

RAPIDRIDE

King County Metro

RapidRide Prioritization Plan

RTC Update
March 2024

What is RapidRide?



Better service for more people



Sustainability



Better access



Speed and reliability



Frequent and reliable service



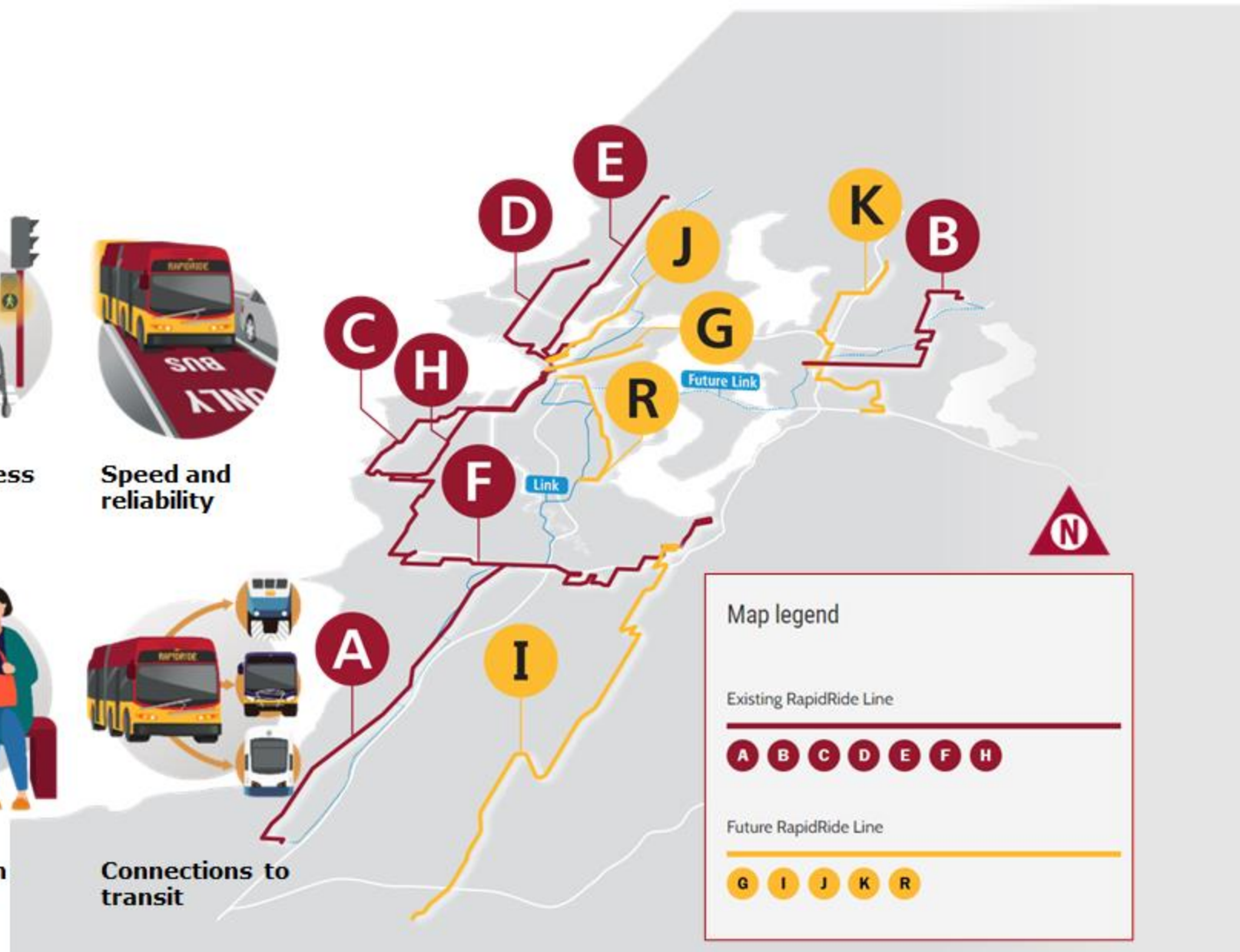
Easy to board



