Bringing It All Together:
The Potential of Transit-Oriented Development and Bus Rapid Transit

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Since 2010 King County’s population has increased by 258,951. That’s the equivalent of almost four net new people moving into King County every hour!
Commute times are increasing

- In 2008, mean commute time was 26.8 minutes
- In 2017, mean commute time in King County was 30.0 minutes

And, more of us are commuting longer

- In 2008, 7.4% of commuters traveled more than 60 minutes each way
- In 2017, 10.1% of commuters traveled more than 60 minutes each way

And transit use has been growing – 40% increase in use among commuters since 2000

- 13% of workers use transit to get to work

Record high transit ridership in 2018

- Metro Transit: averages 423,000 weekday boardings
- Sound Transit: averages 167,800 weekday boardings
Housing affordability a major challenge

• King County’s population growth has been greater than housing production since 2011

• Wages have not kept up with rising housing costs

• More than 100,000 low-income households pay more than half their income for housing costs

• Renters are twice as likely as owners to pay half their income for housing costs

• People of color are significantly more likely to be paying more than half their income on housing
Affordable housing demand is growing

<table>
<thead>
<tr>
<th>Household by Type</th>
<th>Estimated Homes Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>11,600 People Experiencing Homelessness</td>
<td>9,700</td>
</tr>
<tr>
<td>122,700 Severely Cost-Burdened Households</td>
<td>75,700</td>
</tr>
<tr>
<td>167,400 Cost-Burdened Households</td>
<td>70,200</td>
</tr>
</tbody>
</table>

290,100 Households & 11,600 Experiencing Homelessness

Required 156,000 Homes in 2017

ADD GROWTH 2017-2040

88,000 Households @ 80% AMI or lower

Requires 244,000 Homes by 2040
Social disparities are notable and persistent

South King County are more likely to have diabetes – a disparity that has not changed since 2013

Diabetes (adults)
King County (average: 2011-2015)

- King County: 7%
- AIAN: 14%
- Asian: 6%
- Black: 11%
- Hispanic: 8%
- Multiple: 8%
- NHPI: 10%
- White: 7%
- East: 6%
- North: 7%
- Seattle: 5%
- South: 10%

Source: Behavioral Risk Factor Surveillance System
* Significantly different from King County average
! Interpret with caution; sample size is small, so estimate is imprecise

Median household income by King County neighborhood, 1990-2015

The Intergovernmental Panel on Climate Change released a special report in October 2018 concluding **humans may only have until 2030 to limit global warming to one and one-half degrees Celsius**

**County-wide GHG Emissions 2017**

- Commercial Buildings (22%)
- Residential Buildings (24%)
- Industrial Buildings (16%)
- Transportation (36%)
- Solid Waste (1%)
- Water and Wastewater (0.4%)
- Agriculture (1%)

Total = 20.1 million MgCO2e

Source: GHG Emissions in King County: 2017 Inventory Update (2019) King County

- Washington’s carbon budget features transportation more than most
Building Blocks

Solutions must address all aspects of our challenges

Transit-oriented development is one key to creating opportunities in an integrated way
Making progress with transit system expansion

20 years into the 50-year vision to remake transportation in the Puget Sound region
Transit expansion through the early 2040s

When complete transit projects in PSRC region will include:

• 116 mile light rail network with more than 80 stations serving 16 cities

• Expanded and more frequent Sounder commuter rail, which will serve 12 cities

• Bus Rapid Transit region wide will total 42 routes, if funding available
What is Bus Rapid Transit?

“Bus Rapid Transit (BRT) is a high-quality bus-based transit system that delivers fast, comfortable, and cost-effective services at metro-level capacities. It does this through the provision of dedicated lanes, with busways and iconic stations typically aligned to the center of the road, off-board fare collection, and fast and frequent operations.”

-Institute for Transportation & Development Policy

Quito, Ecuador (image: ITDP)
What is Bus Rapid Transit?

**KEY FEATURES**

1. Dedicated ROW
2. Busway Alignment
3. Off-board Fare Collection
4. Intersection treatments
5. Platform-level boarding

*** Many BRT alignments that have an assortment of these features, but not all
Sound Transit Stride

Service for both lines expected to begin in 2024

- Lynnwood to Bellevue in 33 minutes
- Bothell to Shoreline/145th Station in 22 minutes
King County Metro RapidRide

A GROWING NETWORK
COUNTYWIDE

• Not true BRT, but contains many features

• Existing 6 lines serve 67,000 weekday trips – 70% more than previous routes

• Peak hour service up to 20% faster

• Expansion continuing with 6 more RapidRide lines planned by 2025 and a total of 26 lines by 2040
Pierce Transit BRT

