What is RapidRide I Line?
King County Metro is bringing RapidRide to south King County. The new RapidRide I Line will be a 17 mile north-south Bus Rapid Transit (BRT) service providing a fast, frequent, and more reliable transit option connecting the vital Renton, Kent, and Auburn regional growth centers. RapidRide I Line will also provide area residents faster and easier access to regional destinations by linking to other high capacity transit such as RapidRide F Line, Sounder Commuter Rail, and future Metro and Sound Transit routes.

What problem does RapidRide I Line solve?
Right now, transit does not work well in the key residential and employment centers of Renton, Kent and Auburn. Congested roadways make commuting by bus slow and reduce service reliability. Despite that, routes 169 and 180, which currently serve Renton, Kent, and Auburn, are among the busiest Metro routes in south King County, demonstrating a high demand for transit service that is only expected to grow as more people and jobs move into the area. RapidRide I Line will include speed and reliability improvements that will improve travel time throughout its 17-mile corridor, both for riders, and for single-occupant vehicles.

What will CMAQ funding do?
$6,000,000 in CMAQ grant funding will allow Metro to build transit speed and reliability projects in the Renton Regional Growth Center, near the City of Renton’s South Renton Transit Center – a key transit hub. This planned transportation hub is being built in conjunction with the Sound Transit I-405 BRT project and will connect local and regional bus service, and Sound Transit and Metro BRT lines. Improvements in the vicinity of this new transportation hub will improve the speed and reliability of buses on local and regional routes, as well as RapidRide I Line, extending the benefits to the communities served by the South Renton Transit Center throughout south King County.

The Speed and Reliability projects near the South Renton Transit Center are key to achieving travel time benefits for the entire 17-mile RapidRide I Line corridor and will include:

- traffic signal retiming, modification, and synchronization
- modifications to existing transit signal priority (TSP) installations
- new and modified transit-only and Business Access Transit (BAT) lanes
- bus queue jumps

What is RapidRide I Line Speed and Reliability Improvements
CMAQ - Connecting Corridors

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RapidRide I Line by the numbers

- 138,000 jobs served by the corridor
- 10,000 riders each weekday by 2026
- 5-19 minutes of trip reduction
- 3 regional centers connected
Benefits to Regional Growth or Manufacturing Industrial Centers

- **Regional connections** – RapidRide I Line will better connect three important regional growth and employment centers to each other, and to the region as a whole.
- **Economic growth** – When people can more easily and reliably get to and from the 138,000 jobs in the area served by the corridor, that encourages economic growth.
- **Active transportation** – RapidRide I Line will include infrastructure that will make it easier for people to walk or ride their bikes to and from the bus, and it will help connect people to regional trails such as the Interurban Trail and the Green River Trail.
- **Access** – RapidRide I Line will improve access to jobs, community services, educational opportunities and more for people who are historically transit-dependent.

System Continuity/Long Term Benefits and Sustainability

- **Ridership** – RapidRide I Line will draw between 4,000 to 6,000 new daily riders as area residents view it as an attractive alternative to driving alone.
- **Travel time** – Riders will save between 5-19 minutes per trip on the corridor, reducing travel time by more than 20% in the PM peak period.
- **Transit connections** – RapidRide I Line connects more people in the regional growth centers of Renton, Kent and Auburn to other transit options such as Sound Transit’s Sounder and Link light rail and Metro’s F Line.

Air Quality and Climate Change

- **Air quality** – Increasing ridership will take single-occupant vehicles off congested roads and highways, reduce vehicle miles traveled, and decrease greenhouse gas emissions and other air pollution.

**Project timeline**

- **Spring 2019**: Engaged the community and partners to draft concepts.
- **Summer 2019**: Conducted community engagement to inform station locations, projects to improve access, and service changes.
- **Fall 2019-Summer 2020**: Use community feedback to inform preliminary design.
- **Spring 2020**: Final design begins.
- **2022**: Construction begins.
- **2023**: RapidRide I Line service begins.