

Metro Long Range Plan Visioning Event, March 31, 2015

Break Out Session Notes Highlights

Equity and Access

- ORCA can serve as an equalizer, as it improves access to transit. Access to transit translates to access to jobs, education, opportunity.
- King County Metro should do more to get ORCA cards into riders' hands – better promotions, more places to purchase them, lower costs
- All people should be treated equally through all of Metro's operations – accessibility, service, fare enforcement
- Transit is needed throughout the county to reach destinations from all origins

Education and Institutions

- A lot of students could be transit riders
- Metro work with institution's transit coordinators to customization programs, and incorporation technologies
- U-District: re-allocating transit service to better serve with changing transit network
- Integration with bike/pedestrian networks and bike storage
- Integrated technology that can help you choose what to take, i.e. tell me the cost/benefit of different modes
- Private and public partnerships to improve information sharing

Technology and Innovation

- How can technology make transit greener and faster?
- Passenger Information
 - Building on the success of ORCA
 - Trip planning
 - Consistency and good data
 - Funding and implementation systematically
 - Information like disruptions/delays
- Orca cards still being adopted by others?
 - Phone payment options
 - Near frequency payment options
 - Carpooling with other transit riders
 - On-demand transit
- Cashless and off-board fare payment
- Ad-supported stops

Future Policy and Funding

- Transit is important to growth
- Good funding sources are important
- Transit intersection w/ housing
- Grounded in comprehensive planning
- Revenue ideas:
 - Increase parking taxes to encourage bus riding and raise revenue
 - Employee hour tax
 - Low income fare doesn't go far enough – but in the right direction
 - Raising fares will discourage ridership
 - MUET
 - Parking tax
 - Charging for park & ride; sell, lease
 - Income tax
 - Advertising
 - Retail space

Business and Economy

- Ease of getting Orca pass can be an issue – keep it simple
 - Span of frequency can be barrier for reliance on transit
 - Accommodate 24-hr businesses
 - More bus priority (3rd Ave)
 - Purchase of ORCA cards at more stops
 - Real time information – including delays
- Overcrowding is a big issue for attracting business commuters

Integrating Transit Modes

- Integration = how transit agencies work together
 - ST3, +1M in region by 2040
 - What should we be thinking about?
- What is Metro thinking about vis-à-vis Sound Transit's plans?
- KCM + ST should have single fare structure
- How are we addressing first/last mile issues?
- How do we integrate car share, vanpool, etc.?
- Is there a long range strategy for planning?
- What is UW doing with the bus system with opening of Link light rail

**King County Long Range Plan
Community Visioning Workshop - March 31, 2015
Breakout session flip chart transcription**

Future Policy and Funding

- Transit important to growth
- Long range future
- Good funding sources important
- Unclear funding
- Transit intersection w/ housing
- Save our buses campaign
- Grounded in comprehensive planning
- Concerned about affordable housing, health of city; need to look at big picture
- What about income tax?
- Revenue ideas:
 - Increase parking taxes
 - Encourage bus riding
 - Raise revenue
 - Employee hour tax
 - Low income fare doesn't go far enough – but in the right direction
 - Raising fares will discourage ridership
 - MUET
 - Parking tax
 - Charging for park+ride; sell, lease
 - Income tax
 - Advertising
 - Retail space
- Sales tax is unstable
 - Not equitable
 - Want better info on finances
 - Is bus ride \$10
 - We need more park and rides → park and rides are full
 - No access after early morning
 - Pricing p=r as idea
 - Balance between appropriate price + discouraging riders
 - Can it be more efficient?
- International best standards for funding?
- Make ORCA cards free, pay for decorative cards

Integrating Transit Modes

- Integration = how agencies work together
 - ST3, +1M in region by 2040

- What should we be thinking about?
 - Strategies?
 - Goals?
 - Etc.?
- What is Metro thinking about vis-à-vis Sound Transit's plans?
- KCM + ST should have single fare structure + interface
- Why are there two transit orgs?
- 4 transit agencies in region – there should be one. Need to tie better to land use.
- Is there a long range strategy for planning?
- Is there a process for simpler branding (e.g., RapidRide, ST, KCM, etc.?)
- Integration is reciprocal
- Remember that not everyone has a smart phone in usability
- How are we addressing first/last mile issues?
- How do we integrate car share, vanpool, etc.?
- How do agencies address forecasting of ridership?
- How are we addressing transit dependents outside of typical transit areas?
- How are we planning beyond office workers?
- Here: not a seamless system (vs. Europe), frequency is low, loading speed is slow
- What are the obstacles to integrating ST, KCM, etc.?
 - Communication with the population
- What is UW doing with the bus system with opening of LRT?
- What is the relationship of tolling to transit?

