av N	5	1	1		Hourly	Local

3. Place greater emphasis on the role of centers

3.b Add 7-point threshold for corridors that are primary connections between a transit activity center and a regional growth or manufacturing and industrial center

Change Considered: Add 7 point threshold for corridors that are primary connections between a transit activity center and a Regional Growth or Manufacturing and Industrial Center

Existing Centers Scoring

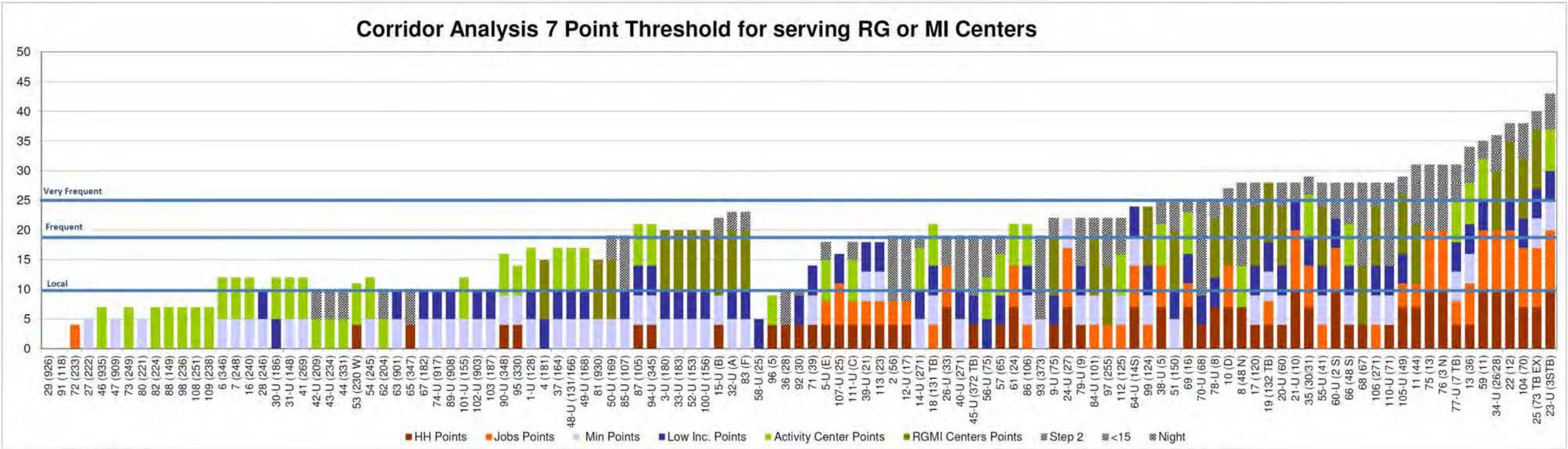
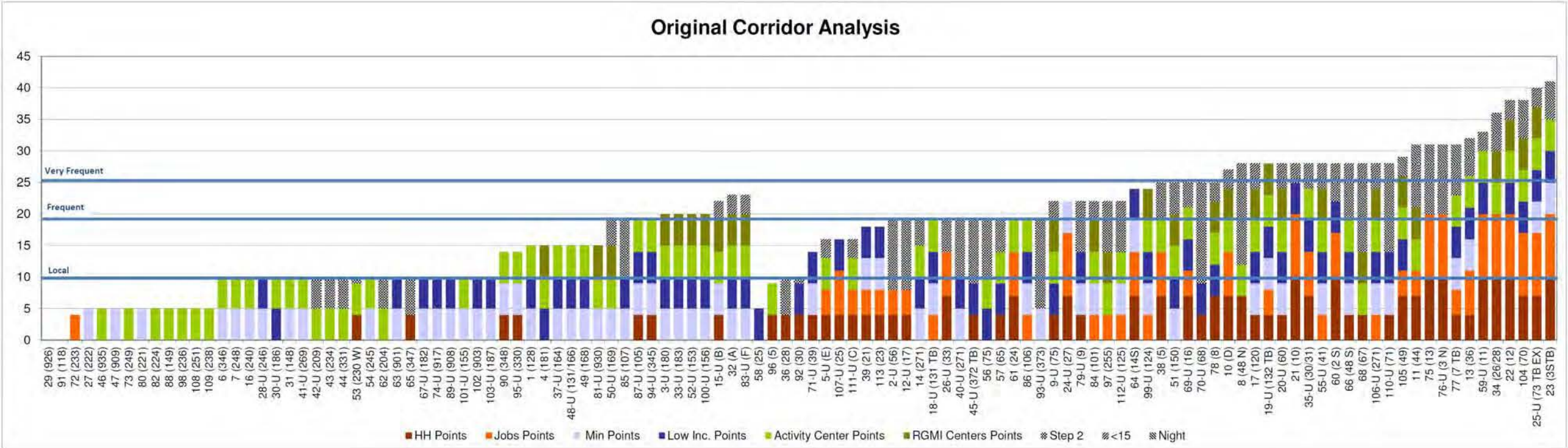
Points	Primary Connection Provided	# of corridors
10	Between two Regional Growth or Manufacturing and Industrial Centers	29
5	Between two Activity Centers	47
0	Not primary connection	37

Potential Revision to Centers Scoring

Points	Primary Connection Provided	# of corridors
10	Between two Regional Growth or Manufacturing and Industrial Centers	29
7	Between Activity Centers and Regional Growth or Manufacturing and Industrial Centers	41
5	Between two Activity Centers	6
0	Not primary connection	37

3. Place greater emphasis on the role of centers

3.b Add 7-point threshold for corridors that are primary connections between a transit activity center and a regional growth or manufacturing and industrial center



