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MEMORANDUM

To: Kurt Triplett, City Manager

From: Stephen Padua, AICP Transportation Planner
David Godfrey, P.E. Transportation Engineering Manager
Kathy Brown, Public Works Director

Date: April 21, 2016

Subject: King County Metro Transit Long Range Plan - Update

RECOMMENDATION:

It is recommended that the City Council receive a presentation from King County Metro Transit (Metro) staff on the draft Metro Transit Long Range Plan.

BACKGROUND DISCUSSION:

To guide service changes, including addressing the expected service needs identified by local jurisdictions, Metro is developing a Long Range Plan (LRP). More information is available at Metro's plan website (http://www.kcmetrovision.org/). The Plan contains the following elements:

- A proposed future transit network, consisting of RapidRide, Frequent, Express and Local services (Figure 1). Metro's annual service is expected to increase by 2.3 million annual service hours, from 3.5 million hours today to 5.8 million hours by 2040. Metro identifies a need for a 70 percent expansion of bus service by 2040 – bringing frequent service to within a half mile of 70 percent of the county's population.

- Descriptions of investments to make service faster and more reliable. These include bus lanes, transit signal priority, and ORCA card readers that allow customers to pay before boarding and get on at any door. Metro intends to employ innovative methods and promote technological advances to help transit riders' access transit service.

- Exploration of non-transit flexible services to connect transit service to areas that are historically underserved. In order to give customers options where fixed-route bus service is not a good fit, local services would be tailored to be more flexible, innovative, and cost-effective through non-traditional methods of service. This includes a framework for incorporating alternative types of public transportation into the transit network.

- Methods to enhance the experience for people who use Metro's services. This system will:
    - Deliver real-time information about more things (bus arrivals, seat availability, delays and re-routes, etc.) to more customers.

  - Enhance wayfinding throughout the system and improve tactile and auditory information.
  - Make it easier to walk and bike to transit by investing with partners to fund hundreds of miles of new trails and paths, sidewalks, and bicycle parking facilities at transit hubs around King County.
  - Make the best use of our park and rides to maximize ridership through strategies such as parking permits, paid parking and real-time parking availability information.
  - Work with Sound Transit and other partners to increase park-and-ride capacity by up to 50 percent by 2040.
  - Improve customer comfort and safety by investing in 4,500 accessible bus stops, shelters, stations and transit centers.
  - Making boarding easier and faster.

- Types of partnerships to construct the necessary infrastructure to support increased transit service and for acquiring the necessary funding sources to implement service and capital investments.

The draft Executive Summary of the Metro Connects Plan is attached (Attachment A). The King County Metro Connects Draft Plan can be viewed on the draft plan website. The Link is here: http://www.kcmetrovision.org/plan/metro-connects-draft-plan/.

Staff has asked Metro staff to cover the following points in their presentation to Council on the draft LRP:

- Discuss the elements of the plan.
- Discuss the increased accessibility of transit and compare existing service to the 2040 network.
- Describe how the LRP is coordinated with the draft ST3 system plan.
- Describe, in general, the major changes being proposed in the transit network compared to today's service to key destinations: Downtown Bellevue and Redmond, Overlake, Lake Union, U-District (frequency, span of service and capital elements).
- Discuss the service across SR-520.
- Describe how the opening of U-Link will change the way service is operated between Kirkland and downtown Seattle.
- How does Metro plan to incorporate the Cross Kirkland Corridor in the future Transit network?
- Transit capacity provided to Kirkland in the 2040 transit network compared to the transit trips forecast from Kirkland's projected growth.
- Under the proposed network, what are the necessary capital improvements in place to support the expanded service in Kirkland and what is still needed?
- What feedback was received at the joint open house events, held with Sound Transit?
- The Regional Transit Committee's role for the final phases of the LRP development.