Bus station upgrades

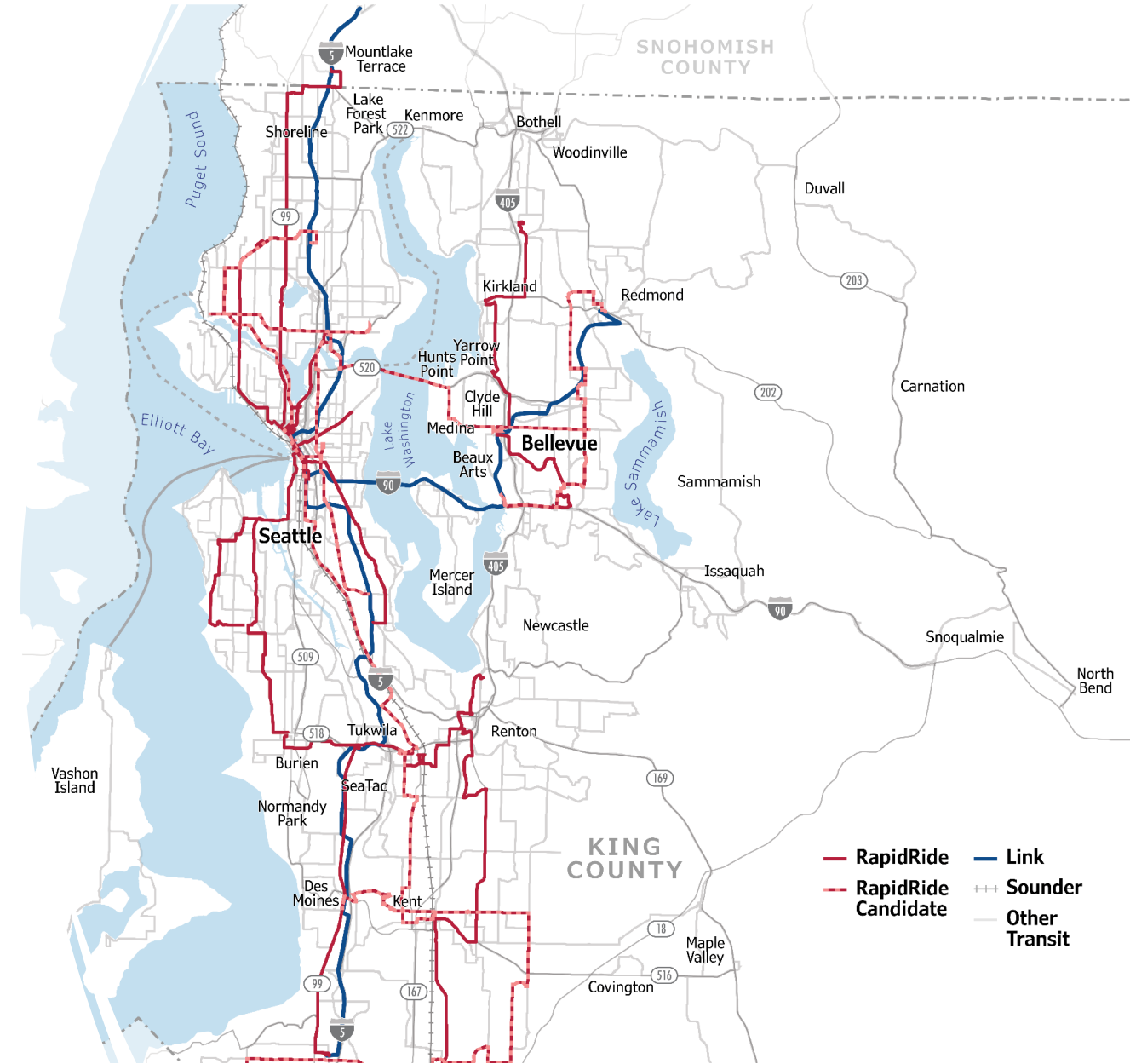


Connections to transit



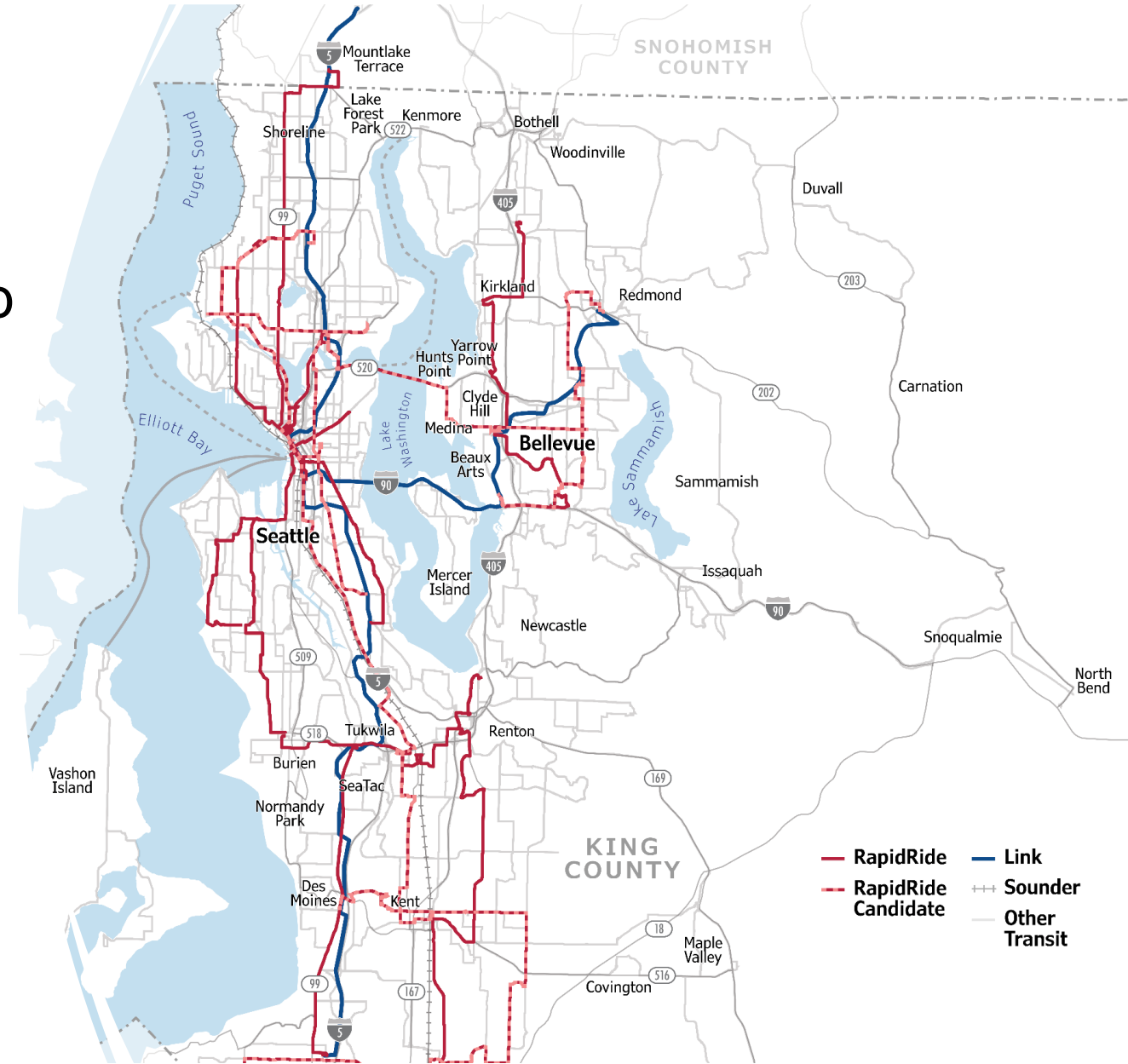
Policy Alignment

- Metro Connects
 - Prioritization plan cited in Metro Connects update
 - Part of a “programmatic” approach to identifying future RR lines
 - Required to submit to RTC by June 2024



Purpose

- Study candidate corridors, as part of interim network in Metro Connects
- Gather feedback from stakeholders (Equity Cabinet, RTC, municipalities)
- Establish a framework for prioritizing future lines
 - Lead with equity and sustainability
 - Group candidates by tier



