

April 15, 2015 Regional Transit Committee

Metro's Long Range Public Transportation Plan

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



Review Planning Process

Develop & Evaluate three Initial Concepts

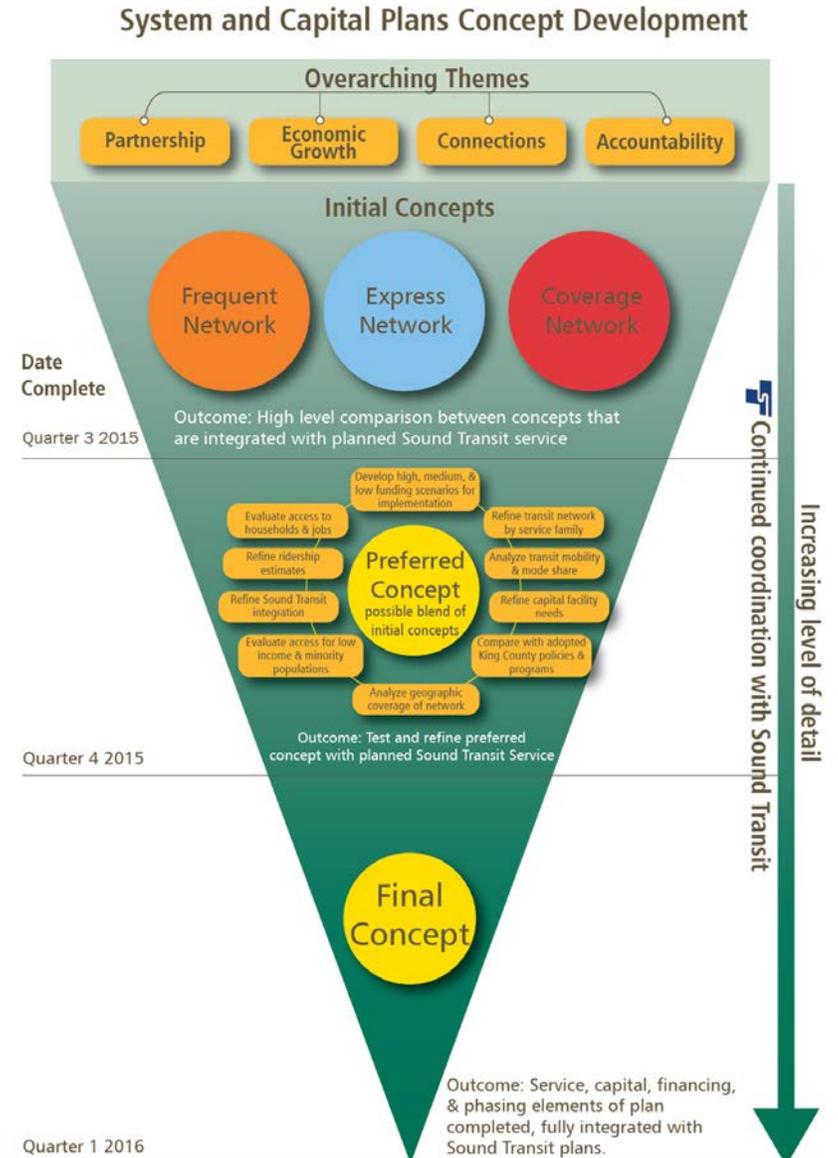
- Test different service emphasis, capital infrastructure and integration concepts

