Puget Sound Regional Council

Funding Application

Competition	Regional FHWA
Application Type	Corridors Serving Centers
Status	submitted
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Prepopulated with screening form?	Yes

Project Information

1. **Project Title**
   RapidRide K Line Project
2. **Regional Transportation Plan ID**
   5676
3. **Sponsoring Agency**
   King County Metro
4. **Cosponsors**
   N/A
5. **Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**
   Yes
6. **If not, which agency will serve as your CA sponsor?**
   N/A

Contact Information

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Project Description

1. **Project Scope**
   RapidRide K Line will operate between the Kirkland Totem Lake Regional Growth Center and the Eastgate Park and Ride in Bellevue with service starting in 2030. This new RapidRide Line will replace portions of Metro routes 239, 250, 255 and 271. The K Line will provide service to designated regional and local growth centers including the Kirkland Totem Lake Regional Growth Center, Kirkland Downtown Regional Growth Center, South Kirkland Park & Ride, Bellevue Regional Growth Center, Bellevue College, and Eastgate Park & Ride. The K Line will also connect to the existing RapidRide B Line as well as Sound Transit's planned I-405 BRT and East Link light rail. RapidRide K Line will meet an important need for improved north-south

transportation options in east King County.

Proposed improvements include construction of bus lanes, queue jumps, turning restrictions, bus bulbs, signal timing optimization, bus stop spacing management, transit signal priority, turn lanes, traffic channelization improvements, new RapidRide stations, and layover improvements to enhance bus operations. These improvements will provide faster travel times, improve on-time reliability, and safer more convenient access to destinations and transit centers served across the entire 18 mile corridor. The project will also improve nonmotorized access to transit along the K Line corridor by adding sidewalks, an off street pathway, bike lanes, high-visibility crosswalks, improved lighting, enhanced signing, pavement markings, pedestrian median refuge islands, and rapid flashing beacons. This request is for the design and engineering phase of the project.

2. **Project Justification, Need, or Purpose**
   The project is related to the following conditions and desired outcomes:

   1. Meet increased demand for high frequency BRT service.
   The RapidRide K Line corridor is one of Metro's most productive suburban transit corridors. Routes 239. 250 255 and 271 which will be revised or consolidated into the RapidRide K Line, are high ridership routes with over 8,500 average weekday trips. Existing routes serving the corridor are currently not providing the service frequency, schedule reliability and operating hours needed to meet mobility needs within the corridor. Ridership on the corridor is forecasted to increase to more than 10,900 average weekday trips when RapidRide service starts in 2030 and 14,300 average daily trips by 2040.

   2. Meet forecasted demand to connect to High Capacity Transit (HCT) services.
   This proposed project will help ensure that the RapidRide K Line will meet the need for riders to connect RapidRide B Line service and to new Sound Transit East Link and I-405 Stride BRT services.

   3. Serve areas experiencing high population and employment growth.
   Kirkland and Bellevue are expected to grow tremendously over the next two decades in both population and employment. This growth will increase transportation demand within and between the cities and their designated regional, countywide, and local growth centers which include major destinations such as Bellevue College, Downtown Bellevue, Downtown Kirkland, Google's Kirkland Urban Campus, and Kirkland's Totem Lake subarea. The project will also provide improved transit access and mobility to priority equity (EFA) populations living and working along the RapidRide K line corridor and the transit routes that will connect to it.

   4. Improve transit service reliability, frequency and speed.
   Providing frequent, fast, and reliable BRT service to regional destinations served by the corridor will better serve existing riders and attract new riders.

   5. Reduce congestion, diesel pollution and greenhouse gas emissions.
   Congestion in the project corridor and the parallel I-405 corridor has a significant impact on transit speed and reliability. These corridors experience severe traffic congestion impacting transit operations during peak periods. This project will improve transit travel speed by reducing or eliminating congestion points, attracting new riders and helping take vehicles off congested roads and highways. There is significant levels of diesel air pollution in the project area. According to the WA Environmental Health Disparities Par, most areas of the project corridor ranked between 7-10 in diesel exhaust PM2.5 pollution and disproportionate impacts. Reducing vehicle trips (VT) and vehicle miles traveled (VMT) by single-occupant vehicles reduces tailpipe pollution and greenhouse gas emissions. See Attachment 8.

   6. Improve traffic safety for all users
   The project will improve transit access by removing barriers, improving arterial crossings, and correcting substandard infrastructure to increase nonmotorized access and safety to RapidRide K Line stations. It will also implement traffic engineering solutions to improve traffic safety and reduce delay including channelization improvements and added turn lanes.

Project Location

1. **Project Location**
   RapidRide K Line, serving Kirkland and Bellevue traveling on arterials including 145th Pl SE, 116 Ave SE and NE, 108th Ave BE, NE 85th St, and 124th Ave NE
2. **Please identify the county(ies) in which the project is located. (Select all that apply.)**
   King
3. **Crossroad/landmark nearest the beginning of the project**
   Totem Lake Transit Center

4. **Crossroad/landmark nearest the end of the project**
   Eastgate Park-and-Ride
5. **Map and project graphics**
   Attachment_1.pdf

Local Plan Consistency

1. **Is the project specifically identified in a local comprehensive plan?**
   Yes
2. **If yes, please indicate the (1) plan name(s), (2) relevant section(s), and (3) page number(s) where the relevant information can be found.**
   King County Comprehensive Plan (2022) Policies found on pages 8-9 and 8-13:

   • T-101 King County should provide a system of transportation services and facilities that offers
   travel options to all members of the community.

   • T-101a King County should seek to ensure that its system of transportation services and facilities serves the mobility needs of disadvantaged communities and people with limited transportation options, including people of color, low income communities, people with limited English proficiency, immigrant and refugee populations, students, youth, seniors, and people with disabilities.

   • T-103 In striving to meet the growing need for transportation services, King County shall seek to
   maximize the efficiency and effectiveness of its services, infrastructure and facilities.

   • T-204 King County should support local and regional growth plans and policies by focusing transit services on centers and other areas of concentrated activity.

   Metro Strategic Plan for Public Transportation 2021-2031 Objectives:

   • Invest in and measure the outcomes of services, programs, and improvements in geographic areas, at times of day, and within priority populations where there are unmet needs. Lead with racial justice. (p. 6)

   Reduce demand for single occupant and high-emissions transportation modes and increase transit ridership. (p. 6)

   • Help King County achieve its GHG emissions reduction and other climate goals through Metro’s
   operations.; (p. 6)

   Increase awareness, use, and accessibility of mobility options, emphasizing priority populations.
   (p.10)

   Make improvements to enhance transit speed and reliability, and support jurisdictions in doing so. (p. 11)

   Expand RapidRide in accordance with Metro Connects. (p. 13)

   METRO CONNECTS (2021) Recommendations:

   RapidRide K Line designated as part of the future RapidRide networks (p. 27 and 28)
   City of Bellevue Comprehensive Plan (2019)

   RapidRide K Line will serve Priority Bus Corridors identified by the City of Bellevue (Map TR-5, p.176)

   Bellevue’s Downtown Subarea Plan:

   S-DT-138.3 - Implement transit speed and reliability improvements along Downtown transit priority corridors where there is a demonstrated benefit to transit passengers and overall mobility. (pg. 108)

   Bellevue’s Comprehensive plan (draft 2024 update):

   HO-18 Promote housing density, choice, and affordability in areas served by the frequent transit network, businesses serving the community’s day-to-day needs, and significant

nodes of employment.

HO-42 Recognize the connection between housing cost burden and mobility cost, and work to provide affordable housing in areas served by the frequent transit network.

TR-3 (TR-4) Incorporate transit-supportive and pedestrian-oriented design features in new development through development review.

TR-61 (TR-68) Support planned growth and development with a bold transit vision that provides efficient, useful, attractive service for most people, to most destinations, most of the time, serving maximum ridership.

TR-62 (TR-69) Work with transit providers to enhance a frequent transit network that provides connections within Bellevue, to the greater Eastside, and to regional destinations.

TR-63 (TR-70) Support a frequent transit network in Bellevue that serves transit mobility hubs and population and employment centers with reliable commuter and all-day service and seamless interface between transit routes, East Link, and other modes.

TR-68 (TR-77) Work with transit providers to maintain and expand frequent and reliable transit service in Bellevue to support community needs, the city's land use plans and mode share targets.

TR-69 (TR-78) Implement infrastructure and technology to support reliable transit arrival time and travel speed along the Frequent Transit Network between Activity Centers.

TR-70 (TR-80) Identify and preserve necessary right-of-way for transit facilities in collaboration with transit service providers.

TR-76 (TR-88) Work with transit providers to ensure that high capacity transit service supports Bellevue's role as a Regional Growth Center with frequent, reliable transit service to population and employment centers within the city, and providing direct transit connections to Eastside
cities and the region.

TR-77 Collaborate with transit service providers to expand high capacity transit to advance the city's long-term transportation and land use objectives, minimizes environmental and residential impacts, and optimizes regional system ridership and performance.

TR-80 Support plans by transit service providers to connect Bellevue, Seattle, Kirkland and Issaquah with high-capacity transit service that optimizes convenience for riders.

TR-81 Collaborate with transit service providers to plan for and implement high capacity transit service within Bellevue in a manner that advances the adopted land use vision.

UD-19 (UD-46) Encourage site and building designs that integrate transit passenger amenities support and provide convenient connections with to existing or planned transit facilities

LU-29 Provide walking and bicycle routes in the and to light rail and bus rapid transit station areas that are accessible, safe and convenient, and that connect to destinations, transit and surrounding bicycle and pedestrian networks.

City of Kirkland Comprehensive Plan (2015) (Unless denoted, the following policies are included as part of Kirkland's Municipal Code located here https://www.codepublishing.com/WA/Kirkland/)

Policy T-3.1 Plan and construct an environment supportive of frequent and reliable transit service
in Kirkland

Policy T-7.2 Establish commitments from transit providers to provide high quality transit service in exchange for land use and transportation commitments that support transit. Partner with King County Metro to meet mutual interests.

Kirkland's Greater Downtown Kirkland Urban Center Plan (2019)

Policy RH 7 Focus commercial and mixed use development in the following locations:

• In the NE 85th Street corridor, close to existing or planned high capacity transit, utilizing both the new Sound Transit I-405 Bus Rapid Transit Station at the NE 85th Street/ I-405 freeway interchange and future business access and transit (BAT) lanes along NE 85th Street as a catalyst for expanded transit oriented development in the Rose Hill Business District.

Policy RH 24 Establish the parameters of future transit oriented redevelopment in RH 1, 2 and 3 in a Transit Station Area Plan that coordinates land use, transportation, economics and urban design, elements in partnership with Sound Transit, King County Metro, and WSDOT. The initial stages of the Transit Station Area Plan should establish the full boundaries of the station area to fully integrate the station with the surrounding land uses.

Kirkland's Totem Lake Business District Plan (2015)

TL-1.1 Ensure that new development meets minimum development intensity thresholds required within the Urban Center.

TL-1.2 Support the Urban Center as a primary location for added growth to foster a vibrant mixed use environment in the day and evening.

Policy TL-35.1: Encourage new transit-oriented development that:

● Provides a mix of housing, offices, shops and services at the Park and Ride site.
● Provides for affordable housing.
● Establishes standards for high-quality site and building design.
● Maximizes the effectiveness of transit-oriented development through supporting necessary densities, expanding opportunities for retail and other uses, reducing the need for parking, and mitigating traffic, visual, noise and other impacts.
● Ensures that transit operations remain efficient and are enhanced as appropriate.

Kirkland Transit Implementation Plan (2019)

The plan recommends expanding Metro's RapidRide network to include Route 1027 the identification number of the RapidRide K Line (pg. 10)

3. **If no, please describe how the project is consistent with the applicable local comprehensive plan(s), including specific local policies and provisions the project supports. In addition, for a transit project please describe how the project is consistent with a transit agency plan or state plan.**
   N/A

Federal Functional Classification

1. **Functional class name**
   00 Not applicable (transit, enhancements, Etc.)

Support for Centers

1. **Describe the relationship of the project to the center(s) it is intended to support. Identify the designated regional growth or manufacturing/industrial center(s) and whether or not the project is located within the center or along a corridor connecting to the center(s).**
   The project is located within and connects the Kirkland Totem Lake, Kirkland Greater Downtown, and Bellevue Downtown regional growth centers. It also located within and connects the Bellevue's BelRed, Wilberton/East Main, Crossroads and Eastgate countywide growth centers; and Metro designated local centers of Lake Washington Institute of Technology, South Kirkland Park & Ride, Bellevue College, Eastgate Park & Ride, and Kirkland Transit Center.

Identification of Population Groups

1. **Using the resources provided in the Call for Projects, identify the equity populations (i.e. Equity Focus Areas (EFAs)) to be served by the project with supportive data. PSRC's defined equity populations are: people of color, people with low incomes, older adults, youth, people with disabilities, and people with Limited English Proficiency.**
   The project will provide improved transit access and mobility to EFA populations living and working along the RapidRide K line corridor. This includes People with Low Incomes (21-25% above the regional average 20.7%), People with Disabilities (12-14% above the regional average 11%), People with Limited English Proficiency (10-21% above the regional average 8.5%), Youth (Age 5-17) (15-18% above the regional average 15.4%), Older Adults (65+) (14-16% above the regional average 13.4%), and People of Color (47-62% above the regional

average 35.9%).

According to PSRC's EFA map, EFAs with People of Color, People with Disabilities and People with Low Incomes are more generally located adjacent to the RapidRide K Line corridor within the City of Bellevue. EFAs with Older Adults, Youth and People with Limited English Proficiency are more widespread along the entire length of the proposed K Line project corridor. The PSRC defined EFAs are very similar to Metro's "Priority Populations" which Metro's uses to establish and evaluate route target service levels.

