

# Social Equity at King County Metro

## Transportation and Social Equity Problems and Approaches

November 2015



King County

**METRO**

*We'll Get You There.*

# Presentation Outline

- Social Equity and the Service Guidelines Task Force
  - Service Allocation and Performance
  - Alternative Services Program
  - Planning and Community Outreach
- Measuring Accessibility in the Long Range Plan
  - Link between Opportunity and Equity
  - Increasing Accessibility

# Task Force recommendations incorporate social equity throughout

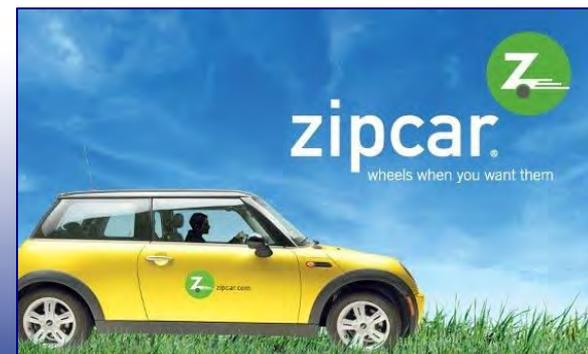
- Changes to service guidelines
  - Revise **service types**
  - Better **incorporate social equity** and geographic value into the target service level analysis
- Enhance the **planning and outreach process**
- Enhance the **alternative services program**

# Service Allocation and Performance

- Task Force discussions included:
  - How service types affect **social equity** and productivity
  - **Address the needs of youth, elderly, and persons with disabilities**
  - Point system should **better reflect the differences** across the county when evaluating geographic value and **social equity**
- Task Force Recommendations:
  - Revise the point system to allow for a **scaling of points** for social equity
  - **Change the definition of low-income** from 100% to 200% of the federal poverty level (consistent with ORCA LIFT)

# Alternative Services Program

- Task Force discussions included:
  - Use alternative services to supplement fixed route system and meet some needs that are not currently being met
  - Lower cost of providing alternative services
- Task Force Recommendations:
  - Expand alternative services program
  - Use alternative services to **meet a variety of needs**
  - Enhance planning for alternative services by **working with jurisdictions, employers, and residents**
  - Create new metric for measuring performance



# Planning and Outreach Process

- Task Force discussions included:
  - Importance of origins and destinations data. Need to **better understand where riders are coming from, going to, and how long it takes to get there.**
  - Integration with the Long Range Plan
- Task Force Recommendations:
  - Use service planning and community engagement process more thoroughly and explicitly **address origins and destinations of riders**
  - Develop and implement a mobility metric to assess how long it takes to get to jobs and centers
  - Improve transparency and communication when service changes are anticipated



# Transit Accessibility and Social Equity

Old paradigm

**SERVICE ONLY**

- Speed (mobility)
- Number of routes
- Number of trips
- Number of service hours

