

# King County Metro System Growth Concept

**Transit Task Force  
August 19, 2010**

# Presentation Purpose

## Respond to Council Charge to the RTTF: Recommend Criteria for Service Growth

### Concept for Service Growth

- Review Policy Assumptions
- Introduce Standards and Guidelines Concept to:
  - Implement policy direction
  - Guide service investments and changes
  - Create an objective and transparent decision-making process
- Outcomes and Results
- Service Restoration

# August 5, 2010 Meeting: Next steps – Applying the Growth Concept

- “Next 10 Years” investment to support:
  - Population and employment distribution expected by 2020
  - Investment to meet peak ridership demand; as reflected in 2008 ridership data
- Network description and map
  - Assume Sound Transit Rail and Bus per ST2
  - King County Metro core connections of Frequent Arterial service
  - Description of Integration with ST2

# Proposed Policy Direction

*Through the establishment of performance metrics, standards and guidelines, develop a growth scenario that accomplishes RTTF policy direction to date.*

- Emphasize **productivity** due to its linkage to **economic development, land use and financial sustainability**
- Ensure **social equity**
- Provide **geographic** balance by supporting land use and growth assumptions in Vision 2040

# Establishing Service Growth Policies: Comprehensive and Strategic Plan Update

## New Plan Submitted in Early 2011 will Include:

- New Policy Direction following RTTF Recommendation
- Create Service Guidelines for Objective and Transparent Decision Making
  - Designed to direct Service investments to achieve policy objectives
  - Uses PSRC Vision 2040 and Countywide Planning Policy construct
  - Part of broader group of guidelines
- Incorporate Enhanced Performance Measures and Monitoring to Report Results and Manage the System
  - Measuring performance is integral to Service Standards and Guidelines

# Guidelines for Growth Concept 2012 to 2020

## Two Types of Service Growth

### 1) Respond to Ridership Demand (*aka Follow*)

- By addressing crowded bus routes using service guidelines

### 2) Support Regional Growth (*aka Lead*)

- Point system considers centers' employment, housing density, social equity and network connectivity guidelines
- Sum of individual guidelines produces **minimum** service threshold.
  - 4 to 5 -- 10-15 minute peak, 15-minute midday and 30-minute evening
  - 3 to 3.9 -- 15-minute peak, 30-minute midday and 30-minute evening
  - 2 to 2.9 -- 30-minute peak, 30-minute midday and 30-minute evening
  - 1 to 1.9 -- 60-minute peak and 60-minute midday (no evening minimum)
  - <1.0 -- no minimum service level is specified.
- Example applied only to Frequent Arterial routes with varying Guideline thresholds to apply to Local, Hourly and Peak Commuter Routes

# Respond to Demand

- Thresholds by Service Type
  - Commuter - Load Factor  $>1.0$  for 20 minutes
  - Frequent, Local, Hourly Load Factor  $>1.2$  for 20 minutes
- 2008 Passenger Loads used to calculate hours needed