Technology and Innovation

- Passenger Info
- Shared Transportation
- Payment Systems – off vehicle payment system
- How can technology make transit greener and faster?
 - Electrifying Transit Buses with batteries or other sources
- Trip Planning
 - Checking multiple sources
 - Real-time information
 - Electronic readers
- Technology Overload
 - Puget Sound trip planner app
 - Specific apps may give you info quicker
- Transit signal priority
- Passenger Information
 - Building on the success of OBA
 - Trip planning
 - Consistency and good data
 - Funding and implementation systematically
 - Information like disruptions/delays

- Integration between modes
- Route planning to determine when/where people are going
- Security and privacy
 - Aggregating data to determine trip patterns
 - Linking sensitive sources of data
- Origin and Destinations
- Orca cards still being adopted by others?
 - Phone payment options
 - Near frequency payment options
 - Carpooling with other transit riders
 - On-demand transit
- Electric shuttle systems to solve last mile
- Cashless and off-board fare payment
- Ad-supported stops
- Location-based passenger information for disruptions
- Screens at stations with real-time information
 - Includes ad-based revenue
- Bus transfers at stops

Education and Institutions

- Access to education
- Sustainability
- Parking on campus
- Connections
- Students don't live on campus
- Most educational institutions don't have enough housing for all students
- A lot of students could be transit riders
- This part of conversation was about how do we get those students who aren't riding transit to start? This led us to the topics of information sharing, technology, fares, managing parking on campus
- Cuts on Eastside in local routes hurting the students
- Subsidized bus fares for students
- Other transit options:
 - Vanpool
 - Ridematch
- Students often have economic constraints
- Orca lift
 - More assistance is needed
 - More awareness
- Introduce programs to attract ridership
- Metro working with institutional transit coordinators
 - More customization of programs
 - Incorporation of technologies

- Since information sharing, BC has 17% decrease in SOV trips
- U-District: re-allocating transit service to better serve with changing transit network
- Integration with bike/pedestrian networks
 - Bike storage
- Sharing the road
- Technology
 - Tell me the cost/benefit of different modes
- Integrated technology that can help you choose what to take
- Private and public partnerships to improve info-sharing
- Concurrency planning between different institutions to support future growth

Equity

Take aways

- *ORCA can serve as an equalizer, as it improves access to transit. Access to transit translates to access to jobs, education, opportunity.*
- *King County Metro should do more to get ORCA cards into riders' hands – better promotions, more places to purchase them, lower costs*
- *All people should be treated equally through all of Metro's operations – accessibility, service, fare enforcement*
- *Transit is needed throughout the county to reach destinations from all origins*
- Transit for all – pathway to opportunity
 - Provides access to jobs, education, etc.
- More dedicated routes to medical facilities
 - Additional service to medical facilities? Include medical facilities as part of a route that may have other destinations
- Different treatment for different people
 - Fare enforcement – light rail
 - Equal treatment for all
- Services should be available to and used by all
- ORCA LIFT is a great program – need more of these
 - Marketing & outreach needed to educate about its availability; only certain agencies distributing – better access needed
- Why is a picture needed on disabled card?
 - Why is it more likely to be abused than regular cards?
- More promotion of ORCA card – ability to link multiple systems; reduce minimum purchase requirement
- More service/network for non-commuters
- Fare system – fare more commensurate w/ length of trip – similar to Link - tap on/tap off
- Use of ORCA cards for infrequent riders/visitors
- Convenience & energy needed to utilize the system – multiple transfers needed, more frequent service needed
- Not enough service – over-crowded buses on popular routes

- Nicer buses serve the eastside
- Preference for a flat rate
- Service to health care, proximity to affordable housing
- Need for an all-day network
- Terminology used for ORCA “e-purse” “Puget pass” what do they mean?
 - Not all people use the traditional banking methods
- ORCA is not exciting – needs more marketing; make it more interesting
- Metro working with regional partners to promote non-motorized travel & ensure safety
- East-west connections are challenging ability to reach destinations
- Ability to connect between south and east King County
- Disability programs make a significant difference – makes transit affordable
 - Promote LIFT program
 - Better information about available services
- Affordable rates for health care patients
- Non-profits should invest in the community
- Fares – ORCA
 - Use
 - Availability
 - Promotion
 - Equal treatment
 - ORCA can serve as an equalizer for transit service
 - One regional card for all
- How can ORCA get into the hands of more people?
 - Success stories from other places?
 - How can Seattle be a model?