**Measure  
*service***

New paradigm

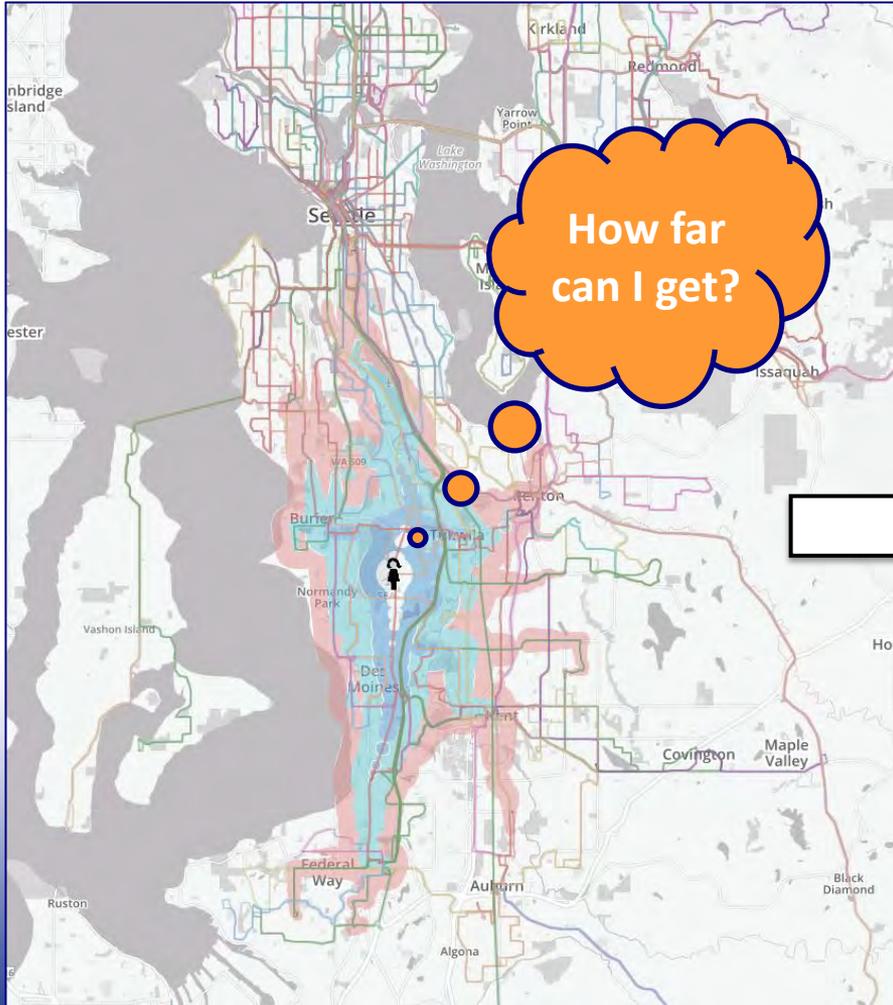
**SERVICE + LAND USE**

- What can I get to?
- How far can I get?
- How often can I get there?

