RAPIDRIDE

19098

ATTACHMENT A:
RAPIDRIDE I LINE LOCALLY PREFERRED ALTERNATIVE (LPA) REPORT

King County METRO

Locally Preferred Alternative Report

King County Metro

29 February 2020

King County METRO

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Acronyms and Abbreviations

ADA	Americans with Disabilities Act
BAT	business access and transit
BRT	bus rapid transit
CBO	community-based organization
FTA	Federal Transit Administration
I-	Interstate
LPA	Locally Preferred Alternative
Metro	King County Metro Transit
SOV	single-occupant vehicle
SR	State Route

1 Introduction

The RapidRide I Line Project will provide a high-quality bus rapid transit (BRT) service connecting Renton, Kent, and Auburn, Washington (Figure 1-1). It will increase transit speed, reliability, and passenger carrying capacity, connect to other high-capacity transit services, and support future population and employment growth. This report describes a recommended Locally Preferred Alternative (LPA) for the RapidRide I Line Project. The purpose of the LPA is to define the transit option that best meets the project's purpose and need, and that will be carried forward to seek federal funding. This LPA was developed through a planning process that included strong public, stakeholder, and interjurisdictional outreach and engagement efforts.

This report describes the mode, alignment, anticipated station locations, and general operating characteristics of the future RapidRide I Line service. It also includes information on the community engagement process associated with development of the RapidRide I Line Corridor.

Over the next year, the LPA will be advanced through environmental review and engineering design. King County Metro Transit (Metro) intends to pursue a Small Starts Grant Agreement with the Federal Transit Administration (FTA) for the contribution of federal funds to support construction of the Project.

1.1 Description of the Proposed Project

The RapidRide I Line will be a 17-mile north-south BRT service that travels between the Renton Transit Center and the Auburn Transit Center via the Kent Transit Center, connecting three of the largest suburban cities in South King County: Renton, Kent, and Auburn. All three communities include regionally designated Growth Centers, and include the locally identified centers of East Hill, Panther Lake, and Benson. The corridor includes multiple areas of high concentrations of population and employment. Connections to other regional high-capacity transit such as RapidRide F Line, Sounder Commuter Rail, and future Metro and Sound Transit BRT will provide greater access to regional destinations.

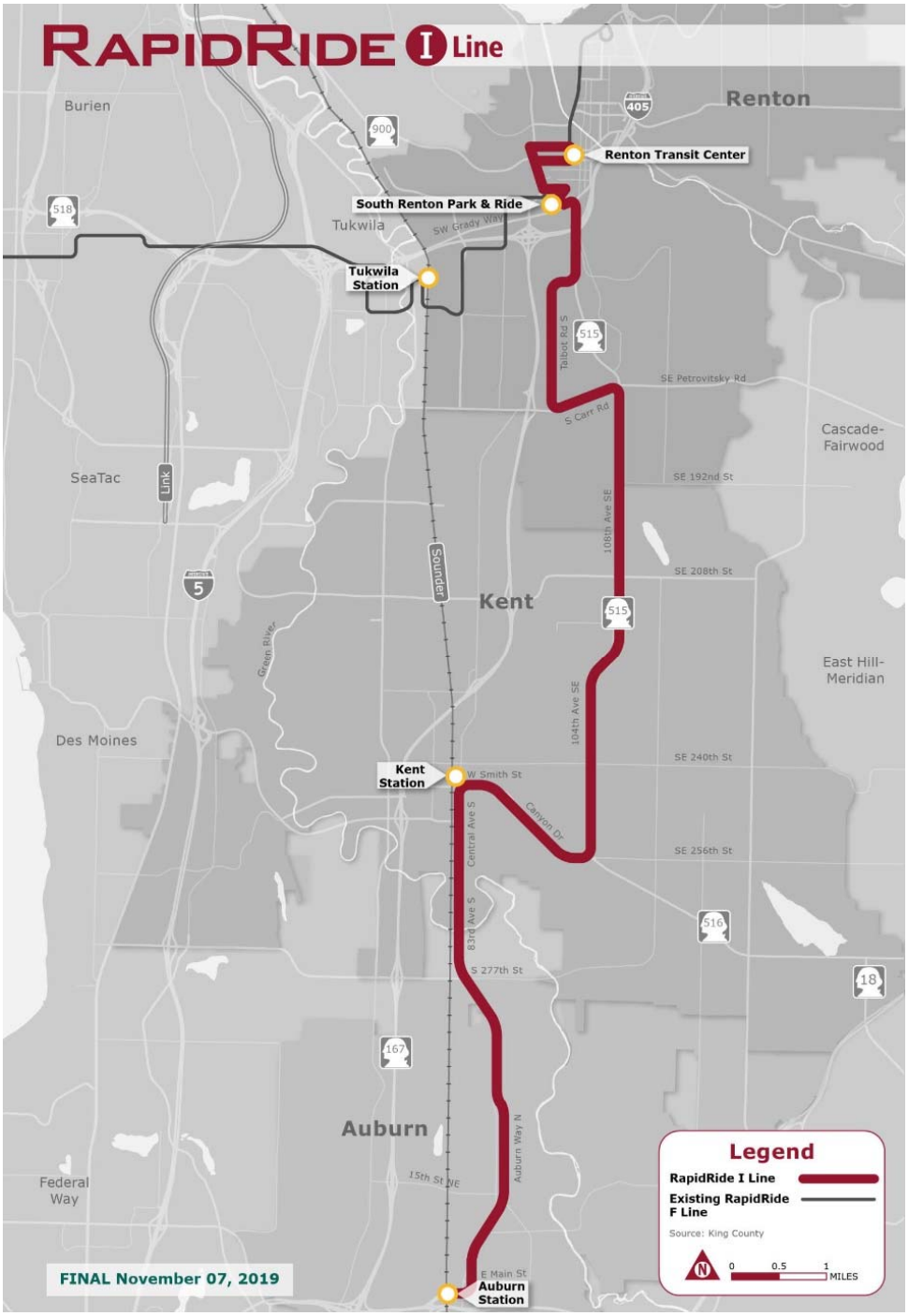


Figure 1-1: RapidRide I Line Corridor Map

1.2 RapidRide I Line Corridor Timeline

In 2017, Metro's long-range plan and policy document, METRO CONNECTS, established the vision for the RapidRide network. Following the adoption of METRO CONNECTS, the King County Council approved Proviso P5 via Motion 14956, titled Implementation of New RapidRide Lines/METRO CONNECTS RapidRide Expansion, which identifies the I Line as one of the first generation of new RapidRide lines to be enacted. In addition, in 2018, via Ordinance 18835, the King County Council adopted and Executive-signed the 2019-20 Biennial Budget, including capital project 1134237 to implement the RapidRide I Line.

In 2019, conceptual planning for the RapidRide I Line corridor was advanced in coordination with other Metro projects evaluating transit service in the Renton, Kent, and Auburn areas. Figure 1-2 provides an anticipated project timeline from 2019 through service beginning in 2023.

The RapidRide I Line is a key component of Metro's service improvement efforts in South King County, with all three communities and Metro engaged in project development.