2. **Further identify the MOST impacted or marginalized populations within the project area. For example, areas with a higher percentage of both people of color and people with low incomes, and/or other areas of intersectionality across equity populations. These intersections with equity populations may also include areas with low access to opportunity, areas disproportionately impacted by pollution, etc.**
   There are multiple EFAs with intersectionality across equity populations within the project corridor. These include People with Low Incomes that are also People with Disabilities, Youth, Older Adults, People of Color, and People with Limited English Proficiency. In several US Census Tracts along the project corridor there is full intersectionality with all of these EFAs combined.

Criteria: Development of Regional Growth and/or Manufacturing / Industrial Centers

1. **Describe how this project will support the existing and planned housing and/or employment densities in one or more regional growth and/or manufacturing/industrial centers.**
   The RapidRide K Line project will support existing and planned housing and employment densities in the three regional centers it serves by providing both greater transit operational efficiency, safer and more convenient access to transit, faster and more reliable transfers connections to other HCT services, and increased mode shift to transit,

   The RapidRide K Line corridor serves some of the most significant residential housing and employment density in the region. Nearly 85,000 residents and 237,500 employees are located within a 10-minute walk (approx. ½ mile) of the corridor, a majority located within designated growth centers. The designated regional growth centers served by the K Line project will continue absorbing a significant share of East King County's population and employment growth through increased land use densification. PSRC 2050 forecasts data estimates over 126,000 residents and 205,500 employees located within 1/2 mile of the corridor's planned stations by 2050. Achieving these forecasts is dependent on realizing city and county comprehensive plan and subarea goals supported by plan policies, zoning designations and recommended transportation improvements, including implementation of the RapidRide K Line. Please see project letters of support in Attachment 2.

2. **Describe how the project will support the development/redevelopment plans and activities of the center.**
   PSRC's VISION 2050 includes a goal of 65% of the region's population growth and 75% of the region's employment growth to be located in designated regional centers and within walking distance of high-capacity transit (HCT), like the RapidRide K Line. A compact mix of land uses and employment development within growth centers supports an environment conducive to increased transit ridership and lower auto ownership and use rates. Transportation impacts are often a significant growth related concern and constraint to the viability of new development and redevelopment. The proposed K Line project provides reliable high capacity transit service which can shift transportation demand from SOV travel to transit trips. Metro's experience demonstrates that, on average, RapidRide service increases ridership 50% compared to the routes they replace, measured five years after implementation.

   The cities of Bellevue and Kirkland have included goals and policies in their comprehensive and subarea plans that recommend and tie dense transit-oriented development to supporting nonmotorized improvements and high frequency transit to help meet these goals within their jurisdiction's regional centers. The proposed K Line project will provide additional transit service capacity, travel mobility, improves nonmotorized access and will increase the project corridor's person carrying capacity to support development and redevelopment activity in these centers.

   The Bellevue Downtown Regional Growth Center is a major employment and residential center in King County and serves as a large activity hub for the greater Eastside. The proposed RapidRide K Line would travel through the Center, making connections at the Bellevue Transit Center with RapidRide B Line, ST's East Link LRT and Stride BRT, and local Metro routes. Bellevue' Downtown Plan vision is "…a dense, mixed-use urban center that has

a high pedestrian orientation and range of complementary land uses." In its 2024 draft Comprehensive plan update, the city specifically recommends the development of the RapidRide K Line as important to achieving City land use goals and objectives. Forecasted center growth through 2050 will be substantial, with population increasing from 15,650 (2022) to 74,473 (2050) and employment increasing from 51,070 (2022) to 103,361 (2050) or roughly half of the city's future employment and residential growth (source PSRC).

Kirkland's Downtown Regional Growth Center includes the City's CBD, a historic neighborhood, the area surrounding the I-405/NE 85th Street ST STRIDE BRT station planned to redevelop higher density residential and commercial growth, and nearby areas with existing or planned higher commercial and residential density. Growth through 2050 will be considerable, with population increasing from 6,170 (2022) to 9,908 by 2050 and employment increasing from 14,400 (2022) to 19,390 by 2050 (source PSRC).

The Kirkland Totem Lake Regional Center is a significant location of activity that provides a substantial portion of Kirkland's jobs and sales tax revenue. RapidRide K Line service will expand high-quality transit service between the center and other growth centers on the Eastside. Significant development and redevelopment with transit supportive land use densities are planned. The center's population is forecasted to increase from 6,170 (2022) to 15,974 (2050) and employment growth from 14,400 (2022) to 38,027 (2050) (source PSRC). As part of the City's Comprehensive Plan Update 2044, the City is studying how to encourage more housing near existing and planned future transit, and potential density increases in existing neighborhood commercial-oriented sites along transit corridors.

3. **Describe how the project will expand access to high, middle and/or living wage jobs for the Equity Focus Areas (EFAs) identified above.**

   This project will provide improved transit access, mobility, and economic sustainability to EFAs identified above and located within the RapidRide K Line corridor. High capacity transit service supports local and regional economic development goals and activities within growth centers and along connecting corridors increasing employment opportunity. King County Metro has prioritized the RapidRide K Line for early implementation to help King County meet its social equity and environmental justice goals identified in the County's Equity and Social Justice Strategic Plan.

   There are approximately 237,500 jobs within a 10 minute walk of the RapidRide K Line corridor, including jobs whose employees travel from residential locations outside of the RapidRide K-line service area. Project improvements will reduce transit delay, increase service reliability, decrease wait time for timed transfers to/from other transit routes/services, and provide safer more convenient access to transit within the corridor. These improvements will support existing and future EFA workers seeking increasing employment opportunities. High capacity transit service such as RapidRide also reduces the cost burden of transportation by making car ownership optional rather than required to meet the needs of daily life.

4. **Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted regional economic strategy. In addition, describe how the project supports a diversity of business types and sizes within the community.**

   Consistent with a foundational goal of PSRC's 2017 Amazing Place Regional Economic Strategy of "Ensuring residents have access to family wage jobs and employers have access to world class talent", this project would provide a new high-capacity transit access to jobs from the industry clusters identified in the plan such as Business Services, Life Sciences & Global Health, and Information & Communication Technology. PSRC's Amazing Place Economic Strategy references the link between the region's vitality and a healthy transportation system, and the positive relationship between industry and transit is referenced in numerous other regional and local planning documents.

   The RapidRide K Line will provide a faster, more reliable ride to substantial employment, education, and training opportunities in the region including Microsoft Corp. Headquarters, Evergreen Health, Google Campuses, and Bellevue Community College. Many people currently travel from residential neighborhoods along the K Line corridor to jobs, education, and other services on the eastside, in Seattle and in south Snohomish County. I-405 is a heavily congested highway corridor providing a key access route for people traveling to jobs and services while also acting as a regional bypass for long haul vehicle and truck trips traveling through the region. Significant land use changes and job growth in Downtown Bellevue and Kirkland, and newly developing areas of Bellevue east of I-405 continue to increase travel pressures and congestion in the corridor.

   Adding a new RapidRide service with extended service hours will help improve the economic viability and sustainability of the region. The K Line will operate primarily in a north-south direction running parallel to I-405 and serve as a reliable feeder for people connecting to ST's Eastlink Link, ST's I-405 Stride BRT, and Metro RapidRide B Line to reach employment and training opportunities throughout the region, ensuring a competitive pool of workers.

RapidRide's extended service hours increase access to jobs in industry clusters such as tourism and other service sector jobs that typically work off-peak shifts.

Providing improved transit efficiency between housing and employment, reduces household transportation costs and increases the person-carrying capacity of our congested regional transportation system. A key strategy to reduce household transportation costs is the successful implementation of sustainable transit oriented developments (TOD) which can reduce auto dependence. While local land use zoning and plans dictate the viability and location of TODs, improved high frequency/capacity transit service and infrastructure is an essential ingredient to support TODs. This project supports TOD planning and development within regional and local centers in Bellevue and Kirkland along the RapidRide K Line corridor.

5. **Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users and the movement of freight.**

   The project will help meet the travel needs of an increasing number of commuters and residents living, working, seeking services, shopping and recreating within the corridor and the larger region.

   - Commuters will have fast, reliable, safer and more affordable transportation to worksites and commercial areas within and between multiple regional, countywide and local growth centers.

   - Residents, including EFA populations will have faster, more reliable and safer transit access to a broader range of housing types including multifamily developments and senior apartment complexes, employment and training opportunities, shopping and commercial services, medical and human service resources, and recreation destinations. The project will reduce travel time and delays by decreasing average bus trip travel times within the K Line corridor by 13-25 minutes per trip, reducing transfer wait times, and extend the range of destinations constrained by travel time.

   - Commercial users will benefit from improved general purpose traffic flow and reduced conflicts with buses from speed and reliability treatments such as improvements to traffic signal timing and improved channelization.

   - Faster, more reliable and easier access to BRT service will result in increased transit ridership 15% - 30%, higher corridor person throughput, fewer SOV's on congested arterial and highways, better transfer experiences for riders, safer active transportation access, and improve traffic flow and congestion along the RapidRide K Line corridor which will benefit all travelers on the corridor.

   - The longer daily service span associated with RapidRide service, increased daily frequencies, improved schedule reliability (with real time signage), and distinctive RapidRide color and facility identification also benefits all user groups including visitors, increasing transit's utility as an attractive alternative to SOV travel.

Criteria: Mobility and Accessibility

1. **Describe how the project improves mobility and access to the center(s), such as completing a physical gap, providing an essential link in the transportation network for people and/or goods, or providing a range of travel modes or a missing mode.**

   The project provides a missing and essential link in the HCT network. It will do this by providing a needed high frequency, high capacity transit (HCT) service connecting three designated regional growth centers, four designated countywide centers and numerous local centers that doesn't exist today. These centers are forecasted to absorb a substantial share of the region's population and employment growth. The project will improve the person carrying capacity of the K line corridor by increasing transit and general purposed traffic operational efficiency and reducing delay, providing faster and more reliable transfer connections to other HCT services, increasing access, mobility, and mode shift to transit.

   The project will also complete missing gaps in the nonmotorized system in the immediate corridor vicinity including sidewalks, bike routes, and at street crossings, increasing nonmotorized safety, improving access to transit and extending the range of trip lengths for people who walk and roll.

   The Cities of Bellevue and Kirkland are experiencing tremendous growth and opportunity, which is projected to continue into the next two decades. The existing transportation system, developed mainly to supporting auto travel, will not be able to support this growth without HCT investments, like the RapidRide K Line to increase transit mode share and accommodate increased development densities.

2. **Describe how this project supports a long-term strategy to maximize the efficiency of the corridor. This may include, for example, TDM activities, ITS**

improvements, improved public transit speed and reliability, etc.

The proposed project is part of Metro's long-term strategy to invest where needs are greatest to better serve Metro defined equity Priority Populations and maximize the efficiency of transit corridors that connect growth centers. Within the RapidRide K Line corridor, the proposed project will increase transit capacity, frequency, performance, extend service hours, improve nonmotorized safety and transit access, removing congestion delay and safety barriers that slow transit, and increase ridership through mode share shift.

Transit Speed and Reliability Improvements
Speed and reliability projects are intended to reduce travel time variability or delay associated with general purpose traffic, increase transit speeds through congested segments, and to minimize the time penalty buses experience when serving a bus stop. The proposed project implements strategic transit speed and reliability investments to reduce travel time variability or delay associated with general purpose traffic, increase transit speeds through congested segments and bottlenecks, and minimize the time penalty buses experience when serving a bus stop. These include bus lanes, business access and transit (BAT) lanes, queue jumps, and bus stop in lane or bus bulbs. There are 21 arterial segment identified with priority candidate projects would have the greatest impact on reducing delay and improve transit service reliability performance. Please see Attachment 3.

Transit Signal Priority (TSP) Improvements
Based on Metro's level of service and delay criteria, 31 of the 67 signalized intersections on the project corridor are recommended for TSP implementation. Some of the potential TSP locations are dependent on the selection of the preferred K Line route alignment, so the final list of TSP locations will be established once the final route alignment has been adopted. New signal timing plans will be developed and implemented for each TSP intersection along the corridor so that the signal controller can react to TSP requests to provide priority to the bus movements. The timing plans will be based on optimized signal timings for the corridor. In addition, to assist the City of Bellevue in managing traffic conditions, Pan-Tilt-Zoom (PTZ) cameras will be installed at four of the TSP intersections that do not have existing cameras. See Attachment 4 for a list of the TSP intersections.

RapidRide Station Locations
There are 36 RapidRide stations proposed stations proposed along the project corridor. RapidRide stations are larger than a standard bus stop with larger shelters, seating area, better lighting, many with real time information system (RTIS) displaying bus arrival times, and distinctive colors and branding. Locating these stations was based on a set of criteria that included:

- Ridership patterns: Ridership by stop, lift deployments by stop.
- Local context: Land use and zoning, nearby destinations and community assets, and feedback received through stakeholder interviews.
- Future transit network: Future transfer locations based on Sound Transit East Link service and Eastside restructuring.
- Street connectivity: Maximum access shed around proposed station locations.
- Equity: Density of low-income households, people of color, and households without a vehicle.
- Stop spacing thresholds based on RapidRide Standards.

The proposed station locations are in alignment with the limited community engagement conducted to date. Community members support having faster and more reliable service with greater stop spacing and station location near existing destinations, community assets, and transit connections. As funding is identified for the next phase of K Line planning and design, the project team will review proposed station locations with community members to ensure that additional considerations beyond the team's technical analysis inform final station locations. Please see Attachment 5 for maps of proposed RapidRide stations.