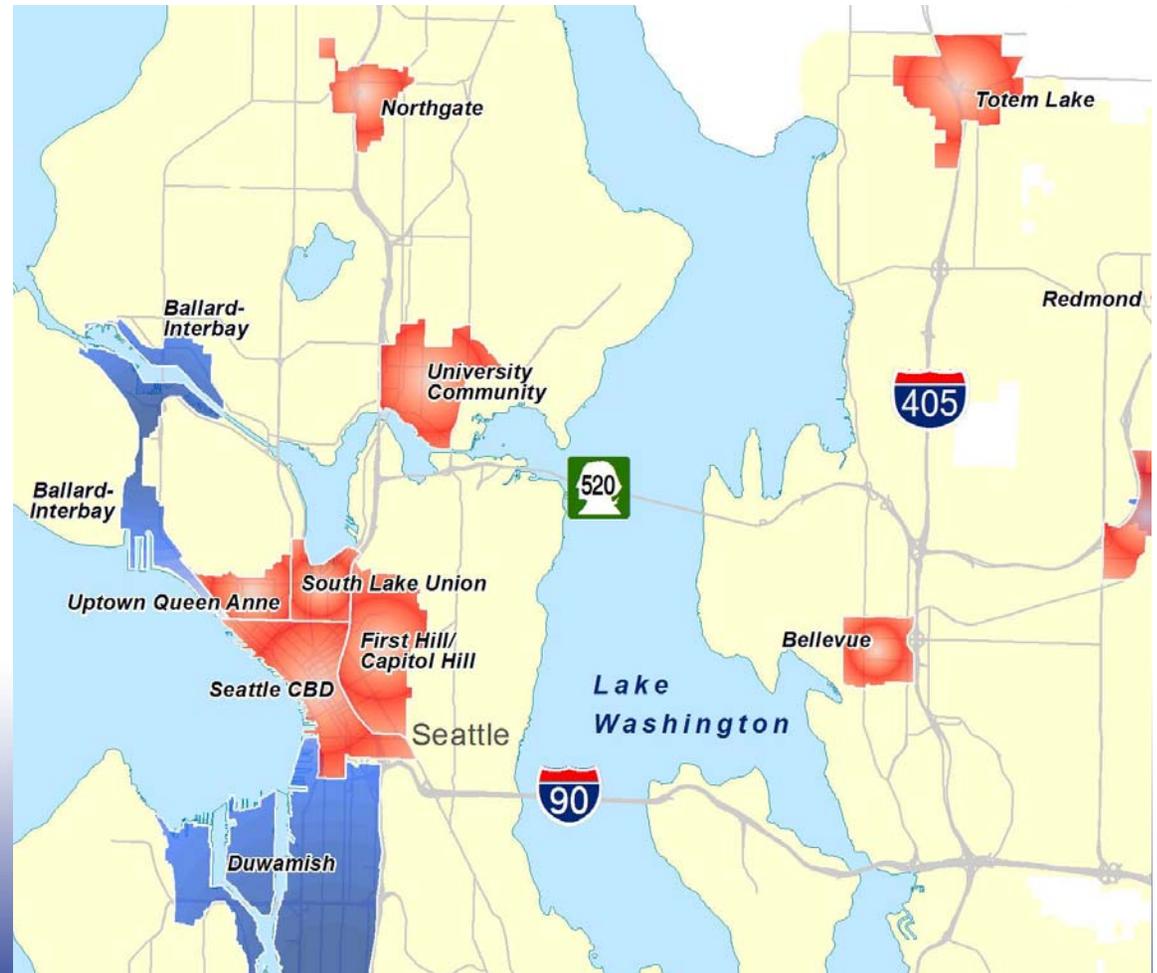
# Respond to Demand

- Action taken when guideline threshold exceeded
  - Add trip to schedule if cannot address via bus size or trip time adjustment
  - Work with local jurisdiction to improve transit speed and reliability