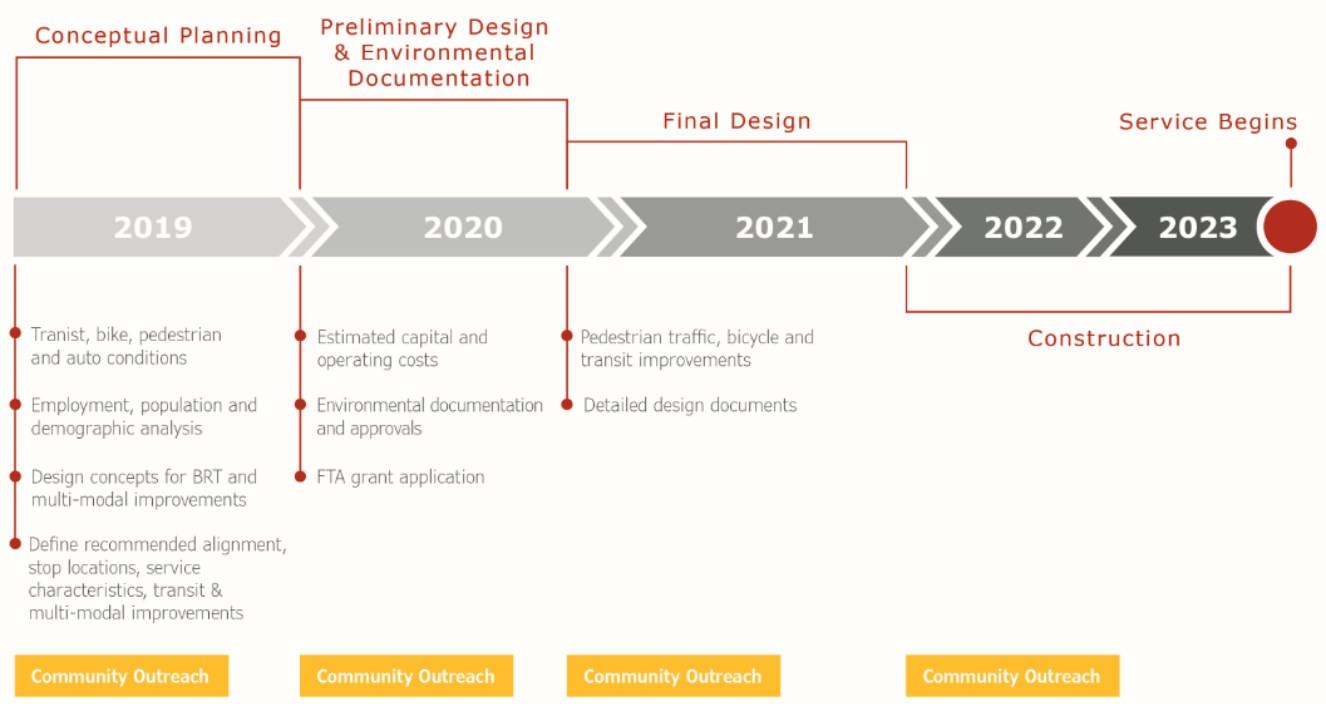


Figure 1-2: RapidRide I Line Development Timeline

1.3 About RapidRide

RapidRide is Metro's BRT brand designed to provide frequent, reliable, fast, and easy-to-use high capacity transit service for passengers along significant corridors throughout King County. RapidRide emphasizes a higher level of transit speed and reliability, reflected in typically longer distances between stations and more transit preferential treatments to reduce bus travel delay. RapidRide incorporates unique branding, stations, and vehicles; off-board fare collection; near-level boarding; transit signal priority; transit priority lanes; and other infrastructure improvements. The goals of the RapidRide I Line Project are illustrated on Figure 1-3.

Figure 1-3: RapidRide I Line Goals

Since the first RapidRide started service in 2010, the six lines have developed ridership of approximately 21 million passengers or 17 percent of all of Metro's ridership annually. This accounts for nearly 67,000 weekday rides, an approximately 70 percent increase in weekday ridership over the bus routes that served those same travel markets previously. Peak-hour travel on RapidRide is up to 20 percent faster than local bus service, saving about 5 minutes per trip on average.

2 Project Purpose and Need

2.1 Purpose

The purpose of the RapidRide I Line is to provide more frequent, convenient, and higher quality transit service to attract more riders and move more people than traditional bus service.

2.2 Need

The need for improved transit service in the study area is related to the following transit conditions and desired outcomes:

1. **Limited existing transit service options**

   Existing transit services throughout the study area are insufficient to meet demand and in many cases are at or near capacity. The corridor is primarily served today by two bus routes that operate every 15 to 30 minutes. Despite this modest level of service, Routes 169 and 180 are two of the busiest Metro routes in South King County, carrying 7,830 riders per weekday as of spring 2018. RapidRide I Line investment is anticipated to allow Metro to serve 9,000 to 12,000 riders per day in the opening year.

2. **More reliable and faster bus service needed throughout the day, into the evenings, and on weekends**

   Routes 169 and 180 are both among the top 25 percent most productive suburban routes according to Metro's 2018 System Evaluation Report. However, both routes experience reliability problems because of congested roads. Current service in the corridor on Route 180 operates late 14 percent of the time all day on weekdays and 27 percent of the time in the afternoon peak periods. Many parts of the corridor experience traffic congestion and have sections where transit vehicles travel less than 50 percent of the posted speed limit. Providing more frequent, faster, and more reliable bus service to major regional destinations will increase bus ridership and better serve existing and future riders.

3. **Serve the transportation needs of communities that have been historically underserved**

   Improved transit service to existing and future employment areas will enhance the ability of transit-dependent residents to access jobs and services along the corridor. An important determinant of the need for the RapidRide I Line is the existing and expected future demographics of the communities it serves. South King County communities have some of the highest proportions of low-income and people of color populations in King County. Metro's analysis of Routes 169 and 180 shows

that these routes serve higher proportions of low-income and people of color areas than the Metro system as a whole. Route 180 has the highest proportion of ORCA LIFT riders within the system (ORCA LIFT is Metro's reduced-fare program for low income households). As the region continues to grow, high housing prices in Seattle are pushing low-income populations to more affordable South King County.

4. **Growth in housing and employment**

   Transit ridership in the study area has experienced significant growth over the past decade, fueled in large part by the population and employment growth experienced in Renton, Kent, and Auburn. With housing prices continuing to increase at higher rates in Seattle and Bellevue, the demand for housing in South King County will continue to be strong. Renton, Kent, and Auburn are also expected to see significant growth in jobs and are designated as Regional Growth Centers by the Puget Sound Regional Council. Collectively, the growth in population, households, and employment results in unmet demand for transit service, and without an investment in higher-capacity service, existing transit services will continue to struggle to meet current and future demand.

5. **Reduce greenhouse gas emissions**

   Congested roadways are a key reason that service reliability and performance within the corridor are below Metro standards. The RapidRide I Line will provide a more attractive alternative to driving alone and draw new riders, helping take automobiles off congested roads and highways, thereby reducing vehicle miles traveled by single-occupant vehicles (SOVs). Current RapidRide lines have proven highly successful in increasing ridership in congested corridors. In turn, reductions in SOV use is correlated with improvements in air quality and reduced greenhouse gas emissions.

6. **Provide regional transportation equity**

   Metro's service in South King County needs significant improvement to better serve communities like Auburn, Kent, and Renton as they continue to grow. Transit riders in the corridor currently must rely on bus service that is relatively slow and unreliable during congested periods of the day. Large portions of the study area are distant from higher-speed, more reliable, and competitive transit services, such as Metro's RapidRide and Sound Transit's Sounder trains and Link light rail. In addition, existing bus stops within this corridor are often without safe pedestrian crossing access, particularly at mid-block locations, and have limited lighting. These conditions limit the overall usefulness and attractiveness of transit. RapidRide I Line will provide transit service and passenger comfort along this corridor similar to what is experienced in the areas already served by RapidRide and Sound Transit.

