

King County Metro System Growth Concept

**Transit Task Force
August 5, 2010**

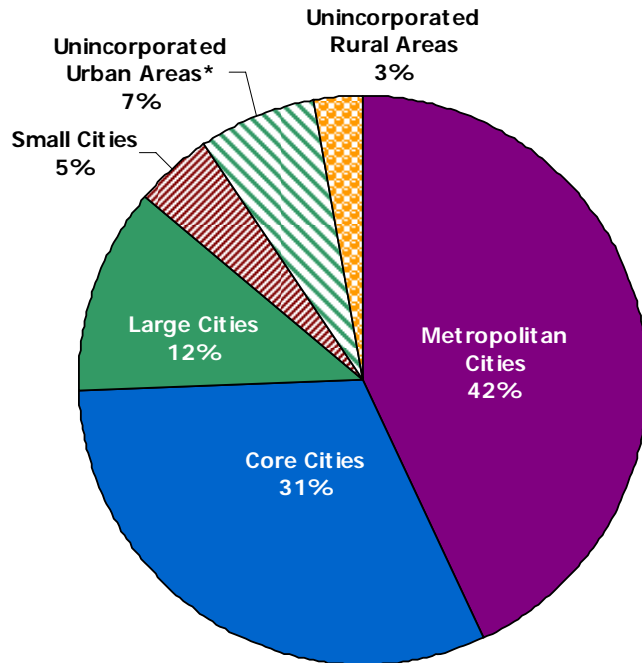


King County
METRO

We'll Get You There.

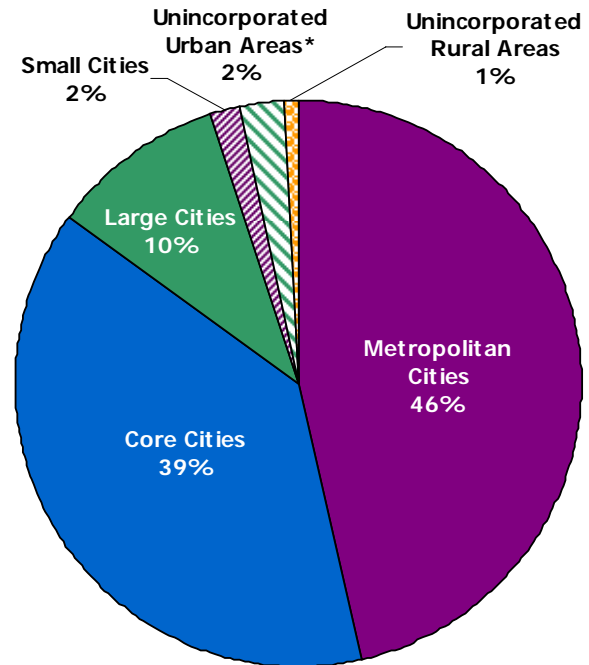
Adopted Growth Targets

The number of housing units in King County will grow 30% between 2006 and 2031



Total Growth: 240,000 Housing Units

Employment in King County will grow 40% between 2006 and 2031

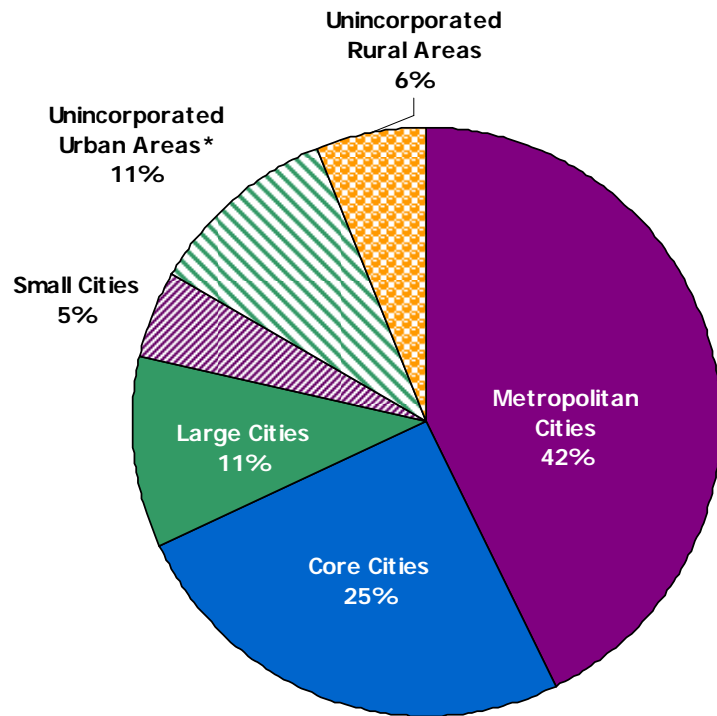


Total Growth: 432,000 Jobs

* Unincorporated Urban areas will in the future be annexed and the growth will be represented in the regional geography that annexes these unincorporated areas.

