

June 18, 2015 Community Advisory Group

Metro's Long Range Public Transportation Plan

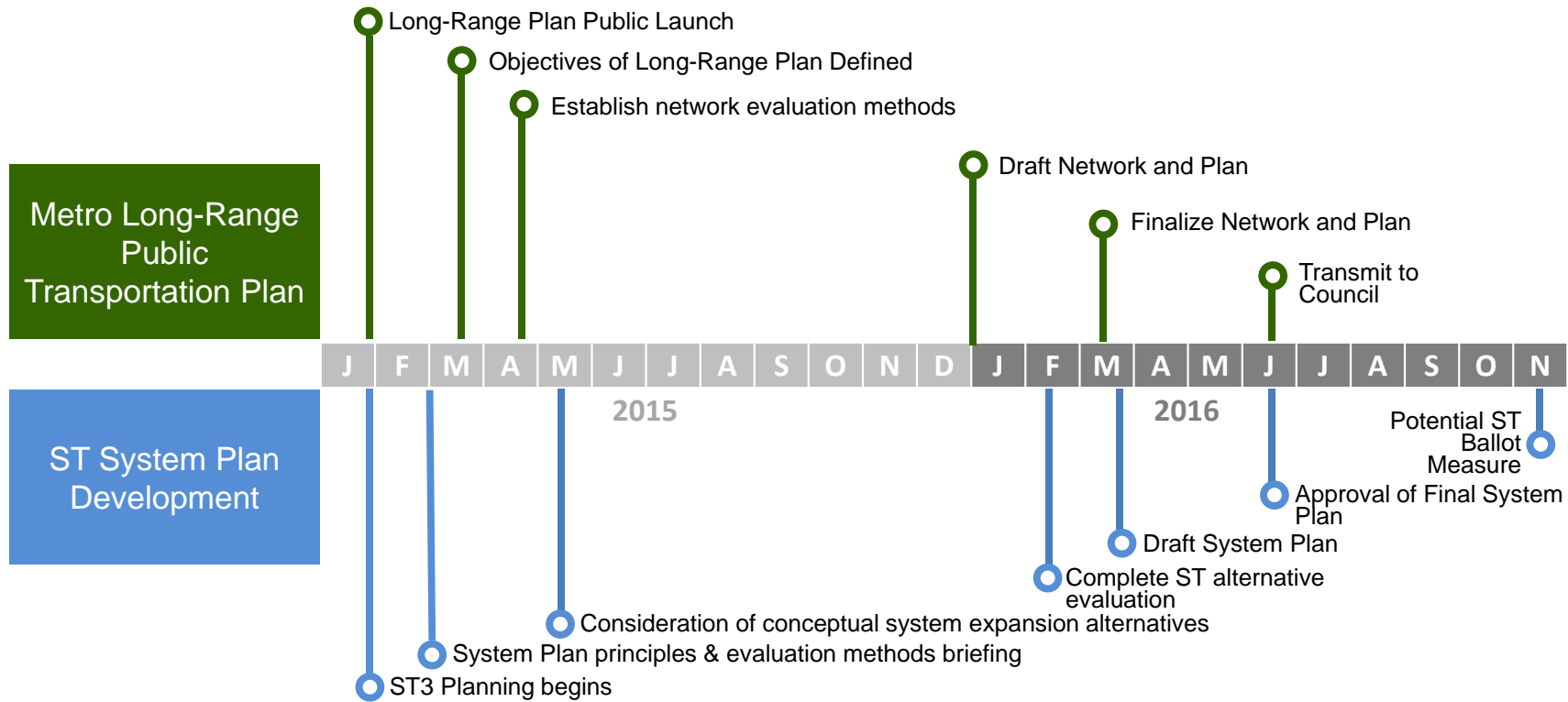


Today's Workshop

Objective: Discuss trade-offs in service emphases

- Update on public engagement and feedback
- Review timeline and participation in developing the preferred alternative
- Begin discussion on what elements of each service emphasis are a good fit in different areas of the county
- Begin discussion on service integration with Sound Transit and other transit service providers