3 Locally Preferred Alternative

The LPA defines core components of the RapidRide I Line project, including the mode, alignment, roadway and transit capital improvements and operating, characteristics. The recommended LPA is described in this section.

3.1 Mode

Consistent with the past planning efforts and policy direction outlined in METRO CONNECTS, the recommended mode for the I Line Corridor is BRT. The recommendation of BRT as the preferred technology mode for deployment in the I Line Corridor stems from its applicability and adaptability to a variety of urban and suburban environments, its quick deployment capability, and cost-effectiveness. A typical articulated RapidRide bus is shown on Figure 3-1. RapidRide vehicles feature enhanced passenger amenities, as shown on Figure 3-2.

Figure 3-1: Typical RapidRide Bus

Figure 3-2: RapidRide Vehicle Passenger Amenities

3.2 Alignment

The RapidRide I Line alignment connects the Renton Transit Center to the Auburn Transit Center via the Kent Transit Center. Figure 3-3 illustrates Metro's recommended pathway for the RapidRide I Line.

3.2.1 City of Renton

The RapidRide I Line (see Figure 3-3) would exit the Renton Transit Center via 2nd Street, turning south on Rainier Avenue South. The pathway turns east on SE Grady Way to Talbot Road, where the pathway turns south on Talbot Road (also State Route [SR] 515), traveling under Interstate (I-) 405 to South 21st Street, where the pathway turns west and reconnects with Talbot Road to serve the Valley Medical Center at Talbot Road and South 43rd Street/South Carr Road. Turning east on Carr Road, the alignment turns south on 108th Avenue SE (also SR 515) that transitions to 104th Avenue SE.

3.2.2 City of Kent

Continuing on 108th Avenue SE/SR 515 that transitions to 104th Avenue SE (see Figure 3-3), the pathway turns west at SE 256th Street, and operates along Canyon Drive into downtown Kent, connecting with the Kent Transit Center and Sounder train station. Following a stop at the Kent Transit Center, the pathway continues south along Central Avenue, which eventually becomes Auburn Way North.

3.2.3 City of Auburn

Continuing south on Auburn Way North then Auburn Way Sound, the pathway turns west at 2nd Street SE to access the Auburn Transit Center.

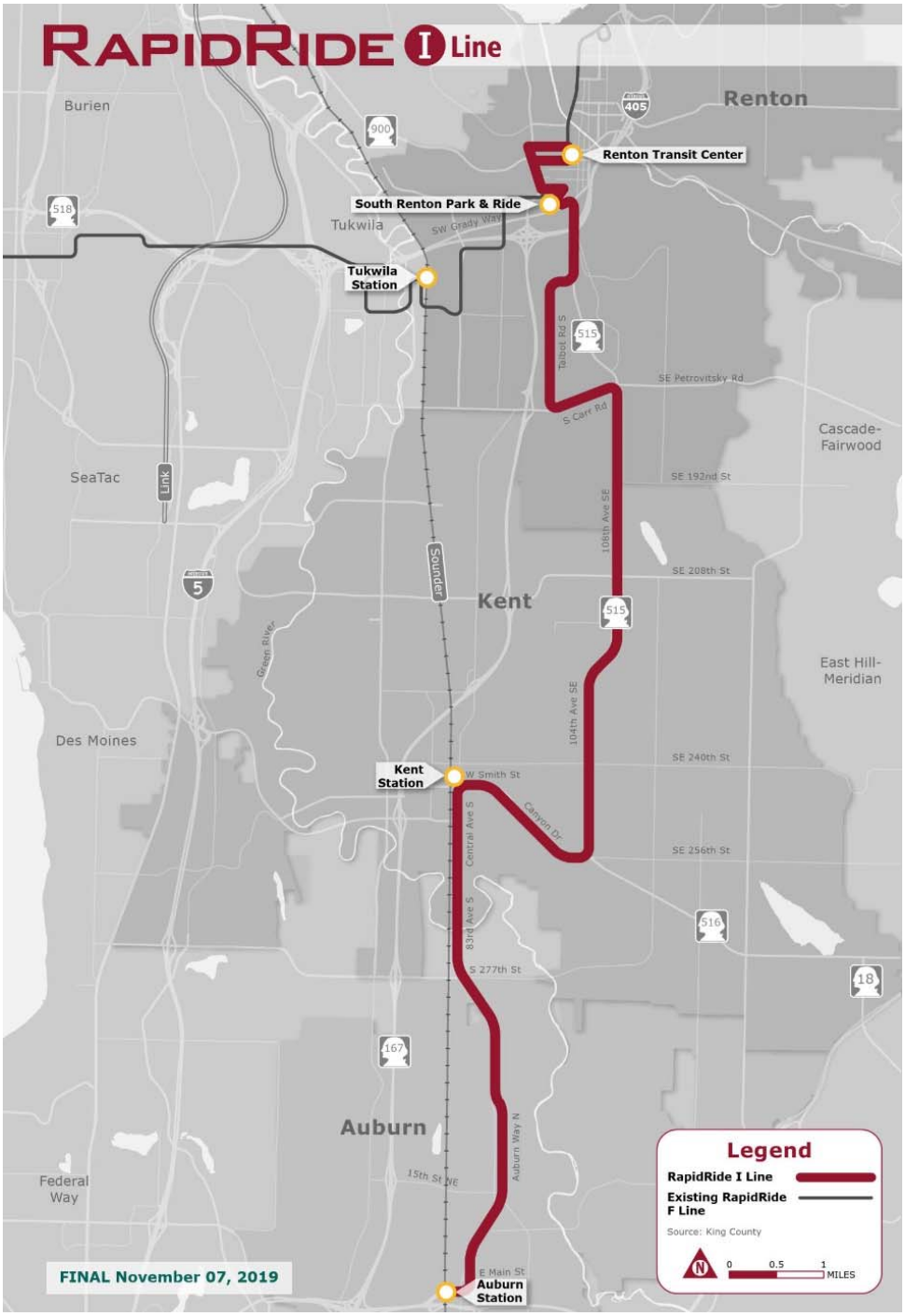


Figure 3-3: Recommended RapidRide I Line Alignment

3.3 Corridor Improvements

3.3.1 Stations

RapidRide stations feature enhanced passenger amenities, as shown on Figure 3-4.

Figure 3-4: RapidRide Station Passenger Amenities

Figure 3-5 illustrates the elements of a typical RapidRide station. RapidRide stations can include unique signage that reinforces the RapidRide brand, provides information to passengers, and distinguishes the stations from standard bus stops. Curbs and landing pads/clear areas at RapidRide stations are raised as close as possible to the level of the bus floor where possible. Station areas can include weather-screening shelters and benches. Stations are designed for all-door vehicle boarding and alighting. Additionally, where needed and feasible, Metro provides sidewalk and street crossing enhancements for safety and access, better lighting, trash and recycling receptacles, real-time arrival information signage, and ORCA card readers for preboarding payment.