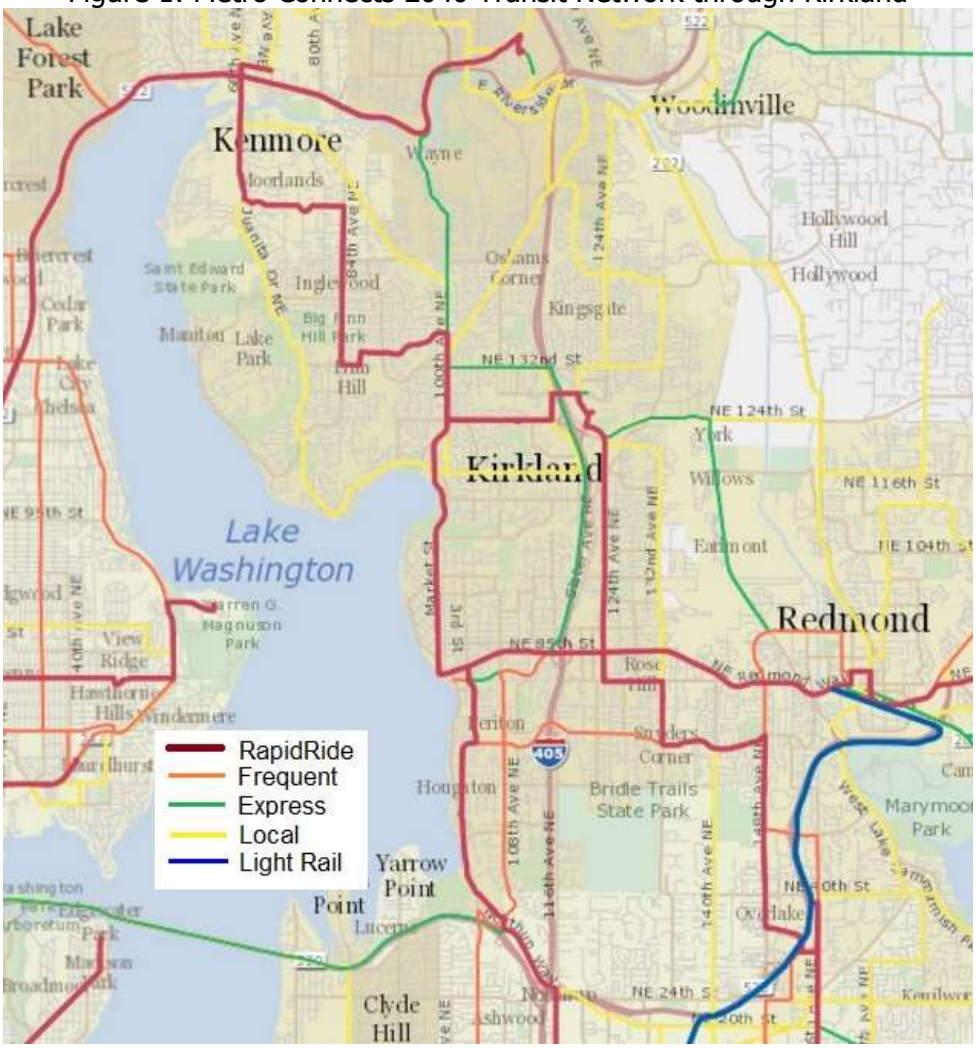
Metro plans to have joint open house events with Sound Transit on the following dates and at the following locations:

Date	Time	Location	Address
April 26	5:30 – 7:30pm	West Seattle	West Seattle High School,3000 California Ave SW
April 27	5:30 – 7:30pm	Redmond	Old Redmond Schoolhouse Community Center, 16600 NE 80th St
April 28	11:30am – 1:30pm	Downtown Seattle	Union Station, 401 S Jackson St
April 28	5:30 – 7:30pm	Federal Way	Todd Beamer High School, 35999 16th Ave S

Metro is requesting comments from jurisdictions and the public by May 20th. Staff is planning to prepare a draft comment letter for Council consideration at Council's May 17th meeting. It would be helpful for staff to understand any points that Council would like to have in the May 17th letter. Metro is also presenting the Long Range Plan to the Transportation Commission on April 27 and the Commission's comments will be available for the May 3 meeting. Kirkland staff will also have the opportunity to provide comments at the April 26th LRP Technical Advisory Committee meeting.

