

# RAPIDRIDE

King County Metro

RapidRide Prioritization Plan

---

**RTC Update**  
**February 2024**

# What is RapidRide?



Better service for more people



Sustainability



Better access



Speed and reliability



Frequent and reliable service



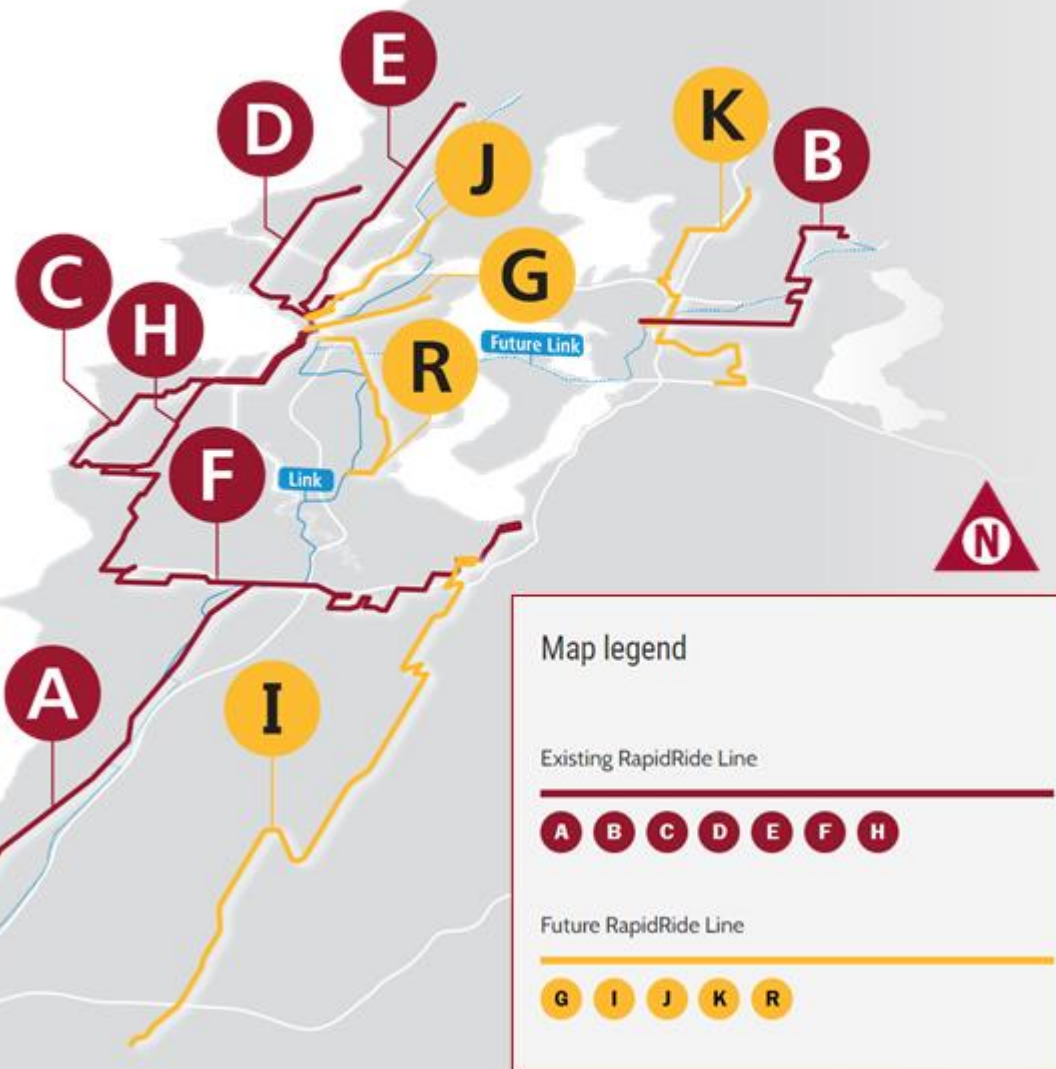
Easy to board



Bus station upgrades

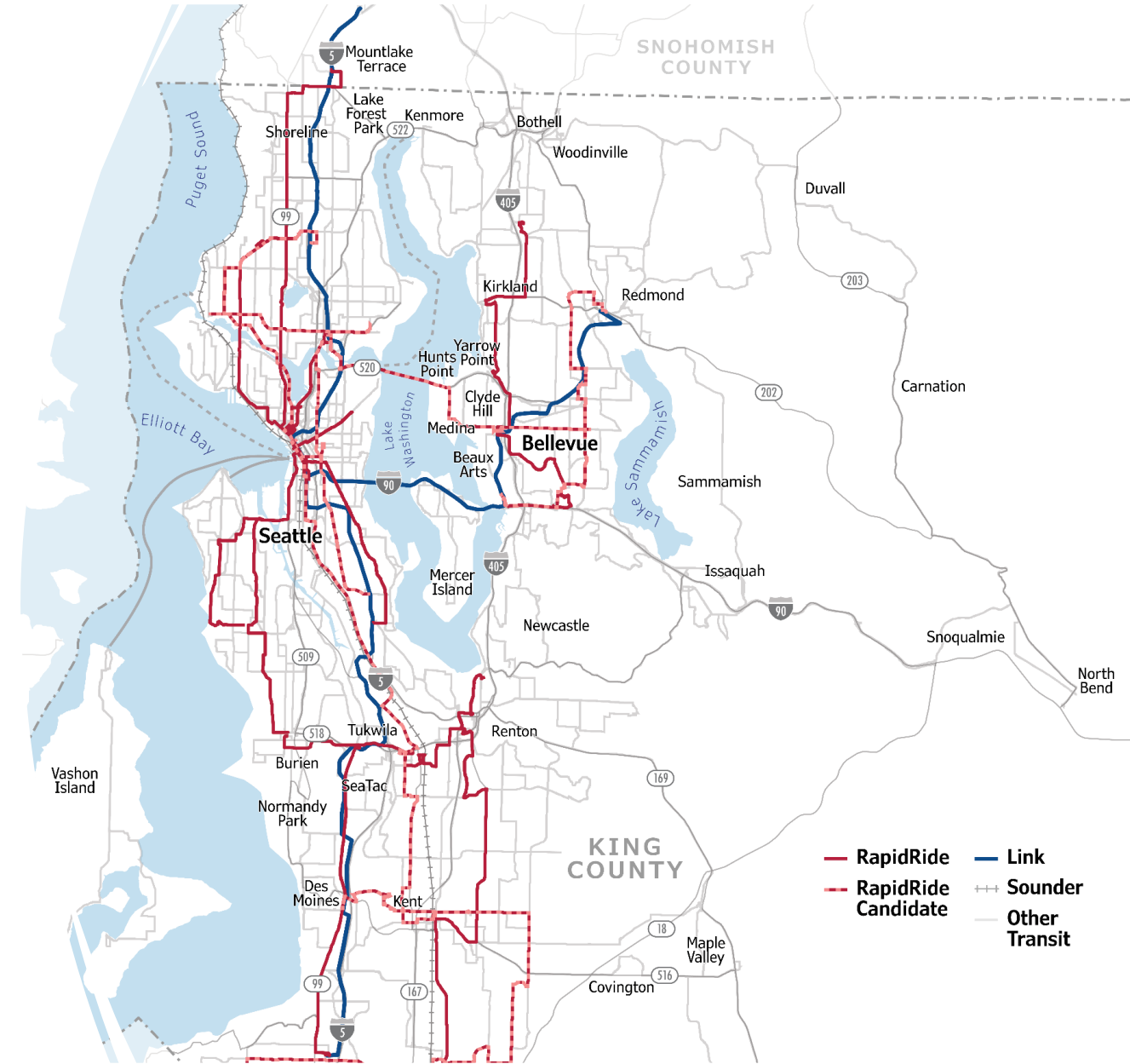


Connections to transit



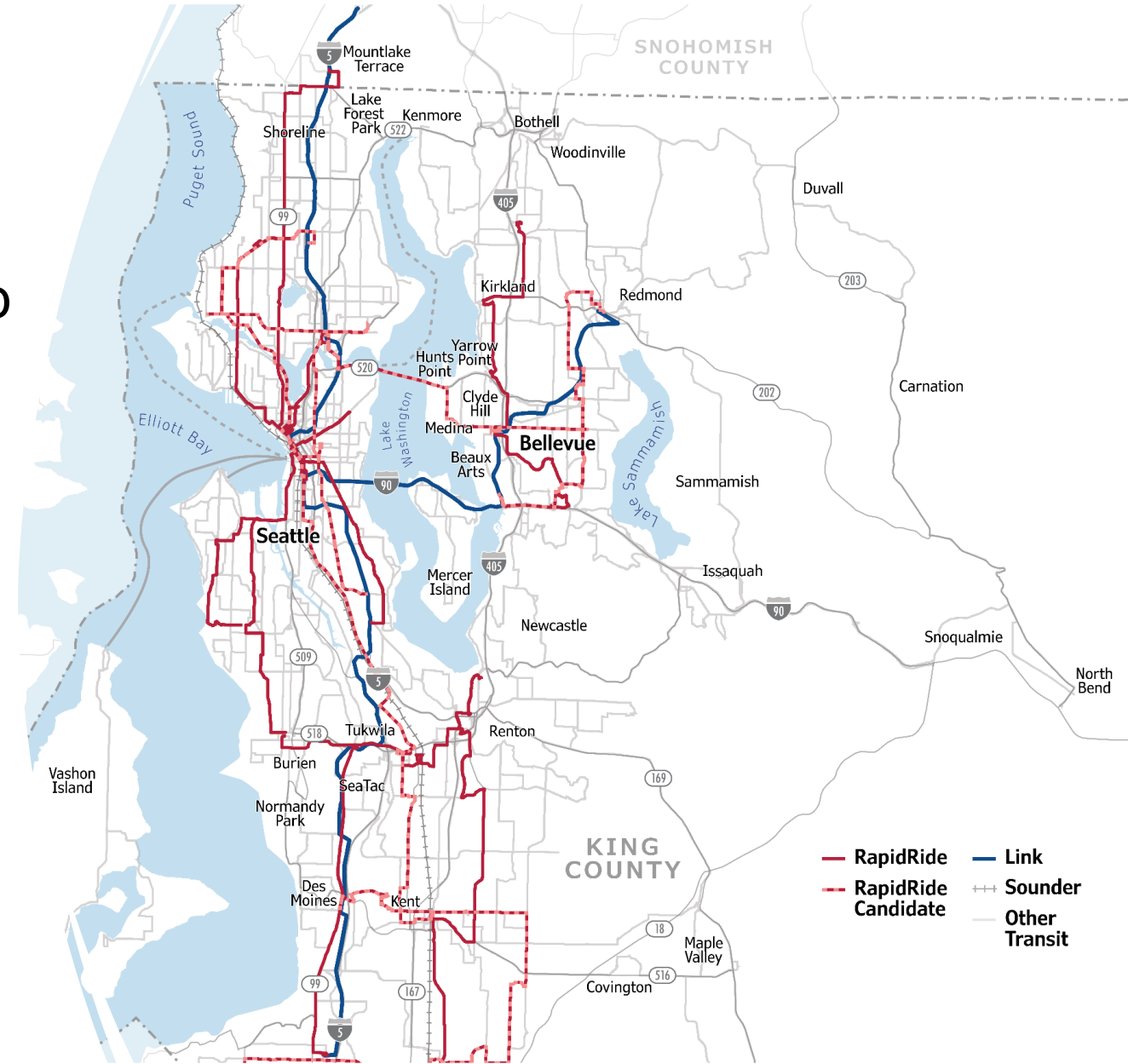
# Policy Alignment

- 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



