April 16, 2015 Community Advisory Group

Metro's Long Range Public Transportation Plan

King County METRO
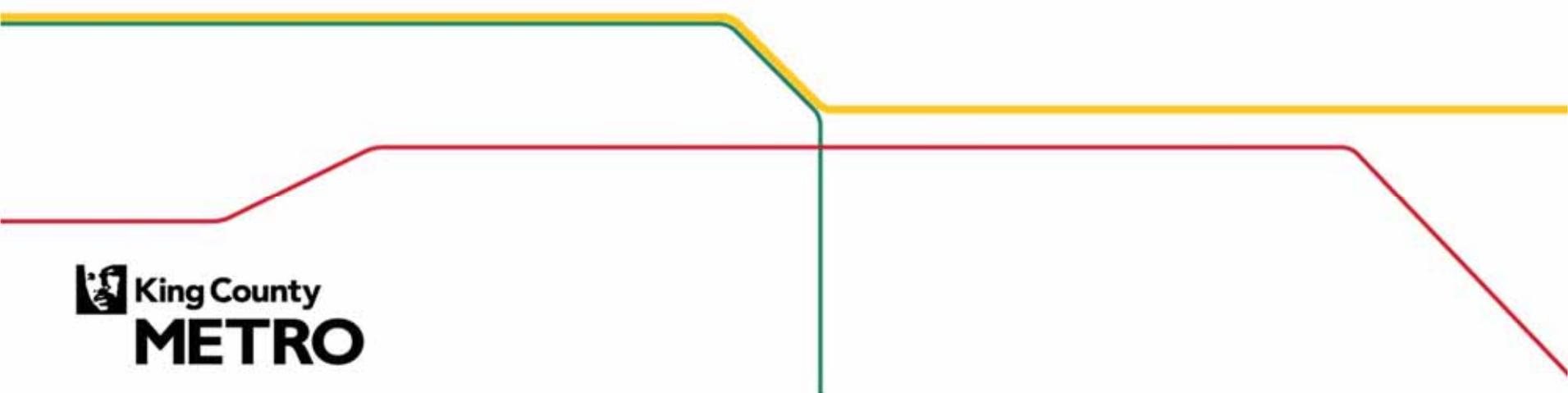
CAG Overview

Tentative Schedule	Meeting Topics
March 12 6:00-8:00 p.m. ✓	Introductions Review role of Community Advisory Group and Work Plan Themes of the Long Range Plan Review Outreach Plan
April 16 6:00-8:00 p.m. ☆	Review existing conditions report Review evaluation criteria Input on initial concepts to be tested
June 18 6:00-8:00 p.m.	Review and discuss initial concepts Provide input on what should be included in preferred concept
August 20 6:00 – 8:00 p.m.	Review and discuss initial concepts and prepare for Preferred Concept Provide input on what should be included in preferred concept (cont.) What we heard in second phase of outreach

King County METRO

Meeting Outline

- Review visioning event & Feedback (15 min)

- Understand how our region looks now and is projected to grow (20 min)

- Review Long Range Plan Process and Contents (15 min)

- Provide input on network concepts and evaluation criteria (60 min)

King County
METRO

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 OTREACH	Standing Committee Briefings			████	████	████					████	████	
ADVISORY GROUPS	CAG*			✖	WORKSHOPS		✖		✖		✖		✖
	TAC*		✖		WORKSHOPS		✖		✖		✖		✖
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			VISIONING EVENT							✖		✖
	Community Partner Meetings			████	████						████	████	
PHASE		DISCOVERY					ALTERNATIVES				DRAFT		

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

Schedule as of March 9th

King County METRO

5

Briefing Book Review

- Provide foundation for our planning

- Understand development patterns

- Understand how transit serves those developments

- Understand what how transit connects you to opportunities

King County METRO

Development

- How is the population and employment distributed now and projected in the future?

Existing Population Density

Areas of high population density include:

- Seattle
- Kirkland
- Bellevue
- Renton
- Federal Way

2014 Existing Population Density

Population Density per Square Mile

- 2,000
- 4,000
- 7,000
- 10,000
- 20,000
- 40,000
- 60,000
- > 200,000

King County METRO
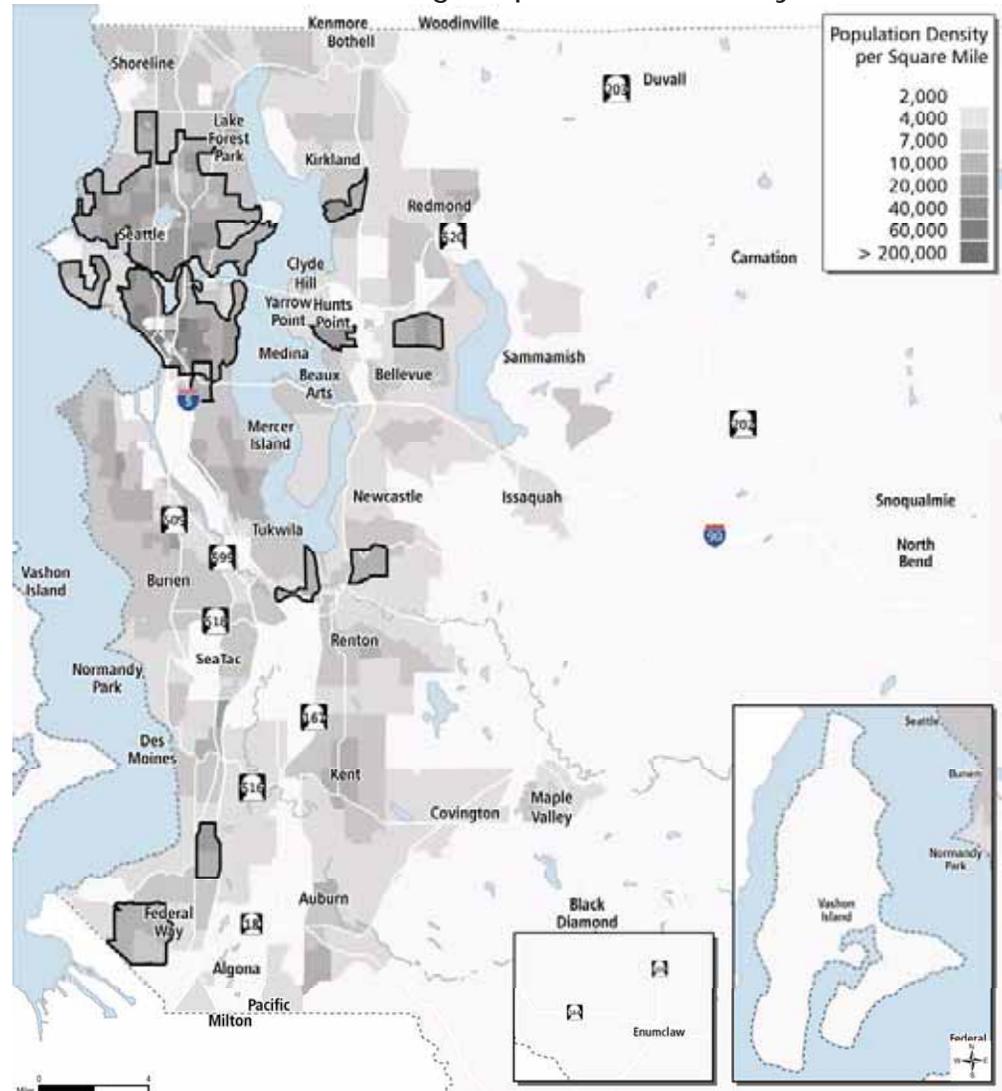
Population Change – 2014-2040

- Some communities will see significant % changes in employment:
  - Overlake area of Redmond
  - Downtown Bellevue
  - Downtown Seattle
  - Renton
  - Auburn
  - Black Diamond

- How does % change impact density?