  - Consider reallocation from less productive service

# Guidelines to Support Regional Growth

## Guideline 1

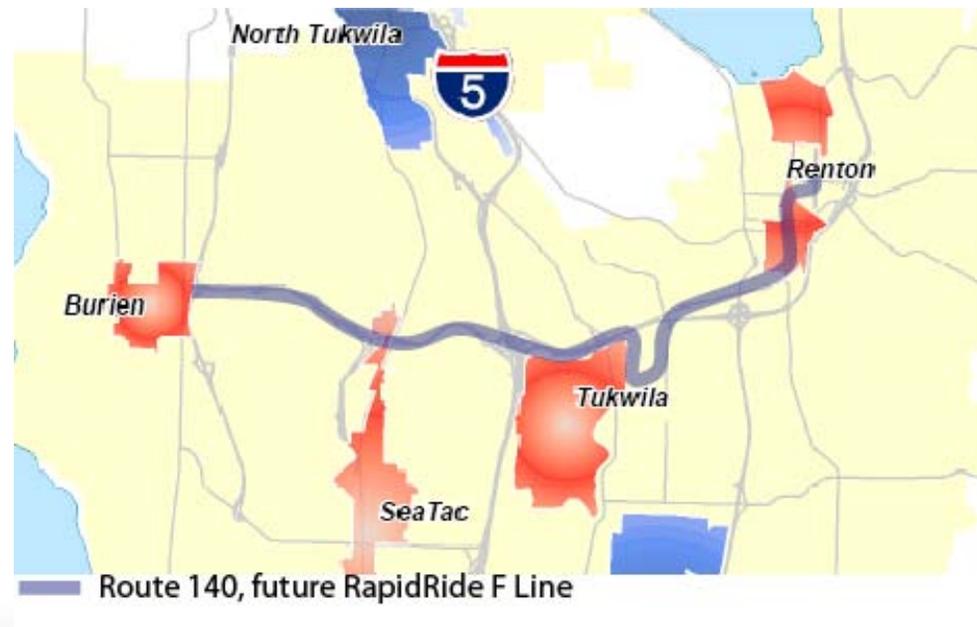
- Corridor serves a Metropolitan City's Urban or Manufacturing Center with more than 15,000 jobs
- **Score: 1= meets Criteria, 0 = does not meet Criteria**