Business and Economy

- Employer benefits
 - Subsidized transit pass
 - Opportunity with large employers (First Hill)
 - Ease of getting Orca pass can be issue – keep it simple
- Transit access
 - Span of frequency can be barrier for reliance on transit
 - Access to non-downtown job centers
 - Enforcement an issue with bus lanes (Aurora)
 - Accommodate 24-hr businesses
 - More bus priority (3rd Ave)
 - Crowding (bus) at stops can be an issue at peak
 - Purchase of Orca cards at more stops
 - Real time information – incl. delay
 - Email updates useful, but can also cause their own jams
 - Push notifications via app?
 - Fare policy gradation for small businesses and small non-profits

- How econ. Dev. On South Seattle
 - Light rail
- Overcrowding is a big issue
 - Also for attracting business commuters (hard to do work on RR when standing room only)

Transit as an Equalizer: Orca Technology & Integration

- Smart cards if fares are equitable
- Transparent/creative
- Access to education can be a barrier
 - How can tech – an incentive
 - Transit <-> other modes?
- Invent services (pronto) for Last Mile
- Transit help employers help employees
- Help employees make an active option in other hours (non-peak)
- Frequent network
 - Integrate with other options
- Last mile other options – shared vehicles/G.R. Home
- Best exp. Of technology
 - What are our problems <-link-> to tech solutions
 - Tech just tools
- Metro/St Integration
 - How do other cities adapt to new transit
 - Big investment → more opportunity integrated
 - Total network – frequent
- Realistic funding sources?
- Through land development

Metro Long Range Plan

Level of Detail Included in the Plan

3/9/15

What is Metro's Long Range Plan?

Metro's Long Range Plan will present a shared vision for a future public transportation system that gets people where they want to go and helps our region thrive. The plan will describe an integrated network of transportation options, the facilities needed to support those services, and the financial requirements for building the system. It will be developed in close coordination with Sound Transit and other transportation agencies.

Background:

Metro is significant now and in the future: Metro transit is the largest transit agency in the county today with almost 80 percent of the boardings in King County. Even with the growth of light rail, Metro's buses are expected to continue to carry the majority of transit boardings in 2040.

Population and Employment Growth: The region's population will grow by 30 percent but there is projected to be only about a six percent increase in roadway lane miles. Transit will be important to maximizing the transportation infrastructure we already have.

Sound Transit is expanding: The region is investing in light rail services that will be an important high capacity transit facility. A well-integrated bus network is critical to maximizing the region's investment in light rail.

The region is planning for transit expansion: The regional growth and transportation plans rely on transit to meet a larger share of the travel demand from all sources.

Transportation demands are changing: The purpose of transit is to connect as many people to as many places as often as possible. As travel demand increases, transit is an important part of ensuring that people of all abilities can continue to affordably get where they want to go in a reasonable amount of time.

Purpose:

Present a shared vision for transit in King County: Metro's long range planning process is necessary to arrive at a shared vision for transit across King County. The resulting plan will illustrate how Metro and other transit providers will be integrated to meet the needs of King County communities, and provide a road-map for jurisdictional investments in transit infrastructure.

Present a roadmap for King County actions: The long range plan will identify the necessary actions King County will need to take to realize its part of the shared vision.

The Plan will be integrated: Working with transportation partners including WSDOT, ST, other transit providers and cities, the long range plan will illustrate how King County can maximize the current transportation infrastructure.

Plan for how to accommodate growth: Working with other agencies and jurisdictions, the long range plan will help the county accommodate the projected population and employment growth. In addition to establishing the long range vision, the plan will include some phasing information to show how Metro will realize the county's long-term transit vision. Planned service networks and capital requirements for 2025 and 2040 will be included, and the general trend in service growth will be described in 5 year increments.