Metro staff expects to transmit the LRP in July 2016 for approval from the King County Council in late 2016.

Figure 1: Metro Connects 2040 Transit Network through Kirkland



King County METRO

ATTACHMENT A

METRO CONNECTS

King County Metro's long-range vision

More Service

Expanded service to more customers with the next generation of RapidRide, new all-day express service, and flexible local service options.

More Choices

Innovative solutions that make transit work for any one, any time, any place. A future where there's always a good travel option.

One System

Better connections throughout our region, including more bike and pedestrian paths, parking, and new transit centers.

A shared vision

More service, more choices, one system

The opening of the new Link light rail stations at Capitol Hill and the University of Washington—with more frequent Metro bus service connecting more neighborhoods to high-capacity transit—is a tangible example of how we are creating a seamless transportation system that gives more people more choices to get to more places on time.

It's a preview of the future of transportation in King County, and the draft long-range plan—**METRO CONNECTS**—is how we will get there.

This proposed plan is intended to be our atlas as we create an integrated transportation system that connects people to opportunity, protects our environment, and knits together our growing cities.

Decades of innovation at Metro give us a strong foundation to build on, including the highly successful RapidRide lines, one of the greenest bus fleets in the United States, the ORCA card system that has made fare payment more efficient and convenient, and the nation's leading low-income fare program, ORCA LIFT.

The draft plan is shaped by input we received from passengers, King County cities, Sound Transit and other transportation agencies, businesses and other stakeholders—all working together to achieve a shared vision of better mobility in our region.

I invite you to review this summary of the draft plan and to share your thoughts on our website, kcmetrovision.org, and at upcoming public meetings as we finalize the plan.

Together, we will turn that vision into reality.

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King County Executive

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Why now?

King County METRO

King County has urgent needs and exciting possibilities:

Accommodate growth. Our region is growing every year, with one million more people and 850,000 more jobs expected by 2040. Transit will help make the best use of our limited roadways so we can all get around King County better.

Meet increasing demand. More older people are relying on transit and more younger people are choosing it. Metro can serve both ends of the spectrum and everyone in between.

Promote equity and social justice. While many people in King County are prospering, one in four people are living in poverty or near-poverty. Metro will work to remove barriers that limit the ability of some to fulfill their potential. An example is the innovative ORCA LIFT low-income fare program that Metro introduced in 2015.

Connect people to Link. As Sound Transit continues to expand the regional transit system, Metro will provide critical connections to Link stations and other regional services.

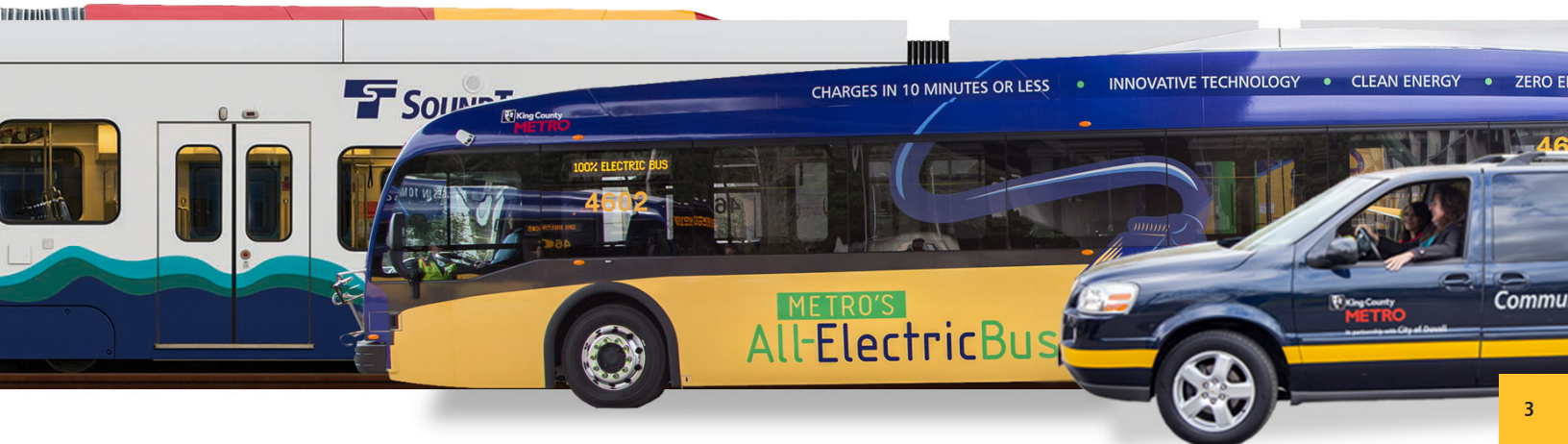
Reduce emissions. Climate change presents long-term challenges to the health and safety of King County's people, economy, and environment. Transit is our best tool for reducing transportation-based emissions.

