RapidRide

King County Metro

RapidRide Prioritization Plan


Results Overview
July 2024

Background and Context

- Prioritization Plan is required by the ordinance adopting Metro Connects in 2021

- Metro Connects developed a programmatic approach for identifying future RapidRide lines

- This study will prioritize candidate corridors for RapidRide as part of the interim network (2039)

- R and K will be completed before developing candidate corridors as RapidRide lines

- Metro will continue to make service and capital improvements in addition to future RapidRide lines

RapidRide   King County METRO

Study Purpose

- Study candidate corridors in-depth

- Gather feedback from stakeholders (Equity Cabinet, RTC, municipalities)

- Establish a framework for prioritizing future lines

  - Lead with equity and sustainability

  - Group candidates by tier

RapidRide — Link
RapidRide Candidate — Sounder
— Other Transit
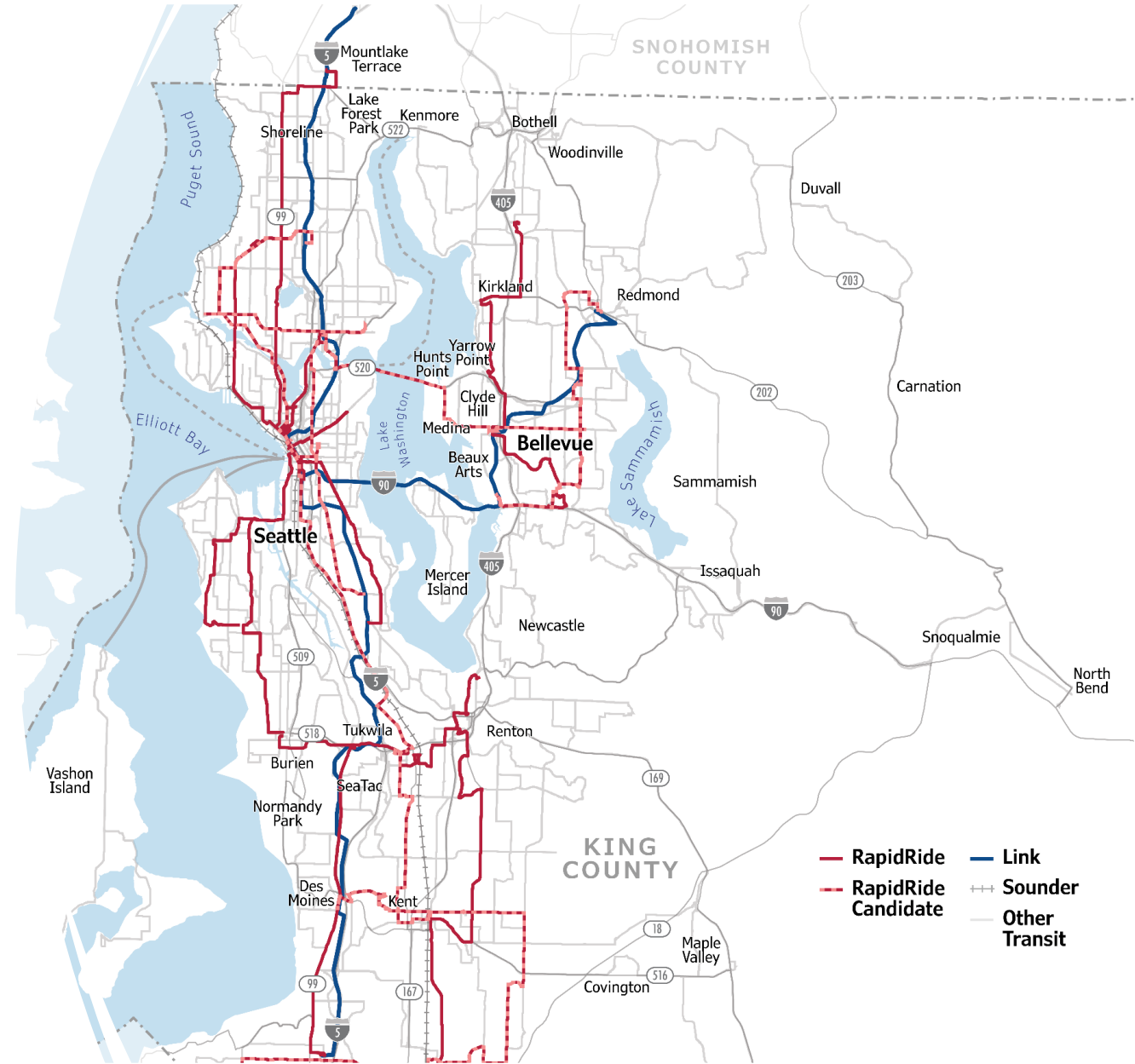
Tier Sizing

