

# KING COUNTY METRO MOBILITY FRAMEWORK

## EQUITY CABINET DRAFT RECOMMENDATIONS | SEPTEMBER 2019

**INTRODUCTION.** Metro's Mobility Framework will respond to King County's changing demographics, climate goals, and the many recent technological innovations in mobility services. It will provide overarching recommendations to guide updates to Metro's adopted policies, as well as Metro's budget and capital plan.

The Framework is being co-created with an Equity Cabinet of 22 community members to ensure that its recommendations are centered on equity and sustainability. The Equity Cabinet developed 10 guiding principles, which it then organized into five thematic areas. Equity Cabinet subcommittees then developed draft recommendations in each area.

### GUIDING PRINCIPLES



### THEME AREAS

THEME AREA 1	THEME AREA 2	THEME AREA 3	THEME AREA 4	THEME AREA 5
<b>Investments</b>	<b>Surrounding Land Use</b>	<b>Innovation</b>	<b>Workforce</b>	<b>Engagement</b>
GUIDING PRINCIPLES*	GUIDING PRINCIPLES*	GUIDING PRINCIPLES*	GUIDING PRINCIPLES*	GUIDING PRINCIPLES*
<b>1, 4, 9</b>	<b>2, 5, 6</b>	<b>3, 7</b>	<b>8</b>	<b>10</b>
<i>Metro's financial support for transit service, new mobility, fares, capital</i>	<i>Support for dense, mixed-use neighborhoods near transit, affordable housing, better access to transit</i>	<i>Metro's role in regional, integrated network (new technology and services) + role with private providers</i>	<i>Metro's role with Metro &amp; contractor employees + influence on treatment of private providers' workforce</i>	<i>Metro's policies for how it engages with the community regarding mobility investments</i>

\*Though all principles apply to many different topic areas, the purpose of this table is to highlight which principles are most relevant to each topic area.

## DRAFT EQUITY CABINET RECOMMENDATIONS

### THEME AREA 1

#### Investments

##### DRAFT RECOMMENDATIONS

- **Provide additional transit service in areas with unmet need**, defined as areas with high density; a high proportion of low-income people, people of color, people with disabilities, and members of limited-English speaking communities; and limited mid-day and evening service. Adapt Metro’s adopted policies to meet this need and to ensure regular and ongoing evaluation of the needs of these areas. **\$**
- **Support investments to increase safety**, including a bus safety features, a safety app and amenities such as lighting, real-time arrival signs, and informational campaigns. **\$**
- **Support improvements to increase speed and reliability** to make transit investments most successful and to provide incentives for local jurisdictions to prioritize use of the right-of-way for transit and access to transit. **★\$**

### THEME AREA 2

#### Surrounding Land Use

##### DRAFT RECOMMENDATIONS

- **Increase dense, mixed use zoning, affordable housing, and reduced parking requirements in urban areas near transit** through the Growth Management Planning Council, by developing a King County Transit-oriented Development policy, and by updating Metro’s adopted policies to provide incentives for jurisdictions that provide increased density and/or affordable housing. **★\$**
- **Develop station area and right-of-way guidelines** that prioritize transit use and access for people who walk, bike, or roll to the station. **★\$**
- **Develop people-friendly street designs near transit**, including traffic-calming measures and ways to make bus stops safe for all ages, genders, and abilities. **★\$**
- **Meet King County’s climate goals by reducing car use** and by prioritizing ways to make transit convenient and accessible. **\$**

### THEME AREA 3

#### Innovation

##### DRAFT RECOMMENDATIONS

- **Change Metro’s adopted policies to assert the role of innovation, address new mobility services, and support innovative, equitable, sustainable mobility** to ensure they supplement transit services and work first for priority populations.
- **Develop new mobility guidelines for how Metro partners with private providers** that incentivize an equity and climate focus.
- **Facilitate integrated payment and planning** to help customers plan and pay for multimodal trips, in partnership with ORCA agencies and private providers, including micromobility providers. **★\$**
- **Enhance communications** to raise awareness of mobility innovations.
- **Convene and support jurisdictions** in developing a regional framework for innovative mobility partnerships. **★**

### THEME AREA 4

#### Workforce

##### DRAFT RECOMMENDATIONS

- **Strategically partner with the labor community** to build new “communities of ridership” and benefit Metro employees, priority populations and the environment. **★\$**
- **Use future transportation innovations to target new riders as potential employees.**
- **Use strategic and culturally specific communication methods** to build community relationships.
- **Build infrastructure to provide pathways to mobility-related employment**, including a “school without a school,” an equity in mobility summer internship program, an approach to assist with costs associated with workforce development and employment pathways, and community-based mobility career hubs. **★\$**
- **Use strategic workforce planning** to meet current and future workforce needs. **★\$**
- **Purposefully foster a sustainable learning culture within Metro.**
- **Require the centering of equity in all contracts and subcontracts.**

### THEME AREA 5

#### Engagement

##### DRAFT RECOMMENDATIONS

- **Strengthen communications** to ensure that priority populations are aware of existing services, new pilots and services, service changes, affordability programs, etc.
- **Build lasting relationships in communities** and compensate community members for their time and expertise.
- **Use a coordinated cross-departmental approach to engagement**, including a continuing King County Equity Cabinet.
- **Develop an equity-centered engagement framework** by co-creating with the community and measuring equity and sustainability over time.
- **Develop a community liaison program** to hire people to act as a conduit to the community.
- **Identify metrics to measure success and continually improve**, and regularly report on engagement metrics.

★ indicates that Metro cannot implement this recommendation on its own, because Metro does not control land use, right-of-way, or private providers. \$ indicates that additional funding is needed.

**NEXT STEPS.** These draft recommendations will be refined through additional analysis, engagement with elected leaders, community members, and stakeholder groups, and additional work by the Equity Cabinet. The Equity Cabinet plans to finalize the recommendations in mid-September, and will present its recommendations to the Regional Transit Committee on September 18.

The Mobility Framework will then be finalized and transmitted to the Council by late October. It will guide updates to Metro's adopted policies (long-range plan, strategic plan, and service guidelines) during 2020, as well as Metro's business plan, and biennial budget and capital investment proposal.