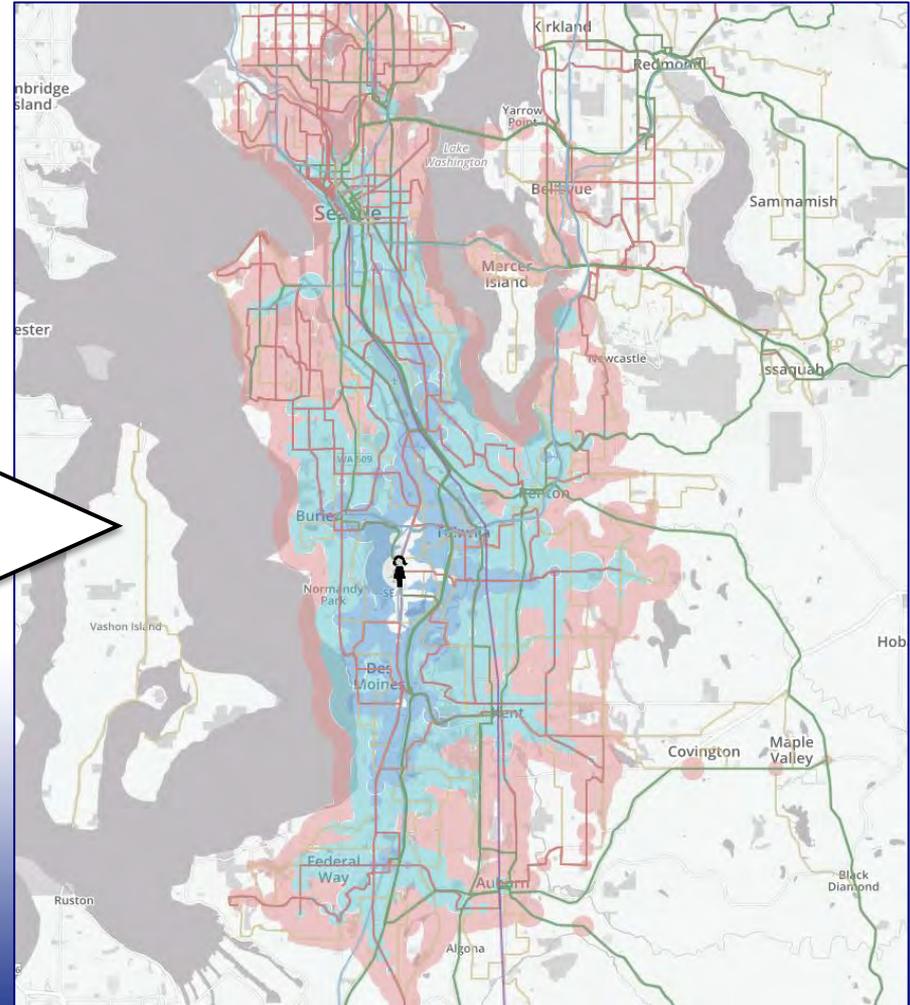
**Measure  
*opportunity***

# Accessibility Matters

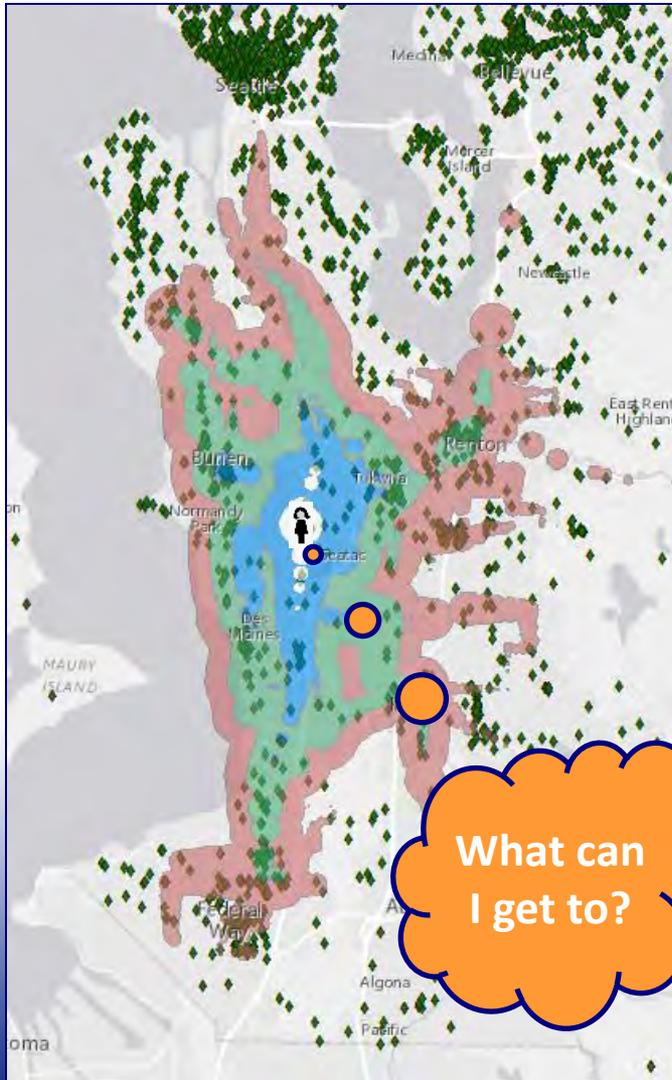
## Current Transit Network



## Hypothetical Future Network

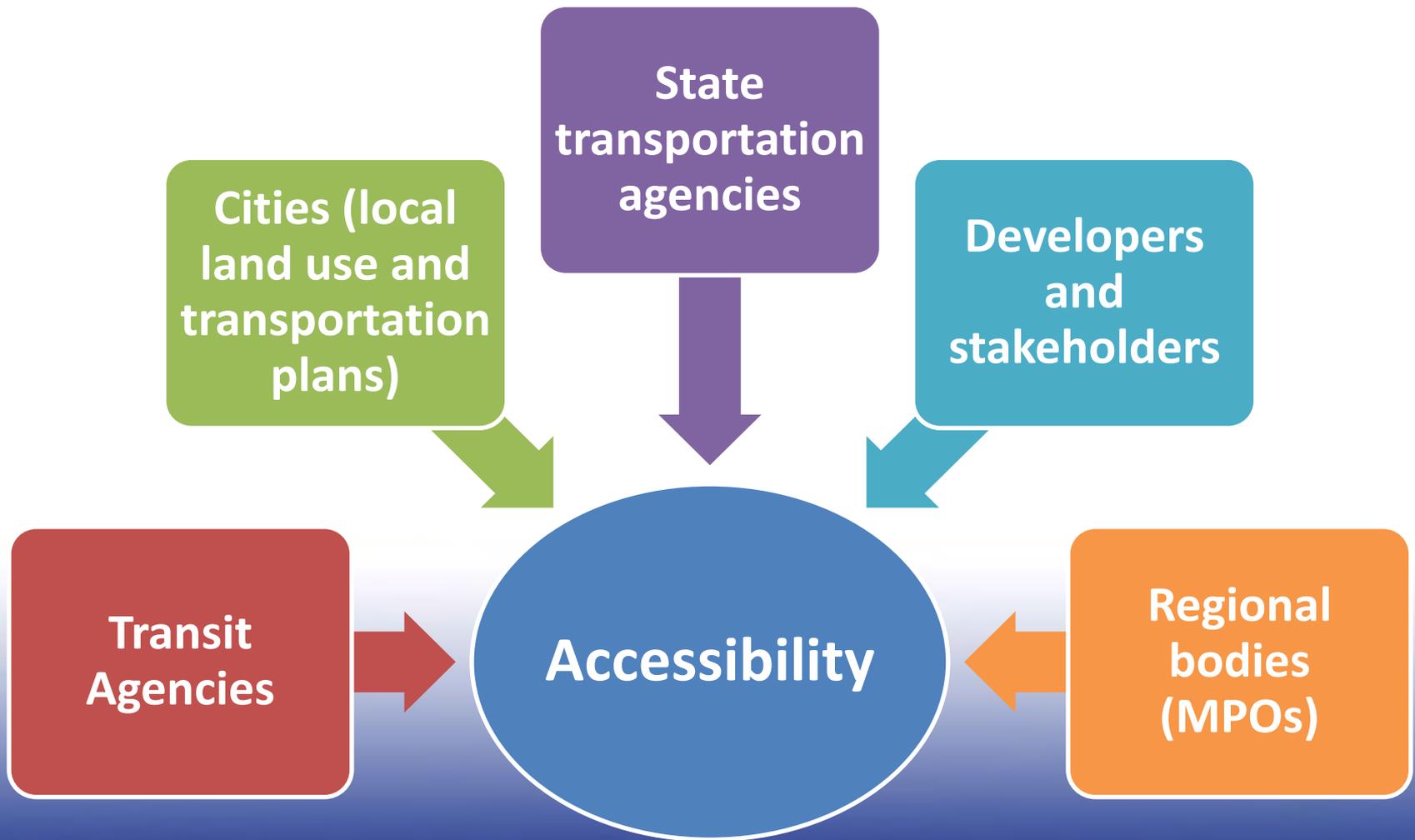


# Measure Opportunity



- Getting from “how far can I get” to “what can I get to?”
- Which places matter?
- Where are populations of concern?
  - Low-income
  - Minorities
  - People with disabilities
- How does their access to opportunity compare?

# Increasing Accessibility



# Thank You

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