- **Tier 1** size is based on estimated Metro project delivery capacity, funding projections, and is consistent with current pace of RR delivery

- **Tier 2** routes would be prioritized next if additional capacity to deliver and funding becomes available

- **Tier 3** routes remain as long-term candidates, but not part of interim network

Tier Sizes:
- Tier 1 – two routes
- Tier 2 – three routes
- Tier 3 – three routes

RapidRide   King County METRO

Candidate Corridors

- Eight candidates
  - Six new lines
 - Two modifications and extensions of current B Line

RapidRide   King County METRO
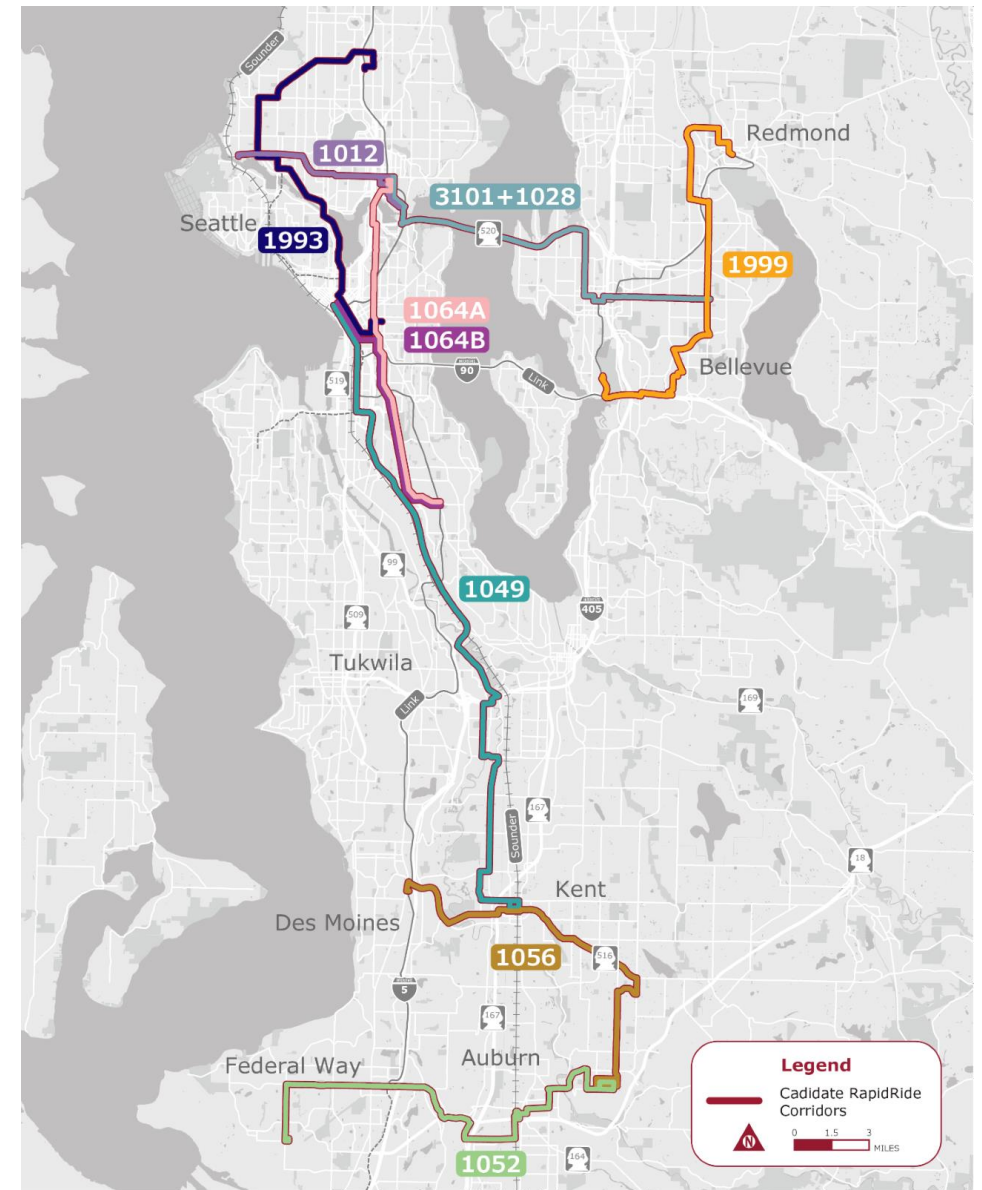
Candidate Corridors