King County METRO

2014-2040 Percent Change in Population

Population Change
- 5%
- 15%
- 25%
- 35%
- 60%
- 170%
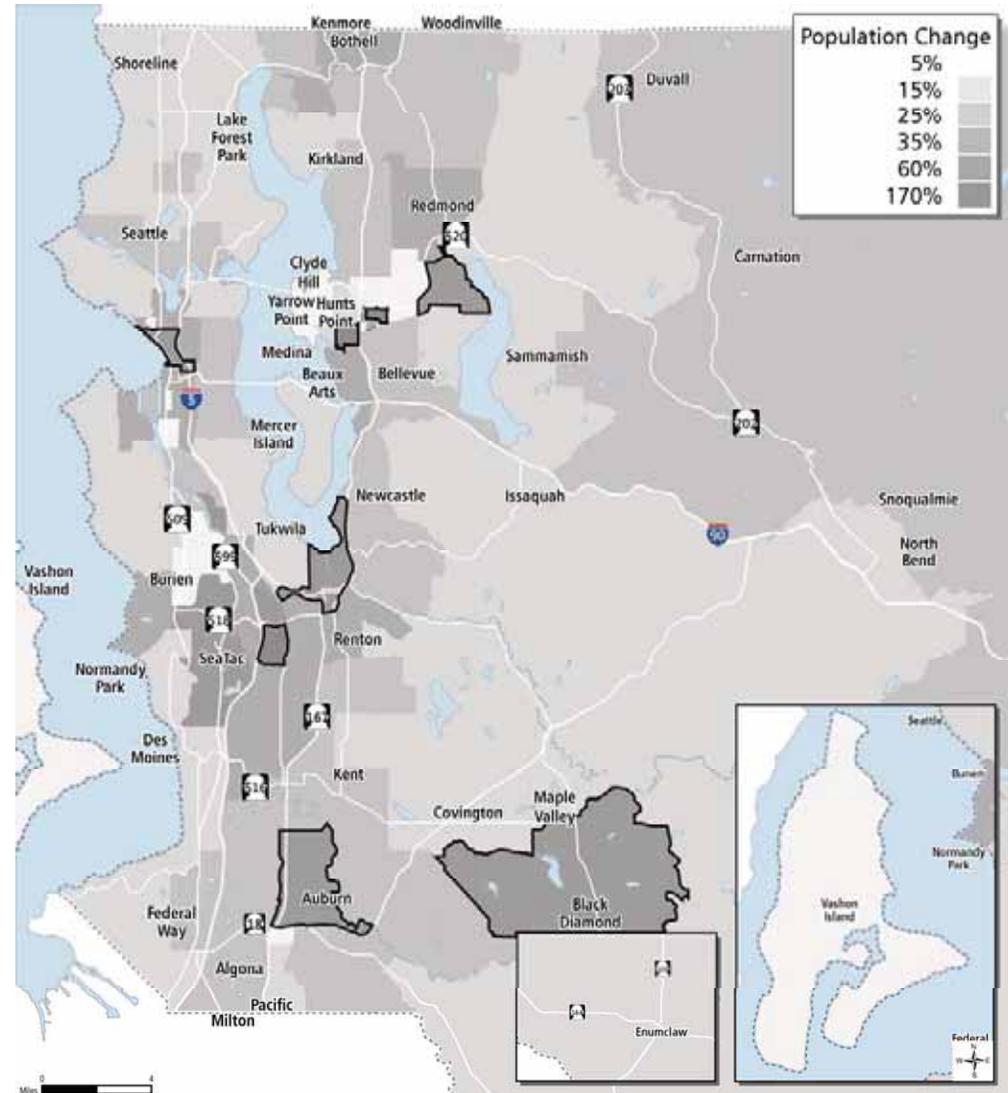
Future Population Density

2040 Projected Population Density

- **Transit Supportive Densities** tend to be around **Regional Growth Centers** and historical community centers


King County
METRO
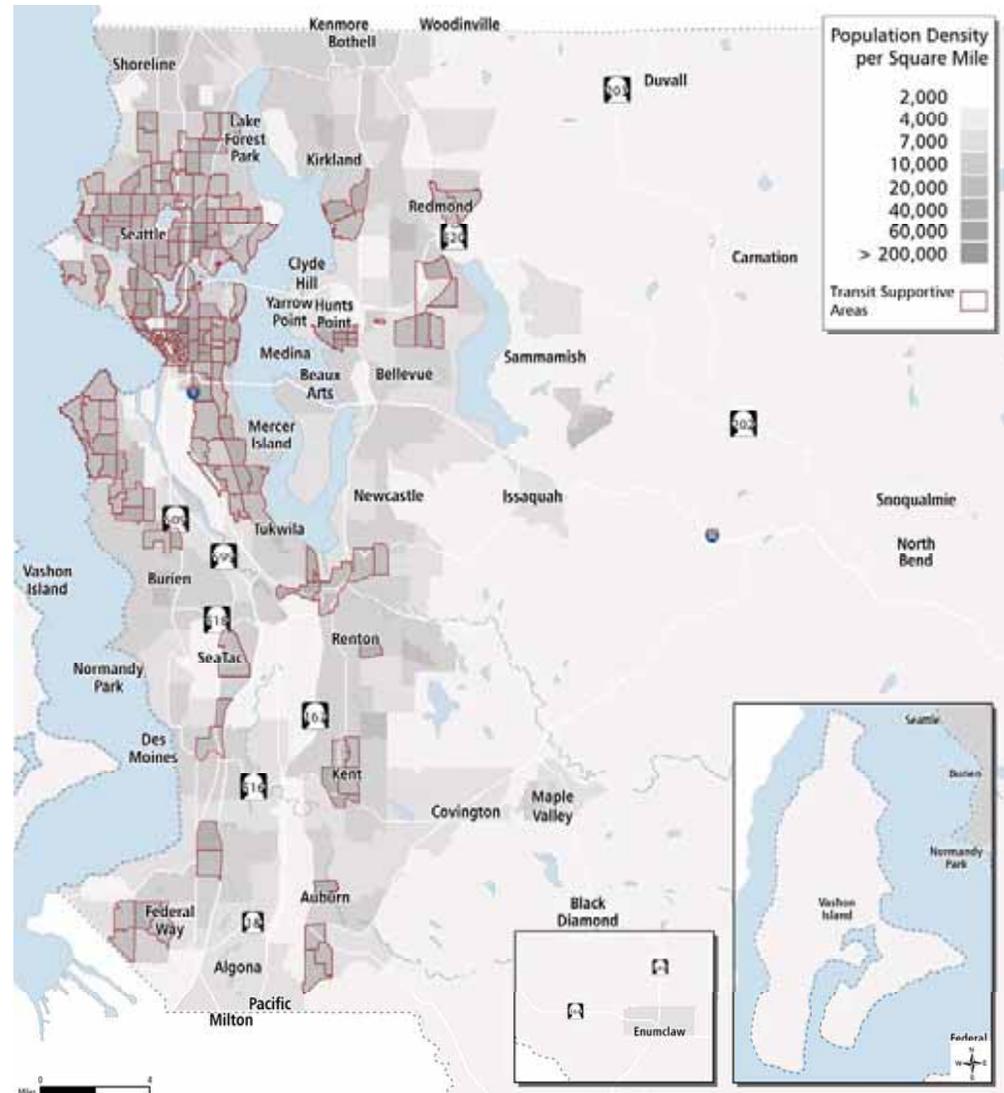
Existing Employment Density