TDM Support
The project promotes TDM opportunities by making transit a more attractive option compared to single occupancy vehicles (SOV) driving. There are 70 CTR affected worksite in Bellevue and 13 in Kirkland accounting for over 51,500 employees. In addition, there are currently 29,816 employees enrolled under 126 smaller employers participating in Metro's ORCA Business Programs in the two cities combined. This spring, Metro is planning a direct mailer to businesses for our ST 2 Line Just One Trip campaign in late April/early May. We will be mailing to 7,144 business addresses, 5,315 in Bellevue alone.

The RapidRide K Line will provide a more attractive commuting option compared to SOV travel for employees to many of these worksites located within the project corridor. Metro's robust and innovative TDM programs and pilots, with support from local partner cities, TMAs and nonprofits, will promote the benefits of RapidRide K Line service to employers within the project corridor. As the K Line will connect to other HCT transit services spanning the region, the project will also provide benefits to employees living within the corridor who commute to CTR affected site in other parts of the region.

3. **Describe how the project remedies a current or anticipated problem (e.g.,**

addressing incomplete networks, inadequate transit service/facilities, modal conflicts, the preservation of essential freight movement, addressing bottlenecks, removal of barriers, addressing redundancies in the system, and/or improving individual resilience and adaptability to changes or issues with the transportation system).

Currently, traffic congestion along these routes extends trip times, reduced schedule reliability, causes missed transfers, and has negative environmental impacts. Missing sidewalks, inadequate lighting, gaps in the bicycle network, inadequate arterial crossings, and substandard transit stops threaten the safety of nonmotorized users accessing transit service. These impacts create barriers that push potential transit users to other modes due to the added time, access difficulty and uncertainties of using transit.

The project would address critical traffic bottlenecks and congested corridor segments and safety issues by implementing traffic engineering solutions such as updated traffic signal timing plans, adding transit signal priority, improved channelization, and completing missing sidewalk and bike route links. By updating signals and channelization, traffic bottlenecks can be removed, improving traffic flow for all modes including truck freight traffic using the corridor. Targeted project improvements along the route are intended to provide average travel time savings of 14-26% (10 to 20 minutes per trip). Improving transit stop and stations including added passenger capacity, improved shelters and other amenities including real time travel information increase transit access, passenger protection and comfort.

By increasing transit ridership and mode shift from SOVs, and reducing traffic congestion, RapidRide K line service and infrastructure improvements will increase the corridor's person carrying capacity and resiliency. Improved corridor performance and capacity and will help relieve congestion bottlenecks and segments on parallel corridors such I-405. It will provide a missing HCT link to other HCT services at transit centers and major park and ride lots along the corridor such as RapidRide B Line and ST's East Link and Stride BRT which provide access to other regional centers, such as Redmond Downtown Redmond Overlake, Bothell Canyon Park, Lynnwood, Seattle University Community, and the cluster of four growth centers surrounding the Seattle CBD.

4. **Describe how the project provides opportunities for active transportation that can lead to public health benefits.**

   Studies show that people who ride transit are more likely to get regular physical activity simply by walking to and from transit stops, so access to high quality transit service supports public health goals.

   Proposed project improvements will:

   1) Increase transit ridership, extending public health benefits to a larger segment of the population;

   2) Complete missing gaps in the nonmotorized system in the immediate corridor vicinity including sidewalks, bike routes, and at street crossings, increasing nonmotorized safety, improving access to transit and extending the range of trip lengths for non-motorized riders and active transportation health benefits.

   3) Improved access and service reliability to three major transit centers (Totem Lake, Kirkland and Bellevue), and five park and ride lots (Kingsgate, Kirkland Way, S. Kirkland, Wilberton and Eastgate) providing connecting transit service to other major destinations across the region. These service connections will increase active transportation health benefits for existing and new riders traveling to other regional and local center and connecting destinations outside the RapidRide K Line corridor.

   4) The project is forecasted to reducing vehicle toxics emissions and greenhouse gases as a result of improved transit operations, improved general purpose traffic operations, and increased mode shift to transit from (SOV) providing positive health benefit impacts for the population within the service area.

   5) All Metro buses are equipped with bike racks that hold up to three bikes, providing opportunities for cyclists to use the route.

5. **Identify the existing disparities or gaps in the transportation system or services for the Equity Focus Areas (EFAs) identified above that need to be addressed. Describe how the project is addressing those disparities or gaps and will provide benefits or positive impacts to these equity populations by improving their mobility.**

   Inadequate Transit Reliability
   According to Metro's 2022 System Evaluation report, Metro bus routes currently providing service within portions of the RapidRide K Line corridor have schedule reliability issues. This is most often due to traffic congestion and bottlenecks which slow buses. Metro calculates the

percentage of late arrivals at stops (more than 5.5 minutes after the scheduled arrival time). Routes that do not arrive on time or fail to meet their scheduled headways more than 20% of the time all day are identified for investment to improve service. Routes 250 and 271 exceed this threshold. Poor schedule reliability and on time performance causes riders to miss trips and transfers, causes overcrowded vehicles, longer travel and wait times, and reduced comfort. Poor service reliability affects all transit customers and reduces ridership, but perhaps more negatively affects EFA groups who may be more dependent on transit service to meet their mobility needs.

This project will design improvements specifically to improve transit reliability including construction of bus lanes, queue jumps, turning restrictions, bus bulbs, signal timing optimization, bus stop spacing management, transit signal priority, turn lanes, traffic channelization improvements, and layover improvements. All door bus loading will decrease dwell times at stations/stops and real time information systems (RTIS) will provide travelers with accurate bus arrival times. These improvements will provide faster travel times, reduce the impact of traffic congestion, decrease average bus trip travel times by 13-25 minutes per trip, and provide up to the minute schedule information to riders.

Inadequate Service Hours
Metro's 2022 System Evaluation report also recommended substantial additional service hours be invested in Metro bus routes 239 and 271 providing service within the RapidRide K Line corridor. These routes are currently not providing the service frequency and operating hours needed to meet mobility needs within the corridor. This negatively impacts all riders, causing a disparity between a customer's mobility needs and existing service levels. This disparity can more negatively affect EFA populations who may be more dependent on transit service to meet their mobility needs.

In evaluating route service levels, Metro uses target service levels and a service growth methodology to establish a route's target service level, calculates the necessary investment to meet that target, and determines the relative priority for each route. Metro evaluates measures in equity, land use, and geographic value to develop a series of scores for each route which are converted into service hours and compared to target service levels to determine additional service Metro needs to invest. These service hour investment needs are prioritized by route in the following order:

1) Equity score: determined by the proportion of Metro defined Priority Populations within each census block with a bus stop.

2) Land Use score: determined by the number of households, park and ride stalls, jobs, low-income jobs, and enrolled students at high schools and colleges within a quarter mile of the route.

3) Geographic Value score: determined by how well the route connects regional growth centers, activity centers, and manufacturing and industrial centers in the county.

RapidRide is Metro's highest level of investment in convenience, innovation, reliability and service. Planned RapidRide K Line service will provide substantial investment in transit frequency and service hours, with service as often as every ten minutes during peak periods. Service levels will provide for existing and future transit demand in this fast growing corridor and the designated growth centers it serves.

Inadequate Transit Access
Field analysis with stakeholders and public input helped the project team identify areas along the corridor where transit access is deemed inadequate and/or hazardous including missing sidewalks, inadequate crossing protection and other system gaps and substandard lighting and/or other infrastructure. These pose hazards to people accessing transit and can completely deter some users such as older people and people with disabilities who find it too difficult to access bus stops.

The K Line project team defined access "areas of need" to identify and prioritize candidate access improvements. Access sheds for people walking, rolling, and bicycling were defined as areas within a 10-minute walk or roll (½ mile) and 5-minute bike ride (1 mile) of future K Line stations. Access areas of need were those access sheds with the following factors: highest concentration of people with low incomes and people of color; gaps in the pedestrian and bicycle networks; concentration of current and future activity centers; crash hotspots; and opportunities to leverage planned improvements. The cities of Kirkland and Bellevue confirmed these access areas of need and are participating in project development.

Proposed RapidRide service will enhance support to people with disabilities. All Metro buses are equipped with wheelchair lifts and RapidRide buses include features such as on board passive wheelchair restraints. RapidRide stations provide improvements to platform height to allow for near level boarding wherever possible.

Criteria: Outreach and Displacement

1. **Describe the public outreach process that led to the development of the project.**
   Beginning in Fall 2019, Metro began engaging community members, businesses, service providers, and
   community-based organizations (CBOs) in Kirkland and Bellevue to understand their transit needs and priorities, and to gather input to inform the routing and design of K Line. Fall 2019 outreach had a major focus on collecting public feedback on multiple routing options between Totem Lake, Downtown Kirkland, and the South Kirkland Park & Ride. This input was instrumental in developing the recommendation to use the 124th Ave NE pathway north of NE 85th Street and the 108th Ave NE pathway south of Downtown Kirkland.

   Community engagement activities consisted of interviews with community-based organizations, businesses, service providers, and other partners; in-person outreach; and online surveys. Understanding the new RapidRide K Line will serve a diverse population of transit users, Metro is intentionally practicing a variety of inclusive engagement techniques throughout the project. This includes having a presence in the community and focused survey distribution. Additionally, Metro translated outreach and survey materials into multiple languages to better serve community members who are limited-English speakers.

   Metro's project team will continue to involve and inform the community as we enter project design phase, and will continue through construction completion, planned for 2030.

2. **Describe how this outreach influenced the development of the project.**
   Community input is helping Metro make decisions about RapidRide K Line station locations; other projects, such as dedicated bus lanes, added crosswalks, and improved roadways that improve bus speed and reliability and enhance safety for all who travel in the area; and additional projects that improve access to transit by making it easier, safer, or more convenient to get to—or wait for—the bus.

   Key takeaways from public to date relevant to planned K Line investments:

   Community members want transit that will get them where they need to go. The speed of travel is important, and they want to be certain the bus will be there when they need it. Some people said Metro needs to better serve people with mobility, vision, hearing or other impairments. People stressed the importance of safety at stations, including lighting and crosswalks, as well as sidewalks leading to stations. Locating bus stations near community resources, such as medical centers, community centers, and grocery and shopping locations, is a priority for community members.

   We heard about barriers to transit use including the difficulty of getting to and from some bus stops can make it hard for people to use transit. Existing service frequency was raised as a negative to riding transit. People are unlikely to use transit if it does not serve the places they want to go. A barrier exists when using transit takes significantly longer than other transportation methods. Many transit riders expressed concerns about the then planned changes to Route 255, which took place in March 2020, and the resulting lack of direct connections to Downtown Seattle. People unfamiliar with using light rail expressed concern about the process of transferring from the bus to light rail at the University of Washington Station.

   During outreach for proposed network changes to happen with the opening of Sound Transit's Link light rail 2 Line connecting across Lake Washington, higher frequencies and improved reliability on routes that connect to Link and other HCT was a recurring theme we heard. The K Line would help deliver on these community priorities.

3. **Using PSRC's Housing Opportunities by Place (HOP) tool, identify the typology associated with the location of the project and identify the strategies the jurisdiction uses to reduce the risk of displacement that are aligned with those listed for the typology.**
   The RapidRide K Line corridor travels through three types of place typologies identified using PSRC's Housing Opportunities by Place (HOP) tool:

   - Increase Access to Single Family Neighborhoods - These communities are considered to have higher access to opportunity and lower displacement risk.

   - Transform & Diversify - These communities are considered to have higher access to opportunity and moderate displacement risk.

   - Promote Investment & Opportunity - These communities are considered to have lower access to opportunity and lower displacement risk.

   Displacement risk within these typologies areas within the project corridor is low to moderate with varying low to high access to opportunity.

   Displacement strategies that the cities of Bellevue and Kirkland employ are guided by policies

in their adopted comprehensive plans:

Kirkland Comprehensive Plan: (2015)
Policy SA-19: Reduce the risk of residential displacement through a variety of anti-displacement strategies, including leveraging growth opportunities to provide new affordable units and preserving existing affordable housing.

Policy SA-20: Encourage coordination with housing organizations and community groups to address issues of homelessness, fair housing, anti-displacement, etc. Partnering with housing program and service providers can promote more equitable housing opportunities within the Station Area.

Policy SA-28: Reduce the risk of commercial displacement through a variety of anti-displacement strategies, including creating development standards that accommodate a range of commercial spaces, particularly smaller scale commercial spaces that are accessible to small, local businesses.

Bellevue Comprehensive Plan (2015):
HO-31. Participate in relocation assistance to low-income households whose housing may be displaced by condemnation or city-initiated code enforcement.

According to City representatives we spoke with, both cities are currently updating their comprehensive plans which include more work on displacement in order to comply with HB 1220 (2021) GMA requirements and to address current issues the cities are facing. After adoption of the updated comprehensive plans, the cities will codify anti-displacement actions, and this information will be included in this project's development.

Criteria: Safety and Security

1. **Describe how the project addresses safety and security. Identify if the project incorporates one or more of FHWA's Proven Safety Countermeasures, and specifically address the following:**
   A number of FHWA Proven Safety Countermeasures are incorporated into the project, mainly improving nonmotorized access to stations/stop along the corridor. The following list of candidate projects recommended to move into further design and analysis. These include:

   Walkways - Adding sidewalk and off street paths to complete system gaps at various locations along and adjacent to the corridor to improve safe access to RapidRide stations including in Kirkland 124th ST NE south of NE 95th St. NE, 124th ST NE at NE 108th Pl; 108th Ave NE at NE 60th St, NE 53rd St. and NE 47th Ave NE, Kirkland Way between 2nd Ave and Ohde Ave, and along NE 38th Pl near the South Kirkland Park and Ride. In Bellevue sidewalk improvements along 116th Ave NE between NE 22nd Pl and NE 12th St. Wider sidewalks are required to accommodate RapidRide stations at NE 10th St and 116th Ave NE, Lake Hills Connector at SE 8th St and 134th Ave. Construct missing sidewalks on the Bellevue College campus connecting to future RapidRide stations, and along Eastgate Way west of 139th Ave SE to improve access to future K Line service at Eastgate Park & Ride. Construct an off-street path along the west side of 116th Ave NE between Main St. and SE 8th St.