Adopt emerging technologies. Rapid technological changes in communications, fare payment, and vehicles can benefit our customers and community.

What will it take to respond to these needs?

↑70%

growth in Metro service, from 3.5 million service hours to 6 million hours by 2040.



Explore the future we envision

We'll measure our progress and report to the public. Our online Accountability Center is a one-stop shop for detailed information on how we're doing. Look for Metro's annual progress report and new performance indicators and data tracking systems. **www.kingcounty.gov/metro/accountability**

What makes a transit system great?

Frequent, reliable and fast service. Connections to the places you want to go. Easy to use no matter who you are or where you're going. Customer-friendly vehicles, drivers, stops, information and assistance. Cleanliness and safety. Service that works, all day, every day.

Metro's vision is to help our region build a world-class transit system that embodies these characteristics. We imagine a system of transportation choices that move people farther, faster and more reliably to the places they want to go, with ease, comfort and safety.

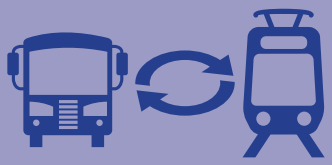
How will transit service be different for our customers? You'll have up-to-the-minute information about your travel options before you head out the door. You'll move quickly on an integrated system of services: a "show up and go" network of frequent buses, limited-stop express service all day, local and flexible services, and an array of innovative options for first- and last-mile travel. All aspects of the system will be designed to accommodate our customers' needs.

Our long-range plan sets the stage for the work that lies ahead. We'll start making improvements as soon as we can, and continue expanding the transit system incrementally over the next 25 years, working in collaboration with local governments. The timeline will be affected by local development, changes to the street network, and the buildout of Sound Transit's regional transit network. Completing this vision will require investment beyond our existing resources; we will continue to update financial projections, support regional solutions, and develop detailed implementation plans.

Results we plan to achieve in King County

2x

Transit ridership **DOUBLES**, reducing traffic congestion and supporting our economy by helping people, goods and services get where they need to go.



Metro buses arrive at Link stations every **1.5 MINUTES.**

20% ↗ 70%

The percentage of people close to frequent service more than **TRIPLES.**

METRO CONNECTS is designed to support the growing number of people living and working in King County—and that means a dramatic expansion of service. To make sure our service provides the most benefits possible, we followed these principles in our plan:

Collaborate. Our vision grew out of a highly collaborative process that engaged our riders, King County cities, Sound Transit and other transportation agencies, employers, and others. Ongoing cooperation will ensure we make improvements the region needs.

Connect to Link. As Sound Transit extends Link, Metro will design service in those areas to feed into light-rail stations.