Areas of high employment density include:
- University District
- Downtown Seattle
- Overlake
- Downtown Bellevue

2014 Existing Employment Density
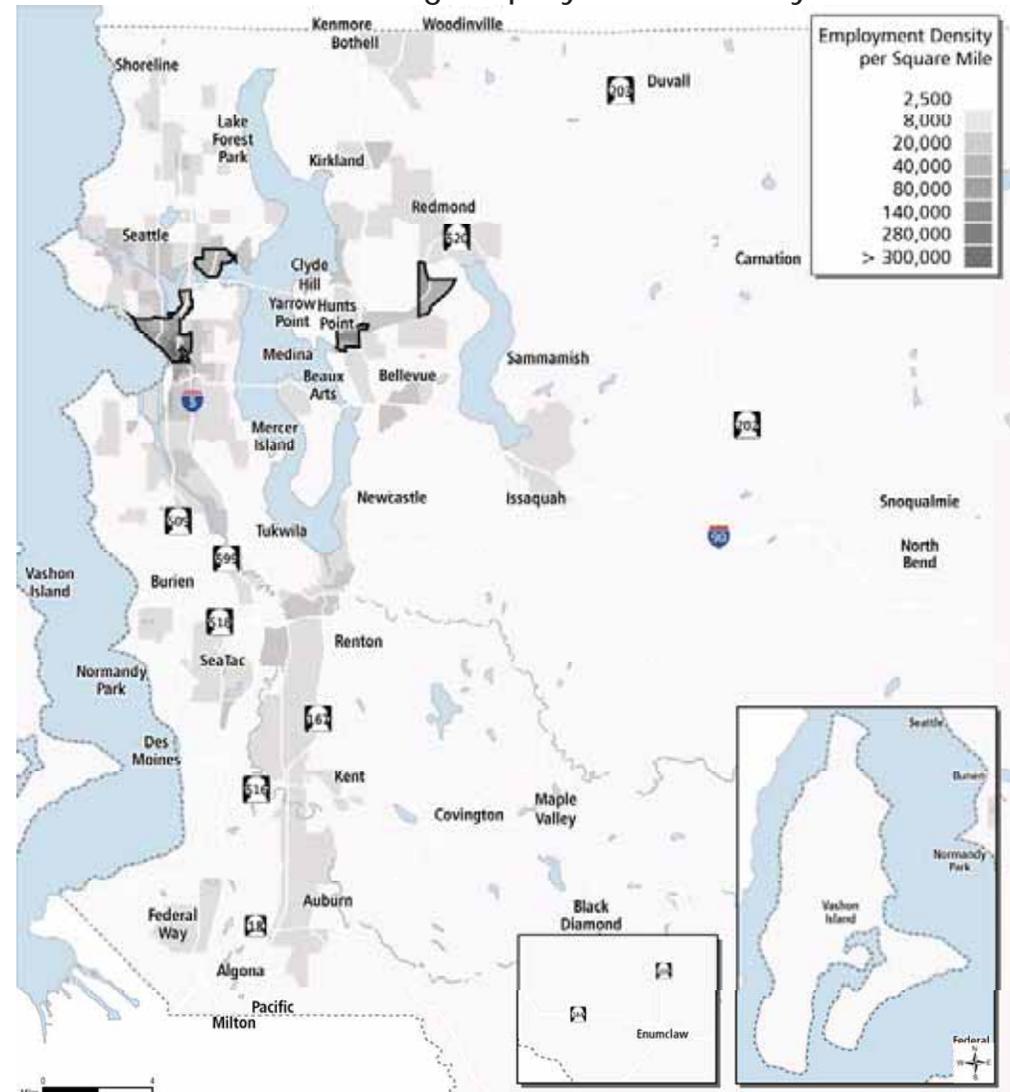
# Employment Change – 2014-2040

- Job growth will outpace population growth

- Outlying communities will see significant % changes in employment:
  - Black Diamond
  - Carnation
  - Des Monies
  - Redmond
  - Issaquah
  - Kenmore

- How does % change impact density?

King County METRO

2014-2040 Percent Employment Change
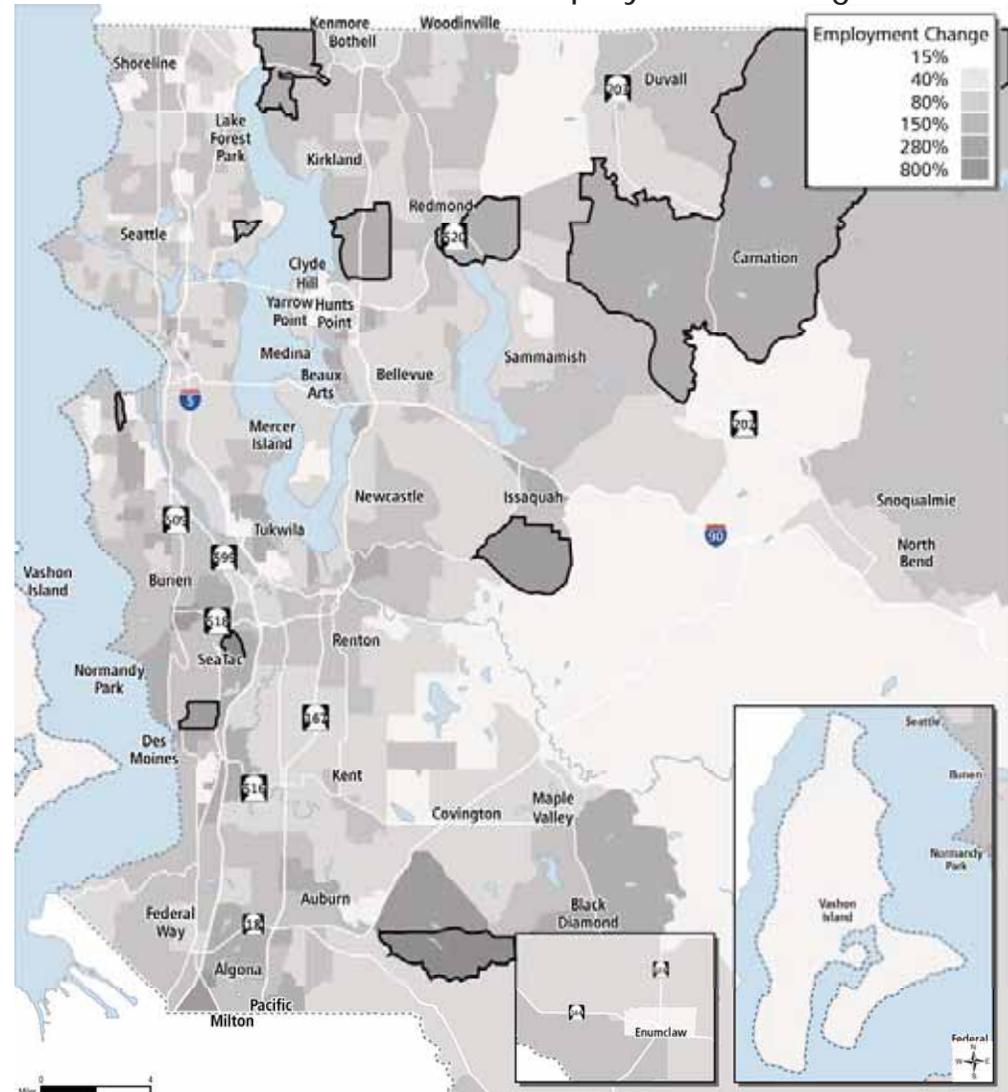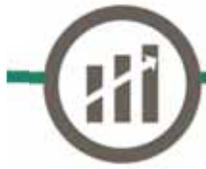
Future Employment Density

