RapidRide K Line

Kirkland City Council
December 10, 2019
Agenda

- RapidRide K Line Update
  - Route Options in Kirkland
- Next Steps
RapidRide K Line Update
**K Line Overview**

**Benefits:**

- Connects fast-growing communities between Eastgate and Totem Lake
- Supports the Kirkland Transit Implementation Plan
- Incorporates feedback from the North Eastside Mobility Project
- Connects riders to other high capacity transit options in the area
Complementary service restructures
- Coordination with Sound Transit, partners, community, and riders
- Maintain connections to regional destinations

Local and regional transit connections
- RapidRide B Line (existing)
- Bus routes 239/250/255 (March 2020)
- Sound Transit’s Link light rail (2023)
- I-405 Stride Bus Rapid Transit (2024)
- RapidRide K Line (2025)
K Line Route Options Analysis

- Equity
- Community
- Ridership
- Partnerships
- Travel times
- Network
- Destinations
## Kirkland Route Options

<table>
<thead>
<tr>
<th>Route Option</th>
<th>Totem Lake Transit Center to Kirkland Transit Center</th>
<th>Kirkland Transit Center to South Kirkland Park-and-Ride</th>
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</thead>
<tbody>
<tr>
<td></td>
<td><strong>A1</strong></td>
<td><strong>A2</strong></td>
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<tr>
<td>Equity and Social Justice</td>
<td>Similar findings</td>
<td>Similar findings</td>
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<tr>
<td>Travel times (weekday range)</td>
<td>17-22 (NB) 18-22 (SB)</td>
<td>12-20 (NB) 11-18 (SB)</td>
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<tr>
<td>Network considerations</td>
<td>255 path potential impacts</td>
<td>239 path potential impacts</td>
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<tr>
<td>Potential future ridership</td>
<td>Similar findings</td>
<td>Similar findings</td>
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<tr>
<td>Destinations and activity centers</td>
<td>25</td>
<td>32</td>
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<tr>
<td>Partnerships</td>
<td>Kirkland Transit Implementation Plan</td>
<td>ST BRT: 85th St Station connection</td>
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### Kirkland Transit Implementation Plan

- **ST BRT: 85th St Station connection**
Community Engagement

During the needs and priorities assessment, Metro met the community where they’re at:

- 7 Tabling Events
- 6 Briefings & Presentations
- 15 Interviews
- 1148 Survey Respondents
- 177 people engaged
- Bus Outreach

8 people engaged
What We Heard

- Desire for quick, reliable transit service that gets people where they need to go
- Importance of safety at bus stations
- Site bus stations near important places within the community
- Better service desired for people with mobility, vision, hearing, or other impairments
- Concerns from Route 255 riders about changes to service to/from Seattle
Kirkland Route Proposal

- Connects to 85th St Stride BRT station
- Responsive to community input
- Attracts strong Eastside ridership
- Competitive travel times and future time savings
- Route 255 likely to move to B1 south of downtown
- City and Metro partnership opportunities
- Some existing riders will experience changes

Route 255 likely to move to B1 south of downtown. Some existing riders will experience changes.
RapidRide

Next Steps
## Next Steps

<table>
<thead>
<tr>
<th>Step</th>
<th>Description</th>
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<tbody>
<tr>
<td>1.</td>
<td>Finalize route in Bellevue and Kirkland</td>
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<td>2.</td>
<td>Plan station locations and transit area improvements</td>
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<td>3.</td>
<td>Engage with community and partner organizations to seek feedback on design</td>
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<td>4.</td>
<td>Apply for federal funding</td>
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Questions?

Contacts

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K Line Timeline

Planning 2019

Preliminary Design 2019-2021

FTA Small Starts application August 2021

Final Design & Construction 2022-2025

Start Service March 2025

Needs and Priorities Assessment (through early 2020)

Draft Concepts (early 2020 – mid 2020)

Final Concepts (late 2020)
K Line Budget (Current)

Total: ~$90 million

- WSDOT Regional Mobility Grant
- PSRC CMAQ Funds

SECURED - $8 Million

- King County Local Funds
- Local Jurisdiction Partnerships
- FTA Small Starts Funding (Application Aug. 2021)
- Other Grants

PLANNED
Working Together as Partners

- Ongoing engagement and coordination with local communities
- Ongoing coordination with the City and agency partners
- Support transit connections and access improvements
- Design and build capital facilities, dedicated right-of-way