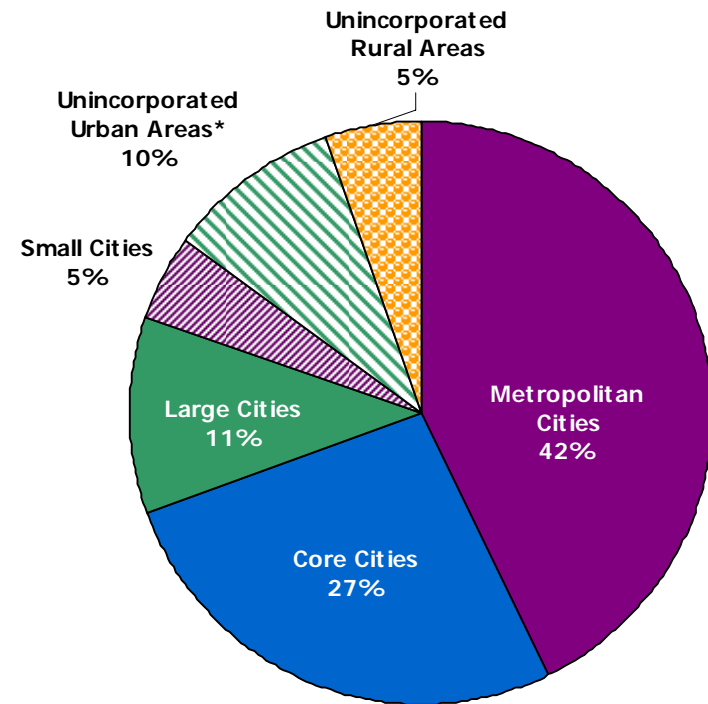
Change in Housing Distribution

2006 Percent of Housing Units in King County by Regional Geography



Total Housing Units: 798,000

2031 Percent of Housing Units in King County by Regional Geography

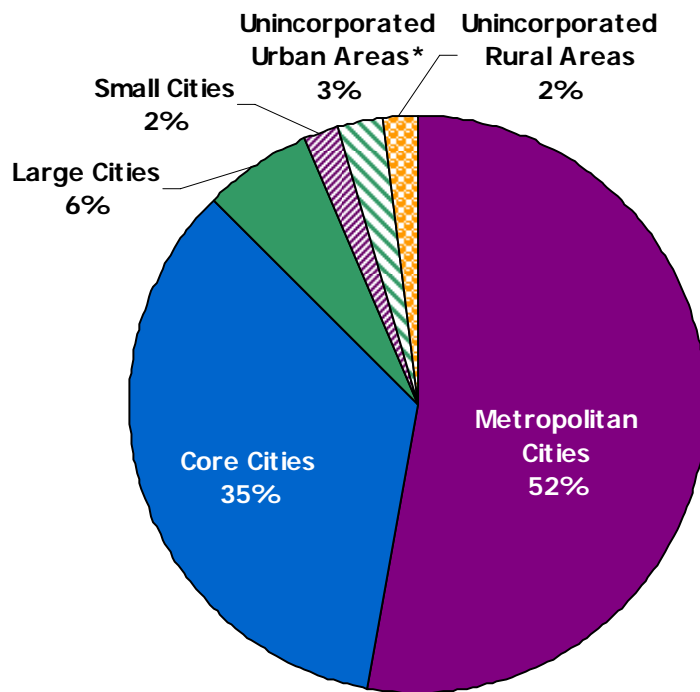


Total Housing Units: 1,038,000

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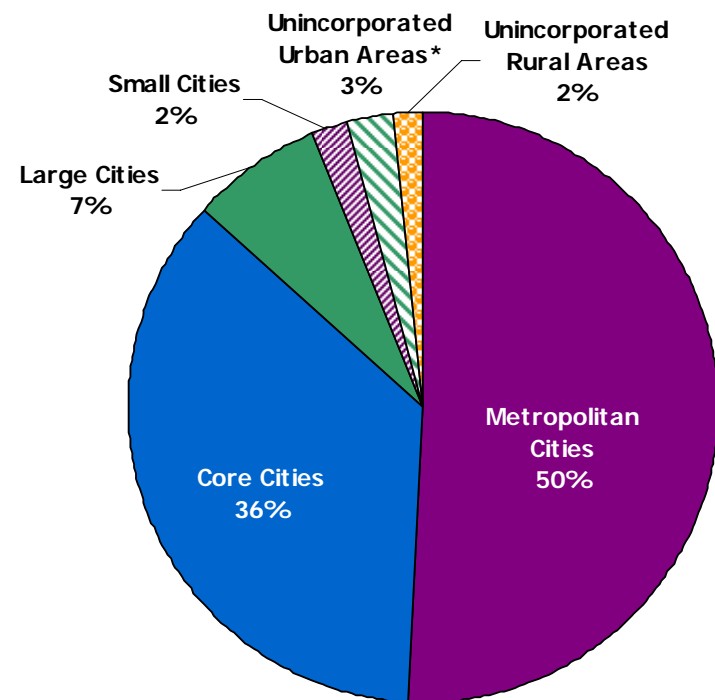
Change in Employment Distribution

