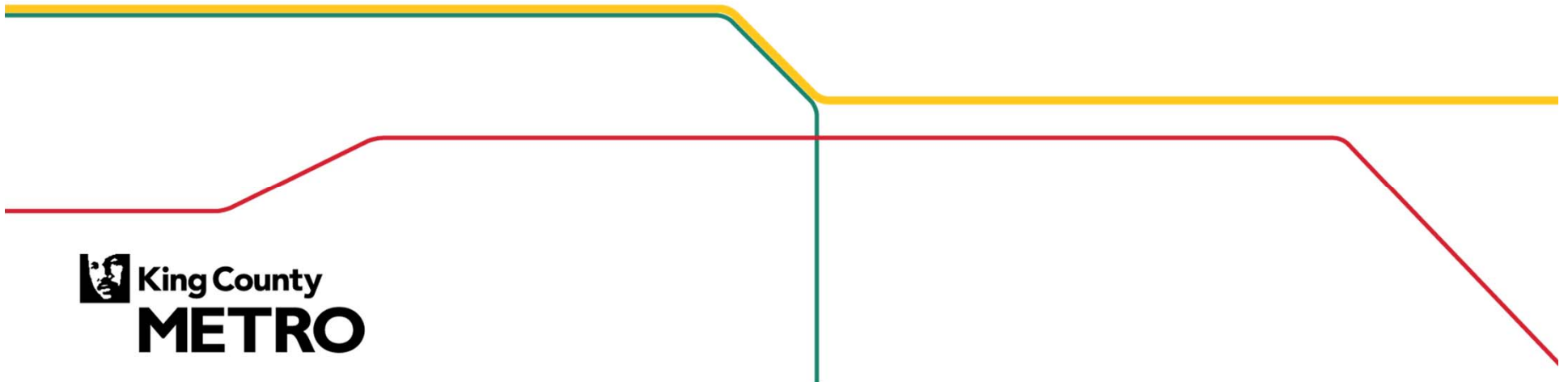




April 21, 2015 Technical Advisory Committee

Metro's Long Range Public Transportation Plan



TAC Overview

Tentative Schedule	Meeting Topics
<p>February 26 3:00-5:00 p.m.</p> 	<p>Why a long range plan Roles and responsibilities Preparing for upcoming workshop Input on LRP themes Introduce evaluation criteria</p>
<p>April 21 2:30-4:30 p.m.</p> 	<p>Workshop to coordinate jurisdiction plans Draft Network Concepts Modeling Assumptions Review evaluation criteria</p>
<p>June 23 2:30-4:30 p.m.</p>	<p>Evaluation of Network Concepts Development of preferred concept</p>
<p>August 20 2:30-4:30 p.m.</p>	<p>Initial evaluation of preferred concept Direction on concept refinement</p>

Meeting Outline

- Review visioning event & Feedback (15 min)
- Briefing book review and coordination with Sound Transit (20 min)
- Review Long Range Plan Process and Contents (15 min)
- Provide input on network concepts and evaluation criteria (60 min)

Recent Long Range Plan Activities

Formed Advisory Committees/Groups

- Technical Advisory Committee
- Community Advisory Group

Website Survey


- 2,600 community members from 38 cities

Community Visioning Event

- March 31st –200 people in attendance
- Partnering with other stakeholders



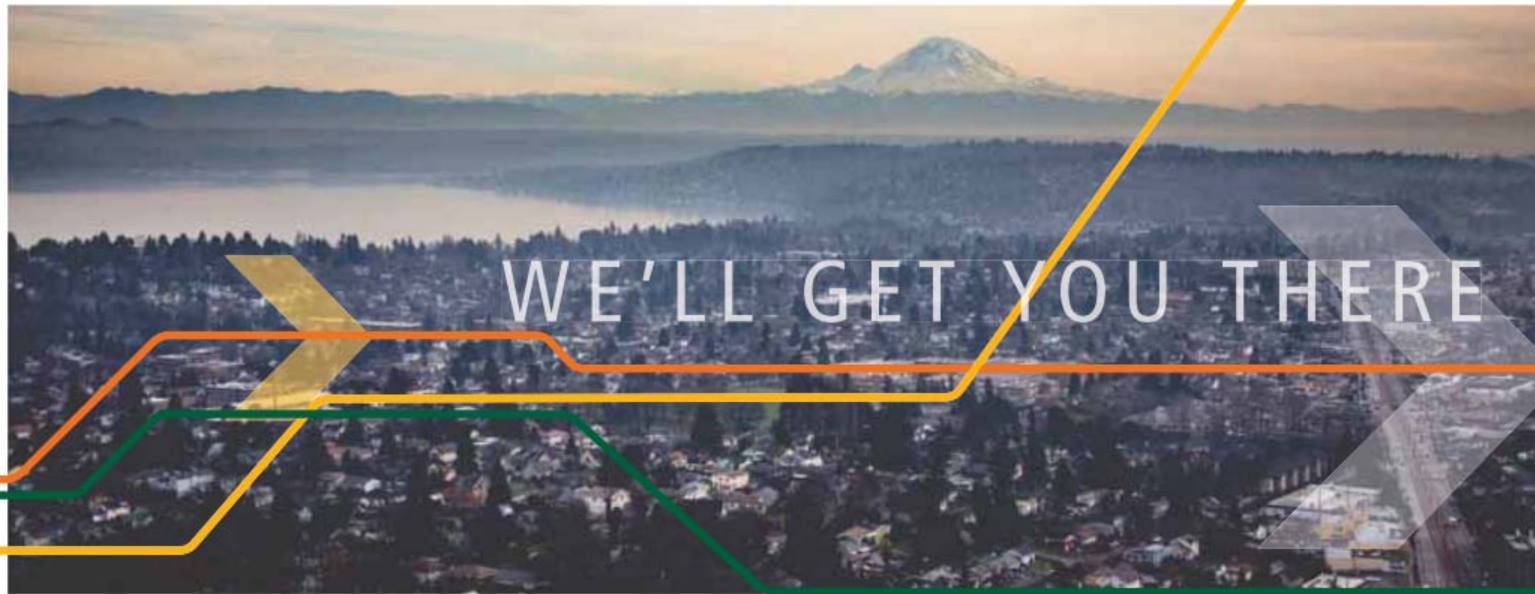
Public Engagement Overview

		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	
STAKEHOLDER OUTREACH	Standing Committee Briefings			[Orange Bar]							[Orange Bar]			
	ADVISORY GROUPS			×	×		×		×		×		×	
	TAC*		×		×		×		×		×		×	
ONLINE ENGAGEMENT	Website and social media	Develop		Maintain										
	Online Surveys		×							×			×	
PUBLIC OUTREACH	On the ground					Fairs and festivals								
	Informational materials		Distribute materials, build and update listserv											
	Open Houses/ Community Meetings					×					×			×
	Community Partner Meetings			[Orange Bar]								[Orange Bar]		
PHASE		DISCOVERY				ALTERNATIVES					DRAFT			

