

Linking Transit and Development



Working Group
September 11, 2012



King County
METRO

We'll Get You There.

Today's Agenda

- Sound Transit coordination
- Concepts for preliminary report
 - Working Group Themes
 - Potential Changes

Sound Transit Coordination: Current Policies

- Redeployment Guidelines (1998)
 - Redeployed resources should not be used on service that duplicates Sound Transit or competes for same travel market
 - Maintain local service, provide connecting service
- Service Design Guidelines (2011)
 - Network connections, route spacing and duplication, bus stop spacing

Sound Transit Coordination

- *Ensure mutually supportive planning:* Include language in guidelines that Metro would evaluate need to adjust, add or remove corridors as Sound Transit service evolves
- Link extensions starting in 2016
 - North:** U-link: 2016; Northgate: 2021; Lynnwood: 2023
 - East:** Bellevue: 2021; Redmond:2023
 - South:** S 200th: 2016; HCC: 2023; Federal Way: in planning

Working Group Themes

- Improved Coordination
- More Certainty
- Simple & Clear

Improved Coordination

Improved Coordination: Near-Term

- Communicate annual performance analysis and coordinate investments
 - Service quality investments
 - Under-served corridor investments
- Collaborate with jurisdictions on implementing infrastructure and policy changes
 - Jurisdiction actions and priorities
 - Transit-supportive incentives

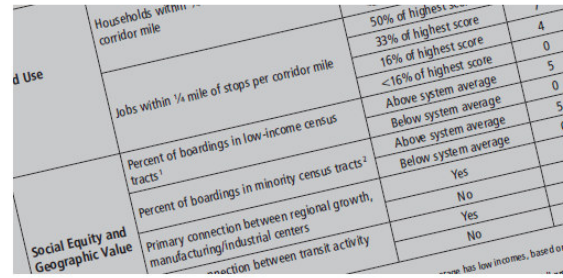
Improved Coordination: Long-Term

- Align future transit investments with projected growth consistent with regional plans and vision
- Continue to implement Metro's Strategic Plan goals
 - Provide productive service
 - Ensure social equity
 - Provide geographic value
- Identify funding needs and paths to financial sustainability

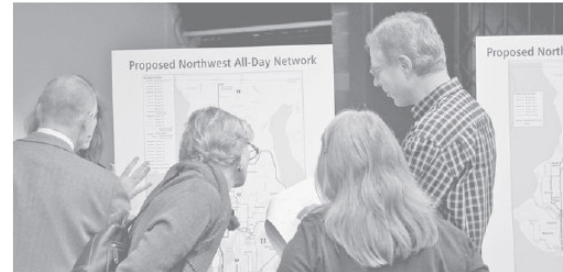
More Certainty

More Certainty: Near-Term

- Service Guidelines identify:
 - where Metro intends to provide relatively higher and lower levels of service
 - areas likely to see improvement near-term
 - corridors with target service levels that would benefit from transit-supportive development