The areas with most notable changes include:

- Northgate
- Bel-Red Corridor
- Issaquah
- Renton
- Tukwila
- SeaTac

2040 Employment Density
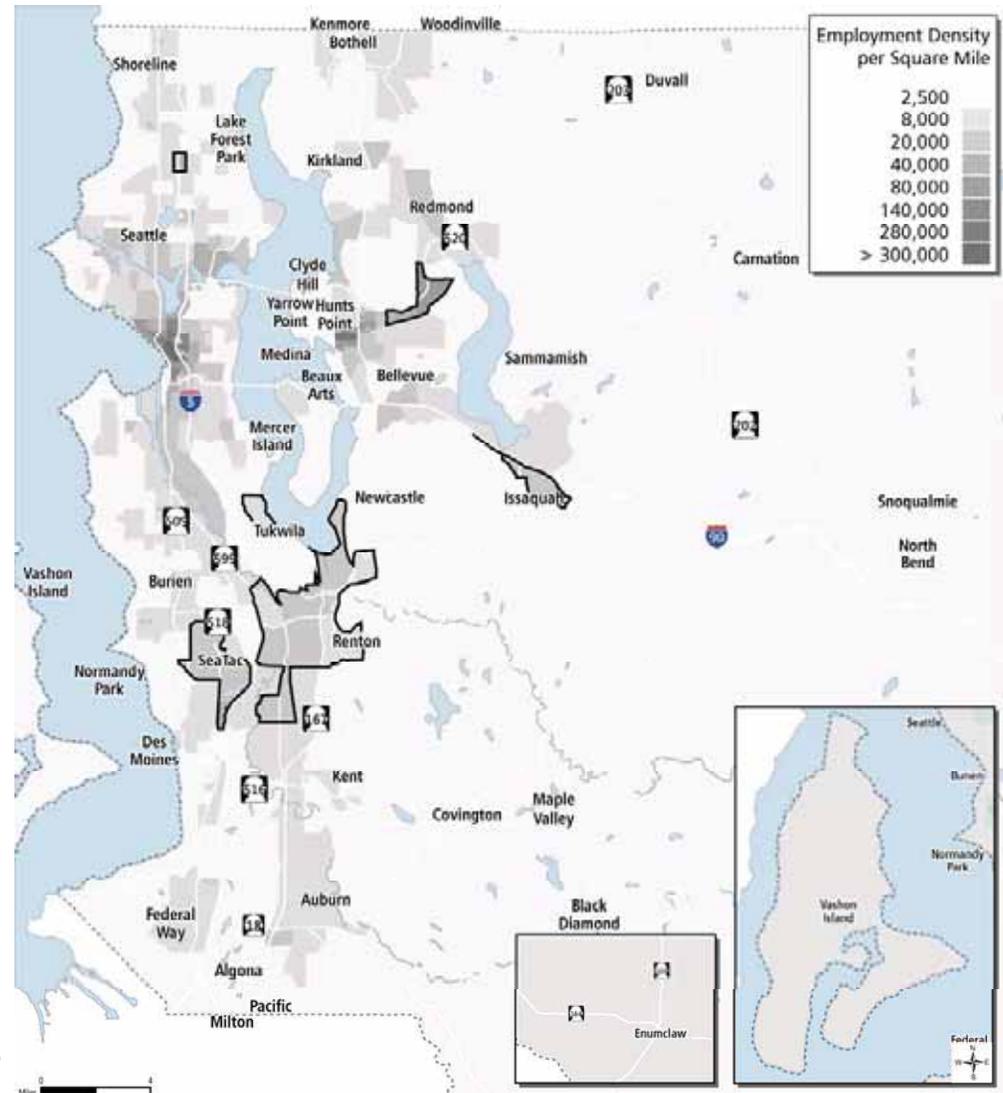
King County METRO

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

Frequent Transit Supportive Density in 2014

Areas That Become Frequent Transit Supportive in 2040

King County
METRO
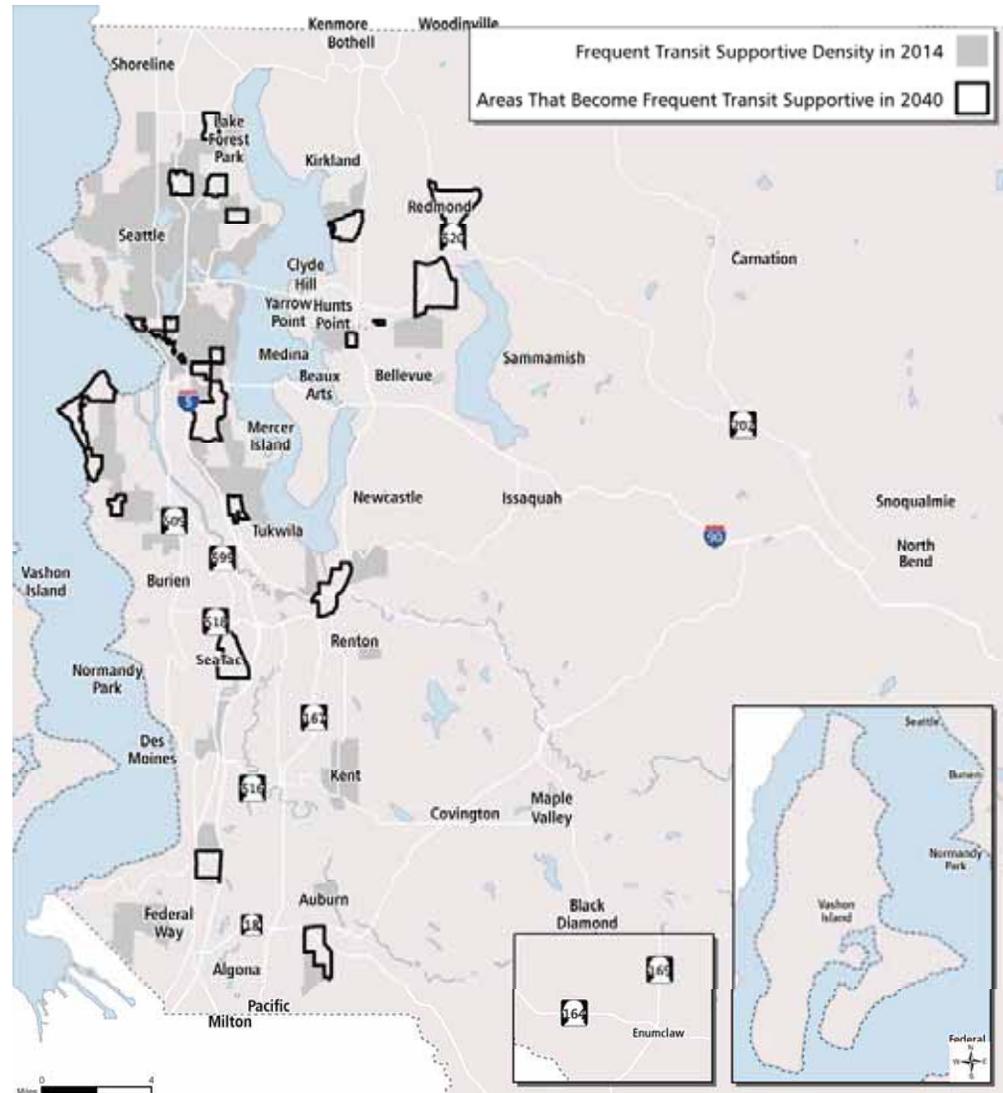
Transit Access

- How does transit currently serve existing and planned development?