   Walkways Benefits: Well-designed pedestrian walkways, shared use paths, and sidewalks improve the safety and mobility of pedestrians. This project includes sidewalk and paths to provide a more direct and connected network of routes to planned RapidRide K Line stations along the 18 mile corridor. This will reduce conflicts between pedestrians and vehicles and help protect the most vulnerable users of the transportation system while encouraging increased transit ridership.

   Crosswalk Visibility Enhancements - High-visibility crosswalks, Improved Lighting, Enhanced Signing and Pavement Markings at locations including in Kirkland on Park Lane in Downtown, 6th St. S. at 1st Ave S, 124th Ave NE at Slater Ave NE, 124th at NE 108th Pl, 108th Ave NE at NE 47th St., NE 46th St, and NE 45th St. In Bellevue on Lake Hills Connector Rd. at 134th Ave SE, Bellevue College Connector at SE Eastgate Way and in Downtown Bellevue.

   Crosswalk Visibility Enhancements Benefits: Visibility enhancements help make crosswalks and the pedestrians, bicyclists, wheelchair and other mobility device users, and transit users using them more visible to drivers reducing injuries and fatalities. These enhancements can also assist users in deciding where to cross, channelizing pedestrian crossing to safer, more visible locations. These improvements will provide safer crossings of streets and arterials near RapidRide stations along the project corridor.

   Bicycle Lanes - In Kirkland, upgrade bike facilities from shared lane markings to a bike lane on 108th Ave NE, stripe bike lane along Northup Way through intersection with 108th Ave NE. In Bellevue, Stripe bike lanes through intersection of SE 8th St and 140th Ave SE.

   Bicycle Lanes Benefits: Providing bicycle facilities can mitigate or prevent interactions,

conflicts, and crashes between bicyclists and motor vehicles, and create a network of safer roadways for bicycling. These improvements will provide better protections for cyclists accessing RapidRide stations along the project corridor.

Medians and Pedestrian Refuge Islands in Urban and Suburban Areas and Rectangular Rapid Flashing Beacons - add crossing with median refuge island and rapid flashing beacons in Bellevue on 116th Ave NE at NE 20th St. and 145 th PL SE at SE 10th St.

Medians and Pedestrian Refuge Islands Benefits and Rectangular Rapid Flashing Beacons Benefits: According to a 2020 report by the National Center for Statistics and Analysis, 74% of pedestrian fatalities occur at non-intersection locations. Installing a median or pedestrian refuge island can help improve safety by allowing pedestrians to cross one direction of traffic at a time, increasing the safety of transit riders and others near RapidRide stations along the corridor.

Dedicated Left- and Right-Turn Lanes at Intersections - In Kirkland, widen 6th St S to add new SB right turn lane and queue jump at NE 68th St. In Bellevue, add EB right turn lane on Northup Way at 116th Ave NE, add second EB left turn lane to SE Eastgate Way at 148th Ave SE and allow split phase for EB through and EB left turn.

Dedicated Left- and Right-Turn Lanes Benefits: Auxiliary turn lanes provide measurable safety and operational benefits at intersections. They help prevent collisions of vehicles turning left across opposing through traffic and rear-end collisions of vehicles turning left or right with other vehicles following closely behind. These projects will help remove safety and congestion bottlenecks and improve transit and general purpose traffic flow in the project corridor.

Lighting – Improved lighting at RapidRide stations/stops along the corridor and as part of street crossing improvements.

Lighting Benefits: Increased lighting provides safety benefits to all users of the roadway environment. Adequate lighting also provide benefits in terms of personal security for pedestrians, wheelchair and other mobility device users, bicyclists, and transit users as they travel along and across roadways.

2. **Specific to the Equity Focus Areas (EFAs) identified above, describe how the project will improve safety and/or address safety issues currently being experienced by these communities.**

   As discussed previously in this application, Metro engaged community members, businesses, service providers and community based organizations (CBOs) providing social service to understand their transit needs and priorities and to gather input to inform the project. These included members and representative of identified EFAs and Metro Priority Populations. Community members said Metro needs to better serve people with mobility, vision, hearing or other impairments. They stressed the importance of safety at stations, including lighting and crosswalks, as well as sidewalks leading to stations. And people reported that difficulties getting to and from bus stops makes it hard for them to use transit. Their input informed the multijurisdictional project team corridor planning process which subsequently identified a number of candidate project improvements directly responding to safety and security concerns which are summarized here:

   1) Upgraded bus stations and transit center amenities such as lighting at shelters, improved sidewalks, street crossings, bike lanes, and improved access to bus stops. Improved lighting, access and sidewalks will increase safety both at and near RapidRide stations.

   2) Deploy Metro’s new RapidRide station and kit of parts, including updated lighting, a more visible pylon, real time signage and more open and transparent shelters.

   3) To reduce conflict between general purpose traffic and transit, provide transit only lanes, improved channelization, and transit queue jumps at key intersections to lower collision rates and improve the operational efficiency of the corridor.

   In addition, RapidRide K Line will complete a Federal Transit Administration Safety and Security Management Plan, a planning document typically required of projects in Project Development for the FTA Small Starts grant process. When the project is funded for implementation, community engagement goals include:

   - Conduct and document an intentional, inclusive, and equitable community engagement process.

   - Ensure stakeholders are aware of K Line and understand how RapidRide will impact and benefit their communities.

   - Establish and grow positive relationships between Metro and community organizations, businesses, cities, and community members in Kirkland and Bellevue.

- Utilize engagement efforts to refine project investments, with special consideration for Priority Population needs and social equity.

3. **Does your agency have an adopted safety policy? How did the policy/policies inform the development of the project?**
   Yes, Metro evaluates safety, security, and fare enforcement policies and practices through the SaFE Reform initiative (Safety, Security, and Fare Enforcement Reform). In addition, the ongoing work of the King County Traffic Safety Coalition through the King County Target Zero Task Force focuses on reducing traffic crashes and traffic-related injuries in King County and supports the state's Strategic Highway Safety Plan: Target Zero to reduce traffic fatalities and serious injuries to zero by the year 2030. The work of the coalition and the SaFE Reform Initiative informs Metro operations and capital investment planning and decision making including the RapidRide K Line development project.

   Both the City of Bellevue and Kirkland will work with Metro through this project's design phase to evaluate and design roadway improvement in alignment with the cities' Vision Zero plans. The City of Kirkland's Vision Action Action Plan (2022) and Bellevue's Vision Zero Strategic Plan (2020) guide the evaluation of crash data, consider public concerns, and identify strategies that will reduce traffic fatalities and enhance the safety of all roadway users. This work is invaluable to increasing safety within the RapidRide K Line corridor.

4. **(not scored) USDOT is developing a framework for assessing how projects align with the Safe System Approach, and PSRC is developing a Regional Safety Action Plan due in early 2025. Does your agency commit to adhering to the forthcoming guidance and continuing to work towards planning and implementation actions under a Safe System Approach to reduce fatalities and serious injuries?**
   Yes, King County and the cities of Bellevue and Kirkland Vision Zero planning and implementation focuses on implementing USDOT's Safe Systems approach to drive objectives and plan implementation.

Criteria: Air Quality and Climate Change

1. **Please select one or more elements in the list below that are included in the project's scope of work, and provide the requested information in the pages to follow.**
   Roadway / Intersection / ITS, Transit and Ferry Service, Bicycle and Pedestrian Facilities

Air Quality and Climate Change: Roadway / Intersection / ITS

1. **What is the length of the project?**
   The K Line corridor will traverse approximately 18 miles.
2. **What is the average daily traffic before the project?**
   AADT's along the corridor range from approximately 5,000 to 42,000.
3. **What is the average daily traffic after the project?**
   Metro currently has not compiled specific corridor traffic forecasts, but volumes are expected to increase by 2030.
4. **What is the average speed before the project?**
   Posted speed limits along the corridor range from 20 mph to 35 mph.
5. **What is the average speed after the project?**
   The improvement to average speeds has not been calculated for the various corridor segments. Improvements to bottleneck delay intersections LOS are listed in 6. and 7. below.
6. **What is the level of service before the project?**
   The existing level of service along the K Line corridor varies with certain sections suffering from significant levels of congestion (LOS F) while others operate in free flow (LOS A). Nine of the intersections studied along the project corridor do not meet jurisdictional mobility standards.
7. **What is the level of service after the project?**
   Significant LOS improvement are expected at locations where the LOS is improved from LOS E or F to LOS D or better.
8. **What are the existing number of lanes (total, both directions)?**
   Streets in the project corridor generally have 2 to 4 lanes combined in both directions.

9. **How many lanes are being added (total, both directions)?**
   Several sections of business access and transit (BAT) lanes. Additional right and turn left turn lanes are planned. No general purpose (GP) lanes are planned.

10. **How many intersections are along the length of the project?**
    67 signalized intersections.

11. **How many intersections are being improved?**
    Based on Metro's level of service and delay criteria, 31 of the 67 signalized intersections on the project corridor are recommended for TSP implementation. Some of the potential TSP locations are dependent on the selection of the preferred K Line route alignment, so the final list of TSP locations will be established once the final route alignment has been adopted.

    New signal timing plans will be developed and implemented for each TSP intersection along the K line corridor so that the signal controller can react to TSP requests to provide priority to the bus movements. The timing plans will be based on optimized signal timings for the corridor. In addition, to assist the City of Bellevue in managing traffic conditions, Pan-Tilt-Zoom (PTZ) cameras will installed at four of the TSP intersections that do not have existing cameras. See Attachment 4 for a list of proposed TSP projects.

12. **What is the percentage of freight truck traffic on the facility?**
    Portions of the K Line corridor are designated as T-2 or T-3 routes. Percentage of truck traffic has not been determined.

13. **Will the project result in shorter trips and reduced VMT? If so, please explain.**
    Yes. The increase in transit speed, reliability, nonmotorized access improvements, and ridership will remove private vehicles from the roadway, reducing VT and total VMT.

14. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).**
    RapidRide K Line Project Roadmap Report (2022)

15. **What is the average daily transit ridership along the corridor?**
    There are approximately 8,500 daily boardings on existing Metro routes that will be revised upgraded to create the RapidRide K Line.

16. **How many daily peak period transit trips service the corridor?**
    There will be 12 daily peak hour trips, with 6 each direction (at 10 minute headways). In the 3-hour peak period there would be 36 peak period trips.

17. **What is the expected increase in transit speed due to the BAT/HOV lanes?**
    The target travel time improvement for the K Line corridor is 15-30%. During the PM peak, this would be 12.5 – 25 minutes in savings from end to end. This estimated improvement incorporates all potential speed and reliability improvements, not just BAT/HOV lanes.

18. **What is the expected increase in transit ridership due to the BAT/HOV lanes?**
    Increased ridership tied specifically for BAT/HOV lanes has not been calculated.

19. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).**
    RapidRide K Line Project Roadmap Report (2022)

20. **What are the ITS improvements being provided?**
    Many types and location of ITS improvements are planned. Additionally, to assist the City of Bellevue in managing traffic conditions, Pan-Tilt-Zoom (PTZ) cameras will also be procured by Metro for installation at new TSP intersections that do not have existing cameras. A list of proposed speed and reliability ITS projects are shown in Attachment 4.

    Real-time travel information (RTIS) will be installed at many RapidRide K Line transit stations along the corridor providing bus arrival times.

21. **What is the expected improvement to average vehicle delay?**
    Please utilize regional default data.

22. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)**
    RapidRide K Line Project Roadmap Report (2022). PSRC regional default data.

Air Quality and Climate Change: Transit and Ferry Service

1. **What is the current transit ridership for the affected transit stops or routes?**
   There are approximately 8,500 daily boardings on the segments of existing Metro routes that will be upgraded to create the RapidRide K Line.
2. **What is the average transit trip length for the affected routes?**
   Routes 255 and 271 provide express service to Seattle in addition to providing local service in Kirkland and Bellevue, so their average trip lengths do not provide an accurate representation for the RapidRide K Line corridor. Routes 250 and 239 provide only local service, so their average trip lengths are most relevant. These routes combined had a 5.15 mile average transit trip length. The total RapidRide K Line corridor length is 18 miles.
3. **What is the average transit trip length of the entire system?**
   3.8 miles
4. **If the project includes a park and ride, how many new stalls are being provided?**
   N/A
5. **Are there other amenities included to encourage new transit ridership? If so, please describe.**
   RapidRide incorporates unique branding, stations, and vehicles; off-board fare collection; all door boarding; transit signal priority and transit priority lanes; real time information system (RTIS) at stations; and other infrastructure improvements.
6. **What is the expected increase in transit ridership from the project?**
   Ridership on the corridor is forecasted to increase 28% to 10,900 average weekday trips when RapidRide service starts in 2030 and 14,300 average daily trips by 2040.
7. **If a new or expanded ferry service, what is the length of the driving route being replaced?**
   N/A
8. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).**
   RapidRide K Line Project Roadmap Report (2022). Metro systemwide and route data.

Air Quality and Climate Change: Bicycle and Pedestrian Facilities

1. **Describe the facilities being added or improved**
   The project includes 40 total access to transit candidate investments include adding sidewalks, of street pathway, bike lanes, high-visibility crosswalks, improved lighting, enhanced signing, pavement markings, pedestrian median refuge islands, and rapid flashing beacons.