*CAG: Community Advisory Group, TAC: Technical Advisory Committee

Schedule as of March 9th

Briefing Book Review



Long-Range Public Transportation Plan
Existing Conditions and Planning Context Report
Final Draft

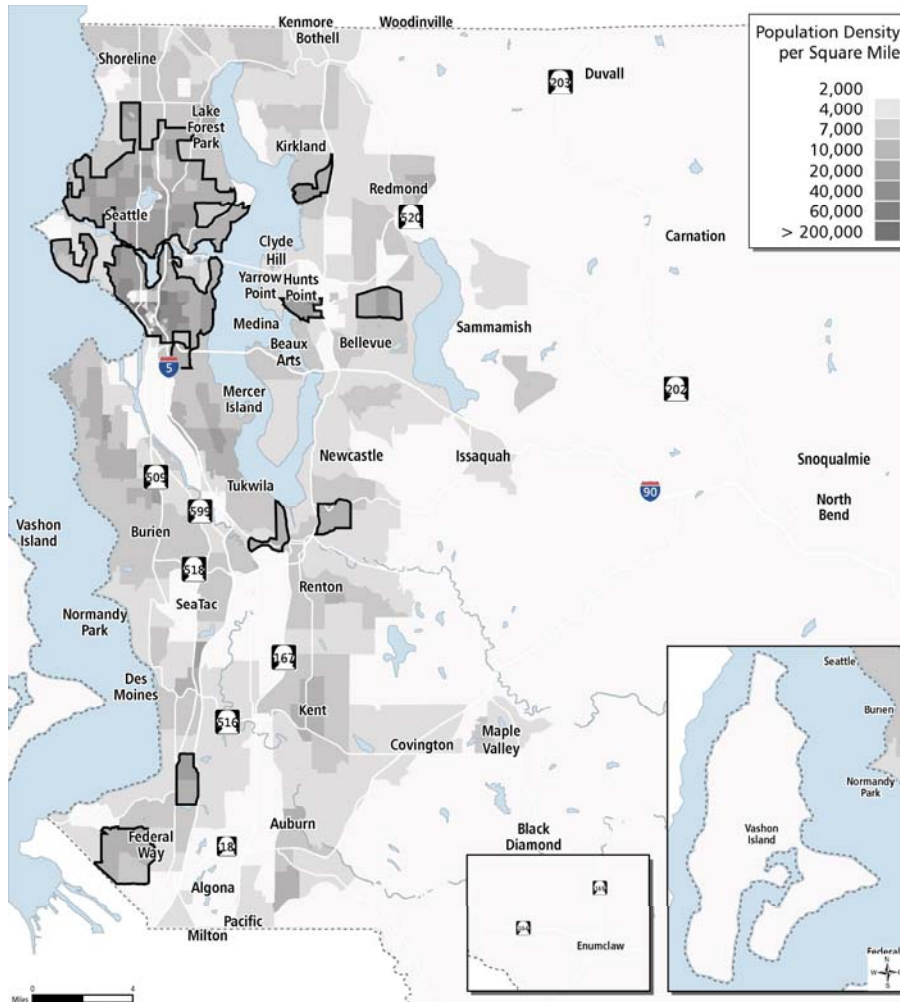
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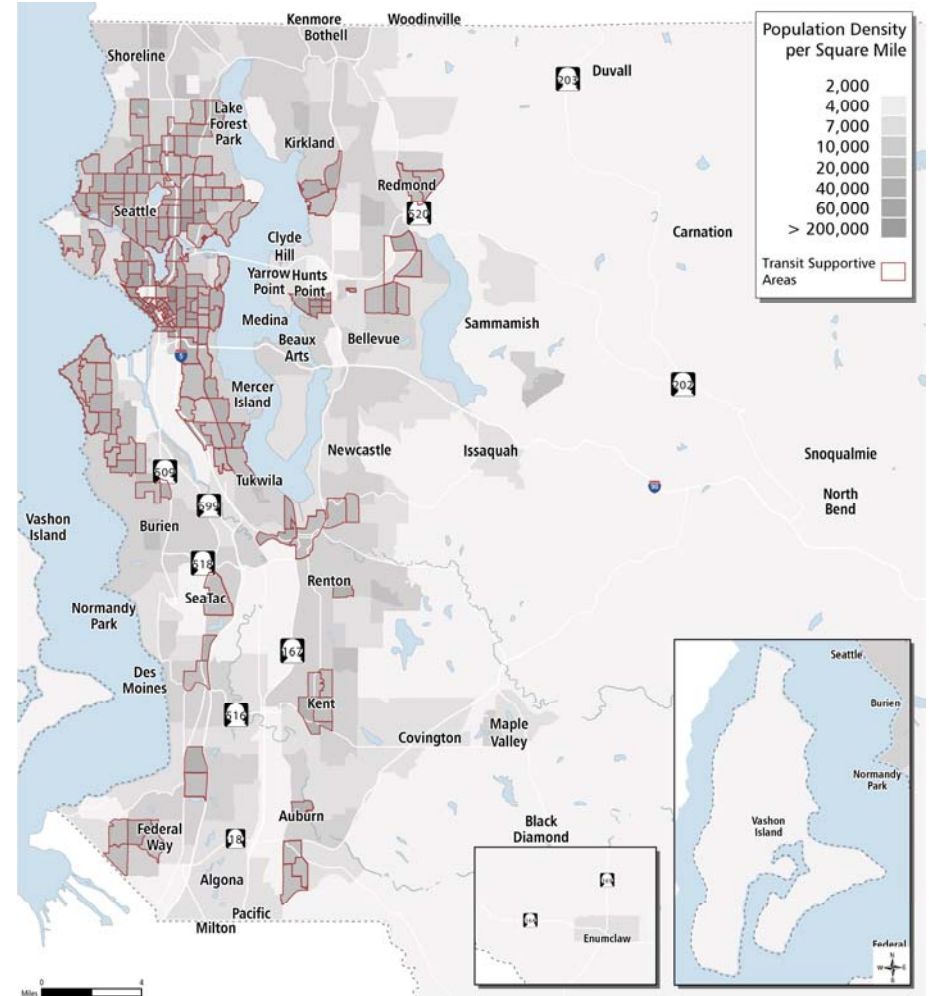