# Guidelines to Support Regional Growth

## Guideline 2

- Corridor serves a core City Urban Center with:
  - *More than 30,000 total jobs. (high level of employment)*
  - *Between 15,000 and 30,000 total jobs. (medium level of employment)*
  - *Less than 15,000 total jobs. (low level of employment)*
- *Scores: 1 = high level, 0.5 = medium level, 0 = low level.*



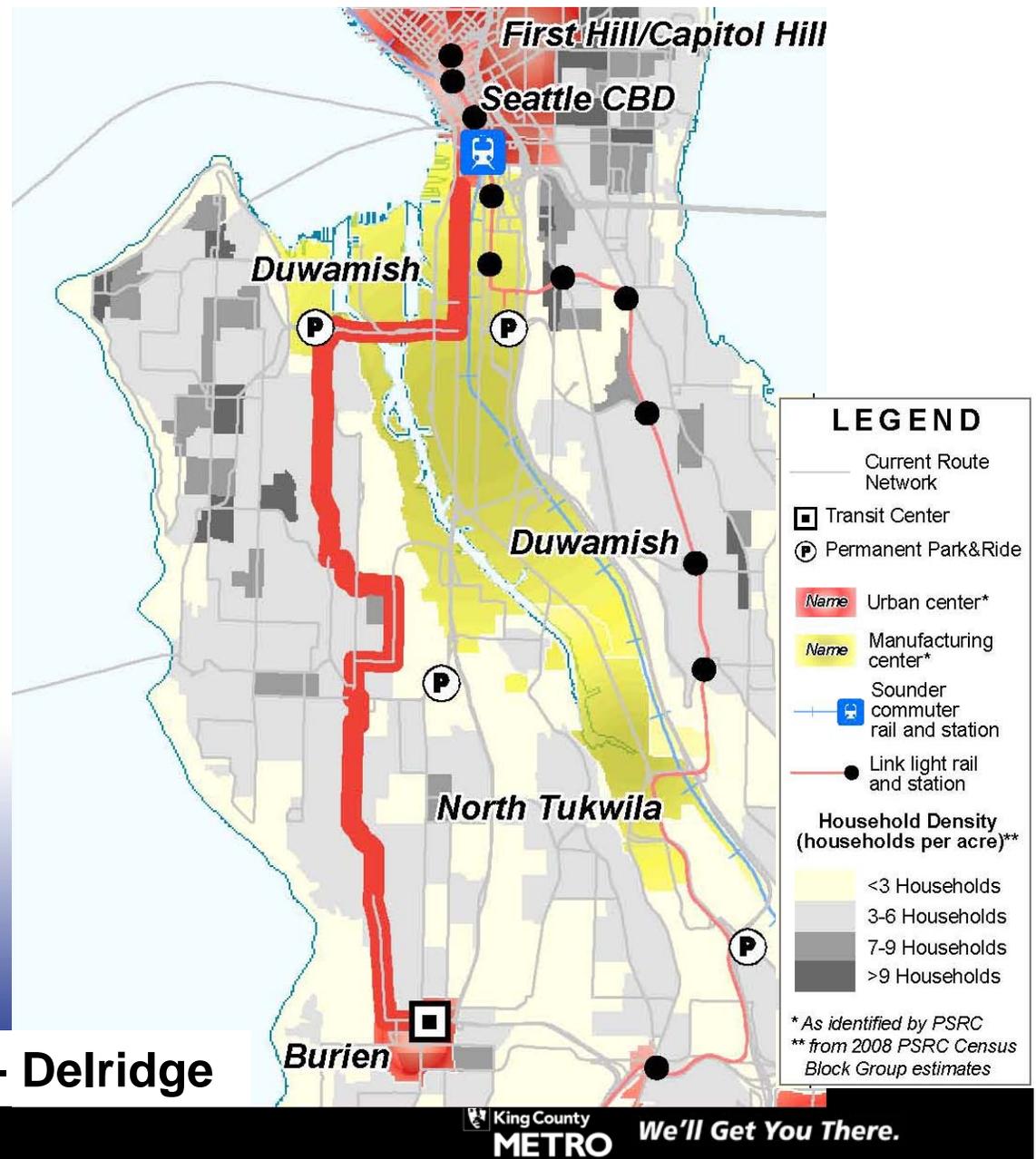
Burien	3,536
Tukwila	17,483
Renton CBD	12,669
<u>Total jobs</u>	<u>33,688</u>