Serve more types of trips. If you're going to count on transit, it has to work for all types of trips—beyond going to work and school. Transit should be easy to use for errands, entertainment, visiting friends, and more. Future service will be there when you need it, starting earlier, ending later, and running all day.

Meet today's needs and future growth. Provide more service where it's needed today, and work with our cities and partners to make sure we can accommodate growth in a way that meets local priorities.

Allow flexibility. Expand our services to include options that are more accessible, meet local and individual needs, and take advantage of advances in technology to give customers the right tools for every trip.

The pages that follow summarize the proposed Metro service enhancements you can look forward to in the decades ahead. For more details, go to **kcmetrovision.org**

In **LOW-INCOME** and **MINORITY** areas, **85%** of residents & **75%** of jobs will be close to frequent transit service—and the opportunities it brings.

The share of commuters who take transit grows from 14% to **24%.**

Take **300,000** cars off the road every weekday, helping King County meet **EMISSIONS REDUCTION** goals.

The service network

The proposed network will deliver more service, more often, to more places.

Frequent

We'll offer frequent service within a half mile of 70 percent of the county's population. With service that comes every 5 to 15 minutes or better all day, you'll be able to just show up and go.

We plan to add 20 new RapidRide lines, connecting the county with 300 miles of new and upgraded RapidRide service.