Access to Transit Today

Population within a ¼ mi to ½ mi of a Transit Stop

Demographic Group	All Service	Frequent Service
General Population	68%	40%
Minority	71%	41%
Low-Income	81%	51%
Elderly	70%	37%
Youth	61%	28%
Non-English-Speaking	71%	39%
Foreign Born	66%	36%
Households w/o a Car	93%	72%

Source: PSRC Travel Demand Model. Accessed January 2015

King County METRO

Existing Transit Footprint

16
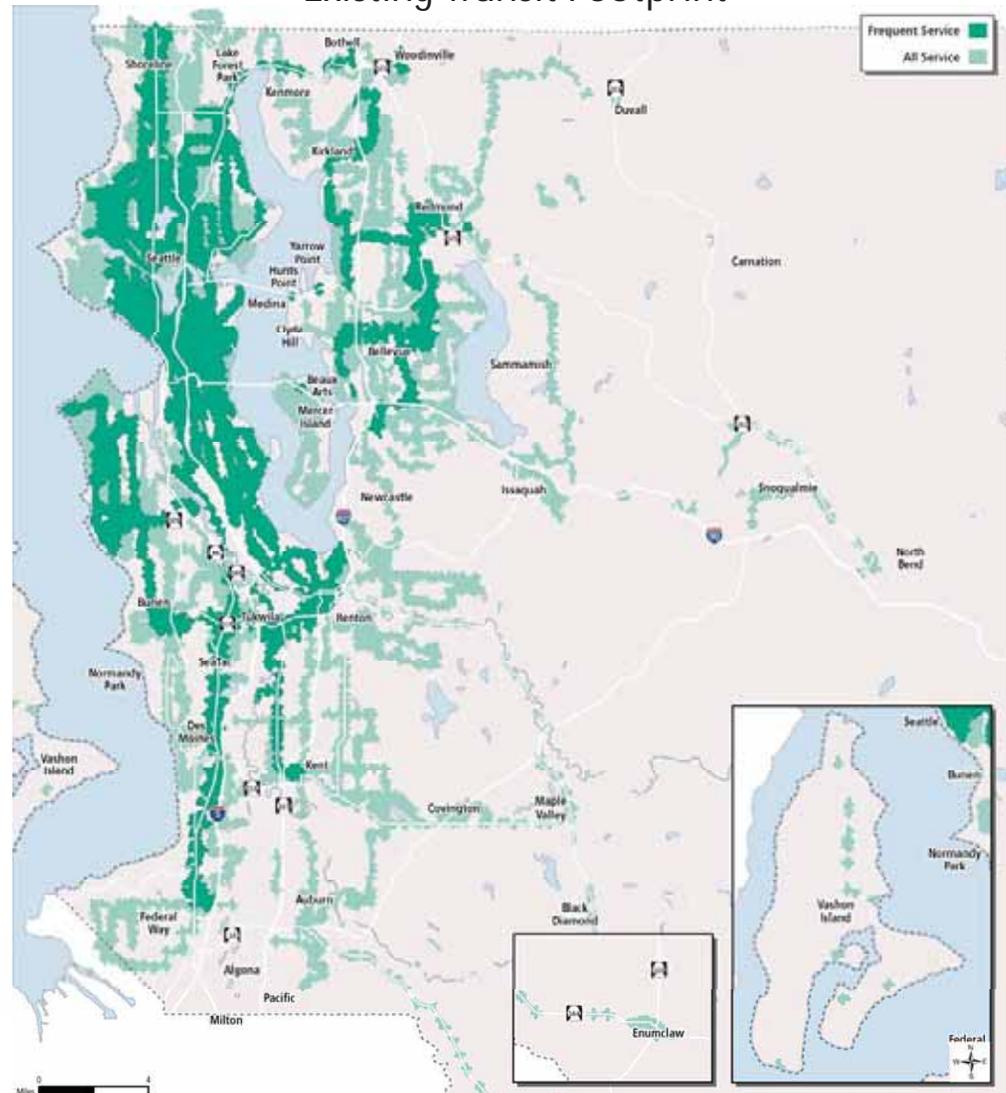
Projected Transit Access

New Population Growth	
All Stops (1/4 mile)	73%
RapidRide (1/2 mile)	25%
Combined (1/4 mile for all and 1/2 mile for RR)	75%
Frequent Service Combined (1/4 mile for frequent or very frequent, and 1/2 mile for RR)	51%
New Employment Growth	
All Stops (1/4 mile)	79%
RapidRide (1/2 mile)	45%
Combined (1/4 mile for all and 1/2 mile for RR)	83%
Frequent Service Combined (1/4 mile for frequent or very frequent, and 1/2 mile for RR)	64%

73% of new 2040 residents and

79% of new 2040 jobs fall within a ¼ mile of an existing transit stop

King County
METRO

How Does Transit Connect Me to Opportunity?

- Development patterns define our environment

- Transportation service and infrastructure define how we get there

- Together these define how accessible are things are to us

King County
METRO

Jobs Accessible via Auto- 2014

2014 – Jobs accessible within 30 minutes

More than 500,000 jobs are within a 30 minutes drive along I-5, I-405 corridors

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

While the number of projected jobs accessible by auto increases in many areas there are some areas which decrease due to congestion.

Change in Jobs Accessible by Auto 2014-2040
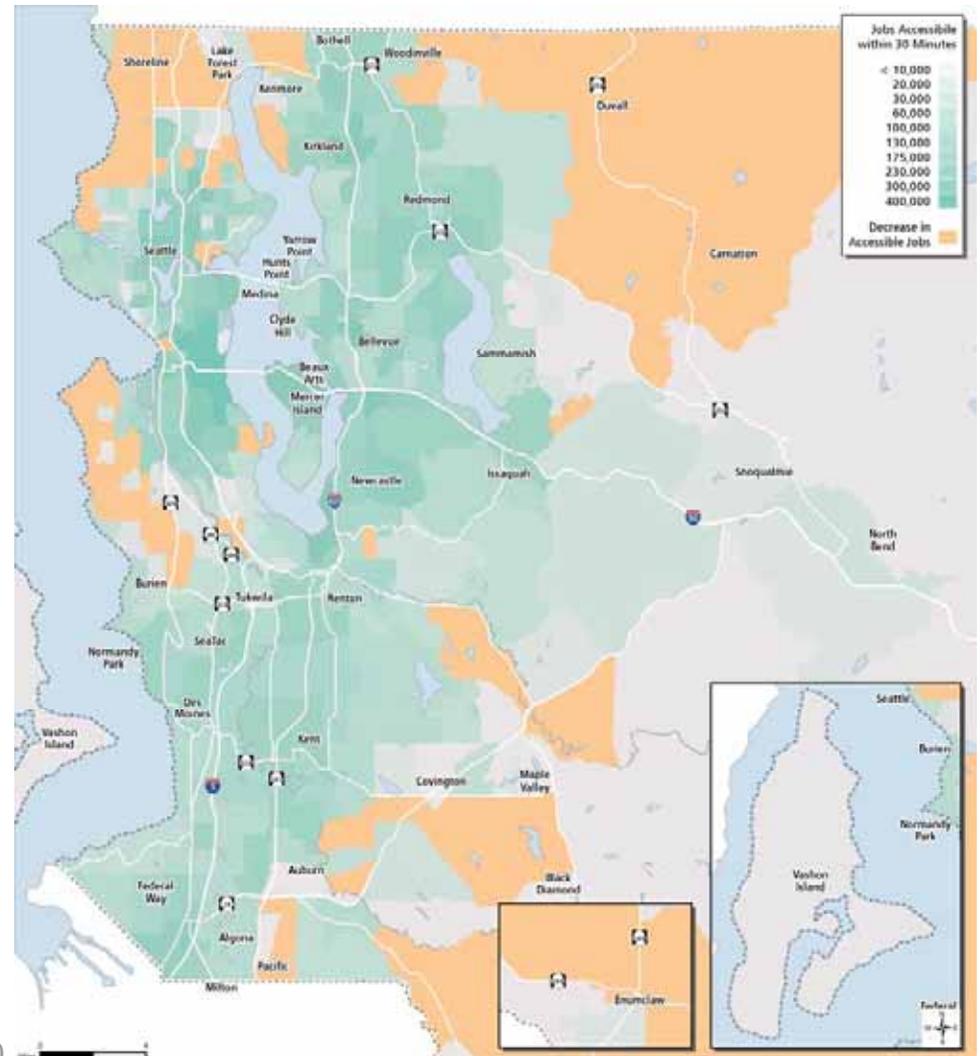
Jobs Accessible via Transit - 2014

