

# Regional Transit Task Force

## Principles for King County Metro Transit Service Guidelines

*Metro should develop and apply transit service guidelines on a consistent system-wide basis. Metro should also develop and apply a transparent performance measurement system to support the implementation of policy direction and gauge how effectively it is meeting adopted goals and objectives.*

### **Guidelines will reflect:**

#### ❖ **Transparency, clarity and measurability**

Guidelines will be based in data that is understandable to the public using industry best practices and used to measure the relative performance of service investments and the transit system's progress toward achieving King County goals and objectives. The performance measurement process should be transparent and replicable by internal and external stakeholders.

#### ❖ **Use of multiple factors**

Guidelines will use multiple system design factors to determine appropriate service design, service investment, service type and service delivery method.

#### ❖ **Flexibility to address dynamic financial conditions**

Guidelines should apply in times of financial health, when Metro is managing and growing services, as well as in times of financial difficulties, when Metro is reducing services. Guidelines will be used to determine when service changes will be made and will apply for normal system adjustments, increases, decreases, restructure and ongoing management of bus routes.

### **Guidelines should incorporate:**

#### ❖ **System Productivity**

The overall system should be managed to optimize productivity as measured by such indicators as passengers per hour, passengers per mile and cost per passenger trip. The system productivity would be optimized rather than maximized due to the inclusion of other policy factors.

#### ❖ **Social Equity**

Guidelines should provide for services throughout King County, and consider the special needs of disadvantaged, disabled or other populations that may have reduced transportation options.

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### ❖ **Geographic Value**

The Metro Transit system resources will be organized to assure the fair allocation of resources throughout King County. Service type and level of service delivered should be appropriate to the land use and market, and should be adjusted as demand emerges. Guidelines need to address how and at what levels different communities are provided public transportation services, with some service available in all communities served today.

### ❖ **The coordination of local and regional land use plans**

Guidelines should take into account growth management plans, policies, and growth targets outlined in local and regional long-range plans. The guidelines should also consider the current household and employment density conditions.

### ❖ **Integration with the regional transportation system**

Guidelines should address the fact that King County's transit system is a network of services provided by Metro, Sound Transit, passenger ferries and other public and private providers. The integration with light rail, commuter rail, passenger ferry and bus services provided by partner agencies, employers and others is required to provide an efficient network of services that is attractive to use.

### ❖ **Environmental Benefits**

Guidelines should provide for assessment of and seek to maximize the environmental benefits of the countywide transit system through the reduction of single-occupant-vehicle (SOV) travel and therefore overall energy and greenhouse gas emissions.

### ❖ **Decision-making and network changes**

Guidelines should establish transparent and objective processes identifying when service change, restructure, start-up or elimination should occur. Guidelines should identify conditions or performance thresholds for Metro to respond to changes in demand prompted by household and employment growth, economic conditions or related to route and/or system performance.