2006 Percent of Employment in King County by Regional Geography



Total Jobs: 1,068,000

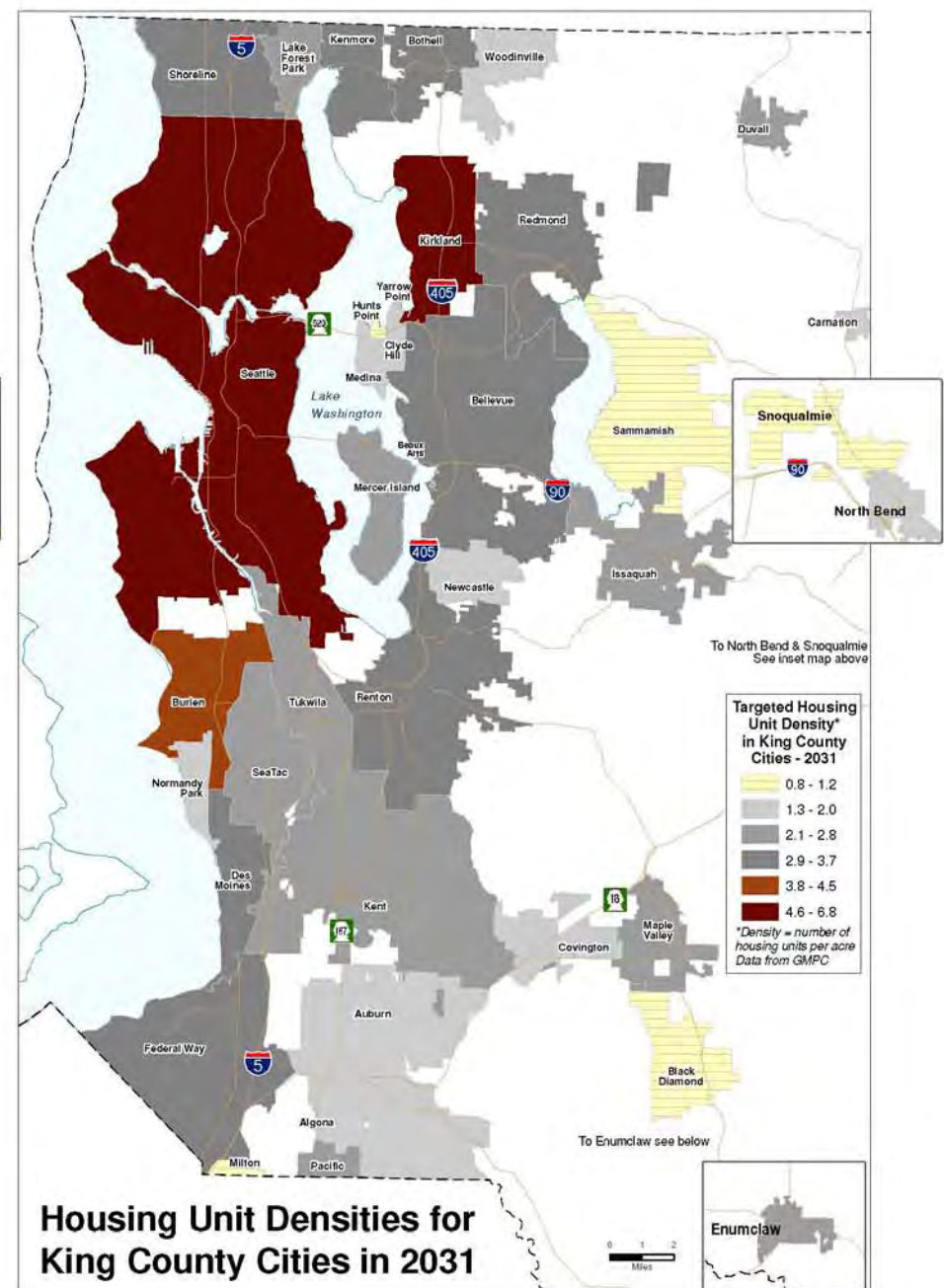
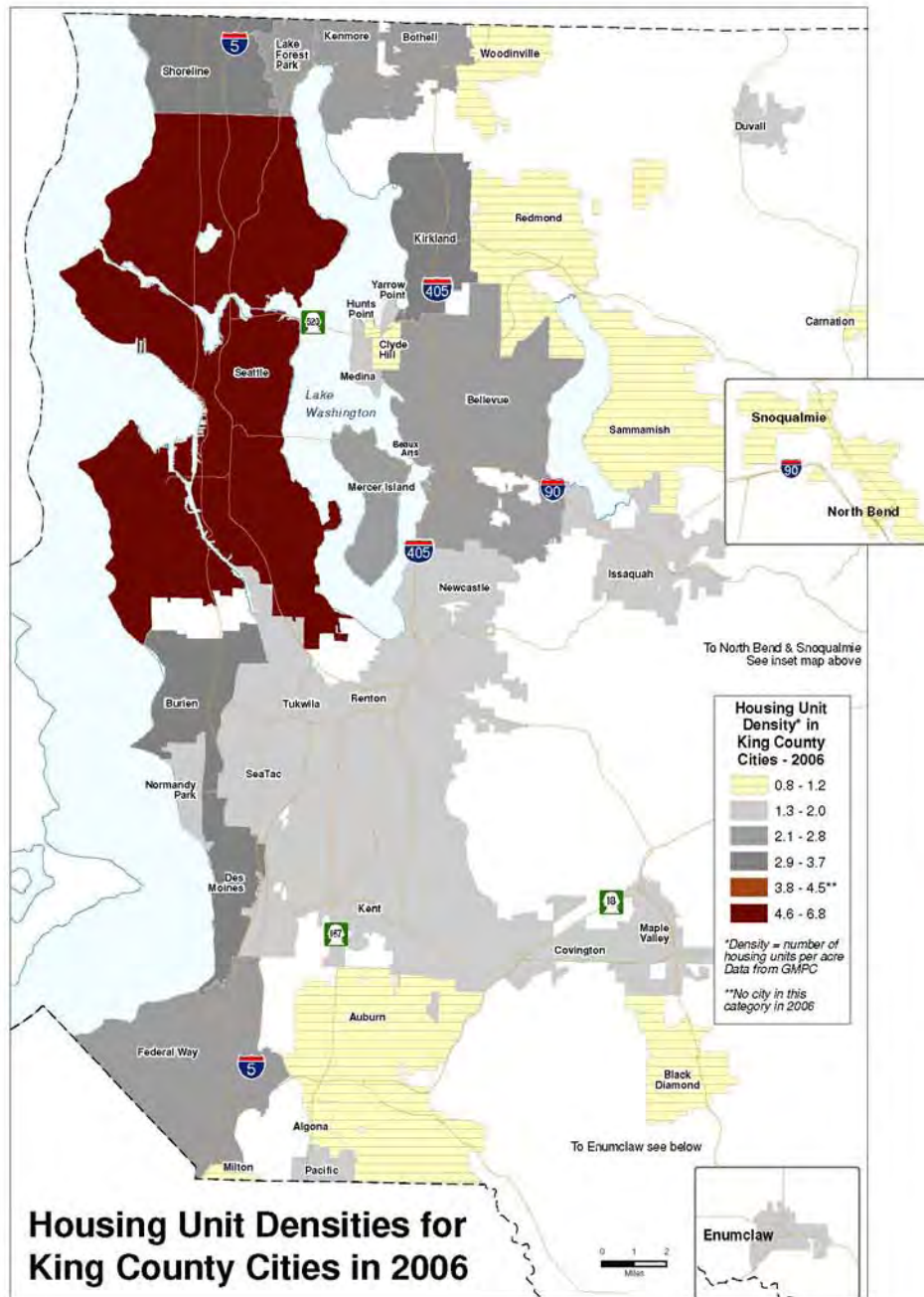
2031 Percent of Employment in King County by Regional Geography