Population Density

2014 Existing Population Density



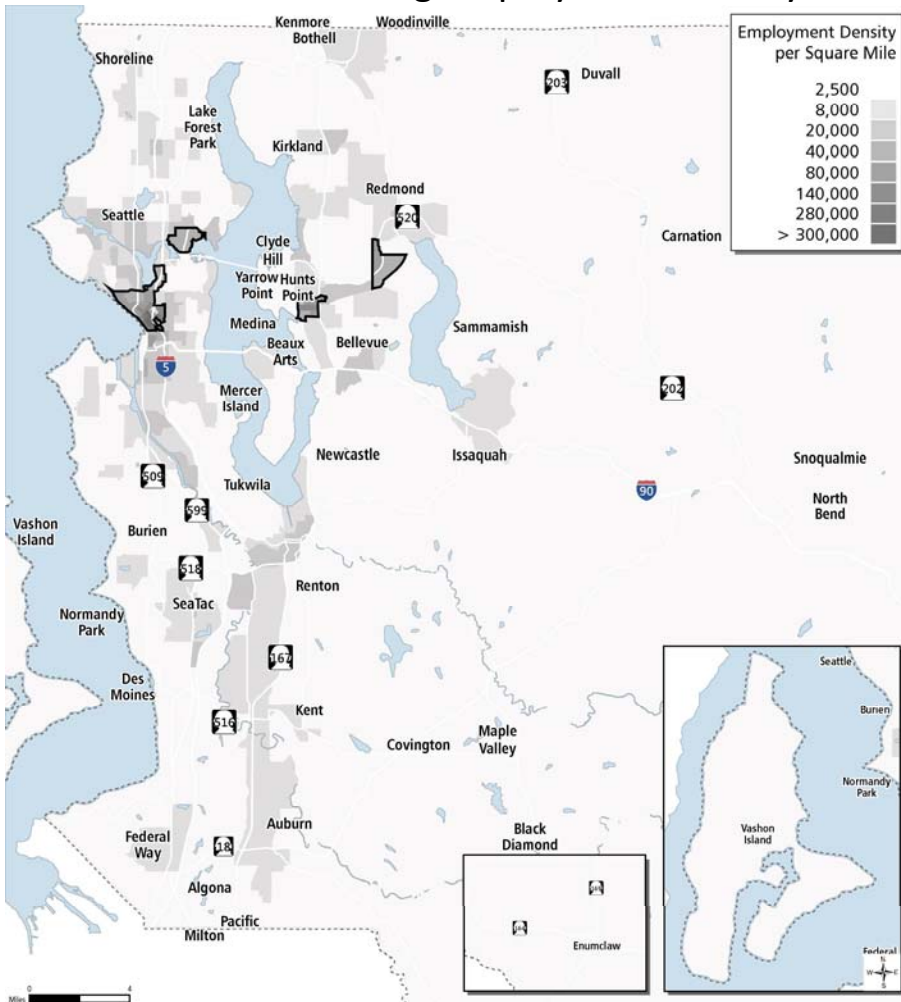
2040 Projected Population Density



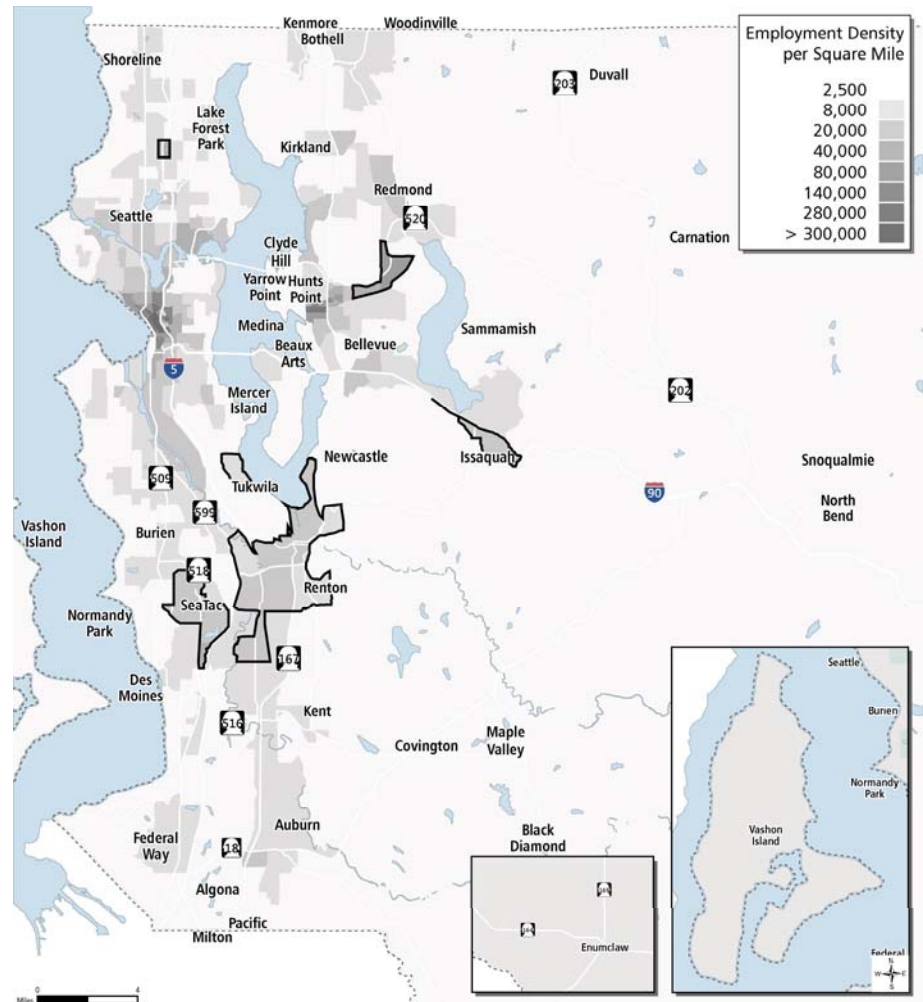


Future Employment Density

2014 Existing Employment Density



2040 Employment Density