Jobs accessible within 30 minutes via transit is highest in:

- Downtown Seattle
- Wallingford
- University District
- West Seattle
- Downtown Bellevue
- Eastgate
- Factoria
- Areas of South King County

2014 – Jobs accessible within 30 minutes

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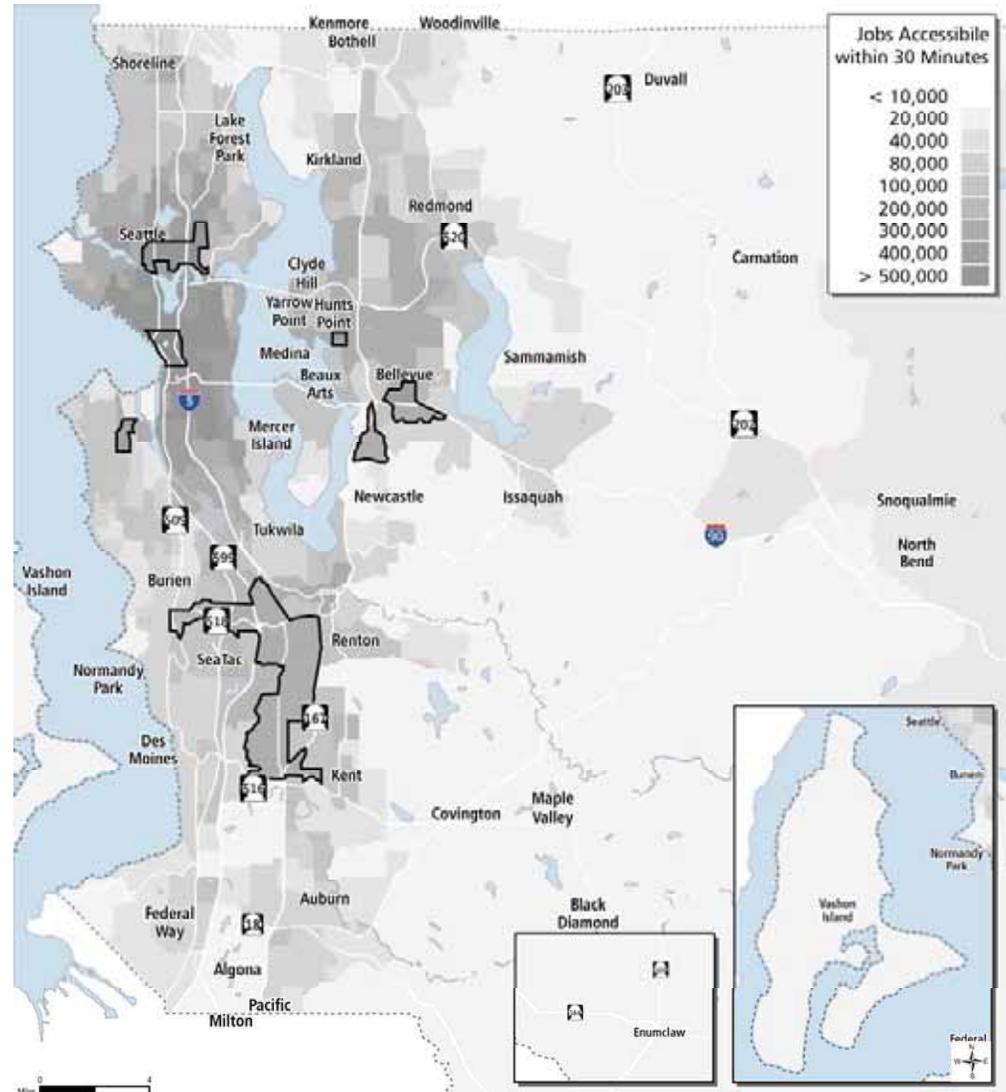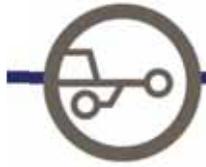
Change in Jobs Accessible via Transit in AM Peak– 2014-2040