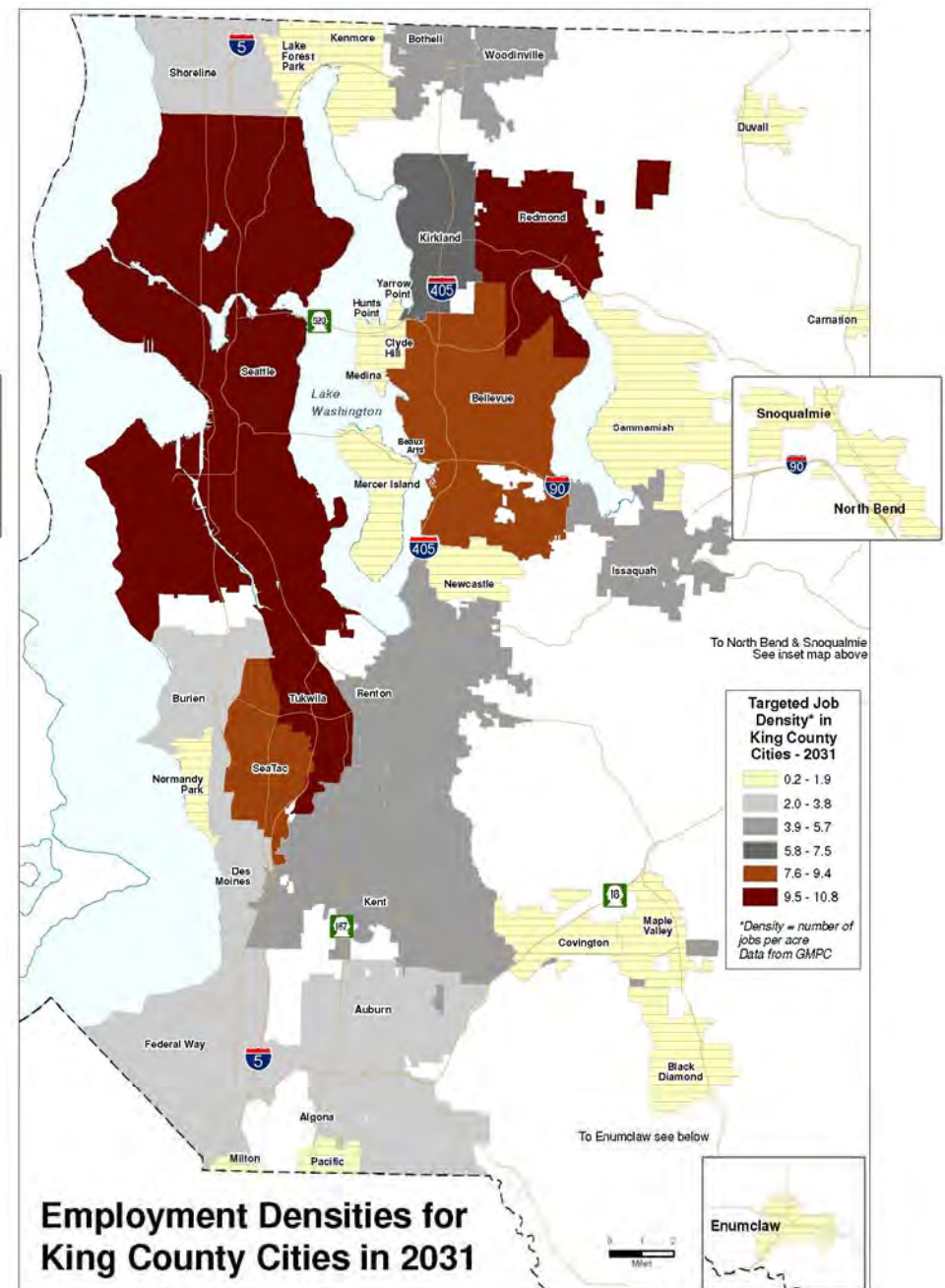
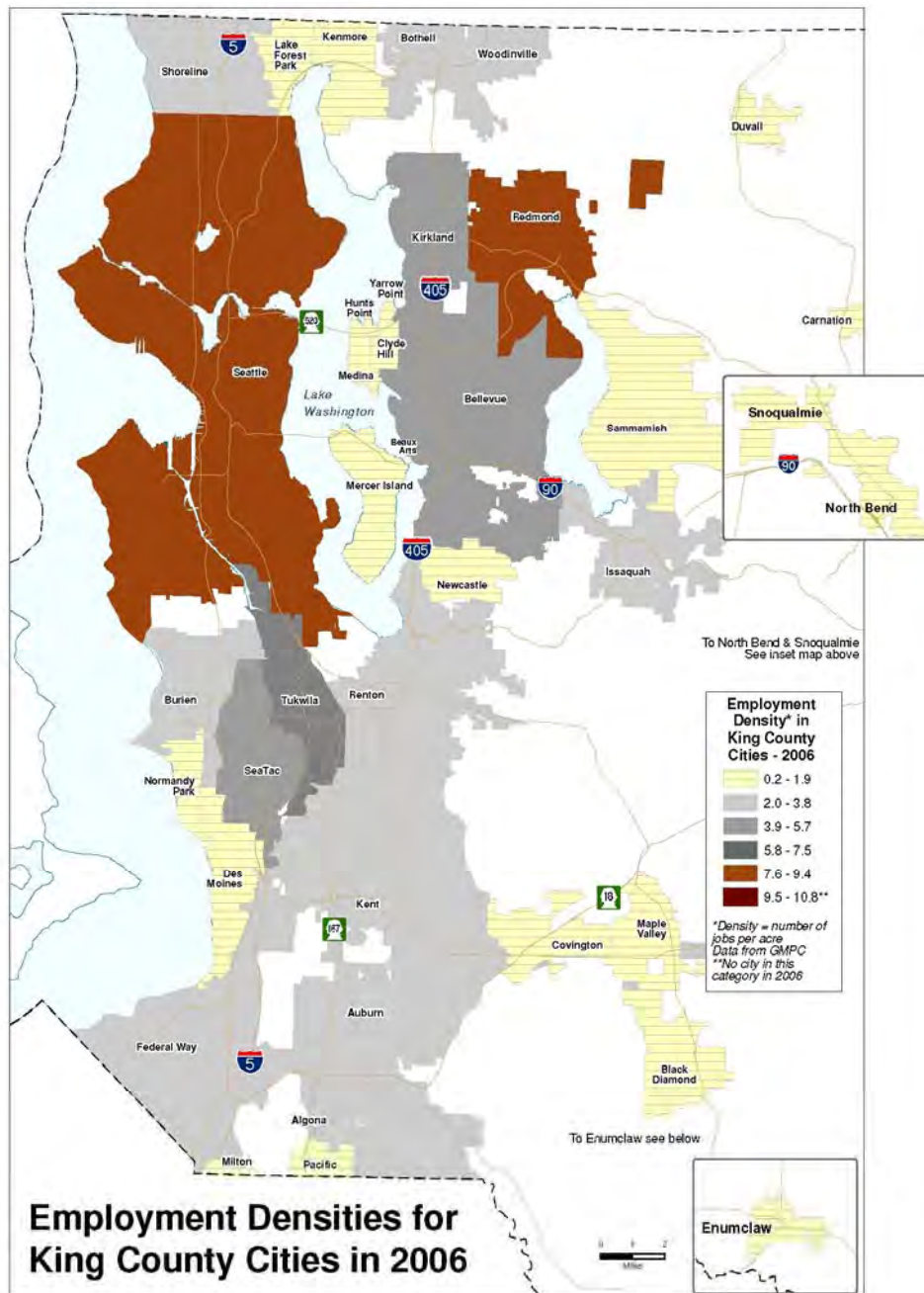
Total Jobs: 1,499,000