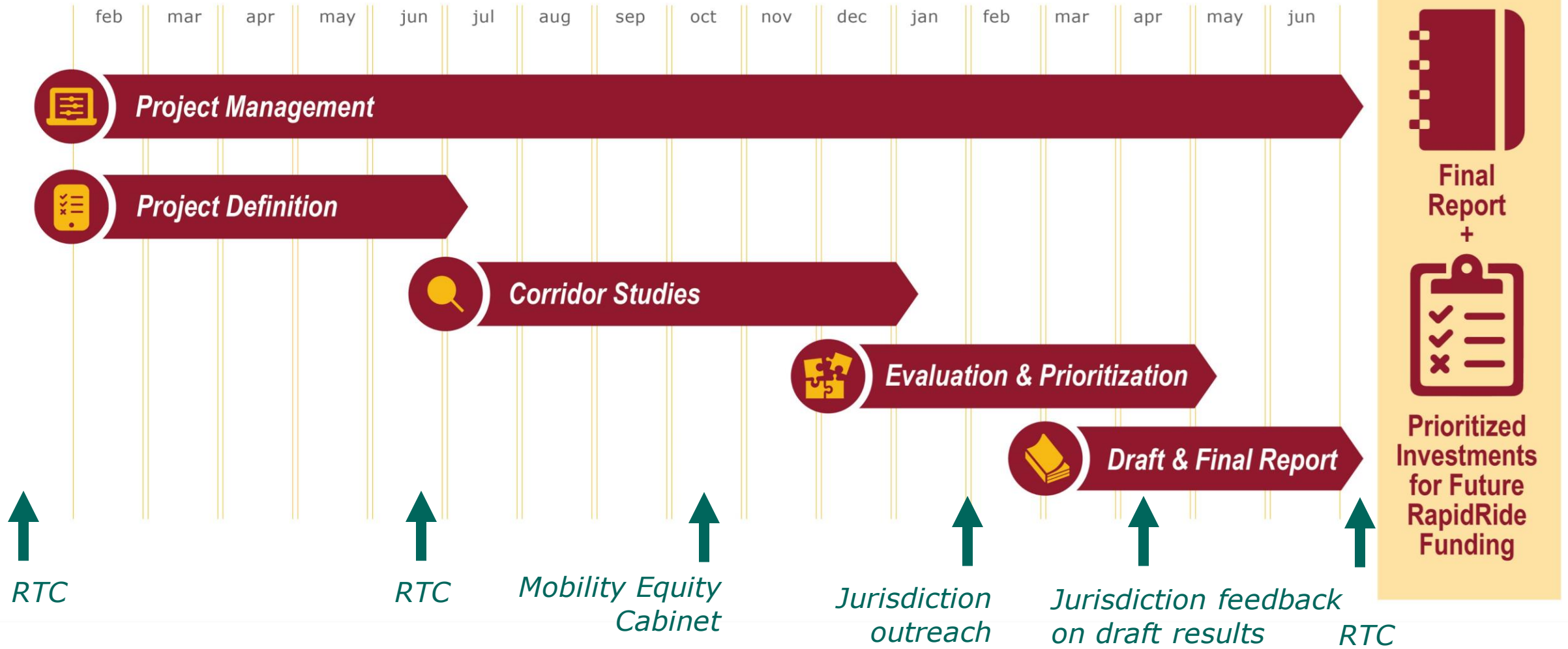
Candidate Corridors

Metro Connects Corridor Number	Candidate Description	Current Equivalent Route(s)	Location
1012	New RapidRide Line	Route 44	Ballard, Wallingford, University District
1049	New RapidRide Line	Route 150	Kent, Southcenter, Seattle CBD
1052	New RapidRide Line	Route 181	Twin Lakes, Federal Way, Auburn, Green River CC
1056	New RapidRide Line	Route 165	Highline CC, Kent, Green River CC
1064	New RapidRide Line	Route 36 and 49	U. District, Beacon Hill, Othello
	New RapidRide Line	Route 36	Seattle CBD, International District, Beacon Hill, Othello
1993	New RapidRide Line	Route 40	Northgate, Ballard, Seattle CBD
1999	Modification and Extension of Existing Line	B Line and 226	Redmond, Overlake, Crossroads, Eastgate
3101+1028	Modification and Extension of Existing Line	B Line and 271	Crossroads, Bellevue, U. District