Coordinated Timeline



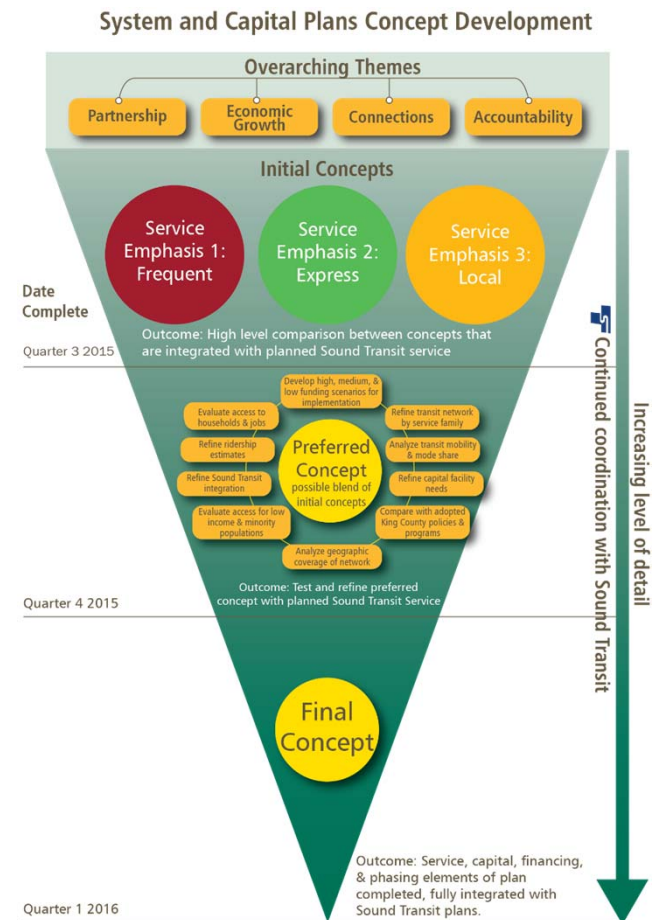
Getting to a Preferred Concept

Summer 2015

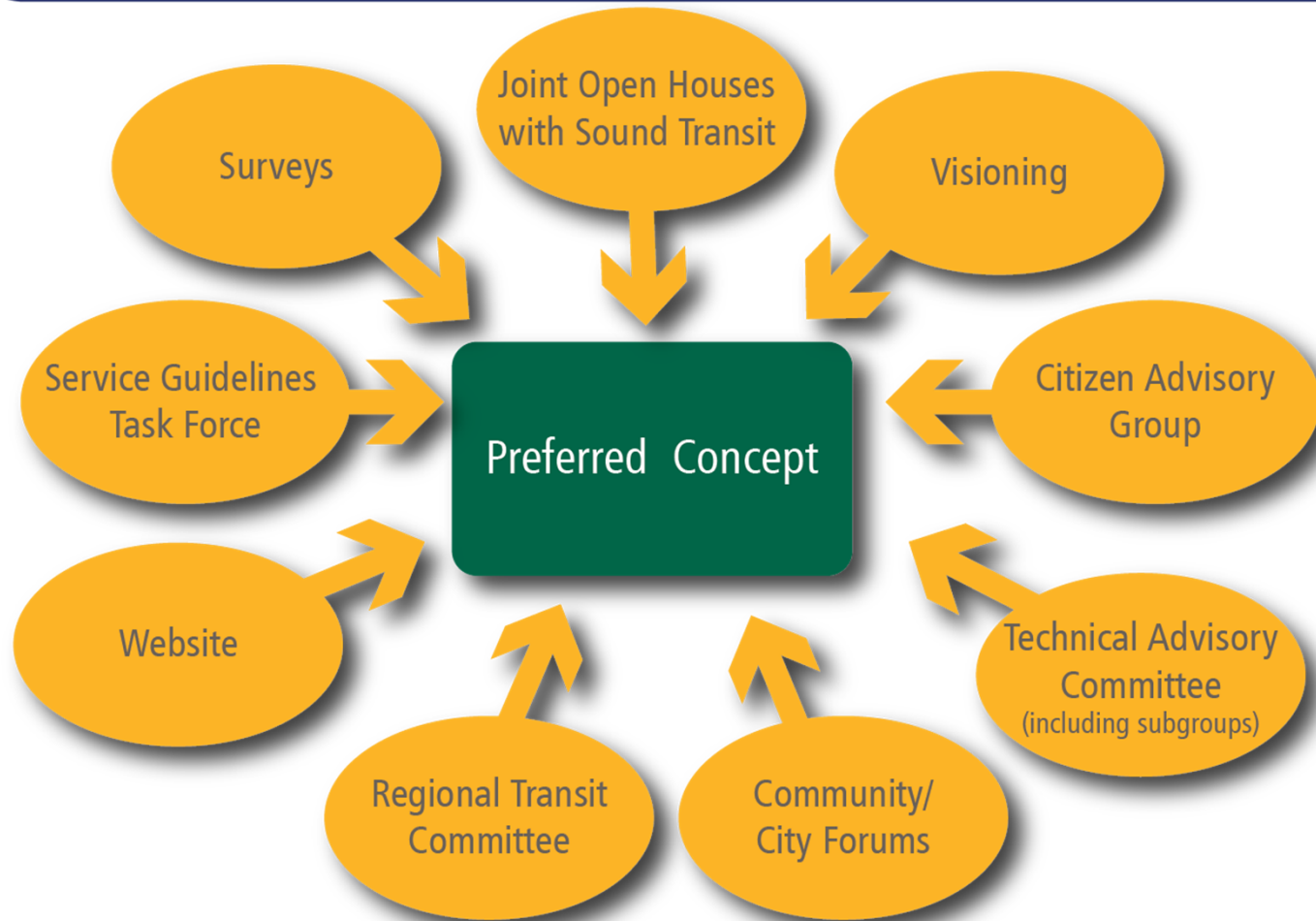
- Monthly TAC meetings
- Bi-Monthly CAG meetings
- Network performance throughout King County
- Collect feedback to develop draft Preferred Concept
- Continued ST integration

Fall 2015

- Full evaluation results and draft Preferred Concept discussion with RTC
- Continued ST integration



Public Outreach



What We Have Heard So Far

Survey results show that people want to see:

- Frequent bus service that connects more people to where they live and work
- More service throughout more hours of the day
- More direct routes
- Shorter wait times for transfers
- Capital improvements that make transit faster and more reliable (transit-priority, grade separation, BRT) and more accessible (P&Rs)
- A well-integrated rail and bus system that is easy to use and maximizes use of the growing light rail system
- Technology to help customers know their wait and travel times

Service Network Characteristics

- Three different service emphases tested to see how they perform countywide
 - Regionally adopted population and employment growth targets
 - Supporting capital facilities
 - P&R expansion
 - Direct access ramps
 - Speed and reliability improvements
- Same operating budget for all networks
 - PSRC's Transportation 2040 financial capacity
 - 2.5 million additional service hours (approx. 70% increase)

Discussion Questions

Service Network

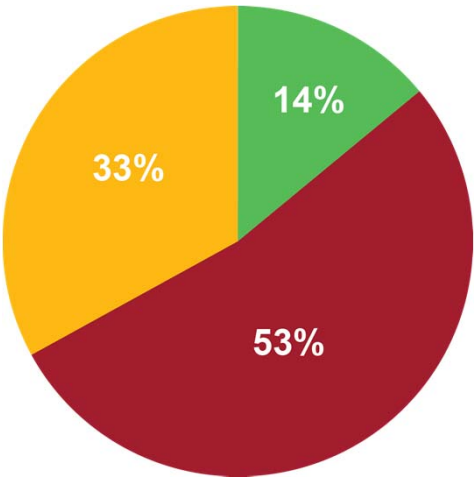
- What kind of service should be where and why?
- What connections are desired in the future?
- Are there locations where service should change?

Service Integration

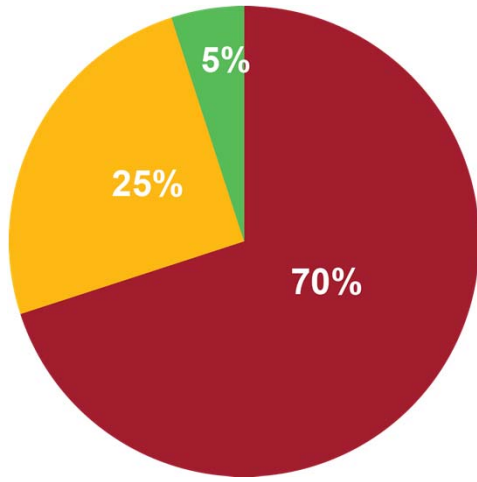
- What should be the priorities for integration? Minimize service duplication, travel time, minimize transfers, etc.?