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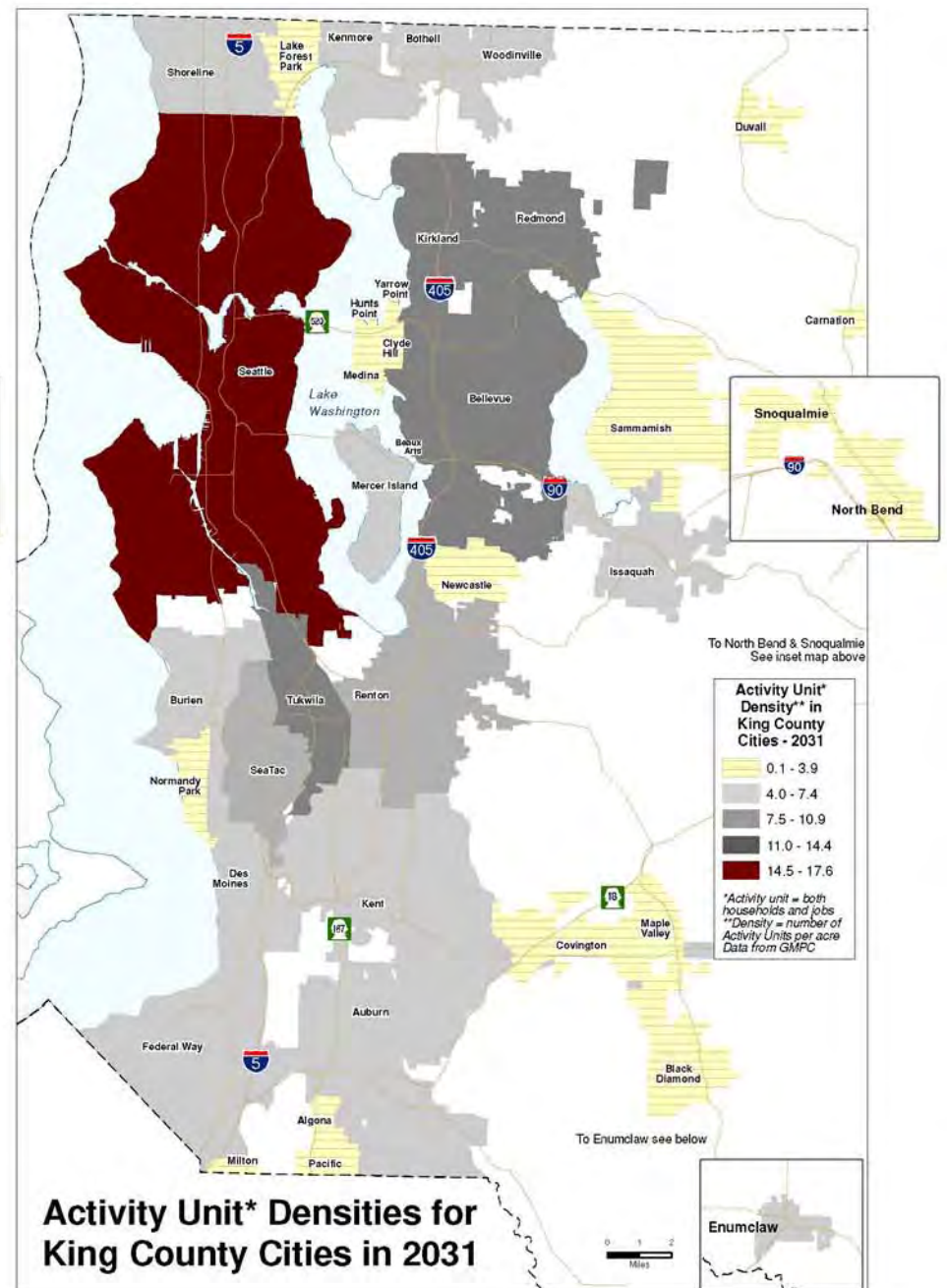
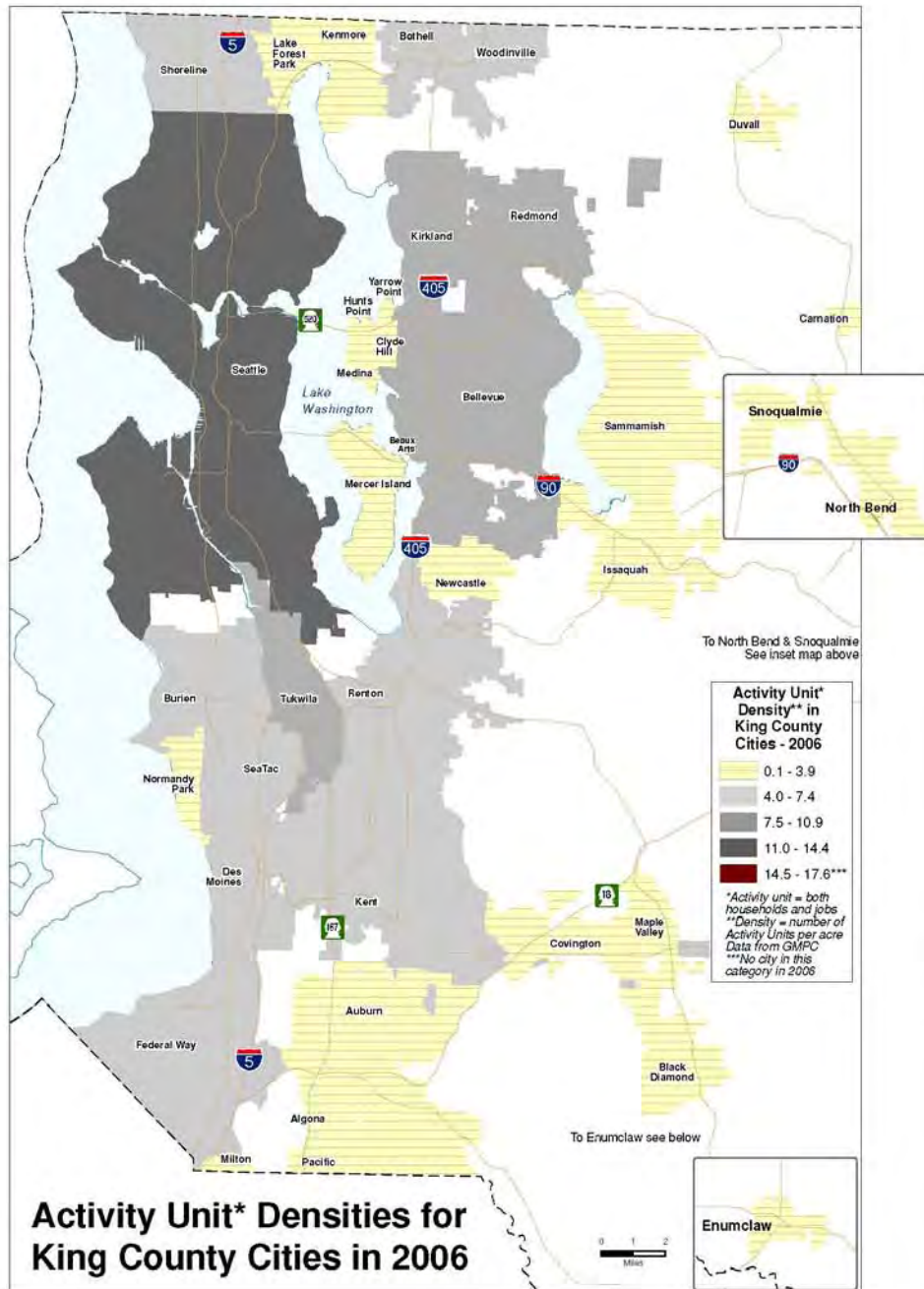
Housing Density 2006-2031