# Project Schedule

2023

2024

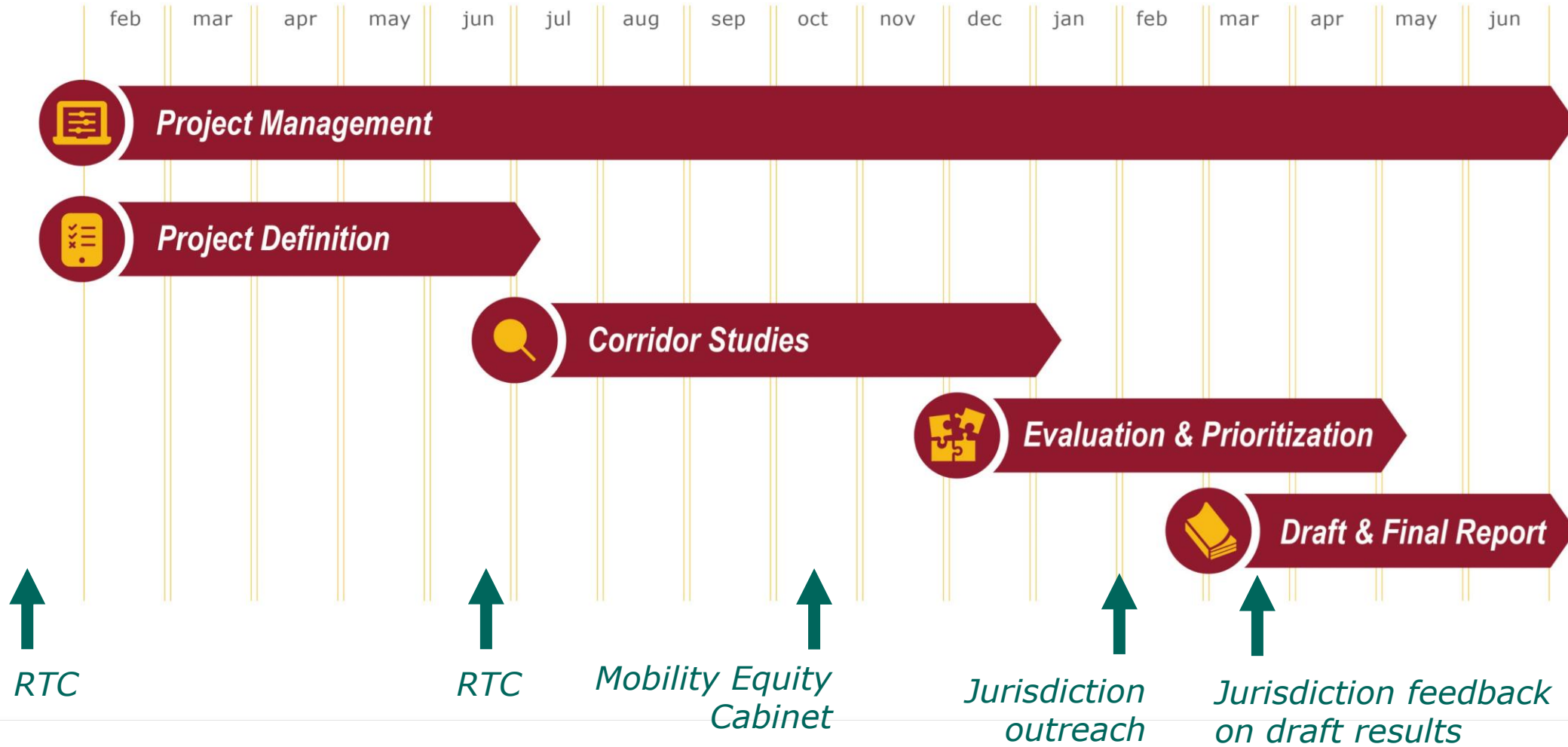
OUTCOME



Final Report +



Prioritized Investments for Future RapidRide Funding



# Candidate Corridors

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