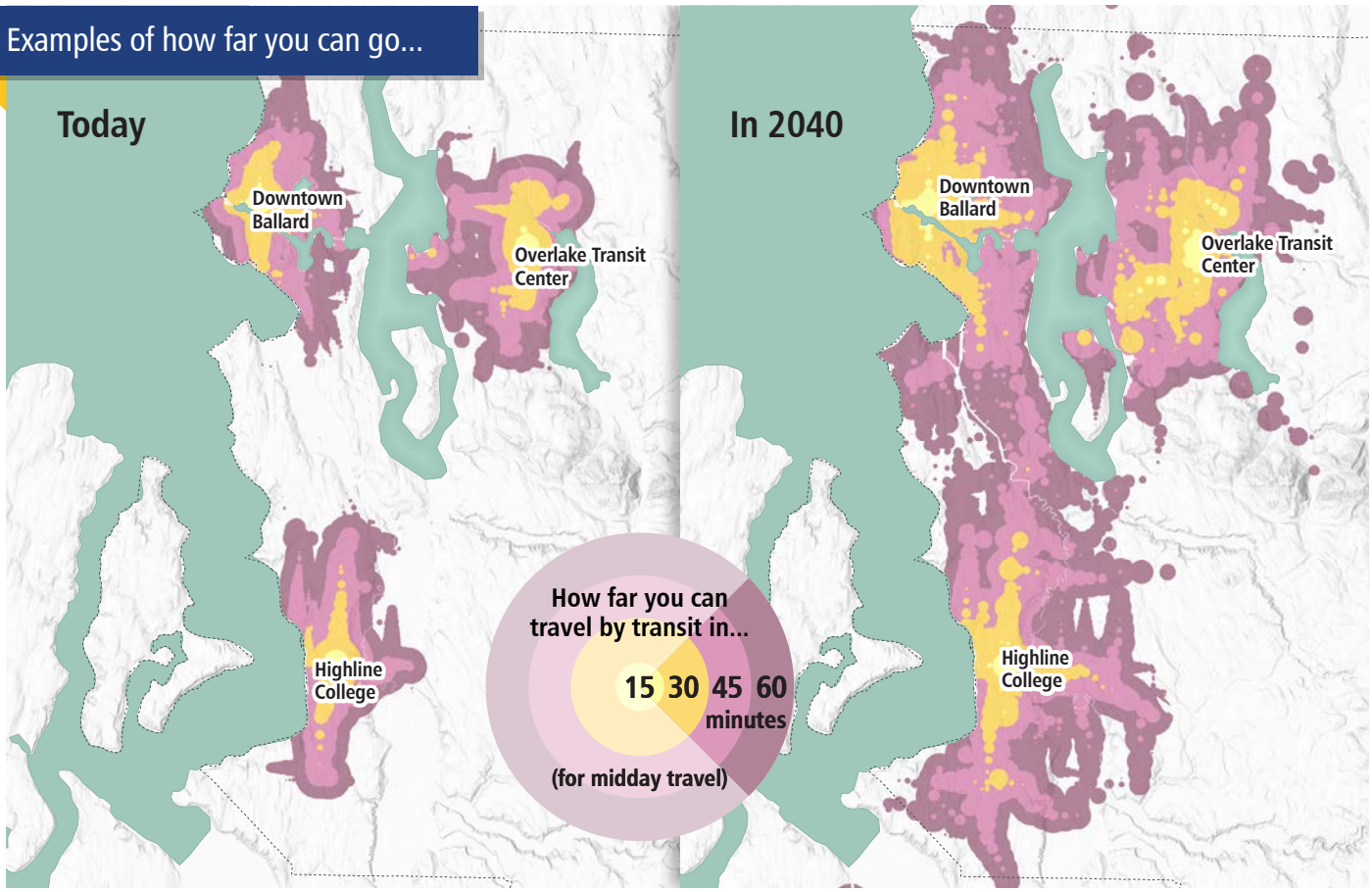
Express

Metro will operate all-day, limited-stop express buses that arrive every 15 to 30 minutes or better throughout the day. Express buses will connect centers where many people live and work across King County.

Local

"One size fits all" doesn't work in our diverse county. Recognizing unique local needs, we'll work with community members to put in place the right type of transit or alternative service. These services will allow users to get around locally, connect to the network, or travel the last mile home.

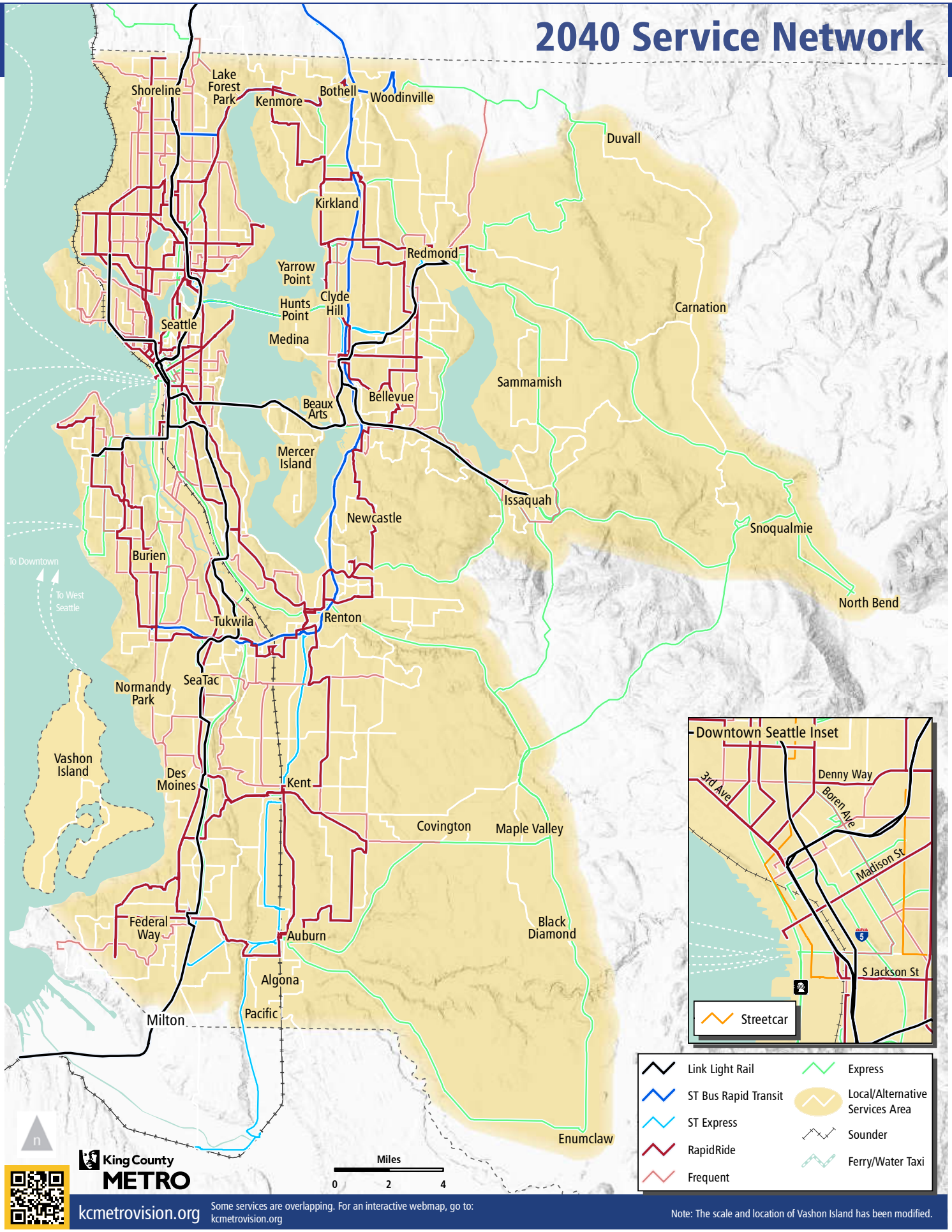
Examples of how far you can go...