Employment Density 2006-2031



Activity Unit Density 2006-2031



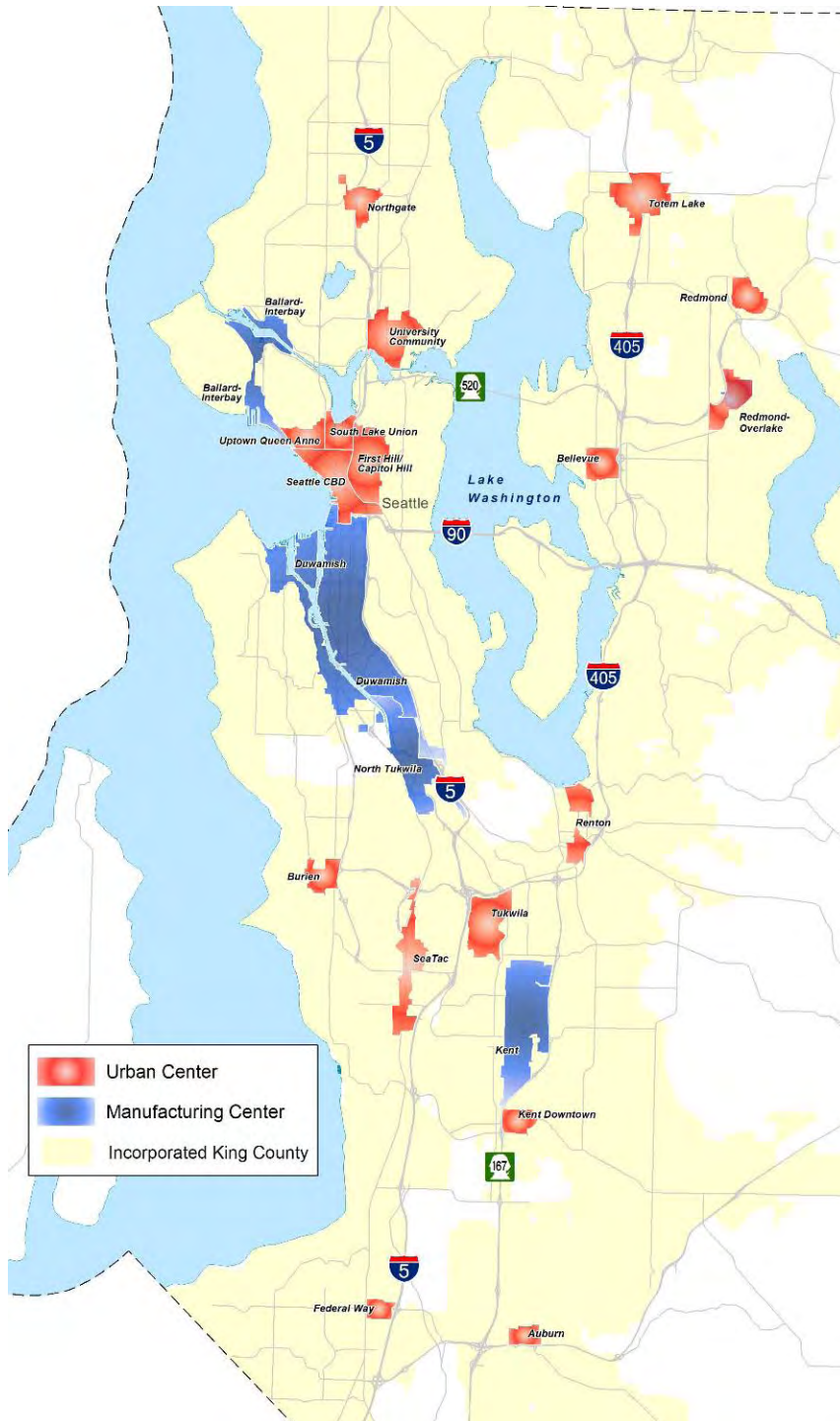
Vision 2040 Designated Centers

Urban and Manufacturing/Industrial Centers

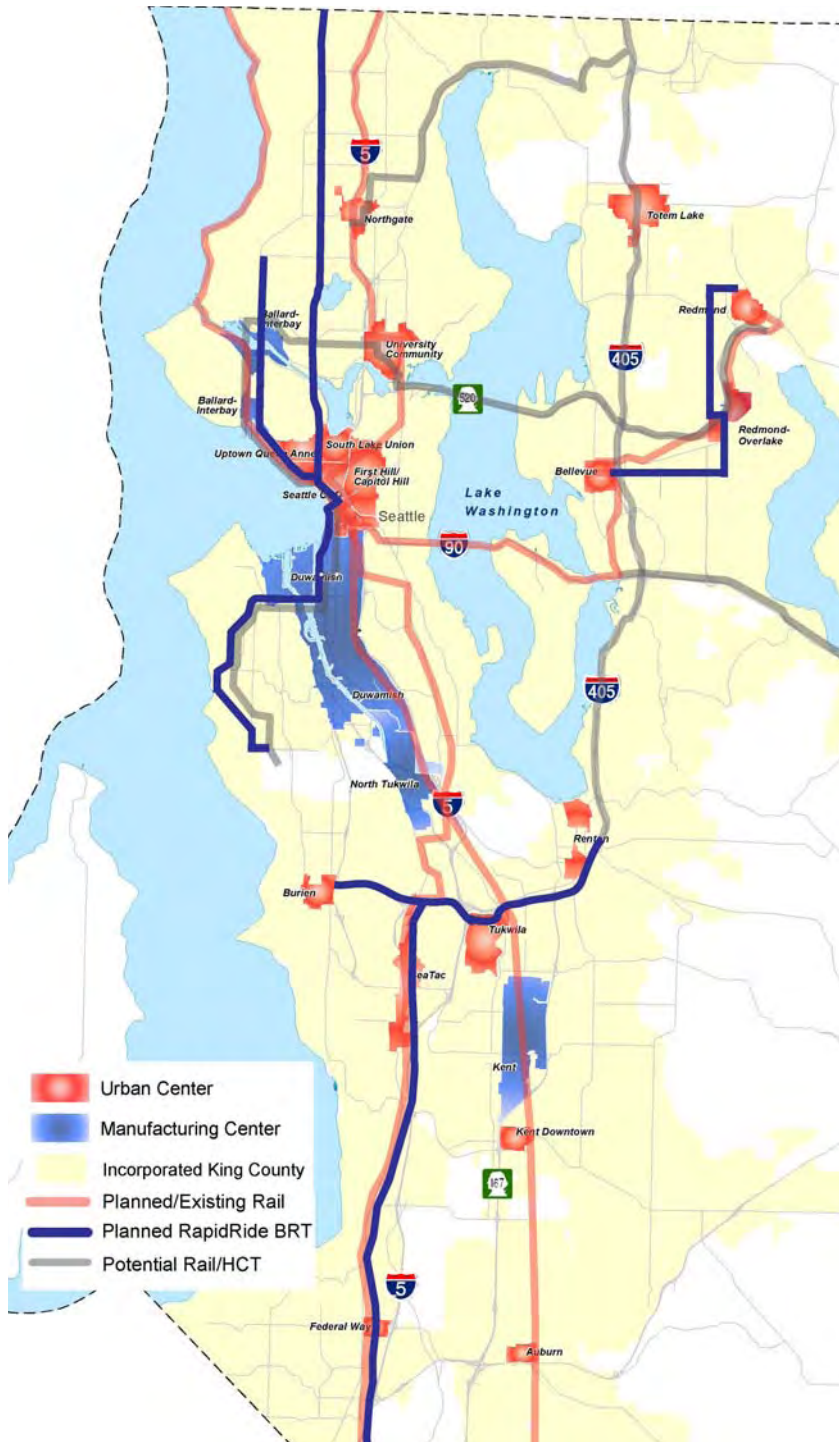
- Up to 1.5 sq. miles of land with concentrated employment and housing