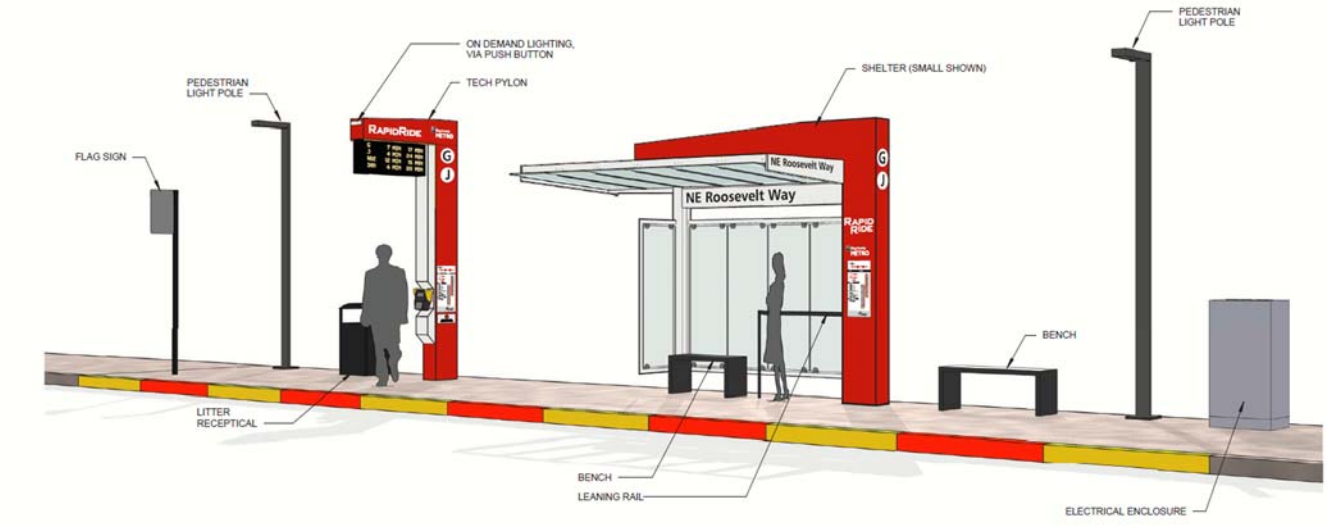


Figure 3-5: Typical RapidRide Station

Metro's bus stop spacing guidelines recommend an average RapidRide stop spacing of 0.5 mile to optimize service performance and connect with the greatest number of users.

3.3.2 Service Plan

RapidRide I Line will operate diesel-electric hybrid buses 20 hours a day, 7 days a week. During peak travel times, buses would arrive every 10 minutes. During off-peak travel times, buses would arrive every 15 minutes. In addition to increased service, passenger facility and roadway capital improvements will be implemented to increase transit speed and reliability. RapidRide I Line has an anticipated daily ridership of 9,000 to 12,000 in its opening year of 2023.

3.3.3 Speed and Reliability Improvements

Capital improvements such as transit signal priority and transit lane transit preferential treatments are essential tools for reducing transit congestion. These investments will improve speed and reliability and are focused on areas of the corridor where buses experience the most delay. Corridor treatments can include transit signal priority, signal modifications, business access and transit (BAT) lanes, and queue jumps. These improvements are shown on Figures 3-5 through 3-8 and described as follows.