The travel sheds shown on the maps above include walking time, average amount of time waiting for the bus (assumed to be half the frequency), travel time, and any transfer time between buses.

The starting point for each example is: downtown Ballard—15th Ave NW and NW Market St; Overlake Transit Center—NE 40th St and 156th Ave NE; Highline College—S 240th St and Pacific Hwy S.

2040 Service Network



kcmetrovision.org

Some services are overlapping. For an interactive webmap, go to: kcmetrovision.org

Note: The scale and location of Vashon Island has been modified.

Count on Metro

While our investments will make all of our services faster and more on-time, we'll focus the highest levels of investment where service is most frequent and roads are most congested.

Improvements that help buses run faster and stay on schedule are some of the best investments Metro can make.

They make our service better for customers, attract new riders, and save long-term operating costs, freeing up funds for new service. Because they save us time, these investments actually pay for themselves.

METRO CONNECTS proposes to significantly expand resources to keep buses moving through growing congestion. Over the next 25 years Metro will create strong partnerships with cities and stakeholders to build transit priority features on 600 miles of transit corridors. These investments will help all types of transit—RapidRide, frequent, express and local.

RapidRide corridors exemplify the kind of improvements that help buses keep moving. These include bus lanes, transit signal priority, and ORCA readers that let customers pay before boarding and get on at any door.

More choices for many needs

King County METRO

Every Metro customer has different travel needs. To meet them, we're planning to significantly expand the range of travel options we offer, complementing regular bus service.

We'll continue to develop convenient choices through flexible transit and new, cutting edge innovations. We'll also work to make sure that any service we operate considers special mobility needs and is designed for accessibility.

To fulfill this vision we'll work with local communities and with public and private transportation providers. We'll explore alternative transportation options, programs that encourage travel choices, and new choices that will emerge with rapidly changing technology. We'll pay particular attention to how new services work together to provide the most mobility and value.

What we'll do:

- Increase the proportion of local service planned through our flexible transit program.
- Practice inclusion planning to ensure we provide fair treatment, access, and opportunity for everyone we serve. We'll work to make general public transit service more accessible, and find better and more cost-effective ways to provide ADA-paratransit service.
- Grow our research and development function to study and pilot new products.
- Make it easier to move between Metro and other transportation providers—for example, co-locating transit with carshare or bikeshare system, or integrating payment.
- Increase the number of small employers and property owners who provide ORCA cards to employees and renters to further increase Metro's highly successful ORCA Passport program.