Project Schedule

2023

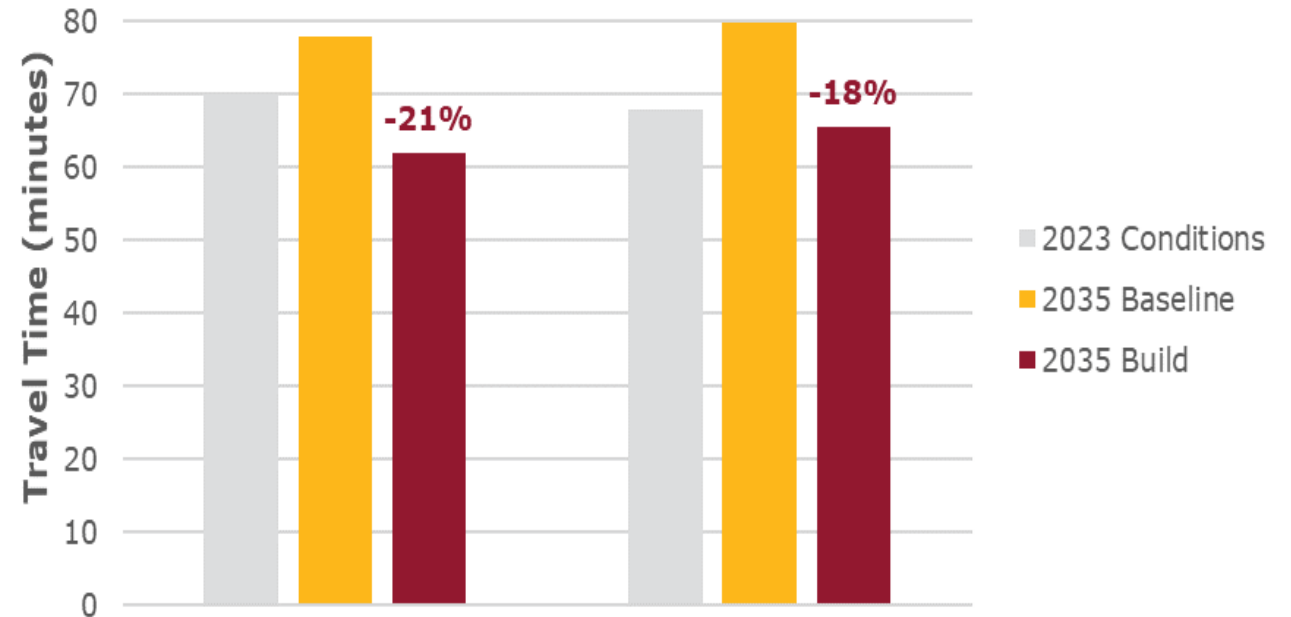
2024



Corridor Study Approach

- **Goal to align each study corridor with RapidRide Standards for:**
 - Service levels (span and frequency)
 - Stop spacing
 - Travel time savings
 - Travel speed
 - Percent of the corridor with dedicated transit lanes

Example travel time savings (Route 150)