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
1064	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	B Line and 226	Redmond, Overlake, Crossroads, Eastgate
3101+1028	Modification and Extension	B Line and 271	Crossroads, Bellevue, U. District

RapidRide King County METRO
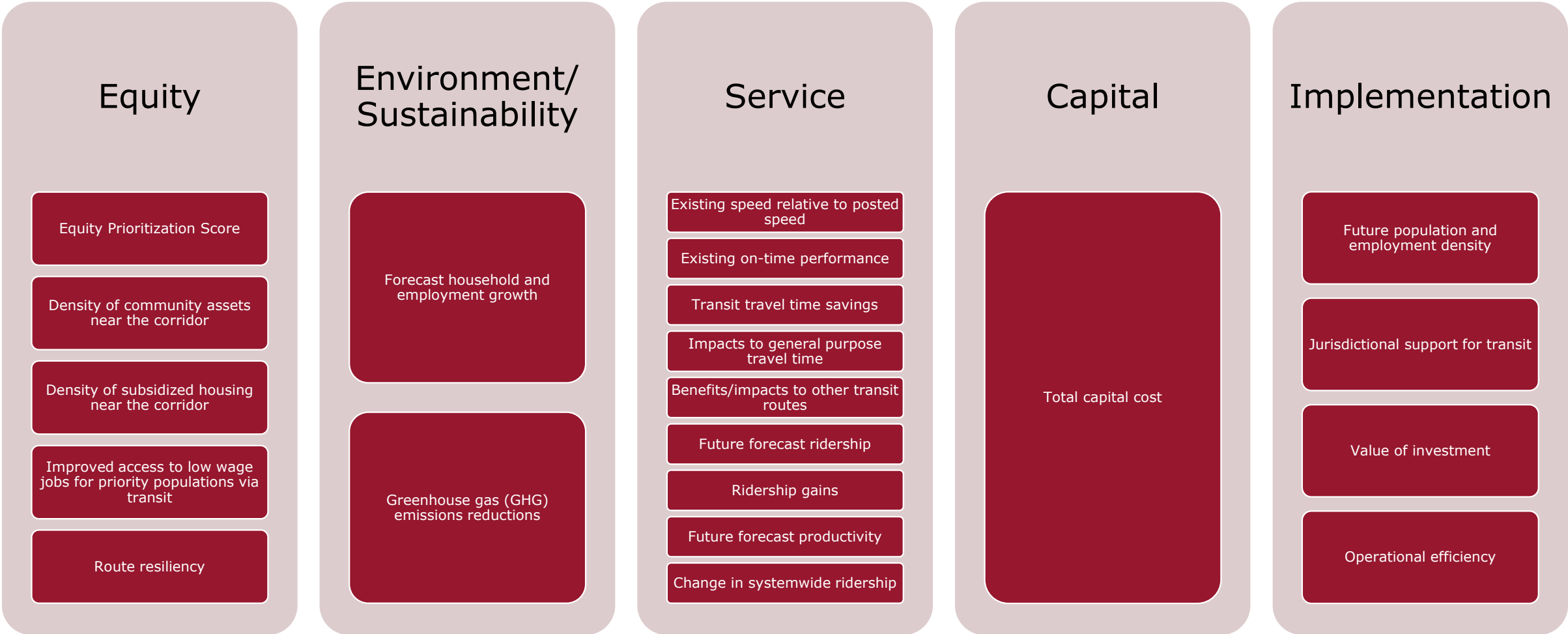
Corridor Studies

- Developed a proposed concept for each study corridor that would increase to RapidRide Standards for:

  - Service levels (span and frequency)

  - Stop spacing

  - Travel time savings

  - Transit Lanes

- Jurisdictions with candidate route(s) were provided opportunity to review corridor study for feasibility and provide input