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

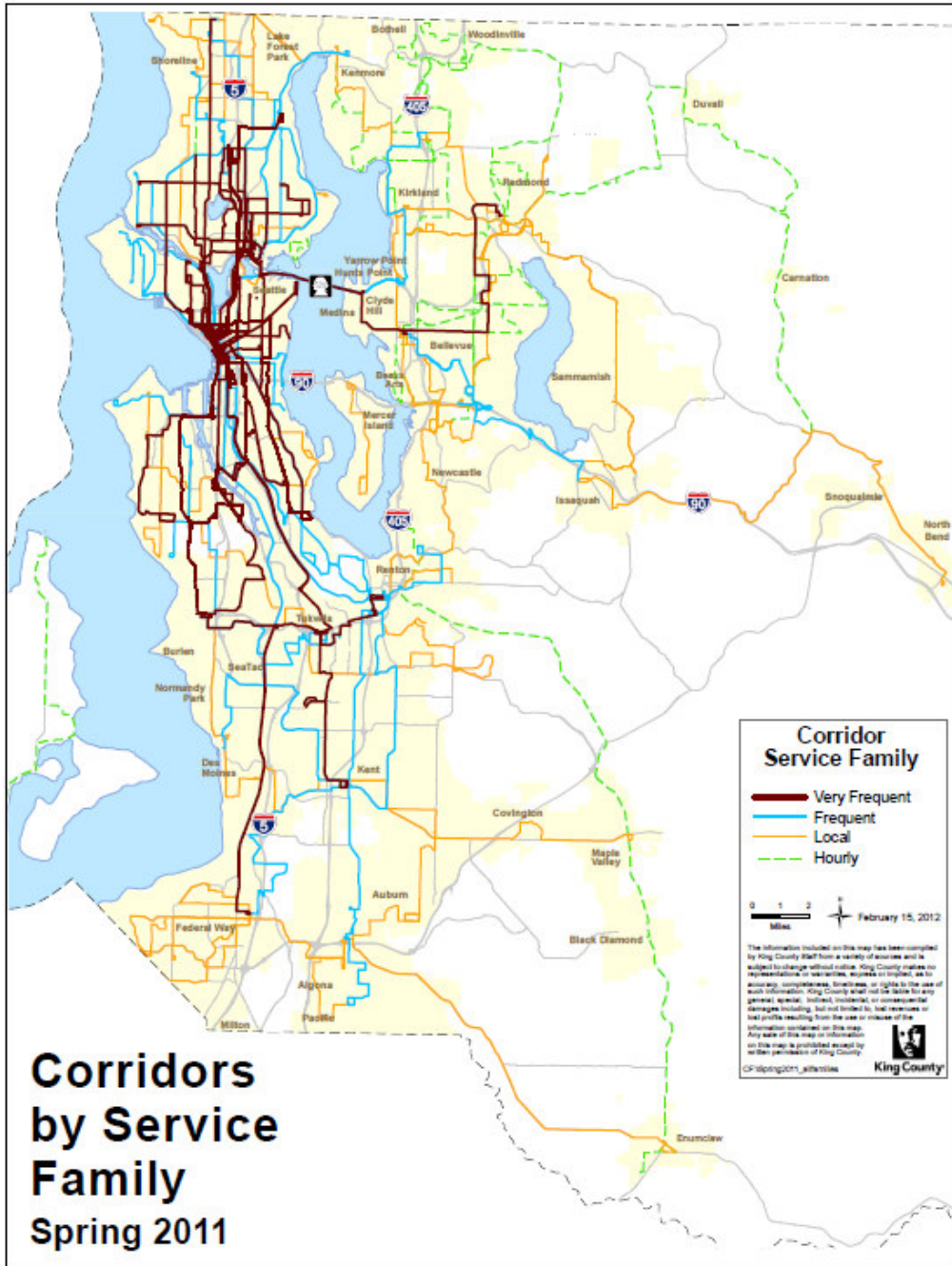


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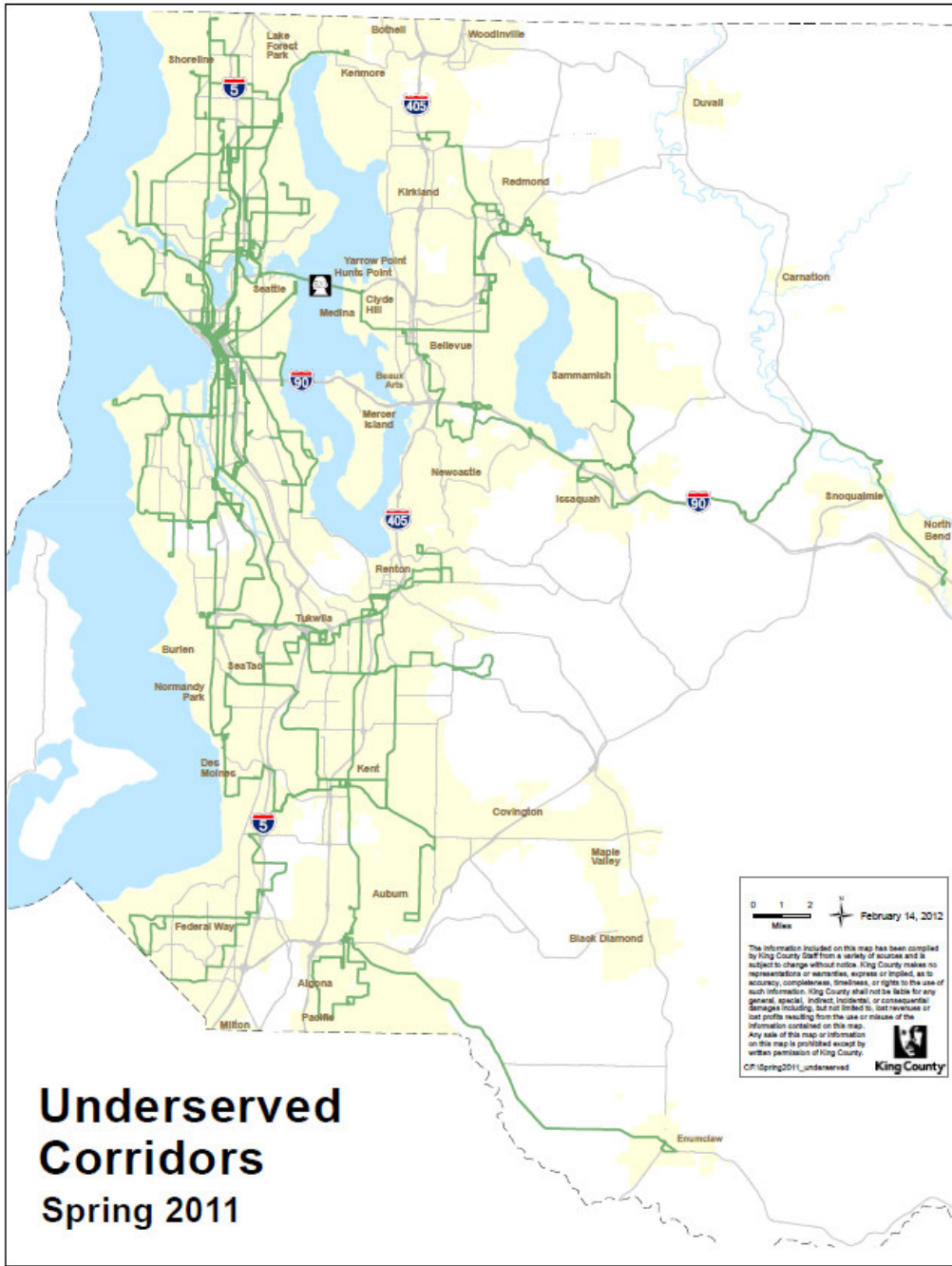
King County
Metro Transit
**2011 Service
Guidelines
Report**

March 2012

Map of corridors by family



Map of Under-served Corridors



More Certainty: Long-Term

- Metro long term planning
 - Align with future growth consistent with regional growth policies
 - Enhance Metro services consistent with Strategic Plan
 - Integrate service with Sound Transit
- Resolve funding gap and identify means for predictable long term growth



Image source: City of Kent Midway Subarea Plan

Coordination & Certainty Summary

	Near Term	Long Term
Metro	<ul style="list-style-type: none"> ▪ Strategic Plan ▪ Annual Service Guideline Report ▪ Route Performance 	<ul style="list-style-type: none"> ▪ Strategic Plan ▪ Funding ▪ Long range vision ▪ Regional coordination and integration
Cities	<ul style="list-style-type: none"> ▪ Permitted Projects ▪ Policies ▪ Traffic Prioritization & Infrastructure 	<ul style="list-style-type: none"> ▪ Regional Growth and Land Use Plans ▪ Long range visions

Simple and Clear

Simple and Clear

- Seek guidelines revisions that add value but are simple
 - Adjust all-day corridor analysis
 - Adjust use and implementation to clarify the link between jurisdiction actions and Metro investments