NEW SERVICE ALONG PACIFIC AVENUE & SR 7

• 14.4 mile BRT line from Tacoma to Spanaway

• Improves transit along Pierce Transit’s highest ridership corridor

• Connects transit centers, UW Tacoma, PLU and multiple activity centers together

• Includes ST3 funds ($60M) and applying for Small Starts to fund remainder of $120 million cost

• Anticipated completion in 2023
Community Transit’s Swift Network

Expanding Network & Frequent Service

Weekdays
Bus runs every

<table>
<thead>
<tr>
<th>Time</th>
<th>15 minutes</th>
<th>10 minutes</th>
<th>20 minutes</th>
</tr>
</thead>
<tbody>
<tr>
<td>4:15 a.m.</td>
<td>15 minutes</td>
<td>10 minutes</td>
<td>20 minutes</td>
</tr>
<tr>
<td>6 a.m.</td>
<td>10 minutes</td>
<td>20 minutes</td>
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<tr>
<td>7 p.m.</td>
<td>20 minutes</td>
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<tr>
<td>11 p.m.</td>
<td>10 minutes</td>
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Saturday
Bus runs every

<table>
<thead>
<tr>
<th>Time</th>
<th>15 minutes</th>
<th>20 minutes</th>
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<tbody>
<tr>
<td>6 a.m.</td>
<td>15 minutes</td>
<td>20 minutes</td>
</tr>
<tr>
<td>7 p.m.</td>
<td>20 minutes</td>
<td></td>
</tr>
<tr>
<td>10 p.m.</td>
<td>10 minutes</td>
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Sunday and Major Holidays
Bus runs every

<table>
<thead>
<tr>
<th>Time</th>
<th>20 minutes</th>
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<tbody>
<tr>
<td>7 a.m.</td>
<td>20 minutes</td>
</tr>
<tr>
<td>9 p.m.</td>
<td>20 minutes</td>
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Locating Housing Near Transportation

Transit oriented development and affordable housing
Transit creates opportunity

Land use patterns are changing because of transit expansion

Building transit isn’t just about moving people from place to place...

It’s also about building place
Better transportation options can improve economic mobility

“In a large, continuing study of upward mobility based at Harvard, commuting time has emerged as the single strongest factor in the odds of escaping poverty. The longer an average commute in a given county, the worse the chances of low-income families there moving up the ladder.”

TOD happening now near transit

How to harness government, business & and community to accelerate to meet the demand of 244,000 homes by 2040?
TOD adjacent to light rail

- Perception of larger walkshed
- Strong sense of permanence

Spring District/OMFE

Northgate TOD

- Leverage agency property acquisition
TOD adjacent to bus/BRT

- Perception of smaller walkshed
- Weaker sense of permanence, compared to rail
- Less leverage because less capital intensive, less land acquisition

How can we make BRT more attractive?
Creating a people-first transportation system, centered around transit.

Land use decisions around transit.

Smarter allocations of right of way.

Dramatically improve access to transit.

Making transit equitable and accessible to all.
Creating a people-first transportation

Mulberry St. in New York City

Tukwila International Boulevard Station
Land use decisions and smarter allocations of right of way

Minneapolis 1953

Life without electric cars

Minneapolis 2014

Life with electric cars
Access to Transit

Walk, Bike, Roll, Park
Getting people to transit

- Scooter share – Bothell & Redmond
- Bike share in Bellevue and Mercer Island
- Metro Parking Management at 10 P&Rs scheduled for fall 2019
- South Bellevue Park & Ride opening triples parking capacity to 1500 stalls
- Ride2 serves Eastgate Park & Ride
- Sound Transit 3 includes approximately $350 million to improve access to transit, plus thousands of new parking stalls
Transportation Equity

- Regional mobility framework
- Fare enforcement reform
- Income-based fares
- Improving ORCA Card accessibility
- Facilitating more TOD & affordable housing
Regional Trail Expansion

Growing active transportation and connecting communities and transit across the Eastside
Trails are pathways for opportunity

A GROWING SYSTEM

• 2019-2025 King County Parks Levy invests $165.6 million to connect regional trails
• $50.5 million for Eastrail
• $32 million for East Lake Sammamish Trail
• New regional trails connect to new light rail & bus rapid transit stations, as well as residential & employment centers region wide
• New developments create opportunities for trail-oriented development along with transit
Putting it all together

- **Signal permanence of BRT investment** via land use decisions, surrounding investments

- **Right of way prioritization** is an emerging issue for transit, and BRT in particular – how can agencies and local jurisdictions to partner to make it happen?

- **Affordable housing**, and more housing in general, is necessary. Coupling it with fast, frequent and reliable transit improves upward mobility.

- Proactively **addressing emerging trends in transportation** to put people first in an equitable way will require agencies to “move out of their lanes” to facilitate new partnerships.
Questions?

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