# Guidelines to Support Regional Growth

## Guideline 3

### Corridor serves High Density Residential Neighborhoods

- 2 or more block groups of 15 households or more per acre and 5 or more block groups of 7-15 households per acre. (high level of density)
  - 5 or more block groups of 7-15 households per acre. (medium level of density)
  - Less than 5 block groups of 7 households per acre. (low level of density)
- Scores: 1 = high level, 0.5 = medium level, 0 = low level.**



Route 120 - Delridge

# Guidelines to Support Regional Growth

## Kenmore/Kirkland Via Juanita

### Guideline 4

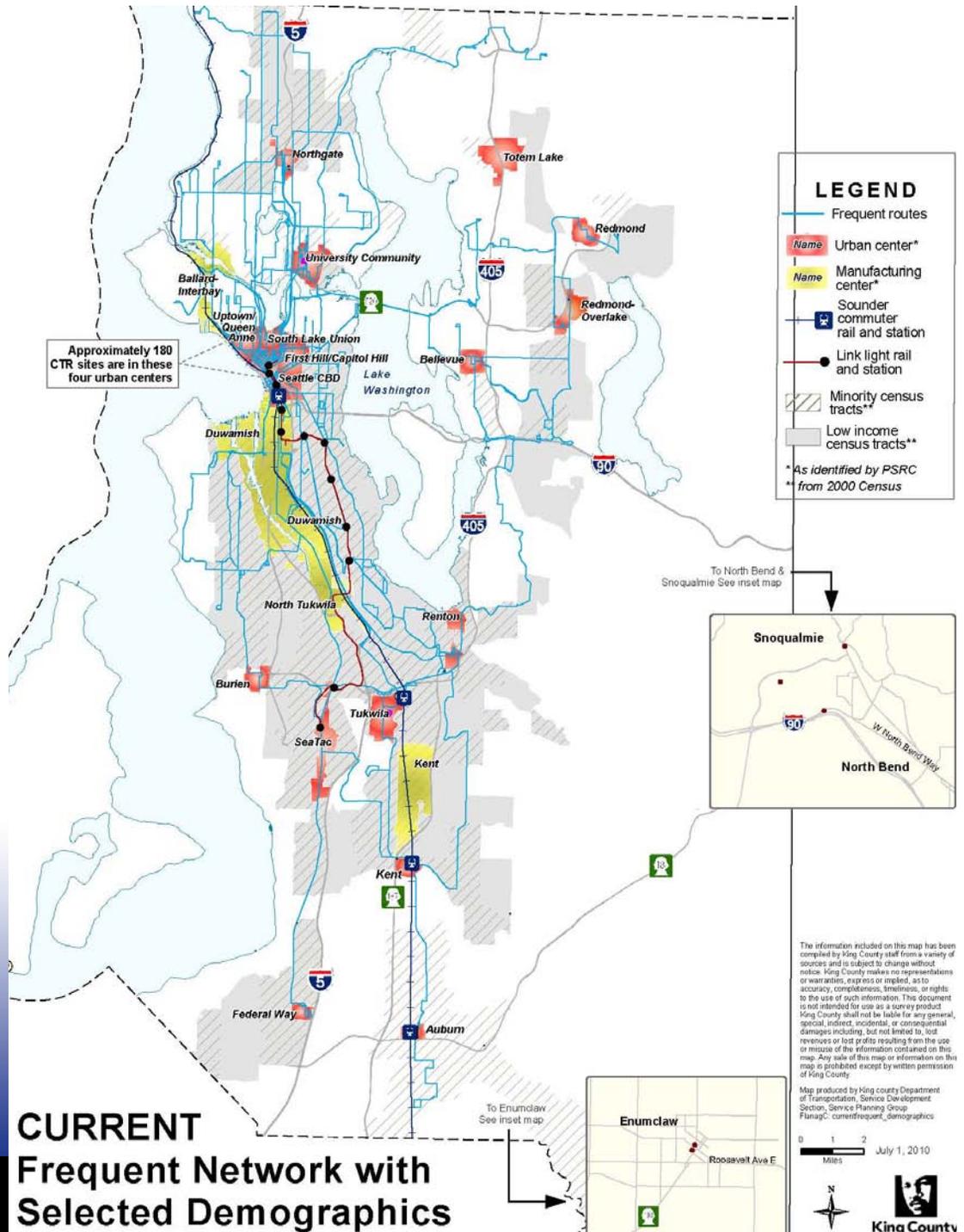
- Provides a unique network connection between at least two other frequent corridors
- A “unique connection” is defined as one with no other parallel frequent arterial route within a mile
- **Scores: 1 = meets Guideline, 0 = does not meet Guideline.**