Metro Long Range Plan

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SERVICE		
<p>CONNECTIONS: The Long Range Plan will describe a proposed transit service network that connects communities across King County to the variety of opportunities and destinations within King County.</p> <p>ACCOUNTABILITY: In addition to meeting transportation demand, the proposed service networks will be evaluated using measurable objectives to make sure public transportation investments add economic, social, and environmental value.</p> <p>PARTNERSHIPS: With the transit service network defined, the long range plan will facilitate transit supportive development, and help jurisdictions and developers know where they can best take advantage of the mobility transit provides. The transit service network will maximize the existing transportation capacity and enable the region to address increased travel demand, and be well-integrated with the plans of other local transportation providers, including Sound Transit.</p> <p>ECONOMIC GROWTH: The service network will describe how improvements to public transportation will expand the region's capacity to move people, goods, and services.</p>		
SERVICE ALTERNATIVES	Detail in LRP	Comments
Connections and transportation demand	●	Describe how public transportation connects communities across King County and meets transportation demand, geographic coverage, social equity; base travel demand and highway capacity forecasts on existing regional models; describe integration of Metro's network with the plans of other transportation providers, not limited to Sound Transit
Frequent network	●	Map the frequent network county wide; generally describe characteristics of frequent network including service frequency and span
RapidRide network	●	As a subset of frequent network; describe specific corridors for implementation of transit priority and enhanced passenger facilities included in RapidRide program
Peak network	○	Describe role of peak network in meeting service needs; indicate major origin/destination pairs where such network is warranted
Coverage network	○	Describe general service characteristics and contribution to overall service mix; illustrate the extent to which the coverage network meets the transportation needs of individual communities
Alternative services	○	For alternative services such as vanpool, rideshare, community shuttles, etc., describe role of alternative services in service mix and conditions under implementation of alternative services are warranted
Paratransit	○	Relate the provision of paratransit services federal requirements governing accessibility to the fixed-route network.

● significant detail provided in the plan

○ moderate detail

○ general agency direction

⊗ not included

Metro Long Range Plan

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CAPITAL		
<p>CONNECTIONS: The identified service network will require an expansion of our existing capital facilities in order to ensure connections can be made.</p> <p>ACCOUNTABILITY: The first capital priority will be to maintain necessary facilities in a state of good repair. Proposed new capital facilities will be evaluated using measurable objectives to make sure the investments add value.</p> <p>PARTNERSHIPS: The current transportation infrastructure and new capital investments will be maximized to address congestion. New corridor investments will be compatible with planned investment by other jurisdictions in transit priority or other key transportation infrastructure.</p> <p>ECONOMIC GROWTH: In order to be responsive to changing travel demand and customer expectations, the long range plan will identify potential new capital initiatives and key transit infrastructure projects that will be necessary to keep transit moving quickly and efficiently and maximize the public's access.</p>		
CAPITAL REINVESTMENT AND MAINTENANCE	Detail in LRP	Comments
State of good repair	○	Draw from existing Transit Facilities Condition Assessment data to determine life-cycle of existing infrastructure and the capital needs required to keep existing facilities functional
FLEET	Detail in LRP	Comments
Fleet size by vehicle size	●	Identify a standard/artic coach ratio in order to determine base capacity, meet passenger volume needs, and address layover requirements
Fleet mix by propulsion type	○	Describe how the fleet mix will evolve to meet county environmental policies, but not identify future fleet technologies
Trolley network location	○	Identify corridors for trolley network expansion
Trolley fleet size	●	Estimate the size of trolley fleet in order to determine base capacity and other trolley infrastructure needs
Alternative services and rideshare fleet and bases: vanpool, vanshare, shuttles, paratransit, community access transportation (CAT)	○	Project general increases in alternative services fleet and base size required to meet future transportation demand; identify triggers that require new or expanded maintenance or fleet distribution facilities and bases
BASES	Detail in LRP	Comments
Number of bases	●	Include capacity of future bases, types of vehicles accommodated, and general location of new bases (e.g. South KC, North KC, Downtown, Eastside); identify facility needs for NRV and Vanpool fleets