   Improvements were identified within the access sheds at 36 proposed RapidRide stations. The standard access sheds surrounding planned RapidRide stations is:

   - Walking and Rolling – ½-mile (~10-minutes) and ¼-mile (~5-minutes)
   - Biking – 3 miles (15-minute ride) and 1 mile (5-minute ride)

   King County Metro's Access to Transit Project Ranking Tool was used to evaluate the potential benefits of the improvements. The Tool allows for data-driven ranking of access improvement investment locations using up to 22 different input measures of potential investment benefits. The project team used the Balanced Scenario in the ranking tool to rank access to transit investment locations. The Balanced Scenario weights all evaluation inputs equally to best serve access sheds with a larger proportion of people with mobility needs (e.g., people with low income, zero-car households, people with a disability), improve safety (i.e., improvements at crash hot spots), and benefit the most transit riders (i.e., improve areas with the most residents, jobs, and anticipated transit ridership).

   The results are a group of highest-ranking access to transit candidate investment locations that best reflect the local needs within each access shed and 40 recommended access to transit investments that will provide the greatest benefit to future riders. See Attachment 6 for a discussion and list of High-Ranking Access to Transit Project Locations with Key Implementation Considerations.
2. **What is the length of the proposed facility?**

That information is not available at this time.

3. **Describe the connections to existing bicycle/pedestrian facilities and transit.**
   Planned access to transit improvement were identified within the access sheds at 36 proposed RapidRide stations (see above). The project help complete missing gaps and upgrade facilities in very poor condition to provide a completed access network between future RapidRide stations and existing infrastructure within and connecting to the access sheds.
4. **Describe the current bicycle/pedestrian usage in the project area. If known, provide information on the shift from single occupancy vehicles.**
   Please utilize PSRC regional default data.
5. **What is the expected increase in bicycle/pedestrian usage from the project? If known, provide information on the shift from single occupancy vehicles**
   Please utilize PSRC regional default data.
6. **What is the average bicycle trip length?**
   Please utilize PSRC regional default data.
7. **What is the average pedestrian trip length?**
   Please utilize PSRC regional default data.
8. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)**
   RapidRide K Line Project Roadmap Report (2022). PSRC regional default data.

Total Estimated Project Cost and Schedule

1. **Estimated project completion date**
   9/2030
2. **Total project cost**
   $67,482,517.00

Funding Documentation

1. **Documents**
   Attachment_7.pdf
2. **Please enter your description of your financial documentation in the text box below.**
   Secured local matching funds for the PE phase in the amount of $1,197,174 are committed in Metro Transit's adopted 2023-2024 Capital Budget and Capital Improvement Program (CIP) that includes project #1134292 (attached). Secured 5309 (NS) funds in the amount of $8,134,600 are shown in the attached 2/2024 STIP MET-263 page.

   Reasonably expected local match funds for the PE phase in the amount of $13,368,893 will be included as part of the 2026-2027 King County budget. The 2026-2027 budget will be developed in the spring/summer of 2026 and is scheduled for adoption in the fall of 2025. To secure an appropriation in the 2027-2028 budget, King County Metro will include a request for the RapidRide K Line project in its capital Budget and CIP request for the biennium. Metro management will approve the Capital program budget request and transmit it to the County Executive's Office by July 1, 2026. The capital and operating budget requests will be reviewed, finalized, and sent to the King County Council on in Sept. 2026. The Council should adopt the final budget by mid-November 2026.

Phase	Year	Alternate Year	Amount
PE	2027		$8,200,000.00

Total Request: $8,200,000.00

Project Readiness: PE

PE

Funding Source	Secured/Unsecured	Amount
CMAQ	Unsecured	$8,200,000.00
Local	Reasonably Expected	$1,279,769.00
5309(NS)	Secured	$8,134,600.00
Local	Secured	$6,019,202.00
Local	Reasonably Expected	$7,267,096.00
		$30,900,667.00

Expected year of completion for this phase: 2027

ROW

Funding Source	Secured/Unsecured	Amount
Local	Secured	$1,000,000.00
Local	Reasonably Expected	$7,396,377.00
		$8,396,377.00

Expected year of completion for this phase: 2027

Construction

Funding Source	Secured/Unsecured	Amount
5307	Reasonably Expected	$10,000,000.00
Local	Reasonably Expected	$1,726,806.00
Local	Reasonably Expected	$16,458,667.00
		$28,185,473.00

Expected year of completion for this phase: 2030

Summary

1. **Are you requesting funds for ONLY a planning study or preliminary engineering?**
   Yes
2. **What is the actual or estimated start date for preliminary engineering/design?**
   N/A
3. **Is preliminary engineering complete?**
   N/A
4. **What was the date of completion (month and year)?**
   N/A
5. **Have preliminary plans been submitted to WSDOT for approval?**
   N/A
6. **Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.**
   The project is expected to complete 10% design in September 2024, 30% design is expected by May 2025, NEPA approval expected in November 2025, 60% Design by December 2025, 90% Design by August 2026 and Final Design approval expected October 2027.

7. **When are preliminary plans expected to be complete?**
   N/A

Project Readiness: NEPA

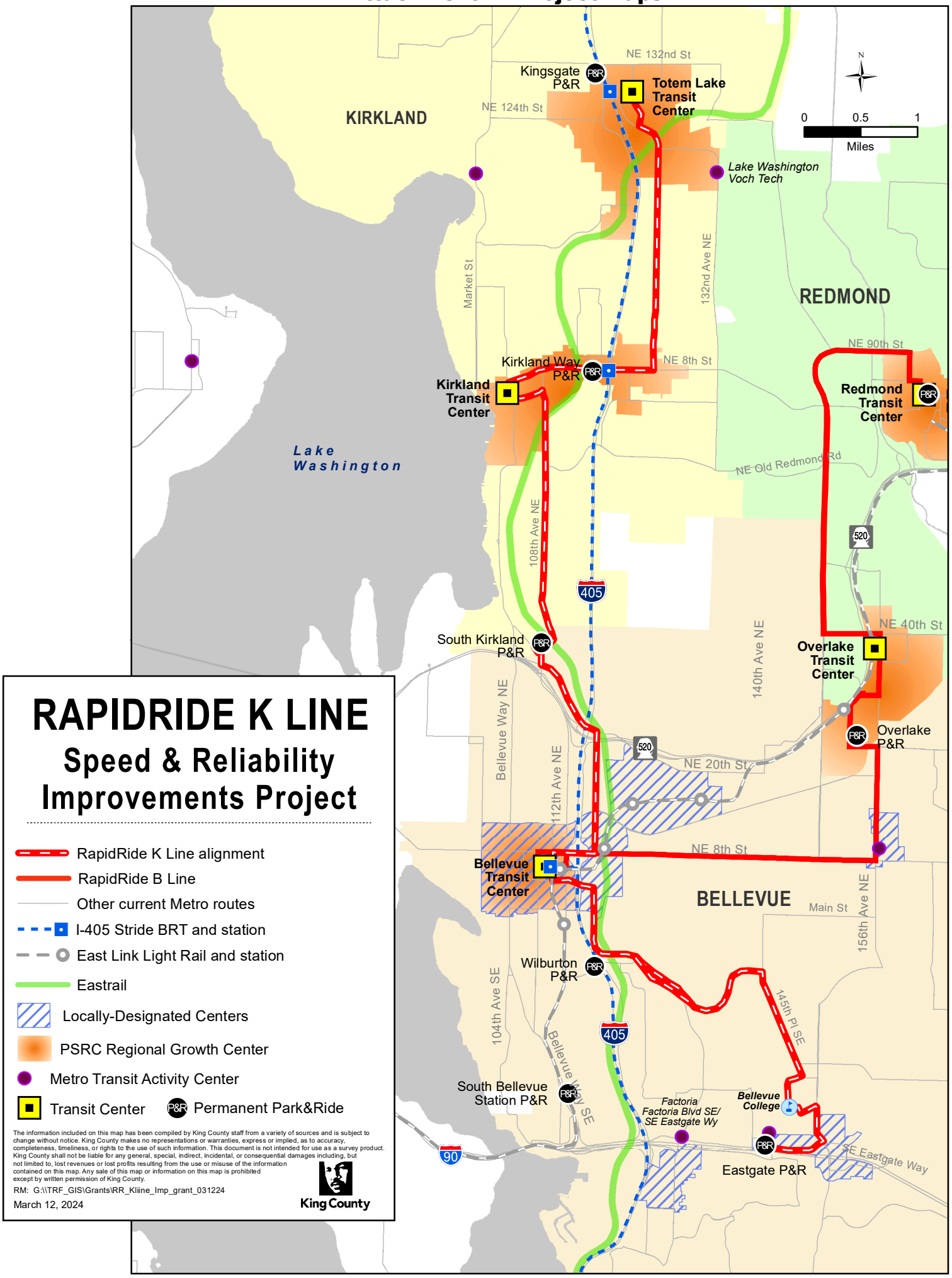
1. **Documents**
   Attachment_7.pdf
2. **Please enter your description of your financial documentation in the text box below.**
   Secured local matching funds for the PE phase in the amount of $1,197,174 are committed in Metro Transit's adopted 2023-2024 Capital Budget and Capital Improvement Program (CIP) that includes project #1134292 (attached). Secured 5309 (NS) funds in the amount of $8,134,600 are shown in the attached 2/2024 STIP MET-263 page.

   Reasonably expected local match funds for the PE phase in the amount of $13,368,893 will be included as part of the 2026-2027 King County budget. The 2026-2027 budget will be developed in the spring/summer of 2026 and is scheduled for adoption in the fall of 2025. To secure an appropriation in the 2027-2028 budget, King County Metro will include a request for the RapidRide K Line project in its capital Budget and CIP request for the biennium. Metro management will approve the Capital program budget request and transmit it to the County Executive's Office by July 1, 2026. The capital and operating budget requests will be reviewed, finalized, and sent to the King County Council on in Sept. 2026. The Council should adopt the final budget by mid-November 2026.

Project Readiness: Right of Way

1. **Will Right of Way be required for this project?**
   N/A
2. **What is the actual or estimated start date for right of way?**
   12/2025
3. **What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**
   12/2028
4. **Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**
   Limited ROW needed to allow for required improvements that are outside existing arterial ROW.
5. **What is the zoning in the project area?**
   N/A
6. **Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**
   N/A
7. **Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**
   N/A
8. **If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**
   N/A
9. **In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.**
   N/A

Attachment 1 - Project Maps



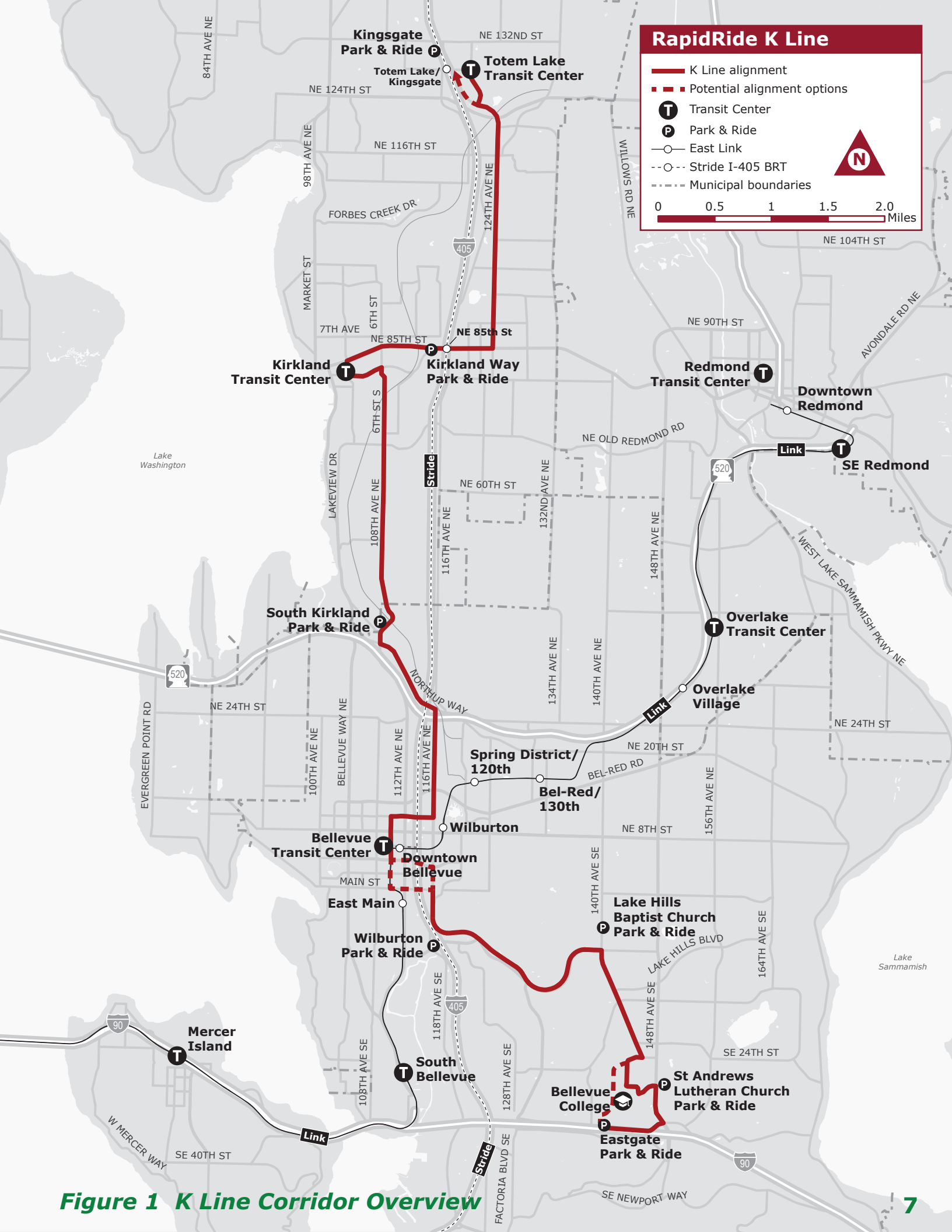


Figure 1 K Line Corridor Overview

City of Bellevue | Transportation

March 29, 2024

Michelle Allison
General Manager
King County Metro Transit
201 S. Jackson Street, KSC-TR-0415
Seattle, WA 98104

RE: City of Bellevue's Support for Metro's RapidRide K Line

Dear Ms. Allison:

The City of Bellevue wishes to express its support for King County Metro's (Metro) project to implement the new RapidRide K Line corridor which will connect Eastgate, Bellevue College, Bellevue Transit Center, South Kirkland Park & Ride, Kirkland Transit Center, and Totem Lake with fast, reliable, and efficient bus service. This new RapidRide line would provide more frequent and reliable service with improved passenger amenities with improved travel times, offering improved transit service in Bellevue.