Example travel time savings (Route 150)
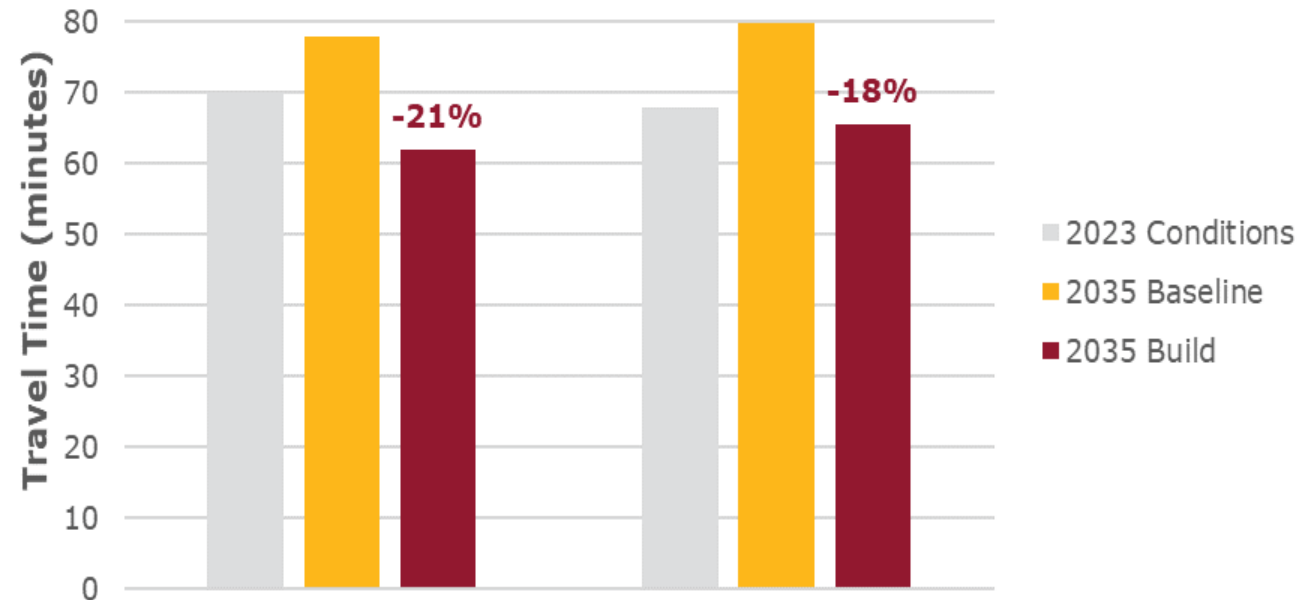
The RapidRide standard is for a travel time reduction of 15-30%

RapidRide   King County METRO

Prioritization Framework: Evaluation Measures

Equity

- Equity Prioritization Score
- Density of community assets near the corridor
- Density of subsidized housing near the corridor
- Improved access to low wage jobs for priority populations via transit
- Route resiliency

Environment/Sustainability

- Forecast household and employment growth
- Greenhouse gas (GHG) emissions reductions

Service

- Existing speed relative to posted speed
- Existing on-time performance
- Transit travel time savings
- Impacts to general purpose travel time
- Benefits/impacts to other transit routes
- Future forecast ridership
- Ridership gains
- Future forecast productivity
- Change in systemwide ridership