Summary of Changes

Service Family Changes	Original	7 Point Threshold for serving RG or MI Centers	Difference
Very Frequent	35	35	0
Frequent	28	28	0
Local	35	35	0
Hourly	15	15	0

Over/Under Served Status by Corridor	Original	7 Point Threshold for serving RG or MI Centers	Difference
Over-Served	29	29	0
Under-Served	49	49	0
Adequately Served	99	99	0

Over/Under Served Status by Time of Day	Original	7 Point Threshold for serving RG or MI Centers	Difference
Over-Served	44	44	0
Under-Served	81	80	0
Adequately Served	214	215	1

3. Place greater emphasis on the role of centers

3.b Add 7-point threshold for corridors that are primary connections between a transit activity center and a regional growth or manufacturing and industrial center

Corridors with Any Change in Geographic Value Scores

Corridor ID	Between	And	Via	Major Route	Change in Activity Center Points	Change in Total Score
1	Admiral District	Southcenter	California Ave SW, Military Rd, TIBS	128	2	2
5	Aurora Village	Seattle CBD	Aurora Ave N	E	2	2
6	Aurora Village	Northgate	Meridian Av N	346	2	2
7	Avondale	Kirkland	NE 85th St, NE Redmond Wy, Avondale Wy NE	248	2	2
8	Ballard	U. District	Green Lake, Greenwood	48 N	2	2
13	Beacon Hill	Seattle CBD	Beacon Ave	36	2	2
14	Bellevue	Eastgate	Lake Hills Connector	271	2	2
16	Bellevue	Renton	Newcastle, Factoria	240	2	2
18	Burien	Seattle CBD	1st Ave S, South Park, Airport Wy	131 TB	2	2
23	Central District	Seattle CBD	E Jefferson St	3STB	2	2
30	Enumclaw	Auburn	Auburn Wy S, SR 164	186	2	2
31	Fairwood	Renton	S Puget Dr, Royal Hills	148	2	2
35	Fremont	U. District	N 40th St	30/31	2	2
37	Green River CC	Kent	132nd Ave SE	164	2	2
38	Greenwood	Seattle CBD	Greenwood Ave N	5	2	2
41	Issaquah	Overlake	Sammamish, Bear Creek	269	2	2
46	Kenmore	Totem Lake	Finn Hill, Juanita	935	2	2
48	Kent	Burien	Kent-DM Rd, S. 240th St, 1st Av S	131/166	2	2
49	Kent	Maple Valley	Kent-Kangley Road	168	2	2
53	Kirkland	Bellevue	South Kirkland	230 W	2	2
54	Kirkland	Factoria	Overlake, Crossroads, Eastgate	245	2	2
56	Lake City	U. District	Lake City, Sand Point	75	2	2
57	Lake City	U. District	35th Ave NE	65	2	2
59	Madison Park	Seattle CBD	Madison St	11	2	2
61	Magnolia	Seattle CBD	34th Ave W, 28th Ave W	24	2	2
66	Mt Baker	U. District	23rd Ave E	48 S	2	2
69	Northgate	Seattle CBD	Green Lake, Wallingford	16	2	2
73	Overlake	Bellevue	Sammamish Viewpoint, Northup Way	249	2	2
77	Rainier Beach	Seattle CBD	Rainier Ave	7 TB	2	2
82	Redmond	Fall City	Duvall, Carnation	224	2	2

3. Place greater emphasis on the role of centers

3.b Add 7-point threshold for corridors that are primary connections between a transit activity center and a regional growth or manufacturing and industrial center

Corridors with Any Change in Geographic Value Scores

Corridor ID	Between	And	Via	Major Route	Change in Activity Center Points	Change in Total Score
86	Renton	Seattle CBD	Skyway, S. Beacon Hill	106	2	2
87	Renton	Renton Highlands	NE 4th St, Union Ave NE	105	2	2
88	Renton	Enumclaw	Maple Valley, Black Diamond	149	2	2
90	Richmond Beach	Northgate	Richmond Bch Rd, 15th Ave NE	348	2	2
94	Shoreline CC	Northgate	N 130th St, Meridian Av N	345	2	2
98	Totem Lake	Kirkland	Kingsgate	236	2	2
101	Tukwila	Fairwood	S 180th St, Carr Road	155	2	2
108	UW Bothell	Redmond	Woodinville, Cottage Lake	251	2	2
109	UW Bothell/CCC	Kirkland	132nd Ave NE, Lk Wash Voch Tech	238	2	2
111	West Seattle	Seattle CBD	Fauntleroy, Alaska Junction	C	2	2
112	White Center	Seattle CBD	16th Ave SW, SSCC	125	2	2

Corridors that Would be Underserved in Any Time Period

Corridor ID	Between	And	Via	Major Route	PEAK	OFFPEAK	NIGHT	Family Before	Family After
NO CHANGE									

Corridors that Would be Overserved in Any Time Period

Corridor ID	Between	And	Via	Major Route	PEAK	OFFPEAK	NIGHT	Family Before	Family After
NO CHANGE									

Corridors that Would be Adequately Served in Any Time Period

Corridor ID	Between	And	Via	Major Route	PEAK	OFFPEAK	NIGHT	Family Before	Family After
81	Redmond	Totem Lake	Willows Road	930			1	Local	Local

4. Consider future development in service allocation

4.a Add forecasted population to centers population

Change Considered: Add forecasted population to centers population

In order to add forecasted or target populations and employment to the corridor analysis, some assumptions will need to be made about where those people and jobs will go. Below is the list of adopted growth targets by city.