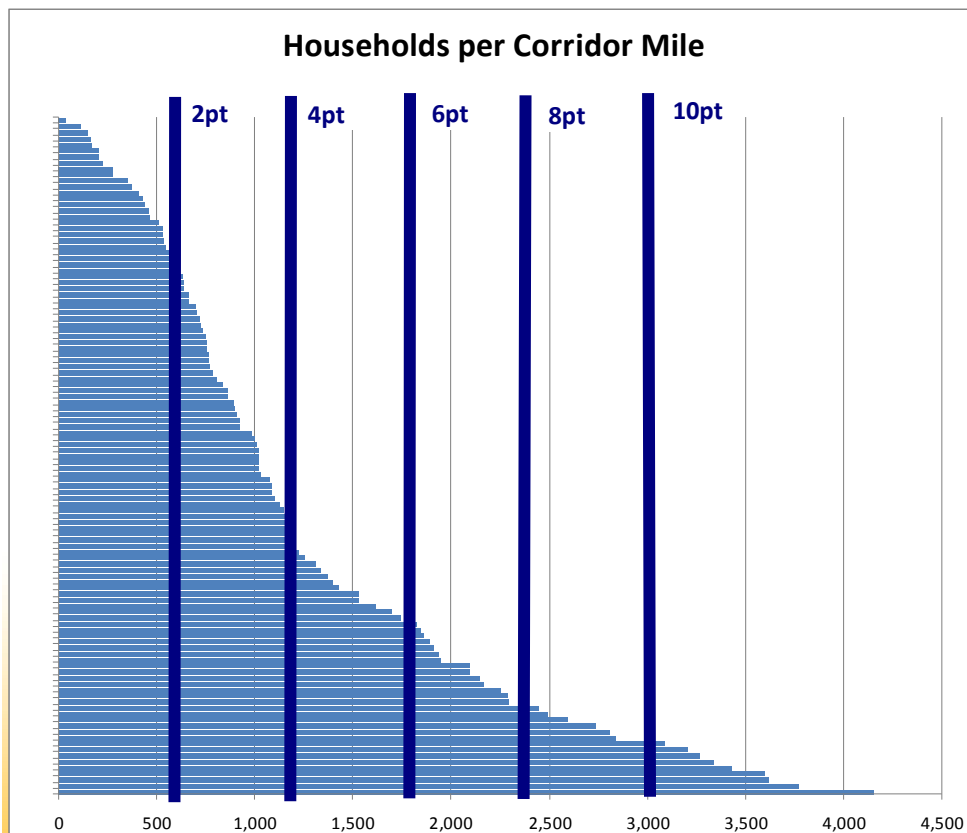
Corridor Analysis: Current Guidelines

- *Step 1:* Evaluate land use, demographics, connections between centers
- *Step 2:* Ensure there are enough buses to serve current riders
- *Outcome:* How does existing service differ from target service levels?

Corridor Analysis: Adjustments

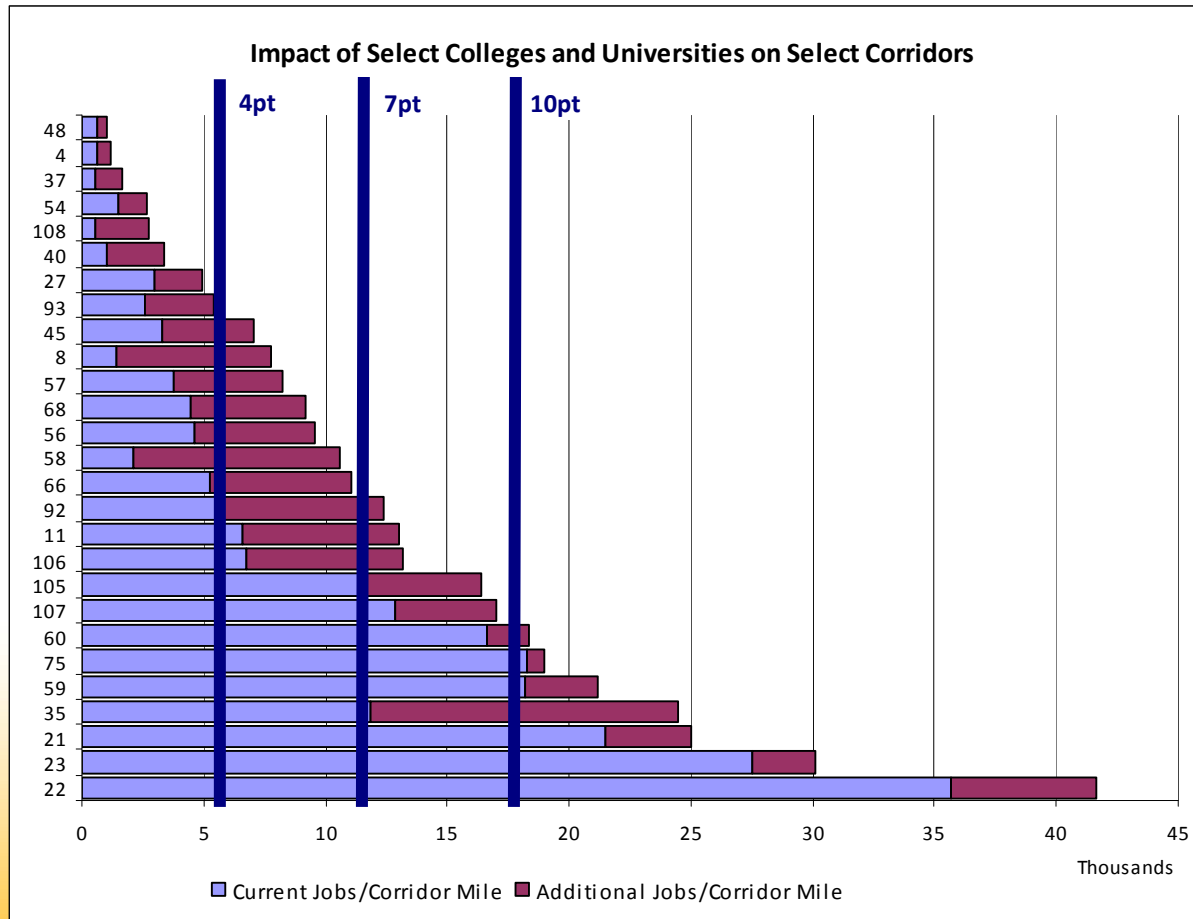
- Themes of adjustments considered to better reflect land use characteristics
 - Increase sensitivity to development changes
 - Better reflect college student travel demand
 - Provide more distinction between centers