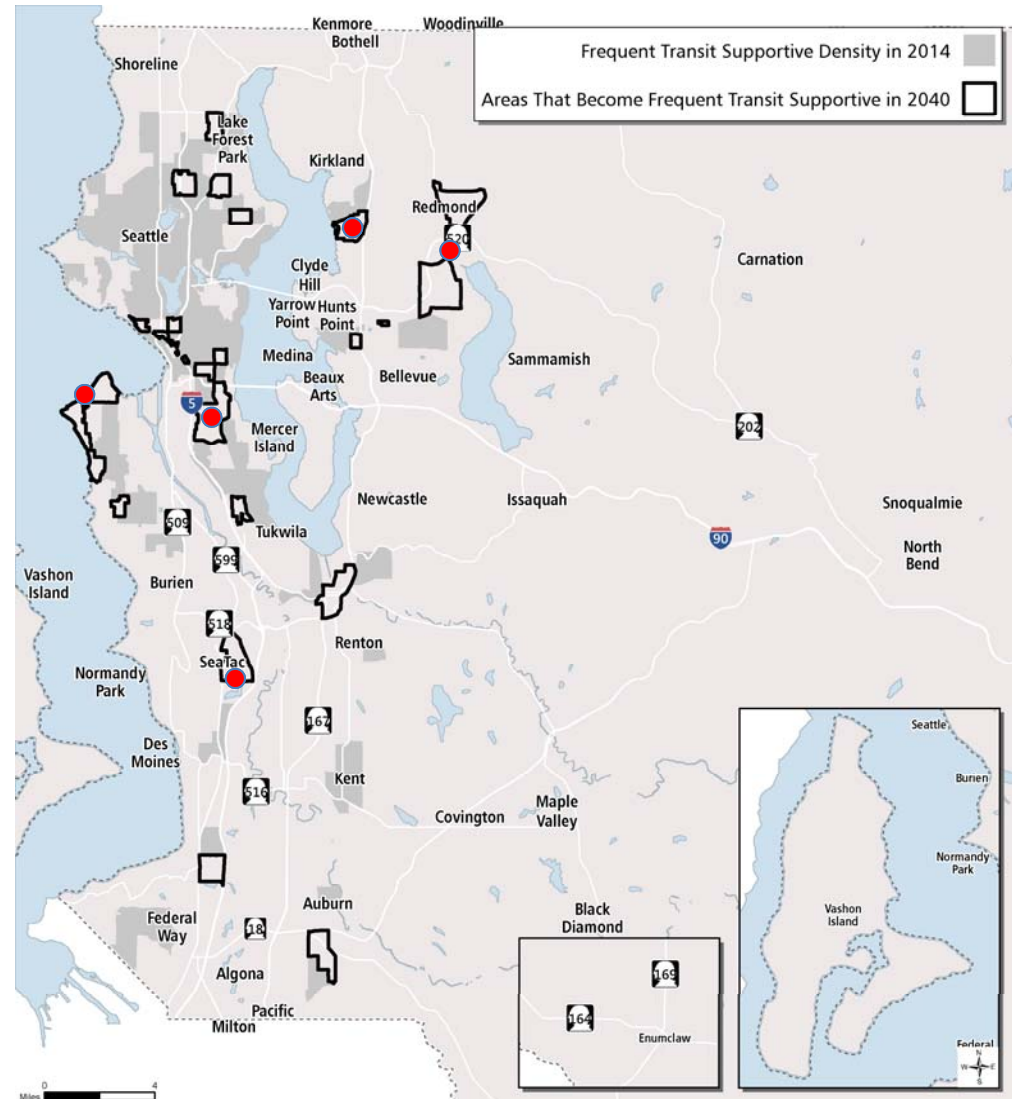


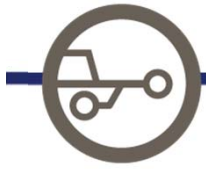
Transit Supportive Density

Combining employment and residential growth, parts of King County will become **Transit Supportive** by 2040, which could drive future transit investments:

- West Seattle
- SeaTac
- Redmond-Overlake
- Kirkland
- Beacon Hill

Change in Transit Supportive Densities in 2040

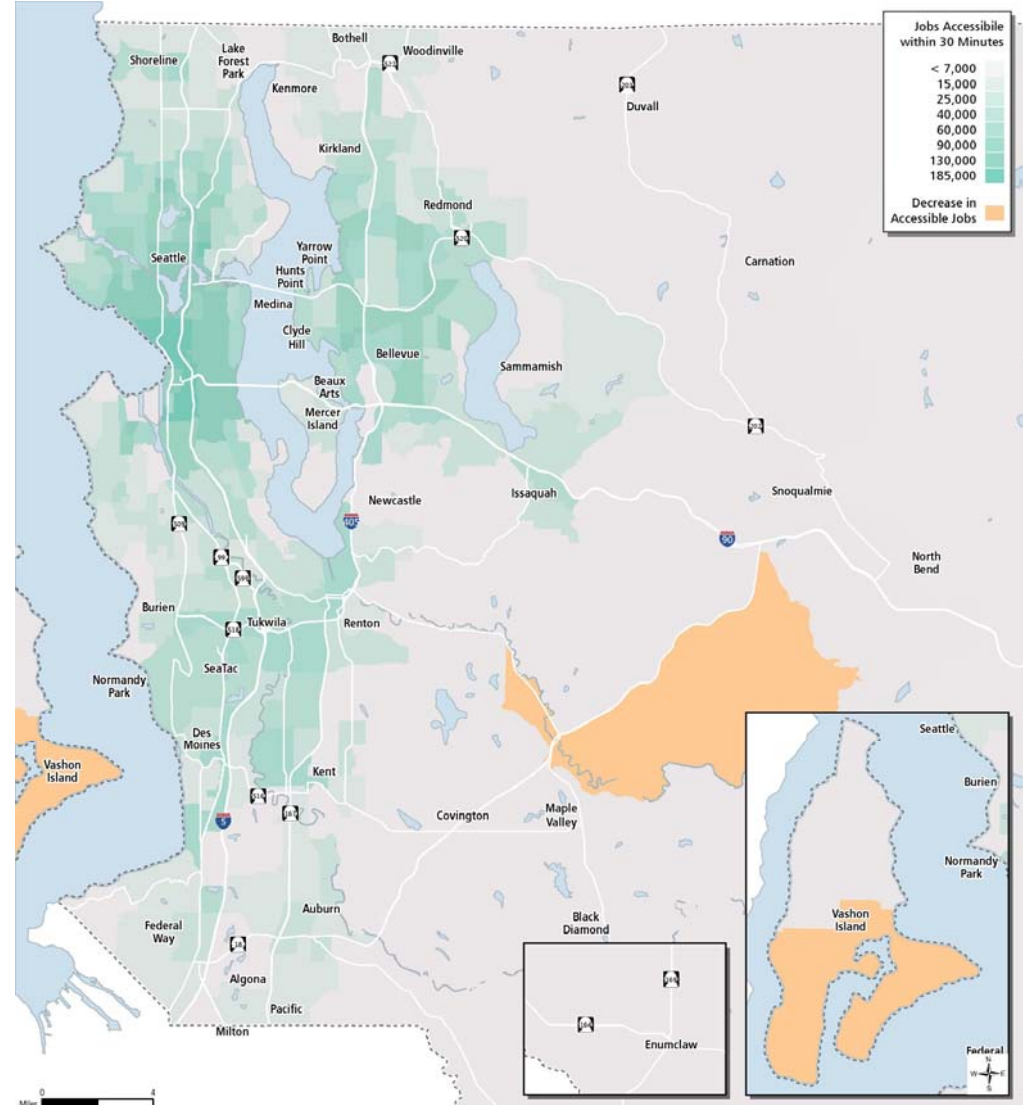




Change in Jobs Accessible via Transit in AM Peak– 2014-2040

The number of projected jobs accessible by transit increases in virtually all areas. Even those areas where auto access decreased.

Change in Jobs Accessible by Transit 2014-2040



What's in the Plan

Service Element

- Where our service is going to go
- What kind of service it will be

Capital Element

- What infrastructure we need to make it happen

Financial Element

- How much it will cost

Planning Process

Develop and evaluate 3 Initial Concepts

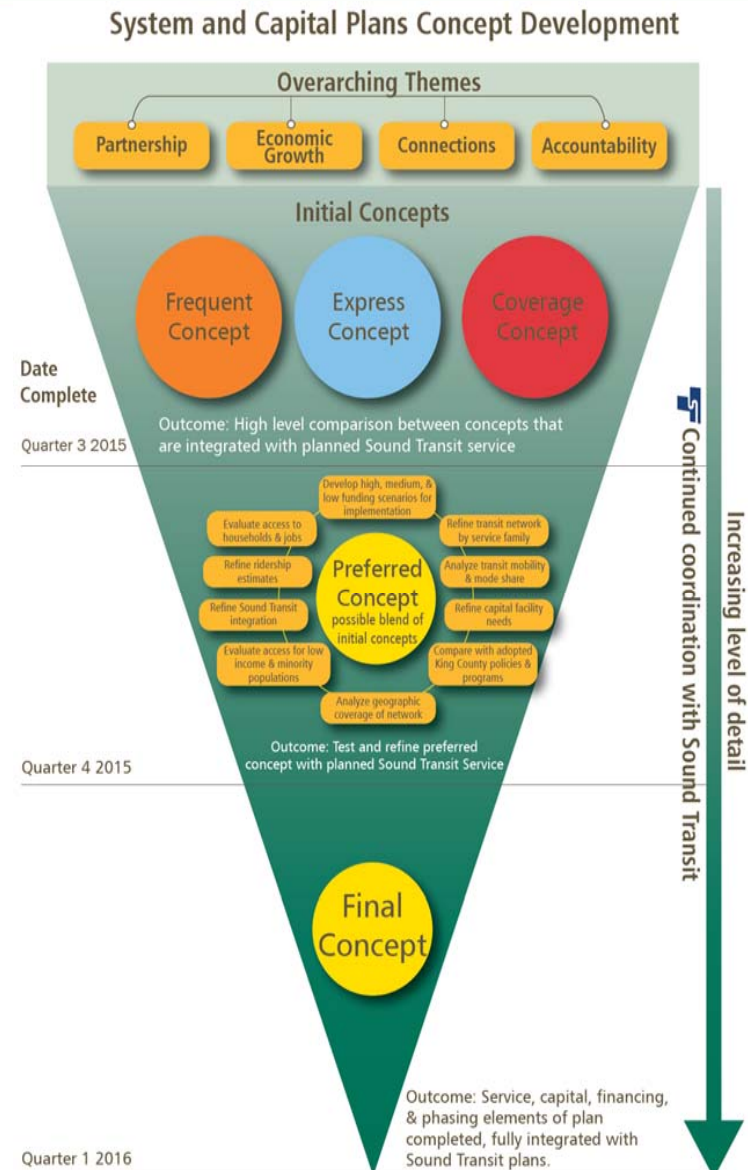
- Test different service emphasis, capital infrastructure and integration concepts