Change in Jobs Accessible by Transit 2014-2040

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

King County METRO
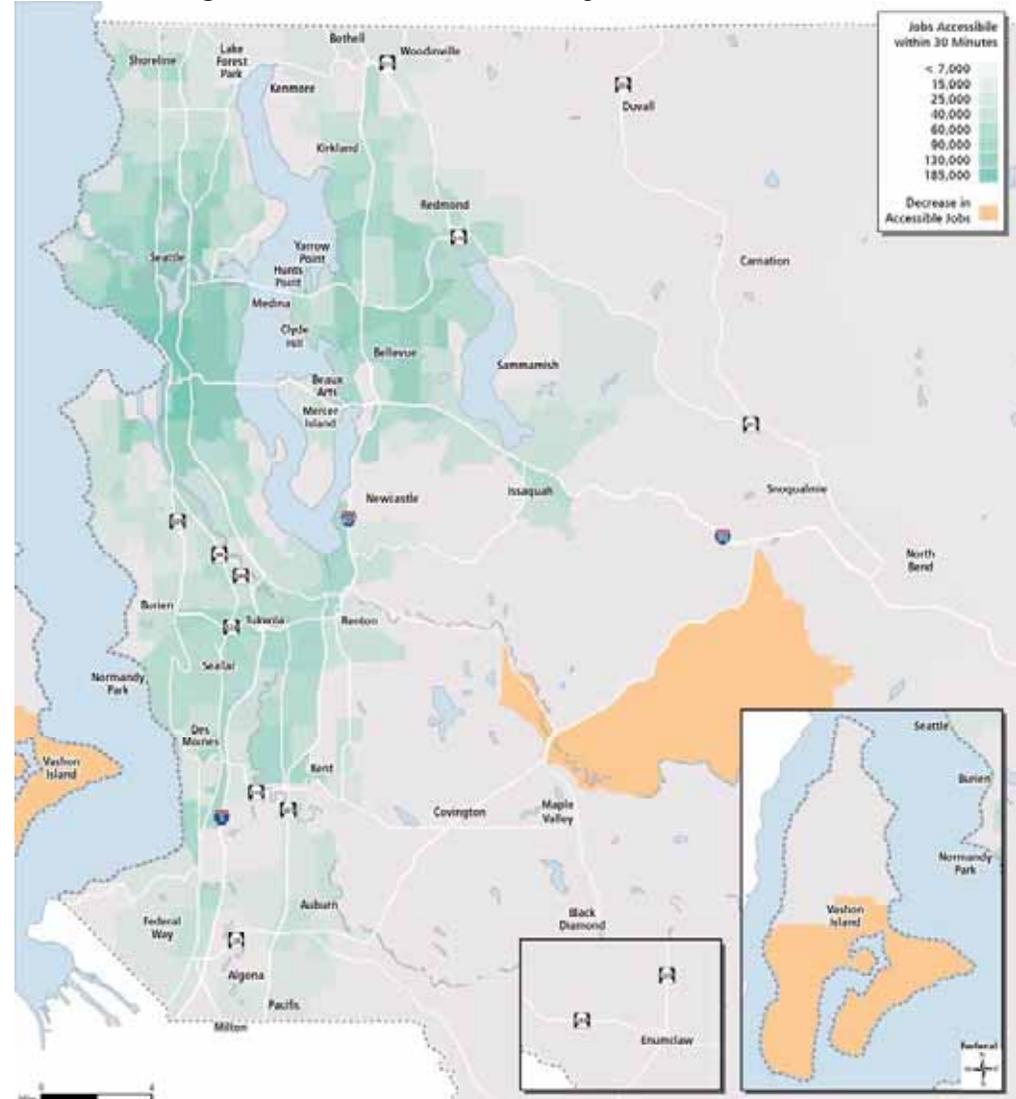
Long Range Plan Process

- What will the plan include?

- Planning Process?

King County METRO

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 & 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

King County METRO
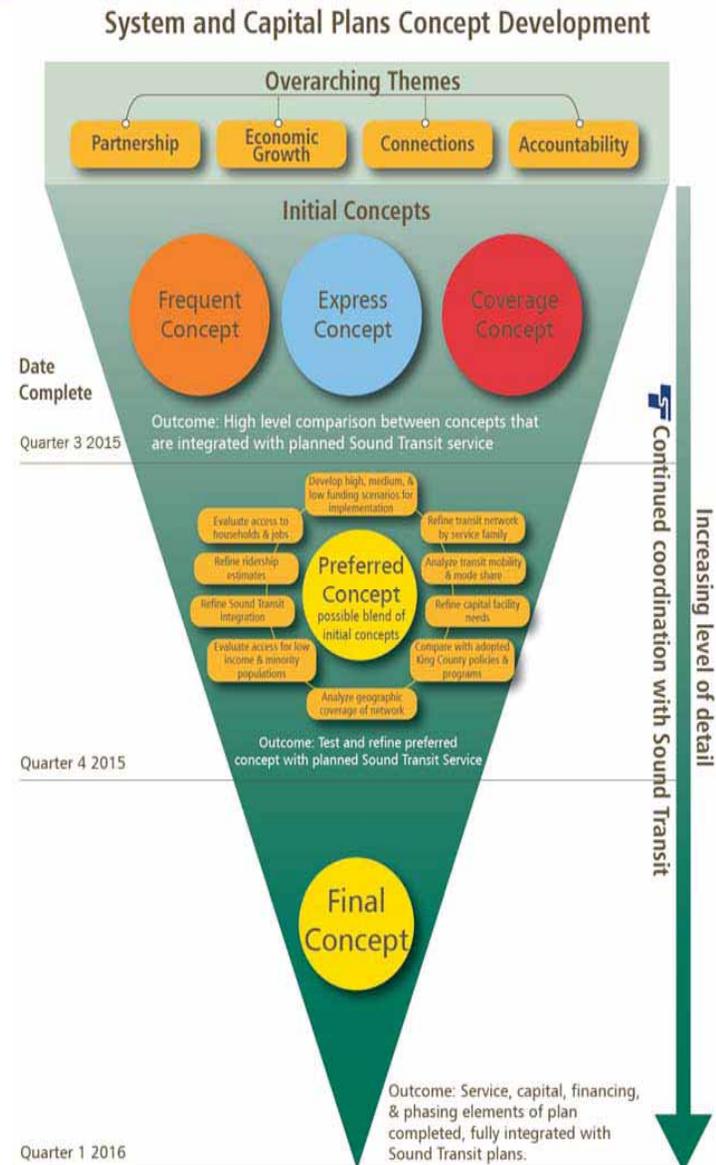
Develop Initial Concepts

Initial Concepts

Date Complete

Frequent Concept

Express Concept

Coverage Concept

Quarter 3 2015

Outcome: High level comparison between concepts that are integrated with planned Sound Transit service
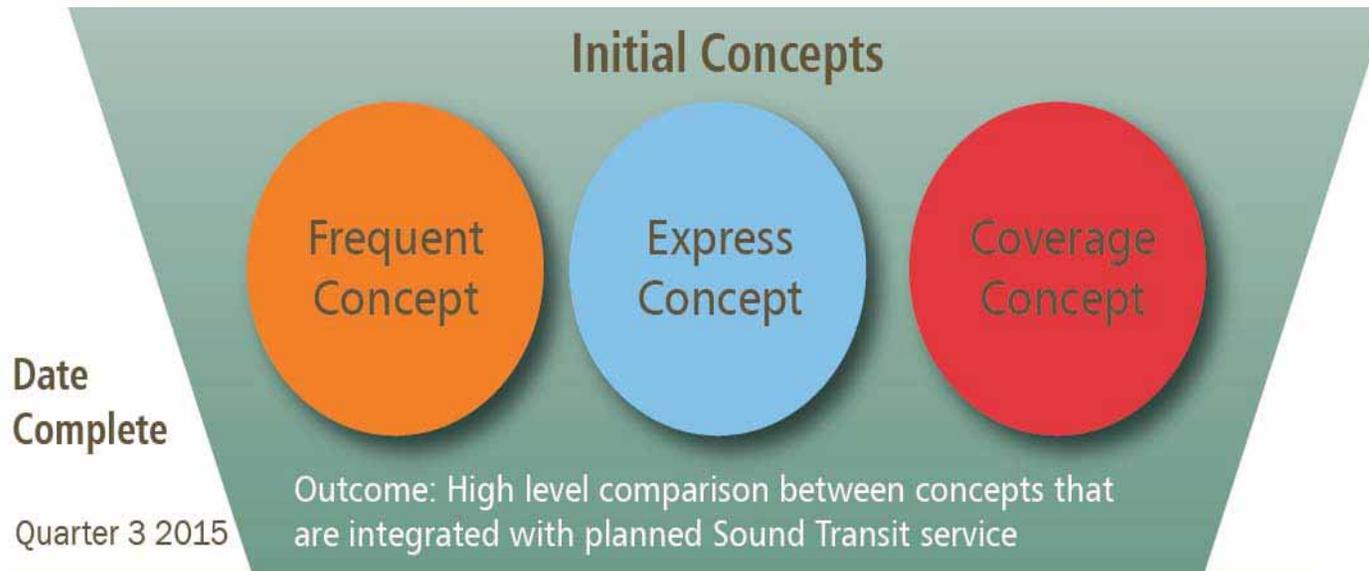
Concept variables