Capital

- Total capital cost

Implementation

- Future population and employment density
- Jurisdictional support for transit
- Value of investment
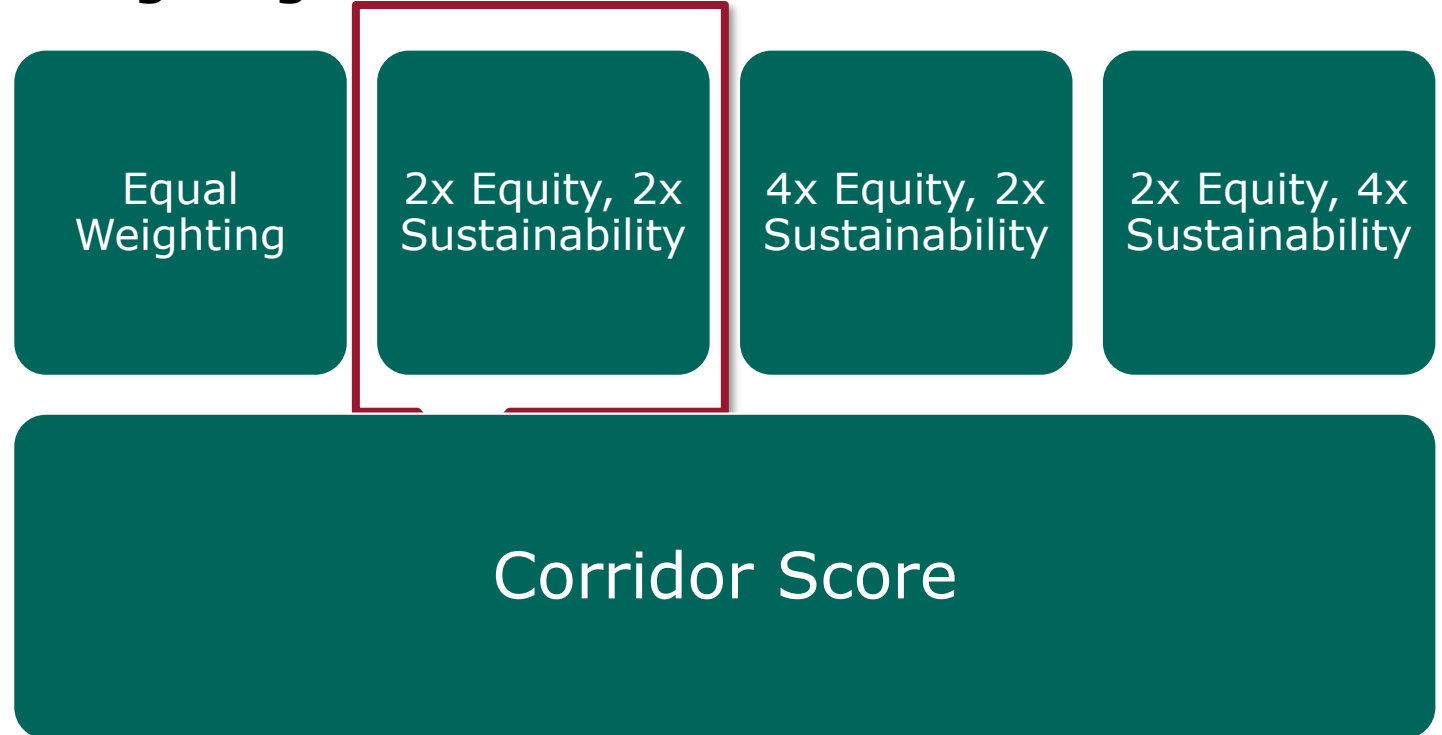- Operational efficiency

RapidRide King County METRO

Sensitivity Testing and Recommended Weighting

- 2x equity and 2x sustainability aligns with leading with equity and sustainability, consistent with King County's values

- 4x equity and 2x sustainability does not change tiering

- Tiering is relatively similar across weighting schemes

Weighting Schemes

| Equal Weighting | 2x Equity, 2x Sustainability | 4x Equity, 2x Sustainability | 2x Equity, 4x Sustainability |

Corridor Score

RapidRide   King County METRO

Corridor Scoring by Weighting Approach

Corridor	Routes	Equal Weights	2x Equity 2x Sustainability	4x Equity 2x Sustainability	2x Equity 4x Sustainability
1064B	36	73	72	73	69
1049	150	71	72	69	76
1064A	36 and 49	61	58	58	54
1012	44	61	54	53	46
1993	40	59	59	58	62
3101+1028	B Line and 271	57	57	54	60
1056	165	48	50	51	52
1052	181	43	45	47	44
1999	B Line and 226	38	37	38	36

RapidRide · King County METRO

Resulting Tiers

Tier 1	
Corridor 1049 Route 150	Corridor 1064 Route 36

Tier 2		
Corridor 1012 Route 44	Corridor 1993 Route 40	Corridor 3101+1028 B Line / Route 271

Tier 3		
Corridor 1052 Route 181	Corridor 1056 Route 165	Corridor 1999 B Line / Route 226

Note: Route 36/49 is removed from tiering with Route 36 as preferred option with its higher scoring

RapidRide   King County METRO

RapidRide and the Service Network

- RapidRide is Metro's highest level of investment

- Metro is continuing to make improvements in other services (frequent, local, & express routes)
  - Restructures and service restoration
  - Bus stop improvements
  - Speed & reliability improvements

- The service network looks to integrate with high capacity regional system (Link, Stride, etc.)

Questions?