Initial Concepts to Preferred Concept

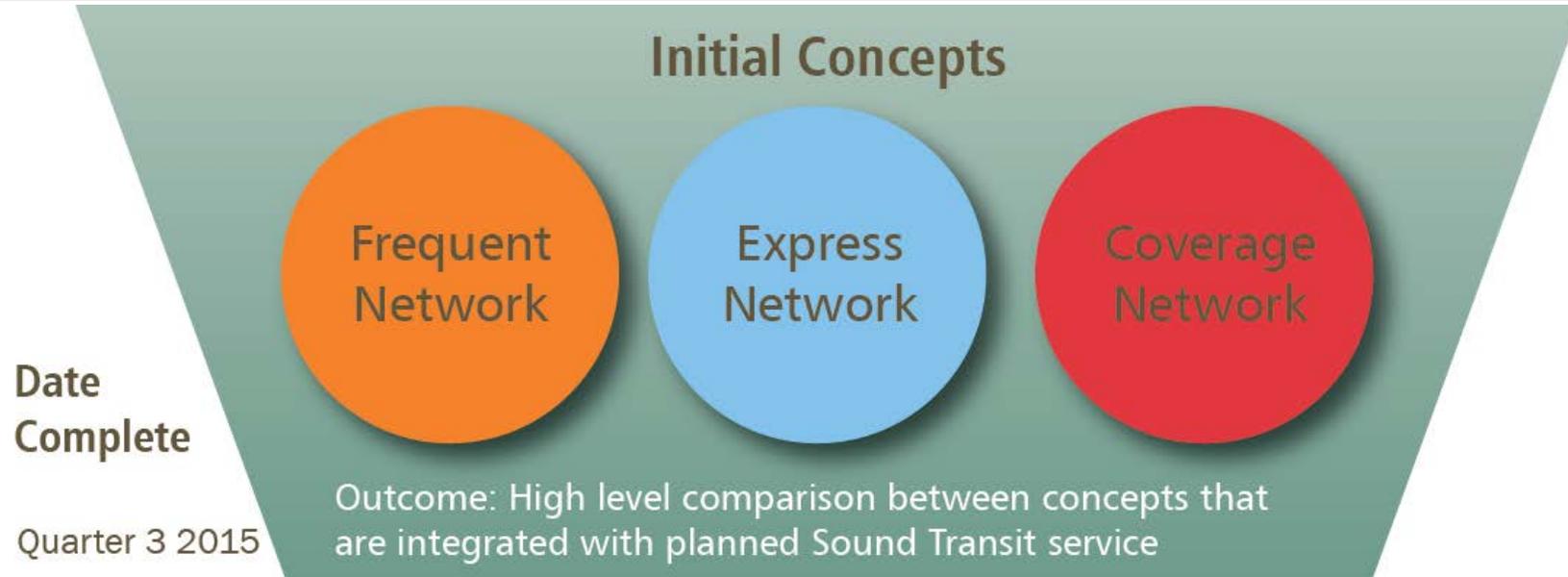
- Identify best parts of Initial Concepts and develop Preferred Concept

Preferred Concept to Final Plan

- Finalize capital, financing & phasing



Develop Initial Concepts



Concept variables

- Service Emphasis
- Capital Investments
- Sound Transit integration

Input on Initial Concepts & Evaluation:

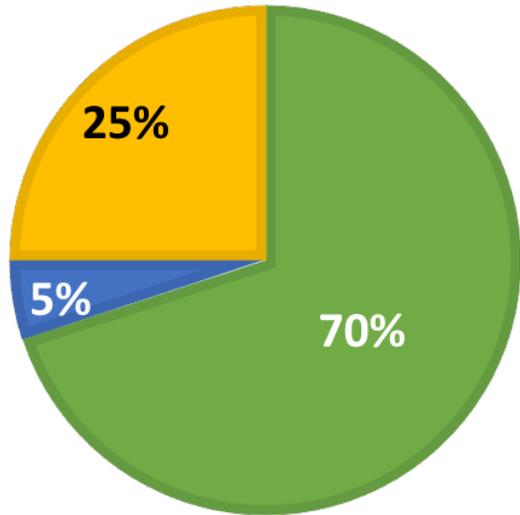
- Meeting with TAC, CAG, cities, Steering Committee and Metro Staff

Concept Evaluation

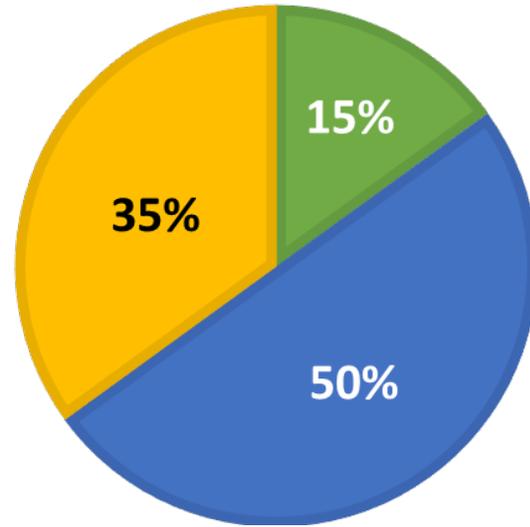
Topic	Evaluation Metrics
Access to Transit	Proximity of population to transit stops & P&R's
	Proximity of jobs to transit stops
	Proximity of minority or low-income population to transit
	Mode of access to transit
Transit Connections	Population with convenient access to jobs and school via transit
Use and Efficiency	Public transit ridership by type
	Countywide mode split
	Efficiency measures
	Use of transit-priority infrastructure
	Service span