Existing and Draft Service Emphases

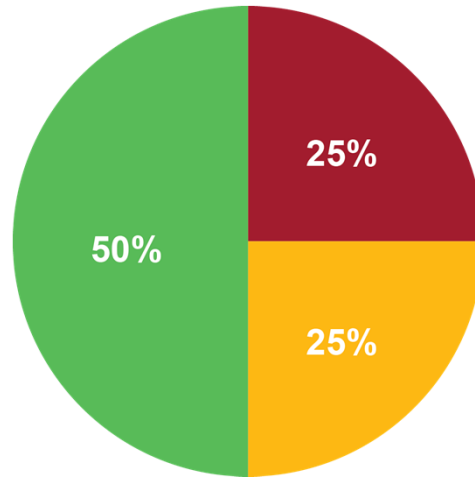
EXISTING



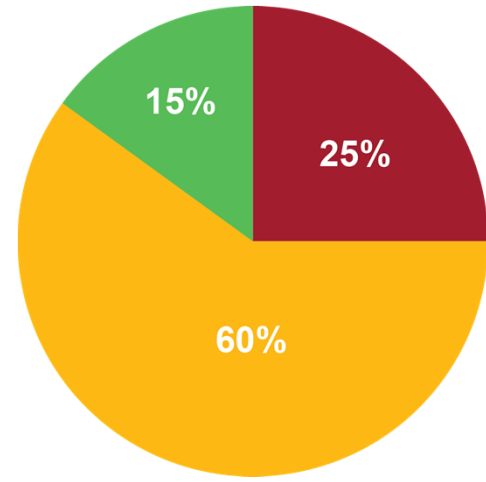
EMPHASIS 1: FREQUENT



EMPHASIS 2: EXPRESS



EMPHASIS 3: LOCAL

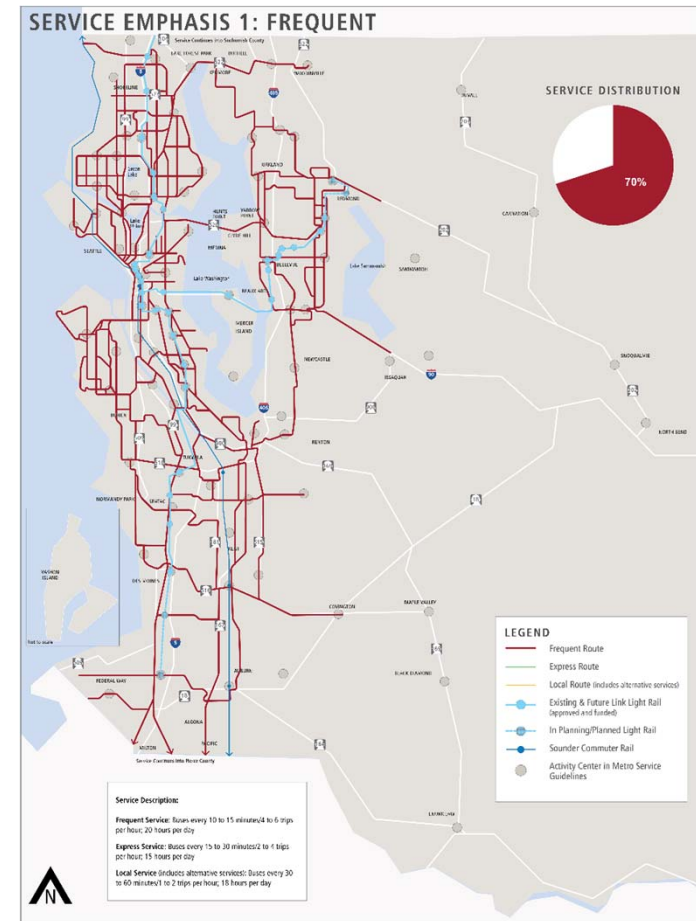


 Frequent Service  Express Service  Local Service (alternative service)

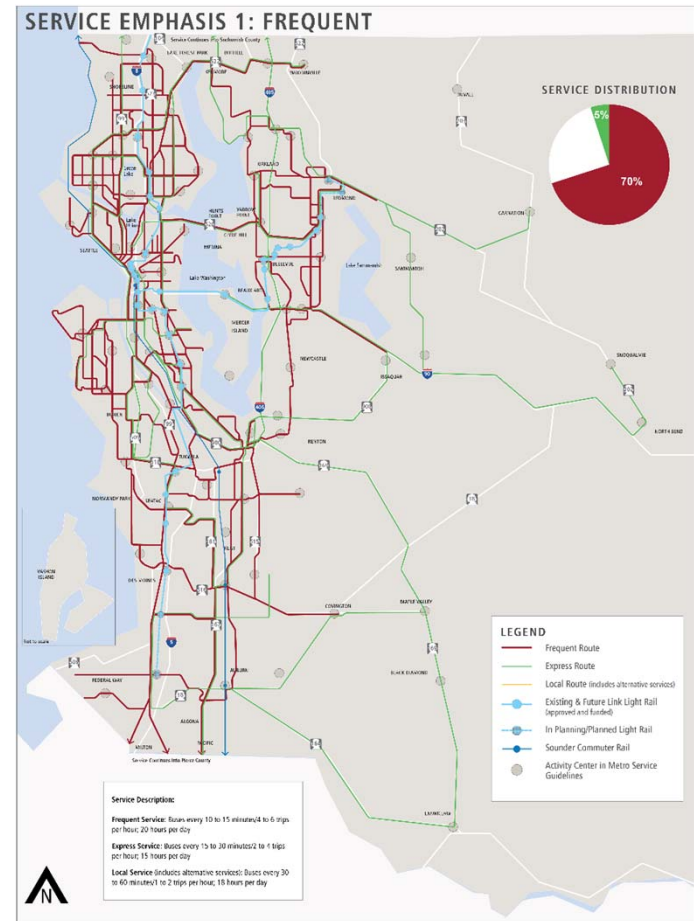
Service Emphasis 1 – Frequent

Performance evaluation

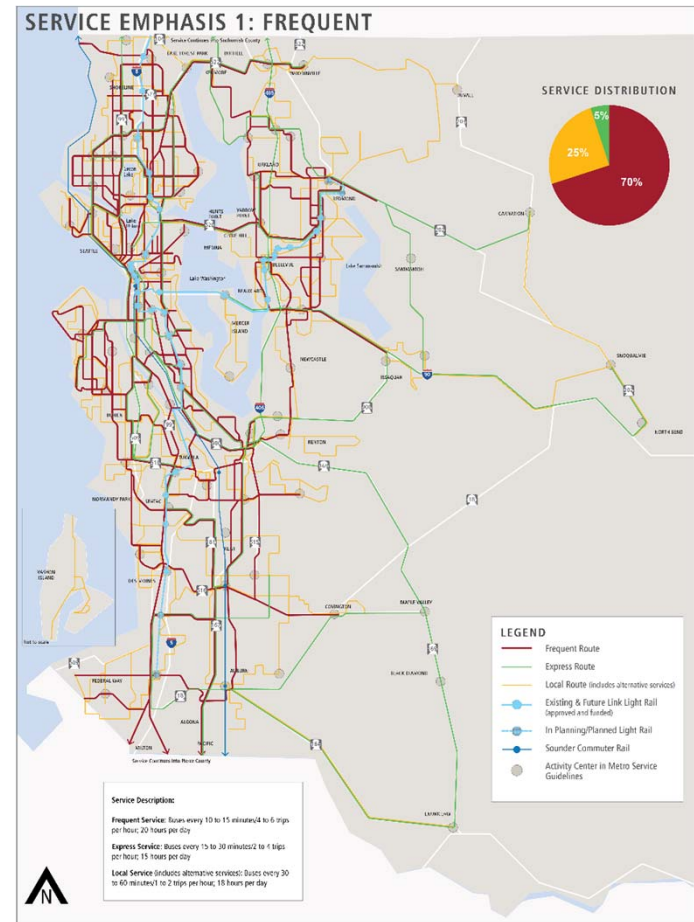
- Highest ridership
- Connects most people to jobs
- Greatest access to frequent service
- Lowest access to express service
- Greatest use of combined network