Initial Concepts to Preferred Concept

- Use best parts of 3 Initial Concepts in 1 Preferred Concept

Preferred Concept to Final Plan

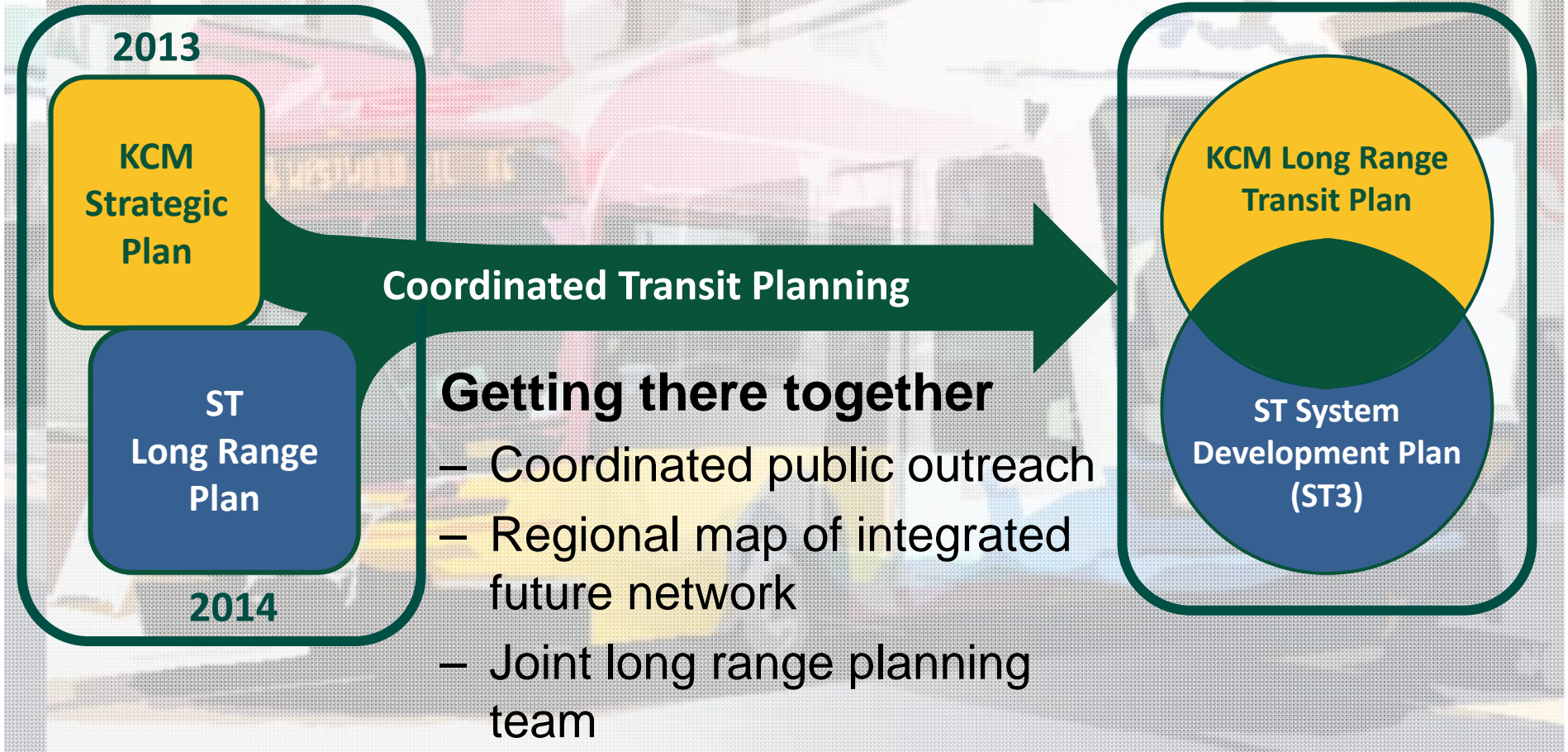
- Finalize capital, financing & phasing



Coordinated Transit Planning

Adopted Policy Direction

Shared Regional Vision

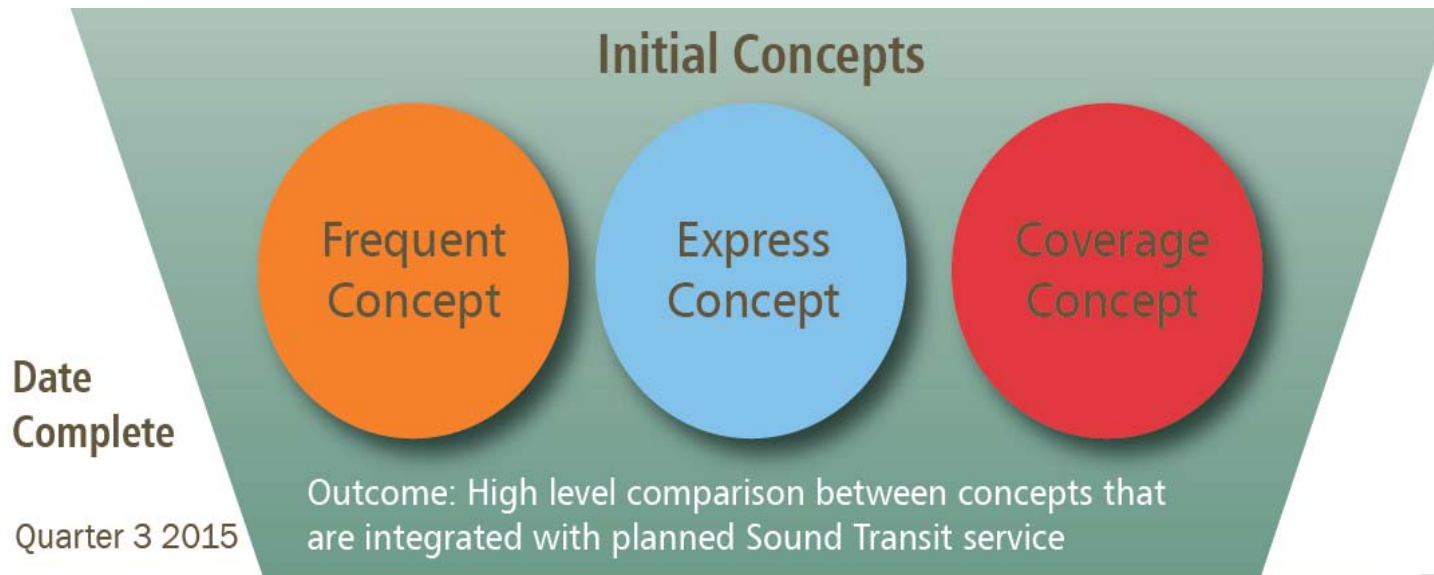


Coordinated Transit Planning

Getting there together

- Coordinated public outreach
- Regional map of integrated future network
- Joint long range planning team
- Shared model assumptions

Develop Initial Concepts



Concept variables

- Service Emphasis
- Capital Investments
- Sound Transit integration

Input on Initial Concepts & Evaluation:

- Meeting with TAC, CAG, cities, Steering Committee and Metro Staff

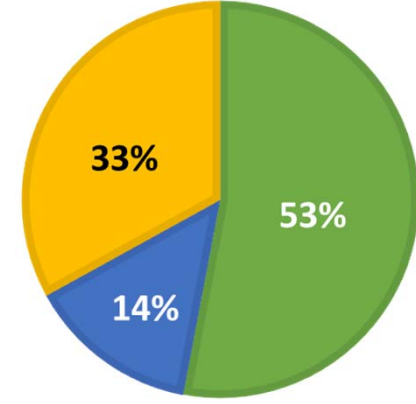
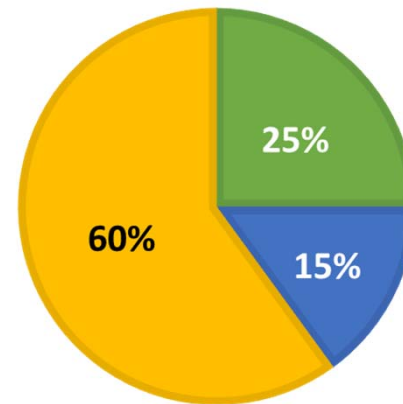
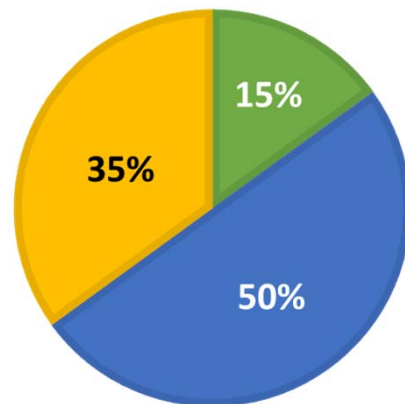
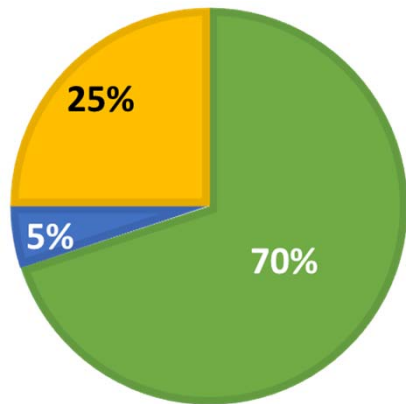
Draft Initial Concepts