Corridor Analysis Adjustment: Increase Sensitivity



- Increase sensitivity to development changes
- Provide static thresholds
- Create more household and jobs thresholds to provide more points and more ability to improve over time

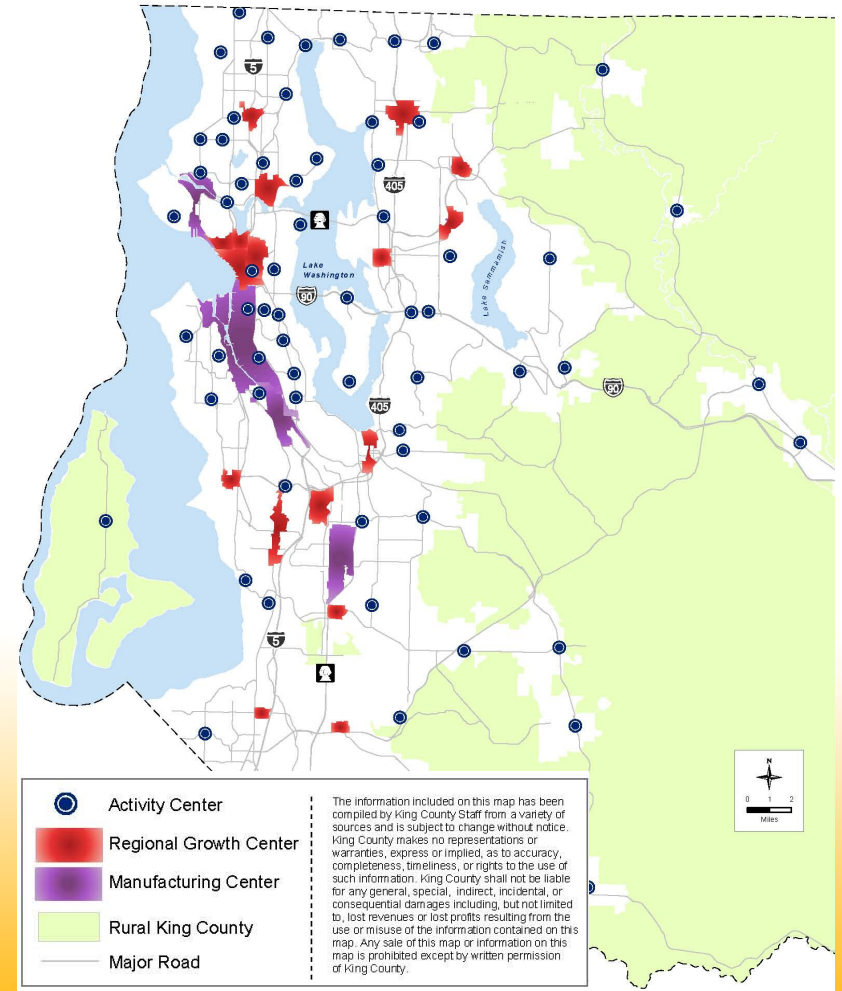
Corridor Analysis Adjustment: Reflect Student Travel Demand



- Add college and university students to jobs
- Concentrates jobs further

Corridor Analysis Adjustment: Distinction between Centers

- Center size
 - Captured in land use analysis
- Connections
 - Virtually all primary connections serve a Regional Growth Center
- Jobs
 - Job types too large - uncertain impact for transit