Regional Geography City/Subarea	Housing Target	2006 Housing Baseline	% Housing Change	PPA Housing Target	Employment Target	2006 Jobs Baseline	% Jobs Change
Metropolitan Cities							
Bellevue	17,000	52,252	33%	290	53,000	112,360	47%
Seattle	86,000	288,723	30%		146,700	450,573	33%
Subtotal	103,000				199,700		
Core Cities							
Auburn	9,620	18,502	52%		19,350	34,391	56%
Bothell	3,000	7,418	40%	810	4,800	10,143	47%
Burien	3,900	13,916	28%		4,600	11,411	40%
Federal Way	8,100	34,789	23%	2,390	12,300	29,246	42%
Kent	7,800	35,740	22%	1,560	13,200	58,560	23%
Kirkland	7,200	23,337	31%	1,370	20,200	28,805	70%
Redmond	10,200	22,616	45%	640	23,000	78,098	29%
Renton	14,835	27,099	55%	3,895	29,000	48,642	60%
SeaTac	5,800	10,300	56%		25,300	28,389	89%
Tukwila	4,800	7,911	61%	50	15,500	42,654	36%
Subtotal	75,255				167,250		
Larger Cities							
Des Moines	3,000	11,959	25%		5,000	5,239	95%
Issaquah	5,750	9,418	61%	290	20,000	17,695	113%
Kenmore	3,500	8,165	43%		3,000	3,704	81%
Maple Valley**	1,800	6,770	27%	1,060	2,000	2,810	71%
Mercer Island	2,000	9,016	22%		1,000	6,273	16%
Sammamish	4,000	13,815	29%	350	1,800	4,379	41%
Shoreline	5,000	21,656	23%		5,000	15,535	32%
Woodinville	3,000	4,179	72%		5,000	10,804	46%
Subtotal	28,050				42,800		
Small Cities							
Algona	190	985	19%		210	1,813	12%
Beaux Arts	3	124	2%		3	53	6%
Black Diamond	1,900	1,578	120%		1,050	353	297%
Carnation	330	658	50%		370	787	47%
Clyde Hill	10	1,067	1%		-	600	
Covington	1,470	5,810	25%		1,320	2,926	45%
Duvall	1,140	2,116	54%		840	907	93%
Enumclaw	1,425	4,592	31%		735	4,245	17%
Hunts Point	1	192	1%		-	36	
Lake Forest Park	475	5,227	9%		210	1,380	15%
Medina	19	1,169	2%		-	283	
Milton	50	340	15%	90	160	24	672%
Newcastle	1,200	3,793	32%		735	1,573	47%
Normandy Park	120	2,783	4%		65	606	11%
North Bend	665	1,906	35%		1,050	2,171	48%
Pacific	285	2,216	13%	135	370	1,341	28%
Skykomish	10	162	6%		-	56	
Snoqualmie	1,615	2,897	56%		1,050	1,839	57%
Yarrow Point	14	388	4%		-	80	
Subtotal	10,922				8,168		
Urban Unincorporated							
Potential Annexation Areas	12,930				3,950		
North Highline	1,360				2,530		
Bear Creek UPD	910				3,580		
Unclaimed Urban Unincorporated	650				90		
Subtotal	15,850				10,150		
King County UGA Total	233,077				428,068		

4. Consider future development in service allocation

4.b Modify the definition of corridors that are the primary connections between regional growth or manufacturing and industrial centers

Change Considered: Modify the definition of corridors that are the primary connections between regional growth or manufacturing and industrial centers

More analysis is needed on this concept

6. Collaborate with Sound Transit as services change over time**5.a Evaluate Sound Transit corridors with the corridor analysis**

Change Considered: Evaluate Sound Transit corridors with the corridor analysis

Sound Transit provides two-way, all-day transit service in eleven key corridors in King County, listed below:

Between	And	Via	Service
Woodinville	Downtown Seattle	Bothell, Kenmore, Lake Forest Park, Lake City	Express Bus
UW Bothell/CCC	Bellevue	Totem Lake	Express Bus
Kirkland	University District	South Kirkland	Express Bus
Redmond	Downtown Seattle	Overlake	Express Bus
Bellevue	Downtown Seattle	Mercer Island	Express Bus
Issaquah	Downtown Seattle	Eastgate, Mercer Island	Express Bus
Burien	Bellevue	SeaTac, Renton	Express Bus
Auburn	Overlake	Kent, Renton, Bellevue	Express Bus
SeaTac	Federal Way	I-5	Express Bus
Federal Way	Downtown Seattle	I-5	Express Bus
SeaTac	Downtown Seattle	Rainier Valley	Link Light Rail

Appendix C: Motion Adopting Sound Transit Redeployment

October 7, 1998
clerk 10/8/98
Redeploy.dah

Introduced By:

Rob McKenna
Maggi Fimia

Proposed No.:

98-624

MOTION NO. 10584

A MOTION adopting service redeployment guidelines for reinvestment of resources freed-up as a result of the implementation of Central Puget Sound Regional Transit Authority services.

WHEREAS, the Central Puget Sound Regional Transit Authority (Sound Transit) is preparing to implement a system of regional express bus routes, commuter rail and light rail services, and

WHEREAS, implementation of these services may lead to the redeployment of services operated by King County Metro, and

WHEREAS, Sound Transit, with the assistance of local transit operators, has developed a set of guidelines for service redeployment, and

WHEREAS, these guidelines have been reviewed and recommended by the Regional Transit Committee of King County;

1
2 NOW, THEREFORE BE IT MOVED by the Council of King County:

3 The service redeployment guidelines, substantially in the form shown in
4 Attachment A to this ordinance, are adopted and shall be used by King County Metro in
5 developing and recommending service changes that result from the implementation of
6 Sound Transit services and the subsequent redeployment of King County services.