The K Line would better connect downtown Bellevue to key local neighborhoods and destinations such as Lake Hills, Bellevue College, and Eastgate. It would also improve connections north to Kirkland and the broader region with a new RapidRide service. The K Line would also offer connections to the entire regional transit system including Sound Transit's light rail 2 Line, Sound Transit's future I-405 BRT line, Metro's RapidRide B Line, and numerous frequent and local bus routes. These high-capacity transit connections are integral to achieving PSRC's VISION 2050, the adopted regional growth plan, and Bellevue's growth vision. RapidRide service will also attract more ridership to transit, providing environmental and air quality improvements.

The project is consistent with and supportive of the City's Comprehensive Plan and Transit Master Plan. The City of Bellevue is supportive of investments along this corridor that will bring improved service and will help meet economic and environmental goals by creating more compact and efficient land use development patterns through transit investment, consistent with broader Countywide and regional policies. Our residents and commuters who work in Bellevue will benefit from a new RapidRide in east King County, offering more riders access to frequent, reliable, high-capacity transit. Grant funding is an important component for delivering these improvements, and the City of Bellevue is supportive of Metro's application for this funding.

We look forward to continuing our partnership with Metro and the RapidRide team with this effort.

Sincerely,

Andrew Singelakis, AICP
Director, Transportation Department

April 4, 2024

Michelle Allison,
General Manager
King County Metro
201 South Jackson Street
Seattle, Washington 98104-3856

RE: City of Kirkland's Support for Metro's RapidRide K Line

Dear Michelle,

The City of Kirkland wishes to express its support for King County Metro's (Metro) project to implement the new RapidRide K Line corridor which will connect Totem Lake, Kirkland Transit Center, South Kirkland Park & Ride, Bellevue Transit Center, Bellevue College and Eastgate with fast, reliable, and efficient bus service. This new RapidRide line would provide more frequent and reliable service with improved passenger amenities with improved travel times, offering improved transit service in Kirkland.

The K Line would better connect the two regional growth centers in Kirkland (downtown Kirkland and Totem Lake) to each other and with the broader region with new RapidRide service. The K Line would also offer connections to the entire regional transit system including Sound Transit's light rail 1 line, Sound Transit's future I-405 BRT line, Metro's RapidRide B Line, as well as numerous frequent and local bus routes. These high-capacity transit connections are integral to achieving PSRC's VISION 2050, the adopted regional growth plan, and Kirkland's growth vision. RapidRide service will also attract more ridership to transit, providing environmental and air quality improvements.

The City of Kirkland is supportive of investments along this corridor that will bring improved service and environmental benefits. Our residents and people who work in Kirkland will benefit from a new RapidRide in east King County, offering more riders access to frequent, reliable, high-capacity transit. Grant funding is an important component for delivering these improvements, and the City of Kirkland is supportive of Metro's application for this funding.

We look forward to continuing our partnership with Metro and the RapidRide team with this effort.

Sincerely,
CITY OF KIRKLAND

Kelli Curtis
Mayor

of the high-priority intersections and related projects are described in additional detail in **Table 4-4** through **Table 4-15**.

The remaining intersections with moderate or low potential (30 intersections) are listed in Table 6-2 and Table 6-3 in the appendix. Twenty-seven additional intersections (which were scored and evaluated) were not prioritized because there were no proposed projects or changes from the no-build scenario.

Table 4-3 Tier 1 Projects – High Potential

ID	Intersection Name	Alignment	Details
1440	NE 8th Street & 110th Avenue NE	Primary Alignment	Add BAT lanes NB and SB on 110th Ave NE between NE 6th and NE 10th St.
1415	NE 12th Street & 116th Avenue NE	Primary Alignment	Add TSP. Add SB queue jump in SB right turn lane. Add NB BAT lane on approach to NE 12th St.
3015	NE 10th Street & 110th Avenue NE	Primary Alignment	Add WB queue jump to WB right turn lane. Add BAT lanes on 110th Ave NE between NE 6th and 10th St.
1445	NE 6th Street & 110th Avenue NE	Primary Alignment	Add BAT lanes NB and SB between NE 6th and NE 10th St. Add NB queue jump in NB right turn lane.
2015	124th Avenue NE/ Totem Lake Boulevard NE & NE 124th Street	Primary Alignment	Widen road on SB approach to NE 124th St to add bus-only lane / queue jump. Convert NB right turn lane to queue jump.
2040	124th Avenue NE & NE 85th Street	Primary Alignment	Convert second EB left turn lane to bus-only turn lane. Add TSP.
1455	NE 4th Street & 112th Avenue NE	NE 4th Street Alignment	Convert EB curb lane into HOV lane in PM. Add WB queue jump.

ID	Intersection Name	Alignment	Details
1519	150th Avenue SE & SE Eastgate Way	Primary Alignment	Widen road for SB bus-only lane to proceed directly into SB right turn slip lane. Add second EB left turn, and allow split phase for EB through and EB left.
1515	145th Place SE & SE 24th Street	Primary Alignment	Replace intersection with roundabout.
3010	NE 10th Street &112th Avenue NE	Primary Alignment	Add WB queue jump to WB right turn lane. Add EB HOV lane during PM peak.
1405	108th Avenue NE & Northup Way	Primary Alignment	Add SB left turn queue jump lane. Add TSP.
1490	SE 8th Street & Lake Hills Connector	Primary Alignment	Add EB/WB queue jumps. Add TSP.
1410	116th Avenue NE (W) & Northup Way	Primary Alignment	Add EB right turn lane. Add NB left turn queue jump. Add TSP.
2025	124th Avenue NE & NE 116th Street	Primary Alignment	Add queue jump and TSP in both directions. Convert SB right/through lane to SB right turn only. Widen NB approach for NB queue jump.
1425	NE 10th Street & 116th Avenue NE	Primary Alignment	Convert second EB left turn lane to bus-only left turn lane. Add TSP.
2045	122nd Avenue NE & NE 85th Street	Primary Alignment	Widen roadway to add third lane for a BAT lane. Add TSP.
2050	120th Avenue NE & NE 85th Street	Primary Alignment	Widen roadway to add third lane for a BAT lane. Add TSP.
2060	6th Street & Central Way	Primary Alignment	Extend EB turn lane to use as EB queue jump. Add WB queue jump.

ID	Intersection Name	Alignment	Details
1310	Totem Lake Boulevard & NE 128th Street	TLB Alignment	Widen intersection to allow WB left turn lane. Add TSP.
1385	6th Street S/ 108th Avenue NE & NE 68th Street	Primary Alignment	Convert NB right/through lane to BAT lane. Widen road to add SB queue jump. Add TSP.
-	108th Ave NE & NE 60th St	Primary Alignment	Add queue jumps in both directions. Add traffic signal.

Table 4-1. Metro Project Responsible for Traffic Signal Central System Upgrades

Jurisdiction	Traffic Signal Central System	Metro Project Responsible for Traffic
Kirkland	TACTICS Central System	K Line RapidRide
WSDOT	InteLight MaxTime Central System	Next Generation TSP
Bellevue	SCATS Central System	Next Generation TSP

4.3.2 Signal Timing Development

New signal timing plans will be developed and implemented for each TSP intersection along the K line corridor so that the signal controller can react to TSP requests to provide priority to the bus movements. The timing plans will be based on optimized signal timings for the corridor. Metro will assist Kirkland and WSDOT in developing signal timing plans with the TSP parameters including phase extension, truncations or alternative phasing plans for each TSP intersection. Within the City of Bellevue, Metro will work with the city in establishing signal stages to support TSP operations for each TSP intersection. Table 4-2 lists each of the K Line potential TSP intersections where signal timings will be developed.

Table 4-2. K Line Potential TSP Intersections with Updated Signal Timings

Jurisdiction	Intersection
Kirkland	120th Ave NE & NE 128th St*
Kirkland	120th Ave NE & Totem Lake Wy
WSDOT	120th Ave NE & Totem Lake Blvd NE / I-405 Ramps
Kirkland	124th Ave NE / Totem Lake Blvd NE & NE 124th St
Kirkland	124th Ave NE & NE 116th St
Kirkland	124th Ave NE & NE 85th St

Kirkland	122nd Ave NE & NE 85th St
Kirkland	120th Ave NE & NE 85th St
Kirkland	114th Ave NE & NE 85th St
Kirkland	6th St & Central Wy
Kirkland	6th St & Kirkland Wy
Kirkland	6th St S/108th Ave NE & NE 68th St
Kirkland	108th Ave NE & NE 60th St**
Bellevue	108th Ave NE & NE 38th Pl
Bellevue	108th Ave NE & Northrup Wy
Bellevue	116th Ave NE & Northrup Wy
Bellevue	116th Ave NE & NE 12th St
Bellevue	116th Ave NE & NE 10th St*
Bellevue	116th Ave NE & NE 8th St*
Bellevue	116th Ave NE & NE 4th St*
Bellevue	116th Ave NE & Main St
Bellevue	116th Ave NE & SE 1st St
Bellevue	I-405 NB Exit Ramp & Lake Hills Connector
Bellevue	SE 8th St & Lake Hills Connector
Bellevue	Richards Rd & Lake Hills Connector
Bellevue	140th Ave SE & Lake Hills Connector

Bellevue	145th Pl SE & Lake Hills Blvd
Bellevue	145th Pl SE & Kamber Rd/SE 16th St
Bellevue	145th Pl SE & SE 24th St
Bellevue	148th Ave SE & Landerholm Circle SE/SE 28th St
Bellevue	150th Ave SE & SE Eastgate Wy***

** TSP implementation at this intersection dependent upon route alignment.*
*** Potential future signalized intersection under consideration for TSP.*
**** TSP functionality limited at this intersection due to signal phasing despite meeting criteria for deployment. Coordination ongoing between the City of Bellevue and Metro to develop required improvements.*

4.4 K Line Station Communication Conceptual Design

The K Line RapidRide corridor will utilize the new RapidRide2 kit of parts for station amenities. The RapidRide2 technology pylon may be equipped with a real time information sign (RTIS) and stand-alone fare transaction processor (SAFTP) for off-board fare collections, depending the number of projected boardings at the station. Each technology pylon will also be equipped with an internal National Electrical Manufacturer Association (NEMA) cabinet that will house the communication equipment necessary to support the RTIS and SAFTP. Each station will also be equipped with a Push-To-Talk (PTT) Falcon System. This is a cellular connected button that when pushed announces the next arrival data displayed on the RTIS for the visually impaired riders.

The bus will communicate its position in real-time using a 4G LTE cellular connection back to Metro's Transit Alert System. The Transit Alert System will generate a General Transit Feed Specification – Realtime (GTFS-RT) data feed that will then be transmitted over either a fiber or 4G LTE cellular connection to the technology pylon to provide next bus arrival information for the RTIS. The same fiber or wireless communication pathway will also be used to transmit fare transaction data from the SAFTP back to Metro. The type of communication infrastructure to the stations by 4G LTE or fiber is a business decision made in conjunction with King County Information Technology based on availability of Metro fiber within the corridor. Given the length of the K Line corridor and that the majority of the fiber is owned by the local agencies, 4G LTE wireless communication will be used for stations on the K Line corridor.