City Plans to accommodate:

- 15,000 jobs within ½ mile of a transit center
- At minimum, an average of 50 employees & 15 households per gross acre
- Encourage transit, bicycle and pedestrian mobility



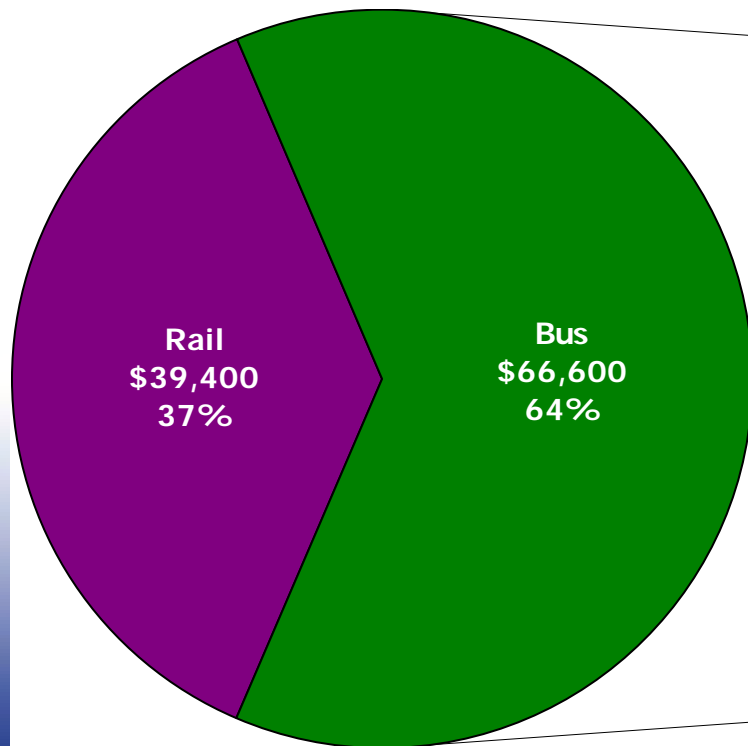
Transportation 2040 Rail/BRT/High Capacity Transit Investments



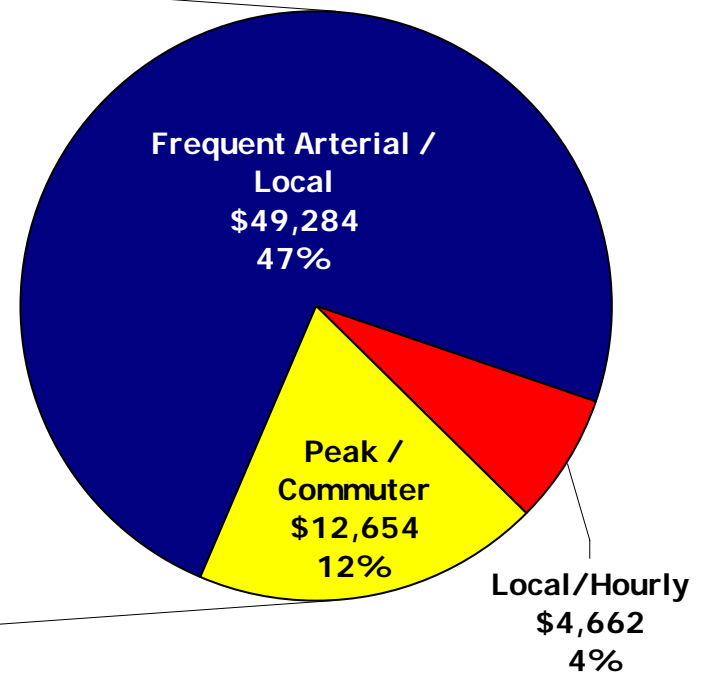
Transportation 2040

Transit Investments (in 2008 \$millions)