7 PASSED by a vote of 11 to 0 this 26th day of October, 1998.

8 KING COUNTY COUNCIL
9 KING COUNTY, WASHINGTON

10 _____ /s/
11 Chair

12 ATTEST:

13 _____ /s/
14 Clerk of the Council

15 Attachment: Service Redeployment Guidelines
16
17

ATTACHMENT A SERVICE REDEPLOYMENT GUIDELINES

These guidelines are based on the overall regional goal of improving mobility and increasing transit ridership and the commitment to providing the region's residents with a "seamless" regional transit system. They have been developed to determine the best uses of redeployed resources, those resources freed up as a result of the implementation of *Sound Move*.

Many of the proposed Sound Transit rail and bus services will replace, in whole or in part, existing bus routes. Transit agencies will then have the opportunity to redeploy resources that are currently used to operate those routes. The resources consist of the vehicles and funding sources that are used for those routes. There may not be a one-for-one replacement of service hours, but this confirms the assumption that Sound Transit services are meant to add to, rather than replace, the existing services provided by transit agencies in the region.

It is understood that the service decisions that will be made once we are in the position to reallocate hours must recognize that we develop seamless services and also respect the local input process. Service planning and allocation decisions involve community input, participation by affected jurisdictions, as well as current bus patrons among others. Agency governing boards have the final authority where, when, and how services are operated.

The following priorities should guide the use of redeployed resources by the region's transit agencies:

1. Maintain local service in those portions of corridors served by Sound Transit where riders would otherwise experience a net loss in transit service.
2. Service improvements that connect with regional service, to enhance service integration. Examples include:
 - New feeder or circulator routes.
 - Improved frequencies and/or spans of service on existing connecting routes, especially improvements that increase the consistency of headways and/or service spans between local and regional service.
3. Service improvements that do not directly connect with Sound Transit service, to enhance transit service. Examples include:
 - Additional service to meet ridership growth.
 - Expansion of service to new areas.
 - Longer spans of service.
 - Limited stop or express service in corridors other than those identified as Sound Transit corridors.

Additional guidelines for redeployed resources are as follows:

- The use of redeployed resources should be consistent with each operating agency's Six-Year Plan, service guidelines, and/or financial policies.
- Redeployed resources should not be used for service that duplicates any Sound Transit service, or competes for the same travel market, unless Sound Transit and the partner agency agree to jointly improve service levels along a corridor.

PROPOSED PROCESS

After review by the Regional Transit Executives' group, the guidelines will be presented to each of the transit agency's governing boards for approval. The following monitoring process is suggested to ensure adherence to the approved guidelines.

Service changes, in connection to the redeployment of hours, will be reviewed for consistency with the adopted guidelines by the Transit Operators' Committee of the PSRC. This will occur annually as redeployment takes place and will not need to be revisited thereafter. A report outlining how the guidelines have been followed will be prepared by the Transit Operators' Committee and presented to the PSRC Transportation Policy Board and the governing boards of each transit agency. Sound Transit, in cooperation with the other transit agencies, will prepare a final report on the use of redeployed hours at full service implementation of Regional Express, Sounder, and Link.

Appendix D: Jurisdiction Comments on Draft Report

Prior to submittal to the council King County Metro made a draft preliminary report available to all the jurisdictions for a brief comment period. Metro received comments from the following jurisdictions;

- Bellevue
- Federal Way
- Issaquah
- Kenmore
- Redmond
- Seattle
- Shoreline

Comments from each of those jurisdictions follow.

BELLEVUE**Comments to Linking Transit and Development –Preliminary Draft Report**

Hello, Chris – First, I'd like to express my thanks for the outreach from King County Metro to planning and transportation professionals from cities in recent months as we've worked together to forge a path that will ultimately translate into strengthening the relationship between Metro's transit investments and local land uses. I also appreciate the opportunity for us to provide comment on this preliminary report. The City of Bellevue is hopeful that our planning work today will help provide certainty that transit service – both coverage and frequency will be planned commensurately to match cities' dynamic and increasingly compact land uses.

The three themes that emerged from the workshops—collaboration, certainty and clarity are right on the mark. What follows are some additional thoughts for how these themes might be actualized as we move towards the April 2013 milestone of articulating a new methodology for how to grow transit service. While updating the Service Guidelines to reflect some of the proposed changes make sense and deserve attention, particularly the need to create more sensitivity of land-use changes and ensuring we place greater emphasis on the role of centers, we believe that our collective attention should be prioritized around developing a sound methodology for growing service so that when new resources become available, we have a clear and reliable roadmap for the future. The Guidelines can then be updated to reflect this critical new policy area.

Certainty: The Draft report appropriately captured the working group's interest in more clarity for where and what service levels will be provided in the short and longer term. The City of Bellevue firmly believes that this can only be accomplished by Metro committing to development of a Long Range Transit Plan to at least 2025 that includes a land-use sensitive transit market needs assessment, a rigorous gap analysis and proposed service and corridor additions to meet concurrent growth. This will likely require additional outside resources. Lacking a clear road map for the future, it will be very difficult to have substantial confidence from cities, especially communities on the Eastside where Metro's current network -- coverage and frequency is the weakest. For the Eastside, it may be that coverage—that is, greater inter-connectivity between Eastside transit nodes and countywide nodes needs to be addressed through the addition of new prioritized corridors and routes, whereas Seattle may need additional frequencies to address growing demand and system overloads and South King communities may need a thoughtful mix of coverage and increased service frequencies on high demand routes. A long range plan would afford the opportunity to really assess needs and gaps over increments of time. We recognize that this work will likely require more time than what can be achieved by April 2013, but a new conceptual methodology for adding service could be achieved by 2013 that is largely a policy exercise. Over time, a new long range plan would become the vehicle by which service implementation will be considered and achieved. As it relates to new service, cities will need to play a much more proactive role with Metro to periodically inform Metro of development before and when it comes on-line to ensure the new service is serving the highest and best use in terms of transit markets once the growth is in place as planned. We

BELLEVUE

are committed to working more closely with Metro and are hopeful that the City's current work to update our Transit Master Plan will help inform our coordination efforts.