FREQUENT

EXPRESS/PEAK

COVERAGE

EXISTING*



 **Local**

 **Frequent**

 **Express/Peak**

*Existing frequent and express services do not all meet future standards

Evaluation Criteria

Topic	King County Metro Evaluation Metrics	ST
Access to Transit	Proximity of population to transit stops and P&R's	✓
	Proximity of jobs to transit stops	
	Proximity of minority and low-income population to transit	
	How people get to transit stops (car, walking, bike, etc.)	
Transit Connections	Population with convenient access to jobs and school via transit	✓
Use and Efficiency	Public transit ridership by type	✓
	% of travel by transit Countywide	
	Efficiency measures	
	Use of transit-priority infrastructure	
	How late or early do the buses run	



Access to Transit Today

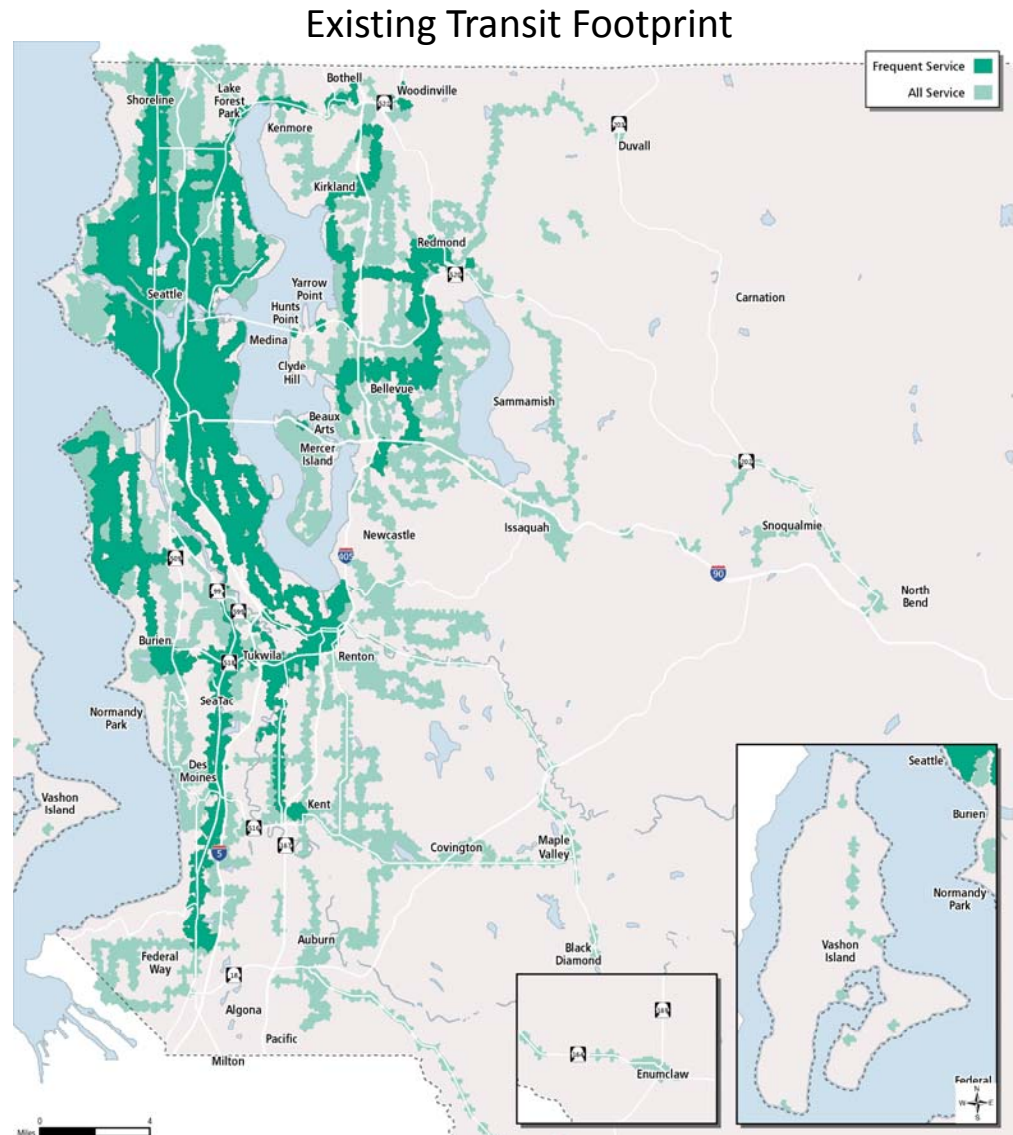
Population within a ¼ mile to ½ mile of a transit stop

Demographic Group	All Service	Frequent Service
General population	68%	40%
Minority	71%	41%
Low-income	81%	51%

Source: PSRC Travel Demand Model. Accessed January 2015

Approximate Walk Times

- 1/4 Mile = 3-5 minutes to walk
- 1/2 Mile = 8-10 minutes
- 1 Mile = 12-15 minutes



Projected Transit Access

New Population Growth

All Stops (1/4 mile)	73%
RapidRide or Link (1/2 mile)	32%
Combined (1/4 mile for all and 1/2 mile for Link and RR)	76%
Frequent Service Combined (1/4 mile for frequent or very frequent, and 1/2 mile for Link and RR)	53%

New Employment Growth

All Stops (1/4 mile)	79%
RapidRide or Link (1/2 mile)	50%
Combined (1/4 mile for all and 1/2 mile for Link and RR)	83%
Frequent Service Combined (1/4 mile for frequent or very frequent, and 1/2 mile for Link and RR)	65%