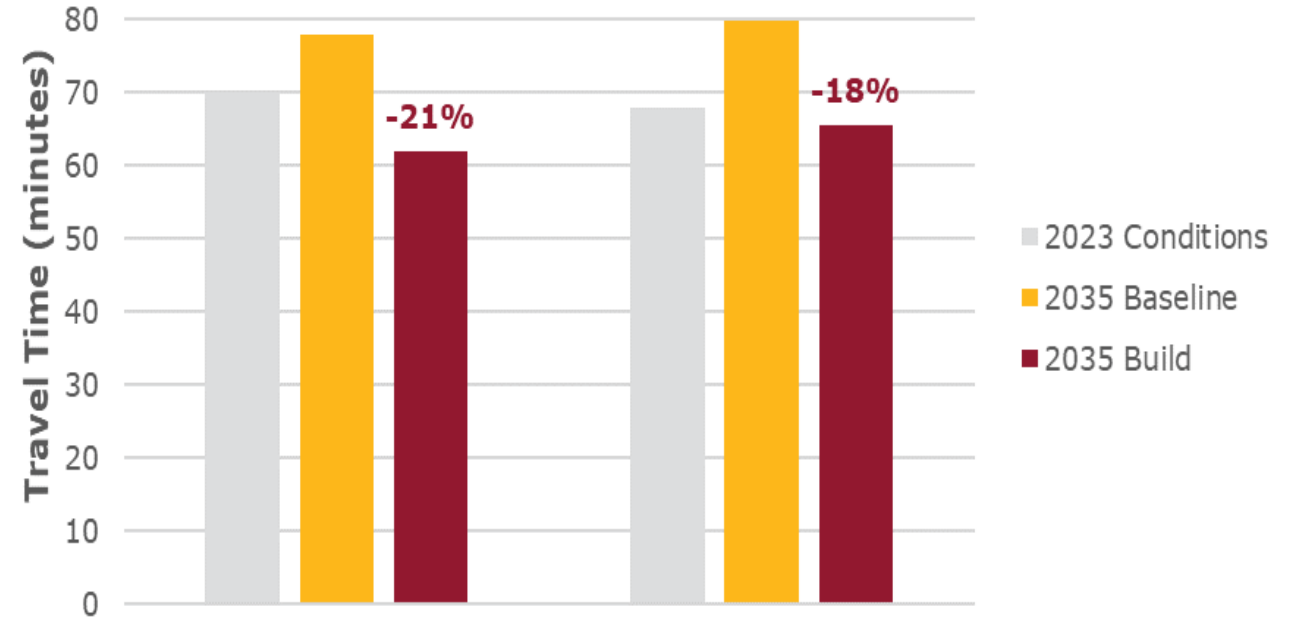


# Corridor Study Approach

- **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 candidate corridors by tier (tiers 1, 2 and 3)
- 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