Collaboration: The need to better collaborate and coordinate local land use planning with Metro and Sound Transit is timely and necessary. Over time, we expect Metro to play a greater role in collection and providing access to bus riders to ST's system – and that needs to better articulated and co-planned with Sound Transit. ST's system includes an emerging light rail and commuter rail network, and for communities in East King County, today's well-established Regional Express Bus system operated by Metro is the spine that should be served by Metro's bus operations. Sound Transit's bus service should serve to augment and compliment ST's bus system. ST's system and target transit markets and complimentary but distinguished from King County Metro's service. Our hope is that a would-be long range plan will better articulate how each transit organization needs to emerge and transition over time. And, in the case of East King, how Metro will assist to mitigate impacts associated with the build-out of the East Link light rail extension between Seattle and Overlake that will occur between 2015 and 2023.

Clarity: While the Service Guidelines are complex and require clarity as articulated by the working group, it's important to recognize the outstanding work since 2009 that brought us to a much more rationale and market-driven approach to adjusting and reducing service levels. Over time, the Guidelines should be simplified.

FEDERAL WAY

Christina:

This is our draft comments, and we'll be providing greater detail in the final early next week, but wanted to let you know of our concerns.

Thank you for providing the City with the opportunity to review the Preliminary Draft Report on Linking Transit and Development.

Overall, the City concurs with the three emerging general themes generated from the working group. However, as this process evolves, the City would like to understand how Metro would incorporate these concepts so that they are simple and clear for cities. Furthermore, it is also important to understand how existing policies and new concepts would be implemented. For example, how does Metro currently define corridor or activity center? What forecast year and data source would be included in considering future development or population forecasts?

With any refinement to the corridor analysis, the City believes that it is important not to just factor the center's size but also incorporate relevant factors such as travel destinations and traffic volume along the corridor. Below are potential changes or concepts that the City would like to see clarified.

- Removing freeway mileage from corridors: The City is not supportive of this concept as this would likely have a negative effect on longer trip lengths. How would this measure impact express service?
- Greater emphasis on the role of centers: The City agrees with the concept but has concern on using a center's size but not focusing on the demand side.
- Consider future development in Service allocation: Metro needs to identify the common data source for these forecasts.
- Add forecasted population to center population: Metro need to clarify forecast year and data source.
- Expanding partnership opportunities: The City agrees in concept but has concerns on how this would impact jurisdictions with limited resources. How would Metro address equity if demand for partnerships increase significantly?

I hope this helps for now. It has been a challenge for us to review and respond thoughtfully in the timeframe given, so we'll flesh out the details in a final comment letter soon.

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ISSAQUAH

Howdy Christina –

It was fun yaking with you this morning in the micro-space between our meeting schedules. I was happy to quickly share some thoughts from Issaquah and I look forward to following up with you sometime next week after we both think some more with our respective peeps about our discussion.

My quick reach-out note to you is here. Our dynamic team here in Issaquah would love to find some productive, fun, and useful way to be able to find that place of partnership that makes sense for both of us.

So the idea pops forward:

Maybe Issaquah can be a model or “testing ground” to determine the type of, or amount of time commitment or the level of technical support investment that would be needed from the team of folks at Metro to “co-collaborate” best with a “not too big”, “not too small City” - Issaquah.

It would be an opportunity for us to ask and try to work with you to answer our long and not so elegant internal question:

“How do we meet King County Metro’s call for simple, clear, productive collaboration so that we are able to articulate our future City plans to Metro in such a way that the information is timely, reflects our community, is accurate and dynamic so that we are on their radar and we are truly partnering with them so that we can better work toward developing those tools that will lead to certainty about future transit service?”

Whew! What a long crazy internal question without punctuation, whew.

If the puzzle is Cities must plan for Transit to come. And Transit must feel assured that investments and partnerships with Cities are solid to provide service – then we have to bump up the dialog and we would like to help figure out what that looks like.

While we know that within PSRC, other agencies and Cities there is an abundance of cumulative regional data that may or may not reach a destination that wants it - and are we are not yet at a time when we have that cool master seamless, electronic star trek, total recall-ish control board that electronically dumps real-time data from all the Cities into the super Metro control room that could in real-time allocate super high speed bus-like service to the exact spot that a traveler needs it, when it is needed....(thanks for that moment of future visioning) :)

it seems that at the minimum we should sample a way to share our planning efforts with you all in some way that is efficient and works within all of our limited staff capacity realities.

Our fantastic planners are in the midst of reviewing some Proposed Development and Design Standards with our Planning Policy Commission

[A link for Christina to see our efforts underway](#)

ISSAQUAH

We have accidentally missed a couple of things in the past but we hope to have elements included that our community values and our partners support and it would be great to figure out the best way to engage our partners who may have an eye for the things that would help us become the best community we can be now and later.

Issaquah is fun, let's find a way to play together and model something.

Think about it, we will too.