73% of new 2040 residents and

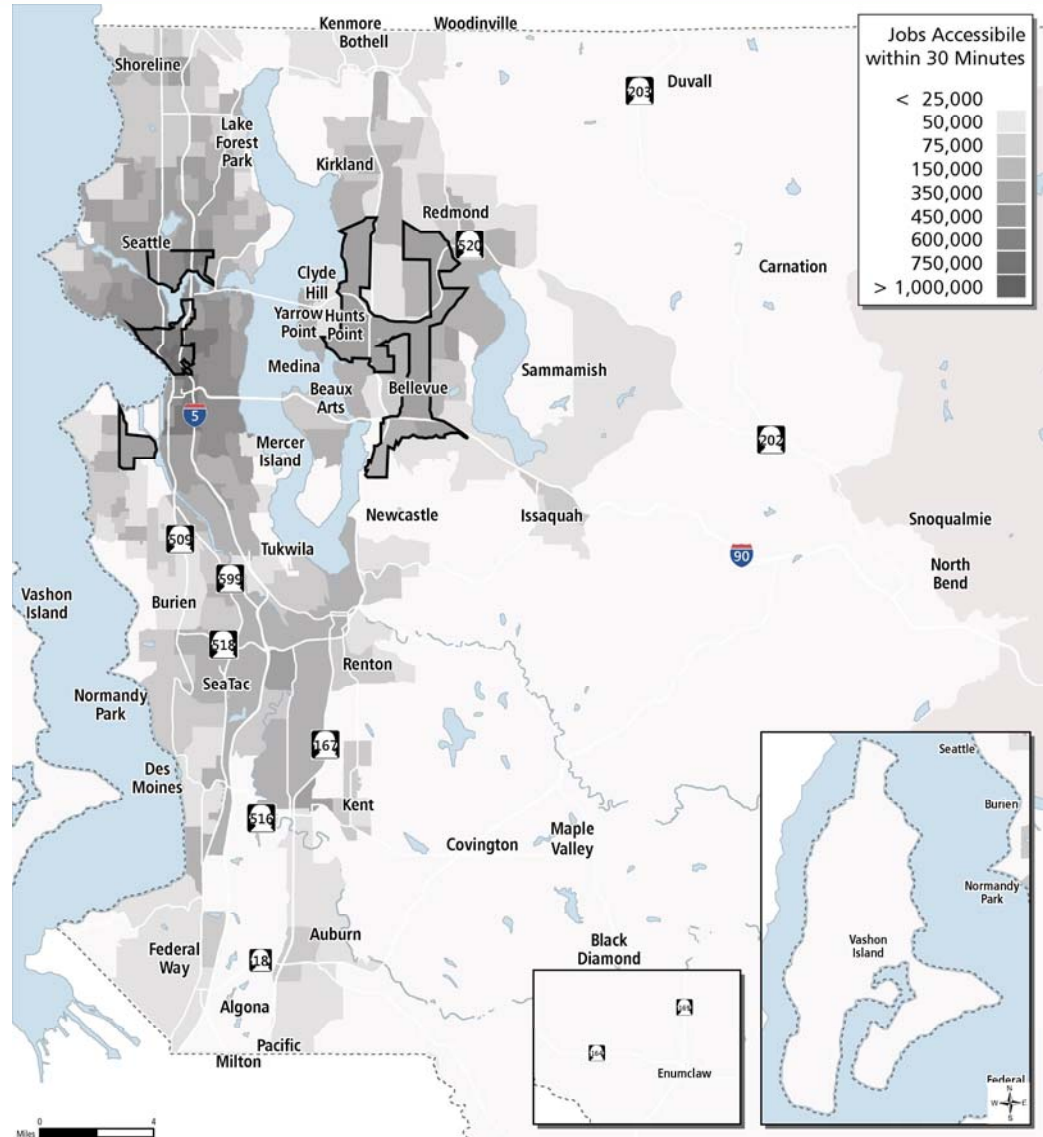
79% of new 2040 jobs fall within a 1/4 mile of an existing transit stop



Jobs Accessible via Transit – 2040

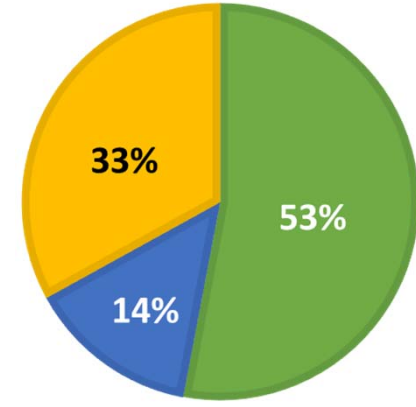
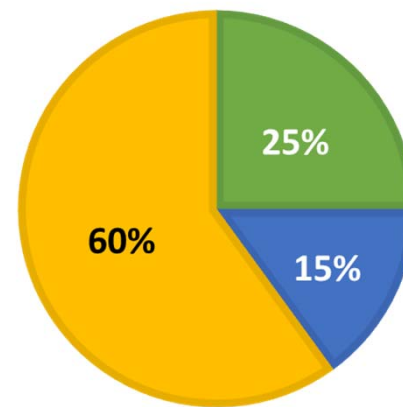
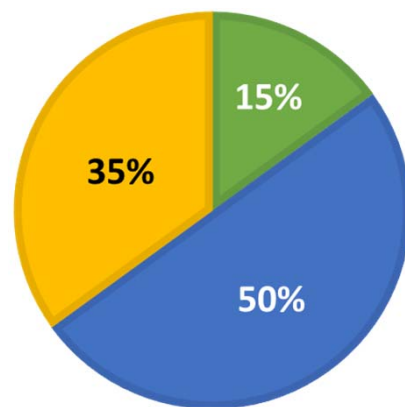
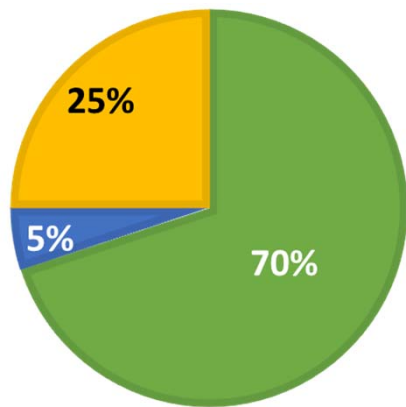
Jobs accessible within 30 minutes via transit is estimated to be highest in:

- Downtown Seattle
- University District
- West Seattle
- Downtown Bellevue
- Eastgate
- Factoria



Draft Initial Concepts

FREQUENT EXPRESS/PEAK COVERAGE EXISTING*



Local Frequent Express/Peak

*Existing frequent and express services do not all meet future standards

Do the concepts test the right tradeoffs?

Thank You!

- Long Range Public Transportation Plan <http://www.kcmetrovision.org/>

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