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○ moderate detail

○ general agency direction

⊗ not included

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SUPPORT FACILITIES	Detail in LRP	Comments
Trolley Infrastructure	●	Identify facilities needs to support the size of the trolley network: e.g. substations
Safety and security	◉	Identify infrastructure needs required to meet agency safety Strategic Plan Goals
Non-operations support facilities	◉	Identify major new facility needs that are not dependent on operations: police, materials storage and distribution, etc.
Identify specific locations of trolley facilities	⊗	Too specific for inclusion in long range plan
TECHNOLOGY	Detail in LRP	Comments
Intelligent Transportation Systems (ITS) Elements	●	Identify operating and capital strategic plan elements with implicit technology requirements, or that can be enabled or supported by ITS solutions
Transit Technology and Industry Trends	◉	Identify the known transit industry and technology trends, including potential cost impacts. Examples include off-board fare collection, connected vehicles, mobility technologies and software as a service.
Identify specific technology equipment	⊗	Too specific for inclusion in long range plan
TRANSIT PRIORITY TREATMENTS	Detail in LRP	Comments
Transit priority corridors	●	Identify corridors or major locations where transit priority treatments are warranted
Major new infrastructure	◉	Identify needs and opportunities for major transit infrastructure to enhance transit speed and capacity, such as transit only facilities or grade separated right of way
Scale of priority treatments	○	Identify a transit priority toolbox or general approaches to providing transit priority; do not assign specific treatments to specific corridors
PASSENGER FACILITIES	Detail in LRP	Comments
Passenger facility types	●	Identify major categories of passenger facility investment according to service frequency , type, or corridor
Transit centers	●	Identify location of major transit center or transfer facilities; identify major categories of transit centers according to programmatic elements included in each

● significant detail provided in the plan

◉ moderate detail

○ general agency direction

⊗ not included

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LAYOVER AND DRIVER COMFORT STATIONS	Detail in LRP	Comments
Off-street layover	●	Identify general location and size requirements of major off-street layover facilities; timing for implementation
On-street layover locations	○	Identify conditions where new on-street layover would be required
On-street layover improvements	○	Identify capital investment required for existing or new on-street layover facilities: comfort stations, lighting improvements, pavement improvements
Identify specific sites for off street layover	⊗	Too specific for inclusion in long range plan
PARK-AND-RIDE LOTS	Detail in LRP	Comments
New Park-and-Ride lots	●	Identify quantity of new Park-and-Ride stalls required to support the service structure and development patterns, or identify a percentage increase in Park-and-Ride capacity necessary to meet service structure; distinguish between new permanent lots and leased lots
Park-and-Ride locations	◐	Identify types of areas (land use density, road network, etc.) that best support future Park-and-Ride locations
Programmatic elements	○	Develop a program for a prototypical Park-and-Ride lot: quantity of spaces, structured/surface parking, transfer facilities, ancillary program elements
Park-and-Ride demand management strategies	○	Provide general direction on conditions that would support charging for Park-and-Ride use or instituting other strategies to manage Park-and-Ride demand/use
Identify specific sites for new Park-and-Ride lots	⊗	Too specific for inclusion in long range plan
PEDESTRIAN AND BICYCLE ACCESS	Detail in LRP	Comments
Infrastructure requirements	○	Identify the agency's role in providing or supporting pedestrian/bicycle infrastructure and conditions under which such investment is warranted
Identify specific bicycle or pedestrian facilities	⊗	Too specific for inclusion in long range plan

● significant detail provided in the plan

◐ moderate detail

○ general agency direction

⊗ not included

Metro Long Range Plan

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3/9/15

FINANCE

CONNECTIONS: The long range plan will identify the financial requirements necessary to achieve the service and capital vision.

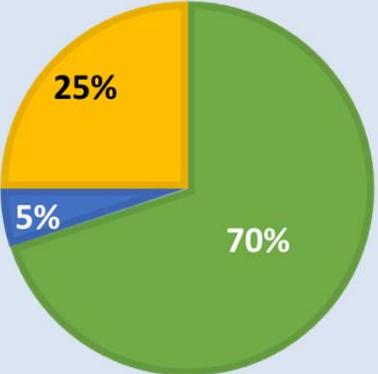
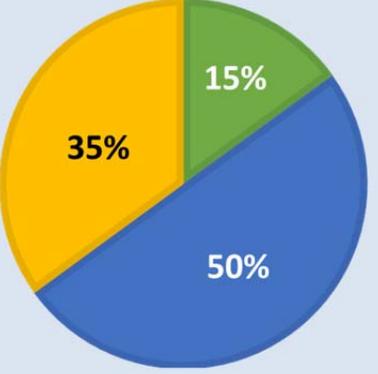
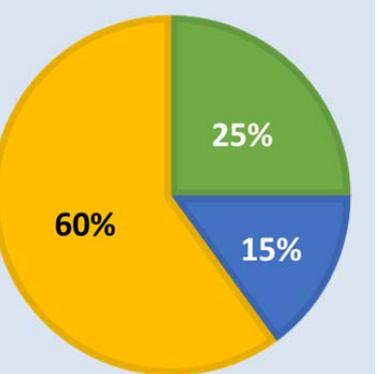
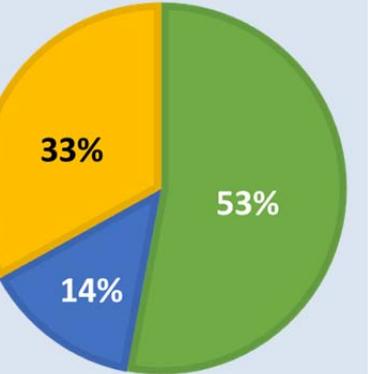
ACCOUNTABILITY: Even with a continued focus on delivering cost efficient services, the service and capital elements of the long range plan are expected to exceed Metro’s current financial capacity. The long range plan will identify the funding gap, and potential funding sources and cost saving measures that will help realize King County’s the vision for public transportation.