Mary Joe

Mary Joe de Beck
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KENMORE

Hi Christina-- My most significant comment may also be a question: In Appendix B, subsection 3.a., where a greater emphasis is placed on the role of connecting centers, Kenmore corridor 45 shows a reduction in service as no activity center connection is identified. Since Metro identifies this corridor as running between Kenmore and the U. District, I'm wondering if this is an error? What is being used to define an activity center? The routes between Kenmore and Kirkland, Shoreline and Totem Lake all are identified as activity center corridors.

Kenmore is defined as a larger city in the Countywide Planning Policies. I imagine the U. District also is an activity center of some sort. Too, this corridor is part of the larger Bothell to U. District corridor. This particular refinement measure seems prone to inaccuracy as it uses preexisting Metro service corridors and then artificially defines them as starting and stopping in a "center" (definitions need clarification)--to assign points.

Another example of this problem as I see it is that the Ballard to Seattle CBD route also shows no activity center connection and receives a lower score. This does not make sense to me.

My concern about this measure seems to be reflected in another measure showing the addition of college students to the jobs counts. This measure substantially increases the score of Kenmore corridor 45—presumably by adding the trips from UW Bothell (as well as Bastyr University), implying that the actual corridor analysis for this measure goes beyond the Kenmore-U. District corridor. Perhaps the need is to establish a separate hierarchy of "corridors" for the purpose of the centers land use analysis. Then, the existing Metro service corridors could be attached to the appropriate "centers" corridor.

Actually, reviewing the existing corridor list, it seems that Metro's existing corridors all could be defined as starting/stopping in activity centers, so I suppose I'm a bit confused about the overall utility of any centers measure.

I look forward to hearing more about this.

Thanks!

Lauri

Lauri Anderson, AICP

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REDMOND

October 5, 2012

Mr. Kevin Desmond
General Manager
King County Metro Transit
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King Street Center
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Seattle, WA 98104-3856

Dear Kevin,

Thank you for the opportunity to comment on the October 1st draft of the *Linking Transit and Development Preliminary Concepts Report*, which is required to be transmitted to the Regional Transit Committee by October 31, 2012 per Ordinance 17143. Development and transmittal of this report is but one step in the process of Metro's work to transmit an ordinance to the King County Council by April 30, 2013, updating Metro's Strategic Plan and service guidelines. We understand that the process of developing refinements to the transit service guidelines is an iterative process and this report identifies concepts that could potentially result in refinements to the transit service guidelines.

The draft Preliminary Concepts Report identifies an additional 400,000 service hours are needed to meet the transit demand under the current service guidelines. This does not include service hours to meet transit needs that are not identified under the service guidelines. We discussed with you areas in Redmond where transit service is not available today or under the service guidelines. Southeast Redmond is a growing employment center, with over 8000 jobs, and is forecasted to exceed the number of jobs in downtown Redmond, a PSRC designated regional center, by 2030. However, transit service is not available to Southeast Redmond today or under the service guidelines.

There are many neighborhoods in Redmond that have no transit service today nor under the service guidelines, including parts of Education Hill, Idylwood, and North Overlake. Transit service to these neighborhoods is critical to provide neighborhood connections to the regional transit spine and regional centers.

Redmond is accommodating growth and jobs in two PSRC designated regional centers, downtown Redmond and Overlake. The number of jobs in the Overlake area today, over 46,000, exceeds the number of jobs in most areas of the county, yet the service guidelines do not reflect this significant employment.

The service guidelines must reflect the significant number of jobs on the Eastside and provide frequent transit service to support travel to, from and within our urban centers. This frequent service must be provided on the Eastside between: Overlake and Kirkland, Overlake and East Bellevue, Eastgate and downtown Bellevue, Kirkland and Bellevue, and Kirkland and downtown Seattle.

The SR-520 corridor is the State's innovation and high tech corridor, connecting the University of Washington, Bellevue and Redmond. A significant number of jobs are provided on or near this corridor and over 75,000 potential new jobs are on the horizon. This job growth will result from our investment in

REDMOND

Sound Transit East Link, significant infrastructure that has been built or funded by Redmond, Bellevue and the private sector, and State investments that are needed on the corridor. Metro has a critical role in serving these jobs today and this anticipated job growth, with direct transit service to and from our urban centers and connecting our neighborhoods to these urban centers and the regional transit spine.

Of Metro's sixty-one routes with very frequent and frequent service, the service guidelines support only two routes with very frequent service and two routes with frequent service on the Eastside, and these routes serve only a limited portion of Eastside jobs and housing. The vast majority of Eastside transit service is local and hourly under the service guidelines. This level of service does not meet our need for an interconnected transit network, which is critical to support our economic reality today.

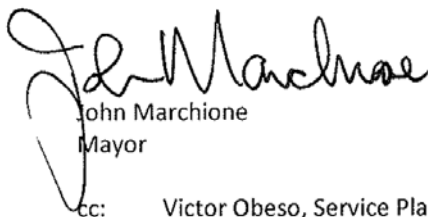
We recognize that our transit need will be met by a combination of frequent fixed-route transit service and alternative transit service. We support providing alternative transit service in areas where fixed-route service is less productive or is not provided at all today and can provide service in an efficient, cost effective way. We also recognize that the greatest opportunity exists to convert less productive fixed-route service to alternative transit service on the Eastside, due to our large number of hourly and local routes under the service guidelines.

As we discussed when we met in late September, transit is critical to community and economic vitality in Redmond. The service guidelines understate transit needs on the Eastside. They do not: identify all of the transit service needs today nor in the future, result in service to meet these needs, nor identify service to address growth. A critical outcome that must result from implementing the service guidelines is frequent service to support travel to, from and within regional centers and neighborhood connections to the regional transit spine and these regional centers.