Figure 3-5 Proposed K Line Stations – Segment A

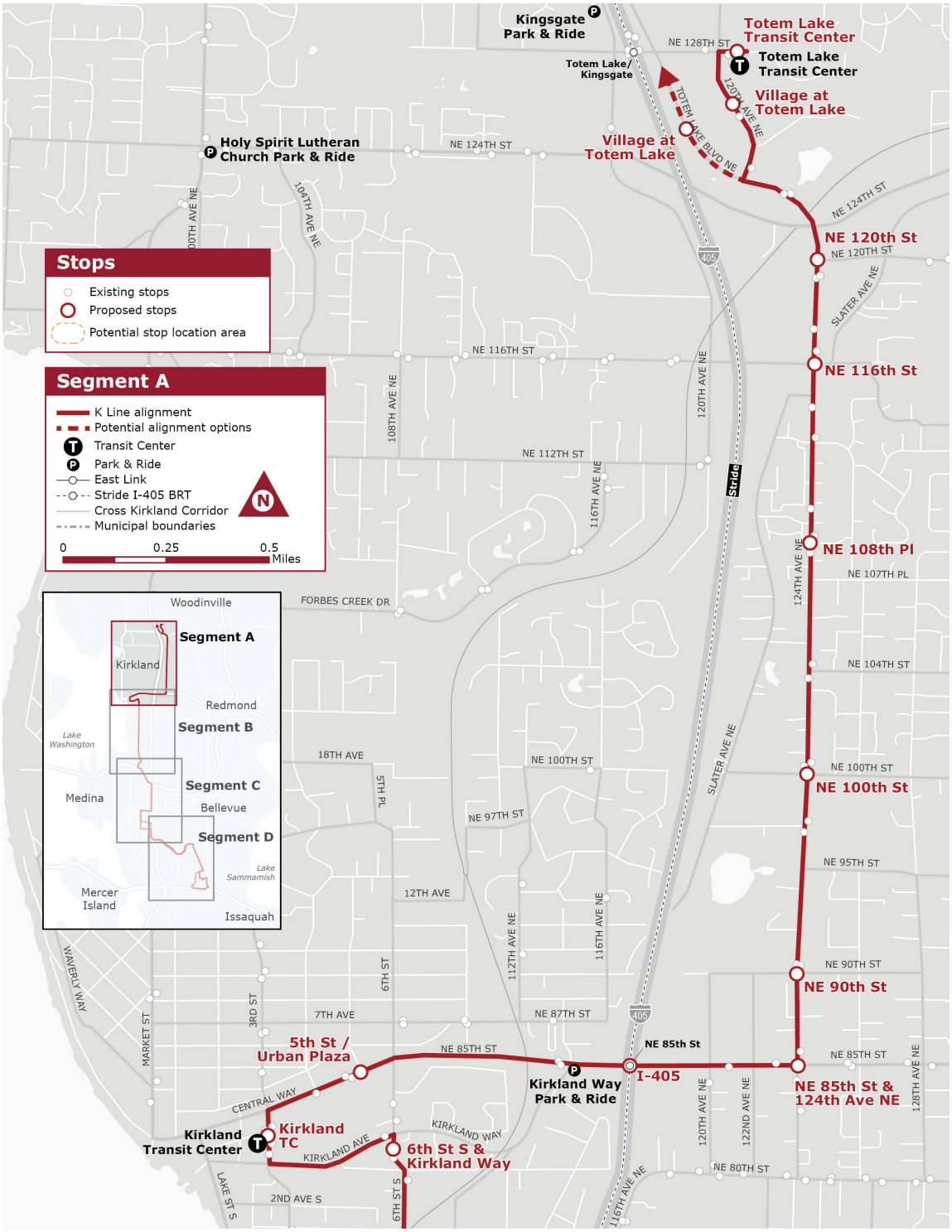


Figure 3-6 Proposed K Line Stations – Segment B

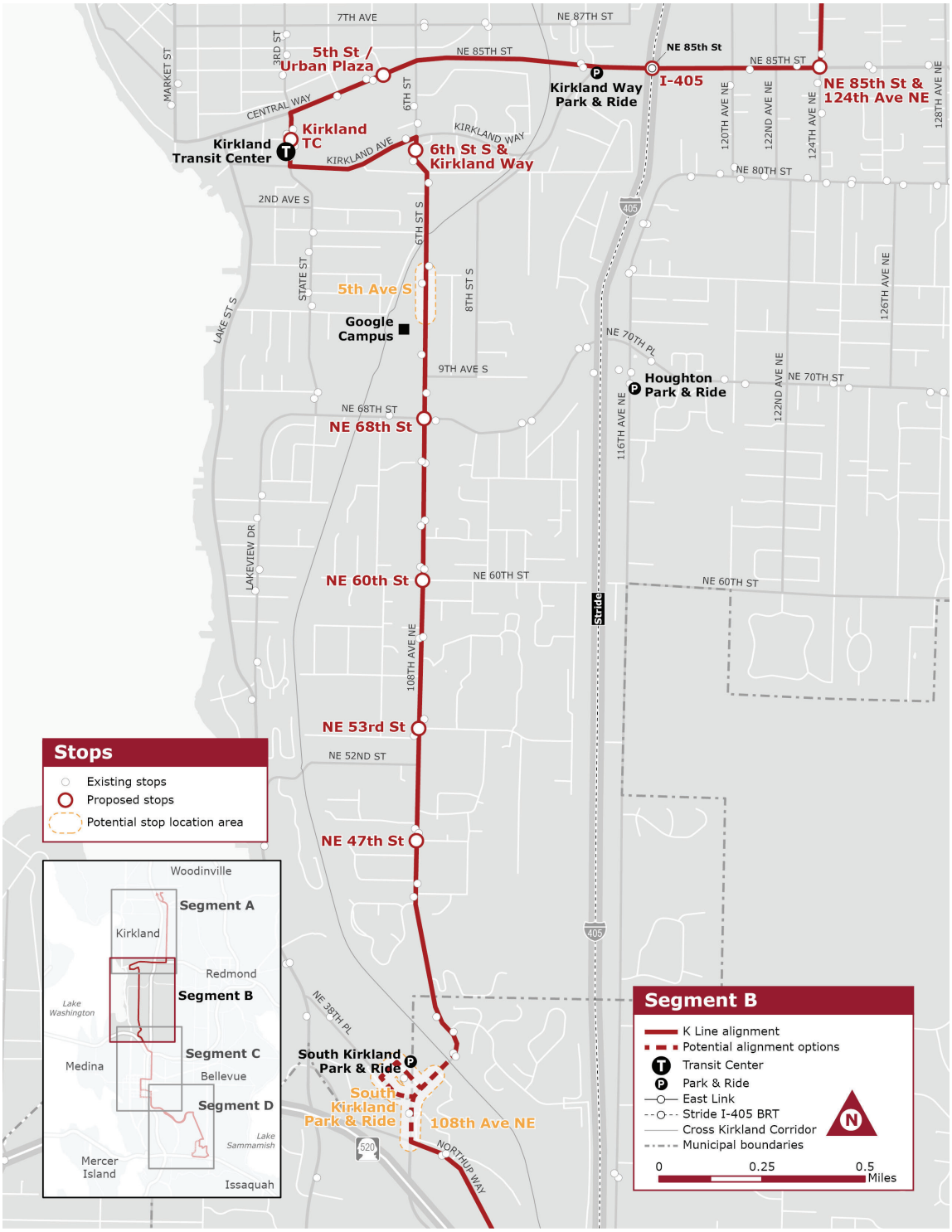


Figure 3-7 Proposed K Line Stations – Segment C

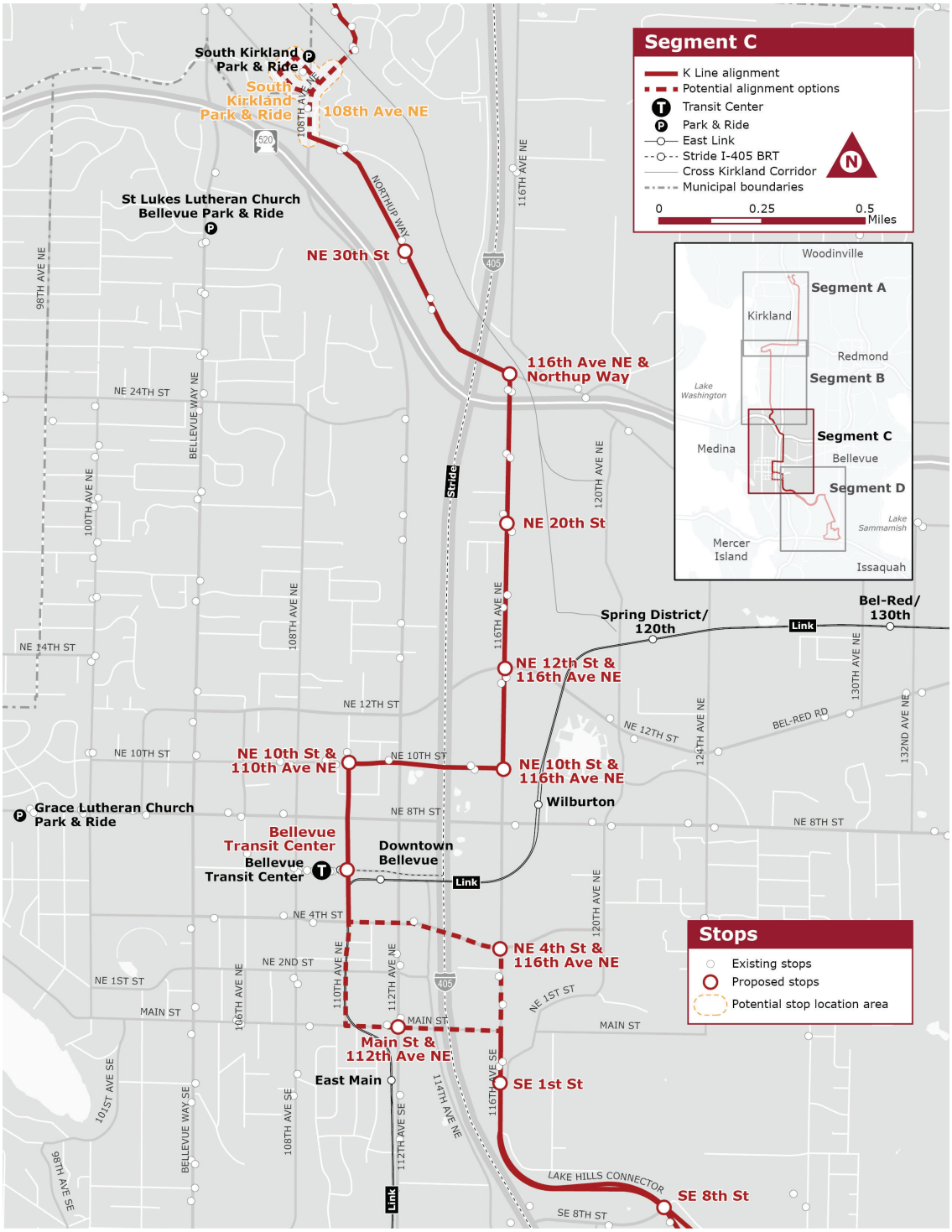
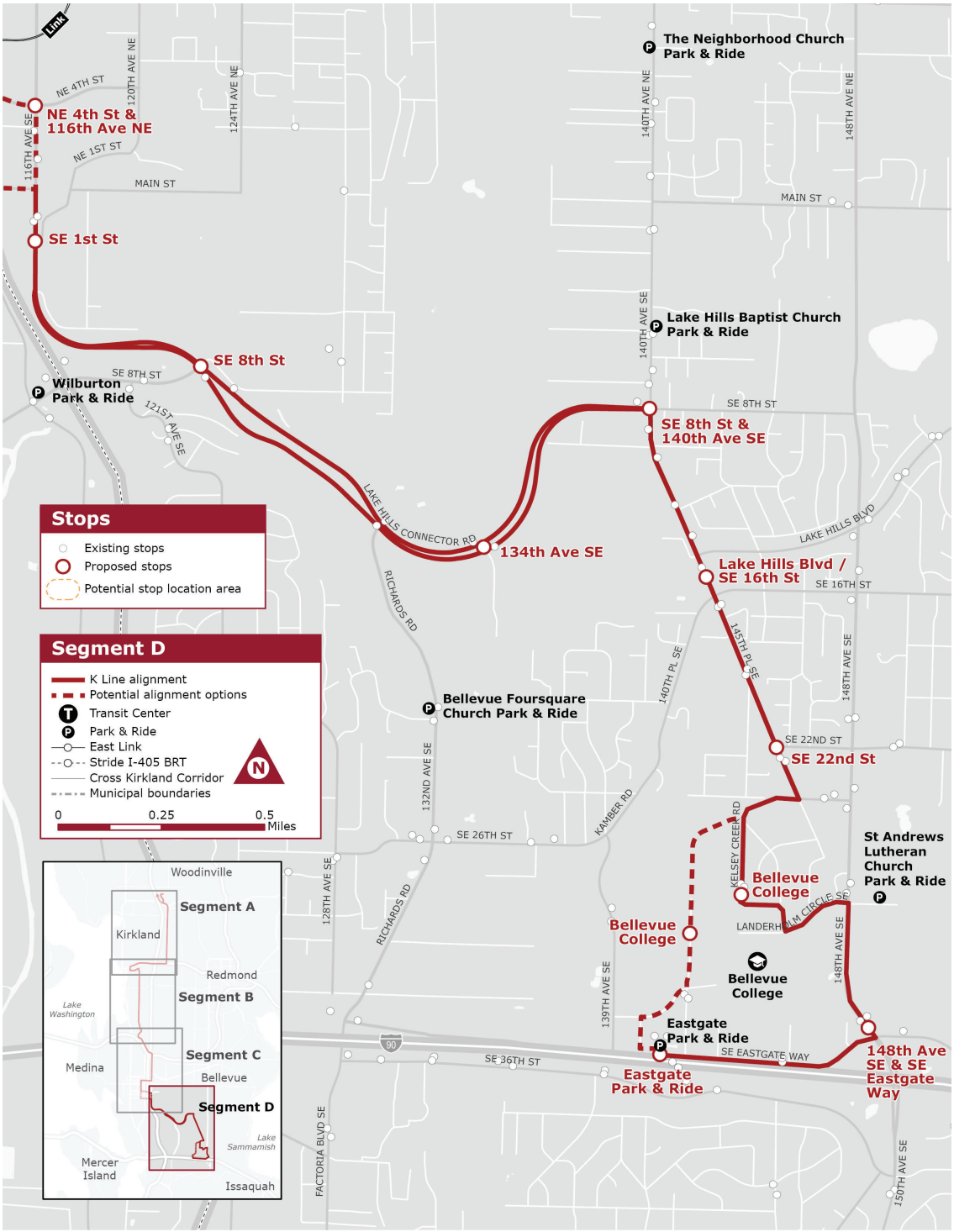


Figure 3-8 Proposed K Line Stations – Segment D



10 Access to Transit Summary

"Access to transit" in this project refers to the various ways people get to transit service. All transit riders start and end their trip on foot or with a mobility device. For this reason, Metro includes access to transit investments as part of each RapidRide project. These investments are intended to improve safety and convenience to walk, roll, or bike to the K Line. The K Line project team collaborated with the Cities of Kirkland and Bellevue to identify access needs and evaluate candidate access to transit investments. This work focused on areas within a short walk, roll, or bike ride of future K Line stations. This section of the K Line Roadmap Report presents high ranking candidate access to transit investments.