Total capital and operating investments

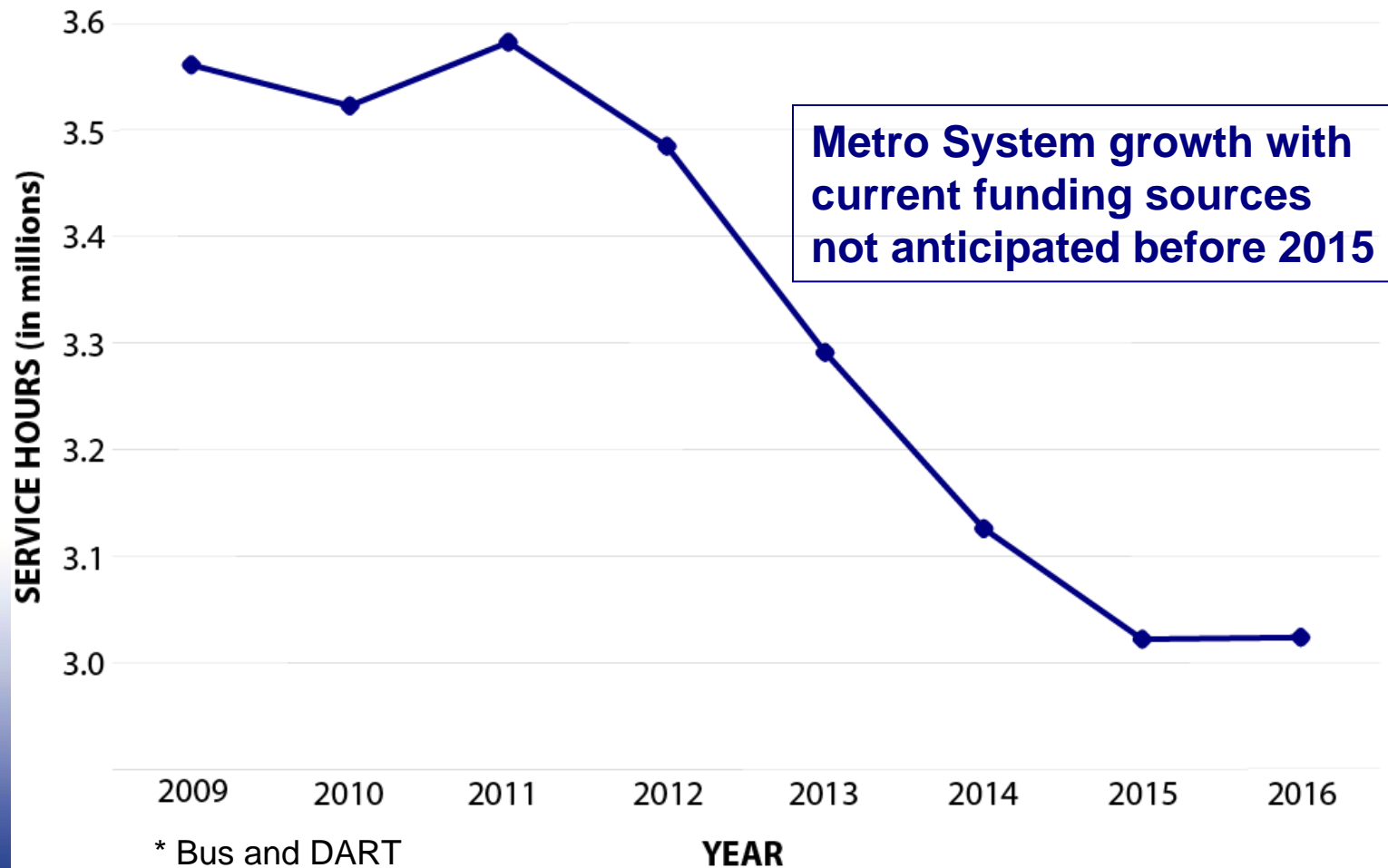


Bus capital and operating investment distribution



Adopted Metro Financial Plan

Metro Service Hours * (2009-2016)



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

Criteria for Service Growth

1. Support employment and population patterns consistent with 2040 plan, ensure social equity
2. Establish performance metrics, standards and guidelines and use them to manage system design and levels of service to ensure productivity
3. Provide geographic balance

1. Support Employment/Population Patterns and Social Equity

- Frequent all day service targeted to designated centers and areas of the county that have the highest population and employment densities
 - Ensure service to minority and low income populations
- Commuter service targeted to the largest and most dense employment centers
- Less intensive service in lower density areas

2. Establish the use of Performance Measures, Standards and Guidelines to Ensure Productivity

- Establish route level, system level and peer comparison performance measures
- Adopt service guidelines and standards for design and modification of the system
- Monitor performance and apply guidelines and standards as appropriate

3. Provide Geographic Balance

- Local and hourly service targeted to areas with lower population density
- Feeder services intended to connect communities to the transit network
- Use lower cost options to better match demand
- Minimal or no fixed route service provided where route productivity is poor

Lead vs. Follow

Lead

*with service to
centers where
development is
planned, but not
in place yet*



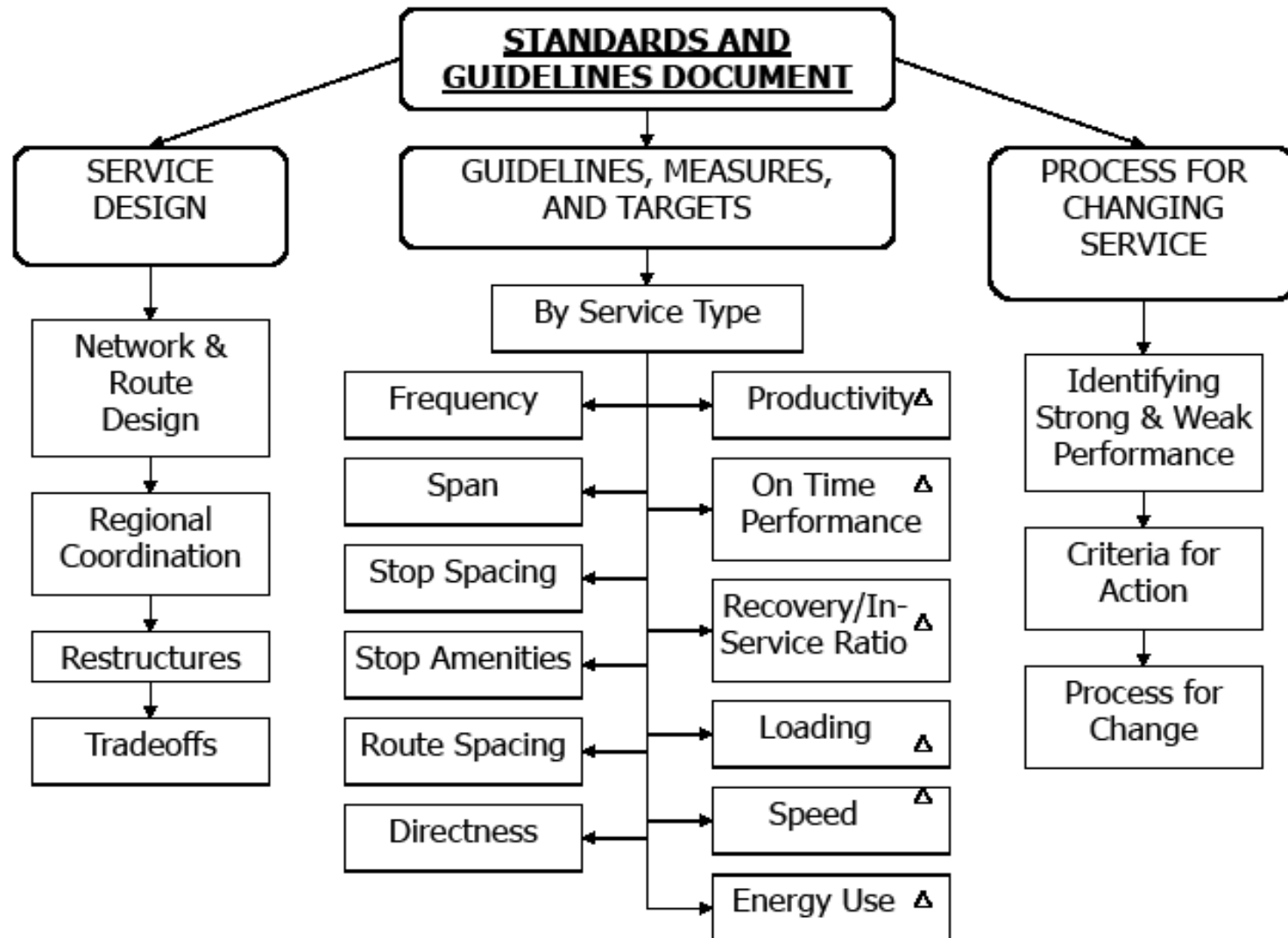
Follow

*with service investments
on routes that
experience ridership
levels that push the
limits of capacity*

Develop guidelines and standards that provide opportunities for investments that:

- lead development
- follow ridership growth

Standards and Guidelines



Δ Reported annually in Route Performance Report or similar document.

Does the Concept Provide the Right Mix and Balance?

1. Should the criteria emphasize supporting the employment and population patterns consistent with the 2040 plan?
2. The proposed criteria recommends a combination of services that will **follow** growth (where high ridership exists), and **lead** growth (serving connections between 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. Which of the three approaches should be used for the restoration of service, and why?

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