Service Emphasis 1 – Frequent



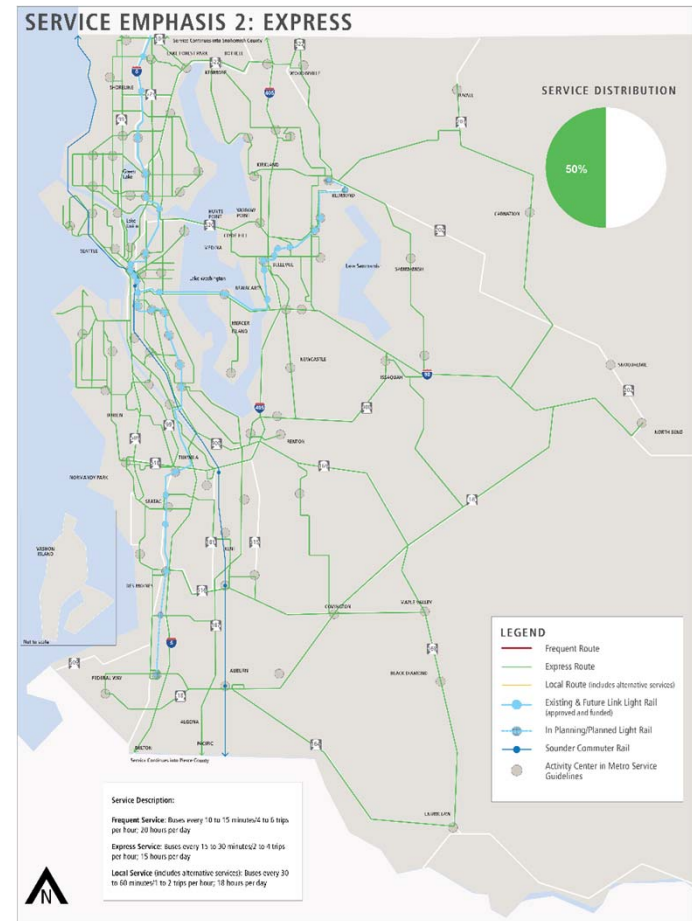
Service Emphasis 1 – Frequent



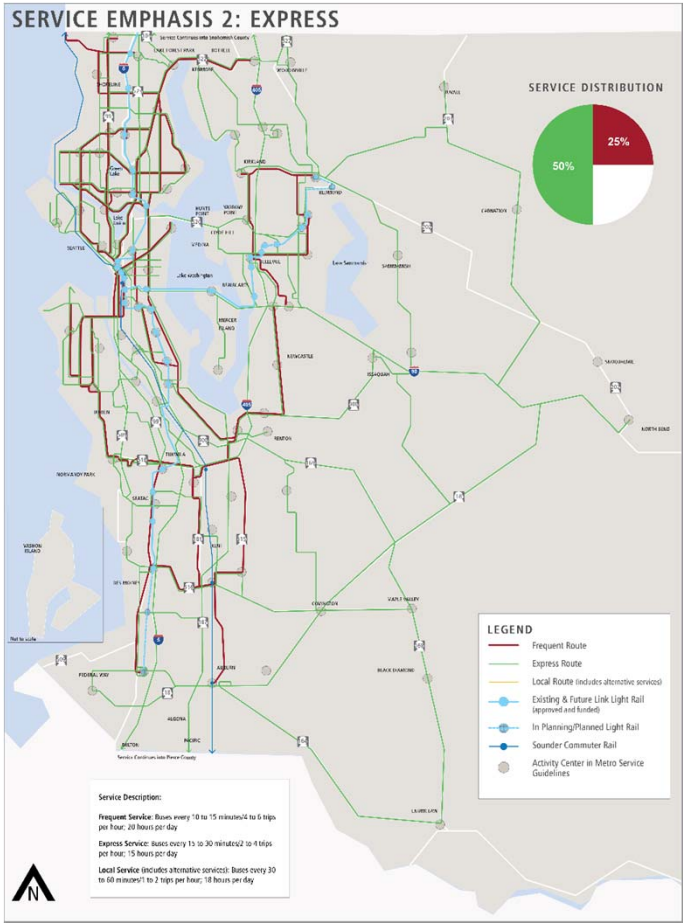
Service Emphasis 2 – Express

Performance evaluation

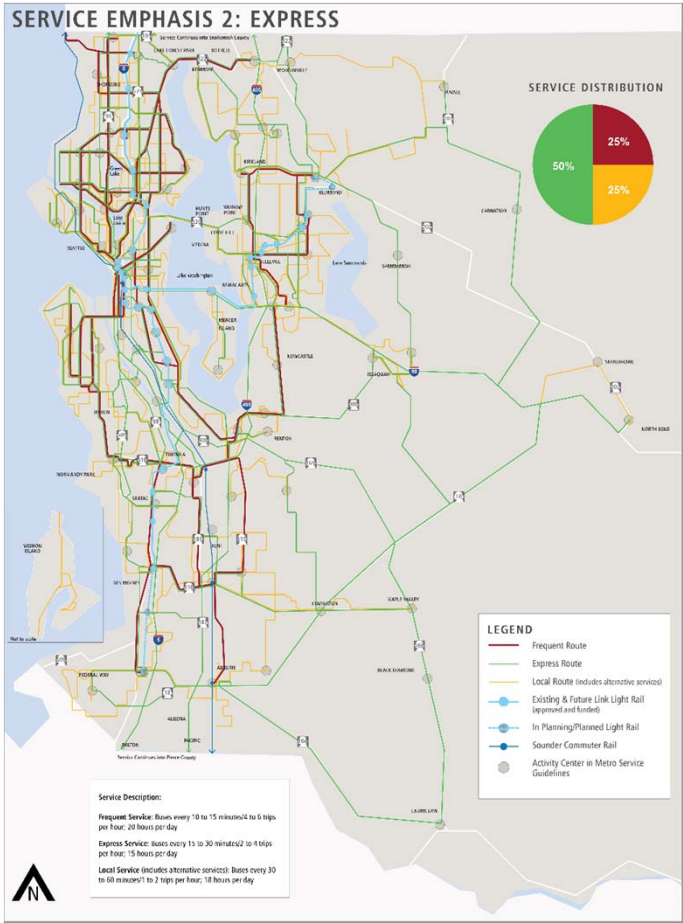
- Fastest travel times in peak
- Greatest peak mode share change
- Greatest access to express service
- Lowest access to overall service
- Least use of combined network