Details on project identification and ranking methods along with documentation of coordination with the Cities of Kirkland and Bellevue in developing access to transit improvements can be found in Appendix D: Access to Transit Technical Findings.

10.1 Issues and Opportunities

The K Line project team defined access "areas of need" to identify and prioritize candidate access improvements. Access sheds for people walking, rolling, and bicycling were defined as areas within a 10-minute walk or roll (½ mile) and 5-minute bike ride (1 mile) of future K Line stations. Access areas of need were those access sheds with the following factors: highest concentration of people with low incomes and people of color; gaps in the pedestrian and bicycle networks; concentration of current and future activity centers; crash hotspots; and opportunities to leverage planned improvements. The Cities of Kirkland and Bellevue confirmed access areas of need to guide investment identification. Maps of access areas of need by K Line segment can be found in Appendix D.

10.2 High-Ranking Candidate Access to Transit Investments

The K Line project team ranked candidate access to transit investments within each access area of need and reviewed results with City of Kirkland and City of Bellevue staff to ensure alignment with local priorities and capital programs. Of the 40 total candidate access to transit investments identified and evaluated, 27 total locations ranked highest across the thirteen areas of need. Table 4 presents high-ranking candidate investments locations with implementation considerations that are important for coordination with the Cities of Kirkland and Bellevue to ensure K Line forward compatibility.

Table 4 High-Ranking Access to Transit Project Locations with Key Implementation Considerations

Location	Project Description
SEGMENT A: Totem Lake	
Totem Lake Area	Through the NE 128th St Corridor Study, City of Kirkland identified street extensions and improvements to enhance multimodal connectivity along streets north of NE 128th St. These new street connections and sidewalk and bike facility enhancements improve access to future K Line in the Totem Lake Area.
Stores to Shores Greenway	The City of Kirkland is seeking funding for the Stores to Shores Greenway, a neighborhood greenway that will connect Totem Lake and the Cross Kirkland Corridor to Downtown Kirkland. Two high-ranking candidate access to transit investments improve connections between the future greenway and K Line stations.
124th Ave NE	Construct missing sidewalks on the east side of 124th Ave NE south of NE 95th St in Kirkland to connect to future K Line station at NE 90th St.
SEGMENT B: Central and South Kirkland	
Kirkland Way	Construct missing sidewalks along Kirkland Way between 2nd Ave and Ohde Ave in Kirkland to connect to future K Line station at 6th St S.
South Kirkland Park & Ride	Improve access to South Kirkland Park & Ride by completing bikeway connections through the Northup Way/108th Ave NE intersection, and upgrading ADA curb ramp and sidewalks along NE 38th Pl.
SEGMENT C: North and Central Bellevue	
116th Ave NE near NE 20th St	Improve ADA accessibility with sidewalk improvements where utility poles obstruct the sidewalk along 116th Ave NE between NE 22nd Pl and NE 12th St. If feasible, preference is to bury power lines and install new luminaries. If not feasible due to right-of-way constraints or costs, then consider sidewalk widening between NE 12th and Northrup Way.
116th Ave NE south of Main St	Construct an off-street path along the west side of 116th Ave NE to improve access to the future K Line station at SE 1st St.
SEGEMENT D: Eastgate	
Lake Hills Connector Rd	Improve crossings and construct missing sidewalks along Lake Hills Connector Rd at SE 8th St and 134th Ave SE to improve access to the future K Line stations.
Bellevue College	Coordinate with future Bellevue College Connection investments to construct missing sidewalks connecting to future K Line stations on the Bellevue College campus.
Eastgate Park & Ride	Improve crossings of Eastgate Park & Ride driveway entrances and construct missing sidewalk along Eastgate Way west of 139th Ave SE connecting to the new Eastside men's shelter to improve walking and rolling access to future K Line service at Eastgate Park & Ride.

Capital Appropriation Proposal

Budget: 2023-2024 Biennial, Scenario: Final Adopted, Agency: Transit, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

Totem Lake Eastgate RapidRide Line (K) 1134292

MPA Reporting, Green Building Reporting, Art Eligible

Department	METRO TRANSIT DEPARTMENT
Council District(s)	6
Fund	3641 PUBLIC TRANSPORTATION INFRASTRUCTURE CAPITAL
Class Code	STANDALONE
Portfolio	Fixed Assets
Sub Portfolio	Speed and Reliability Improvements
Substantial Completion	05/09/2030
Location	Totem Lake TC to Eastgate, Kirkland and Bellevue.
Cap Status	Approved

BUDGET (Appropriation)

Capital Phase	ITD Budget thru 06/2022	FY23-24	FY25-26	FY27-28	Total Budget
1 Planning 01/01/19 - 07/01/23	$187,925	$0	$0	$0	$187,925
2 Preliminary Design 07/03/23 - 01/01/27	$3,124,647	$6,019,202	$4,776,140	$0	$13,919,989
3 Final Design 01/04/27 - 03/15/28	$0	$0	$12,696,953	$4,095,800	$16,792,753
4 Implementation 03/15/28 - 05/09/30	$33,126	$0	$0	$28,152,347	$28,185,473
5 Closeout	$0	$0	$0	$0	$0
6 Acquisition	$0	$1,000,000	$4,000,000	$3,396,377	$8,396,377
Total Budget	**$3,345,698**	**$7,019,202**	**$21,473,093**	**$35,644,524**	**$67,482,517**

ART	FY23-24	FY25-26	FY27-28	Total 6-Year Art Budget
Art	$69,490	$212,583	$352,881	$634,954

REVENUE

Account	FY23-24	FY25-26	FY27-28	Total 6-Year Revenue
30800 - BUDGETED FUND BALANCE	$7,019,202	$21,473,093	$35,644,524	$64,136,819
Total Revenue	**$7,019,202**	**$21,473,093**	**$35,644,524**	**$64,136,819**

Capital Appropriation Proposal

Budget: 2023-2024 Biennial, Scenario: Final Adopted, Agency: Transit, Fund: All, Project: All, Cap Status:All, Is IT Proj? Both Yes and No

EXPENSE TDC TOTEM LAKE EASTGATE RR (K) 1134292

Capital Phase	ITD Actuals thru 12/2021	2022 Projected YE	FY 23-24	FY 25-26	FY 27-28	Total Expense
1 Planning	$17,006	$0	$0	$0	$0	$17,006
2 Prelim Design	$1,801,429	$400,000	$6,019,202	$4,776,140	$0	$12,996,771
3 Final Design	$2,686	$0	$0	$12,696,953	$4,095,800	$16,795,439
4 Implementation	$33,126	$0	$0	$0	$28,152,347	$28,185,473
5 Closeout	$0	$0	$0	$0	$0	$0
6 Acquisition	$0	$0	$1,000,000	$4,000,000	$3,396,377	$8,396,377
Total Expense	**$1,854,247**	**$400,000**	**$7,019,202**	**$21,473,093**	**$35,644,524**	**$66,391,066**

BUDGET ANALYSIS

Capital Phase	Baseline	Estimate At Completion	ITD Actuals thru 06/2022	ITD Budget thru 06/2022	ITD Actuals thru 12/2021 + 2022 Projected YE
1 Planning	$0	$17,006	$17,022	$187,925	$17,006
2 Preliminary Design	$0	$3,801,429	$1,891,235	$3,124,647	$2,201,429
3 Final Design	$0	$2,686	$2,686	$0	$2,686
4 Implementation	$0	$33,126	$33,126	$33,126	$33,126
5 Closeout	$0	$0	$0	$0	$0
6 Acquisition	$0	$0	$0	$0	$0
Total	**$0**	**$3,854,247**	**$1,944,069**	**$3,345,698**	**$2,254,247**

Capital Phase	2023 Starting Balance	2023-2024 Budget Request	2023-2024 Expense	2024 Ending Balance
1 Planning	$170,919	$0	$0	$170,919
2 Preliminary Design	$923,218	$6,019,202	$6,019,202	$923,218
3 Final Design	($2,686)	$0	$0	($2,686)
4 Implementation	$0	$0	$0	$0
5 Closeout	$0	$0	$0	$0
6 Acquisition	$0	$1,000,000	$1,000,000	$0
Total	**$1,091,451**	**$7,019,202**	**$7,019,202**	**$1,091,451**

NARRATIVES TDC TOTEM LAKE EASTGATE RR (K) 1134292

SCOPE

RapidRide Totem Lake-Eastgate/ K Line - This project is a planned RapidRide line for Routes 234/235/271 and extends from Totem Lake Transit Center to Eastgate in Bellevue, passing through the cities of Kirkland and Bellevue. This project would plan the necessary infrastructure improvements to launch RapidRide service. These infrastructure projects include passenger facilities, roadway, signal and ITS improvements which result in better transit speed and reliability, access to transit projects and necessary communication and technology efforts to support the service. This budget does not include vehicles.

Capital Appropriation Proposal

NARRATIVES TDC TOTEM LAKE EASTGATE RR (K) 1134292

BACKGROUND & BENEFITS

This project is part of the METRO CONNECTS RapidRide Expansion Program and will be led by King County Metro. This project supports Metro's strategic service goals and is identified in Metro Connects as a RapidRide corridor in the Metro Connects Interim network. The project will result in improved service and ridership along the corridor and support regional growth. The Totem Lake-Eastgate RapidRide Line was prioritized for implementation based on criteria developed in METRO CONNECTS, including:

- Geographic balance
- Equity and social justice factors
- Ridership growth potential
- Implementation complexity
- Partnership opportunities and commitments
- Grant funding opportunities
- High capacity transit network connectivity This project will plan a new RapidRide corridor. Historically RR corridors have been a successful way to increase ridership within a corridor area. Most of the previous 6 RapidRide lines have increase daily trips by more than 50% within the first few years of operations.

DESCRIPTION OF BUDGET REQUEST

Detailed estimates for project costs have been developed using past agency experience delivering the six original RapidRide lines and the in process four lines, along with a detailed work breakdown structure and resource-loaded project schedule identifying the cost associated with each individual component of RapidRide delivery. The requested budget will advance the project into preliminary design, with outyear proposals requesting budget for final design and implementation.

ALTERNATIVES ANALYSIS

This project was paused at the pre-design phase of the project. With the project now added back to Metro's 10-year CIP, it will continue with the remaining of the pre-design, alternatives analysis and environmental clearance work.

STRATEGIC CLIMATE ACTION PLAN ALIGNMENT

This project directly supports Goal Area 1 (Transportation and Land Use) in King County's Strategic Climate Action Plan and overall reduction in emissive pollution by promoting transit along these proposed RapidRide corridors. Capital assets built and installed along the corridor will meet King County's Green Building ordinance where required and allowable.

EQUITY AND SOCIAL JUSTICE IMPACT

OPERATING BUDGET AND OTHER IMPACTS

This capital project will create assets which need to be maintained along the corridor. These assets include shelters, real time information signs, trash bins and ORCA fare collection equipment.

OTHER AGENCY INVOLVEMENT

This project will require the involvement of local jurisdictions and agencies, such as City of Bellevue, where work will be conducted for permitting and potentially funding partnership. The Metro Connects interim network was discussed both regionally and locally with the impacted jurisdictions. As the project is resumed, other agency involvement will significantly increase.

FUNDING AND REVENUE DISCUSSION

This project is funded primarily through Metro funds and competitive grants. The total spending authority being request is based on the current cost estimate. Grant assumptions assume that the project will receive approximately 50% of the project cost from a Federal Transit Administration small starts grant.

ART ELIGIBILITY

Eligible

OTHER CONSIDERATIONS (OPTIONAL)

Capital Appropriation Proposal

NARRATIVES TDC TOTEM LAKE EASTGATE RR (K) 1134292

IT PROJECT STATUS

This project is currently paused at the pre-design phase of the project. When the project is resumed it will continue with the remaining of the pre-design, alternatives analysis and environmental clearance work.

STRATEGIC IT PLAN ALIGNMENT

IT PROJECT COMPLEXITY

CAPACITY TO IMPLEMENT THE IT PROJECT

IT PROJECT RISKS

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: PSRC Y Inside N Outside **February 22, 2024**

County: King

Agency: King Co. DOT - Transit

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			MET-263	23	14.500	DCE	Yes	Totem Lake BRT Station (new)	Eastgate Park and Ride	57,482,517	24-01

RapidRide K Line

This project supports design of a new RapidRide line connecting Totem Lake to Eastgate via Bellevue. This project would improve the attractiveness of transit between two regional growth centers and include the following elements: New transit only or BAT lanes on existing or new right of way along 15% of the proposed routing to maintain high transit travel speeds; Major intersection investments at 6-8 intersections to improve traffic flow, transit reliability and increase transit speeds; New transit signal priority at more than 70% of the signalized intersections along the route; upgraded passenger amenities with better information and passenger safety to facilitate greater transit use and remove barriers of existing use by building 28 RapidRide station, 18 Enhanced RapidRide stops, and 6 standard RapidRide stops.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2024	5309(NS)	8,134,600		0	12,766,067	20,900,667
RW	2024		0		0	8,396,377	8,396,377
		Project Totals	**8,134,600**		**0**	**21,162,444**	**29,297,044**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	29,297,044	0	0	0	0
Totals	**29,297,044**	**0**	**0**	**0**	**0**

Attachment 8 – Project Area Diesel Exhaust PM2.5 Emissions