PARTNERSHIPS: In order to meet constrained funding, and to further cost-effective program delivery, the long range plan will identify implementation opportunities with other local jurisdictions.

FINANCIAL CAPACITY	Detail in LRP	Comments
Overall cost	●	Describe the overall cost of preferred service network and supporting capital facilities; include costs to maintain existing facilities in a state of good repair; develop agency’s transportation vision to a sufficient level to identify costs associated with major new initiatives
Funding gap	●	Describe the gap between existing revenue sources and the estimated cost of the preferred service network and supporting capital facilities
New revenue sources	○	Identify potential new funding sources and cost savings measures

● significant detail provided in the plan ○ moderate detail ○ general agency direction ⊗ not included

Initial Concept Development Framework

Concept	Frequent	Express	Coverage	Existing*
				
Service Characteristics	<ul style="list-style-type: none"> • Frequent, all-day • Longer walks to service • More transfers • Meet every train 	<ul style="list-style-type: none"> • Direct all-day connections • Long stop spacing 	<ul style="list-style-type: none"> • All-day • Short walks to service • Limited frequent service • More peak-only service 	
Supporting Capital Improvements	<ul style="list-style-type: none"> • Speed & reliability • Passenger facilities 	<ul style="list-style-type: none"> • Park & Rides • Bus only ROW • Transit hubs 	<ul style="list-style-type: none"> • Spread out – low intensity capital 	
Context	<ul style="list-style-type: none"> • Higher density areas • Walk/bike/transfer access • Spontaneous use 	<ul style="list-style-type: none"> • Regional centers • Longer distance trips • Auto/transfer access 	<ul style="list-style-type: none"> • All areas served • Walk/bike access • Scheduled use 	

■ **Frequent:** > 4 buses/hr for 20 hr/day
 ■ **Express/Peak:** 4 buses/hr peak, 2 buses/hr off-peak for 15 hr/day
 ■ **Local:** 2 buses/hr for 18 hr/day

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

Topic	What It Measures	Evaluation Criteria
Access to Transit	How close are transit stops and Park & Rides to where people live	Population within a ¼-mile walk of a transit stop, ½-mile walk of a Frequent bus (<15 min. service, all day) or Link stop, or a 2-mile drive of a park-and-ride
	How close are transit stops to where people work	Jobs within a ¼-mile walk of a transit stop, ½-mile walk of a Frequent bus (<15 min. service, all day) or Link stop, or a 2-mile drive of a park-and-ride
	How close are transit stops and Park & Rides to where low-income and minority populations live	Percentage of households in minority census tracts within a ¼-mile walk of a transit stop, ½-mile walk of a Frequent bus (<15 min. service, all day) or Link stop, or a 2-mile drive of a park-and-ride
	How people get to transit stops (car, walking, bike, etc.)	Percentage of people accessing transit by motorized vehicle
Transit Connections	Population with convenient access to jobs and school via transit	Population within a 30 minute transit commute of a Regional Growth Center
	Public transit ridership by type	Ridership on all public transportation (total and increase over existing)
Use and Efficiency	% of travel by transit Countywide	Countywide mode split
	Efficiency measures	Cost/boarding Boardings/hour Cost/hour BTU/passenger mile GHG emissions/passenger mile
	Use of transit-priority infrastructure	Hours on reliability enhanced service and average transit speed by service family
	How late or early do the buses run	Measure of span of service (TBD)