In the few days that we have had to review the draft Preliminary Concept Report, it is clear that more work needs to be done. Of the fifteen concepts identified in the draft report, it appears that Metro supports further evaluation of only some of these concepts. Additional concepts still need to be identified and analyzed to address the issues outlined above. The service guidelines must reflect the significant employment and resulting transit demand on the Eastside, provide for service to and from our urban centers, and connect our neighborhoods to urban centers and the regional transit spine.

We will continue to work with you to address these critical service allocation issues.

Sincerely,



John Marchione
Mayor

cc: Victor Obeso, Service Planning Manager, King County Metro Transit
Christina O'Claire, Supervisor of Strategic Planning and Analysis, King County Metro Transit
Diane Carlson, Director of Regional Initiatives, King County Executive's Office
Jane Hague, King County Councilmember
Kathy Lambert, King County Councilmember
Redmond City Council Members

SEATTLE

Dear Chris:

The City of Seattle thanks King County Metro for the opportunity to comment on Metro’s “Linking Transit and Development Preliminary Draft Report” dated October 1, 2012. As participants in the Linking Transit and Development working group, the City of Seattle appreciates Metro soliciting input from interested jurisdictions to confirm that the preliminary report accurately summarizes feedback received during the process.

We hope Seattle input will help lead to a Strategic Plan and Service Guidelines that appropriately link transit service to residential and employment growth in a manner consistent with King County Council Ordinance 17143, while fine-tuning other elements of the Service Guidelines based on experience gained since the Strategic Plan was adopted.

During the Linking Transit and Development process, the City of Seattle developed the following principles designed to meet the letter and intent of the King County ordinance:

- Seattle supports the working group-identified themes of collaboration, certainty, and clarity.
- Metro should direct any new transit service to corridors and geographies based upon growth achieved in an efficient manner consistent with Vision 2040-planned land use.
- The top priority should be to sustain the existing system, followed by addressing overloads and unreliability, followed by meeting the needs of underserved corridors countywide.
- The Strategic Plan should be part of a long-range plan to 2025 or 2030 that recognizes future network additions based on growth anticipated in local comprehensive plans and anticipated transit markets.

In general, the preliminary draft report supports these principles. For example, a next step identified in the report says Metro will develop a long-range corridor and network plan. Seattle is supportive of Metro determining service levels needed to attain regional growth targets. This information will be useful for planning purposes and, as the report makes clear, actual service implementation should not occur until growth targets are achieved. The only way many urban centers and activity centers can achieve significant growth is by increasing the person carrying capacity of existing transportation networks.

The working group provided a range of comments on how to improve Metro’s service guidelines. This input is reflected in the preliminary draft report. Seattle provides the following suggested refinements:

- Any housing and jobs growth factor used for service allocation needs to be data driven and measurable
- Any points awarded to a corridor for service allocation should be proportionate to actual growth within and strength of the transit market of each center or connection

SEATTLE

- New investments should achieve target service levels on underserved corridors and in existing centers where growth is occurring. In some areas, this will probably include creating new connections; in urban areas with land use that is conducive to transit, this is more likely to be represented by increased service levels on existing connections
- Coordination with Sound Transit planning, and consideration of the effects of Sound Transit service on local service ridership patterns, is important and needs to be consistently monitored and included in determining local route performance and service needs

Outside the area of refining the guidelines as a tool to respond to growth, we offer the following support and requests:

- Page 4: Seattle particularly supports Metro’s observation that how local jurisdictions prioritize accommodating growth and moving people can play a large role in determining where transit service will be successful.
- Page 11: Removal of freeway miles from consideration is offered as a potential refinement to create more sensitivity to land-use changes. This potential refinement is recognized by Metro as having little effect on outcomes, and represents an inappropriate singling out of freeway mileage as a factor in determining service productivity. Many other types of route segments, such as express segments, bridges, limited-access arterials, and industrial areas similarly impact productivity.
- Page 13: Finer gradations as illustrated in Figure Six might be appropriate, but if this results in the need for more “frequent” corridors, as it likely would, then there needs to be a related effort at the regional level to work together to grow the overall level of funding for transit.
- Page 17: Figure 10 is missing important data.
- Page 21: Seattle concurs with Metro’s assessment that including future projections in short-range planning decisions and service implementation would confuse existing need with potential future need. Transit service should occur concurrent with growth; to add service in anticipation of possible – or even likely - future growth would be inconsistent with responsible allocation of public resources. However, development of transit supportive corridors begs a delicate balance: See following comment.
- Page 27: It makes sense for Metro to collaborate with other jurisdictions to develop transit corridors over time. A succinct framework for this type of coordinated, incremental transit and growth could be a highly productive element of the Strategic Plan and/or Service Guidelines.
- Existing Service Guidelines: Lateness threshold is too high: 20% and 35% peak. The existing service guidelines require that a service meet these high thresholds throughout the relevant time period. The determination of whether a service meets the threshold should be based on individual trip performance rather than performance throughout a time period.

SEATTLE

- Existing Service Guidelines: Lateness threshold states that through-routed routes might not be candidates for reliability investments due to the high cost of addressing reliability issues on through-routes. Cost of addressing reliability issues should not determine the significance of addressing same.
- Existing Service Guidelines: Similarly, the overload threshold of 150% average load over an entire time period should be revised to recognize that overloads on individual trips, rather than throughout entire time periods, are the true determiner of service quality based on rider experience.
- Existing Service Guidelines: Requirement that there is always a “bottom 25%” is not sustainable and should be revised at some point to establish attainable goals.
- Existing Service Guidelines: Highest frequency level is set at “<15 minutes,” which is too general considering that many services in all areas of the County operate at better than 15 minute frequency during some time periods.
- Existing Service Guidelines: Unproductive service should be identified based on failure of a service to meet more than one performance threshold.

