Today’s Workshop

Objective: Discuss trade-offs in service emphases

• Update on public engagement and feedback

• Review timeline and participation in developing the preferred alternative

• Begin discussion on what elements of each service emphasis are a good fit in different areas of the county

• Begin discussion on service integration with Sound Transit and other transit service providers
Coordinated Timeline

Metro Long-Range Public Transportation Plan

ST System Plan Development

Long-Range Plan Public Launch
- Objectives of Long-Range Plan Defined
- Establish network evaluation methods

Draft Network and Plan
- Finalize Network and Plan
- Transmit to Council

Consideration of conceptual system expansion alternatives
- Complete ST alternative evaluation
- Approval of Final System Plan
- Potential ST Ballot Measure

Draft System Plan
- Complete ST alternative evaluation

ST3 Planning begins
- System Plan principles & evaluation methods briefing
Getting to a Preferred Concept

**Summer 2015**
- Monthly TAC meetings
- Bi-Monthly CAG meetings
- Network performance throughout King County
- Collect feedback to develop draft Preferred Concept
- Continued ST integration

**Fall 2015**
- Full evaluation results and draft Preferred Concept discussion with RTC
- Continued ST integration
Public Outreach

- Surveys
- Joint Open Houses with Sound Transit
- Visioning
- Citizen Advisory Group
- Technical Advisory Committee (including subgroups)
- Service Guidelines Task Force
- Website
- Regional Transit Committee
- Community/ City Forums

Preferred Concept
What We Have Heard So Far

Survey results show that people want to see:

• Frequent bus service that connects more people to where they live and work
• More service throughout more hours of the day
• More direct routes
• Shorter wait times for transfers
• Capital improvements that make transit faster and more reliable (transit-priority, grade separation, BRT) and more accessible (P&Rs)
• A well-integrated rail and bus system that is easy to use and maximizes use of the growing light rail system
• Technology to help customers know their wait and travel times
Service Network Characteristics

• Three different service emphases tested to see how they perform countywide
  - Regionally adopted population and employment growth targets
  - Supporting capital facilities
    ▪ P&R expansion
    ▪ Direct access ramps
    ▪ Speed and reliability improvements

• Same operating budget for all networks
  - PSRC’s Transportation 2040 financial capacity
  - 2.5 million additional service hours (approx. 70% increase)
Discussion Questions

Service Network

• What kind of service should be where and why?
• What connections are desired in the future?
• Are there locations where service should change?

Service Integration

• What should be the priorities for integration? Minimize service duplication, travel time, minimize transfers, etc.?
Existing and Draft Service Emphases

**EXISTING**
- Frequent Service: 53%
- Express Service: 14%
- Local Service: 33%

**EMPHASIS 1: FREQUENT**
- Frequent Service: 70%
- Express Service: 25%
- Local Service: 5%

**EMPHASIS 2: EXPRESS**
- Frequent Service: 50%
- Express Service: 25%
- Local Service: 25%

**EMPHASIS 3: LOCAL**
- Frequent Service: 15%
- Express Service: 25%
- Local Service: 60%

Legend:
- **Frequent Service**
- **Express Service**
- **Local Service (alternative service)**
Service Emphasis 1 – *Frequent*

Performance evaluation

- Highest ridership
- Connects most people to jobs
- Greatest access to frequent service
- Lowest access to express service
- Greatest use of combined network
Service Emphasis 1 – Frequent
Service Emphasis 1 – Frequent
Service Emphasis 2 – Express

Performance evaluation

• Fastest travel times in peak
• Greatest peak mode share change
• Greatest access to express service
• Lowest access to overall service
• Least use of combined network
Service Emphasis 2 – Express
Service Emphasis 2 – Express
Service Emphasis 3 – Local

Performance evaluation

• Greatest access to service

• Lowest ridership

• Connects fewest people to jobs

• Some use of combined network
Service Emphasis 3 – Local
Service Emphasis 3 – Local
## Service Tradeoffs

<table>
<thead>
<tr>
<th>Service Emphasis 1</th>
<th>Frequent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highest Ridership/Connects most to jobs</td>
<td></td>
</tr>
<tr>
<td>Takes most advantage of combined network</td>
<td></td>
</tr>
<tr>
<td>High proximity to transit</td>
<td></td>
</tr>
<tr>
<td>Longer travel times in peak</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Service Emphasis 2</th>
<th>Express</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fastest travel times in peak</td>
<td></td>
</tr>
<tr>
<td>High Ridership/Connects to many jobs</td>
<td></td>
</tr>
<tr>
<td>Lowest proximity to transit</td>
<td></td>
</tr>
<tr>
<td>Takes least advantage of combined network</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Service Emphasis 3</th>
<th>Local</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highest proximity to transit</td>
<td></td>
</tr>
<tr>
<td>Fast travel times in peak</td>
<td></td>
</tr>
<tr>
<td>Takes some advantage of combined network</td>
<td></td>
</tr>
<tr>
<td>Lowest ridership/Connects fewest to jobs</td>
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</tr>
</tbody>
</table>
## Service Integration – AM Period

### 2 Sample Trips

<table>
<thead>
<tr>
<th>Route</th>
<th>Frequent Emphasis</th>
<th>Express Emphasis</th>
<th>Local Emphasis</th>
<th>AM Travel Time</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Lake City to Westlake Station</strong></td>
<td></td>
<td></td>
<td></td>
<td>AM Travel Time</td>
</tr>
<tr>
<td>Frequent Emphasis</td>
<td>+1 min</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Express Emphasis</td>
<td><strong>29 min</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local Emphasis</td>
<td>+2 min</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Route</th>
<th>Frequent Emphasis</th>
<th>Express Emphasis</th>
<th>Local Emphasis</th>
<th>AM Travel Time</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Issaquah TC to Bellevue TC</strong></td>
<td></td>
<td></td>
<td></td>
<td>AM Travel Time</td>
</tr>
<tr>
<td>Frequent Emphasis</td>
<td>+13 min</td>
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<td></td>
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</tr>
<tr>
<td>Express Emphasis</td>
<td><strong>22 min</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local Emphasis</td>
<td>+0 min</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Fastest travel time is bolded and underlined. Travel time variance is shown for other emphases.
Service Integration – Midday

2 Sample Trips

<table>
<thead>
<tr>
<th>Route</th>
<th>Midday Travel Time</th>
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</thead>
<tbody>
<tr>
<td><strong>Lake City to Westlake Station</strong></td>
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</tr>
<tr>
<td>Frequent Emphasis</td>
<td>30 min</td>
</tr>
<tr>
<td>Express Emphasis</td>
<td>+4 min</td>
</tr>
<tr>
<td>Local Emphasis</td>
<td>+3 min</td>
</tr>
<tr>
<td><strong>Issaquah TC to Bellevue TC</strong></td>
<td></td>
</tr>
<tr>
<td>Frequent Emphasis</td>
<td>+3 min</td>
</tr>
<tr>
<td>Express Emphasis</td>
<td>31 min</td>
</tr>
<tr>
<td>Local Emphasis</td>
<td>+0 min</td>
</tr>
</tbody>
</table>

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Thank You!

Long Range Public Transportation Plan
http://www.kcmetrovision.org/

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