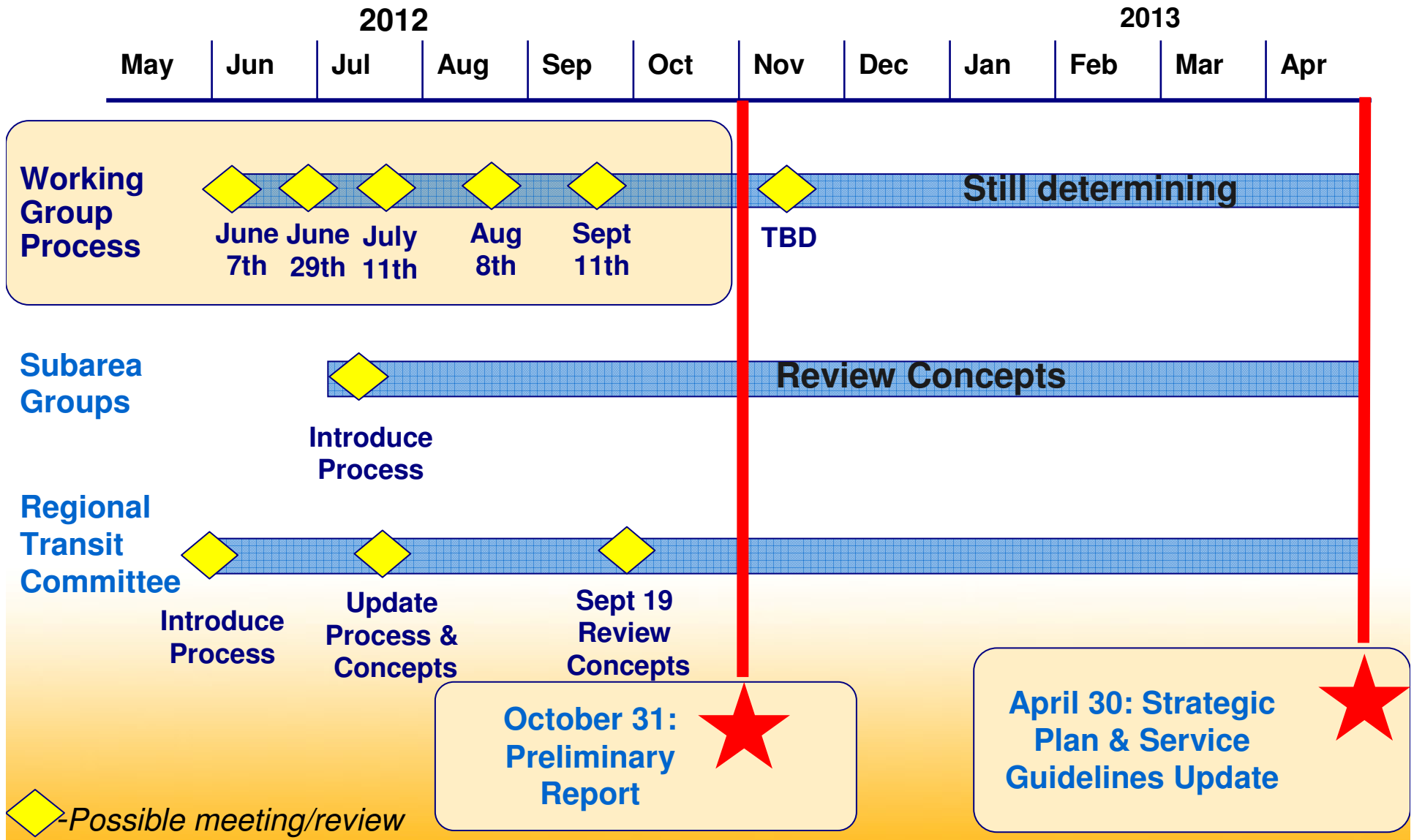
Use and Implementation: Current Guidelines

- Existing Prioritization
 - 1) Overcrowded service
 - 2) Unreliable service
 - 3) Under-Served Corridors
 - 4) Productive service
- Partnerships

Use and Implementation: Adjustments

- Promote partnerships that tie growth and jurisdiction actions to investment, e.g.
 - Jurisdiction actions for speed and reliability
 - Transit Overlay or Emphasis Corridors
- More clarity
 - Clarify meaning of over-served corridors
 - Sound Transit changes
 - Alternative services
- Add long-term vision and priorities

Next Steps



Website- Linking Transit and Development

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