Service Emphasis 2 – Express



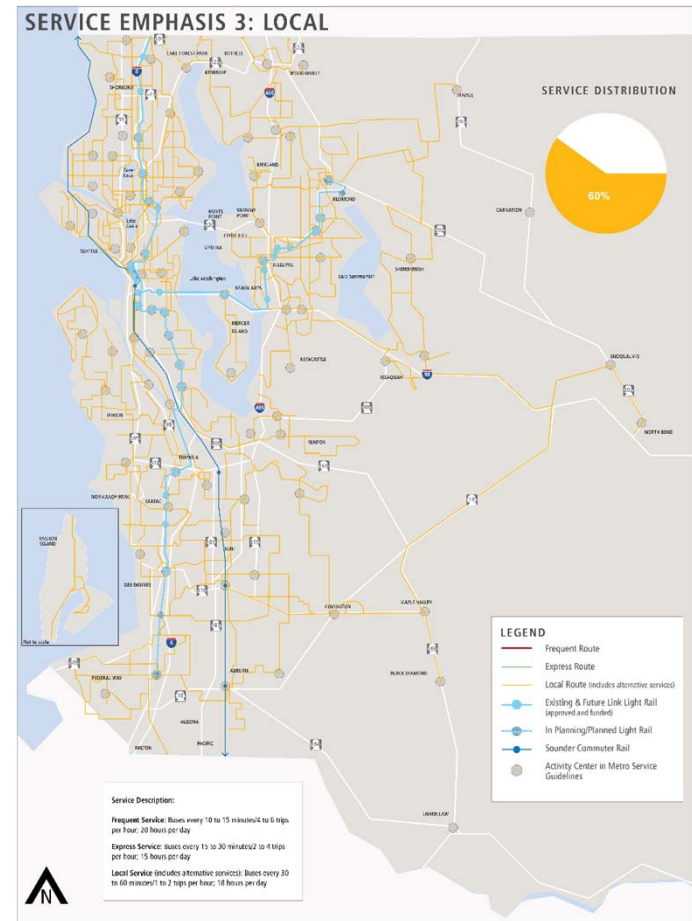
Service Emphasis 2 – Express



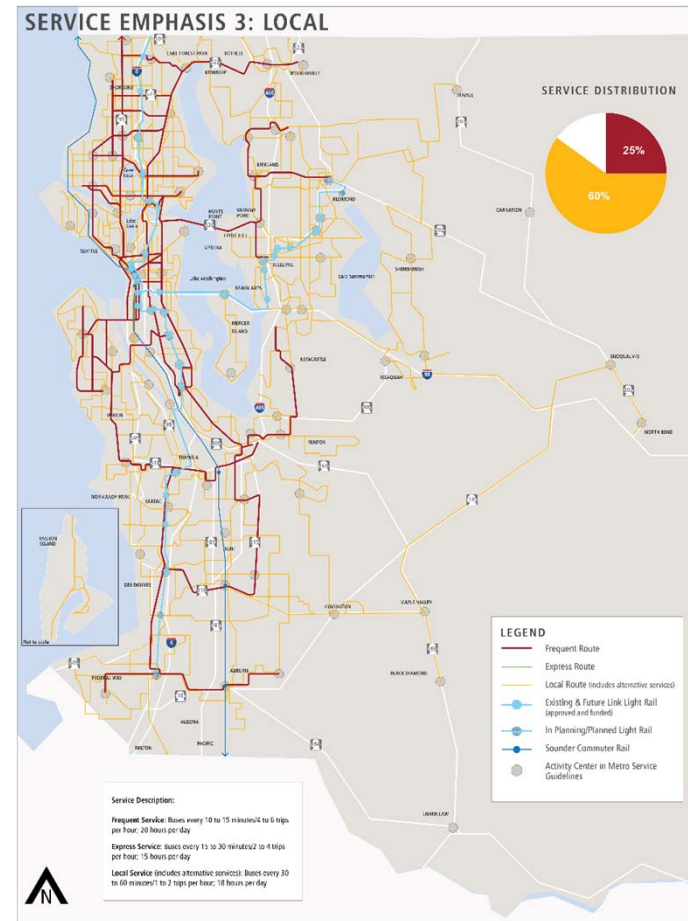
Service Emphasis 3 – Local

Performance evaluation

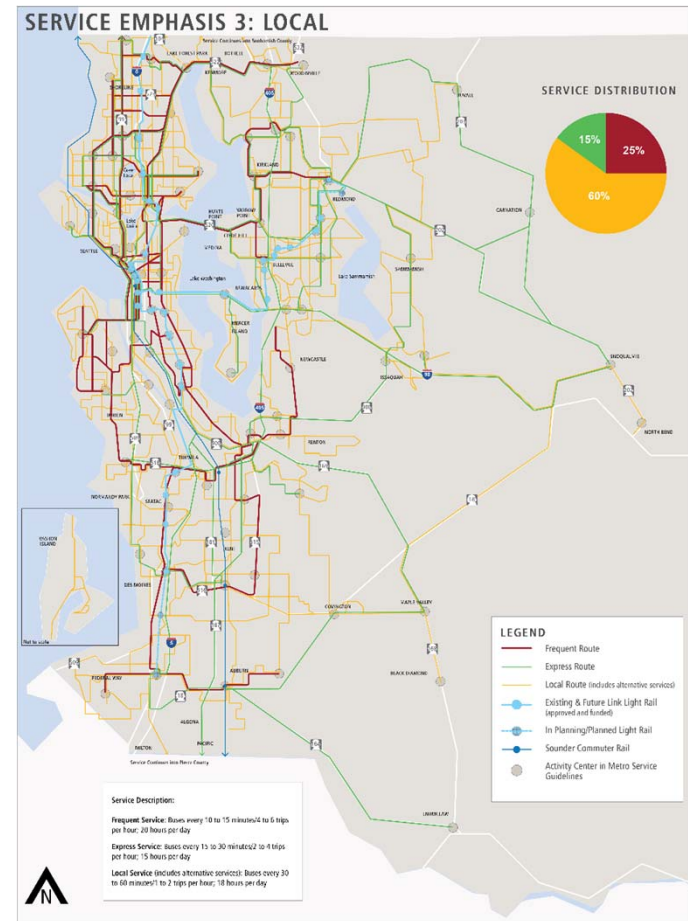
- Greatest access to service
- Lowest ridership
- Connects fewest people to jobs
- Some use of combined network