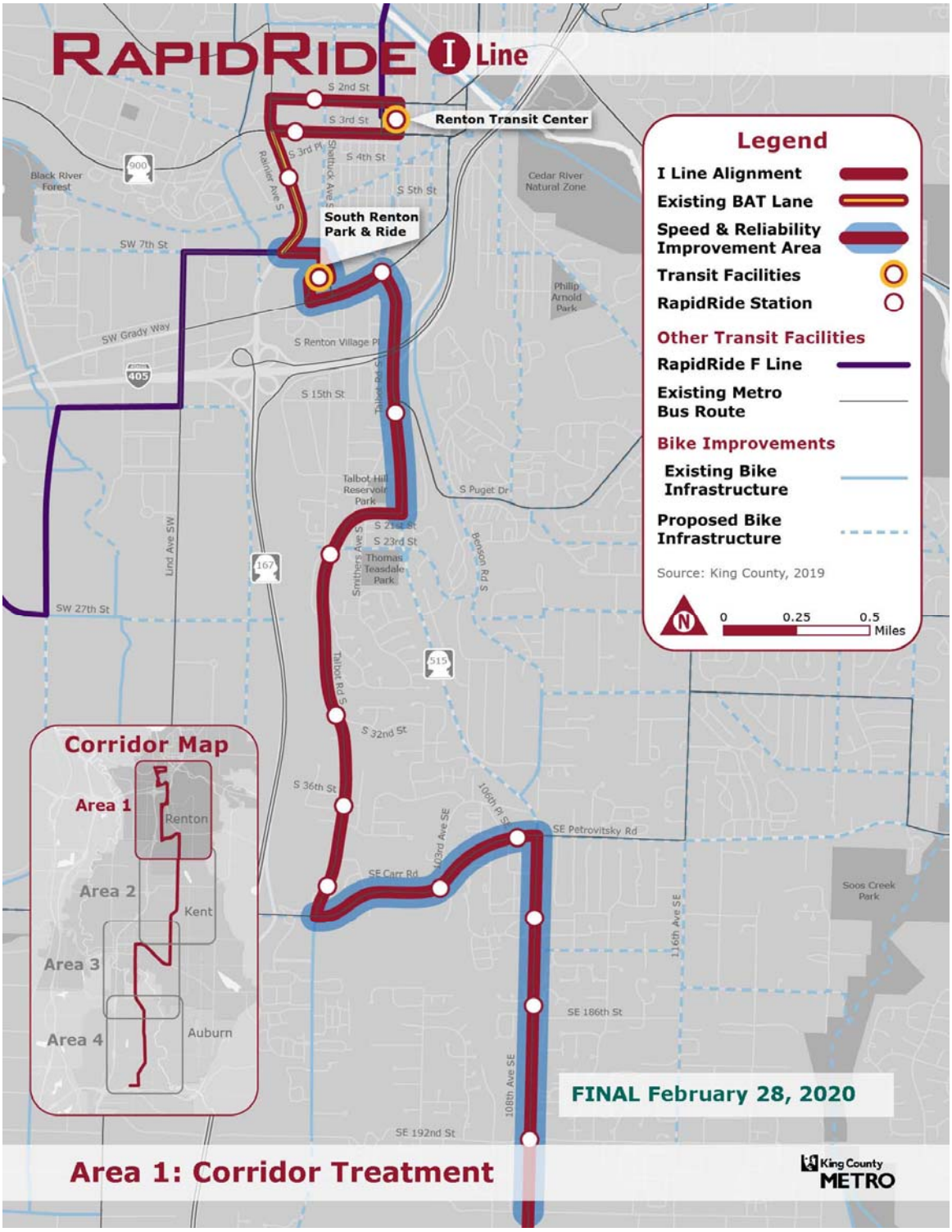


Figure 3-5: Area 1 Corridor Treatment

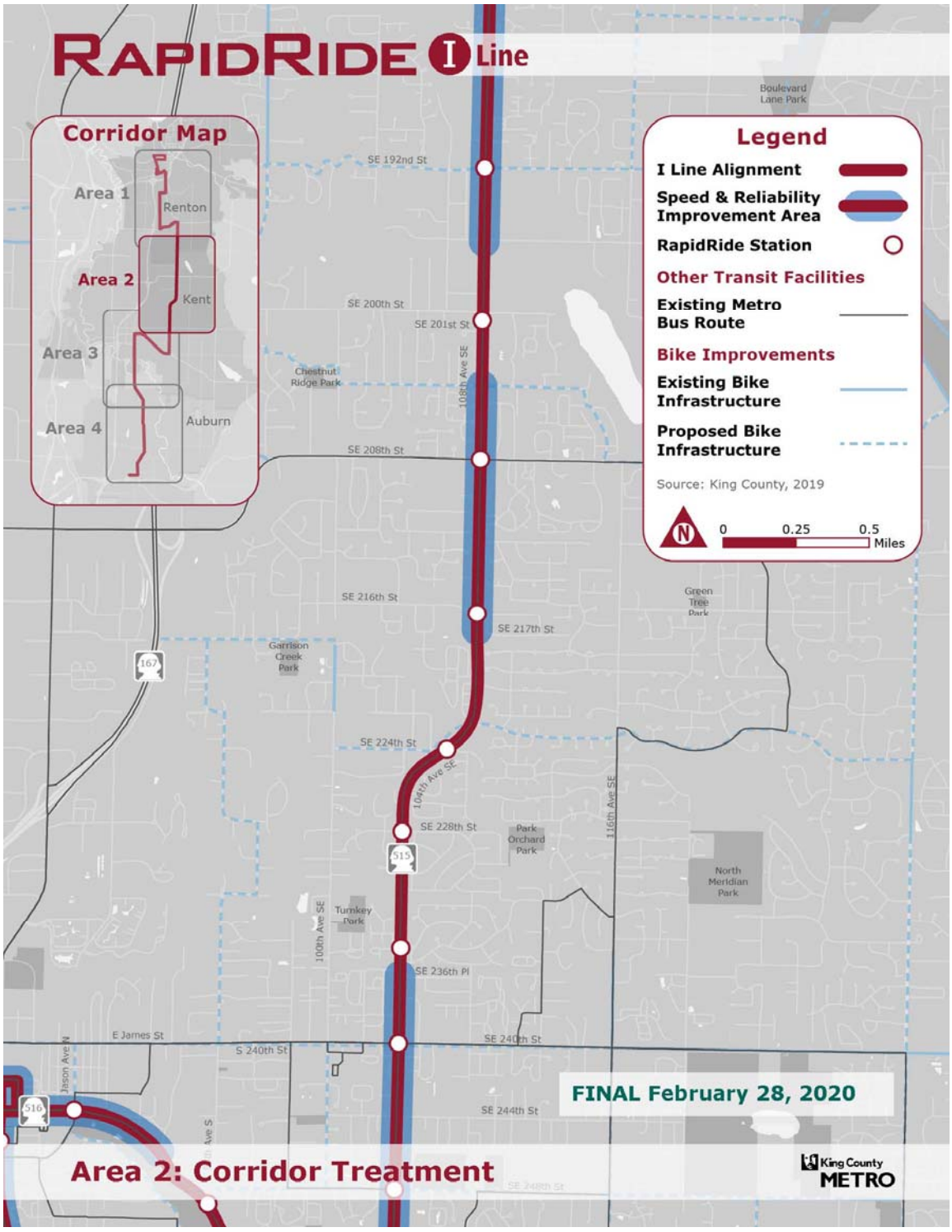


Figure 3-6: Area 2 Corridor Treatment

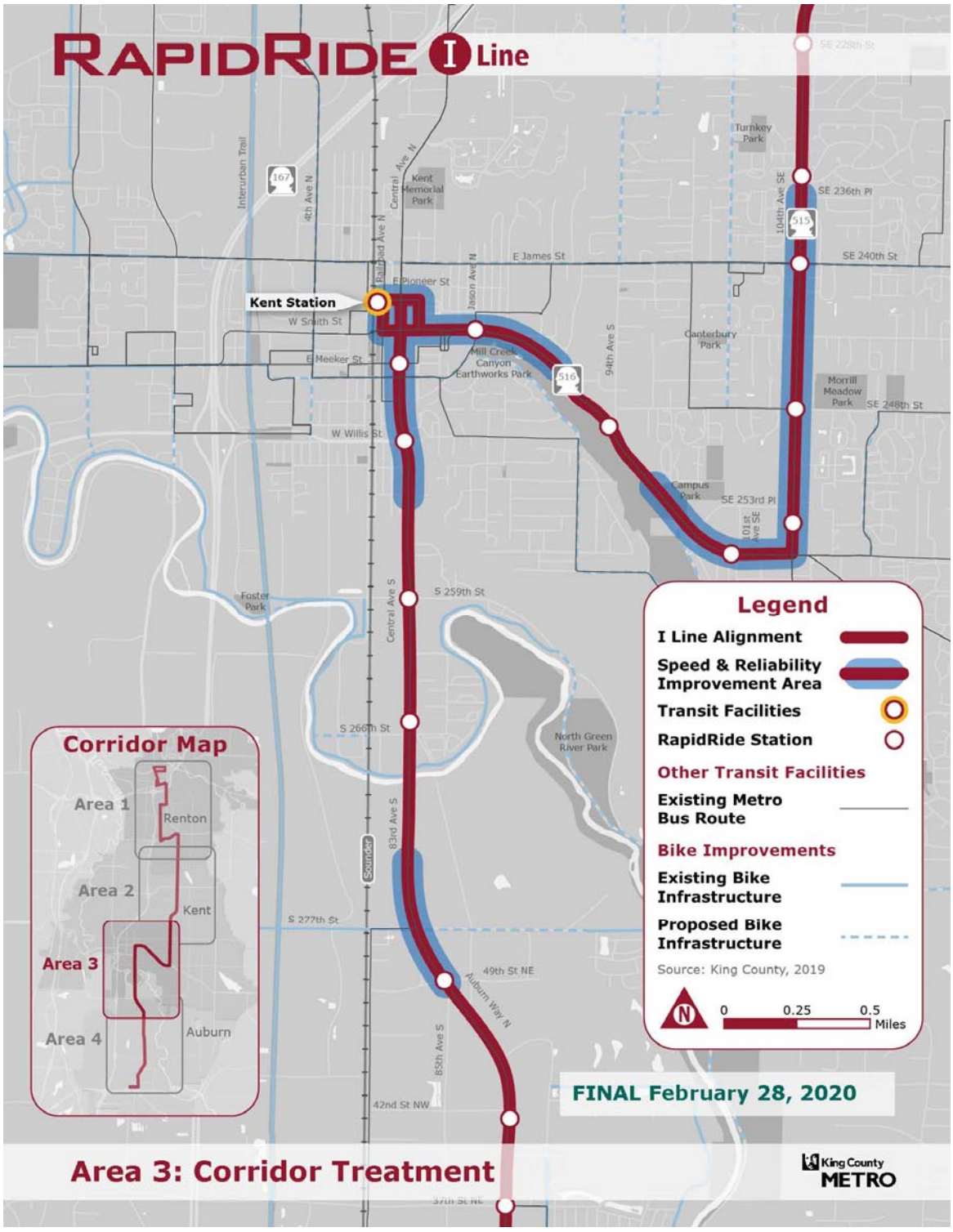


Figure 3-7: Area 3 Corridor Treatment

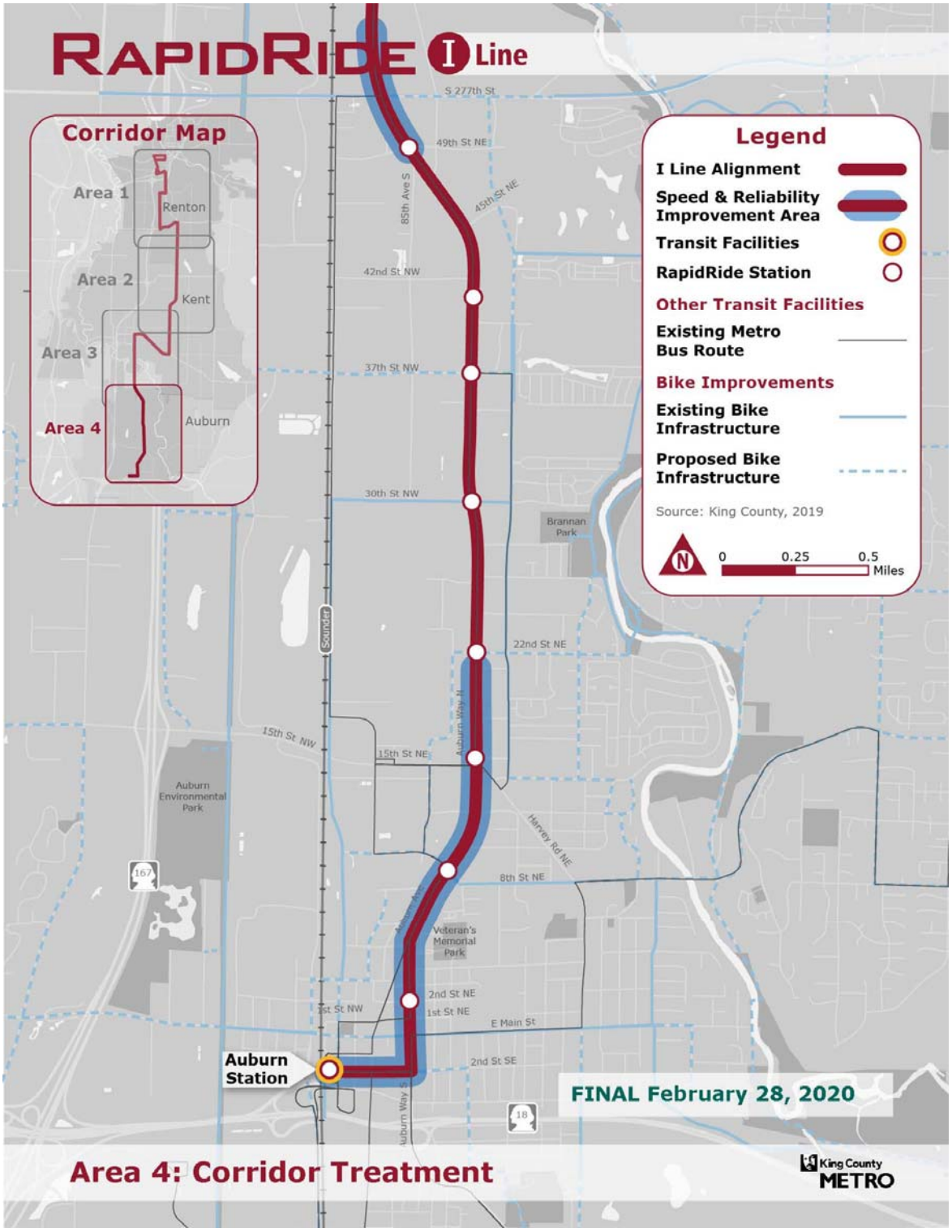
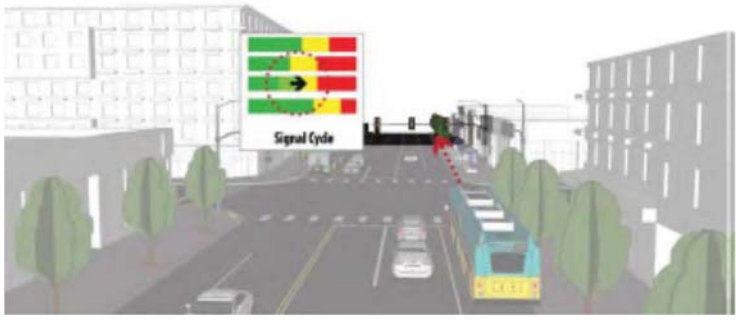


Figure 3-8: Area 4 Corridor Treatment

Transit Signal Priority

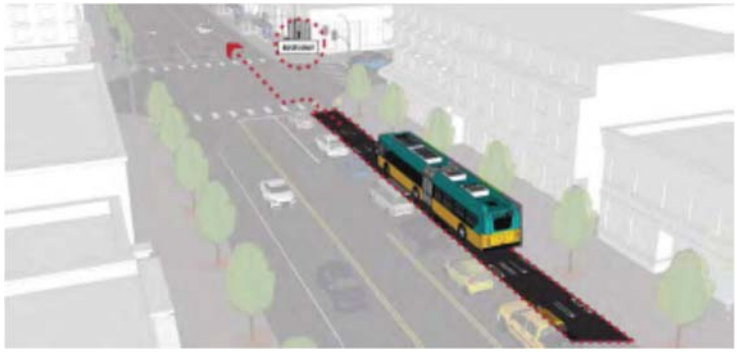
Transit signal priority is used to reduce the amount of delay that buses experience at traffic signals. When implemented along corridors, transit signal priority substantially improves travel time reliability.

Signal Phase Modification



Signal phase modification provides travel time savings and travel time reliability benefits by making difficult movements at a signalized intersection easier for buses. Signal phase modifications can also have potential safety benefits when permissive phases are converted to protected phases. General-purpose vehicles making the same movement also experience reduced delays at the intersection.

Transit Queue Jump



Queue jumps can save buses significant amounts of time at intersections where through and left turn traffic queues are long by allowing the bus to bypass the queue traveling through the intersection or turning left across traffic, and/or serve a bus stop sooner (if provided near a transit stop). The left turn queue jump is also referred to as a transit left turn from curb lane treatment. Pedestrians can also benefit from queue jumps if right turns are controlled with a restricted turn phase, which reduces the number of interactions with right-turning traffic, or if right turns are restricted, which reduces delay by allowing pedestrians to begin crossing earlier along with the bus.

Business Access and Transit Lane by Widening or Restriping/Repurposing

BAT lanes can improve bus travel times and travel time reliability. The magnitude of the benefit depends on factors including the ability of buses to avoid delays from right-turning traffic, stopping and parking activity in the lanes by other vehicles, as well as the level of congestion that existed on the roadway before the implementation of the bus lanes.