Metro’s work to refine the service guidelines to make a stronger link between transit and land use is essential to creating an environment where system efficiency is recognized as a high priority. This will maximize the ability of the Washington Legislature to enable adequate funding of transit throughout King County. We found Metro’s process for making these changes to be highly collaborative at every step. The City of Seattle looks forward to continued involvement in the working group process as Metro narrows its list of potential refinements and takes steps to develop and refine short- and long-range transit visions. Approval of meaningful refinements is critical to building a permanent stable funding solution to meet our region’s demand for growth.

Sincerely,

Bill

Bill Bryant
Transit Programs Manager
Seattle Department of Transportation
(206) 684-5470

SHORELINE

Chris,

Thank you for the opportunity to provide comments on the Linking Transit and Development Preliminary Draft Report. The City of Shoreline appreciates the efforts of Metro to engage jurisdictions in this planning effort, looking beyond the scope of transportation planning to include land use planning staff as an integral part of this conversation. As our region continues to grow and transit becomes an increasingly more fundamental aspect of our transportation system, cities need the certainty that their planning efforts can result in improved or increased transit service for their residents. As a city committed to sustainability as part of our growth planning, Shoreline is keenly aware of the vital role transit plays in our commitment to reducing greenhouse gas emissions, providing residents with transportation choices and improving mobility throughout our city and the region.

Please find comments below that address some of the more general aspects of the report and its findings, as well as more targeted remarks about some specific sections of the report.

GENERAL COMMENTS

- One of the primary themes that we heard arise from the working group was the need for a long term plan to help Metro and King County jurisdictions gain a true understanding of how the system and service will grow in the coming years. Several of the suggested modifications to the service guidelines help to identify the defined targets required in order to merit varying levels of service, allowing jurisdictions to understand how transit service changes may be implemented as growth occurs. However, the service guidelines primarily focus on short term service changes based upon the existing network. A long range plan that addresses future land uses and densities, coordination with other service providers, inter-jurisdictional coordination and methodologies for partnerships and/or incentives can help provide the certainty that jurisdictions are looking for when trying to plan for future transit service.
- Future development is an important consideration in the allocation of service as the region grows. However, in a constrained financial environment, Metro's service allocation policies should continue their focus on addressing current needs. While development is often more attractive in areas where transit service is currently available, providing service in areas where development is only anticipated is not a prudent use of resources. A long range plan, accompanied by a strategy or process by which cities can work with Metro to identify areas for new service as development plans become finalized or projects completed, can help provide the certainty cities and developers are looking for to set the stage for new service in the future.
- Coordination with other service providers, specifically Sound Transit, has been discussed since the inception of the service guidelines. This conversation continued through the working group process. The concern we have heard addresses the issue of coordination between Metro and Sound Transit service throughout the County. Metro's corridor analysis should be used to identify appropriate service levels on corridors throughout the County, many of which are served by Sound Transit. Metro should then be comparing the service provided by Sound Transit to the identified service

SHORELINE

levels and then filling in any gaps in service. This analysis would show how duplication is not occurring and corridors are being adequately served for all markets. There is an understanding that Sound Transit and Metro serve different markets and with the implementation of additional light rail service, clarity about how corridors with multiple markets are served and how service will continue to evolve over time to feed new light rail service would be useful for future land use planning efforts.

SPECIFIC COMMENTS

- The Executive Summary concludes that further discussion is needed among the participants of this process, however, it is unclear what this discussion is intended to accomplish. Without this context, it is difficult to understand how the next steps identified will be undertaken or their intended outcome.
- The examples of transit-supportive actions for jurisdictions include some vague and confusing examples. While it is understood that these may be clarified further in future documents, we suggest this report identify specific actions that are easily understood for discussion in this early stage of policy development. For example, “adopt design guidelines” as a mechanism to shape transit-supportive growth provides no explanation of how the suggested action is related to the desired outcome. From a land use perspective, design guidelines often address the aesthetic and design aspects of structures. Additionally, the section discussing providing incentives for transit use should provide more concrete examples of incentives jurisdictions can provide.
- The potential changes to service guidelines include changes from relative to static thresholds. The report does not describe how the relative thresholds are established, and thus are subject to change over time. A brief explanation of how those relative thresholds were calculated may help provide greater context and understanding as to why the static values provide jurisdictions with greater certainty about how their development patterns can affect transit service levels.
- The discussion surrounding the inclusion of student enrollment at universities and colleges as part of the jobs calculation helped illustrate the true travel demand of these institutions. However, the analysis only describes how their inclusion would affect service families when the existing, relative thresholds are applied and do not address the changes resulting if the static thresholds are applied. For many jurisdictions, these institutions are among their larger employers and represent significant transit demand. As cities collaborate with universities and colleges to plan their future campus modifications and expansions and increases to student populations, static thresholds will provide greater certainty of how these institutions will be served by transit. This translates into a better understanding of how the future transit facilities that may be required on campuses (and thus integrated into the plans of institutions) as well as a more comprehensive awareness of all transportation needs. We suggest the report include an analysis of the effects on routes that combines the static thresholds for jobs and the inclusion of student populations in the jobs factor.

SHORELINE

Thank you again for consideration of our comments. We look forward to continuing to work with Metro in its future transit planning efforts.

Sincerely,

Rachael Markle, Planning and Community Development Director
Alicia McIntire, Senior Transportation Planner