Service Emphasis 3 – Local

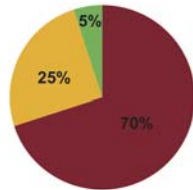


Service Emphasis 3 – Local



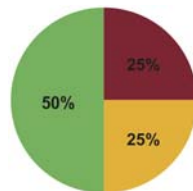
Service Tradeoffs

Service Emphasis 1 Frequent



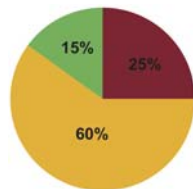
- ↑ Highest Ridership/Connects most to jobs
- ↑ Takes most advantage of combined network
- High proximity to transit
- ↓ Longer travel times in peak

Service Emphasis 2 Express



- ↑ Fastest travel times in peak
- High Ridership/Connects to many jobs
- ↓ Lowest proximity to transit
- ↓ Takes least advantage of combined network

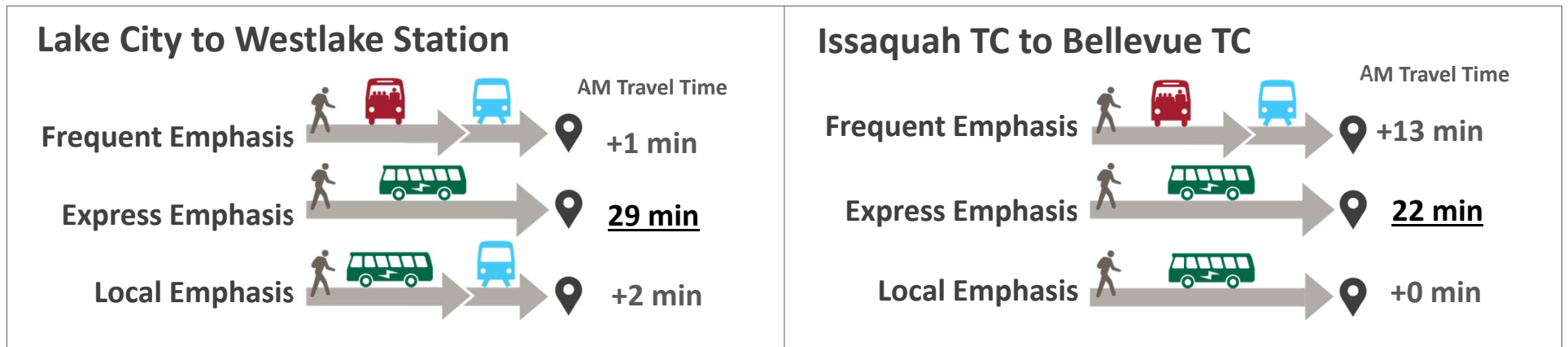
Service Emphasis 3 Local



- ↑ Highest proximity to transit
- Fast travel times in peak
- Takes some advantage of combined network
- ↓ Lowest ridership/Connects fewest to jobs

Service Integration – AM Period

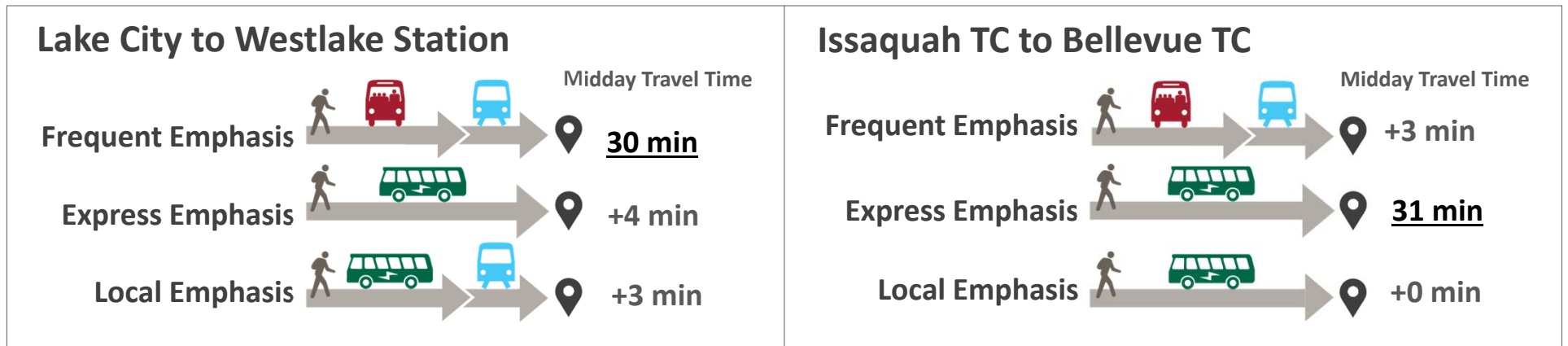
2 Sample Trips



Fastest travel time is bolded and underlined. Travel time variance is shown for other emphases.

Service Integration – Midday

2 Sample Trips



Fastest travel time is bolded and underlined. Travel time variance is shown for other emphases.

Discussion Questions

Service Network

- What kind of service should be where and why?
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Service Integration

- What should be the priorities for integration? Minimize service duplication, travel time, minimize transfers, etc.?

Next Steps

Summer 2015

- Monthly TAC meetings
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- Network performance throughout King County
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Fall 2015

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Thank You!

Long Range Public Transportation Plan

<http://www.kcmetrovision.org/>

Staff Contacts:

