

## Geographic Value Definitions

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Geographic value is described in Metro's Strategic Plan and Service Guidelines as follows.

### Strategic Plan for Public Transportation, 2011-2021

- **Page 17: Goal 2: Human Potential.** Provide equitable opportunities for people from all areas of King County to access the public transportation system.
  - **Page 18: Objective 2.1** Provide public transportation products and services that add value throughout King County and that facilitate access to jobs, education, and other destinations.
    - **Page 19: Strategy 2.1.3:** Provide products and services that are designed to provide geographic value in all parts of King County.

Metro provides public transportation products and services that offer flexible travel options for King County residents and visitors. Metro makes public transportation investments that are appropriate to the land use, employment densities, housing densities, and transit demand in various communities. Metro will continue to provide public transportation to all communities currently served by transit.

There should be a relationship, but not an exact formula, between the tax revenue created in an area of King County and the distribution of public transportation products and services. Service design should also recognize all of the revenues (taxes and fares) generated in the various areas of King County.

Public transportation investments are critical for economic recovery and the future growth of the region. Metro should get the greatest number of workers to and from job centers. Metro will support access to destinations that are essential to countywide economic vitality.

### Service Guidelines

- **Page SG-1:** Step one [of defining the all-day and peak network] establishes initial service levels for corridors based on how well they meet measurable indicators reflecting productivity, social equity, and geographic value.
  - Geographic Value indicators establish how well corridors preserve connections and service throughout King County.
- **Page SG-4:** Metro...identifies primary connections between centers as warranting a higher level of service, to achieve both social equity and geographic value. Primary connections are defined as the predominant transit connection between centers, based on a combination of ridership and travel time.

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

Each transit activity center identified in Appendix I meets one or more of the following criteria:

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

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

- **Page SG-10:** ...Metro also classifies individual routes by their major destinations when comparing productivity. These classifications are based on the primary market served. Regional growth centers in the core of Seattle and the University District are significantly different from markets served in other areas of King County. Services are evaluated based on these two primary market types to ensure that comparisons reflect the service potential of each type of market.
  - **Seattle core** routes are those that serve downtown Seattle, First Hill, Capitol Hill, South Lake Union, the University District, or Uptown. These routes serve regional growth centers with very high employment and residential density.
  - **Non-Seattle core** routes are those that operate only in other areas of Seattle and King County. These routes provide all-day connections between regional growth or transit activity centers outside of Seattle or provide service in lower-density areas.