Metro is an innovator. We've led the way with our hybrid articulated buses, vanpool program, wheelchair lifts and bike racks on buses, employer passes, and a pilot project that gives Lyft or Uber vouchers for emergency rides.

Our flexible transit program will use new technology to provide on-demand transit, and will develop products for low-income and minority communities.

One system, easy to use

We want you to have a positive experience from beginning to end whenever you use Metro's services. That means designing simple and smart—everything from information about your trip, ways to go to and from Metro service, and facilities and programs that make moving about the system pleasant and safe.

We're planning to improve all aspects of the transit system to make your ride with us—and your life—simpler and easier.

What we'll do:

- Deliver real-time information about more things (bus arrivals, seat availability, delays and re-routes, etc) to more customers.
- Enhance wayfinding throughout the system and improve tactile and auditory information.
- Make it easier to walk and bike to transit by investing with partners—together funding hundreds of miles of new trails and paths, sidewalks, and bicycle parking facilities at transit hubs around King County.
- Make the best use of our park and rides to maximize ridership through strategies such as parking permits, paid parking and real-time parking availability information.
- Work with Sound Transit and other partners to increase park-and-ride capacity by up to 50 percent by 2040.
- Improve customer comfort and safety by investing in 4,500 accessible bus stops, shelters, stations and transit centers.
- Making boarding easier and faster.

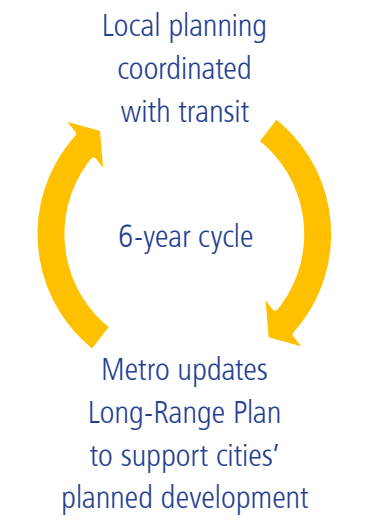
What we need to succeed

King County METRO

What will it take to make our transit vision a reality? Metro will work with private and public partners at the local, regional, state, and federal levels to make physical improvements to support increased transit service and give the public good access to transit.

Metro engaged all cities in King County in planning a transit service network that reflects cities' plans for the future. We're building consensus about our vision.

METRO CONNECTS will be a living document that we update every six years. In the meantime, we'll work with cities, stakeholders and the public to develop short-term plans to achieve the long-range vision. Our planning will bring together the near-term needs identified in our annual Service Guidelines analysis with the long-range vision, and provide greater clarity about when to make changes. This process will allow cities and Metro's improvements to happen concurrently, supporting the success of one another. Factors that may influence service changes include the type and location of new population and job growth as well as the presence of transit-supportive infrastructure.



Investing together

The transit system we envision will require substantial investments in service and capital. Metro can't do it alone. Therefore, we will work to identify possible funding sources including federal, state, and local options. We'll strengthen partnerships with cities, stakeholders, and Sound Transit, and specifically we will work with all our partners to ensure:

- Metro's services are integrated with Sound Transit's light rail, bus rapid transit and regional express buses
- Transit centers, park-and-rides, stations and other facilities are appropriately sized and are a good fit for their communities
- Transit service complements locally planned development and connects more people to more places more often.

The nuts and bolts

This vision is expansive, and we'll need to do a lot of work behind the scenes to get it done. We'll need:

- 2-3 more bus operating and maintenance bases
- Fleet expansion and replacement
- Replace trolley infrastructure and build new connections to support future service
- Staffing and training for a growing and engaged workforce, including drivers, customer service agents, skilled mechanics, field supervisors, and more
- An expanded Transit Control Center that coordinates service and responds quickly to events
- Safety, maintenance, and incident-response infrastructure.

Find out more and tell us what you think

Visit kcmetrovision.org

- Find details about Metro's draft long-range plan
- Fill out a survey
- View a calendar to find an open house in your community

Contact us

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