Stephen Hunt – Project Manager, KC Metro

stephen.hunt@kingcounty.gov




206-477-5828

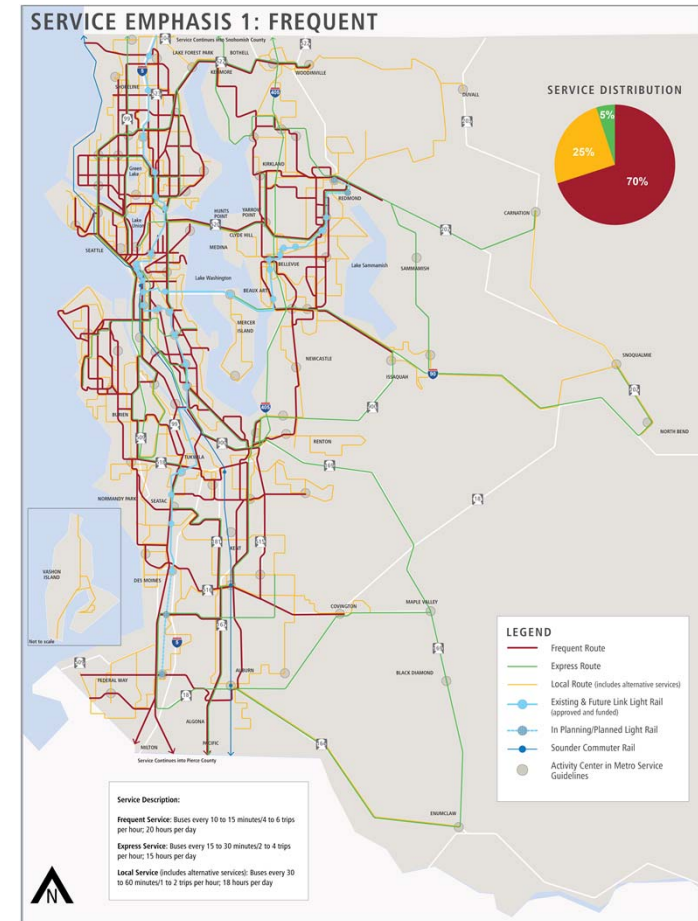
Tristan Cook – Community Relations, KC Metro

tristan.cook@kingcounty.gov

206-477-3842

Service Emphasis 1 – Frequent

ACCESS TO WHAT (% of population that has access to different kinds of service)		 All Service	 Service Every 15 Minutes or Better	 Service with Limited Stops
2040 Population	SERVICE EMPHASIS			
	Emphasis 1 - Frequent	65%	68%	25%
	Emphasis 2 - Express	60%	49%	48%
	Emphasis 3 - Local	72%	50%	30%
2040 Employment	SERVICE EMPHASIS			
	Emphasis 1 - Frequent	74%	84%	44%
	Emphasis 2 - Express	71%	65%	65%
	Emphasis 3 - Local	83%	65%	50%



Service Emphasis 1 – Frequent

WHERE DOES TRANSIT GET YOU?



Population with Access to 30,000 Jobs within 30 Minutes on Transit

SERVICE EMPHASIS

Emphasis 1 - Frequent	45%
Emphasis 2 - Express	40%
Emphasis 3 - Local	35%

HOW ARE PEOPLE TRAVELING IN THE REGION?



Change in % of Trips on Transit in AM Peak Period

SERVICE EMPHASIS

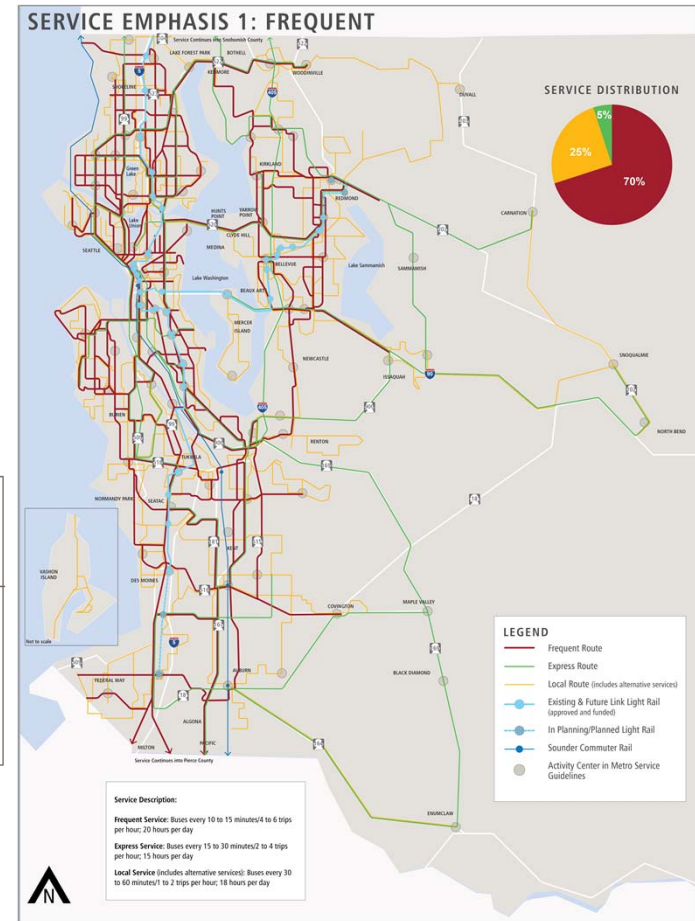
Emphasis 1 - Frequent	37%
Emphasis 2 - Express	38%
Emphasis 3 - Local	33%






Daily Transit Ridership in King County (bus and rail)

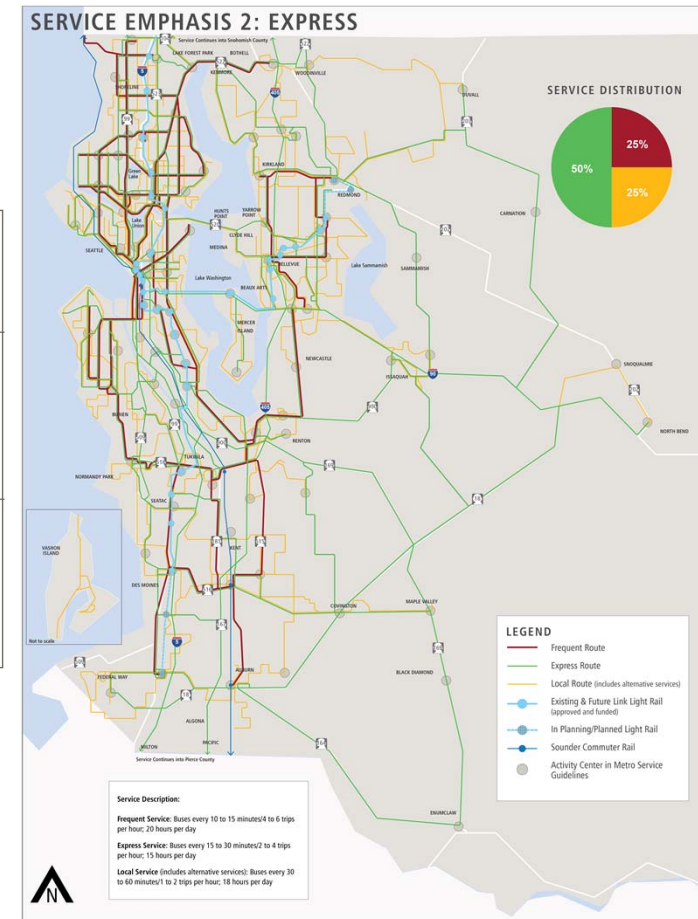
SERVICE EMPHASIS

Emphasis 1 - Frequent	~1,000 THOUSANDS
Emphasis 2 - Express	~800 THOUSANDS
Emphasis 3 - Local	~600 THOUSANDS



Example 2 – Express Service Emphasis

ACCESS TO WHAT (% of population and employment that has access to different kinds of service)		 All Service	 Service Every 15 Minutes or Better	 Service with Limited Stops
2040 Population	SERVICE EMPHASIS			
	Emphasis 1 - Frequent	65%	68%	25%
	Emphasis 2 - Express	60%	49%	48%
	Emphasis 3 - Local	72%	50%	30%
2040 Employment	SERVICE EMPHASIS			
	Emphasis 1 - Frequent	74%	84%	44%
	Emphasis 2 - Express	71%	65%	65%
	Emphasis 3 - Local	83%	65%	50%



Example 2 – Express Service Emphasis

WHERE DOES TRANSIT GET YOU?