3.3.4 Access to Transit Improvements

Metro's customers reach transit service in a variety of ways, such as walking, biking, taking connecting transit or paratransit services, riding in a car and being dropped off, or driving to a park and ride. The predominant modes differ in the various urban, suburban, and rural communities Metro serves, reflecting the surrounding environment, land use, and local transportation network.

As design of the RapidRide I Line project continues, particularly station location identification and placement, the RapidRide I Line team will work with the city partners to determine priority transit access improvements between adjacent neighborhoods and RapidRide stations along the corridor. Projects may include roadway crossing and pedestrian channelization improvements, intersection control and signal upgrades, and sidewalk or bicycle accommodations (e.g., striped lanes, intersection bike boxes).

4 Decision Process

The RapidRide I Line Project was a local planning process that defined the capital project and operations for the corridor. Decision-making bodies internal to Metro were developed to guide the project, including a Core Team and Task Lead Team to advance key project decisions within the agency.

The conceptual planning and preliminary capital design elements were vetted with jurisdictional partners. Approval of the LPA by the King County Council is required to advance the Project through the FTA Capital Investment Grant Small Starts funding program. This approval is anticipated in March 2020.

4.1 Community Engagement

Metro led an inclusive community engagement process to help shape the LPA. Metro conducted three rounds of engagement to gather input before making decisions about the route, station locations, ways to make it easier for people to get to the bus, and other key project elements. A summary of all community engagement for the Project is provided on Figure 4-1.