Draft Initial Concepts

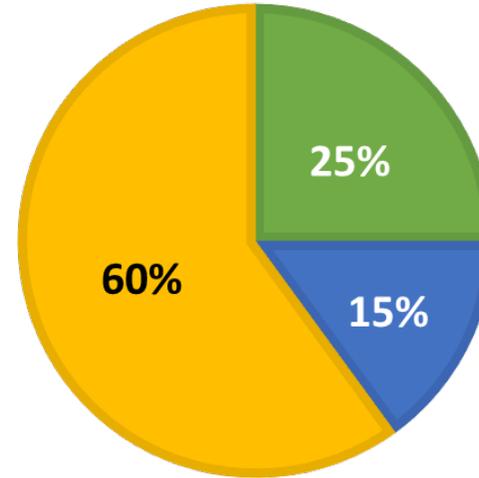
FREQUENT



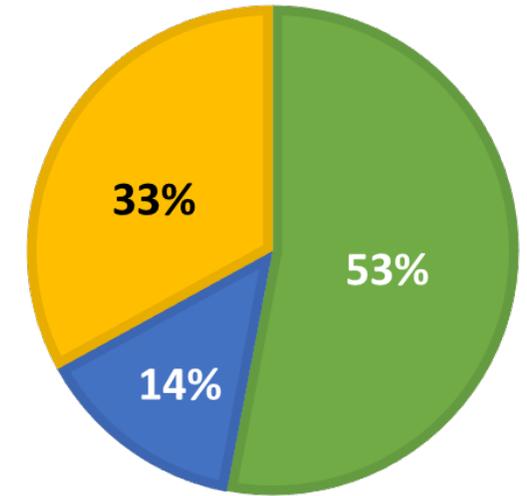
EXPRESS/PEAK



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/>

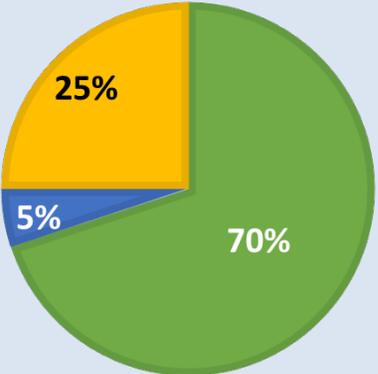
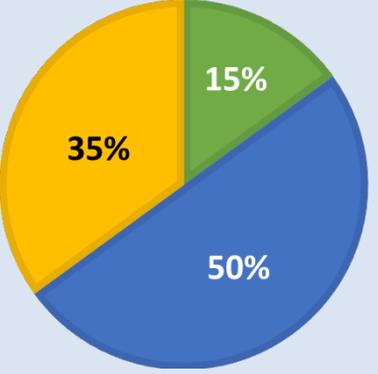
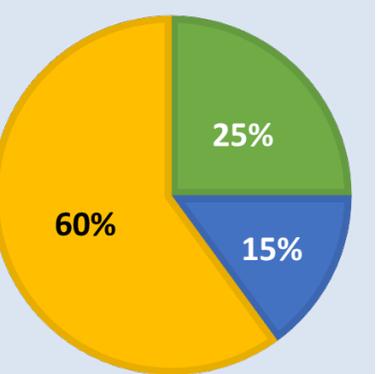
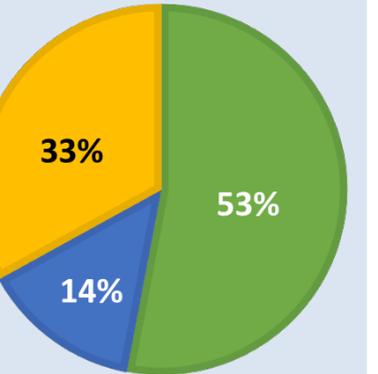
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Initial Concept Development Framework

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