Population with Access to 30,000 Jobs within 30 Minutes on Transit

SERVICE EMPHASIS
Emphasis 1 - Frequent
Emphasis 2 - Express
Emphasis 3 - Local



HOW ARE PEOPLE TRAVELING IN THE REGION?



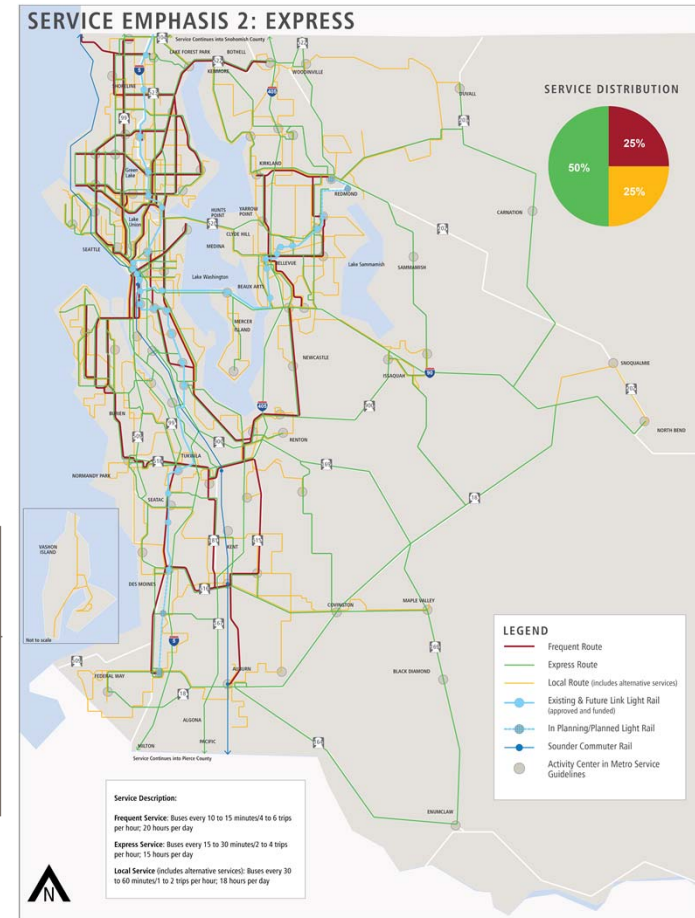
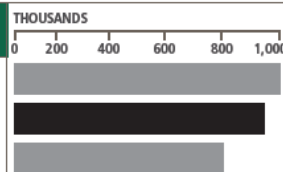
Change in % of Trips on Transit in AM Peak Period

SERVICE EMPHASIS
Emphasis 1 - Frequent
Emphasis 2 - Express
Emphasis 3 - Local






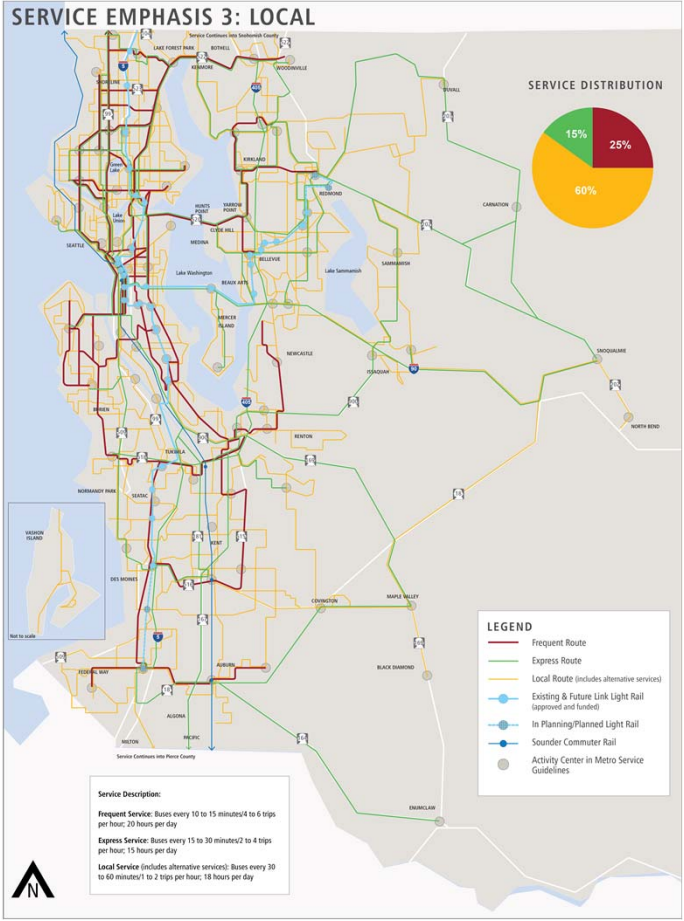
Daily Transit Ridership in King County (bus and rail)

SERVICE EMPHASIS
Emphasis 1 - Frequent
Emphasis 2 - Express
Emphasis 3 - Local



Example 3 – Local Service Emphasis

ACCESS TO WHAT (% of population and employment that has access to different kinds of service)		 All Service	 Service Every 15 Minutes or Better	 Service with Limited Stops
2040 Population	SERVICE EMPHASIS			
	Emphasis 1 - Frequent	65%	68%	25%
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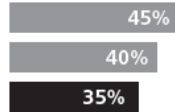
Example 3 – Local Service Emphasis

WHERE DOES TRANSIT GET YOU?



Population with Access to 30,000 Jobs within 30 Minutes on

SERVICE EMPHASIS
Emphasis 1 - Frequent
Emphasis 2 - Express
Emphasis 3 - Local



HOW ARE PEOPLE TRAVELING



Change in % of Trips on Transit in AM Peak Period

SERVICE EMPHASIS
Emphasis 1 - Frequent
Emphasis 2 - Express
Emphasis 3 - Local



Daily Transit Ridership in King County (bus and rail)

SERVICE EMPHASIS
Emphasis 1 - Frequent
Emphasis 2 - Express
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