# Guidelines to Support Regional Growth

## Guideline 5

- Corridor meets minority and/or low income designation when 50% of the census blocks have minority or low income populations above the countywide average.
  - Regulatory obligations
  - 1964 Civil Rights Act and Title VI regulations
- Scores: 2 = Minority and Low Income, 1 = Minority or low Income, 0 = neither.



# Guidelines to Support Regional Growth

## Guideline 6

- Serves large Ridership Generators outside of Urban Centers
- Score depends on the number of important ridership generators served:
- **Score: Two or more large ridership generators served = 1 point, One large ridership generator served = 0.5 points, No large ridership generators served = 0 points**



Hospitals



Educational Institutions



Shopping and Recreation



Major Transit Centers, Park & Rides and Rail Stations



# Integration with ST2 Rail Extensions

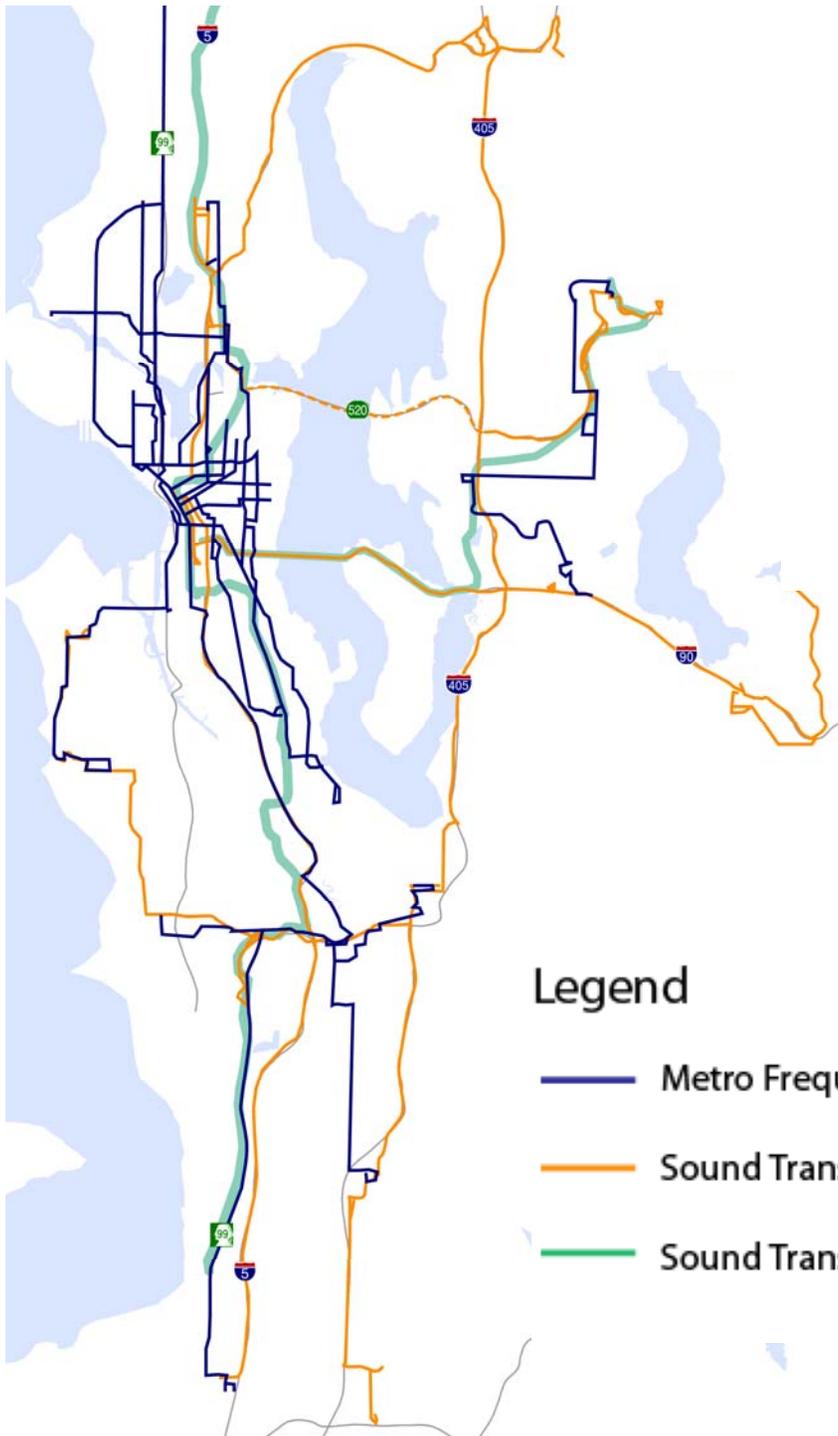


## Link extensions and the First Hill streetcar will provide opportunities to restructure Metro services

- Link to Northgate (2021)
  - Replaces two Major Metro Frequent Routes
  - Frees substantial resources that can be redeployed
- East Link to Overlake (2021)
  - Positive addition to the Eastside and cross-lake transit service
  - Primary replaces Sound Transit Regional Express Routes
  - Limited opportunity to restructure Metro's eastside services