4.1.1 Phase 1: Exploring Options and Priorities

During the first phase of community engagement, Metro focused on introducing the Project to community members and gathering feedback on needs and priorities for transit service. Community engagement informed the project needs statement, which informed the I Line route.

Metro's goals for community engagement during Phase 1 included: informing the community about the project, building relationships with community-based organizations (CBOs) serving historically underserved communities, identifying transit priorities and barriers, and understanding community partners preferred ways to engage and receive information.

Community engagement activities included: convening a community Mobility Board to help identify transit needs and priorities in South King County, promoting the needs assessment survey through tabling at community events and in-language outreach at bus stops, interviews with CBOs to understand community needs and inform engagement strategies, and briefings with local city staff and councils.

4.1.2 Phase 2: Concept Development

During the second phase of community engagement, Metro gathered feedback on proposed RapidRide station locations and other community concerns and interests. Metro's goals for Phase 2 included: sharing the I Line route, seeking feedback on station locations, and continuing to foster relationships with CBOs representing or serving people who are historically underserved. Metro engaged the community through an online open house, tabling and briefings at community

events, ongoing engagement with CBOs interviewed in Phase 1, and briefings with local city staff and councils.

4.1.3 Phase 3: Present Final Concept

During the third phase of community engagement, Metro presented the preferred concept developed using community input, including route and station locations. Metro also introduced and gathered input on speed and reliability improvements and key areas to make it easier to walk, roll, and bike to the bus. Metro continued building relationships with CBOs representing people who have been historically underserved. Community engagement activities included: an online open house, tabling and briefings at community events, conversations with CBOs, and briefings with local city staff and councils.

Inclusive Community Engagement

The cities of Renton, Kent, and Auburn are some of the most demographically diverse communities in the county. Metro is committed to improving transit access and mobility for people of color, people who are low-income, and people who have limited English speaking. Metro is working to build an inclusive community that values the needs, priorities, and contributions of people who have been underserved. Metro's equitable engagement tactics consist of the following:

- Translating printed materials for all community engagement events into Spanish, Vietnamese, Russian, and Simplified Chinese. Metro also translates materials into Braille, Somali, Arabic, and Amharic upon request.
- Translating online materials, including the online open house, into Spanish, Vietnamese, Russian, and Simplified Chinese.
- Continuing to engage CBOs, identifying opportunities to collaborate at community events and spreading the word about events and opportunities to provide input. Metro is also considering ways to formalize partnerships with CBOs to compensate them for their time spent supporting the Project.

What Metro heard?

Community members and stakeholders who participated in engagement activities overwhelmingly support RapidRide expansion. A few key themes emerged from the survey, stakeholder interviews, and Mobility Board meetings.

- Support for faster, more reliable, and frequent bus service.
- Interest in more bus service throughout the day, into the evening, and on weekends.
- Provide a range of transit options including RapidRide and more flexible options that meet the needs of the communities served.
- Serve community amenities and services such as shopping centers, transit centers, medical centers, schools, and residential areas.
- Provide even spacing between stations.

- Provide safety and comfort at bus stations, including additional lighting and covered stations.
- Offer more transit connections and better access to stations (i.e., improved sidewalks and pathways to stations).
- Continue to lead with equity and prioritize serving communities who have been historically underserved and people with mobility challenges.

Figure 4-1: Community Engagement Summary

4.2 Decision Points

Following the adoption of the METRO CONNECTS vision, Metro has worked to establish elements of the Project in partnership with jurisdictional partners and the community.

4.2.1 Policy Framework

Metro has charted a long-term vision for its future public transportation facilities and services. Completion of the RapidRide network vision will be made possible by the planning and policy framework of partnering communities and agencies including Renton, Kent, Auburn, unincorporated King County, Metro, and Sound Transit plans and policies. Transportation planning documents that informed this RapidRide project include the plans summarized in Table 4-1.

Table 4-1: Policy Framework Summary

Plan	Plan Outcomes
METRO CONNECTS (2016)	Metro's long-range plan that defines the overarching principles, approach, and vision for the expansion of the county-wide network, including RapidRide, to 2040. It identifies the commitment in investment to access improvements with future service.
Metro 1033 Corridor Report (2018)	Provides background information and justification regarding the I Line corridor selection process. The report identifies high-priority locations and locations with missing sidewalks throughout the corridor. It also serves as the basis for much of the data used for the I Line access analysis.
Metro Renton-Kent-Auburn Area Mobility Plan (in progress)	A concurrent analysis of the larger transit network that the RapidRide I Line is a part of and services, including adjacent network in addition to RapidRide I Line routing analysis. Contains background information such as the Renton-Kent-Auburn Area Mobility Equity Impact Review, which identifies priority census tracts that inform the prioritization process for Access to Transit project selection. The public process for the Area Mobility Plan and the I Line are also concurrent.
Renton City Center Community Plan (2017 amendment)	Describes the City Center vision including improvements in non-motorized improvements, e.g., City Center Goal 5: Provide better regional connections for the full range of transportation modes to improve access to and from the City Center.
City of Renton: 2018-2023 | Six-Year Transportation Improvement Program (2017)	Defines priority projects and existing funding.
City of Renton: 2019-2024 | Six-Year Transportation Improvement Program (2018)	Defines priority projects and existing funding.
City of Renton: Trails and Bicycle Master Plan (2009)	Identifies and ranks priority projects. Identifies possible funding sources including projects in the Transportation Improvement Plan.

Table 4-1: Policy Framework Summary

Plan	Plan Outcomes
City of Renton: Comprehensive Citywide Walkway Study (2008)	Describes a process for determining walkway improvements, details criteria, and provides a prioritized list of improvement projects for walkways and Americans with Disabilities Act (ADA) facilities. Updates include Safe Routes to School projects. Used to select the planned 2019 walkway projects.
City of Renton ADA Transition Plan (2015)	Outlines ADA project prioritization criteria and prioritized planned future projects. Provides design details for pedestrian facilities.
City of Renton Complete Streets Ordinance 5517 (2009)	Provides upgraded dimensions of streetscape and roadway design standards.
City of Kent: Six-year Transportation Improvement Program 2019 to 2024 (2018)	Defines priority projects, some of which fall within I Line high-priority access zones.
City of Kent: Transportation Master Plan, Transportation Element (2008)	Outlines prioritization of street, pedestrian, and bicycle projects.
City of Kent: Non-motorized Transportation Study (2007)	Outlines methodology for pedestrian project prioritization and provides map of high, medium, and low priority projects.
City of Kent Code: Complete Streets (Chapter 6.14; 2019)	Provides vision, policy, plans, and standards for consideration of multimodal travel within plans, standards, design, and construction.
City of Auburn: 2019- 2024 Transportation Improvement Program (2018)	Defines priority projects and programs including priority non-motorized projects.
City of Auburn: 2020-2025 Transportation Improvement Program (2019)	Defines priority projects and programs including priority non-motorized projects. A funding schedule is included per project.
City of Auburn: Comprehensive Transportation Plan (2015)	States goals to support and increase the mode split of non-motorized modes. Identifies priority pedestrian corridors and existing and proposed bicycle routes.

Table 4-1: Policy Framework Summary

Plan	Plan Outcomes
City of Auburn: ADA Transition Plan (2009, draft 2019)	Outlines design standards for pedestrian facilities and the City's intended response requirements for new projects.
City of Auburn: Complete Streets Policy (Chapter 12.06; 2019)	Outlines policies that enable the City to be eligible for Washington State Complete Streets Grant Program.
Sound Transit 3 and King County Regional Trails Connections Study (2015)	Provides a list and descriptions of key connections between the regional trail system and major transit stations in Renton, Kent, and Auburn.