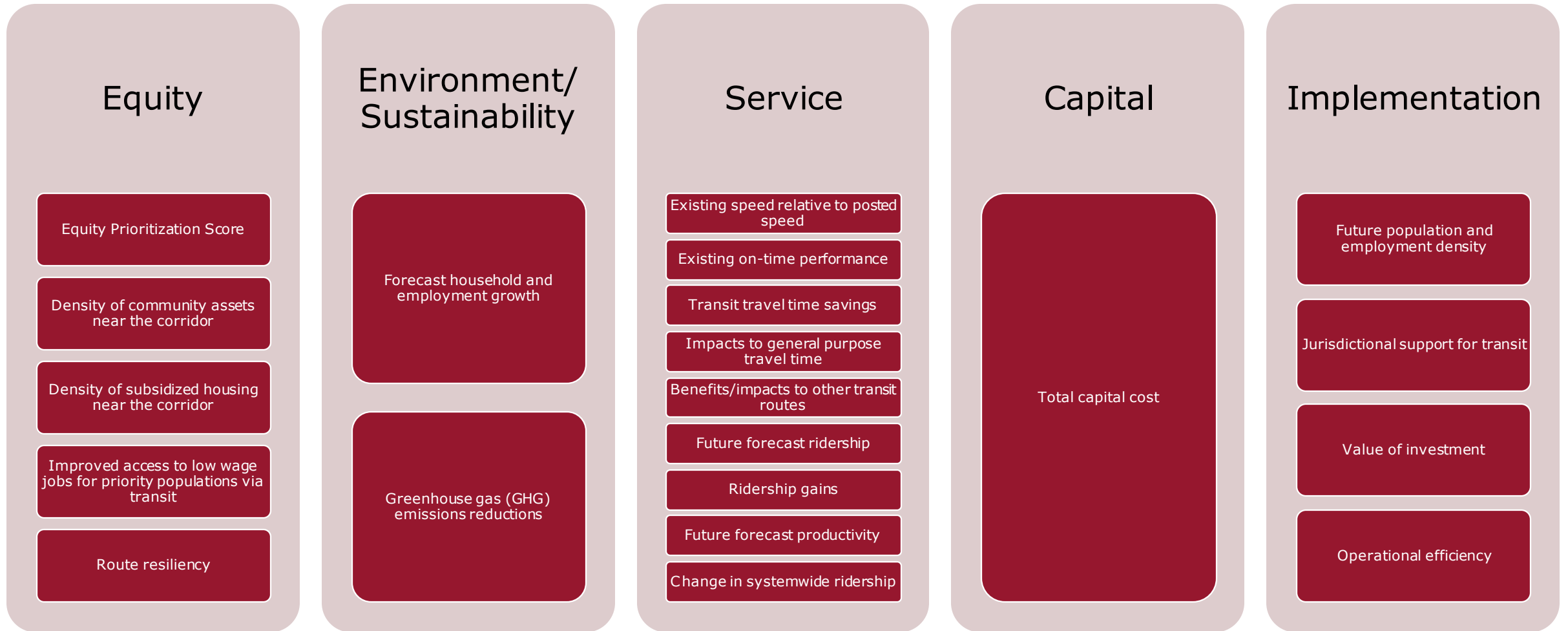


The RapidRide standard is for a travel time reduction of 15-30%

Prioritization Framework

- Organizes RapidRide candidates by tier (tier 1, 2 and 3)
- Candidates are compared relative to each other
- Will update and apply specific evaluation measures for each factor:
leading with equity and sustainability
 - Presented draft to Equity Cabinet in Fall 2023
 - Updated framework based on Equity Cabinet inputs
- Will conduct sensitivity testing to test how weighting of evaluation measures impacts overall corridor ranking by tier

Prioritization Framework: Evaluation Measures



Sensitivity Testing

Final groupings into Tiers will be based on how corridors score relative to one another

- Will also include an assessment of how current RapidRide lines compare to candidate routes

San Francisco Project Example

Concept				Unweighted	Equity	Environmental Sustainability & Livability	Economy & Transit Performance
ID	Description and Representative Extent/Alignment	Mode and Profile Modeled		Score			
1D	16th Subway (Church – 3rd)	LRT	Subway	3.2	3.2	3.4	3.1
3A	Oakdale/Palou-Bayshore-24th BRT (Hunters Point - 24th & Mission BART)	BRT	At-Grade	2.5	2.8	2.1	2.5
4B	Geary (Salesforce TC - 48th)	LRT	At-Grade / Subway	4.4	4.5	4.6	4.3
6B	N-Judah with Sunset Tunnel Extensions (Church & Duboce–9th)	LRT	At-Grade / Subway	2.6	2.6	2.6	2.6
8	Muni Metro System Optimization (all lines except T Third)	LRT	At-Grade / Subway	2.3	2.0	2.0	2.2
8E	Muni Metro M-Line Subway Extension, West Portal-Parkmerced	LRT	Subway	2.3	2.7	2.3	2.4
8DT1	Muni Metro Downtown Subway, Division-Howard (Church-Salesforce TC)	LRT	Subway	3.2	3.3	3.4	3.3
8DT2	Muni Metro Downtown Subway, Division-King (Church – 4th/King)	LRT	Subway	1.5	1.4	1.7	1.6
9A	San Bruno-Bayshore-Potrero via 9th/10th-Market (Visitation Valley-Downtown)	BRT	At-Grade	1.1	1.1	1.1	1.2

Prioritization Framework

- Prioritization measures have been identified to ensure robust, data-based information is an input to the process
 - Includes both qualitative and quantitative measures
- The **weighting** of measures should reflect King County's values, leading with equity and sustainability
 - Ground in existing KCM policies
 - Safety is a factor that would be applied to ALL future and current RapidRide, thus not a differentiator between candidates
- The final prioritization decisions – which corridors should be advanced for future funding – will be based on the framework findings, expected available funding, and capacity to deliver.

Next Steps

Corridor Study

- Jurisdiction review of summary corridor reports (March)

Prioritization Framework

- Apply framework and conduct sensitivity testing (March-April)

Future RTC Updates

- Prioritization framework and sensitivity testing findings available for review (April 2024)
- Final report will be submitted June 2024
- Will present to RTC in July 2024



Questions