# Frequent Arterial Corridors that meet Minimum Frequency



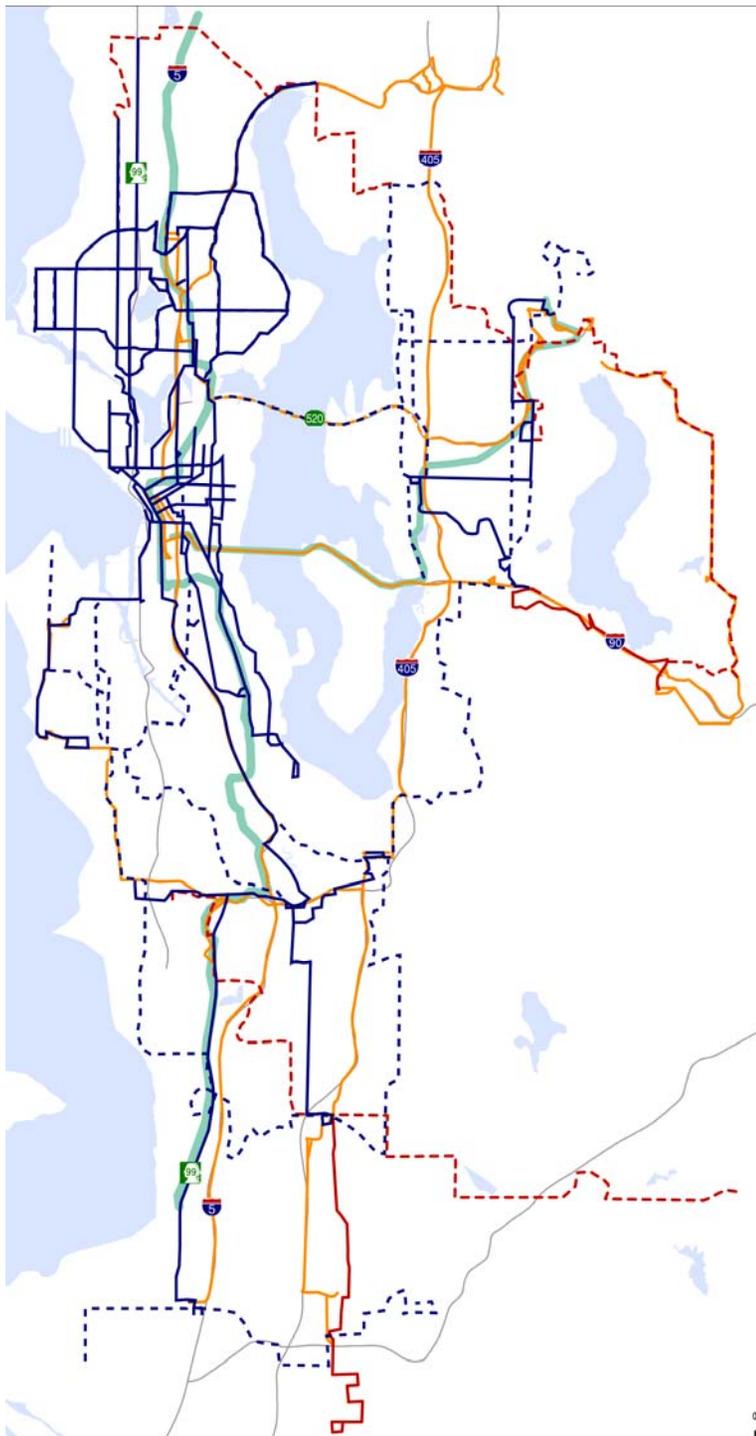
## Legend

- Metro Frequent Arterial Corridors
- Sound Transit Bus Routes
- Sound Transit Link Light Rail