# Weighting Approach

Engage RTC and KCM leadership in reviewing the evaluation criteria and weighting schemes, which will inform final results



**Provide input into the final weights**

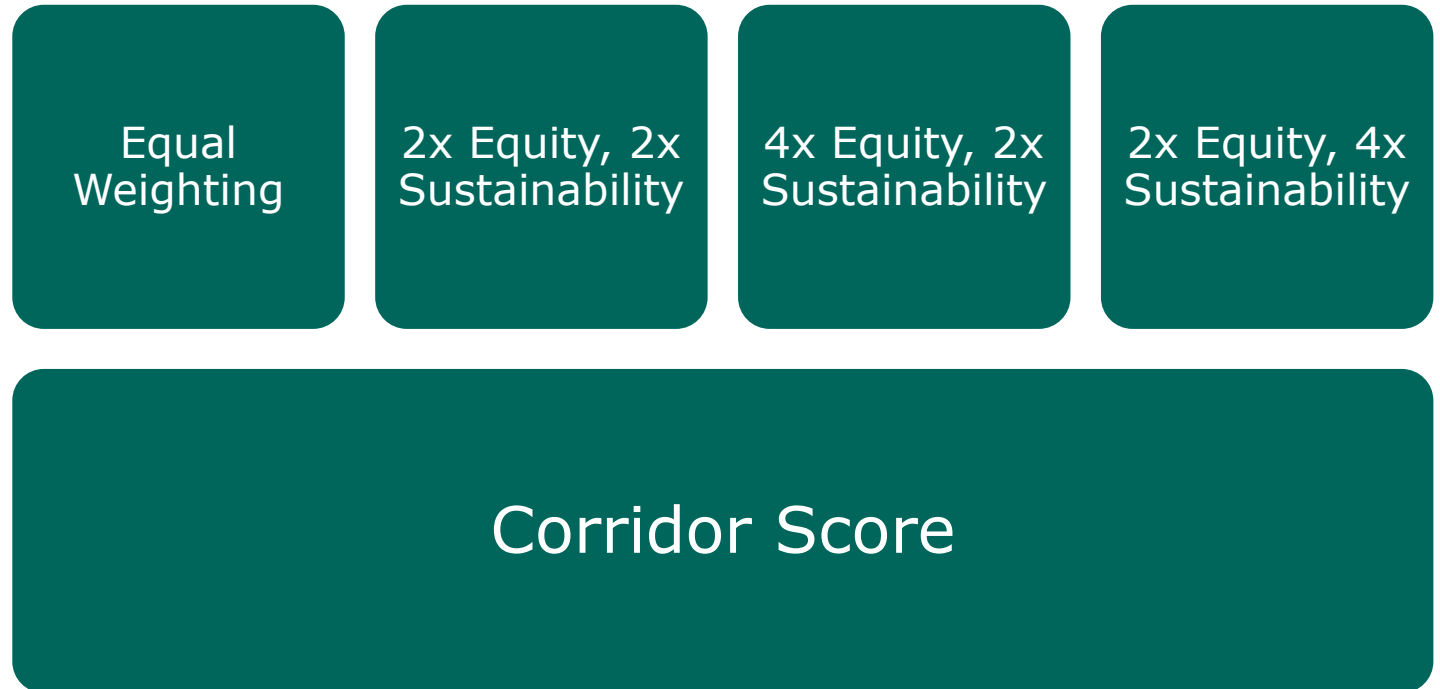
**This will ensure data transparency and demonstrate the data-driven process. However, the ultimate decision is one of policy.**

# Sensitivity Testing

Create several weighting schemes and apply to see whether and how corridor prioritization shifts.

Weighting schemes will focus on adjusting the emphasis of equity and sustainability metrics.

## Proposed Weighting Schemes



# 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: RTC Input

- 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
  - Input from regional leadership
- The final prioritization decisions – which corridors should be advanced for future funding – will be based on the framework findings, expected available funding, and consideration of other program priorities (such as existing RapidRide routes)

# Next Steps

## Corridor Study

- Review of summary corridor reports (Feb-March)

## Prioritization Framework

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

## Future RTC Updates

- Make prioritization framework and sensitivity testing findings available for jurisdictional staff review (spring 2024)
- Final report submitted June 2024





# Questions