4.2.2 Downtown Kent to East Hill Routing

The METRO CONNECTS vision proposed routing for the RapidRide I Line corridor on James Street between the Kent Transit Center and the East Hill neighborhood of Kent. As part of continued planning for the Project, Metro's Service Planning division coordinated with the RapidRide I Line team to assess ways to optimize service performance, safety, and reliability. The two pathways considered are illustrated on Figures 4-2 and 4-3.

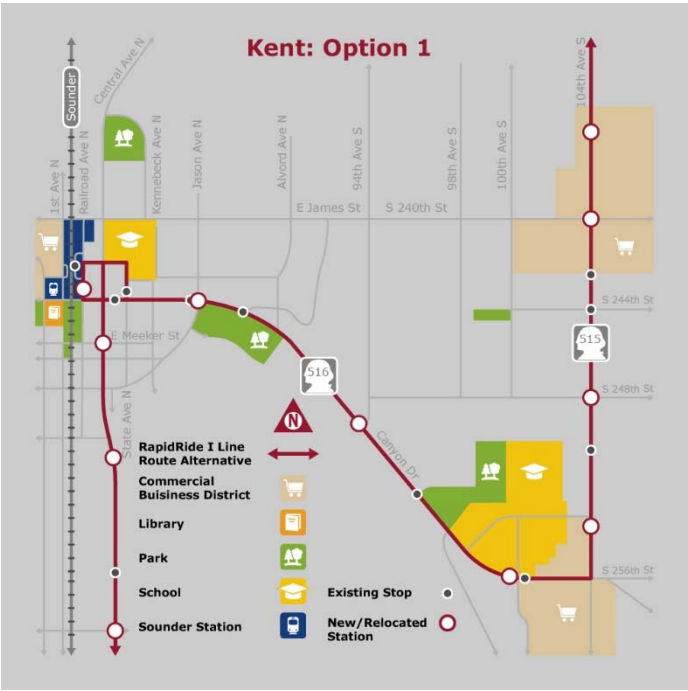


Figure 4-2: Downtown Kent Pathway Option 1 Summary

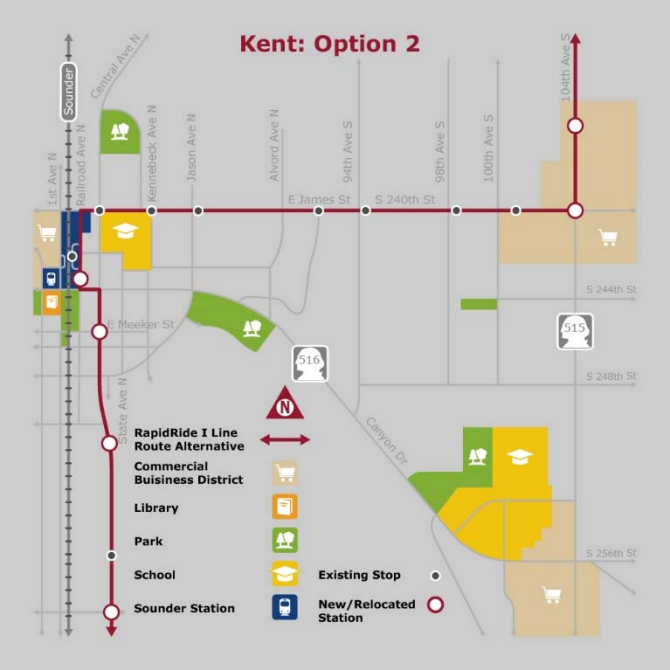


Figure 4-3: Downtown Kent Pathway Option 2 Summary

The two pathways were assessed based on technical considerations of existing ridership, travel times, land use, and destinations served, as well as equity and social justice measures. The decision process included technical coordination with the City of Kent and community engagement activities.

The Canyon Drive pathway carries 19 percent of Route 169's total boardings. The Canyon Drive pathway requires a longer travel time than James Street, but serves an existing high ridership segment of Route 169 and provides access to significantly more community assets, households, and employers. While the James Street pathway provides a more direct pathway with a shorter travel time and a lower operating cost, it bypasses key community assets and destinations.

The City of Kent has indicated strong support for an alignment on Canyon Drive because of access to community assets, lower grades for weather event operations, and plans for future transit-oriented development on the Kent East Hill.

The Canyon Drive pathway received slightly more support than James Street in the Project's Phase I survey. Additionally, it was recommended by the Mobility Board as the preferred RapidRide I Line pathway. The Mobility Board prioritized serving key destinations on the Kent East Hill and believed that outweighed the benefits of a faster trip for through riders.

The preferred pathway for the RapidRide I Line is on Canyon Drive. The Canyon Drive pathway serves a dense, high-ridership corridor with housing, employment, and community assets. Furthermore, investing in this pathway prioritizes access to frequent high-capacity transit for residents of an area with higher concentrations of people of color, low-income people, and people with limited English speaking than the King County average.

4.2.3 Auburn Way and I Street Pathway Analysis

Two proposed RapidRide I Line pathways in the City of Auburn were evaluated between S 277th Street and 15th Street NE: Option 1) Auburn Way Pathway and, Option 2) I Street Pathway. Providing service along the METRO CONNECTS preferred Auburn Way pathway was selected for the I Line pathway. Both pathways were evaluated using the performance measures and evaluation approaches that reflect the RapidRide I Line goals. Both pathways have similar ridership because they have similar land uses within their walksheds. The Auburn Way Pathway would provide a faster travel time and enhance service legibility.

4.2.4 Downtown Auburn

METRO CONNECTS proposed a pathway on Auburn Way, Main Street, Auburn Avenue, and 2nd Street W. The preferred pathway would use Auburn Way and 2nd Street. This pathway preference simplifies the pathway structure while still serving similar major downtown Auburn destinations.

4.2.5 Downtown Renton

METRO CONNECTS assumed a future project in the City of Renton that would convert S 2nd Street and S 3rd Street from one-way to two-way operations. This improvement is not anticipated to be constructed by opening year; the preferred pathway would maintain one-way transit operations on the couplet.

METRO CONNECTS proposed a pathway through the Rainier Avenue S and S Grady Way intersection. The preferred pathway would connect through and serve the South Renton Park and Ride using S 7th Street and Lake Avenue S.

5 Capital Costs

The estimated capital cost for the LPA is $130 million in 2019 dollars. It includes:

- Passenger facilities and amenities
- Corridor treatments (roadway and signal investments)
- Access to transit improvements
- Vehicle costs

5.1 Funding Plan

Metro has developed a funding plan to advance the RapidRide I Line project, which will seek a combination of local, regional, and federal sources, as outlined in Table 5-1.

Table 5-1: LPA Funding Sources

Funding Source	Amount
Metro and Local Funding Partners (secured)	$61 M
FTA Small Starts Grant	$56 M
TOTAL	**$117 M**
Non-Capital Fleet (secured)	$13 M

M = million

6 Project Information and Contact

For project updates and community engagement opportunities, please see the project page at https://rapidrideiline.com

For questions or more information please contact Greg McKnight, Project Manager, gmcknight@kingcounty.gov or (206) 477-0344.

7 References

King County Metro Transit (Metro). 2016. *METRO CONNECTS Long-Range Plan*. http://www.kcmetrovision.org/view-plan/. Adopted January 2017.

King County Metro Transit (Metro). 2018. *Metro 1033 Corridor Report*.