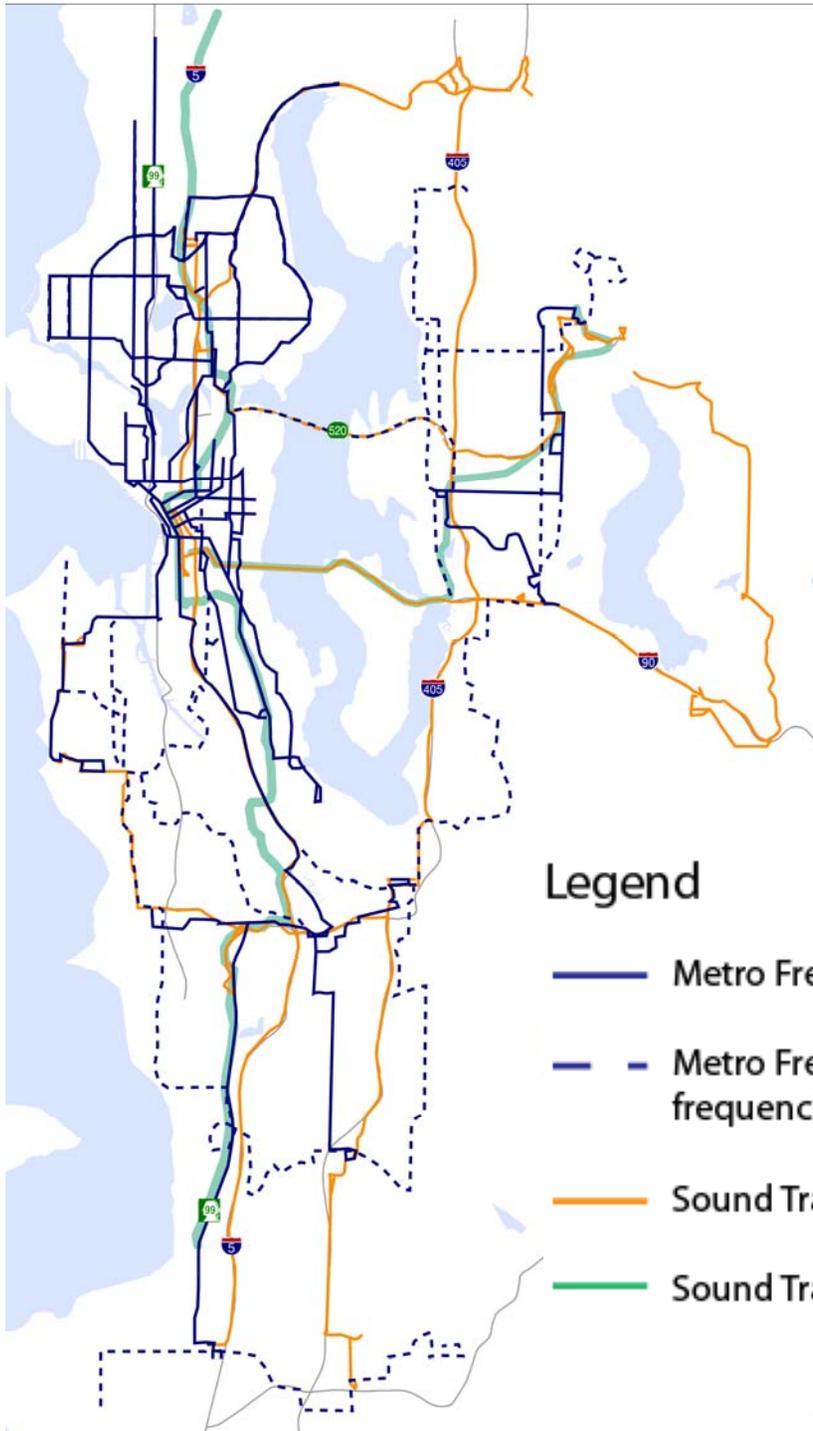
# Frequent Arterial Corridors Investments to Meet Minimum Frequencies

## Legend

- Metro Frequent Arterial Corridors
- - Metro Frequent Arterial Corridors for which current frequencies do not meet identified minimums
- Metro Frequent Arterial Corridors that have 30 minute frequency
- - Metro Frequent Arterial Corridors that do not meet the frequency definition
- Sound Transit Bus Routes
- Sound Transit Link Light Rail



# Redeployment of Resources Through Integration with Rail



## Legend

- Metro Frequent Arterial Corridors
- - Metro Frequent Arterial Corridors for which current frequencies do not meet identified minimums
- Sound Transit Bus Routes
- Sound Transit Link Light Rail

# Conceptual Results

<b>Estimated Hours Necessary to Meet Minimum Frequency Targets and Estimated Ridership Demand</b>				
	<b>East</b>	<b>South</b>	<b>West</b>	<b>Total</b>
Hours to Reach Minimum Frequency	130,000	125,000	69,000	324,000
Hours to Respond to Demand (2008 ridership)	10,000	9,000	51,000	70,000
Total Hours	140,000	134,000	120,000	394,000
	36%	34%	30%	100%

\* Redeployment within the West Area from North Link not included

# Restoration of Service

- Three options following service reductions:
  - Restore service on the same routes that were cut
  - Restore the service investment in the same area from which it was cut
  - Grow from the new base using the new service growth concept

# Does the Concept Provide the Right Mix, Balance and Outcomes?

Is this the right policy direction and the right approach to implement that direction?

1. Should the allocation of resources emphasize supporting the employment and population patterns consistent with the 2040 plan?
2. The proposed guidelines recommend a combination of services that **respond to ridership growth (follow)**, and **support regional growth (lead)** connecting designated population and employment centers. Should service additions be based on the principle of both following and leading growth?
3. Should the proposed criteria recognize the importance of providing geographic balance, without suggesting a formula for distribution of service?
4. How is new service prioritized, aka where does first dollar go?