- Service Emphasis
- Capital Investments
- Sound Transit integration

Input on Initial Concepts & Evaluation:

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

King County METRO

Evaluation Criteria and Concepts

- Brainstorm purpose of transit (10 min)

- Present Initial Concepts and evaluation criteria (10 min)

- Evaluate if transit purposes are reflected in Initial Concepts and evaluation criteria (40 min)

King County
METRO

Evaluation Criteria

Topic	Evaluation Metrics
Access to Transit	How close are transit stops and Park & Rides to where people live
	How close are transit stops to where people work
	How close are transit stops and Park & Rides to where low-income and minority populations live
	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

King County METRO

Draft Initial Concepts

FREQUENT   EXPRESS/PEAK   COVERAGE   EXISTING*

FREQUENT
- 25% (Local)
- 5% (Express/Peak)
- 70% (Frequent)

EXPRESS/PEAK
- 15% (Frequent)
- 35% (Local)
- 50% (Express/Peak)

COVERAGE
- 25% (Frequent)
- 60% (Local)
- 15% (Express/Peak)

EXISTING*
- 33% (Local)
- 53% (Frequent)
- 14% (Express/Peak)
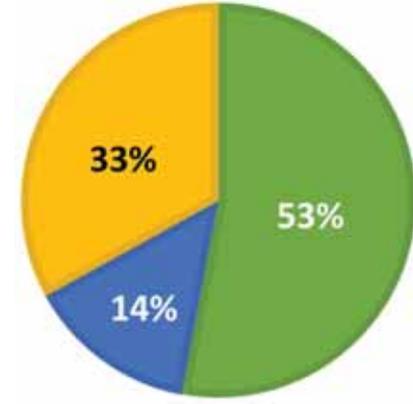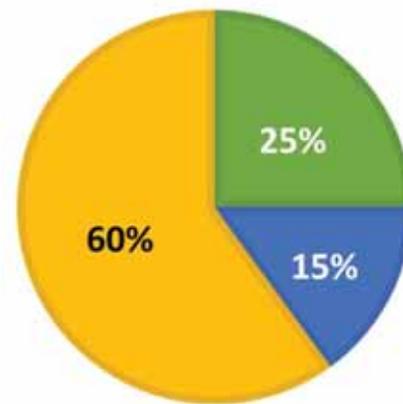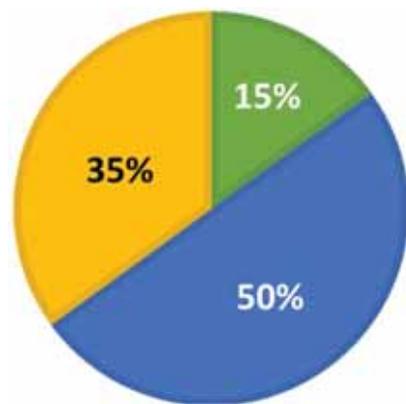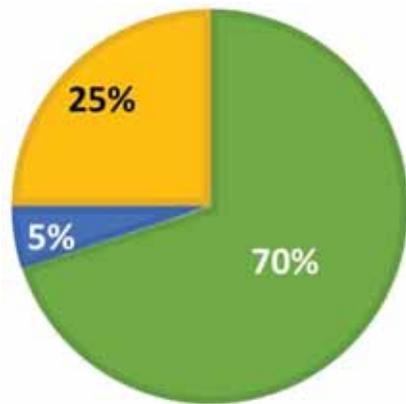
■ Local   ■ Frequent   ■ Express/Peak

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

Do the concepts test the right tradeoffs?

King County METRO

29
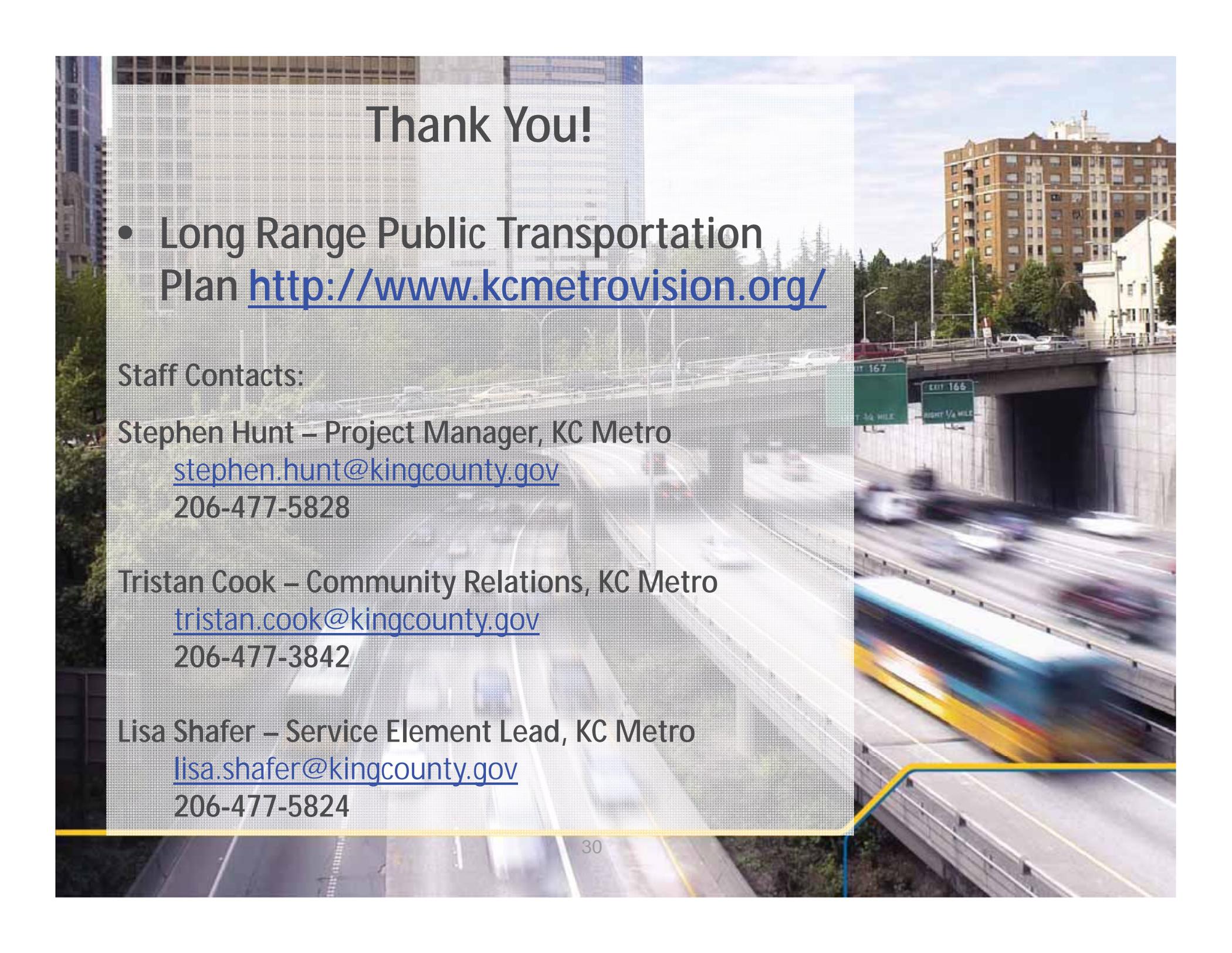
Thank You!

- **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

Lisa Shafer – Service Element Lead, KC Metro
   lisa.shafer@kingcounty.gov
   206-477-5824